

The Corporation of the Town of Tillsonburg

Traffic Advisory Committee Meeting

AGENDA



Thursday, August 22, 2024

9:00 AM

Boardroom CSC

10 Lisgar Ave.

1. **Call to Order**

2. **Adoption of Agenda**

Proposed Resolution #

Moved By: _____

Seconded By: _____

THAT the agenda as presented for the August 22, 2024 Traffic Advisory Committee be approved.

3. **Disclosures of Pecuniary Interest and the General Nature Thereof**

4. **Adoption of Minutes of Previous Meeting**

Proposed Resolution #

Moved By: _____

Seconded By: _____

THAT the minutes of the May 16, 2024, Traffic Advisory Committee, be approved.

5. **Presentations**

5.1 **Kevin Jones, Paradigm - Traffic Master Plan Update**

6. **Delegations**

6.1 **Michael Brown, Accessibility Advisory Committee Member Re: Intersection of Bridge and Rolph Streets**

7. Information Items

7.1 Correspondence from Sharon Cattrysse Re: Speeding on Baldwin

7.2 Correspondence from Claude Archambault Re: Speed Humps

7.3 Follow-up: All-way Stop Request Washington Grand Avenue and Rolph Street

7.4 Correspondence from Al Cayford Re: Traffic on Robin Road

8. General Business & Reports

8.1 No Parking on Woodcock Drive

9. Next Meeting

10. Adjournment

Proposed Resolution #

Moved By: _____

Seconded By: _____

THAT the Traffic Advisory Committee Meeting of August 22, 2024, be adjourned at _____
p.m.



The Corporation of the Town of Tillsonburg

Traffic Advisory Committee Meeting

MINUTES

Thursday, May 16, 2024
9:00 AM
Boardroom CSC
10 Lisgar Ave.

ATTENDANCE: Bob Parsons
Pete Luciani
Chris Rosehart
Larry Scanlan

Regrets: Deb Gilvesy

Staff: Jonathon Graham, Director of Operations and Development
Mark Russell, Building By-Law Enforcement Supervisor
Julie Ellis, Deputy Clerk

1. Call to Order

The meeting was called to order at 9:00 a.m.

2. Adoption of Agenda

Resolution # 1

Moved By: Bob Parsons

Seconded By: Chris Rosehart

THAT the agenda as presented for the May 16, 2024 Traffic Advisory Committee be approved with the following amendments:

- The addition of agenda Item 7.4 - Update on Hickory Hills Speed Sign replacement on Wilson Ave

- The addition of agenda Item 7.5 - Update on Broadway Safety Initiatives

Carried

3. Disclosures of Pecuniary Interest and the General Nature Thereof

There were no disclosures of pecuniary interest.

4. Adoption of Minutes of Previous Meeting

Resolution # 2

Moved By: Bob Parsons

Seconded By: Chris Rosehart

THAT the minutes of the February 15, 2024, Traffic Advisory Committee, be approved

Carried

5. Presentations

6. Information Items

6.1 Correspondence from Mylee Gunby Re: Question About Crosswalks/4-way Stops

Staff will respond to the correspondence to confirm receipt.

This item can be reviewed and considered at a future date and will be forwarded to the Manager of Public Works for review.

Resolution # 3

Moved By: Bob Parsons

Seconded By: Chris Rosehart

THAT this item be referred to the Manager of Public Works to further look into and bring a report back to the committee

7. General Business & Reports

7.1 Tillsonburg Community Centre Parking/Loading Area

Jonathon Graham, Director of Operations and Development, confirmed that this is a problematic area and that the issue has been discussed with the Interim Manager of Recreation, Culture and Parks. Staff will look at

options with the Interim Director including speed bumps, identification as a one-way street, and report back to the Committee.

7.2 Draft Power Point Presentations for Draft Transportation Master Plan

Jonathon Graham, Director of Operations and Development, reviewed some preliminary deliverables from the consultant on the Draft Traffic Master Plan. A report will go to Council at the midway point and at the end of the process.

Staff are hoping to identify dates for public consultation soon.

Responses have been limited this far, and staff will work on continuing to push the survey out. The committee provided ideas for promoting the survey, and Jonathon Graham will reach out to Communications to work on this.

7.3 Tillson Avenue Crosswalk Discussion

Jonathon Graham, Director of Operations and Development, provided an update on the discussion that occurred at the April 22, 2024, meeting of Town of Tillsonburg Council regarding the Tillson Avenue Crosswalk. At this point in time, a housekeeping by-law has been passed without Tillson Avenue.

The county has been consulted, and are ultimately the authority on this issue. Preliminary engineering findings have been collected, and more are undergoing.

Staff will share results with the committee once they are available.

7.4 Update on Hickory Hills Speed Signs

Jonathon Graham, Director of Operations and Development, provided an update on the Speed Signs in Hickory Hills. The Manager of Public Works and Roads Supervisor are currently following-up on the previous recommendation to adjust speed signs to display vehicle speed. There is an approximate \$5,000 cost per unit to procure the signs.

Resolution # 4

Moved By: Bob Parsons

Seconded By: Larry Scanlan

THAT at least two speed signs be procured, the preferred option being ones that do radar, traffic counts and speed calibration, to replace the current outdated units

7.5 Update on Broadway Safety Initiatives

Jonathon Graham, Director of Operations, provided an update on safety initiatives on Broadway, specifically a sign regarding air engine brakes and opportunities for education on the use of crosswalks (i.e. Tim Hortons on Broadway).

As the early and unsafe use of pedestrian crosswalks has been an issue, staff will look into adding a sign at crosswalks that advises to look left and right before crossing.

Staff will also look into a sign advising to avoid emergency brake use as well as the addition of speed control southbound on Broadway.

8. Next Meeting

9. Adjournment

Resolution # 5

Moved By: Bob Parsons

Seconded By: Chris Rosehart

THAT the Traffic Advisory Committee Meeting of May 16, 2024, be adjourned at 10:09 a.m.

Carried

Town of Tillsonburg

Transportation Master Plan

Phase 1 Engagement Summary Report



Prepared by: LURA Consulting
July 2024



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Introduction

Project Background

The Town of Tillsonburg’s Transportation Master Plan will provide important information and recommendations regarding the future of transportation in the town. It will consider town-wide needs and all types of travel (e.g. walking, cycling, vehicular, etc.) to guide future decisions on transportation improvements.

This summary report shares the results of the community and stakeholder engagement activities conducted as part of Phase 1 engagement efforts for the Transportation Master Plan update. It details the methods used, the feedback received, and how this input will inform the development of the Transportation Master Plan. The report aims to provide a transparent account of the engagement process and demonstrate how community voices are considered.

Engagement Overview

Engagement Objectives

The overall consultation and engagement objectives for the Town of Tillsonburg Transportation Master Plan are to:

- Inform the community and stakeholders about the Transportation Master Plan.
- Collect diverse input and perspectives to shape the future of transportation in Tillsonburg.
- Ensure inclusive and accessible engagement opportunities for all community members.
- Foster collaboration between the Town, residents, and other stakeholders.
- Build trust and transparency by demonstrating how feedback informs planning decisions.

Engagement Methods

Engagement methods included a public questionnaire and a public information centre. Each method was designed to gather meaningful input and foster dialogue about the Town’s future transportation needs. The following table summarizes the number of participants by engagement activity.

Engagement Method	Number of Participants
Public Questionnaire	647
PIC	96
Total Engaged	743

Table 1: Engagement Methods Summarized

Communications Methods

Various outreach methods, including a dedicated project webpage, project mailing list and the Town’s social media, were used to inform and engage the community. These methods were tailored to reach diverse populations and encourage active participation in the engagement activities.

The following table summarizes the number of recipients and views by outreach activity.

Outreach Method	Outreach Activity
Project Webpage	A dedicated project webpage was created on the Town of Tillsonburg site to house information on the Transportation Master Plan, such as objectives, purpose, and goals. The public could also find information on engagement events, such as the PIC, and take the public questionnaire.
Project Mailing List	Notice of the PIC was sent to 146 residents who signed up to the project mailing list.
Social Media	The Town’s social media channels were used to promote engagement opportunities.

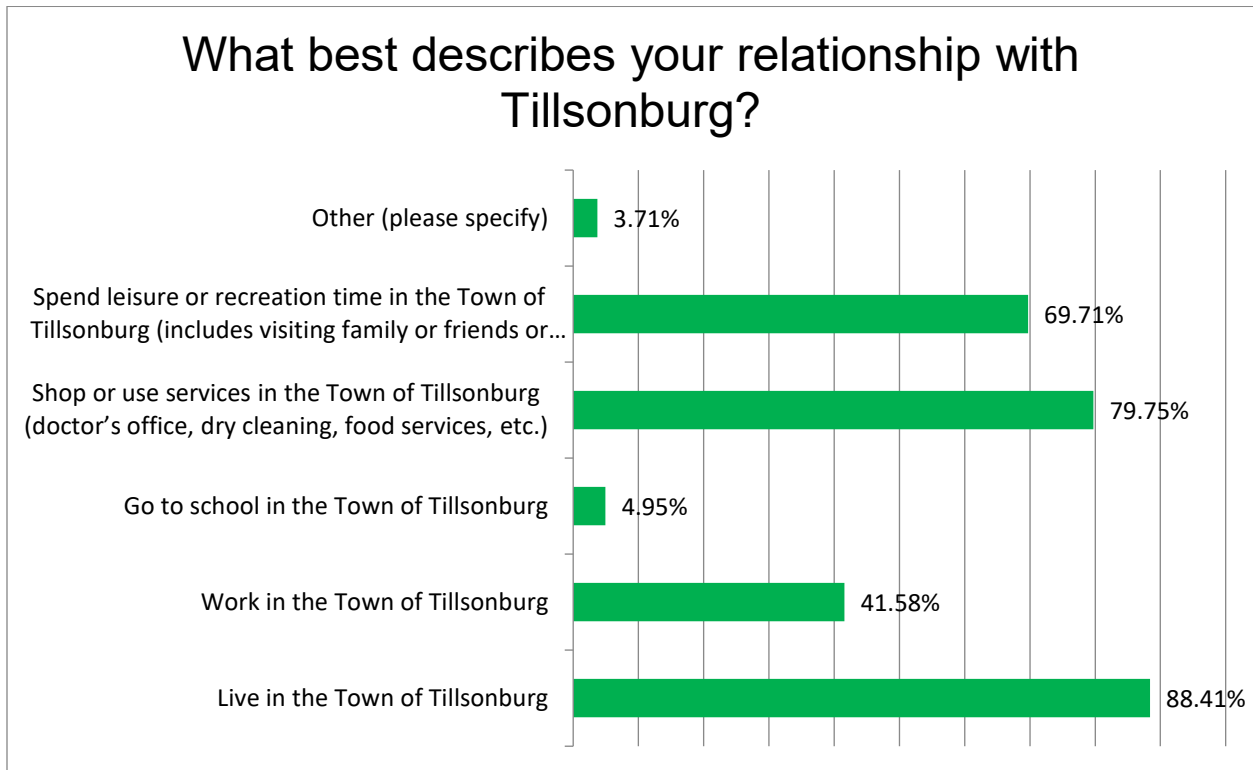
Table 2: Communications Methods Summarized

What We Heard

The following section provides a high-level summary of the feedback received from the public questionnaire and PIC comments throughout the engagement process. The appendices of this report provide a fulsome record of more detailed input.

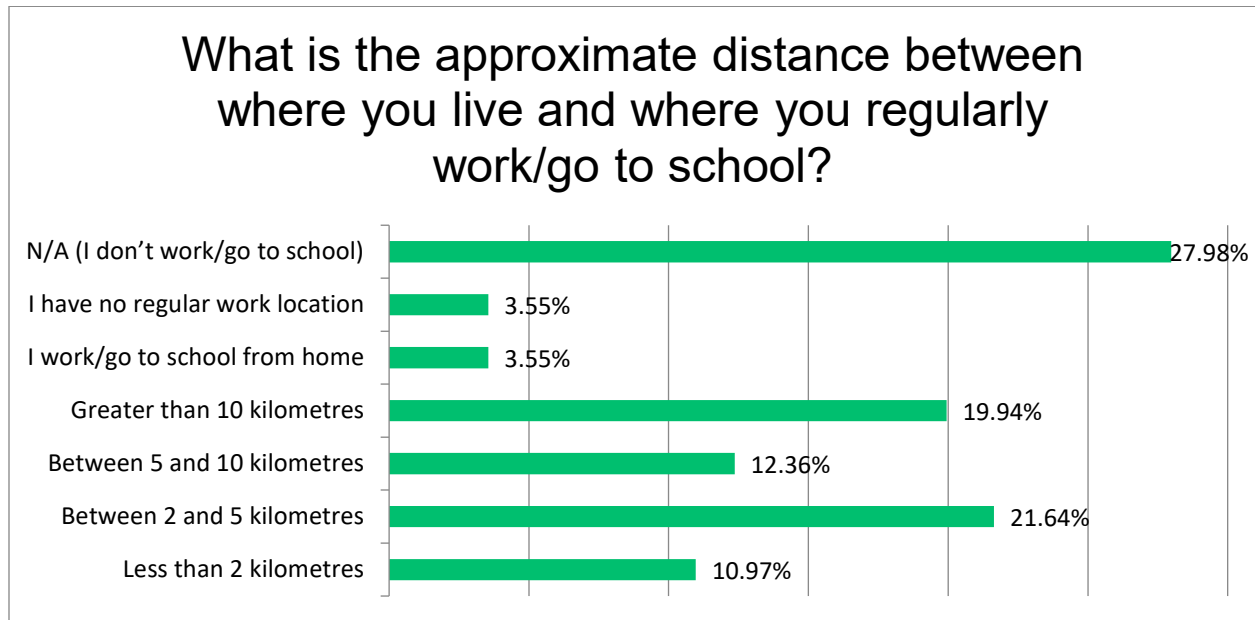
Travel Trends and Opinions on Transportation

What best describes your relationship with Tillsonburg? [Select all that apply | n=647]



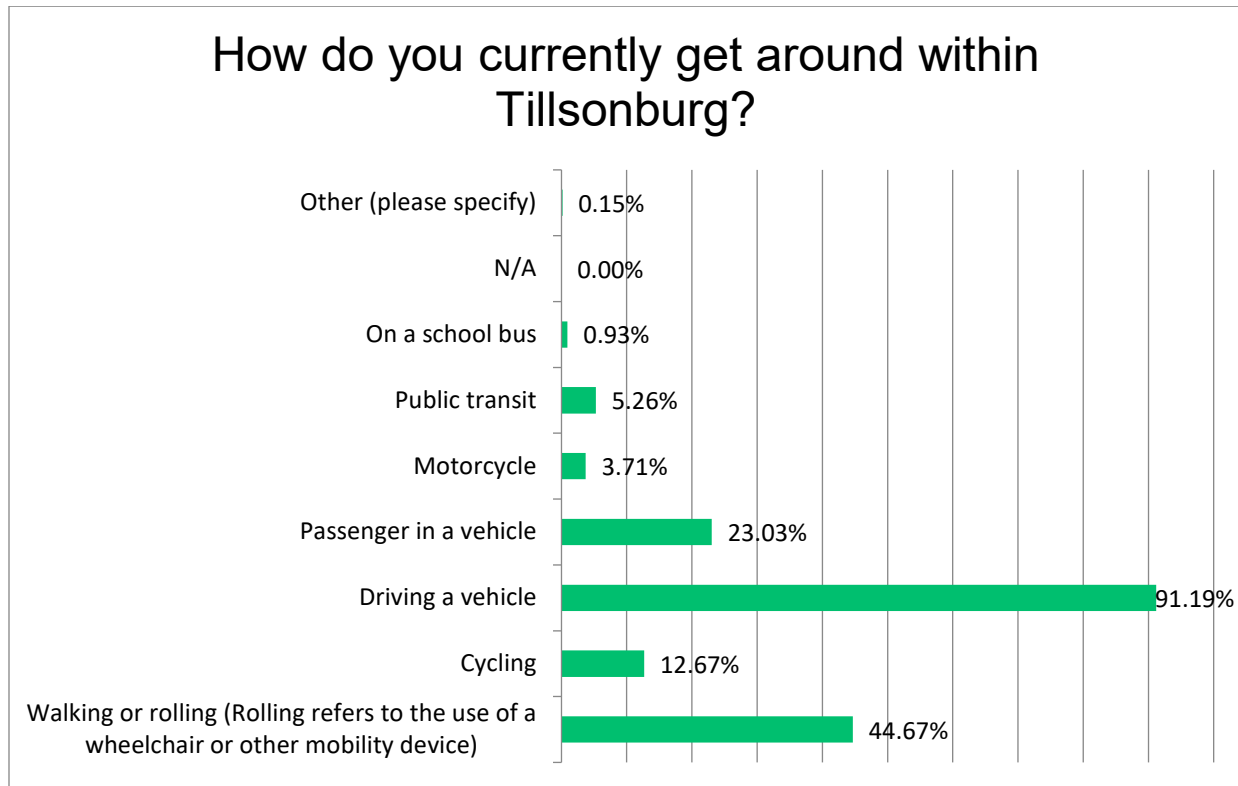
Most respondents indicated that they live in the Town of Tillsonburg. Many either shop or use services in Tillsonburg or spend their leisure and recreation time in the Town, indicating that they live just outside of Tillsonburg and rely on the Town for these amenities. Other responses include volunteering in Tillsonburg, owning a business, or participating in community events and fundraisers in the Town.

What is the approximate distance between where you live and where you regularly work/go to school? [n=647]



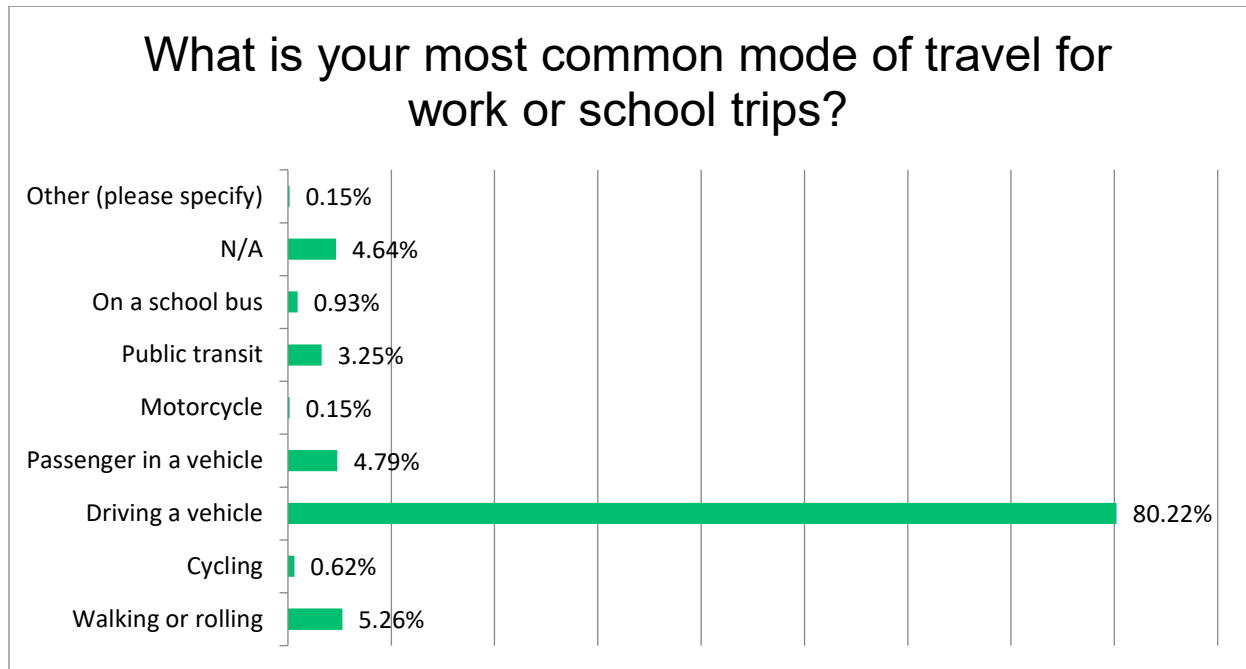
Many respondents indicated that they did not work or attend school regularly, with many of those stating that they are retired. Respondents who regularly went to work or school mostly travelled between 2 and 5 kilometres or greater than 10 kilometres. About 11% of respondents lived within a 2-kilometre radius from where they work or go to school.

How do you currently get around Tillsonburg? [Select all that apply | n=647]



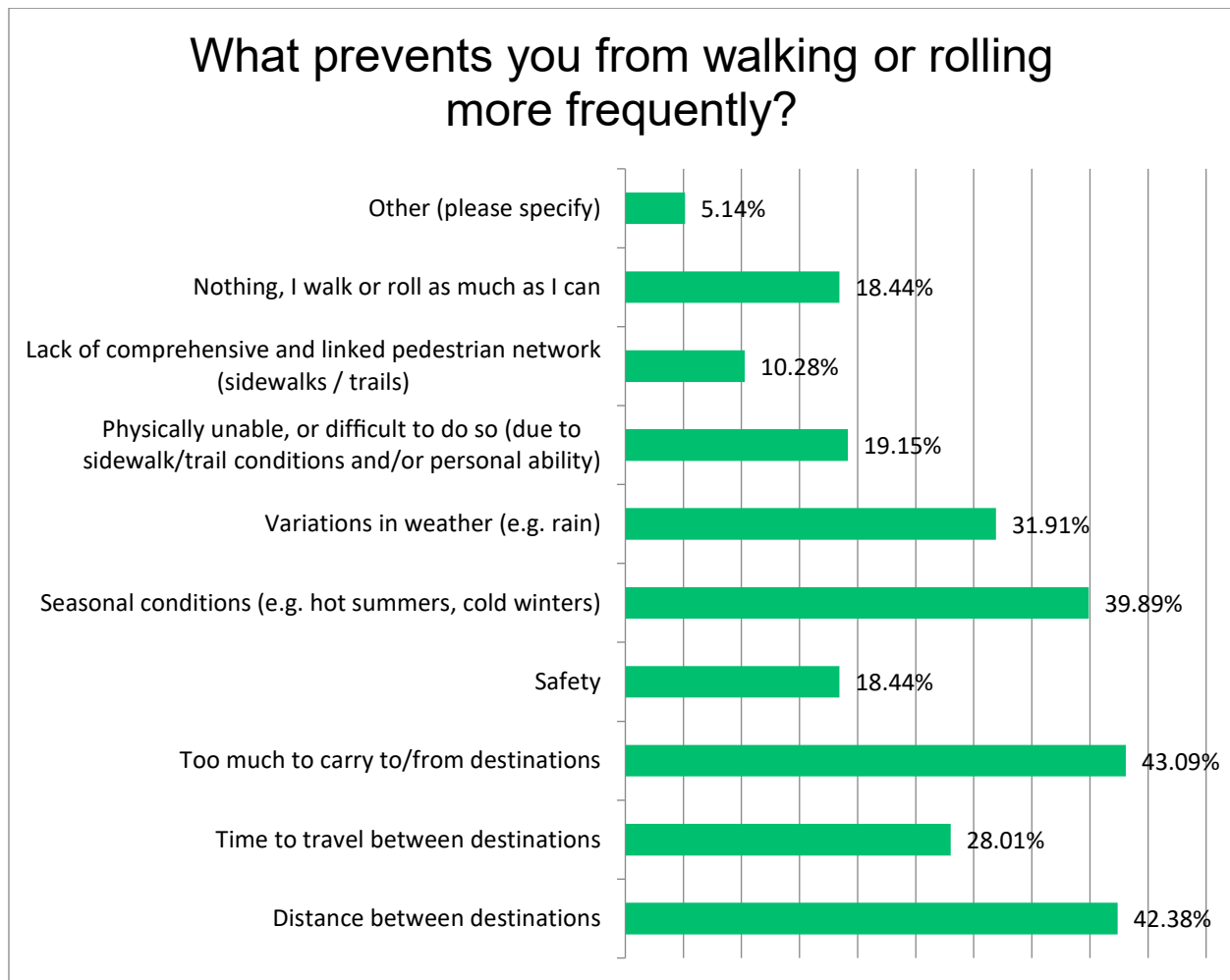
The most common way respondents get around Tillsonburg is by driving, with over 90% indicating they do so. This shows that residents are reliant on their personal vehicles for most of their travel needs. Following driving, about 45% of residents selected walking or rolling as their most common form of transportation. Being a passenger in a vehicle was the third most selected, again showing the significance of the personal vehicle. Only 12% of respondents selected cycling, and 5% selected public transit, indicating these active and sustainable transit options are not widely used.

What is your most common mode of travel for work or school trips? [n=647]



The most common mode of travel for work or school trips was driving, with 80% of respondents selecting this response. The next most common travel mode was walking or rolling, being a passenger in a vehicle, and then taking public transit. Cycling had a less than 1% selection rate. This indicates that respondents rely primarily on their personal vehicles.

What prevents you from walking or rolling more frequently? [Select all that apply | n=564]



To understand what is preventing respondents from walking or rolling more frequently, the graph above shows that 43% of respondents stated that they had too much to carry to/from destinations, and 42% stated that the distance between destinations was the largest deterrent. When asked to provide reasoning behind their responses, respondents stated that they prefer to use their vehicles for errands and commuting due to the convenience it offers. The necessity to carry multiple or heavy items for work or errands encourages them to prioritize the use of their personal vehicles.

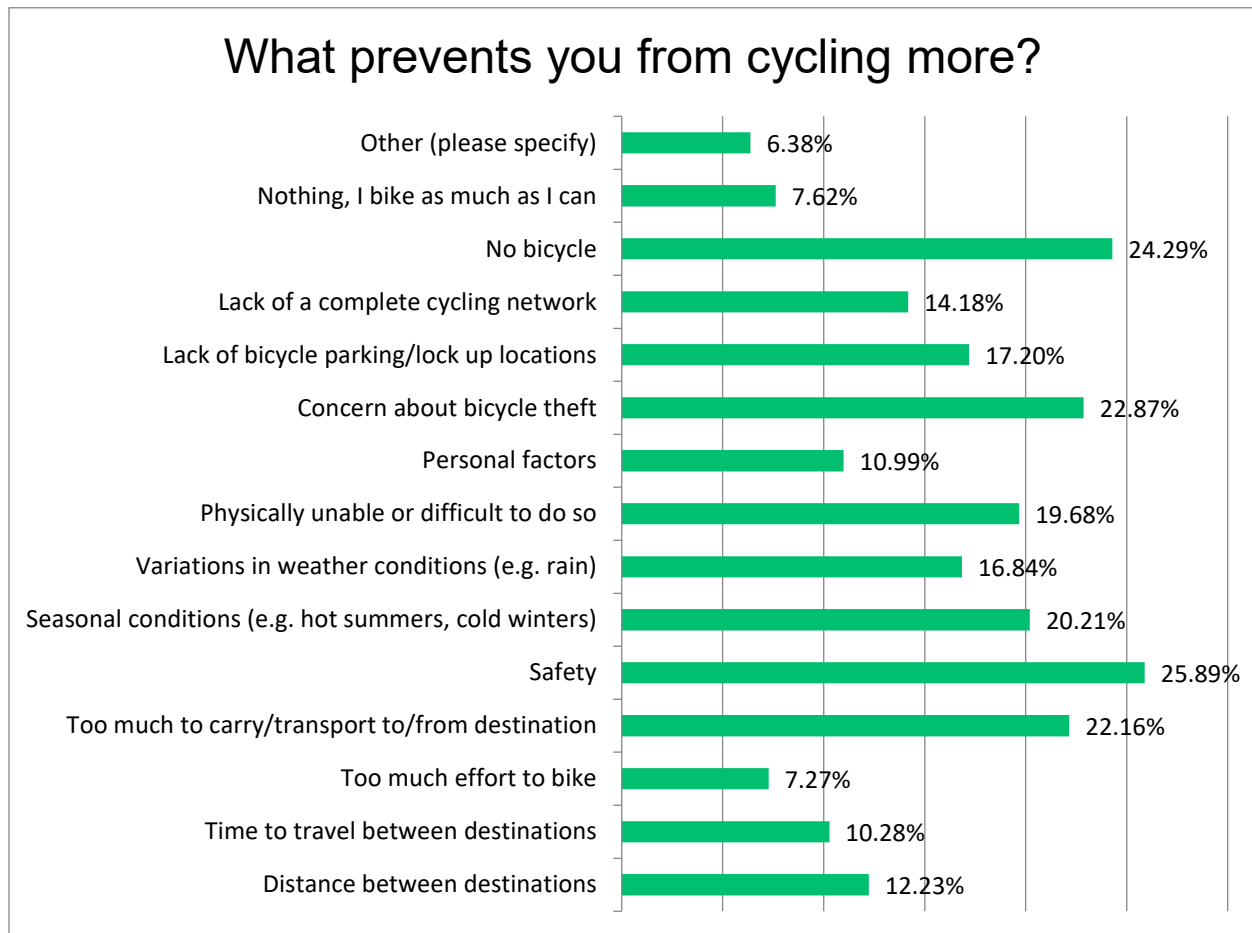
The next elements that prevented respondents from walking and rolling include seasonal conditions and variations in weather conditions. Particularly in the winter, snow, ice, and extreme cold temperatures are common barriers that make walking and rolling impractical for respondents.

Many respondents cited age-related issues and health conditions as barriers preventing them from walking or rolling more frequently. Limited physical mobility, knee and hip replacements, and the need for walking aids like canes make walking long distances challenging.

Safety concerns and infrastructure issues were also mentioned by respondents as elements that prevent them from walking or rolling more often. Safety concerns such as unsafe crossings, speeding drivers, and insufficient lighting were mentioned. As well as infrastructure issues such as

the need for more sidewalks and pedestrian friendly amenities like public washrooms and benches were suggested to make walking and rolling more attractive.

What prevents you from cycling more? [Select all that apply | n=564]

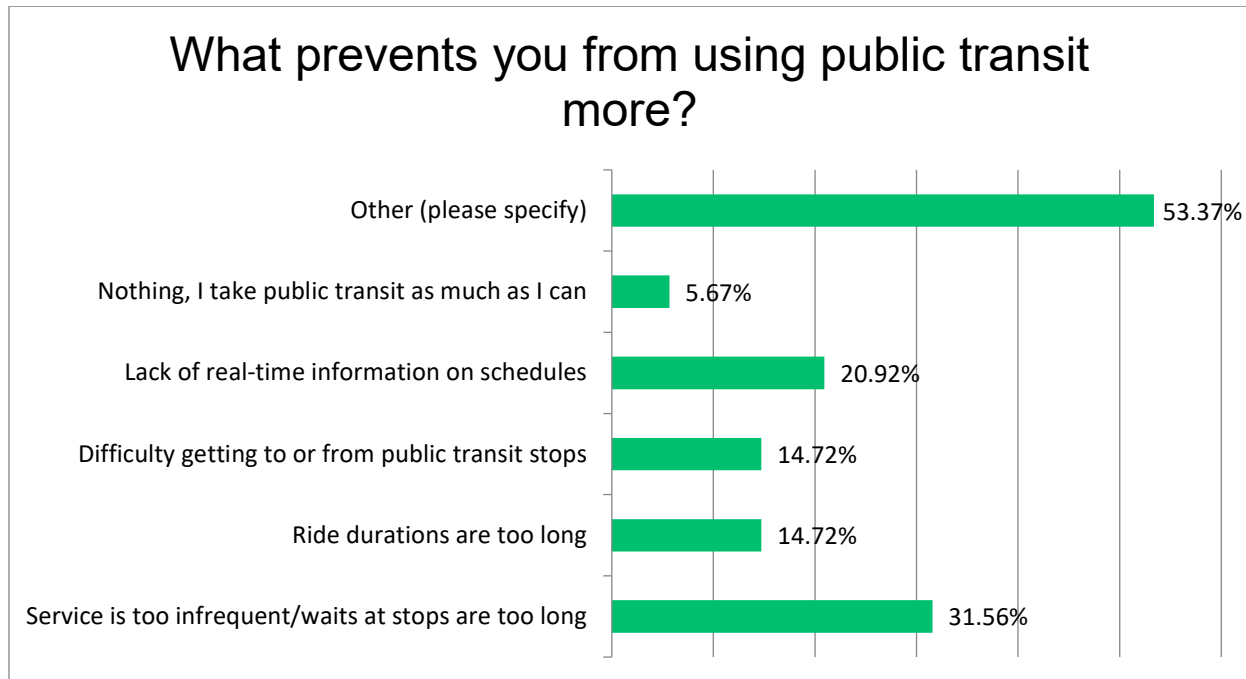


We asked respondents what prevents them from cycling more frequently in Tillsonburg. The most common concern was cyclist safety, which almost 26% of respondents selected. Many stated that they felt the road conditions and vehicular traffic were their main concerns. Respondents claimed that safe bike lanes and the need for separated bike paths are required to make cycling more common. Additionally, bike lanes need to be adequately maintained and bike racks need to be more abundant in order for potential cyclists to feel more comfortable using this form of transportation.

Personal preferences and convenience were also cited as preventing respondents from cycling more frequently. Many prefer driving, as cars make it easier to carry more items, while carrying items on a bicycle requires increased effort. Some also mentioned having to shower and change clothes if cycling to work, which was not seen as feasible.

Physical limitations were also stated to prevent respondents from cycling more frequently, such as knee issues, health issues, and other mobility impairments stated as reasons to avoid cycling.

What prevents you from using public transit more? [Select all that apply | n=564]

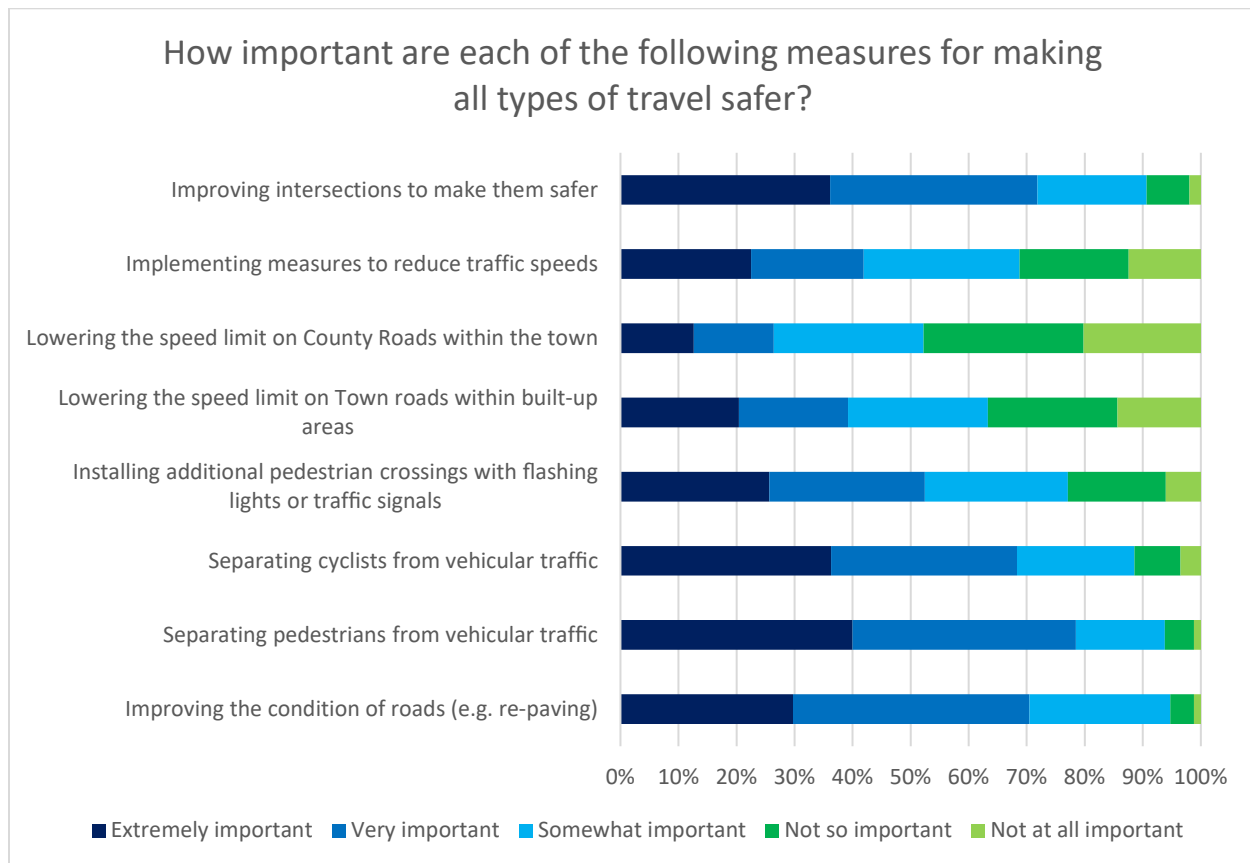


Of the selectable options, the infrequent service and long waits at stops were stated to be the primary factors preventing respondents from using public transit more, with 32% of respondents identifying this factor. Respondents indicated that they prefer using their personal vehicle due to the convenience and flexibility it offers, citing the ability to follow their own schedule and they can travel directly to their destination. There is also a time cost associated with public transit, and driving is seen to be faster and a more direct route.

The lack of real-time schedule information also prevented respondents from using public transit more frequently. Respondents stated that planning routes and relying on transit service were not desirable traits of this transportation option. Furthermore, concerns were raised about the lack of bus stops in certain areas, limited service hours, and the absence of shelters at bus stops, which suggested further issues about limited public transit infrastructure.

Perceptions of public transit were also not ideal, as respondents expressed discomfort and safety concerns about travelling with strangers and the cleanliness of the buses.

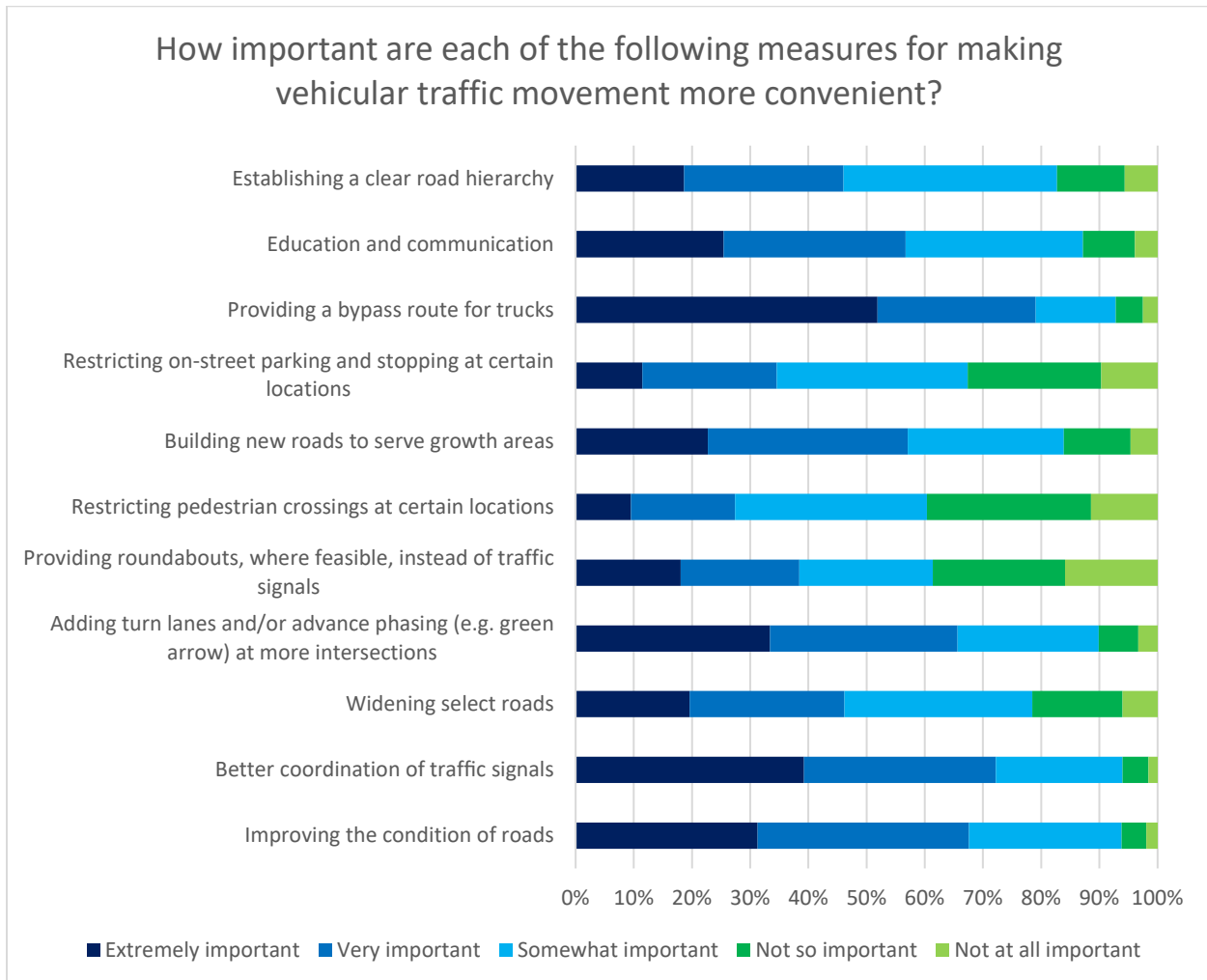
How important are each of the following measures for making all types of travel safer in the Town of Tillsonburg from your perspective? [n=515]



Respondents identified separating pedestrians from vehicular traffic as the most important measure for making all types of travel safer in the Town of Tillsonburg. The next most important measures would be improving intersections and road conditions, such as repaving. Next, respondents identified installing pedestrian crossings with flashing lights or traffic signals and lowering the speed limit on Town roads in built-up areas as also important.

These responses suggest that Tillsonburg would make all types of travel safer by prioritizing pedestrian safety and better controlling vehicular traffic in built-up areas.

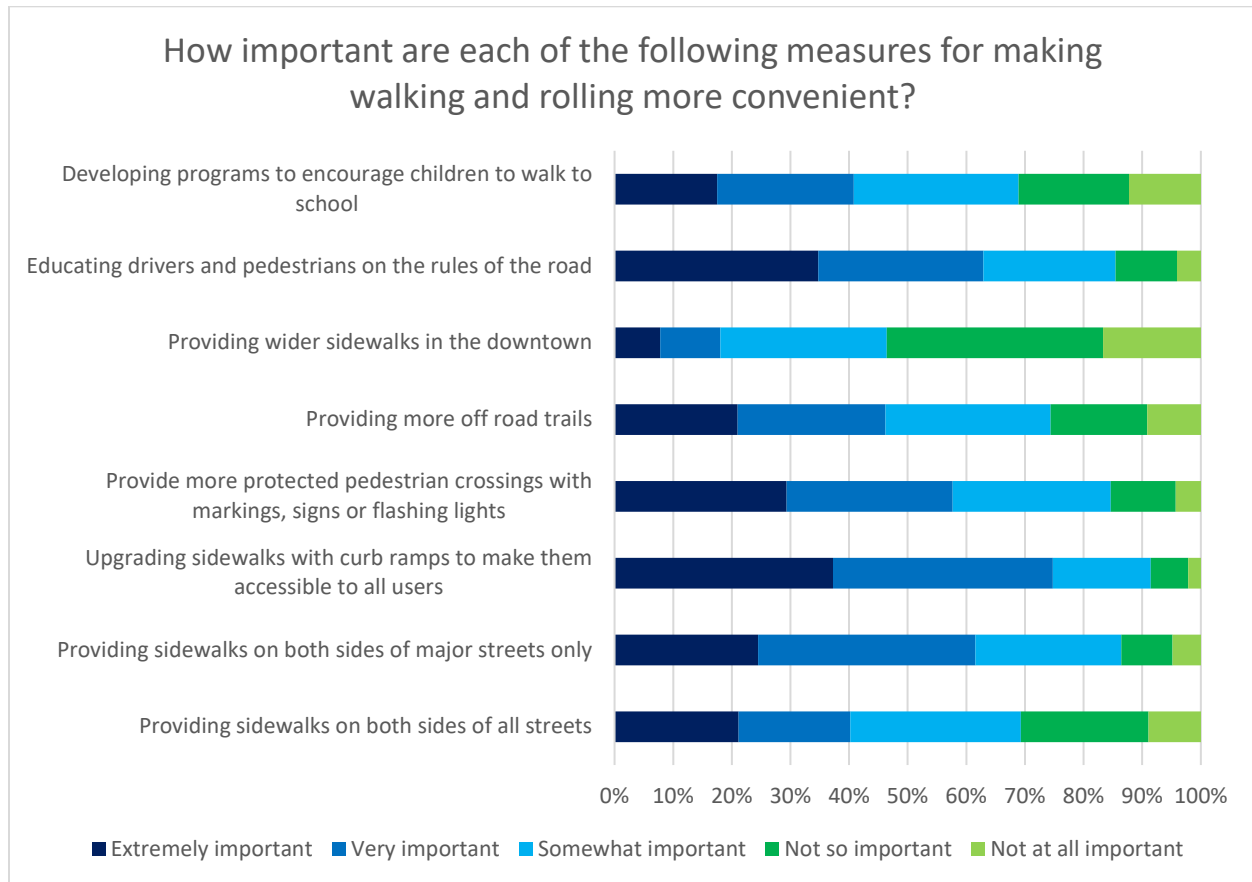
How important are each of the following measures for making vehicular traffic movement more convenient in the Town of Tillsonburg from your perspective? [n=515]



Providing a bypass route for trucks was stated to be the most important measure for making vehicular traffic movement more convenient in the Town of Tillsonburg. This suggests that trucks passing through Town on their way to other destinations are seen as a major factor in vehicle congestion and traffic slowing. The next measures identified to make vehicular traffic movement more convenient include having better coordination of traffic signals, improving the conditions of the roads, and adding turning lanes and/or advanced phasing at more intersections.

The least important measures for making vehicular traffic movement more convenient include restricting pedestrian crossings at certain intersections, as well as restricting on-street parking and stopping at certain locations. This suggests that respondents value walking and want pedestrian safety prioritized, and it also suggests respondents value parking options in proximity to their destinations.

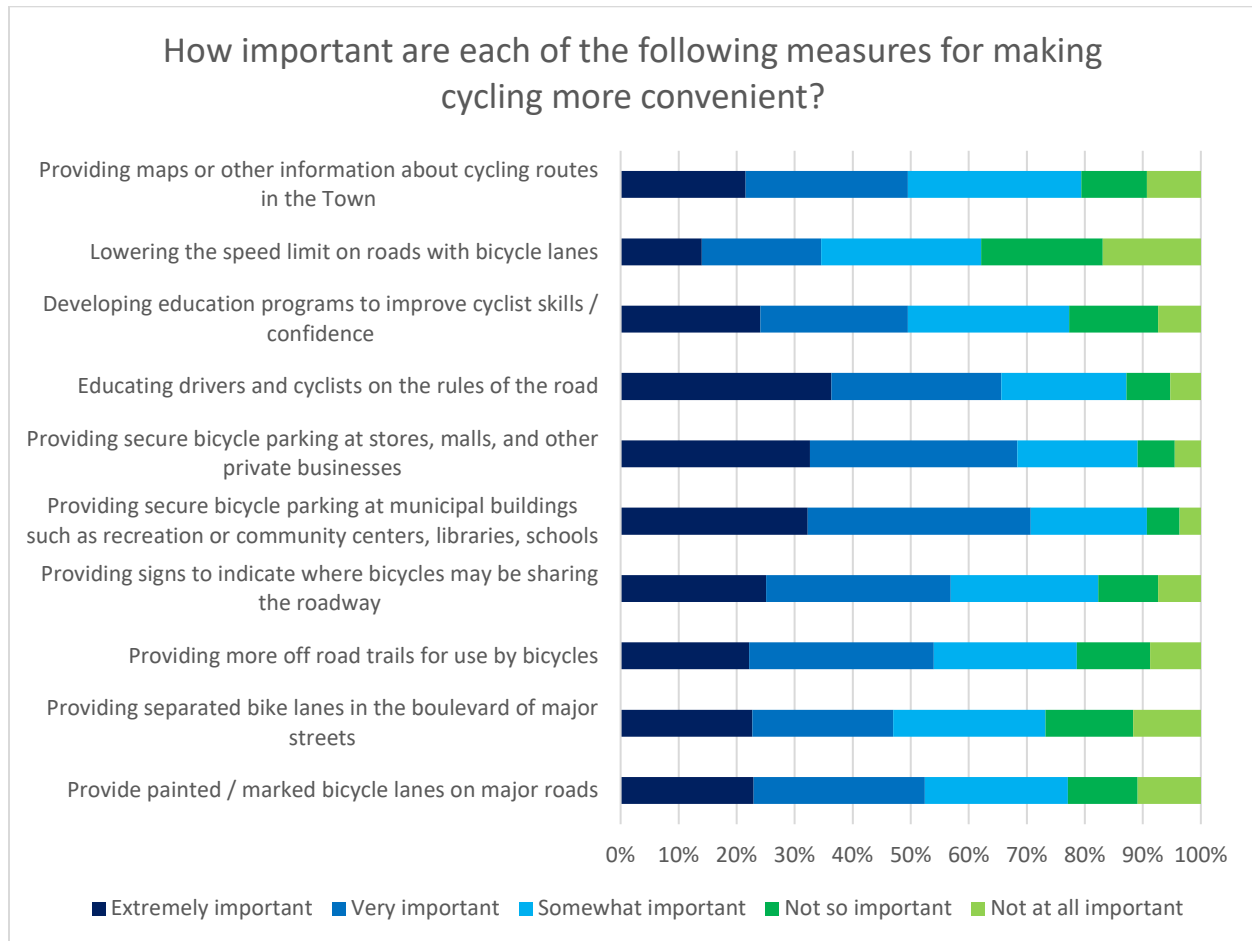
How important are each of the following measures for making walking and rolling more convenient in the Town of Tillsonburg from your perspective? [n=515]



Upgrading sidewalks with curb ramps to make them accessible to all users was identified as the most important measure for making walking and rolling more convenient. The next most important measures highlight the need for pedestrian safety and connected walking and rolling networks, with many respondents selecting that sidewalks are required on both sides of major streets, more protected pedestrian crossing with markings and signs, and educating drivers and pedestrians on the rules of the road.

Providing wider sidewalks downtown and developing programs to encourage children to walk to school were the least important measures identified. This suggests that there are alternative improvements that respondents would find more effective.

How important are each of the following measures for making cycling more convenient in the Town of Tillsonburg from your perspective? [n=515]



The most important measures for making cycling more convenient are related to bicycle security. Respondents identified that providing secure bicycle parking at municipal buildings, schools, stores, and other services and businesses would allow them to cycle more often. Educating drivers and cyclists on the rules of the road was stated to be of great importance, as increased awareness and knowledge would also increase safety and comfort.

Lowering the speed limit on roads with bicycle lanes was the least important measure identified to make cycling more convenient. This may suggest that respondents felt this measure would hinder their personal vehicle travel preferences or that bike lanes should be safe enough to allow vehicles to maintain their regular speeds.

Are there specific intersections in Tillsonburg that you feel could be improved with respect to safety or traffic flow?

Several specific intersections and streets in Tillsonburg, highlighted below, were identified by respondents as needing improvement in safety or traffic flow.

Intersections Along Broadway

Along Broadway, the intersection at Glendale Drive was mentioned as there are concerns about visibility, pedestrian safety, and the need for traffic lights. The pedestrian crossing is difficult to see, and heavy traffic makes turning left from Glendale onto Broadway challenging.

Due to the high traffic volume and difficulty making left turns, there is an identified need for advanced turn signals at Broadway and Concession Street. Pedestrian safety is a concern, with people frequently running lights and crosswalks needing better timing.

At Broadway and North Street, there is frequent congestion and safety concerns, notably for large trucks making turns. Respondents stated the intersection could benefit from synchronized traffic lights and potentially a pedestrian overpass.

Broadway and Lisgar Avenue were identified as having high traffic volume, and turning left was difficult. Respondents suggested a traffic light or four-way stop could improve safety.

Finally, respondents noted that it is difficult for drivers to turn left at Broadway and Sanders Street due to high traffic.

Intersections Along Quarter Town Line

Quarter Town Line and North Street were noted as being dangerous to cross, especially during peak hours. There were suggestions for a roundabout to improve traffic flow and reduce speeds at this intersection. At the Baldwin Street intersection, respondents called for better traffic control and a new innovative way to handle the high volume and speed of traffic. At Concession Street, respondents expressed concern about pedestrian safety and the possible need for a boulevard to separate sidewalks from traffic. Additionally, at Highway 19, respondents noted that there are frequent accidents and congestion there, requiring a measure to reduce speed limits to improve safety.

Intersections Along Tilson Avenue

Respondents identified Tillson Avenue and Concession Street as needing advanced turn signals and better crosswalks for pedestrian safety. At the Oxford Street intersection, the turning lane was stated to be too narrow, which caused congestion. There was also a call for advanced turn signals to improve traffic flow. The Simcoe Street and Tilson Avenue intersection was identified to have poor traffic flow, especially with the new traffic patterns introduced by Tim Hortons there. Suggestions include widening lanes and improving traffic light timing.

Intersections Along Simcoe Street

Respondents noted that the intersection at Simcoe Street and Highway 3 was unsafe. Either a roundabout or better traffic signals would reduce the frequency of accidents and improve visibility. Similarly, traffic lights would improve safety and traffic flow at the Goshen Street intersection.

Other Intersections Identified

At Baldwin Street and Wilson Avenue, a three-way stop was suggested to manage the increasing traffic from new subdivisions. Victoria Street and Concession Street West were identified as unsafe due to low visibility and high traffic volumes. Lisgar Avenue and Concession Street were stated to

have high-speed traffic that raised concerns about pedestrian safety. Additionally, various alleys downtown were suggested to have improved visibility and signage to prevent accidents between vehicles and pedestrians.

What do you like best about moving around Tillsonburg?

Convenience and proximity to destinations were identified as one of the best things about moving around Tillsonburg. Many respondents appreciate the short travel time and the ease of getting around the Town. They highlight that everything is within a short drive or walk if in the downtown area, often stating, “Everything is fairly close and walkable.”

The infrastructure and road quality were also cited as good. The wide streets and good road conditions make driving and navigating Tillsonburg a pleasant experience. Additionally, respondents appreciated the availability of free and well-placed parking, which further contributes to the ease of moving around Tillsonburg.

Respondents also appreciate the traffic light coordination and advanced signals, highlighting the efficient traffic management systems at key intersections that help traffic flow well with few bottlenecks.

The Town is also said to have an extensive network of well-maintained walking and cycling trails that provide scenic routes throughout the many parks and recreational areas. Furthermore, the small town feel and quiet streets make moving around enjoyable as well.

What would make moving around within Tillsonburg better?

Many traffic management and infrastructure improvement suggestions were made to improve moving around Tillsonburg. Respondents suggested creating alternate routes for heavy trucks to keep them out of the downtown area. There was also a call for better-synchronized traffic lights to improve coordination, reduce stops, and improve flow, especially on main roads like Broadway. Additionally, installing more roundabouts and advanced green turn signals was suggested to improve traffic flow and reduce congestion at key intersections, while widening roads and creating new access routes would also help. Furthermore, increased traffic safety and enforcement were also stated to be better moving around within Tillsonburg, with respondents noting that speed control, especially in school zones, and educating drivers and pedestrians on road rules, such as rights of way, would improve compliance and safety.

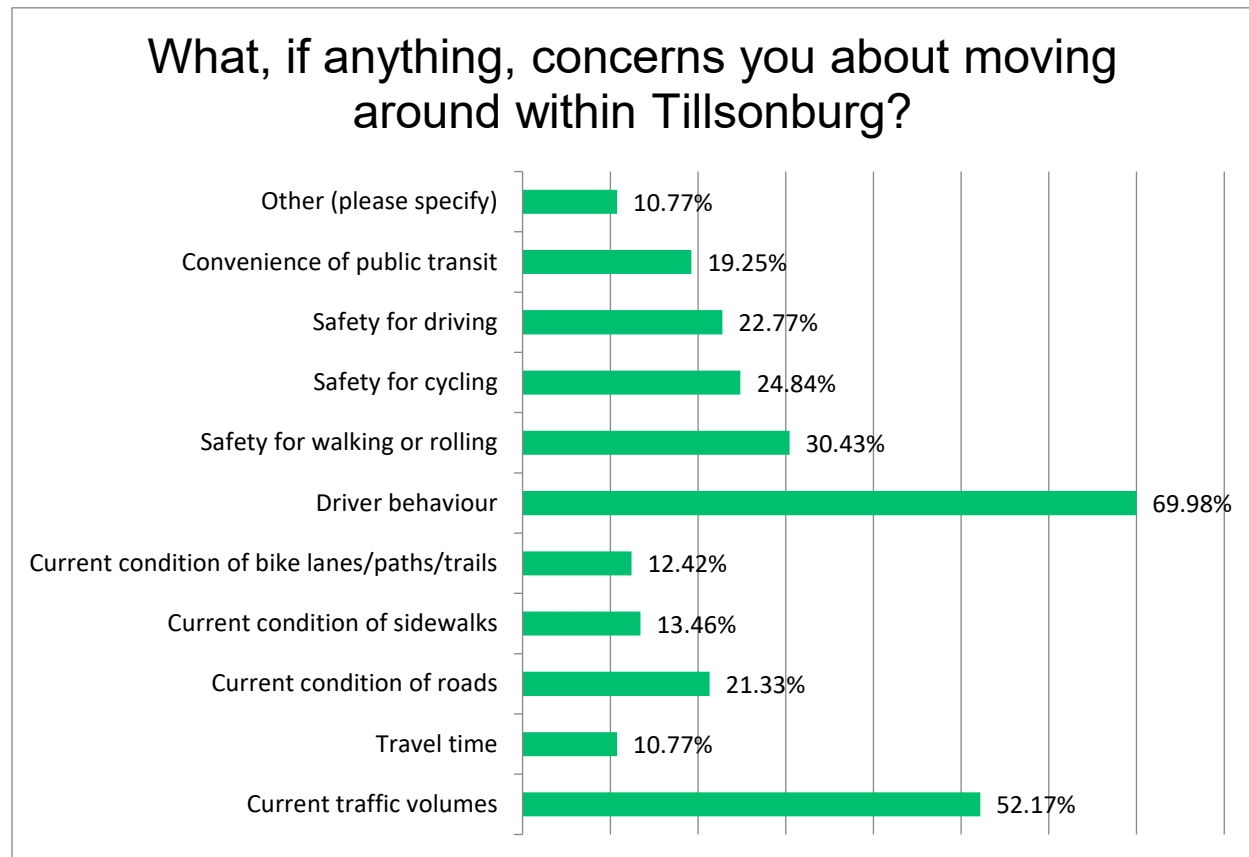
Respondents called for better pedestrian and cycling infrastructure, such as adding dedicated bike lanes to make cycling safer and more convenient, enhancing the network of sidewalks and pedestrian paths, especially in areas with high foot traffic, and implementing more pedestrian crossings and improving existing ones for better safety.

Several public transit enhancements were identified, with respondents stating that increased bus frequency and routes, including on evenings and weekends, would improve accessibility. Adding more bus stops, especially in underserved areas, and providing shelters for weather protection would also improve that experience.

Parking was a polarizing aspect for respondents, with many calling for expanding parking options and better management of existing spaces. Others would like to see a reduction in on-street parking on major roads to improve traffic flow.

Finally, respondents identified some community and environmental considerations, such as managing growth and development while balancing residential growth with infrastructure improvements to prevent congestion and maintain quality of life.

What, if anything, concerns you about moving around within Tillsonburg? [Select all that apply | n=483]



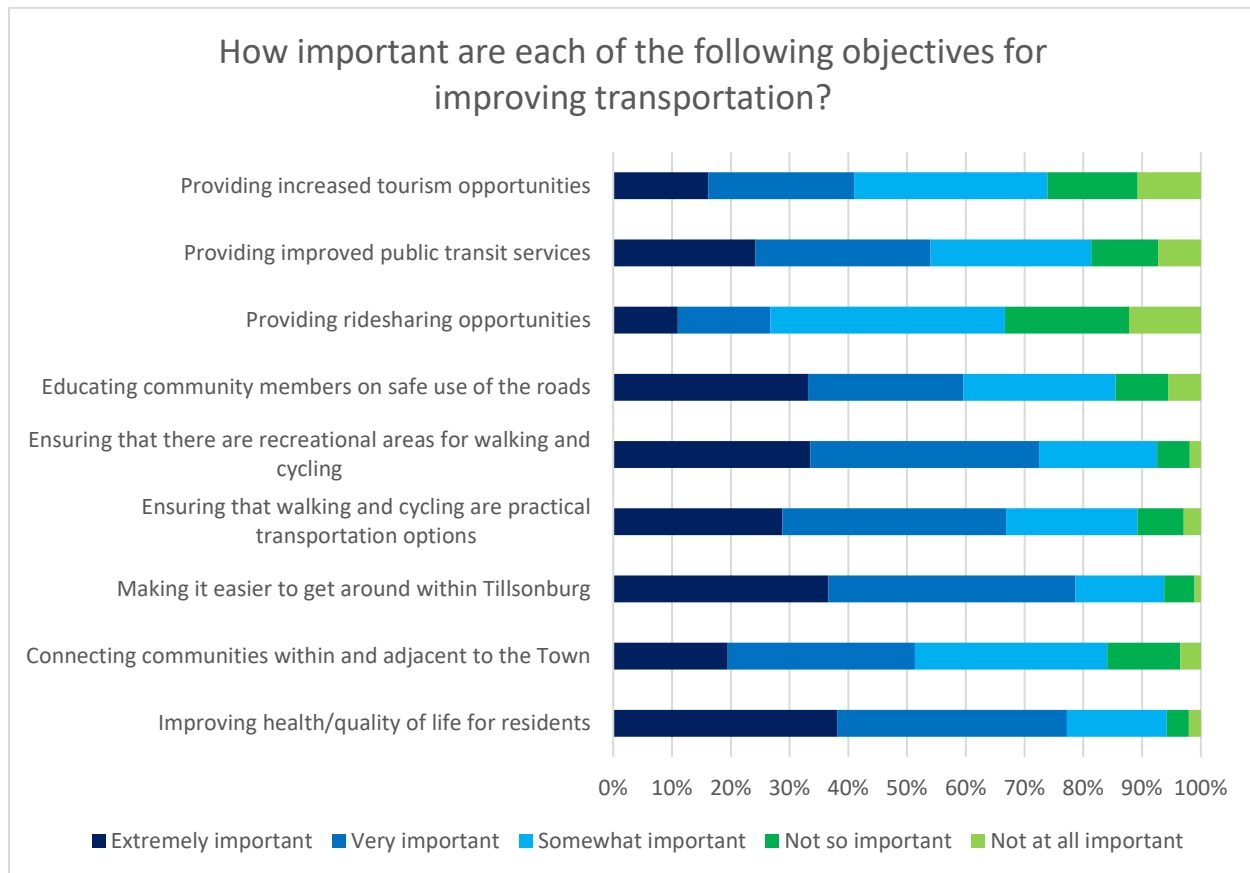
Almost 70% of respondents identified driver behaviour as what concerns them about moving around Tillsonburg. There were calls for better speed control and enforcement, strict enforcement of other traffic laws, such as stopping at stop signs, and increased awareness of cyclist and pedestrian safety, especially around intersections.

Over 50% of respondents stated that current traffic volumes concern them about moving around Tillsonburg. Many respondents noted that traffic has increased significantly over the years, raising concerns about future growth and the Town's infrastructure. Heavy trucks travelling through downtown were also a common concern, with many suggesting a need for alternate routes.

Many of these respondents expressed concern about safety. Addressing concerns about driver behaviour and traffic volumes was of primary importance; however, road conditions and infrastructure can also be improved to improve safety and travel efficiencies. Improvements such

as traffic light synchronization and inserting turning lanes on busy roads were highlighted to help with this issue.

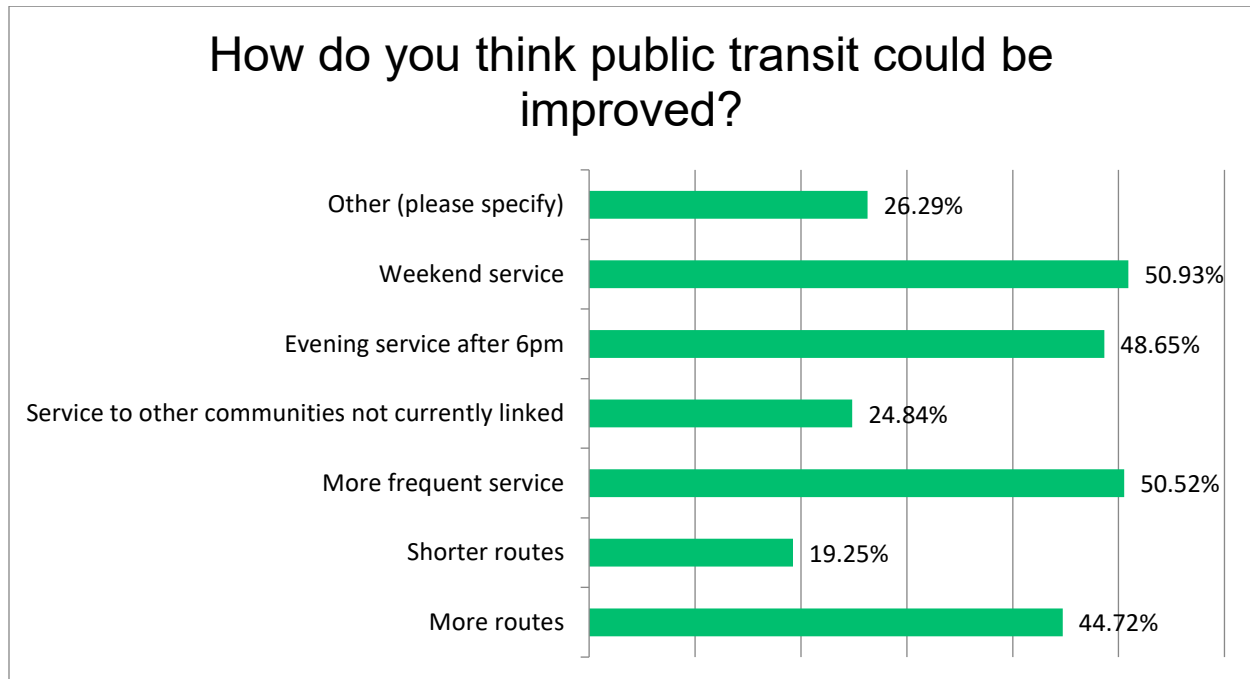
How important are each of the following objectives for improving transportation? [n=483]



The most important objectives for improving transportation were making it easier to get around within Tillsonburg and improving respondents' health/quality of life. The next most important objectives were identified as ensuring that walking and cycling were practical transportation options and that there were recreational areas for those options to occur.

The least important objective selected was providing ridesharing opportunities. This suggests that respondents do not see this option as a welcomed improvement.

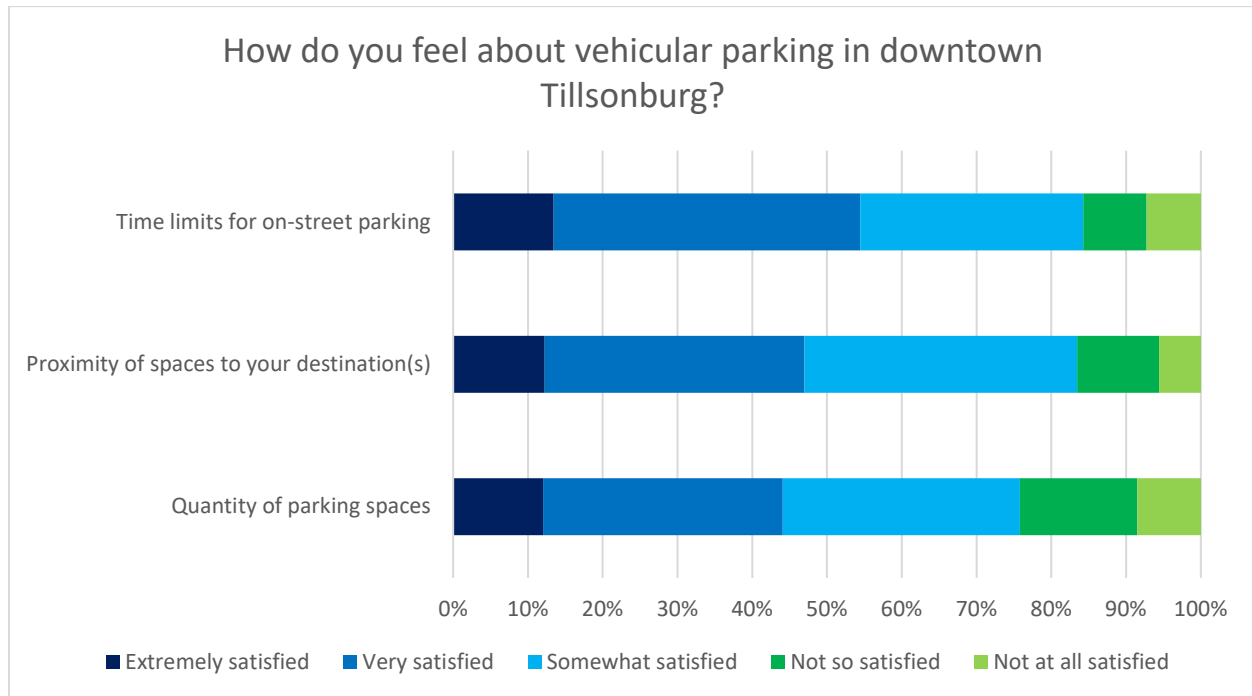
How do you think public transit could be improved? [Select all that apply | n=483]



About 50% of respondents selected more frequent service and weekend service availability as the main improvements needed for public transit. Suggestions included having more buses on the same route and shorter intervals between buses. Additionally, there were calls for more routes, especially to industrial areas and for shift workers, as well as direct buses to nearby towns like Ingersoll and Woodstock, which would increase inter-community connectivity. Furthermore, for connectivity, respondents mentioned that integrating public transit with cycling and walking paths would make it easier for people to use multiple modes of transportation.

Beyond more frequent service at expanded times and better route planning, respondents identified factors such as implementing on-demand services or using apps to make public transit more flexible and user-friendly, providing more people-friendly bus shelters, and ensuring that buses and stops are clean and well-maintained.

How do you feel about vehicular parking in downtown Tillsonburg? [n=483]



Many respondents feel that the current parking situation is adequate, especially compared to larger cities, and appreciate the free parking available downtown. There is concern about the possibility of the introduction of paid parking, with respondents emphasizing the importance of keeping parking free to support local businesses and maintain the town's appeal.

Several respondents highlighted the need for better parking management, particularly enforcing time limits and providing more parking spaces for employees working downtown. This was stated to prevent workers from occupying prime spots intended for shoppers and visitors. There is also a call for more accessible parking spaces, especially around high-traffic areas such as the mall and community center, to accommodate the needs of residents with mobility issues.

One specific parking challenge identified includes angle parking on Broadway, which some respondents find dangerous and difficult, especially when backing out into large trucks. Some respondents suggested replacing angle parking with parallel parking or eliminating it altogether to improve safety and visibility. However, at the Public Information Centre (PIC), there was a strong sentiment to keep the angled parking as is.

The need for better directional signage to parking lots and clearer indications of parking regulations was mentioned, along with the suggestion of adding more EV charging stations around malls and recreational buildings to support the growing number of electric vehicles. Several respondents also noted the impact of the increasing population and development on parking availability, calling for proactive planning to ensure sufficient parking infrastructure as the town grows. Concerns about overnight street parking during winter months and parking lots' condition, especially for snow removal and maintenance, were also raised.

Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs?

A significant number of respondents emphasize the need for a truck bypass to divert heavy transport traffic away from Broadway and other main streets to reduce congestion and improve safety. The increased volume of traffic due to the Town's growth is a common concern, with suggestions for better planning and infrastructure to handle future population increases. This includes widening roads, improving major intersections, and adding more roundabouts and traffic calming measures, such as speed bumps, particularly in residential areas and near schools.

Public transportation improvements are also a recurring theme. Many respondents advocate for increased bus routes and more frequent service, including evening and weekend options, to better serve shift workers, seniors, and those without personal vehicles. There is also a call for better public transportation connections to nearby towns and cities like Ingersoll and Woodstock. Some respondents suggest implementing modern transportation solutions such as electric scooters and bike-sharing programs to promote sustainable travel within Tillsonburg.

Parking issues are another area of concern, with residents highlighting the need for more parking spaces, especially in the downtown area, and better management of existing parking facilities. The current angle parking on Broadway is often criticized for being unsafe, particularly when large vehicles are involved but some respondents did value them. There are also calls for more accessible parking spaces and EV charging stations. While many respondents appreciate the current transportation setup, there is a strong desire for proactive planning and improvements to ensure safety, efficiency, and sustainability as the Town continues to grow.

Next Steps

The feedback gathered in this engagement phase will help inform the Vision and Needs Assessment report. Following this, draft recommendations for the Town's Transportation Master Plan will be presented to the community for feedback.

Appendix A – Public Questionnaire Responses

Introduction

The Town of Tillsonburg held a public questionnaire available on the project webpage from April 16 to July 12, 2024. This questionnaire allowed the general public to share their feedback on their travel preferences, patterns, concerns, and suggested improvements. In total, the survey received 647 responses.

Below is a fulsome record of all responses received transcribed by the respondent to preserve the written record of these comments.

What We Heard

What best describes your relationship with Tillsonburg?

- Volunteer-Helping Hand Food Bank
- Drive around Tillsonburg
- Volunteer
- Bike ride the trail
- Own a business
- Operate a business in Tillsonburg
- Dr in town, yes shopping can't always be affordable
- Live a quarter mile outside town limits.
- Hunt near City structures (turkey)
- own a business
- Volunteer
- Own a business inTillsonburg
- Live 6 km outside Tillsonburg
- Live about 15km "out of town" but rely on the town for everything
- cycling
- Retired
- Own property in the town
- use library and Sr, Centre
- take grandchildren to school and local events
- Retired and live in swop. All shopping in Tillsonburg
- Retired
- Participate and visit additional events such as tournaments, fundraising events at different venues, market
- Run a large online community forum

How do you currently get around Tillsonburg?

- Some walking

What is your most common mode of travel for work or school trips?

- Retired – drive

What prevents you from walking or rolling more frequently?

- My job requires a vehicle
- Work from home 2 days/week. 50Km drive 3 days/week
- More light signal cross walks needed
- Age
- Age
- I don't want to
- Bench locations, shaded spaces (awnings etc.)
- In town for personal or business only
- Personal physical limitations but not due to the structure of sidewalks and roadways
- I want to drive to do my errands, I have no interest in walking to do it
- Lack of public washrooms.
- I do avoid crossing Broadway where the pedestrian signals are. Too many people just go sailing through even though the lights are flashing
- 80+ senior
- need shelter for bus at Harvest Crossing
- Live outside of town, no public transportation available
- I have a vehicle and prefer to use it
- Work
- The bridge from our adult living communities is a crucial link to downtown!
- no bike lanes
- No lighting down my street.
- must use a cane/and/or a walker for mobility
- Don't care to walk
- I'm not walking a mile to go for coffee, or groceries.
- The sloped sidewalks are difficult for walking long distances.
- multi-use paths (paved are not plowed and maintained in winter)
- Broadway and Simcoe Street get clogged often during the day. Especially in summer and about a month before Christmas.
- I regularly walk for exercise, walk downtown or to activities if weather conditions and amount that I am carrying allow.
- Safety would be the biggest concern for me
- Only the weather
- Look at the answers I gave for Question 5
- My work is all over town and surrounding area, time restraints plus distance
- I have a company vehicle and I travel for work
- All amenities are to far to walk, we walk when we can but most of the time everything is spaced out.
- I travel great distances 10-15+ km between clients.

- Lack of time, always seem to have too many items I would have to carry. Pure laziness
- All from one commercial business to another.
- No sidewalks. Near a busy street
- I do a fair bit of walking, walking dog but I also do quite a bit of walking at work.
- We have no sidewalks in our area.
- The grade elevations between certain points. There are very steep hills. Also the sidewalk connections are directly adjacent to very busy roadways (Simcoe St.). There are no barriers between the sidewalk and roadway.
- Senior with slight disability that prevents walking the distance from home to the Foid Bank.,
- I walk our dogs 2 or 3 times a day usually on part of Veterans Memorial walkway
- It is just easier to get in the car and buy my groceries including frozen food in one trip. I do walk to the mall or metro for small things and I do walk downtown whenever I can because I do not like the angle parking
- Some places are too far to walk
- ambition
- Work from home 2 days/week. 50Km drive 3 days/week
- what is there to explain, its should be clear from the ones checked off.
- Physical mobility issues at this time.
- personal limitations
- Having to drop the kids off at school. Having meetings in different locations
- I do not feel safe walking alone in Tillsonburg.
- Winter
- No bike racks to lock up bike. No real cycling areas outside of the pedestrian pathway quarter town rd to rolph
- I drive if: 1. weather conditions are not favourable where items would get wet or 2. I would have more items than I can manage to carry 3. Time is of essence either getting there or I need to do something afterwards
- Age and mobility issues.
- If it isn't raining, I go for a walk daily :)
- roads can be difficult to cross (e.g. Tillson Avenue) and the walking paths are beautiful but can feel isolated/possibly unsafe to walk alone
- It's too far to work
- No sidewalks on County Road 20
- Kinsmen Partcipark has many areas where people hide or surprise you by coming out from behind growth. Park trail is often flooded. No easy method to get up to bridge from down below. Parking lot is full of pot holes and is always dusty. No simple method to go from this park onto Lake Lisgar. Trails do not connect.
- I would bicycle more, but not if the bike lane is connected to and directly adjacent to the road, it would have to be a completely segregated bike path, with the ditch or something between it and the road, there are too many pickup truck driving knuckleheads who think you shouldn't be on the road with a bike, and love to pass within inches. Also, it's impossible in the winter, when snow plows through the snow onto the bike lane.

- I do walk and roll for exercise in the city I live in. But distance prevents me from walking or rolling to work. My employer easily could make provisions for me to tele-work at least one or two days per week -- but they do not.
- Limited physical ability
- Distance from my home in Tillsonburg and distance to the mall, the hospital.etc.
- Quantity of packages I carry home.
- Safety. I have to walk too far to safely cross the road.
- Drivers in Tillsonburg, do not stop for stop signs or stop over cross walks. Speeding on side streets is an issue.
- Need to carry objects. Weather. Physical limitations
- Just on winter time.
- Due to my age, 82, and 2 hip and a knee replacement I find walking on concrete for any length of time painful. We moved here so I could walk to town but unfortunately the distance is more than I can comfortably handle.
- Health issues
- 2 knee replacements in 14 months, so not really mobile enough right now.
- My age
- I normally park upon arriving at work in the mornings and will walk to nearby locations. I however do not like to leave in my vehicle on my lunch breaks due to the very real possibility that upon my return there will be no parking available to me.
- I have physical disabilities that prevent me from walking, and I live too far from the downtown core to walk.
- Sometimes I don't have time to walk to other destinations so I'd rather drive so I know I get there on time.
- I live close to Quarter Town Line - walking to a yoga class downtown and then grabbing a few groceries at metro is fine in the summer but a hassle in winter
- Difficult to walk long distances!
- Back problems
- Weather, distance, heavy things to transport, busy roads with no bike lanes.
- Physically unable to walk very far
- Mobility issues
- I work more than one job to afford housing (\$2555.00/mth) and there is not enough time to get from one job to the next by walking/rolling. I think the weather reasons are pretty self explanatory.
- Distance as I live in Tillsonburg but don't work in town.
- Great walking routes within the town centre
- Arthritic knees and hips hinder my mobility
- There is no safe way for me to bike from my house to work, or I would. I wish there were more biking trails, I would even take a longer cycling route if there was an option. There is only one bicycle rack at the Tillsonburg Community Centre, where I work. I wish there were more. There are very few downtown.
- I do when I feel like it. Weather most frequent barrier.
- It is too far to walk to almost everything in town from where I am in Baldwin Place.

- I am on the edge of town and there is nothing very close to walk to so I drive everywhere.
- TO far to walk in the amount of time.
- No sidewalk on John pound rd up to #3 highway
- I work on spruce st. Carry lunch box and extra cloths and walking up hills
- Being a lady walking alone, sometimes it is not safe.
- The need of side walks
- Broken sidewalks and cracks in them and. uneven
- senior and limited in how far I can walk
- Simcoe st hill
- Old age
- My age and health issues.
- I actually roll a fair bit if the time. Weather is a factor in winter and speeding drivers is a factor the rest of the year.
- I am busy
- Laziness
- Too much traffic and inconsiderate drivers
- Part of the side walk is unfinished (not present- does not exist) on our street. This is in an area that students must walk to school. Why would you leave that unfinished? You force people to walk on the road instead if a sidewalk in a school walking zone? I consider this a safety issue.
- Getting groceries etc.
- Too many or too heavy of grocery items to carry.
- Distance
- shifts not walking before sunrise. knee issues
- Weather
- Quicker to drive ...
- I'm too lazy
- Retired and have problems walking do to feet problems.
- Not enough side walks
- Time, location, hours of work, weather health issues
- Use a walker or cane and cannot walk very far due to poor legs and feet problems.
- Smaller sub centers with basic necessities would be beneficial
- Physical limitations
- I'm afraid of the addicts in town. I don't want to encounter them in a park alone
- I am a senior with medical problems.
- I work and have plenty of supplies. It would be impossible to walk with all my supplies. We try to walk and roller blade as often as we can for recreation. The paths within Tillsonburg are terrible for rollerblading therefore we need to rollerblade on the roads which isn't always the most safe.
- Lazy 😊
- Mainly weather
- running errands and getting groceries can't walk

- I am retired now. I live on the north end of town and some destinations are further away. I can walk to Sobeys if I don't have a lot to pick up. I loved my pharmacy to IDA so I could walk as well.
- Too far. Don't have time.
- Live 18km outside of Tillsonburg
- Too much to carry
- I am in town mostly to shop.
- Nothing I am fit.
- Work in another city.
- mobility issues
- Not physically able to do so.
- Just the weather...or if I am buying lots of things
- to work commute distance, carrying purchases, I walk 50-60KM weekly and deal with the challenge of crossing Broadway due to increased traffic and poor traffic control with light timing
- My work is shift work, the distance too my work, don't like to do just one thing driving allows me to pick up more item than I can carry
- Arthritis and uneven pavement / ground a problem
- I go to ZEHRS and Sobeys, too far of a distance to be biking or walking, especially when getting groceries.
- Inconsistent sidewalk clearing in winter months.
- Disability
- I'm old
- Weather and distance
- I'm on the edge of the town limits
- Sometimes in the winter the side walks are not cleared
- Physical disability
- If you live south of the roundabout on hwy 3, you're stranded. It's a forgotten part of Tillsonburg.
- Old age and pain.
- I will do my best to park if I can to a central location downtown then walk from place to place
- Age
- I'm on the outskirts of town.
- I don't feel like it sometimes so that prevents me from doing that.
- I work 30 min away and I visit family like 10 min away driving time.
- Old AGE
- To many unknown strangers in town putting it polite
- I work 7 days a week and usually have inventory/supplies to carry but I do like to take a stroll along our trails whenever time allows
- My physical limitations
- I don't want to
- I carry a lot of thing to work, which means walking is not reasonable for me.

- A 50 minute one way is too long to do every day. I do it when I can and want.
- Adverse weather conditions are the only reason I would not be walking within town.
- I have arthritis and so limited to how much walking I can do. I would definitely prefer to walk more!
- Medical issues
- No safe way to cycle in the town
- Senior population require washroom facilities.
- Heat, cold
- Walk trail if not too hot or too cold for exercise but too far for me to go for groceries etc
- Safety- I work early in the morning when it's not quite light out and don't feel safe walking to work.
- Time management
- With working and living just outside of Tillsonburg I drive because I do my shopping and everything and I cannot carry at all while I'm walking. Plus, there's crazy drivers out there people running red lights, speeding trucks, and very unsafe.
- My 10 minute drive would be an hour+ walk as I live on the outskirts of town
- Everything is far apart
- I live in the far north end.
- No time
- Bad knees, heart condition
- Physical disabilities
- I live on the north end of town and trying to get to the south end to go to the store is a long distance to walk. Some places I go to are closer, but then I don't always have the time I need to walk there. Buying lots of items most times from multiple stores gets u comfortable/heavy to carry home. There's no clear pathways from one part of town to another. Or enough that intersect.
- No sidewalks, and the distance. Also have to get the kids places before I get myself to work
- It's not practical when carrying several bags of groceries
- I work a kilometer from my work place, but I drive to work as I pick my children up from the sitters after work. I also carry their sports equipment in my trunk as they have a sporting event 5 days a week between here in town or across Southern Counties.
- I usually have my kids with me. For safety I drive. We keep biking to the paths. We worry about bike theft.
- laziness
- Nothing, there are lots of modes of transportations as it is. This all part of becomong a 15 minute city
- I am older and can walk so far. I have bad back
- I am disabled
- I tend to walk or ride a bike for exercise or short trips to the corner store. I've almost been hit numerous times walking or cycling, I do obey all pedestrian and cycling laws. I work out of town a 25 minute drive. When I grocery I use my vehicle as it's too much to carry.
- Chronic fatigue, also job is good delivery
- Getting groceries. Carrying things

- Physical limitations, safety concerns, distance
- Age
- Too much to carry if I want to walk to do groceries
- My mobility and wish we had a better bus service that would pick up near home so unable to use what they have now
- Generally, my travels are to multiple destinations, so walking isn't a great choice.
- I drive my kids due to my work hours. I also drive to get groceries and such as it's too much to carry
- Needing to take things to work and/or running errands after with too much to carry home by walking. The distance between stops or having to go from one end of town to the other which is common. We don't offer the same things on the northwest side of town that are on the southeast side of town.
- Basically distance between destinations, especially since I live in Courtland and do virtually everything in Tillsonburg.
- Living off quarter town line not many stores are near by or within a 15minute radius
- I am a senior over the age of 80
- Too much to carry when walking to shopping.
- Generally for most errands, it is significantly more fast to drive vs walk.
- Safety is main concern. Too many fast drivers
- Time
- Icy conditions in winter
- Lack of winter maintained trails. Lack of sidewalks. Unsafe road crossing due to red light runners
- Having to take my kids to different activities and or having a lot to carry and having to stop at a few different places along the way
- Although I do walk a lot. With groceries and many children, I also have to drive a lot.
- Knee issues
- I am a home care nurse and need to drive to see patients and carry all my medical supplies. But i don't like your tone. People do need to drive here. One of the great things about Tillsonburg is that the streets are wide and it is easy to drive. It is concerning to hear you plan to reduce lanes near the mall. The population has increased it would make more sense to increase. We want to keep our downtown thriving and not copy the mistakes of other towns where their downtown crumbled. Amazon is easy if you make it hard or annoying to come downtown people won't.
- I carry a lot between work and home. I also frequently have to visit other places in town during work, and I need to be quicker than walking.
- I would have to walk 5km to work then stand most of my day then walk home I physically could not do it. Plus I often run an errand or get groceries on my way home
- As above. Can't carry groceries
- need shelter for bus at Harvest Crossing
- Too much to carry, distance, weather
- For physical reasons I cannot walk very far.
- Really I just don't bother to.

- Hard to get groceries with the bus and the route takes too long with the current number of buses
- Time need car for equipment
- Takes hour to walk to work, can't afford cab
- Usually running errands and need vehicle to do so
- I have access to a vehicle most of the time. it's to far to where i work. weather can be unpredictable
- Mostly distance and incomplete sidewalk connections, especially with small kids safe walking is paramount
- No public transportation available, distance too great to walk
- The distance between my home and work
- Disabled and nowhere to sit along the main road to rest before moving along.
- I have 2 jobs and some days there is not enough time between them to walk.
- I don't want to, I just don't see a need to be cycling. Walking is fine though.
- Distance and weather
- Shops too far
- Long walk to local grocery stores and shops
- Walk whenever possible, unless carrying heavy things, or distance/time issues.
- Mainly the distance between destinations. Downtown isn't so bad, but having to go from the north end of town to the south-east end is tricky.
- Distance from home to local grocery stores. No local trails to link to the community center.
- I am older and can't walk long distances
- Things in this area are often quite spread out. If I am doing something in the town center I am willing to walk between businesses, but it is generally not possible to walk from one side of town to the other, much less between towns.
- I'd bike more, but no way to carry stuff. And, worse, no good way to properly secure my bike when I get to different places.
- For all the above reasons.
- I walk most of the time unless the distance is farther away or getting groceries and need to carry a lot.
- self-explanatory in above answer
- Children, distance, lack of shade, lack of commercial places along route to get out of heat/ weather, on side of town without side walks/ trails
- I often have hockey bags or sports equipment, and no time to travel and slower then driving
- To many cars on the road and busy intersections where people aren't paying attention.
- Seasonal conditions and safety especially during winter
- time means a lot. We go to two or 3 places at a time zehrs metro sobeys weekday. next time shoppers m&m cowards on weekends.
- I am a senior citizen
- Difficult due to physical abilities
- It all depends on the weather and timing. I will walk to my destination as much as possible but if it is raining or snowing then I will drive.

- I work but don't live in Tillsonburg. If I did live here I would do more walking. I work downtown and do occasionally walk to do some shopping on my breaks or after work
- time is money so anything that needs to be done outside of the office requires a vehicle to get from point A to B quickly and efficiently. Because I also commute via vehicle to work, I do not have a bike with me. our work vehicle also holds tools that we may need for the job. While at work, if there is a quick personal errand i need to do, I do my best to walk.
- Lack of pedestrian/cyclist orientated infrastructure. Distance and time is a big part of it, but I'd say the inconvenience of it all is the main part holding me back. I'm all for active transportation, but it's a hard "cultural" shift to make in such a carcentric society.
- Live in newer subdivision, only thing close are restaurants
- Too much traffic in the downtown core. Especially large truck traffic that has a harder time seeing people riding bikes
- I walk for exercise other than that I drive
- Issues with back
- It is not safe to roll nor rock on gravel, rural roads to get into Tillsonburg. Highly suggest to NOT remove driving lanes to make bike lanes, that will cause too much traffic congestion not safe for the environment! There are many Amish who use horse & buggy, and bike lanes additions will serve to truly exclude the Amish (ie, why aren't Amish horse & buggy lanes available)?!!
- Senior
- I don't have any public transportation facilities nearby where I live
- I would like to add that when you use a scooter on a side walk it is horrible because of all the breaks in side walk but I don't suppose you can have one continuous piece of pavement.
- Time
- not practical to walk to work or mall. Cannot do groceries on a bicycle.
- Knee problems
- Do not like the rubber runner on the bridge, had two stumbles!
- Honestly my family lives over by westfield, it's way to far to walk to do anything like get groceries or even just shop. So we have to drive everywhere. Because again the down town core seems to be the only place that matters here.
- Health challenges
- Living on the south east end of town there's not many stores within walking distance
- The distance
- House is too far from work to walk given daily time constraints. Take children in car seats to daycare each day before going to work.
- Too far
- Medical issues
- Distance
- Disabled
- just sometimes easier to jump in the car to go somewhere in town.
- Live on the outskirts of Tillsonburg, drive to groceries store etc. Walk and cycle as exercise
- takes to long

- Distance or time
- We usually travel with our 3 kids. It's easier and quicker to drive
- Sometimes the snow covers the sidewalks
- Physical limitations
- We live 20 minutes away.
- I would like to walk to work but my workplace would require me to walk down highway 3 or a longer route down newell/pressey drive > clearview drive during the middle of the night/ early mornings with no real sidewalks or safe walking spaces.
- Impossible to walk long distances during winter
- Knee problems. Walking is very difficult.
- I moved to Tillsonburg expecting I would be able to walk to town but with two hip replacements and a knee replacement I found it was too far despite the realtor telling me it was a 15 minute walk. It is a 30+ minute walk one way. I have trouble walking on pavement for long periods.
- distance and weather
- Subdivisions are all on the outer parts of town, where as shopping is all in the middle corridor.
- Walking would simply take too long, unless done recreationally.
- As seniors, above answers say it all.
- Distance/inconvenience
- Senior citizen with walking disability
- I live a 15min drive away with good traffic sometime longer with bad traffic or weather. I need to wear dress clothes and be presentable for work so I cannot get all sweaty walking or rolling to work. I also would have to leave a hour before work to roll there, 3 hrs if I was walking.
- Can't walk or roll that far
- Sidewalks being to close to busy roads like Simcoe street. Not enough buffer between the road and the sidewalk.
- Distance, if I am buying heavy objects, rain
- I don't want to
- stated above
- I want to use Bus transit but find the times do not fit my needs . I walk and Bike when I can from West Tillsonburg to Downtown using the Bridge over Kinsmen PArticipation park when I can.
- Self explanatory
- I require public transportation or mobility scooter to get around due to disability. It would be great to have longer public transportation hours, especially on the weekends.
- age and health
- Bad knees.
- Disabled
- Time
- Too lazy
- Rather drive

- Health limitations/issues.
- It's so quick to get around here in a car
- Not enough time
- Time
- Arthritis
- I am 60 yrs old.
- Not as much time as I'd like
- If raining or cold weather I take the public transit. If I have a few bags of groceries I take the bus instead of walking. I take a cab home. from work at night since no bus at 10 pm
- I am legally blind and sometimes conditions make it more complicated or depending on where I need to go I know the route isn't very safe
- Usually involves shopping and i need a vehicle and getting to and from work at times when transit is not running
- Retired, too far to walk to town core
- I walk for exercise.
- The distance between locations and having too much to carry makes driving more optimal. The lack of comprehensive and linked pedestrian network makes walking less appealing for leisure activities. I'm not going to walk through the downtown core for enjoyment, I'm only walking through the downtown core if I need something. The weather is not something that can be controlled but the downtown core has done a terrible job of maintaining and planting trees and keeping them permanently. This makes for very sunny days and very hot pavement and makes being downtown on foot less appealing. A 10ft tree in a planter bucket is not adequate.
- If there was better connected trails that went throughout the entirety of Tillsonburg I would be able to get to places easier. They would have to be maintained in winter for it to be safe.
- We are senior citizens so weather conditions are our main reason for not walking more.
- Weather if it's going to be raining when going or coming from work, if I have to attend an appointment during work hours I need to be able to quickly slip out to it, if I work after work I have a limited time to get between both jobs with a quick stop at home.
- Physically unable to walk sustained distance.
- Lack of sidewalks
- Have kids
- weather and seasonal conditions
- The responses provided are pretty self-explanatory.
- Physically difficult due to hip and knee issues
- Age
- Most travel is either to far or with kids. Our street has no sidewalks which also makes it unsafe.
- Usually I have or will have bags (shopping, hockey equipment etc etc)
- My age and the distance to downtown.
- Prefer to drive to save time
- Personal choice, convenience of driving a vehicle
- Easier to drive.

- Breathing issues, arthritis
- Living at the northeast corner of town, crossing North St is extremely dangerous, to reach a pedestrian crossing is well more than 500 meters from my subdivision exits. Posted speed on North is 50 kmh, average speed is probably closer to 65 or 70, much of it transport trucks, and absolute pedestrian nightmare.
- Tend to just stop on way home from other activities to combine trips
- Live on a busy road and have small children
- Not enough stores downtown
- no explanation required, see above
- I'm retired
- It isn't always convenient to walk to work because I finish late and don't want to walk home in the dark. I also carry my lunch and don't want to be sweaty when I get to work.
- Weather, condition of sidewalks in winter, rain
- Physically disabled, can only drive a personal vehicle or be a passenger in a luxury vehicle
- Trail not looked after in the winter months.
- Time and weather and mobility issues
- Nothing but motivation or lack of it.
- Health
- Nothing prevents me from walking
- distance between destinations and too much to carry, not physically possible
- I did.
- I live on Wilson Av. I walk every day but due to the heavy and speeding traffic I walk in between the busy times during the day. As well, noise pollution is terrible... needs to be fixed.
- I enjoy walking and doing it when I can but for shopping, driving is what I do
- paths not maintained during winter

What prevents you from cycling more?

- With the increased population of older people I do not feel safe using the road as they can not drive properly in the first place.
- Bicycle for exercise/recreation. Occasionally bicycle for small shopping trips. Too difficult to carry more/larger items on bicycle (groceries etc.)
- I don't like to cycle as I have got older. Safety concerns especially in Tillsonburg where far too many drivers do not obey the road signages!!!
- Age, mobility issues
- I work in Tillsonburg, so I walk...I can't bring a bike to work with my vehicle
- I don't bicycle I walk places
- Can't balance on a bike anymore and with joint replacements don't want to chance falling.
- Non of your business
- My husband can't walk as a bad hip so
- Nothing stopping me from biking other than weather and just effort to get out.
- Too old
- Cannot bike anymore due to age and movements

- Don't want to bike
- Live out of town
- we need bike lanes
- Health reasons
- I don't want to, I only do it for exercise
- Don't have a bicycle and have no desire to own one
- I just use it for leisure not a mode of transportation
- Bike theft is rampant with no consequences in Tillsonburg.
- too old
- Bike would get stolen
- Don't care to I have a car instead.
- I don't allow my kids to ride their bikes far as a safety factor...there's so much traffic, and as a driver i watch other drivers and a limited amount of people actually pay attention to what there doing...rolling stops, turn left before through traffic passes, etc.
- work
- Not my lifestyle.
- Due to accessibility issues can not bike
- Knee issues
- Would then need to shower and change clothes for work and do not have those facilities
- Legally blind
- N/A
- No
- Lack of safe bike lanes, and hey, when the engineers screw up, we'll just erase the bike lane (North St. E as example)
- I'm not bicycling a mile or more to get groceries
- Hip problems
- paths not maintained
- Bike paths missing in most locations, no place to bike on Broadway, with parking and sidewalks. Sidewalks are not where people should bike.
- Safety - biggest concern
- No reason
- Again, read my answers to Question 7
- It is self explanatory...no bike
- I worry more about my ebike being stolen.
- Can't do groceries on a bike.
- With the increased population of older people i do not feel safe using the road as they can not drive properly in the first place.
- bicycling would take too long
- Same response as #6
- High volume of traffic going to and from work. Usually still dark when going to work.
- I already work in a super factory, so I don't need the extra heat, or other weather conditions to weigh on my health.

- The lack of dedicated cycling lanes on Simcoe st. (This is the only way into downtown from the east.
- I cycle for exercise as often as time allows
- safety primarily ; drivers are not tolerant of cyclists
- no bike
- do not ride a bicycle
- Bicycle for exercise/recreation. Occasionally bicycle for small shopping trips. Too difficult to carry more/larger items on bicycle (groceries etc.)
- what is there to explain, its should be clear from the ones checked off.
- See explanation in #7.
- personal injury
- Safety concerns.
- Weather
- See above
- Safety is a major factor when riding in town. Then theft. I feel the rest are self explanatory.
- I answered question 7 - nothing more to day
- I don't like riding a bike.
- I have a hidden disability that prevents me from cycling
- I do not own a bicycle and it's too dangerous to use on County Road 20 - North Street.
- Because the trail system is incomplete and not connected, I end up cycling through Hickory Hills, along Baldwin St and through Baldwin Place. There is no easy way to get to the Bridges Golf Course trail and that trail (after the Leprechaun) largely consists of gravel with deep trenches. Very difficult to ride even on a mountain bike! I've tried going to Lake Lisgar. But, it is difficult to get to and goes nowhere. It would be nice to bike into downtown, however, theft is a big concern. We really need bike lanes along Quarter Town Line, Baldwin and some way into the downtown. I almost got ran over on Baldwin by a car that didn't want to share the road and I flipped avoiding a speeding pickup truck going through Hickory Hills. The trail that leads to Station Arts is okay. But, it is frequented by pedestrian travelers and you always have to excuse yourself. It would be great to have a dedicated bike lane!
- I would bicycle more, but not if the bike lane is connected to and directly adjacent to the road, it would have to be a completely segregated bike path, with the ditch or something between it and the road, there are too many pickup truck driving knuckleheads who think you shouldn't be on the road with a bike, and love to pass within inches.
- I do cycle frequently for recreation and health reasons. I don't cycle as a mode of transportation for work because it is too far.
- Physical limitations
- Prefer not to bicycle
- Concern about cycling in traffic.
- Safe bike lanes on sidewalk needed
- Drivers in Tillsonburg, do not stop for stop signs or stop over cross walks. Speeding on side streets is an issue.
- I don't ride a bike anymore.
- Winter time.

- Please see other in previous answer. I want to try cycling again but am afraid to at the moment.
- Physically unable
- My age
- I dont have a bike and it is too far for me to get to work in tillsonburg from home via bike
- Same as above question... physical disabilities... also I have had a bicycle stolen out of my backyard, so would not really trust it not to happen in town
- Same as before
- Not enough bike racks downtown
- Not physically inclined
- I broke my wrist the last time I cycled. I am afraid of injury.
- I have kids, no time in morning to go from bus stop to work
- Spinal stenosis
- It would be nice to get rid of the hell strips of lawn in town to create dedicated bike lanes.
- Physically unable to do so
- Mobility issues and the fact I am unable to ride a bike
- Ultimately no bike is the biggest obstacles, however theft is a massive issue in town that does not seem to be getting better. Weather, again obvious.
- Don't yet have a bike - distance from home to centre is an issue
- I often have to carry a lot... I have to cross Tillson, and it is too busy. I can't bike down it either.
- Not comfortable on a bike, physically and safety-wise
- Not willing to leave a bike around town with all the sticky fingers.
- I do not own a bicycle
- I don't own a bike and not buying one
- I cycle just for exercise, I don't cycle to pick up groceries or anything
- I have back problems
- Age prevents ability to do so
- Feel unsafe riding in town. Drivers have become faster, more aggressive and more distracted
- Now that we have better weather I want to start to ride. We have nice trails and close to down town.
- No bike
- Where to put bike
- Bad hip so uses walker
- cannot carry on a bike and will not buy one with the unabated theft by the known theifs around town
- N/A
- No bike
- Above.
- Age
- My health.

- No bike racks anywhere.
- Too busy and no time
- Don't have a good bike
- Age
- Health
- No designated bike paths in town. Man on bike was struck and killed on Broadway a few years ago
- No bike
- No bike
- too many bike thefts locked or not locked up and nothing being done about it.
- No bike lanes. Too many heavy trucks make me feel unsafe.
- Lack of bike lock stands
- I am broke from all my bills and can't afford a bicycle
- To old with health problems
- Not enough cycling lanes and theft is crazy high when I have a very expensive bike
- I have no bike, too much to carry, weather conditions, convenience.
- Work / kids /social and sports schedules
- Physical limitations
- Mostly too unsafe with drivers people driving however and wherever they want these days
- Legally you are not allowed to ride on sidewalks, but I do not feel safe riding with cars on road
- I can't physically bike anymore
- Personally we prefer to rollerblade as opposed to biking, even though we all do have bikes.
- Lazy
- Although I don't bike I don't see a lot of places to safely secure bike down town other than the mall. More places downtown Broadway may increase bike use in town.
- Horrible drivers try to kill me. They either try to buzz me or don't follow the rules. Also the amount of bike thefts discourage me from riding.
- balance difficulties
- can't carry
- I'm retired. I don't bike anymore.
- Nothing
- I don't like biking. Too much to carry to work on a bike anyways.
- Distance
- My husband worries about me cycling where cars are not used to cyclers, there are not enough paved trails to city centre
- I love riding my bike
- mobility issues
- Not able too
- I really only bike for leisure
- There are no bike lanes. I know people who have been hit by cars multiple times while biking in Tillsonburg.

- Don't own a bicycle cost of bicycle
- Age and physical condition
- Physical disabilities, but also the safety factor. It feels risky. As a pedestrian, many of the crosswalks are ignored by motorists, but at least I can stop and start more easily. I would be afraid to bike on our roads. Race cars, noisy vehicles, distracted drivers or those who ignore laws make it hazardous.
- The main access roads to Tillsonburg are not equipped for bikes like a bike safety lane and at the intersections is it not safe due to a lack of bicycle positions and traffic signs
- Disability
- No bike
- Walking with a cane
- No bike,
- Live out of town
- No bicycle and don't want to bike.
- need bike lanes
- I don't need to as I need the car for grocery hauls and I need to drive to work.
- Bikes should have own lanes
- Traffic congestion, people not paying attention and to many folks think they still driving in the cities, thinking it's a me first world
- I am physically unable to cycle as it puts pressure on an ongoing medical issue
- Physical ability
- Exercise only
- I don't desire to bike, and with all the theft in town, why would I start?
- I do not own a bicycle.
- Physically unable!
- Drivers are too fast down Broadway
- Crazy drivers
- Age
- See answer above
- Back issues
- I have had a bike stolen. And there is also so many hills to factor in when going to and from work
- I don't bike.
- Time management, temperatures, leaving my bike unattended
- The crazy amounts of stolen bikes around town
- Even if I had a bike, I wear professional attire to work and bring a lot with me
- Physically unable
- There seem to be a lot of bike thieves in town. I really don't trust simply locking it up.
- If there was safer places to lock bikes it would be appreciated. There should be pay parking for bicycles, skateboards, Rollerblade even just to. Store things short-term during open hours.
- Have already had a bike stolen from downtown.
- Time

- Bad knees
- Physically unable to
- A lot of the places I travel to in town are further away and aren't a quick trip, I don't have time to take longer to get there I'm usually on a time crunch. Some of the major streets need a bike lane where you can't take a trail
- I prefer to keep both feet on the ground
- Knees
- I bike around leisurely as I like.
- Safety, theft, lack of bike lanes.
- 70+
- Don't need more and we do not need to be a 15 min city
- disabled
- Cycling on the streets of Tillsonburg can be hazardous due to car and truck drivers who aren't paying attention or don't care. Bicycles are regularly stolen even when locked up.
- Tillsonburg has become bad for theft not just with bicycles but personal items as well
- Chronic fatigue
- Not enough bike racks. Lack of bike lanes
- Physically unable to
- Age
- Cannot ride a bike just need a walker to get around
- Once I purchase a bike, I'll use it.
- N/A
- Not interested in cycling
- I bike to parks and for recreation with my kids
- Even if you lock up your bike it can get taken. I don't trust to leave it out.
- I am 71.....
- No bike paths
- Cycling is extremely inconvenient and a terrible way to go shopping etc.
- I had a bike accident when I was 12 and haven't biked much since. If I do consider it, I think about safety elements. I would not feel safe biking on a road but would consider it on a trail.
- Time.
- I don't cycle
- Traffic at key times in the day, congestion and aggressive or poor drivers.
- I bike as much as I can during the spring-fall however heavy traffic on Broadway makes it more dangerous especially the rates of speed at which people drive.
- Senior with knee issues
- Don't be so condescending
- Again, carrying too much on a bike is not safe. I don't have a bike, and I know bike theft is an issue, so I don't bother.
- Again to cycle 5 km each way to work and home I would be too sweaty for my office and unable to bring home groceries
- I work out of town so I do need a car. For commuting with in Tillsonburg bicycle lockups or parking locations are few. Also bicycles is no longer cheap so in terms of usability for the

price does not make sense. It would be a good idea for the tow to incentivise bicycle usage and provide more lock up and parking spots.

- too old
- I am uncomfortable cycling on streets.
- I would cycle more if there were bike lanes. Until then, it is not safe to cycle in Tburg. Which also means it is not safe for car drivers who want to respect cyclists rights to cycle and need to pass them
- There is a lot of bike theft in town. I wouldn't want to leave my bike unattended, even locked up.
- Time need car for equipment
- Bikes are expensive, and can't drive in winter. Crazy drivers
- Concern about bike theft
- don't usually bike to places such as grocery stores do it more for leisure. if i did i wouldn't because it would be to much to carry everything back
- I use it leisurely not for travel
- 15 kms outside of town, work starts before daylight.
- I cannot cycle due to a past injury
- Increase in bike thefts, too many drivers not paying attention, and no place to rest along the main road.
- I have an electric scooter. I use this when shopping, travelling to work, when weather permits. Bicycle is for recreational purposes only.
- No need, especially when weather can change and many months of the year are cold/snowy.
- Can't bike
- I hate bicycling
- I live too rurally to benefit from biking for non fitness purposes. Even if I was able to, I don't think it would be convenient in terms of carrying goods, storing my bike, and not getting my bike stolen.
- Self explanatory, gang.
- For all the above reasons.
- I don't own a bicycle nor do I want one.
- Its unsafe , I really like cycling but there is no signs to share the road with cyclist. Cars will honk
- No bike(s)
- I don't allow my kids to ride their bikes far as a safety factor...there's so much traffic, and as a driver i watch other drivers and a limited amount of people actually pay attention to what there doing rolling stops, turn left before through traffic passes, etc
- I work at the town centre mall where all the local thief's like to hang out.
- Some drivers overspeed within the city and don't consider cyclist.
- safety
- 2 hip replacements
- Too old
- I live too far away to bike to work or anywhere in town.

- I plan on moving to Tillsonburg and plan on using my bicycle whenever I can. It would be inconvenient for me to transport my bicycle
- Due to me only working in Tillsonburg, I do not actively ride a bicycle within the Town.
- I personally don't have the proper experience navigating the roads as a cyclist -- I'd be one of the cyclist that people zoom by yelling, "share the road!"
- Bad Drivers
- Too much traffic in the downtown core. Especially large truck traffic that has a harder time seeing people riding bikes
- Few places to park bikes downtown , safety issues
- 79 years old, several health issues
- If this survey is for the purpose of adding "bike lanes", highly suggest to put the tax dollars truly to better use where it is actually needed, like healthcare, more doctors/nurse practitioners. Don't conform to mainstream of other high density cities where the bike lanes aren't used much at all. In addition, BIKES are stolen in Tillsonburg and Tillsonburg has high number of retiree population, by which biking isn't too safe for seniors (balance, mobility, etc).
- As per checked boxes.
- Cycling is good for your health but some you have to reach somewhere on time or in hurry, that time you'll need a fast mode of transportation
- I don't want to bike...
- Knee problems
- Only one route suitable for senior which is the Bridge, both Concession & Baldwin are too steep for seniors!
- We use to bike all the time to the mall or down town. But after the removal of most bike racks and the sudden increase of bike thefts it seems pointless.
- Health challenges
- I don't own a bike. Prices within the town (and everywhere else) have become unaffordable so unable to buy one.
- Same as above. Need to pickup and drop off children at daycare and not enough time to do so.
- Trail system is close to my house, its fairly simple to bike to Tillsonburg from where I reside. Not safe to leave bikes unattended in Tillsonburg even with locks
- No bike and medical issues
- Health
- Work outside of town twice a week in london
- distance covered
- Travel distance and carrying items , snow conditions
- It was answered in question 7.
- Shopping and bicycling is impossible
- My Apartment has nowhere to store a bike and its not safe to bike my routes to work because of traffic and time of work.
- Difficult to carry my stuffs
- I'm out of practice and my balance is off

- distance and weather
- There is a perception that small crime is up and on the rise, and nothing is being done about it. Whether this is true or not, this narrative is allowed to run rampant on Tillsonburg Facebook groups.
- Theft and lack of dedicated infrastructure are the biggest reasons that I do not bike more.
- Age/no bike
- Senior citizen with disability
- Distance is an hour, would need a shower facility and carry my clothing and laptop with me.
- More bike lanes required.
- More businesses need bike racks
- The police need to take bike theft seriously
- Can't ride a bike and don't have one
- Safety
- I have a long way to come to tillsonburg
- age and disability
- I like to bike to work but there is no safe location to lock it and work does not allow me to bring bike inside
- Self explanatory
- Hills are too hard with my disability
- age and health
- Disabled
- Too many cars
- Don't want to
- Too lazy
- Physical limitations
- The cycling here in town is pretty bad compared to the city, unless you go out on the county roads there's not much place to cycle very long.
- Nice to have a bike lane on road
- Not enough time and safety concerns with too many people texting and driving
- Carrying too much gear and hip and knee pain from work a shift on my feet
- Arthritis
- I am 60 yrs old.
- Drivers are crazy we need to slow people down for people walking and biking to be safe. More police presence for speeding. Utter disregard for public safety.
- Have never biked
- Nothing
- Bike theft in town is out of control
- Everything a decent trail opens up it gets closed not all of us like flat paths. Some of like mtb paths with challenge and obstacles
- Also a lack of atv trails is lacking and a severely undeserved many of us enjoy atv riding and would love to see a area for this
- Bicycle theft in town is at an all time high. there are no places to park and lock your bike. Biking anywhere in town is very dangerous as there are no bike lanes on the roads. The

downtown core has angled parking making biking on the road even more dangerous. your only option is to bike on the sidewalk where it's congested with pedestrians and the remains of old tree cages from failed or removed trees. Over all I view biking in tillsonburg to be unsafe.

- I do not feel safe sharing the road with vehicles as I've almost been hit several times by careless drivers. Need separate bike/walking lanes from the road. In the Netherlands they have much better systems that should be looked into.
- We are a little old for biking.
- Physically unable to ride a bike. Sold mine.
- Too much to carry
- Have kids
- N/A
- I do not have a bicycle
- Answered in #7
- With children, I do not want to have them on the road. Trails not always available to get me to my location
- Don't have a bike.
- Prefer to drive
- Prefer driving a vehicle
- I just don't care for bicycling.
- Going north/ south in Tillsonburg is dangerous enough in a vehicle, let alone a bike. Transports running red lights at Broadway and North, going well above the posted limit as example. Heavy truck traffic on Tillson makes that unsafe. ABSOLUTE LACK OF TRAFFIC PATROL BY OPP, the lunatics run the roads.
- Just doesn't combine in with my work and already traveling in vehicle so doesn't make sense for what doing either before or after the town location
- I have small children I have to drop off at daycare
- Unable to carry groceries on my bike
- see above
- Na
- Same as question 6.
- No bike
- Physically disabled, can not ride a bike
- Hip related problems
- Not physically able to bike.
- No current interest in using a bicycle. Did that as a child no need to continue.
- Health
- I can bike as much as I'd like
- do not like cycling
- paths not maintained in winter
- N/A

What prevents you from using public transit more?

- Don't have the time to be bothered.
- If I'm not walking or riding my bike, I drive.
- walk or drive as until I cannot any longer
- I use my car
- Have my own vehicle
- No need at this point
- Am not very familiar with routes
- The fact that I have a vehicle and a bicycle. I do not require public transit.
- There is public transportation ???
- Doesn't work for business
- None in town.
- Prefer to drive myself.
- No stops in my area.
- not interested in being in a vehicle with strangers
- Not needed
- bus shelters.... there are none
- Work from home 2 days/week. 50Km drive 3 days/week
- Don't need it
- i have a vehicle so i wouldn't use public transit
- It doesn't go where I need to go, when I need to go there.
- Not required at this time as can cycle and walk
- I have a vehicle at my disposal otherwise I would consider using public transit.
- Do not need it at this time do not need it at this time
- the public system doesn't cover all the areas in Tillsonburg (e.g. Clearview Drive, Rouse Street) and only operates on a day shift schedule
- Do not need it
- I have a car
- Lack of frequency.
- Public transit doesn't have a presence. I almost never see a bus so I will walk, ride or drive instead.
- Timing and lack of stops near my house
- what is a 10 minute drive can take over an hour by public transportation
- I have a car so drive. Have not used public transit
- Convenient to drive
- Bus stop sign are too small. Need signs to be bigger and noticeable.
- No need for public transit. Within walking distance of locations.
- I usually drive to get around. I'm not sure where to get fares. Can you pay on the bus? I might consider out of town travel to London or a beach.
- Got personal car
- Too roundabout to get anywhere in a reasonable amount of time due to route layout.
- Not required

- Do not require
- Use own car
- I own a car
- don't need it presently.
- Don't use it
- Drive a car to where I need to go
- I drive my own vehicle
- I have my own vehicle that I would rather use
- I drive myself
- Not needed
- I drive myself, kids and parents
- Own vehicle
- Na
- Never use
- It's not appealing to me.
- I don't take public transit
- Timing is off for arrivals/departures for work. I either arrive 45 minutes early or am 15 minutes late. Then am waiting nearly an hour to go home.
- I have a van
- I have a car and that gets me around town.
- it's cheaper/quicker/easier just to drive
- Convenience
- No need for me personally.
- Not needed. Use my own vehicle
- don't need
- I have my own transportation so I don't need it
- Not needed
- I do not use the service either walk and drive if required.
- I drive
- Just no need.
- Have never used it
- Doesn't apply yet
- I chose not to use pt.
- No nerf
- I own a car
- I drive
- Do not need to
- Have own vehicle
- I drive
- use my own vehicle
- Own my own vehicle
- No need

- don't know schedule
- Not required
- I drive myself around
- I have no interest.
- I own a vehicle and am not interested in being on a bus with strangers
- Easier to drive directly to my destinations
- Cannot walk to my bus stop, had one on my street, but it was taken away. Live in senior building with 3 more in my area and it was moved to far for me to walk. Not happy about that.
- I have my own vehicle
- No stops near where I need to go
- No need for it
- Don't need it
- Prefer to drive
- We have a reliable car
- Have vehicle. No need
- I haven't used the town bus but my child may need it in the fall to get to school
- have a car
- I don't want to.
- I have a vehicle
- There basically isn't public transit here.
- No bus transportation available
- Not interested
- I have a vehicle
- Drive to where I need to go... better use of my time
- I own a car
- I own an automobile
- no need
- I use my own vehicle. It is more convenient.
- Own a vehicle
- Cost
- Use car
- I have a vehicle. Not needed.
- Not convenient for myself
- Prefer to drive.
- Own a car
- Live out of town
- I drive
- Unsure of schedule and price
- I don't use public transit
- don't use it
- Doesn't go where I need it to, to be beneficial

- No need
- I drive my own car
- own my own
- I prefer my own vehicle
- I use personal vehicle
- No need to use it
- I have a vehicle and don't need it
- Have my own car
- I have a truck I can go when I want and not wait for transportation.
- I have my own transportation
- At present I am capable of walking and do walk most days . I include shopping stops on my walks.
- No need to
- Don't need to
- Limited hours of operation
- Don't like public transport
- no need, I have a vehicle
- Frequently need the storage space in vehicle for the purposes of my travel
- I have no need to use public transit
- I have a car
- No desire to use public transportation
- if I can't walk to where I am going I take the car. Groceries for example it's just more convenient
- I haven't had the need
- I have my own vehicle
- I have a car so I drive
- No need
- Just don't because I have a car and motorcycle
- None, I drive.
- Prefer my own car
- Prefer to drive car
- Never thought to use it. Have to get the kids places, so it's easier with a car
- Don't need to
- I'd rather drive myself
- I drive my vehicle.
- Don't know the routes or times. And we have cars.
- I walk or use my car
- I drive
- Did not realize we had public transit!
- I don't need to
- I can drive but when I can't I will use public transportation as much as I need
- Drive for work, food delivery

- I don't need to
- I drive my car
- I walk or drive my vehicle
- Don't need to
- Because I pay to drive my car
- Time to involved, with only limited bus, not like a city
- Same as above.
- I have other sources to get to destinations
- I drive or motorbike.. I do not use public transportation
- having to carry from bus stop to home
- Driving is faster
- I have a vehicle. Why would I spend money on transit
- I have a vehicle and or walk
- I own a vehicle
- not interested
- I have a car
- I have my own vehicle
- Don't want to
- Drive my car
- I own a vehicle
- I prefer to drive my vehicle or walk
- Just not into public transit
- No need
- There's only one bus and never really have change
- don't take it
- I drive
- Nothing available in my area
- Driving is more convenient
- Not required.
- Schedule end times
- no need at this time
- I have a car and prefer to use it
- thankful for the public transit for those who cant get around easily. i just have other options.
- Adding a stop near the mill restaurant
- I absolutely hate buses. Coughing people, and they have always felt dirty to me.
- convenience
- not interested and quicker when I drive myself
- Cab only option for us not tgo.
- I have a vehicle
- The time it takes to get to point A to point B. Plus with 2 small children it is easier and quicker to use our own transportation

- I own a car.
- i am able to drive. A bus is on a schedule of town choice not mine
- Don't want to
- I would rather drive myself
- Do not need to use public transit
- No need
- I commute to Tillsonburg from London everyday public transit would not be practical.
- I have a personal vehicle
- I like to take the fastest and quickest route
- No use for it
- I don't need it
- Cost
- No transit stops around my place
- Personal lifestyle. I like to drive directly to and from my destination.
- I don't have any need for public transportation at this time
- don't support transit
- Don't want to use it.
- Not physically able to walk to bus stops
- don't use it
- Don't need to
- I prefer to drive
- No need to use it
- Too many items to bring to work & Schedules are not practical for our routine etc
- Have a vehicle
- Safety
- convenience of having a vehicle for personal travel
- We own vehicles
- Never considered it
- Nothing, I have my own vehicle.
- No rural service
- Not interested
- does not come to rural locations where I live
- Convenience
- I don't want to.
- Too expensive
- Personal lifestyle. I like to drive directly to and from my destination.
- Not necessary
- Senior with disability
- No public transit for when I need to be at work, I also use my vehicle for errands for work
- I haven't tried
- I walk as much as possible
- I don't want to

- disability
- I want to use a public transit system I can utilize from 6 am to 11 pm daily
- We are still able to drive.
- At this point in our lives...no need for the use of public transportation.
- Don't need it
- Safety
- do not care to use public transit
- I drive
- Don't need to I own 2 vehicles
- I don't care to use it
- Don't use it as I can drive
- Don't need to take it except taxi the odd time
- If I was to rely on public transit, frequency would be the limiting factor
- Prefer to drive
- more convenient to drive or walk
- Not interested
- Unreliable at times
- Do not require
- Not offered.
- Prefer to drive
- Don't need to use it
- I don't need it
- The lack of information about our public transit system
- Not viable for my travel needs
- I still drive
- Still Driving
- I drive
- No need
- Use my own car
- I don't need to
- Have not looked into schedule
- Drive myself
- Don't need it.
- I don't use it
- Distance to nearest stop.
- Prefer to drive
- I have no need for public transit at this time
- I have a car do not need this form of transportation at the moment
- I chose to drive
- Oh
- Not needed
- I don't want to

- I'm not living my life or planning my life around a bus schedule. I go shopping or to the bank when it suits my timeframe
- Not interested in public transit
- Don't know anything about public transit in Tillsonburg
- Personal vehicle
- Being physically disabled public transit vehicles are not conducive for me to take due to physical pain from riding a bus and insensitivity to light, sounds, touch and smell. It will make me physically worse for days, not to mention, not being able to walk to transit stops
- Shelters while waiting.
- Don't like bus rides.
- Have own vehicle
- I don't take public transportation
- easier to get in my vehicle and drive than to get online and find out where stops are and the times it runs
- need car for work purposes. Transit doesn't operate outside of day hours (for evening travel).
- rather drive
- I prefer to drive.
- I drive or walk
- I don't need to
- Don't require it.
- 9 "a,b,c,d and f" apply, public transportation be good for consisting commuting to and from work but in a town the size of Tillsonburg that doesn't make sense.
- No public transport available at times when I need it
- I use my own car
- Read above answers
- Was not aware there was public transportation here.
- public transit would not service the areas I need to go in a timely manner
- Same answer as #6
- I enjoy driving and am able to come and go as I please.
- Have my own vehicle.
- Have absolutely no interest in becoming dependent on public transit, or 15 minute cities for that matter.
- Out of the bus route
- Personal transportation available.
- During a time in April of 2023 when I could not drive because of doctors restrictions, I could not take the bus on a day threatening rain because there are no bus shelters. Why stand and wait 30 minutes or more and risk getting drenched
- bus only comes once an hour
- we are a small community, public transit is not yet required.
- TGO is inconvenient for short-trips (it would length time take to get places); service doesn't run during evening hours to take you to downtown area for drinks/dinner/evening entertainment

- Work from home 2 days/week. 50Km drive 3 days/week
- what is there to explain, its should be clear from the ones checked off.
- Time spent in areas I do not need to travel.
- I prefer the security of driving or being a passenger.
- Same as other.
- I can drive or walk, I don't need public transportation.
- I have a car
- Transit needs to operate 7 days a week and at least until 9 pm in the evening.
- I'd bike but I wouldn't take public transit because it's too inflexible.
- Every policy maker and municipal politician should be forced to relinquish their car keys for one month per year and rely solely on public transit. Life is very different for those without transportation and people with transportation tend not to fully understand how different -- nor do they understand the many undesirable implications.
- Have a car
- Convenience of driving. Ability to go to a number of destinations for shopping.
- The bus should be m9re frequent and offer more stops
- Not sure about fares. Don't know the schedule. Where do you purchases fares? Make it simpler. Publish the routes and schedules in the newspaper.
- Im driving my personal vehicle
- Schedule is hard to figure out. Trips are too circular to get anywhere in a short amount of time to meet appointment times.
- Infrequent
- Use own car
- I own a car
- don't need it presently.
- Nothing, don't use it yet
- I own a car so I don't require public transit.
- I drive my own vehicle
- No transit on weekends. No bus shelters. Long wait times between buses. Not enough stops
- no service that would get me to work and home in a timely manner
- I have my own vehicle that I would rather use instead of taking public transit
- Not efficient for me
- I drive myself
- Not requiring its services
- I drive
- I have my own vehicle
- Na
- No desire
- Public transit takes longer and is not appealing to me. Maybe when I get older, I won't have any other choice.
- Since I have mobility issues it takes me over 20 minutes to walk to the nearest bus stop when it is actually only about a 7 minute walk

- I would love to use public transport more but so little frequency. If they did exist people wouldn't use them initially because they're so used to their car. It's a real chicken-and-egg problem
- For me, it would be much faster just to walk
- Prefer to drive for the convenience as long as I can. When not able, I will use public transportation
- Not needed. Use my own vehicle
- I don't even think there is a stop near my home. I own a car so I just drive. Also, no public transportation between my home and work.
- Doesn't run when I need it.
- Have my own transportation
- Need to be at work for 5:00 am
- Difficulty walking
- I wish that there was a service that picked you up from either Baldwin Place or Hickory Hills and took you to the Tillsonburg Seniors Centre. I'd would certainly be willing to pay for it. I could join in more activities.
- Can't get up steps to bus
- not dependable. e.g. had plans to go to London last week but route was cancelled
- N/A
- I drive
- Above.
- Not interested
- See above
- I can walk, bike, ride or drive. As i age I will need and use it more.
- Too busy and I have a car
- Live in a place where there is no public transportation
- Prefer to walk or drive
- I drive.
- No need to
- don't need it
- Too slow. And I prefer to drive or ride my bike.
- I don't want to use it.
- I have to many bags to try and carry to a bus stop
- I own a vehicle and am not interested in being around strangers
- Faster and more direct to get to my destinations, too time consuming But a much needed option for people in our community. Valuable service!
- Bus stop is too far away for me to walk to and I cannot walk very far do to bad legs and feet. Put the bus stop back to where it was, I used to use alot to be able to get to the Senior Center for my social programs. Too bad it was moved!!!
- I wouldn't want to take up limited space for those that depend on the transportation assistance
- See above
- I own a truck

- Don't require it
- Can't take my supplies with me.
- Don't want to, no need
- I haven't needed to use it but my child may need it in the fall when attending Glendale as we don't qualify for bus transportation. Even with them having to walk nearly 30 min to get to school.
- no public transit on street
- can't determine how long it would take to get to a dentist appointment
- I don't want to.
- I own a car 🚗 don't need public transportation
- Both routes travel the same direction so you have to ride around the entire town if your stops are close to each other but opposite to the route direction. Example of going from stop 22 to 18 is an hour ride or a 40 minute walk. Send one of the routes in the opposite direction.
- Live outside of town and no access to public transit.
- No transportation available
- I don't have a need for it
- Don't have the schedule
- I drive
- no
- I can go and come when I am ready
- No need as I have a car
- The schedule does not meet my needs and it's cheaper to drive.
- Paying for a car might as well use it
- Walking a problem for distance so I drive
- I looked at jobs further from home, (still in town) but it would take an hour to get there, or there isn't any service at all to the area. This definitely limits my options.
- Live out of town.
- The public transit isn't in my area
- Freedom of time is easier with driving
- None
- No interest in public transit
- Out of town
- I have a license
- I really am unsure about schedules and price of public transportation
- I don't use public transit
- don't use it
- Time restraints. Busy lifestyle with a lack of planning.
- Town is not large enough for public transit
- Comfort
- To get from one spot to another you have to ride your circle

- I need to use my personal vehicle to run errands for my place of business and to load it with supplies
- No need to use it
- Does not apply
- Since I own a vehicle, public transit isn't needed for myself.
- No need to, own my own car
- At present I am capable of walking and do walk most days
- No need to as I have a vehicle
- Limited hours
- no need for daily public transportation
- I have a car
- Why would I? We have a vehicles ... no desire to ever have to use public transportation
- I would have to drive to stop
- convenience
- I own a car so I don't need public transportation
- Looked into it and information was not clear and not enough places to pick the bus up.
- I love the use of TGO
- Have my own car have never needed i
- The transportation that is provided in Tillsonburg I think is a great extra that individuals have that do not drive and I see it being used more than before. However, the schedule needs to be better. I see people waiting a long time.
- T:Go doesn't come to the outskirts where I live
- I have no need for it
- Just don't because I have a car and motorcycle
- I drive.
- Buses only run once per hour, and stop service early in the evening
- Prefer my own car
- Stop is too far from where I live.
- Time factor, easier to drive our own vehicle
- The route is too long resulting in longer wait times at a stop. Have to travel the whole route to get to a stop in the opposite direction of travel
- Read above
- I'd rather drive myself
- I use it as needed.
- We have cars.
- I walk or use my car
- we do not want to be a 15 minute city
- I am new to the town.
- I don't need to
- Not reliable to quickly get from one place to another
- Need more stops in busier areas.
- Can currently drive but will use it when I can't anymore.

- I own a car. There's no public transportation that matches my schedule.
- I drive for work, food delivery, otherwise only make short trips in town, usually in-between working to decrease car use/gas/wear
- Need be more frequent
- Not frequent enough or easily accessible
- Route access
- Too far away for me to use the transit
- T-Go isn't a great system yet. Council doesn't value the system enough.
- N/A
- I walk or drive my vehicle
- Do not need to use it
- I use my own means of transportation
- The frequency to where I need to go seems like a longer wait, I'm not as familiar with the transit system
- Same as above.
- I do not use public transportation. I own cars and a motorcycle
- I appreciate that we have transit here but generally default to driving my car.
- Bus stop too far from residence
- I have my own vehicle, plus I can walk or bike.
- I like to drive
- Can't walk far
- No need
- I have a vehicle, which is more convenient.
- I have never rode the bus I have had many people at work ask me to explain how the schedule works but it is nearly impossible to figure out. And forget trying to figure out how to get from home to say Woodstock or London and back. What does it mean by red and blue lines do you read the schedule going down or up?
- need walk way to bus home won't put in until shelter is erected
- I would rather use a car than the bus.
- I have a car, it is more convenient
- Only comes once an hour, and stops at 6 pm, also doesn't run on weekends
- Transit doesn't seem to be readily available
- don't need to take it
- No comment, I don't use public transport
- No public transportation available in my area.
- Uncertain if I can get to work or appointments in a timely manner based on my family's busy schedule
- Taxis are expensive, bus stop is uphill for me so not accessible due to health reasons.
- Don't need to. My husband is retired and he drives me when necessary.
- I generally drive, would likely only use it if going out for a night on the town.
- Too far away from bus stop. Half hour service

- Needing to catch the bus over an hour before I am needing to be at my destination. Would be great to have every 30 min bus rotations
- thankful for the public transit for those who can't get around easily.
- A more frequent bus system in town would probably alleviate most of the concerns I have with the public transportation system today.
- Adding service on the weekends. adding more stops in areas where the city is expanding.
- Not used to it
- I do not live directly in Tillsonburg but could still use their public transit, I just choose not to. I'd rather use a car on my own schedule and to my own needs. If I was unable to drive I would consider using it more.
- convenience of using personal car, come and go as I please. Easy to pack my purchases in my personal car
- No direct routes.
- I answered it above
- I have a vehicle
- convenience of my car or walking
- I have my own car.
- drive car
- I have my own vehicle that I would rather use instead of using Public Transit.
- I commute to Tillsonburg from London everyday public transit would not be practical.
- I live in London and unfortunately the inner-community bus does not run efficiently nor during the hours I require to be at work
- Don't have a need for it. Always going to multiple locations.
- I never use it as a result I know nothing of public transportation
- N/A
- The convenience of sitting in my controlled environment-vehicle far outweighs the cost of gas and time for transit.
- Poor transit systems
- More buses for shorter route times
- Everywhere you can not find public transportation, you have working population around you, they will move around frequently on specific times
- Not waiting an hour for round trip when I can drive 5 min.
- Having to walk to bus stop
- not necessary
- Signs should be posted with times at locations
- Our bus line is cute at best. Way to small way to infrequent. We want to grow our town but not expand our transportation. The routes don't really make sense. There are stops at spots that don't really need some then their are places that need a stop that don't have them. Example 31 maple lane the older people there have to walk up an old path to Tillson ave to catch a bus. There is no bus shelters just sit out in the sun the rain the wind or stay home.
- Not sure where to access information
- I prefer to drive. Certain clientele on the bus as well.
- I need a vehicle for the projects I look after

- Too inconvenient when I own my own vehicle or can walk most places within Town
- Own our vehicles & it is much more time efficient / practical / cost effective to use them
- waiting and time
- Difficult. I use it when I can. It's a good system
- Amenities are not within driving distance and nearest bus stop in 25 min plus walk
- I did not feel safe with some of the passengers on public transportation
- schedule and drop points
- Convenience of having a vehicle for personal travel
- Why would I use public transportation when I own vehicles
- Still physically able to choose vehicle, walk or bike
- It was answered in question 9.
- No service to rural area
- I barely see a bus in town
- The fact I have to ride halfway around town to get where I'm going because there isn't two way travel on the routes
- I have 0 interest in getting on public transit.
- The existing transportation is too infrequent and too expensive to justify.
- I run on my own schedule.
- Use personal vehicle on required trips
- Senior with disability
- There is no public transit for the hours I work, I also use my vehicle to run errands for my job
- Service too infrequent
- I don't want to
- When I want to use the bus I find my appointment times just do not jive with the bus schedule unless I have the whole day to spend on travel
- Use own vehicles...car...e-bikes...walking
- I feel the people i. This town who rely on public transportation would greatly benefit from longer hours (i.e. runs until 8 or 9pm) and also weekend service. Instead of two buses running pretty much the same schedule maybe utilize the two buses and add one more to make more frequent stops along the route and different routes. This would also result in more people using public transit and less vehicle pollution.
- Self-explanatory
- People are nasty at times, drama on public transportation
- same as other above
- Disabled, Walking distance from stop to where I need to go way to far.
- I don't want or need to use it
- Just easier to take my vehicle
- Don't want to use it
- No need to use it.
- Not going to wait for a bus more than 5 minutes, never had to in the city.
- I have my own vehicle so don't take public transit
- Like to drive and personal schedule

- Not as user friendly as it could be
- Bus stops are just far enough away, I can't get to them due to physical injury
- I'm in a rural area where there is no public transportation.
- Not Interested.
- Reliability - sometimes transportation would be cancelled because the bus broke down. There maybe needs to be a backup plan especially if people need it for getting to work
- Not offered in my area at my times for work and does not operate on weekends or holidays.
- Prefer to drive
- I don't need to.
- I don't need to use public transportation. I can either drive, walk or cycle wherever I need to go
- I either walk or drive
- Tillsonburg's public transit system is not well established. there is a complete lack of information and little to no promoting. it has minimal routes that run infrequently and not many bus stop locations. none of these stops have weather shelters either. its designed to pick up a limited group of dayshift factory workers and a small hospital route. i would not consider this reliable transportation.
- There needs to be an expanded transit route that goes more frequently. Waiting for buses or having to walk far from the bus stop to the area I need is exhausting. Being on the bus for way more than necessary to get to where I need to go is frustrating.
- Don` t know where it runs or where
- Lack of information about pick up times and drop off times as well as locations. An in real time app where you can see what stop the bus is at and what one it is going to be at next and times would be helpful
- Still Driving
- I have a car
- If I need to go somewhere, I walk or drive immediately. I can't pre plan or schedule when I need an ingredient for the recipe.
- I use my vehicle for specific tasks at certain times and keep trips to a minimum.
- I have a car.
- Flexibility
- I don't use it
- -Distance to nearest stop
- Prefer to drive myself
- Prefer to drive a vehicle
- I drive wherever I need to go.
- Doesn't feel safe
- T Go is a good start, but it needs a real schedule, and if nothing else, much more frequent trips north and south on Broadway.
- Not needed
- I don't want to
- Service is dependable, lack of locations
- Doesn't work with my schedule

- I don't know anything about public transit in Tillsonburg.
- Personal vehicle
- Distance to transit stops, physical pain from riding bus as I need to ride in luxury vehicles that are comfortable and don't feel every bump in road. Plus impacted by close quarters, sensitivity to lights, sounds, touch and smell
- Shelters while waiting.
- Never been on a bus
- We obviously are too small a community to afford public transit. The bus is merely polluting the air we breath since it is normally empty and goes by our house many times a day with no riders.
- Same as above
- Nothing prevents me, I'm able to walk and or bike
- rather drive
- My preference
- I drive or walk
- have a truck and waste of time
- N/A

Are there specific intersections in Tillsonburg that you feel could be improved with respect to safety or traffic flow?

- The yield signs on the road are confusing and provide a hazard. i.e. Glendale and Broadway (flashing light hardly visible when turning right out of Glendale dr. The yield signs on Quarter line and Glendale are confusing because yield signs for me are a semi stop. The cross walks should always be 25' away from the intersection, so they yield signs on the road be actually right before the crosswalk and not before a side street plus people turning right see the lights more clearly and actually may notice the people trying to use the crosswalk. I wonder if there are actually rules or guidelines in Canada in regards to this.
- Baldwin and Wilson... a 3 way stop would be appropriate.
- None I can think of
- With the amount of new housing developments in town over the past few years, we need improvements at most intersections.
- None
- Corner of Baldwin and Quarterline/Pressey speed and traffic blowing through 4 way stop
- Yes, all of Broadway and Corner of Sandy crt & Tillson Ave (4 way stop) - Watching children cross at this intersection makes me super nervous as there are no proper walking paths and people fly through the yield
- truck bypass is a great idea
- Concession and Broadway could benefit from advanced turn signals on the east west lights for sure and perhaps north south as well
- The corner of Cedar Street and Simcoe Street. Low visibility to the west and sometimes to the east depending on parking in the strip plaza. Also a very high traffic volume on Simcoe Street.

- There are too many to mention.. Traffic is backed up all over town. Way too many people for the infrastructure that is in place for our town.
- Simcoe and Earl High risk. Dangerous. No visibility!! High traffic.
- 1. Hwy 19 and simcoe st. 2. Tilson and Oxford st.
- Broadway and Oxford/Baldwin
- Yes ; Concession Street East and Lisgar. People rocket away from the 4 way speeding like crazy past the fire hall and the opp station only to come to a screeching halt at a red light. I think that all of Concessions street East should be lowered to 40 km/h
- North St and Broadway, Tillson Ave and Simcoe, Concession and Tillson, Concession and Broadway
- Lisgar Av and Broadway (Turn into Community Center) needs a light or 4-way stop. Hard to cross intersection on bicycle or foot.
- Broadway (north of Concession) is terrible. Basically "splits" the town into 2 halves and makes cycling/walking more dangerous and less convenient. Is getting worse each year. A pedestrian overpass would be a huge asset for the town. I'm sure this would be less costly/more feasible than trying to route Hwy 19 traffic around town..
- concession and broadway to concession and tillson. You have people wanting to fish, geese crossing, and people on scooters and joggers using the road instead of the sidewalk. it makes it crowded on the roadway. surprised no one has died or seriously injured and the road itself is in bad shape. also find it a bad idea to give businesses the ok to put patio's in parking spaces, that might have been ok during the pandemic for people to be spaced out but its over and its time for people to use the parking spots as such.
- The location of Concession West, Rolph and Victoria is a vary difficult area. It is difficult to safely venture oit because one cannot always see over the hill area if cars are coming up eastward along Concession West I am very surprised there aren't collisions there.
- Carolina and Broadway needs a light/roundabout.
- Please consider implementing a sidewalk on concession street across from lake lisgar and in front of source for sports.
- Please synchronize the traffic lights on Broadway during low traffic times. Tillsonburg is well-known for this problem, and it would be wonderful if you can solve it!
- Remind people of rules at 4-way stops including cyclists as part of education.
- The 4-way stop at northern end of Tillson Ave and Concession St (by Cranberry Convenience variety store). Also the laneway exiting both Annandale school and The Livingston Centre is unsafe for all users
- Quarter Town & Broadway --- terrible intersection! Concession St W (and corridor thru to Boardway) & Rolph St --- too many blind spots! Concession and Quarter Town --- sidewalk needs to be set back from traffic using a boulevard --- feel unsafe!!!
- Intersection at Hwy 3 and Simcoe Street - when people pull up to turn left at this intersection, many trucks/cars pull up on the right side of the vehicle wanting to make a left turn onto Highway three, thereby obstructing the person's view who was in front of them in line and wanting to make a left hand turn. I have to make this turn every morning, and sometimes I have to wait for three different pickup trucks who pull up beside me on my right one by one, each one obstructing my view of oncoming truck on highway 3. No wonder

there are so many accidents at this corner. The pickup trucks do it, because they can see right over top of my car, so they don't care. The only way i can prevent them from doing this is by pulling up to the intersection as far right as I can so as not to allow them any space to pull up on my right.

- Baldwin/ Highway19 Broadway corner, 19 /Tillson ave intersection
- Simcoe & Goshen – LIGHTS, Simcoe & HWY 3 - ROUND ABOUT, Goshen & HWY 3 - ROUND ABOUT, HWY 3 - 4 LANES TO SIMCOE
- None at present
- Quarter town line, Concession and Broadway
- Lisgar and Concession. Tilson and Concession. Brock and Tillson. Sidewalks are too close to the corners, vehicular traffic travelling too fast.
- Baldwin and Broadway; Baldwin and Quarter Town Line; Concession and Rolph St;
- Not that I am aware of
- Broadway and Baldwin
- Broadway and North Street
- Tillson Ave and Oxford
- I think the downtown should not allow big transport trucks.
- Quarter Town Line north end
- Tillson and Concession E
- Lisgar and Bridge
- The intersections in the downtown core. It's very hard to back out of the angled parking and see if there's any traffic coming. People make right-hand turns on red and I've heard of too many incidents where someone is backing out of a spot and get hit by someone who came around the corner on a right turn on a red light
- Tillson Ave and Oxford St. The turning lane is definitely not wide enough and too busy an intersection
- Tilson between Simcoe and concession! Annandale school exit and Livingston centre entrance/exit
- Concession and Broadway.
- Baldwin st.....extremely busy and very narrow...
- Broadway from North St to Glendale Drive, needs more stop signs to slow traffic down and allow side street traffic and pedestrians to pass.
- The pedestrian crosswalk on North Broadway, near Burger King and A&W MUST flash longer. Developing programs for students to walk to school is only feasible if you are going to provide MANY MORE crossing guards and get parents on board. Safety is a big issue.
- Broadway and Sanders Street - difficult for drivers turning left onto Broadway usually from the Community Centre so high traffic
- On the whole Tillsonburg does a great job. No specific intersections cause issues
- The intersection of Wilson Ave and Baldwin.
- more trails for cycling are need
- The Broadway / Simcoe street intersection. Coming from west on Simcoe St, there needs to be a left turn lane separate from the straight thru lane. Many close calls with east west traffic. At stop lights , the buttons don't work like other towns. If the light has just turned

green and you missed pushing the button, you can't push and cross with the green. You have to wait for the next green to get a walk signal. Very annoying so many just cross without a walk sign. The walk signs should be automatic with the green.

- North St. and Tilson Ave.
- Lisgar Ave. and Concession St. E.
- Lisgar Ave. and Broadway
- Victoria St. and Concession St. W.
- Rolph St. and Concession St. W.
- Bidwell St. and Baldwin St.
- Parking along Rolph street coming off of the feeder streets from Broadway is a major issue. Near misses all the time. Parking spots should be further back
- Broadway traffic needs improvement at high volume times. Also, have noticed due to increased traffic and speeds, higher occurrences of accidents when backing out of parking spaces on Broadway due to speed and people coming off side streets. As population increases, traffic is becoming more congested and there is more speeding and traffic laws being broken. Education, signage and ways to decrease speed are needed. Walkers are also not crossing at designated cross walks also causing added dangers.
- Lights at north street and Broadway
- North street and tillson Ave. Should have traffic lights
- Concession and Broadway needs advanced turn lanes!! Concession and Tilson Ave also needs advanced turn lanes
- Broadway-North Street, Broadway-Bridge St, Tillson-Concession
- Tillson/Oxford & Simcoe Streets
- North st and tillson ave. Having a pedestrian light at trail. Getting sidewalks installed Beckett and North st
- All streets going onto Broadway.
- Repave Goshen st , people drive on the wrong side of the road because it is so rough
- Town Line Road & Baldwin Street, Town Line Road & Esseltine Drive
- North street and north Broadway intersection.
- Goshen st and Simcoe st need a light system and Goshen st needs to be monitor by police for daily all day excessive speed
- Rolph street / bridge
- Tilson Ave and Simcoe St
- Light changing warning lights on simcoe st / Vienna rd lights coming down the hill for heavy loads. Motion activated lights at sobeys/ pioneer plaza. Early mornings often hit red light with no opposing traffic.
- No
- Intersection of Broadway Oxford and Baldwin Streets
- harvey and bridge.
- All of Broadway, Concession, Baldwin, Oxford, Tillson Ave
- Oxford and tilson Ave does not need to be advanced all day long. Especially early morning!!!!!!
- More cameras for people running red lights, especially at main lights

- 4 way stop on concession and lisgar st.
- Quarter Town Line and North Street, Quarter Town Line and Plank Road
- Lights at North and Tillson. Lights at North and Quarter Townline. Lights at Quarterline and Hwy 19.
- The white flashing lights of the new crosswalks are hard to see and I've often seen drivers just keep driving and not stop. The lights that do flash are off to the side of the road and not over the road where they could be more visible. Even changing the color of the lights to draw more attention to the fact there is a cross there. I do understand that the driver should be more aware.
- Concession and Broadway is horrible. People run the light, cross against it, speed through, I'm surprised there hasn't been any major accidents more frequently! The four ways at concession and lisgar, and north and tilson are pretty bad, people either don't stop or go out of turn. I'm not sure how to fix concession other than turn it into a 2 way or lights. North/tilson could probably be a roundabout given how large it is. The lights at Sobeys are problematic too as people always blow through it. Once that new mall is done hopefully there's an advanced. The light at annandale could be longer, it changes pretty fast given there's almost no traffic coming from those side streets. The four way by Peavy mart could probably be a round about. The four way at quarter line and concession - roundabout! The four way at quarterline and Baldwin- roundabout! The four way at quarterline and north- yup you guessed it, roundabout! Maybe, I don't know how busses handle them.
- tillson and brock. tillson and francis
- concession and tillson ave
- I live on Wren Court. We are the ignored!! Many building have been built. We don't have sidewalks, adequate streetlights, no emergency access if there is an emergency. You make we don't have it. We just have more building and more people. You can't walk a dog safely or allow your children to be safe. !!!!!!!
- Quartertown line and North st.
- Brock st and tillson ave should have a flashing light all the lights on Broadway should have a flashing light for left hand turns when Broadway busy only one or two cars can make a left turn
- Timing of lights downtown should be synced and long enough so that you only ever get stopped at one while travelling along broadway in a car. This will help the heavy trucks stay in motion once they get going as well.
- North/Quartertown Line
- Quakertown line/#19 = reduce speed to 50km/hr from North Street to past quartertown line.
- Tillson and Cranberry. I know it's a county road but far too much traffic for a 4 way.
- Round about on cranberry and north
- Lisgar Ave and VanNorman
- Fourth st and Tillson Ave, Lisgar and Broadway, Glendale and Broadway, Victoria and Concession
- all
- Tilson Ave

- any street intersecting Broadway
- Bridge St could use an advanced green from Broadway
- Arbor lane and Brock E needs lines. Brock E and Tillson . Move Brock straight through line back as people cut the corners . I had a semi trailer over my hood while I was covering lying down on passenger seat lest I be decapitated
- Concession and Broadway is scary. I've had cars drive right in front of me while I'm on the crosswalk. The rail trail crossing on Broadway. (Speed humps are an inexpensive solution to calm traffic.) The presence of transport trucks is unnerving on Broadway. North St and Broadway. (I avoid this one completely after a couple of close calls.)
- none
- Corner of Tillson Ave and Simcoe St
- Tillson and Brock by far and large
- North Street at Broadway.
- 3 way stop at Wilson and Baldwin...not safe now.
- Quarter Town Line and Baldwin St
- Glendale drive and broadway during school hours - student crossing dangerous. Quarter Townline and north street
- I feel Harvey Street behind the mall needs better flow. Taxis stopping right at the stop sign to pick up passengers, people dropping off/picking up passengers, pedestrians not using the actual crosswalks but instead walking diagonally from the lot to the stores. Cyclists need to stay off the sidewalks but it isn't safe for them on the roads because drivers drive too close to the white line
- Simcoe street and highway 3. Simcoe street and Goshen street
- none
- Tilson ave hill light is horrible
- Tillson Ave/Simcoe St: traffic flow is very poor in this area. Now with more traffic coming out of the Tim Hortons onto Bloomer St, the intersection needs to be updated. When no one uses the advance left, there's just a lot of cars sitting and waiting on the road.
- Rolph St/Bear St!! This should be an all way stop. I have a near miss collision a couple times a month at this intersection because of people stopping when they aren't supposed to, or going when they need to wait. Ambulances go down Rolph St now, so that shouldn't be a factor any more.
- Hwy #3 & 19, way to many accidents over the years and nothing is ever done
- Quartertown Line and 19/Broadway a roundabout
- All Rolph St and Bidwell St intersections; street parking is too close to intersections and both streets need a centre line
- A traffic signal at Broadway and Lisgar. Traffic turning from Lisgar onto Broadway is difficult at busier daytime hours. Plus it would provide a more safe pedestrian crossing of Broadway,
- Baldwin & Broadway - advanced all ways. Crosswalks need to be timed longer. Concession & Broadway advanced all ways. Advance going south on Broadway into Walmart

- Broadway and Carolina has lineups for people coming off Allen st. Takes 20 minutes to turn left during rush hour. Roundabouts could help slow the traffic down Broadway where people use it as a race strip.
- Potters and Simcoe St. North St and Broadway
- Many intersections with 4 way stop signs are ignored by those in cars.
- Brock & Broadway. Bridge & Broadway
- I think we need to stop the massive amount of new housing .. we don't want our beautiful town to turn into a city.
- any that have the flashing pedestrian crossing. Need more police presence for a while to educate drivers or ticket them. You take your life in your hands at many of them especially on Broadway. Drivers just don't want to stop and race through sometimes. Getting a ticket for doing so might deter them
- Oxford street/Tillson ave/Simcoe street/Bloomer street
- Concession-Broadway, Baldwin-Tillson Ave, Concession-Tillson Ave, North Street-Tillson Ave - so many people run red lights every day with no concern they are impeding the drivers who have the green light or the pedestrians who are trying to walk with the green light or 'hand'. Our lights are short in time so there is no reason to feel privileged.
- Unsure
- When I think is important, here is not worrying about taking away parking downtown because it sounds. That's what you wanna do. There's nowhere to park here. Tillsonburg your ticketed when you're parking in certain locations at the mall which needs to be more visible to let people know signage. You also need cameras at the intersections going all downtown and down Simcoe and Tilson because you have so many people running red lights in this town. It's horrific. I see it At least people going through red lights.
- I think the intersection of North St. and Tillson/cranberry would benefit from a roundabout.
- Westtown line and Simcoe St
- North Street West and Quartertown Line
- Broadway and Lisgar intersection should have stoplights installed, as left hand turns are quite risky there, and the traffic is high in that area sometimes. There is a couple of cross walks on Broadway in the vicinity, and they should have red lights along with the white to make them more visible to drivers. There should be more advanced green left lights , like on Tillson Ave and Brock St E. The lights at Tim Hortons/ Wendy's are technically Norfolk County, but their sensors for turning left/straight out of the main entrance don't always work well I've noticed too, which delays traffic.
- The ones on 19 and the ones on 3 that have all the really bad accidents
- Any that have stop lights need improvement.
- Plank Line & Quarter Townline - should have a turn lane for those coming south on Plank Line turning right onto Quarter Townline.
- North St & Quarter Townline - should be a round about to allow for better flow of traffic and reduced speeds.
- North St & Tillson Ave - should also have a roundabout with the large amounts of traffic there

- Tillson Ave & Brock St E - traffic light should be better linked with the light at Tillson Ave & Oxford St
- Oxford St west from Tillson Ave to Broadway should be two lanes all the way.
- Pedestrian lighted crosswalk at the bridge on Baldwin allowing for easier crossing for those using the Kinsmen Participark Trans Canada Trail & Borden Cres.
- Baldwin and Broadway! Wilson and Baldwin with the new subdivision going in at golf course.
- the stoplight at Broadway & Ridout takes far too long to change to green when traveling east/west, and then it stays green for far too little time
- Oxford and Brock
- Brock Street and Tillson Avenue!!! I see near accidents every single day going to or from work because of the confusing turn lanes going east and west on Brock through the intersection. I have sent an email to town in regards to this issue and the lack of signage or advance lights.
- Not an intersection, but the school crossing on Tillson Ave in front of Annandale public school is very dangerous.
- Tillson Ave /Simcoe. Simcoe and Hwy. 3
- Tillson and North needs a roundabout.
- Next the town will be asking for my car, we do nit want to ba a 15 minute city
- Any intersection with a four way stop. People don't know how to use them and pedestrians get caught.
- Concession and Broadway-safety, as a pedestrian I've been almost hit at the intersection repeatedly while in the crosswalk and obeying the traffic lights.
- Not an intersection but there needs to be a crosswalk put back in on Maple Lane and demeyere Ave, as many children cross that area and cars do not stop. My sister has a daycare and crosses that street twice a day with multiple toddlers (some walking and some in a wagon) and traffic rarely stops or slows down. There also needs to be something done about the exit from Annandale parking lot. There's too much traffic in that area and it is always congested trying to leave at 3:30 because traffic on tilson is high. Please consider putting in an additional crossing guard or lights that operate at school times.
- Broadway and simcoe street hill by Tim Hortons
- Broadway and bridge street
- Quarter town line and hiway 19. Baldwin and bidwell
- None that I can think of at this time
- Oxford/Baldwin
- Broadway/QTL
- North/Tillson
- Hwy 19 and Quarter town line
- Broadway with too many the truckers
- Wilson avenue....becoming increasingly busy as people bypass construction
- Baldwin and Trottier
- Broadway and concession could use an advanced light on Broadway (heading north/south)
- Broadway and Oxford

- Baldwin and Bidwell.. lots of accidents.. people moving WAY too fast down Baldwin in both directions.
- The intersection of hwy 3 with Simcoe st is very dangerous. It needs signals. I realize it is Norfolk County but still want to mention.
- There needs to be a pedestrian activated red light crossing across Broadway near Glendale. This is a terrible crossing as it currently stands.
- I would also like to see better lights or a different kind of crossing at the trail by Burger King. The pedestrian activated lights are very difficult to see.
- The blinking advance green by Zehrs. I find people either go too late or not at all. People don't know what it means. I feel like it should be changed to the advanced green arrow so drivers understand better
- Sanders St./Broadway, Lisgar/Broadway, Concession/Rolph/Victoria, Baldwin/Bidwell
- There should be an advance green at the intersection turning left from Baldwin onto Broadway
- The crosswalk at Glendale and Broadway should be a traffic light. Most people don't fully wait for pedestrians to cross because proceeding through the intersection. Also it is very difficult to turn left from Glendale onto Broadway. Heavy traffic and poor visibility are major factors.
- Concession at Tillson
- More left hand turn arrows. With more residents, traffic is getting busy and I've sat through 3 lights at Concession and Broadway
- Hwy 19 and right turn onto quarter line road.
- Simcoe and Broadway
- Tillson Ave/Simcoe Street: poor traffic flow, especially since you can't turn left onto Tim Hortons anymore, putting more traffic onto Bloomer st. Bloomer at traffic waits a long time to move.
- Roloh St/Bear Street!!: this should be an all way stop. The amount of near misses I've had personally is insane! At least once a week. Ambulances travel down Rolph street now instead of Bear St, so that shouldn't be an issue.
- The right lane that comes from Simcoe street and merges onto Tillson Ave needs to go back to the width it was before the road work was done. This lane is too narrow. Cars cannot merge right when there is a line of traffic in the right thru lane on Simcoe you run the risk of either hitting a vehicle or the curb. Traffic has been backed up there numerous times due to this bottle neck.
- Also I feel the pedestrian crossing at Glendale and Broadway should be removed and a set of lights installed. With more people living in Tillsonburg the traffic is heavier on Glendale This would make turning either left or right off Glendale onto Broadway safer and in the process slow speeds on Broadway there is too much speeding in this section already.
- Where Simcoe Street meets Hwy by Zehrs. Roundabout needed there
- North Street and Tillson Avenue - perhaps a roundabout
- 1-Glendale and Quarter town needs a 4-way stop. 2- where there is a right turn at hwy19 and Quarter town line, build up the bank. That is a steep incline beside a difficult right turn.

- Should have crosswalk on Simcoe Street by McDonald's, sometimes it takes a long time to be able to cross safely
- the stop light at Broadway and Concession Street should be advanced for individuals turning left so not as many people will have to run the light. I avoid that light if I'm turning left because I know I probably won't make it through.
- Broadway and Concession
- North/Quartern Line. Better road signage on Oxford Street being turning lane for Harvey Street, not for Broadway causing dangerous merger.
- Broadway and Glendale Dr., Bidwell St. and Baldwin St., Baldwin St. and Wilson Ave.
- Broadway St. and Lisgar Ave. Blind spots because of grade on Broadway along with right turn lane coming off of Broadway St. onto Lisgar Ave.
- Broadway St. and Sanders St. Wall on south side of Sanders St. creates blind spot forcing drivers further onto Broadway St. blocking the crosswalk and increase the risk of causing accidents.
- Generally it seems many drivers are not knowledgeable about ; way stops. This causes traffic backup confusion and accidents
- Broadway and Concession needs cross walk buttons for anyone walking to get the light to change
- Less transport trucks through town, enforced speed limits on Baldwin .
- Broadway and North Street -speeding issues and enforcement of muffler/noise laws
- On North Street in-between Huntley and Falcon there is a trail on either side of the road with one leading to the park. A cross walk would be good there as many parents cross the street with kids to walk to the park and there is no safe crossing area.
- Outfitting all of the major intersections on Quartern Line with roundabouts would likely help reduce traffic accidents a great deal. The Quartern Line & Baldwin, Quartern Line & Concession and Quartern Line and North Street intersections all could benefit greatly from a roundabout even with a small traffic island in it. Further to that, so could Tillson Ave. and North Street.
- The intersection of Bidwell & Baldwin could as well. It might be tricky to fit a roundabout in there, but one that is UK-style with a small traffic island might be enough.
- Lisgar and Concession could also benefit from a roundabout. Traffic flow through that intersection during busy times can be really backed up, and if you throw in some pedestrians crossing it can get tricky. Setting up a roundabout there would make traffic flow so much smoother.
- I feel like a cross walk should be added to connect the trails
- Broadway and Concession should have advance green light.
- All intersections on Broadway downtown
- Goodness yes. But that's a separate topic altogether. Because, like so many of the previous questions, the answer is very site specific and can't be generalized.
- status quo seems to be working
- 4 Way Stop at Concession & Lisgar Ave. Near miss collisions happen daily. Pedestrians have a very hard time, crossing especially students.
- Concession (Lake Lisgar). Potters Rd and Simcoe St intersection. Tillson Ave and Brock St

- depending on angle and glare of sun, it is difficult to see flashing lights at crosswalks
- I feel one of the biggest issues are the transport trucks travelling through the downtown core. It adds congestion and safety risks for other vehicles and pedestrians. I would focus on developing a partial bypass for trucks - keeping in mind many trucks have stops in Tillsonburg but give them an alternative route outside of the downtown core. As someone who use to walk everywhere - continue keeping the sidewalks ploughed in the winter, increase number of sidewalks especially in subdivisions, don't loose connectivity between the downtown core and the newly built areas.
- Broadway and North st. Left turn lane lines should be moved back to allow big trucks to turn, we have seen traffic lights knocked over with trucks trying to turn.
- North Street and Tillson Ave./Cranberry Rd.
- Broadway and oxford se corner. nice radius at parkette plus line painting.
- Quarter Town Line and Concession St. W. Broadway and Concession St., Tillson Ave. and Simcoe St., Oxford St. and Broadway, North St. E. and Tillson Ave.
- 1 - north bound turning lane at the Tillson Ave & Oxford St is often perceived as too narrow only due to the line painting. If there are other motorist waiting to go through (westbound) of this intersection, this creates a chokepoint due to the the right turning lane being perceived as too narrow. Often you need to drive with your vehicle within the quarterline to squeeze through
- 2. the intersection of broadway and oxford. traffic for throughbound or left turning vehicles are the same lane.
- Broadway and North st, broadway and Baldwin, Baldwin and Simcoe. Too much heavy truck traffic
- Sanders street and Broadway could use traffic lights
- There is a school crosswalk for Annandale Public School right at Tillson Pizza. Oddly, parked vehicles are allowed to park about 2 feet/butted right to the crosswalk. That is an extreme hazard preventing clear visibility of children/people waiting or starting to cross the street. Most other municipalities have rules ensuring clearance of space for proper visibility by crosswalks. The parked cars actually block visibility of the crosswalk and persons stepping off sidewalk to cross the street.
- In my experience the more we lean on traffic lights and other methods of slowing cars down, the more aggressive drivers get. We should be looking at solutions to offer more flexibility to not have to use cars, educating people on sharing the road and keep traffic moving. It will also be amazing if we can start connecting our cities with high speed trains.
- No Comment at this time.
- Yes Tillson Ave., concession st.
- Broadway at Bridge St. needs an advanced green for Southbound Broadway traffic turning onto Bridge St. South towards Canadian Tire.
- Wilson and Baldwin with the brick signage for Hickory Hills blocking view of on coming traffic along Baldwin
- Broadway and Concession Street, Bidwell Street and Baldwin Street, Tillson Avenue and North Street
- Wilson Street & Dereham Drive

- Too many to list: Rolph and concession, Bidwell and Baldwin, Concession and Broadway making a turn is a nightmare, Tillson Ave and Simcoe street the ramp there is WAY to small now after the last construction. So many people are smashing mirrors and way to many close calls. And this is only a couple
- Glendale dr and quarter town line. Simcoe st and hwy 3
- Broadway and Simcoe Street/Baldwin at.
- The whole downtown on Broadway
- Broadway and Concession St
- Tillson and Concession St E
- Almost every intersection is an absolute nightmare now...
- Goshen street and Simcoe Street
- 1. Tillson Ave-Cranberry/North Street intersection
- 2. Broadway/North St intersection (specifically East-West)
- 3. Tillson Ave / Third Street - very difficult to make left turns onto Tillson Ave from Third.
- 4. Glendale Ave/Broadway - difficult to turn left from Glendale onto Broadway also
- 5. North Street is just a mess with the school busses and subdivisions now. North East ends of town have grown so much and the roads are unchanged.
- Providing better visibility when exiting the various alleys in the downtown - take away parking 3 m from the alleys. Signage warning pedestrians and cars at alleys. Mirrors so cars can see what is on the sidewalks when exiting the alleys. Enforce no parking or blocking alleys. Educate / signage / enforcement that Harvey St in front of Shoppers and Staples is a street and should be rebuilt more as street and this will make it less dangerous for all.
- North Street West and Quarter town line
- Downtown
- Tillson and north street east. Extremely busy during school hours and when the factories get out.
- Concessions and Broadway is in need of advanced lights.
- Quarter town line and north street, dangerous place to cross when kids are out of school, cars do not pay attention and come to a full stop during peak hours.
- Broadway and Baldwin, intersection needs some lane improvements
- North and Tillson
- Maple lane between Concession and Brock - with the anticipated development on the north side too much traffic anticipated. Speed is already a concern.
- Broadway towards North St. It's hard to turn out of this area due to heavy traffic. Tim Hortons, the movies ect can get backup and people are aggressive.
- Tillson and Concession could have an advanced green.
- Tillson and Simcoe st - advanced going from Simcoe to Tillson would be nice.
- Around about at Quarter town line and 19 would slow traffic down
- Brock Street parking changed to parallel parking on the south side between Broadway and west to Bidwell, No parking on one side from Tillson Ave on Brock, east of Tillson Ave.
- Crosswalk/stop light at Tillsonburg Town Centre mall. Unsafe to use without looking carefully first before crossing. Vehicles go through the red light all the time.

- Broadway and Concession needs advanced left turn signals.
- 1 The 3 way intersection at the Hospital. Nobody stops at the stop signs.
- 2. Downtown at crosswalk by Library. Too much speeding and not stopping. Congested with transport trucks
- 3. Downtown traffic too fast and drivers should not be turning into parking spots on opposite sides of the road.
- 4. 19 and Quarter Townline. Transit stays to the left to turn onto Quartertownline but vehicles do not see the bus and causes a lot of congestion and near misses because they speed and don't stay to the right
- Baldwin and Quarterline, Esseltine and Quarterline, Ralph Street and Concession, Broadway and Baldwin
- Do not make Bridge street a one way. Tillsonburg has too few intersections that can handle trucks turning to service the back end of Broadway businesses. The downtown is basically two rectangles servicing the front and backs of commercial properties. This concept must be retained please.
- Baldwin/Broadway
- Concession/Quartertown line as density west keeps increasing
- the lights on Broadway at times can be too long and bottleneck vehicles. Should coordinate several lights so the cars can continue through.
- Broadway/Baldwin
- It would be nice to have one more way to get from the north end of town to the south(going toward Straffordville or simcoe street east)
- Broadway and Baldwin
- West bound.
- Broadway and Baldwin
- Harvey street and Hwy 19 (starbucks area)
- Tilson Ave and Hwy 19 plus Simcoe Steet and Hwy 3 ..need a light
- Not specifically... 😞
- Too many to mention
- Bidwell and Brock should be 4 way stop. Stoplights at Baldwin and Wilson. Stop lights at Simcoe and highway 3!
- Broadway Street
- Concession Street and Quarterline Road.
- Broadway and Bridge Street.
- As someone who has lived in several Canadian cities, and who walks, bicycles (on- and off-road) and drives throughout Tillsonburg, I would give it high marks as far as safety is concerned, with respect to intersections. While I may have missed many mishaps, after living in town since 1995, I can't recall the last time I saw an accident at an intersection, other than the one I was involved in 3 years ago, on Tillson Ave. and Durham, a distracted driver rear-ended my vehicle, as I was stopped behind a left hand turning truck, all of us heading north. Other than that, accidents seem to be few and far between.
- Too many intersections downtown, yet virtually nothing from Concession St northbound.
- Lisgar and Bridge St.

- Broadway and Lisgar
- Broadway and Glendale
- Rolph and Concession W.
- Glendale and Broadway
- At Coulthard st and North street I think could use flashing lights to cross
- Lisgar/Broadway
- Brock/Tillson
- Barker St and Peach St intersection. People using these streets to park to go into Gyulveszi Park to use the three soccer practice fields. Car are parked 3 abreast sometimes, facing the wrong directions (Left wheel to Curb), parked along the rounded corners of the intersection blocking views and reversing onto Barker St not in safety. Any help would be appreciated.
- Glendale intersection at Broadway
- Baldwin and Broadway intersection going westbound should have a designated left turn lane only and the current right turn lane should be combined with the straight through. Lines are painted extremely badly for the current situation.
- Intersection at concession and Broadway should have advance left turn lanes. You're lucky if you can get 2 cars turning left on to concession from Broadway.
- Broadway and Lisgar Ave.. both streets people go to fast and don't stop
- No
- Concession and broadway, Glendale and broadway, hickory hills entrance and Baldwin, Rolph and concession, Glendale and quartertown line
- Tillson ave and concession lights could use a button to cross, advance turn would be helpful at most lights in town
- Concession and broadway, Baldwin and entrance to Hickory hills. Need flashing turning lights at Broadway and Concession. You can no longer turn left safely during the day. Someone's going to get killed coming out of hickory hills with speeding cars down Baldwin.
- Yes... more of a Police presence for so many running yellow and red lights. It's unsafe when one has a green light to proceed but opposite traffic is running these lights!!!
- Not at this time
- Any street or intersection that you have to turn left onto Tillson Avenue. Turning left from Lisgar Ave to Broadway.
- 3 way stop at Wilson and Baldwin ..should be priority!!!!
- Quartertown line and 19!
- Also, as beautiful as it looks, the angled parking downtown is a hazard.
- Broadway and North Street
- No
- Downtown intersections. The traffic light turns green but walking light doesn't change. Not everyone knows that they must push the walk button, and sometimes that doesn't work.
- There need to be a stop light at the Hickory Hills entrance. Lots of traffic and
- most are speeding. Also, a round about is needed out by Zehrs & #3 Highway. So many accidents there and nobody addresses the issue or they just toss it aside. I know it's Norfolk out there but it affects Tillsonburg residents immensely. Many have tried over the

years to get someone to listen. Please pay attention to this issue. Finding an alternate route for transport trucks other than Broadway is also important.

- Simcoe street tillson Ave.. very scary crossing that intersection
- North/Broadway is a nightmare, the merge lane on Broadway into North on the SE corner makes it more than a 90 degree corner, tough in a transport with a 40 foot trailer, intersection clogging in a truck with a 53 foot trailer. I hate robo cop stuff, but I definitely support their use at Broadway/ North, Broadway/ Simcoe and Tillson/ Simcoe, especially with the lack of police presence on our town roads.
- Transport trucks turning left on yellow lights cause congestion, as do people running red lights.
- Widen right lane at bottom of Tillson Hill and Simcoe St by bridge. Have a straight through lane at Simcoe and Broadway going westbound and 2 designated turning lanes
- Quarter line and North St, Quarter line and Concession St, Quarter line and Baldwin St all need stoplights. Need to slow traffic down on Quarter line, should add a stoplight at Fairway Hills and Quarterline
- North and Tillson
- Broadway and Oxford
- TILLSON by Annandale Public School
- North street, where new yay how development with town homes on a side. Entrance should be from South West side only, no left turn from eastbound to South due to large hill to the West where rail line is at bottom. Same for when new development occurs further West of current hayhoe development on North side and road to the West of the current road except no left turn on to North of from North st. Have another lane which makes a right turn only in and out.
- Witnessed a white truck make a right turn while students were walking across crosswalk on Broadway while lights flashing yesterday as high school must have just let out.
- Witnessed numerous bike riders, skateboarders travel on sidewalks especially late at night wearing dark clothing and not stopping for traffic coming out of parking lots. Also, bicyclists, pedestrians et c not following rules of road by not stopping at roads and especially stop signs
- Quarter Town Line Rd. And Glendale Dr.
- Broadway and North St. North St and QTL Tillson Ave and Concession Concession and Broadway Concession and Rolph St Tillson Ave and Simcoe St and the list goes on.
- Broadway and North Street East needs to be a 30 mph speed limit and no trucks.
- North st. W / Quarterline rd.
- Any intersections where trees or retaining walls block the view of on-coming traffic.
- Leave that to you
- North St E & Tillson Ave

What do you like most about moving around Tillsonburg?

- This is a hard question, if things go well you don't think about it. Need to be get annoyed to find fault. Well, I am glad we don't have any gravel roads or alleys (i know off) i Tillsonburg.
- Distance and traffic levels.

- wide streets
- Traffic lights at major intersections
- Right about now, I would like to move out of Town, as it is getting way over populated.
- Beautiful downtown area, the path from downtown to Quarterline, the bike trails
- It's not that congested. It's really not hard to get around town.
- nothing its extremely difficult and timely
- The timing of lights on Broadway is excellent, especially downtown
- Not nearly as much as I used to years ago. Traffic volume has increased tremendously.
- Absolutely nothing anymore..
- Trails and walkways at the north end of Town are excellent and have good connectivity.
- Existing advanced green signals. Could use more - Broadway & Bridge.
- Tillsonburg & Concession
- Wide streets
- - Still small enough to walk around the downtown core
- Only one roundabout - which 99% of the time puts everyone's bad manners on display. Do NOT put any more roundabouts in town
- bus
- It is currently working "ok" with future room for improvement
- Bike trails connecting to Trans Canada Trail
- Cycling/walking trails are nice. Drive times in town are reasonable, especially compared to other large centers.
- it was the space but we are growing too fast before services can be expanded. it doesn't matter how much someone says to slow down staff do it anyway
- The use of 4 way Stop signs...though far too many of our drivers haven't knowledge as to how and when to enter the intersection!!
- Tillsonburg is a beautiful well kept community. I enjoy running around the town and through the trails.
- The streets are wide and there are several routes to get from one side to the other.
- There are alternative streets and roads that can be used to avoid busy times as a resident.
- So much is close...clean pretty town makes walking pleasant
- Streets are wide
- I really like how wide the main streets are. Both Tillson and Broadway have lots of space, it's awesome.
- The walking trails are beautiful and well maintained in non - winter months (it would be lovely to have a select few of the trails maintained in winter so there is a safe place to walk)
- Angle parking on Broadway
- I like Quarter Town from Concession to Baldwin --- new street, nice and wide, well marked. Could still use a bike lane
- There is a lot of parking.
- Generally not much traffic
- The one round about on hwy 3 works well. That's about it.
- Roads are usually safe when drivers drive safely
- Wide main street

- Traffic light timing
- Shops are at a close distance
- Small town means short distances. Also not much traffic
- You can get to one end of town to the other by walking in a short period of time.
- Lots of free parking
- Use of crosswalks
- 4way stops
- Everything is available in town and easy to access. Not a lot of driving required.
- Easy to get from one end of town to the other quickly
- Nothing that I am aware of
- How downtown traffic Lights sre in sync.
- main streets are wide in comparison to other communities.
- I love the option of the bus that we have now! Thank you.
- Roundabout hwy 3 and Hwy 19
- Wide streets compared to other towns. Free parking downtown is great,
- Many difficulties options/ roadways
- Still has a small town feel
- Great trails and well used
- Most people are considerate of pedestrians
- Lack of stoplights
- The roundabout that was put in some years ago leading onto Hwy 3 has really improved safety in that intersection... but providing better instructions about how to use a roundabout would be helpful. A lot of people still don't know how to properly use the roundabout.
- wide main street in downtown core
- The trail through town
- Rural, less traffic than big citys
- Roads appear to be in pretty good condition.
- The recreational paths are excellent.
- Love the new bridge on the train south of North Street.
- Being able to see down the road at a stop
- North street and Tillson
- Downtown lights are coordinated
- I do like the rail trail and veteran's trail. I wish the trail network was better connected.
- Signage is quite clear and lanes, for the most part are clearly marked.
- Can walk throughout the town; nice trails including Veterans
- Easy to walk everywhere
- The bus cleaning the downtown
- Moving around Tillsonburg by car is becoming more and more difficult. Parking downtown is horrible!!
- Multiple routes to get from one location to another so can adjust to traffic levels at different times of the day

- Wide Main Street.
- Nothing, it's getting horrible
- Amount of time at stop lights allows for quick movement
- The lack of additional roads to accommodate the planned growth. The opening of roads into senior communities.
- Fairly easy to get where you want quickly.
- wide roads
- The roads are wide and don't feel cramped
- Nothing at the moment. The traffic is ridiculous and the speeding is outrageous.
- Traffic flows pretty well in the downtown area
- Downtown is close. Driving distance.
- Parking up town needs to be improved
- Walk lights near trail on Burger King is hard to see when sun is shining
- The trails in Tillsonburg are particularly good for encouraging walking and cycling. The paved routes should be cleared of snow in the winter months. Snow clearing on roads and sidewalks in Tillsonburg is very good otherwise.
- Wide main street
- All streets easy to get to.
- Every year it works less well due to the huge increase in traffic and population. We now have a street racing issue which we didn't before.
- Lots of free parking
- Not much that is good due to speeding and ignoring stop lights.
- The recreation trail system is very nice, well maintained.
- All good
- Well connected trails. -Well maintained roads for the most part.
- The new advanced turn signal at Broadway and north st.
- The new cross walks
- Outskirts roads easy to move along on
- The layout
- Veterans Memorial trail provides easy walking access to downtown.
- main roads less stops . lights in sync
- Just about everything I need is in close vicinity of each other
- Traffic flow
- Many stoplights so you cross the street safely.
- It's a small town
- Works fine
- Wide streets
- Wide streets. Light signal coordination. North Street turning lanes at Broadway.
- Simcoe intersection at Tillson.
- There is usually a way to get from point a to b quicker than the main drags. I enjoy the least amount of stop lights. Tillsonburg has options to avoid the downtown gridlock.

- As someone who walks everywhere I like the quiet side streets with mature trees. It's peaceful and relaxing
- Broadway is actually not too bad, it's good and wide, supporting left turns before downtown. There's some good trails to walk, and it's easy to get to and in and out of the major stores
- upgrading of roads and sidewalks
- slow moving traffic but big trucks down town a problem
- The lights at north st and Broadway work very well with the amount of traffic that goes through there dally, same thing with Broadway and Oxford Street, and also the lights at oxford and simcoe they all work very well with the amount of traffic that go through those light's
- Wide main streets
- The pedestrian specific crosswalks work well just don't implement too many of them.
- Wide street. We'll laid out town.
- Less traffic than a bigger city.
- Wide roads
- Existing trails. Sidewalks
- Wide main street
- Free parking.
- We love the walking trails.
- When driving I don't find it too difficult to get around.
- The flashing lights for people crossing the roads..broadway.
- Moving around town is bad. Speeding, rolling stops etc.
- The traffic lights flow pretty well.
- parks and trails
- I like that there is ample parking downtown, plus decent sidewalks and some trails.
- The ease and smallness of town . It's the drivers who need tickets for slowing , going thru red lights , no respect for pedestrians
- Designated crosswalks with buttons are helpful, when motorists actually obey the light. Walking trails are well cared for.
- Moving around is not easy. Too much traffic too many stoplights and traffic does not flow smoothly.
- The green wave of stop lights
- Simple aside from congestion as of last few years.
- Downtown traffic lights are sinc'd
- Wide Main Street.
- Can't comment.
- Nothing.
- No major traffic areas that are dangerous
- Parking is decent
- cross walks
- Nothing
- Long stretches of main roads without stops, makes movement easier.

- It's super easy and I'm on the country roads in seconds.
- In Town has a layout to get around easily and parking
- taxi services
- Not much too congested
- the wide streets and angle parking are wonderful.
- Traffic seems to have a decent flow though there are a lot of start and stops i do feel they are necessary due to the level of traffic coming from many subdivisions
- Quiet streets
- I'm happy that there are options to move around town. There's lots of trail options for walking, and every Main Street has sidewalks for walking.
- Broadway being so wide with angled parking
- Lots of side streets to avoid traffic on main streets.
- Most lights are well synced.
- It used to be easy to get around but too much traffic, drivers driving much too fast, trying to back out of angle parking on Broadway is risky,
- Easy to find parking
- For the most part the traffic is seldom heavy which makes making a quick trip to the grocery store pleasurable.
- The downtown is very nice to walk
- Easy to get around.
- Easy, and usually safe.
- love the trail system
- I can cross town during the day within 10-15 minutes
- Because it is still a small town, it is easy going from place to place or park the car and walk from different stores to another
- Roads are well maintained
- Was a smaller community with most amenities that we were looking for. Better cost of living
- Free parking
- I like that the roads are wide
- Everything is close with a car
- Broadway although busy has turning lanes and is wider for pedestrians and cyclists.
- The flow of traffic usually moved pretty well, but I think the north st area has a lot more residents now, and there should be more crosswalks and safety additions.
- Accessible to walking downtown
- The wide main street and street parking
- Less traffic lights to sit through
- Two-way streets
- It's not the city where it takes forever to get somewhere
- I like that almost everything is so close and it doesn't take long to get from point A to point B
- Working well
- Everything I need is conveniently within a 10 minute drive.
- The path that goes through town makes it easy to get from my house to downtown.

- polite drivers. very few are impatient
- The walking trails.
- It is all good
- Flow of traffic
- The paths that are available now.
- It's a small town, it doesn't take long to get places.
- Pretty good really
- The layout of the roads in town are efficient for getting around. The traffic lights also change in good time. Flow of traffic is generally very good.
- Most things are located in the center core area (mall area)
- Can use back roads
- Trails
- Nothing stands out that I can think of
- Roads are in good condition, traffic volumes are reasonable, traffic speeds aren't excessive
- Nothing towns growing to fast
- Like small town size
- I like the back road 4 way stops
- It's still fairly "small town" and I can get from one end of town to another in a short period (opposed to London where it takes 25 mins to get through small sections of the city due to all the lights and traffic)
- Actually, with increased traffic, not too much. The left hand turn lane from Tillson Ave south to Simcoe St east is a nightmare. The North/Broadway intersection works the best.
- The 4way stops
- N/a
- I generally find driving in town easy. People complain about traffic but having moved here from London, there is barely any traffic here and it's great.
- Distance.
- Our family likes the wide roads and wide sidewalks in the downtown core. Everything is pretty accessible for us since we either walk or drive
- The trail from Tillson to Broadway
- Knowing that there are alternative routes if Broadway/Tillson Ave is overly busy.
- Most things are close by and I can walk, bike or drive to fairly quickly.
- Options
- For the most part traffic flows well
- I like that I don't have to travel Broadway to get to places I frequent. I like our streets as they are, however I do not like the cross walks as when the sun shines you don't see the flashing yellow I believe the cross walks should be replaced with something that goes across the street and flashes red so ppl will stop.
- Wide roads and traffic lights
- 4 way stops when used correctly
- Pretty easy to get around. Not fond of the trucks driving down Broadway. Must be a better solution for this.

- Easy and takes very little time to get all my errands done.
- After living in larger cities I think town roads are in good shape, most problems I experience are due to drivers not paying attention, not using turn signals and thinking they own the road
- T go bus
- Overall, not bad. Like the trails for dog walking
- Not much traffic, quieter town
- Easy. Main roads.
- Not so much car traffic
- Everything is fairly close and walkable
- Good street lighting so you can walk at any time
- Wide streets
- I do enjoy the walking trails
- Thankful for the parking lots downtown
- I love the tgo bus
- Don't know.
- When the lights on Broadway are timed properly Unfortunately this seems to be not looked after very well lately
- Everything is within 5 to 10 minutes .
- Easy to get around
- Things are close by, it generally doesn't take long to move across the Town, and parking is usually not a problem.
- Roads are well maintained and signed. Traffic isn't excessive.
- I love the bus. It is great. Too bad it does not run on Saturdays and later in the evening.
- Trails and Parks. Wide downtown street.
- How clean the town is. The many and clear location signs around the town. Having public transit available.
- Street Parking downtown.
- Roads on the west side of town (west of Broadway) are really well designed.
- The advance greens.
- I like that many roads are rarely more than 2 lanes. This keeps speeds slow organically, meaning I don't feel like most speed limits are too slow for a given road. I also like that the town is very walkable. There are many sidewalks and traffic is slow enough to feel safe crossing roads.
- small town, easy access to what and where I need to go
- Lights are spaced far enough apart to allow traffic to flow.
- Nothing. There's very little at the outskirts or at the outer ends for residents to use. To isn't always reliable. Transportation in this town needs a revamp period.
- parking is good, no fee
- traffic lights fairly well coordinated
- Our wide "main street" with angle parking
- I like that everything is pretty close together so there is not much travel time between destinations.
- I like advance green lights at busy intersections - they make a world of difference.

- Small enough town that its easy to get to one side to the other with no major traffic congestion.
- Everything is just a short drive away.
- I don't ever have any issues with traffic jams.
- Good road conditions, wide roads, and good traffic signal logistics.
- Wider lanes, sidewalk availability
- I don't anymore. Too busy with big trucks.
- Trail system
- Small town, traffic flows well.
- Current amount of lights and crossings.
- I appreciate T:Go transportation, it's an affordable option for people with limited transportation abilities
- Traffic lights, 4 way stops.
- It's really peaceful & convenient moving around
- Traffic is not too overwhelming and we have a beautiful town so enjoy that too!
- Good traffic flow for the most part except Broadway Transport traffic.
- Lots of parking downtown and near businesses.
- Traffic not an issue except for transport trucks along main street
- Free parking
- Not much lately. With the increase of traffic and new (housing) development tillsonburg has lacked growth anywhere else. Roads shopping everything really.
- Nothing, it's now a nightmare to go anywhere..
- Don't see any major problems
- Roads are generally well maintained and quite wide
- Need more of them, but happy for the main 'arteries' North Street, Tillson Ave, Potters Rd, Quartertown Line although over the years they're getting congested and no longer ways to get though town efficiently
- Ease of road systems and flow
- roadways are wide. There are just the right number of stop signs and lights.
- Inconsiderate drivers
- Trans Canada trails, hiking trails, lake lisgar, established neighborhoods with tree lines roads
- Ability to walk to many places
- not much
- Familiarity.
- We moved from Cambridge. We love that there isn't a lot of traffic. We can get anywhere in 5 mins
- Back street movement(secondary streets).
- Road network.
- Side streets away from from traffic are great.
- Feels relatively safe for the most part due to smaller population
- Nothing comes to mind. Time for a rather large change.

- Having multiple ways to get to most parts downtown or in the centre of town
- It's a small town with little congestion at the present time but is becoming busier.
- It takes forever to drive around this town
- The wide nature of Broadway is a jewel most towns do not have. It and access behind is critical to maintaining the flow of goods and people to retain the viability of the downtown core.
- Roads are wide (broadway)
- Veteran memorial is a good connection from the southwest to downtown
- Transcanada trail is great for east to west across the north of town
- Convenience.
- the distance btw shops
- For the most part, very easy/convenient. Walking trail system in the Town is excellent.
- Lots of walking room on the main streets to keep traffic flowing
- It is nice that it is spread out so that not too much traffic in one area
- Lower traffic volume than the city
- Traffic is getting too heavy
- The angled parking on Broadway still works great.
- The advanced green at Broadway and North street and also Tillson ave. and Simcoe street
- The speed limits are fine as drivers often drive quite slowly.
- Crosswalks on Broadway especially at the trail and at Glendale and Broadway
- Using my car
- Broadway Street and business downtown is inviting , Wide , Beautiful ...thanks downtown Business organization.... in 2018 traffic was very manageable . Leaving town north on Hwy 19 is very busy and i try every back road to avoid the traffic leaving town on hwy 19 but so is every/one else in town! The light downtown seem to work well in synchronized method. Getting down Town from Quarter line road on foot path over the bridge to downtown is a true delight . The park in town are rally nice , we have taken grandkids to them all... but we need more parkland as we grow. Police and fire teams are fantastic . Our poor hospital is straining under the load of patients and money constraints from the Ministry of Health..... IT needs to expand to the size of St Catherine's Hospital and soon. Town office staff, merchants and citizens are very friendly & helpful ,all the time . I do not want to move anywhere else in Ontario!
- Small town
- the majority of subdivisions have sidewalks and are reasonably well light. four way stops seem to work well. Main street is wide.
- Easy to get around
- All's good
- Other than Broadway, between North St. and Bridge St. (where some drivers tend to exceed the speed limit more often than any other location I can think of in town) it is my opinion that Tillsonburg is a wonderful place to move around, whether walking, driving and, perhaps less so, cycling. While there are different routes a cyclist can take to avoid Broadway in the CBD, cycling out to Norfolk Mall does present some challenges that, I suspect, most cyclist will choose to avoid.

- Improvement on Concession St have been a great improvement.
- Right now it takes very little time but i know this will change as more come and that's ok. keeping or working on keeping the downtown quaint and trendy I believe will encapsulate the history of the town.
- Easy to navigate on side streets. Less traffic.
- Quick to get around with various options.
- It's so fast to get anywhere.
- I can get to most places, i.e. hospital, doctor, dentist, bank, groceries, Community Centre in a five minute drive. Most days with very little traffic. Twenty minute trail walk gets me into downtown.
- Trails are plenty for walking. Like the parallel parking is nice.
- I like the advanced left turn lights at certain intersections. Probably could use a couple more
- 15 minutes to anywhere and downtown parking.
- Scenery
- I am legally blind and I love to go for walks in Tillsonburg. The scenery can be really beautiful
- very little traffic. Short distances
- 4 way stops
- Trails are lovely to walk. Would be better if connecting all of Tillsonburg
- Signal light synchronization is good most of the time.
- Lighted pedestrian crossings
- Available free parking.
- Walking paths
- It's small enough you can get most anything you need in walking distance
- parking and 4way stops
- 19 recently resurfaced
- Four way stops on Bidwell Street
- Our wide downtown streets. The courtesy of other drivers and pedestrians. Ease of parking.
- Flow of traffic
- Convenient locations. I can get most places quickly
- Not Much. Congested and at times difficult to get on Broadway from side streets. Transports traveling too fast in the downtown.
- The angle parking is great! I love all our walkways - they are both convenient and safe - I have never had an issue. The only issue I have is enforcement of speed limits, the rules around traffic and school busses. It's OK to have rules, but they need to be more strictly enforced. Everywhere I go where there's a 40 km speed limit - rarely do people obey them.
- Very little, we have a roads network set up for 10k people, dealing with double that,
- Nothing..too congested
- Everything leave it as it is
- Current Speed limits are good
- It's safe.
- Two way streets

- The speed limit does not need to change. Traffic still has to move. It's a fairly easy town to navigate with no one way streets. Parking on Broadway is an asset.
- The current trails are helpful. Pedestrian signals at traffic lights on Broadway.
- It's small and doesn't take too long to get where needed if it is in town
- The wider roads.
- Convenient to get around town.
- Green Traffic lights
- everything is within 10-15 minute drive
- Has good amount of parking in most places
- light traffic
- Round about. Used to be enjoyable but now too much traffic in our town.
- The accessibility to where I need to go
- small town conservative views

What would make moving around within Tillsonburg better?

- Turning lanes in to high traffic zones, Tim Horton/Burger King north of town. Simcoe Street has a few of these as well but I don't travel that way too frequently. Round about North street/Tillson Ave. and North street/Quartertown line.
- bicycle lanes
- residential areas are dealing with heavier traffic and higher speeds. this needs to be addressed.
- Less truck traffic
- More than 1 main road going into town from Simcoe Street.
- trucks not coming through downtown
- Fewer residents.
- Everything mentioned previously in questionnaire
- A bypass for trucks. Another road to get from north or midtown to the far south east (McDonalds area)
- Have lights better synchronized on Broadway. Too many starts and stops. Advanced green at Brock and Tillson Ave would be nice.
- Better walking and biking connectivity on dedicated paths in the south and east end of town. Building a bypass to lessen the traffic on Simcoe st.
- Advanced greens at the intersections mentioned
- Education on using 4 way stops and roundabouts
- Truck route - divert all transport trucks away from downtown,
- Angle parking - get rid of it
- Widen highway 19 to Ingersoll
- bus Frequency
- red light cameras
- Evening & weekend public transportation options and routes to airport
- Broadway (north of Concession) is terrible. Basically "splits" the town into 2 halves and makes cycling/walking more dangerous and less convenient. Is getting worse each year. A

pedestrian overpass would be a huge asset for the town. I'm sure this would be less costly/more feasible than trying to route Hwy 19 traffic around town..

- stop the overcrowding. return parking spaces to parking spaces.
- Nothing.
- more frequent public transit/ multiple busses with shorter routes to make commute shorter
- additional sidewalks/ pedestrian lanes/ rerouting trucks around the town limits/ widening hwy 19/ increasing public transportation routes so individuals can rely on it for employment
- Synchronized lights on Broadway. Why do we sit at a red light, late at night, with no other cars to be seen? Hwy 19 needs to be expanded. Also, small, residential streets (like Cedar to Simcoe) should be no-heavy truck zones.
- Provide transport trucks a route through town avoiding Broadway. They slow traffic when they stop at several stoplights because it takes longer for them to commence moving each time.
- Need solutions for buses and numerous vehicles parked on both sides of the road at schools start and end of school day. They leave single lane for traffic to use or becomes very tight. Some drivers need more room than others. Also the concern is a door could open at anytime or a child run out between vehicles not paying attention to traffic.
- More pathways. Places to lock up a bikes
- Pedestrian crossing lights; more advanced left turn signals
- Seniors move really slow, and people coming here from the city move really fast. I'm not sure what could really be done, but something to somehow get everyone to meet in the middle would be helpful.
- Safer places to cross (e.g on Tillson Ave, a person must go out of their way to get to a light/crossing place)
- Truck bypass for downtown
- adding traffic circles
- adding advanced left-hand turn green lights
- limiting helicopter parents from picking up children at schools
- re-designing Broadway into a tourist-like area with wider sidewalks and no angular parking
- put cameras on all stop lights and give out tickets. I've been ahead of vehicles and stop for a light, only to have two other vehicles pass me on my right and go through red lights, not yellow lights, red lights!
- Stop lights at Brock/Broadway , Ridout/Broadway, green lights at both intersections for cross streets are to quick at times 2 cars can barely make the light.
- Work on the ring road to divert truck traffic and improve the flow in town.
- more and wider bike lanes
- Less 4 way stops
- Being retired I can time my travel to miss peak times.
- Round about at Quater Town Line and Plank
- Bicycle trails
- Allow the use of e-bikes and e scooters. Remove on-street parking on major roads. Roads should be for traveling not parking for one person.
- Hospital needs more parking spaces

- Walmart needs to move out of Town Centre mall to a more accessible location.
- Mall needs more parking spaces
- Addressing increasing congestion caused by developments
- Coordinated traffic lights on Broadway.
- Eliminate angled parking on Broadway.
- Bi-Pass for trucks
- Absolutely HATE the pedestrian crossing lights at the intersections all down Broadway. They should always show person walking when they are allowed to walk, NOT just when the button is pressed for it. Same goes for the hand not to walk. This was a bad change.
- by-passes for through traffic including big trucks. wider intersections for trucks that must travel in town.
- As an older woman I used to walk everywhere since cabs were expensive (we could make them more affordable again?) but I am nervous about walking anywhere except main roads. There is always quite a few people just sitting (camping?) on the pathways and park paths that I used to use.
- Better and wider lanes at intersections. More left turn lanes.
- Don't allow big transport trucks to use Broadway.
- A better bus service with more buses. More time for boarding and unboarding people with walkers/ walking issues. Bus shelters. More stops
- It's fine right now, will get more difficult as the population rises.
- Traffic lights that are better coordinated
- More accessible parking and traffic enforcement
- More frequent bus route
- No large trucks down Broadway and more turning lanes at some intersections
- Widen the roads.
- Alternate route for transport trucks.
- If a tree is in the way looking down road, remove it
- No trucks on Main Street
- Concession street near the hospital is extremely busy at time. Would appreciate a traffic light at the awkward corner with Victoria and Rolph streets.
- More transit stops
- A truck by-pass is probably the easiest to develop, thus eliminating the truck congestion on Broadway.
- Broadway always seems to have a steady flow of car traffic; people also don't stop at crosswalks on Broadway which can make it dangerous for pedestrians, bikers, etc.
- Lights should react faster when someone has pressed button to indicate they want to cross road. Not just wait for the same timings of the traffic lights
- Better roads more sidewalks
- Better parking downtown. Slow down traffic speed on Wilson Ave.
- Walk signs as mentioned above. Automatic with green lights.
- Quit building house and bringing more people here before there's a plan and things in motion

- There is never enough parking downtown even before we add thousands of additional homes. The lack of parking leads to issues on the roads getting around downtown.
- Have another route going out to the west towards McDonald's rather than just Simcoe Street.
- getting scooters off streets
- More advance greens and better turning lanes to help traffic flow
- Lower speed limits and have advanced turn signals at all major intersections.
- Transport truck bypass of the Town
- Too many fast and aggressive drivers. Driving more like city. Especially on Broadway and Simcoe St. Volume of traffic is becoming city like. Big trucks and volume of traffic on Broadway. Reverse from angle parking becoming difficult because of speed of drivers on Broadway
- Having a Tillsonburg bus that picked up seniors for Hickory Hills and/or Baldwin Place to do their groceries, drug store run. It would be cheaper than taxi, but would if some seniors weren't driving, it would allow for the extra vehicles on the road from the town growth.
- More four way stops on side streets
- N/A
- Have the police start charging people for running red lights and speeding
- Clear snow from paved trails.
- Educated drivers
- More police patrols, enforcement of existing laws, bike racks
- Somehow divert heavy trucks to a faster and safer route
- Less building and less people moving here until problems with traffic are solved
- Finish sidewalks and provide them on all streets. Consider them a safety issue , especially in an area that is within a school walk zone.
- All good
- Limited routes to get to south east end of town, simcoe st bridge is the bottleneck.
- Glendale high school area difficult to navigate with busses and vehicles parked on side streets waiting for pickups. More school parking would help.
- Trucks off of downtown Broadway
- A crossing guard a north st and quarterline rd would be nice for the kids walking to school
- Less 4 way stops
- Stop building homes !!
- Any non-motorized vehicle traffic would be of benefit.
- Reduce truck traffic, improve speed enforcement especially on Broadway, Quarter Townline, Baldwin, and Concession. Install bike lanes.
- More speed traps at high school. Walking or pulling out of my driveway is dangerous do to students speeding, kids not using sidewalk forcing cars to stop suddenly.
- Only 1 way up and down the hill on Simcoe street. Town is growing and that's making it difficult to get from one end of town to the other
- Better roads(fix pot holes)
- Another access route from centre of town to connect with Simcoe street. Only one route and sometimes with factories getting out traffic gets back logged

- For me, public transit putting bus stop or having 2 buses so you can get around town better, also not having to ride the bus about a hr. to get back to your home. Put a bus stop where it needs to be like senior buildings. I live on Queen St. and it was great to be able just to walk out my building and across the st. to catch the bus. I am sure many people used it since they don't have cars too.
- Most things are within reach
- No larger height trucks and vans parked downtown as impossible to back out safely with them beside you
- Restricting U turns downtown on Broadway.
- More police presence, stopping drivers on cell phones
- There is not enough parking in town.
- Less 4 way stops
- Not enough local jobs for people moving here so everyone racing out of town for work.
- North end is ridiculously loud now. Its like we are in a city. Put sound barriers up. All hours of day and night.
- Smooth bike/walking paths that when we roller blade it doesn't feel like we are going to lose some teeth.
- More visibility at some intersections where bushes and shrubs obscure visibility of both drivers and walkers.
- I'd like some sort of dedicated bike lanes where possible. Signs threatening red light cameras would probably do wonders
- do more upgrading
- less trucks
- Advice lights at tillson ave and brock st making a left turn on to brock street from tillson ave is terrible sometimes it's jammed up with traffic on tillson ave coming from simcoe when only one or two car's can make a left turn onto brock street
- Less traffic
- Fix the bus routes
- Some older drivers are not safe drivers in Tillsonburg. The just drive slow but don't obey street signs.
- Volume is increasing. Need more lights instead of just stops. Speed control. Too many trucks on Broadway.
- Roundabouts
- Alternate route for truckers, more advance lights, different light timing to deal with extreme traffic volume
- Sidewalks on all roads...just one side.
- We would like more walking trails to be lit up at night.
- Bike lanes on the roads
- Specific bike trails for recreation
- Transport drivers to go around town and not through it.
- More policing on loud cars revving engines or racing
- Parking space is limited and traffic can get backed up from this...more parking spaces in the downtown area...and more disability parking as well..

- More law enforcement
- Clear bike lanes would be beneficial.
- better traffic light programming
- Dedicated bike lanes
- Bypass for the trucks.
- Policing on foot or cars to catch the bad driving
- Speed humps to calm traffic near crossings. Transport trucks routed around the town core instead of straight through.
- Too much traffic on Oxford Street to handle the flow of influx of traffic.
- Get rid of through transportation vehicles like large truckd
- Truck routes, intersections with lights timing.
- Traffic circles on arterial roads
- Less traffic lights
- Too many stop lights on Broadway
- more cross walks. Tillson ave at the trail
- Less traffic lights, and stop signs for a better flow.
- Remove large trucks from downtown.
- Adequate roads and infrastructure before expanding further.
- Adding bicycle lane markings on main streets.
- Nothing rly.
- We need more clothing stores fior woman and menswear along with footwear stores
Population is growing move Walmart out of Town Centre Mall build on alone site make room for clothing & Footwear Also need more sitting arrangements to sitting area inside Mall by Tim Hortons
- You need to build another roadway to access for entering into town of Tillsonburg with Developing More subdivisions another roadway be more accessible and necessary to get into town
- better bus services for people with mobility issues
- Another access road, there is only 1 real way to go from north of town to other side
- the side streets like brock st east and rideout should also have angle parking. It would create a lot more parking. The commercial businesses like Verne's carpeting and Husted Surveying use al ot of spaces in the municipal lot behind boston pizza so it doesn't leave much for residents or downtown visitors
- Less development without proper additional traffic routes. The town is becoming highly congested for a small space very quickly.
- Better traffic flow on Broadway
- Traffic volumes have increased making it more difficult to turn left onto some streets, ex: Broadway. Sometimes I wait 5-10 min, which is not good for a town.
- Residents learning road rules
- Truck route
- Making sure roads and sidewalks are kept well.
- Education and consequence; people are always racing through yellow/red lights and paying little attention to pedestrian traffic

- Transports off Broadway; lower speed limits; more handicap parking and closer to doors and buggy returns; large pickup trucks have separate parking as spaces aren't big enough for them;
- Better timed traffic lights
- Enforcement of speed limits, especially in school zones, and in residential areas.
- f drivers knew what that big, red octagon means and that it's a law, not a suggestion!
- if there were actual workers with signs when roadwork is being done rather than a sign that says "yield to oncoming traffic" and the work is being done on a curve and there's NO WAY you can yield because we can't see oncoming traffic!!
- The new walking traffic signals that do not coordinate with the traffic lights/traffic right of ways
- Expand us of roundabouts wherever possible
- safer pedestrian crossings
- Limit trucks on Broadway and Tillson ave
- Remove the 4 way stop at North Street-Tillson Ave and put in lights. Another set of lights would be irritating but the 4 way stop allows a lot of misunderstanding of what is the right way to do things and there have been many near misses. The one side of Tillson between North Street and 4th Street needs to have the white line moved out to make a proper bike lane. I understand they are trying to prevent people from parking but it is not wide enough and it give people the understanding it is a 2 lane street.
- Have a bypass for trucks instead of them going through the downtown.
- Unsure
- Diverting transport trucks
- More roads to get the same places so reduce congestion
- Regulate flow of heavy traffic areas
- More bike lanes. Especially down Quartertown Li. It is so busy and there are 3 schools on the road, therefore more kids with the possibility of biking. Jq
- I regular bus system that has more options for daily riders.
- Frequency of stops/ shortening the length of a round trip on public transit. Or offering more buses at peak times.
- Having a complete interconnected system of trails to get from one part of town to another.
- Do we really need all these stop lights down town?? We use to have one!
- enforcement of traffic laws - more police presence - an officer sighting is too rare of an occurrence
- Pick up trucks not allowed to park on Broadway
- Better drivers. Either better signage to depict the obvious or police force to enforce the laws.
- Cycling lanes. Drivers do Slow down on side streets. Police don't patrol and people drive super fast on all the side streets. We live in the Trottier subdivision and people rip down our road.
- improved intersections as noted above
- Roundabouts and calming area.

- better bus service. Getting people from the Lisgar area, downtown. Gear to income dwellers have little to no transportation.
- More pedestrian safety
- On Simcoe Street where it meets hwy 3 we need light.
- Better road conditions. A lot of areas are bumpy including where sewers are. This also includes fixing sidewalks into parking lots - many sidewalks sit too high which disrupts traffic as vehicles need to turn into places very slowly as to not ruin tires, etc. Sometimes traffic is too fast and that doesn't help the issue.
- Parking
- Cycle lanes
- More bus routes and times to industrial areas to help the less fortunate get to a job. Taking a cab hinders the some people.
- Have a bus service like the cities where you can get on and off where you want to go and would make it easier to go out especially for shopping and to appointments
- Don't know
- Less people
- N/A
- Re routing transports off both quarter town line and Broadway
- Some major streets could use a double lane however harder to do with established buildings
- Getting major transport trucks off of Broadway and Tillson Ave., more left and turn lanes and more driving lanes, if possible,
- Public education on the rules of right of way for drivers and pedestrians
- Timed/coordinated traffic lights so less idling and better flow of traffic.
- There are some major roads where sidewalks on both sides are needed. For example on Devonshire Ave.
- Be more consistent with speeds. Do not let individual smaller communities inside tillsonburg boundaries to raise or reduce speeds
- Better transit
- I could see that a better transit system with an actual bus(not the little van thing) for getting to Sobeys through downtown to Zehrs and then back around especially with the new strip mall coming
- Lessen truck volume
- Cross walk at Tillson Ave at the trail- there's only a sidewalk on one side so to walk to North Street corner to cross you must walk on the road into oncoming traffic with traffic merging from North Street to Tillson Ave— not safe
- More traffic control on Broadway from Concession to North St.
- Speeding and blind spots make it tough to get off some side streets
- We could use more advanced green lights at intersections.
- Better winter maintained trails and paths.
- More advance green lights for left hand turning
- More Pedestrian crosswalks

- Many roads that do not have a clear vision, and you have to move far out into the road to see if anything is coming, which is dangerous and takes a lot of time. Ex. London street, crossing over Broadway
- Better crosswalks and advanced lights where needed .
- Traffic light instead of pedestrian crossing at Glendale. Multiple injuries have occurred there.
- Teach people about 4 way stops and don't wave people on when it's not their turn
- No transport trucks down Broadway
- Parking is getting more difficult in the downtown core especially since I work all day in the core
- Big trucks off Broadway
- Reroute transport trucks off John Pound Road
- T go bus. Another bus one every 30 minutes instead of every hour
- The parking situation downtown is terrible. Angle parking on the main road is becoming more dangerous.
- I think we need the police back out walking around downtown like before when I was growing up
- Better bus service, Uber/ride-sharing. Taxi is too expensive for short distance. Bus is not frequent enough.
- Parking on Broadway is difficult to back out of without blindly guessing if traffic is coming. Add a secondary bus to have more frequent service and reduce overall travel time
- Added turning lanes.
- Added roundabouts
- Improved sidewalks
- Bike lanes
- Police presence
- Dual direction on the bus route or more frequent times
- More trails and sidewalks
- Driver skill/patience
- Lighting on walking trails
- Diverting transport trucks from the downtown corridor if possible
- Better timed traffic lights, longer cross times at traffic lights, slower speeds in high pedestrian areas, more frequent bus runs and more bus stops in easier accessible locations for mobility impaired people.
- We need to get the big trucks away from the Main streets
- Smoother roads or more trails that could be used by rollerbladers
- Traffic volume is beginning to increase, efficient controls during "rush-hour" might help.
- Planned routes for walking/cycling avoiding as much traffic as possible.
- Later bus route and bus to run on the weekend.
- More. Buses. Stop. Too. Grocery. Stores. And. Fast. Food. Places. And. Shoppers. Mall.
- More public transit options, more stops. Especially in the growing parts of town. Less trucks downtown.

- Better linkages from the east of Broadway towards Simcoe street and Potters Road areas. It's very difficult at certain times of days (difficult relative to the size of town of course) to get from Broadway up to that area. If there was some way to connect Concession or North Street to Simcoe/Potters that would help immensely.
- Truck bypass and synchronized lights on Broadway.
- More density downtown would make it easier to get many things done in a single walk/ride/drive. It's hard to justify walking/cycling if your destinations are on 2 different sides of town.
- A truck route to bypass Tillsonburg
- Enforced speed limits, 50/hour is perfectly fine for in town speeds but there is not enough law enforcement for the 50/hour which leads drivers to drive 65-70/hour through town.
- Cyclist lanes pleeeeeaaaaassssee
- Have busses run the routes in both directions. This would reduce time travelled since the complete route wouldn't need to be travelled to certain stops. Especially down town.
- maybe a truck bypass route
- then fix Broadway Oxford intersection
- If drivers new the rules of the roads and actually followed them.
- Public parking that is NOT a 2 hour limit for those that work downtown.
- Tractor trailers should not be permitted to use Broadway, they can never stop in time for the numerous traffic lights and are always going too fast.
- as the South-East side of town continues to develop and increase in population, traffic congestion is going to increase. The only connecting road between this section of town and the remainder is Simcoe St. If this section of road were ever to be closed, the South east section of Town would be cut off.
- Less 4 way stops
- better timed lights
- more roundabouts
- More multi-modal options and perhaps for future consideration -- micro-mobility.
- Truck bypass up near Jessica rd and send the truck traffic out around town. Line a new rd up with BAYHAM dr and have all the heavy truck traffic bypass the downtown core.
- Bicycle lanes
- Less truck traffic
- Quarter town line is dangerous with the three schools and that area of town is getting more traffic all the time
- Many speed, especially the after work crowd. Portable photo radar cameras to rotate throughout any high speed areas.
- Planning the town with more accessibility to businesses, work and schools and not having these large subdivisions with just houses.
- More bus stops, shorter routes, more buses, extended times including nights and weekends.
- I think there needs to be more stops on the T:Go route, as well as more buses for in-town transit maybe every half hour instead of every hour. I'm on the bus for 45 minutes just to get to my job.

- Rules to keep scooters off the "street" where there are sidewalks.
- Provide more Infrastructure & Transportation facilities in Town
- From a scooter point of view it would be nice to have sidewalks with no breaks in them ... just try driving a scooter on a sidewalk once and you'll understand. People drive on the road because they prefer the non bumpy ride but it's dangerous.
- Make Broadway no truck Route From North St. to Oxford
- Less large truck traffic downtown.
- Better traffic light control
- Have heavy trucks bypass the Main Street using Tillson street as a designated truck route
- Remove angle parking due to too many trucks hindering our visibility when backing out!
- Spreading things out away from just downtown. Or simcoe street.
- That would ease alot of traffic away from these very congested areas
- Round about vs stop lights/signs at places like north street and tillson
- Traffic lights, advanced turning, not allowing transport trucks down Broadway, etc.
- Have more police visibility and enforcement
- Ensuring traffic lights are always in sync
- more roads on the outskirts, make it easier to get to different areas
- Replace some intersections with stop signs to traffic lights . Replace all yield signed intersections with stop signs
- use more roundabouts and bike lanes in road reconstructions.
- Better roads better drivers better sidewalks
- Cross walks around walking trails, with increased traffic getting harder to crossed the roads.
- Less traffic
- turning lanes at traffic lights
- Difficult to find a town map. Used to be provided by local newspaper.
- Traffic on Broadway makes getting out of business parking lots hard
- Previous statement, possibly making Washimgton Grand a one way traveling west to Bidwell. More no left hand turns at busy intersections. ie Washington and Broadway Bridge and Tillson, Durham and Tillson or Elgin and Durhan many on the West side of Broadway.
- Safer crosswalks. Current crosswalks with flashing lights on sides are unsafe, especially on Broadway. There needs to be improvements to alert drivers that someone is about to enter the crosswalk.
- Unfortunately you can't raise the IQ of the motoring public.
- Video cameras at lights.
- More stop lights on off streets
- Bi-law needs to be more aware of improper parking.
- Need to stop seniors with electric carts from driving down streets. Vehicles need to slow down.
- More ways to get around d outskirts of town
- Get transport trucks off Broadway and Oxford/Simcoe they drive too fast and sometimes run red lights because of this. Very scary.
- Advance green traffic lights installed at more intersections to help with traffic flow.

- Should find a better way to manage snow in the winter for Broadway. Windrowing to the edges creates accessibility issues in the winter. Perhaps night cleaning in the centre when there is no traffic would help.
- More bike lanes connecting into the downtown.
- Dedicated bike lanes on the roads on both sides of Broadway to allow for easier north to south biking (Bidwell and Lisgar)
- Safe biking lane option in the southwest by Pressey/Newell road to incentivize biking to the industrial area
- Biking option to get out to the southeast side of down, especially down to the industrial area
- The recreational trails are more for leisure than transportation, roadways should be utilized for safer more effective transportation (Baldwin/North street), Concession's hill makes it unviable
- Bike lane along quartertown line and tillson ave
- Establishing the possibility for future connections to brownsville, courtland, and mt elgin
- Bike lanes connections to schools (Glendale ave, St Joe's, Southride, Westfield)
- Bike lanes in main subdivision roads (Glendale ave, Allen, Charlotte, Dereham, Wilson, Maple Ln)
- People who new how to drive and follow the rules of the road. More police presence in removing bad drivers from the roads.
- fill up the mall don't let so many empty spots sit so people don't go looking elsewhere. Make more staff available to enforce bylaws instead of the people policing each other.
- Dedicated truck route to get transport trucks off of Broadway Ave.
- Driver education on who gets to go first at intersections so pedestrians aren't unsafe crossing the street
- More parking downtown
- Improve cycling and walking infrastructure. Make it easier to leave the car at home
- A Bypass for transport trucks so there are less in the down town core.
- The flow of traffic at peak times such as rush hour in the morning and evening. There is so much traffic in town now. Also, ploughing the roads and sidewalks earlier in the morning in the winter for safety reasons.
- Timing the lights better. Fixing the buttons on light crossings, so they change to 'walk' even if the light just changed to green. As it is now, if you are not at the intersection when the light turns green and you push the button, it does not change to 'walk'
- Transport trucks and large pick up trucks. Also inadequate enforcement of driving rules/laws.
- Not stopping me from using my car
- A master plan to move Truck traffic more efficiently north and south(to 401 and to Hwy 3) and east and west .With the Battery plant in Elgin county soon to open, our town will become ten times busier and we need to support business and factories that will be here ,plus all the workers and support personnel. Bus systems , Monorails ? Train systems ? IF only money was not an issue .
- TRUCK BYPASS.....really need to get those tractor trailers out of the downtown core...Absolutely should be a priority....no question about it.

- More public transportation routes and longer service hours including weekends.
- No big trucks down town, truck route. Ban bicycles from sidewalks to protect children walking
- get homeless people out of the downtown area. Find an alternate route for truck traffic instead of the main street(broadway)
- Educating pedestrians of stopping at intersections instead of just walking across without looking. Common rules not taught
- Roundabouts would help trying to get out of the newer subdivisions. Also hwy 19 is a dangerous road to travel with everyone passing. Need to widen or put a passing lane.
- All's good
- As a 67 yr old experienced cyclist/walker/driver, I'm still relatively comfortable moving around TBurg engaging either mode of transportation. I've already mentioned the driving at speeds exceeding the limit along Broadway (North St. to Bridge) as well as cycling between Broadway and the Norfolk Mall as issues that might diminish my enthusiastic endorsement somewhat. Perhaps one issue that has been an irritation on some level is the lack of east-west connectivity - we only have one arterial route connecting downtown with the Norfolk Mall. (I cant be the only one to see this as an issue, am I?)
- Keeping trucks from using Broadway as much as possible.
- Frequent bus times so I can bus to work and not drive and take up valuable parking
- Better flow of traffic through the down town core. Better time with those stop lights.
- Reduce truck traffic and review/ coordinate traffic lights
- Inform people they need to drive at least the speed limit.
- Advance left turn signal in more lights
- Improved sight lines. Brock/Tillson, Sanders/Broadway and Lisgar/Broadway to name a few
- Keeping transport traffic off of Broadway St and Tillson St.
- Communication
- If you can get vehicles to stop running red and amber lights that would be amazing!
Crossing the street is incredibly stressful mostly because motorists are not following the rules of the road.
- bicycle lanes
- Do not introduce one ways or roundabouts, residents in this town can barely drive as it is
- Better educated driver
- Better and robust transit system, separate bike lanes from the road, connecting trails that are maintained, curb cuts so people in wheelchairs, walkers, strollers can safely maneuver. Would also be amazing to have an indoor walking track for poor weather and keeping healthy.
- more public transportation / bussing available
- Perhaps more roads included on bus routes
- No real obstacles.
- Truck bypass
- Separate bike paths.
- Better coordinated stop lights
- West Tillsonburg traffic to use Culloden Line

- Synchronize the stoplights on both Broadway and Oxford Streets.
- Nothing that we can think of, though the traffic volume seems to be increasing.
- Better drivers
- Co-ordinate the traffic lights. Have all downtown lights change at the same time in one direction.
- Educate drivers on the rules of the road. It's scary out there sometimes.
- Less traffic, start lowering the population growth in a town with 1970`s infrastucture
- Traffic flow, enforcement of the HTA. Pedestrian crossovers with a delay, so that they can't be activated instantly once they have stopped flashing. Coordinated traffic lights. Another traffic control between Concession and North on Broadway. Broadway needs turn lanes between North and Lisgar.
- Think about walking paths - example the new plaza going in across from sobeys has a large subdivision right behind it. Why wouldn't you have included a walking path right into that plaza from the houses? Kids from Southridge school go get lunch (grade 7 and 8). Should have included a safe way for them to get into that plaza
- Having an alternate route sounds the town
- More roundabouts, less 4 way stops
- We keep building more residential streets but you haven't increased snow removal staff
- No one way streets
- Get transports off Broadway that aren't necessary. Get a truck route, enforce the bylaw of trucks on Quarterline
- Stop putting stops signs and lights everywhere - traffic still has to move
- More connections for the trails.
- Lack of parking especially at community centre for tournaments et c and mall
- People don't know how to park especially with trucks
- Stop all the driver from drive through red lights. Police presence once in a while would really help. Intersection Broadway and Concession is the worst.
- Truck route around Tillsonburg. Keep the trucks out of the downtown and change the parallel parking and get rid of it.
- Red light cameras desperately needed.
- More paved pathways to easily access stores and restaurants
- Increase road speeds, put in more roundabouts, increase road widths/lanes
- more paved trails / open during winter

What, if anything, concerns you about moving around Tillsonburg?

- Traffic has increased a lot in the 7 years we've been here
- no issues
- I no longer bike but I do walk extensively everyday. Sometimes crossing takes forever at Broadway and Bridge
- Too many people in cars and on bikes seem to think the stop signs do not mean them!! Cyclists sail through Stop signs and make no attempts to stop or too often even observe if it is safe to move into the intersection!! Another VERY BIG frustration is people on the scooters who seem to think any rules apply to them! They cross kitty corner at stop sign

intersections. Then drive along the wrong side of the streets. Some actually move along the road as they are a car...taking the lane. Stop signs don't mean it applies to their form of transportation...too often! Do they even need a license or receive instruction as to the rules of the road?

- My concern about synchronization of the lights on Broadway is not so much about time, but rather about efficiency and safety. Each additional stop creates both cost and risk, and in low/no traffic times, this is completely unnecessary.
- School zone parking on roads at start and end of school day.
- For people out of work -- intercounty transit is terrible and limits the chances of out of work people getting back to work
- Not enough side walk. Should have at least one side of sidewalkr street.
- Pedestrians that feel no matter what they gave right of way, when they clearly fknot and walk out in front of traffic that have green light.
- I think more police patrol needed at lights on Tillson Avenue and Concession Street. Drivers are constantly driving through red lights
- Some drivers are sooooo slow that it is frustrating causing people to pass to get by.
- 2 hour parking on Broadway does not allow for sufficient time to shop the down town
- Traffic volumes are not handled well by our roads at times. I am very concerned about the roads accommodating the future growth that has been planned.
- Too many trucks travel thru downtown. Should be directed around the outside of town.
- As we grow increased traffic will make getting around, by all means, more difficult.
- large trucks down Broadway
- Downtown parking
- No concerns things are fine the way they are
- Bicycle lanes on the more major roads should not disappear for the convenience of cars!
- Too much speeding in and out of town - Hwy #19
- None
- The amount of new houses and growth - no one wants to see our town turn into a city.
- Leave things alone, we dont want more taxes
- Tillsonburg drivers don't know how to use their turn signals.....
- lack of speed control
- Cyclists need as much education as the drivers
- Too much new construction. More water capacity needed. We are losing our small town feel. Infrastructure isn't keeping up with construction.
- Speeding and lack of enforcement for speeding and also muffler noise
- Nothing
- nothing
- Truck traffic
- Concession St. East between Broadway and Lisgar Crt. is in terrible condition. North St W from Broadway to Quarter Town Line is also in bad shape.
- Number of transport trucks going through town
- Trucks on Main Street
- People not stopping at stop signs

- no turning lanes
- Bicycles on sidewalks make it unsafe for walking.
- Blatant disregard of Stop Signs at intersections by drivers. Pedestrians crossing in the middle of blocks rather than at corners. Speed.
- Getting recommendations for changes without understanding how the flow of traffic really work. Sometimes people have ideas for aesthetic purposes that will dramatically impact the ease of traffic.
- Transport truck traffic on Broadway Ave.
- Nothing
- Homeless population out of control. Making it unsafe for many
- Na
- On the most part I feel that Tillsonburg is very easy to get around in.
- Need for transport bypass
- I wish the roads were smoother for rollerblading or that there was a section beside the sidewalk.
- Enforcement of the HTA, why do we not see moving violations ticketed? Why not have blitz weeks to wake drivers up? We pay for policing, let's see some.
- All users not following rules of road. Everyone is in a hurry
- Pedestrian crosswalks don't work laid out the way they are. Drivers don't pay attention to lights on the side of the road.
- no concerns
- Wilson Av. is a problem for us. We have to stop the vehicles coming from the new housing west of us using Wilson as a highway to go downtown

How do you think public transit could be improved?

- I don't really depend on Public Transit but i think its really important to have a good, convenient and dependable system in place for those who do.
- Don't use public transit.
- information
- Make sure it is being used to the point where it is cost efficient. I understand that it is not that cost efficient at this point so why pour more money into it
- Somehow staggering start times at factories to facilitate drop off and pick up times.
- NA
- don't care
- n/a
- Bus shelters
- Our community is not large enough to support public transit.
- no opinion
- I think we might be a bit too small of a town for a robust public transit system.
- Not able to provide fair comment since I don't use this important service.
- I hope public transit always has a place to 'pull over' when picking people up. It's insanely frustrating to be behind a bus on a one lane road.

- Never see it used. Make sure it never runs in a deficit or cost taxpayers more money. User pay only.
- I can't comment
- Why not survey the people who utilize public transportation to hear what they have to say?
- Direct Bus to INGERSOLL and Woodstock
- don't use
- I often see the bus and it's completely empty. I think it's an unnecessary expense for the town.
- Don't use so no knowledge of this
- Na
- I don't use transit, and likely won't. As I have a vehicle, and this is a small town, I don't feel the need
- A daily bus to and from hospitals in London and Woodstock
- Unsure
- Bus service for seniors to downtown and Tillsonburg Seniors Centre. It would free up traffic (not using a car).
- Education, there is no information about it
- I've never even seen the bus in town.
- I don't know I don't use it
- Not interested
- I have never used it
- Don't use
- We do have a teenager that could benefit greatly from the tgo, after 6 and on the weekends. She has to pay \$10.00 per ride by taxi each time. That's expensive for anyone, let alone a teenager.
- Not sure, don't know much about it
- N/a
- I don't use the service but am impressed that we have it in our town as an option for those who need it.
- I don't use it
- don't use
- NA
- Nothing
- Easier to understand route schedule
- No idea, don't use it
- Doesn't apply to me
- Can't answer as I do not currently use, but think it is important.
- Right now our needs are met.
- I know nothing about it
- I am not a user, so no comment
- Keep it just for seniors that no longer drive. We don't need an actual bus here.
- I don't use it

- Cable cars to get across small areas would be interesting
- I don't know much about it but I'm happy that it's out there for people that need it
- I don't use it so I have no opinion
- I don't use it
- Getting the crackheads out of town
- More routes to industrial areas. Routes for shift workers.
- Ridership will dictate service improvements
- Since I don't use public transportation I have no opinion.
- haven't used, don't know
- On demand service, maybe with an app
- Public education
- I'm not interested in seeing big city public transit in our small town
- I do not know enough about the system to comment
- More pick up points. I can't walk too far
- Not applicable
- Not familiar enough to respond
- Better promo and education to public
- No comment I do not use this service
- Better stops for mobility impaired people.
- N/A
- Don't feel that more public transportation is the answer. Residential streets are already becoming too busy & noisy. Would not want bus noise and pollution adding to the problem.
- Don't know
- Nothing
- The bus is very loud when traveling over bumpy roads.
- offer drop off points at local soup kitchens
- I would not use it
- We come from out of town so even if all were implemented we probably would still not use it
- 2 busses travelling routes in opposite directions
- More advertisement of the service.
- N/A
- Do not know anything about it
- I'm not interested in public transportation, no thanks! Prefer comfort and convenience of my vehicle.
- More fast trains between towns/cities
- Multiple buses on the same route.
- I believe weekend and evening service would be a huge huge improvement
- I don't use public transit so I don't feel comfortable weighing in on something I don't use
- not familiar with what we have now
- Route transports off main street
- Do not know much about the system we have

- Bigger bus more 5hen just one or two buses
- I do not feel safe on public transportation
- just get rid of it
- Maybe more information to the public. As a senior I have not even considered the thought. Maybe I will require it in the near future.
- Not applicable, don't use.
- No Comment
- Evening service after 6pm would make it easier to for night shift workers to get around.
- Two directional service.
- very difficult to be practical on a business perspective. If there is public transit it should meet an established ROI.
- Bus option from industrial parks at usual shift end. Reliable guaranteed service.
- I don't care about it, cut your losses and cancel this.
- Do not use/need transit, so have no information to provide here
- Don't use so have no opinion
- Don't know
- Don't care
- as I get older I can see my needs to use public transit vastly increase.
- Can't comment as we never use transit
- Not sure don't use it
- Glad there are buses for those who need them
- We don't need bus service taxes are high enough
- Na
- No comment
- Does not apply to me
- We drive. No opinion at this time
- I drive
- N/A
- Canceling it
- Don't use it
- Uncertain
- we`re not Toronto and don`t need public transit
- I don't use public transport so its not a concern
- It is too expensive so increasing routes would be cost prohibitive
- Improve recreational trails, maintain natural in natural areas with mulch and maintain natural areas with minimum buffers as outlined in Oxford county strategy by putting other accessible trails outside those boundaries
- for the most part Not used at all now. Should not be a discussion until ridership improves greatly or gone completely
- i don't know how it works now to know how it could be improved
- Don't know
- NA

- don't use

Is there anything else you would like to add regarding parking?

- It is what it is, short time location for banking should have places to park. I think bringing parking down to 30 or 45 min. at the bank locations would be nice or have the banks move from downtown locations. I think if one does others may follow.
- No
- Make parking on Broadway available only to cars and small suvs. No full sized suvs or pick up trucks. Do not take away angled parking.
- The parking is terrible and impossible to see backing up - I have seen numerous car accidents
- I find the parking to be adequate but as always it depends on the time of day.
- Not at this time
- No
- I do not think that the majority of people intentionally abuse the 2 hour limit. I do not agree with having a limit and do NOT install parking meters or you will kill business and push everyone to Walmart
- compared to a major center we have all kinds of parking.
- no more patios in parking spots!!
- Most people I recently asked about the 2 hour parking limits did not realize there actually are some areas that can be for a longer time. I went to the town and was given a little map to show me where and which areas there are spots. I shared this info. There are problems partly because there are not enough for the actual employees who work downtown to go to have parking all day while at their jobs. So...they must take up spaces for those of us who are trying to pop into a shop or wherever. The other situation is...let's say you have an appointment downtown . You are there for an hour. Then you walk on over to meet up with your friends for a late breakfast or lunch. Chances are pretty strong that you won't make it back to your car and now have a ticket! This does happen! It discourages going downtown. when we need to promote this for our future.
- make time limits on city streets
- Additional parking lot directional signage might be helpful.
- If I had mobility issues I think I might have a problem with parking. Hopefully these residents respond. I do not so I am ok with walking a few blocks. I intentionally park further away because parking spaces are narrow like other communities unfortunately. I don't like door dings.
- I've always been impressed with Tillsonburg's parking options!
- Love the angle parking. With the great number of pickup trucks in town, please do not reduce the size of parking spaces.
- The entire downtown core needs to be re-invented. Modelling it after Niagara-on-the-Lake would be a step forward. Businesses are never open on Sunday and Tillsonburg looks like a ghost town! As a result, people avoid shopping in Tillsonburg and go to London instead. Every Friday evening we have a ton of buses parked at Metro. This doesn't create an inviting feel for a Friday-night stroll through the downtown. Perception is everything and the town

needs to work on improving its image to outsiders. This is important in attracting investment and encouraging professionals to set up shop in Tillsonburg.

- Keep free parking
- Allow parking permits in colder months like Christmas
- Remove angle parking off of Broadway, either add parallel spaces or remove entirely. Increase sidewalks to allow more pedestrian space. Other forms of travel.
- Eliminate angled parking on Broadway. It is becoming more dangerous to back out of with more transports coming through town and more large privately owned trucks parking. It is extremely difficult to back out when parked between two mammoth pick ups.
- No
- it seems there are not enough handicapped parking spots in some main areas as they are almost always full. I think there needs to be limits to how long one can park in one even if handicapped. eg. 2 times longer would be fair.
- No
- Continue to make downtown parking free of charge.
- More parking for employees working downtown would be nice, but not sure where you would find room to make that happen.
- More parking spaces! More cars in town but not enough parking spots!
- it is difficult to see to backout on to broadway of you are angle parked
- It's a pain to move your vehicle after 2 hrs.
- I enjoy going downtown to shop. I find parking is easy to find and convenient based on where I'm going to shop.
- No
- No
- No
- I think downtown parking being 2 hour is ridiculous. I want to shop the downtown , and it's difficult to leisurely shop when there is a 2 hour time limit. Our downtown business definitely suffer from this.
- Cars parked too close to intersections on Rolph Street make it difficult to see oncoming traffic when making turns onto this street.
- Parking is practically non-existent and/or dangerous. Lots need maintenance and we desperately need more parking, especially downtown core for workers and shoppers. Also the safety of parking in downtown has seen a sharp decline.
- Need more areas for parking in town because on busy days, you must go around the block to wait for parking. Underground Walmart parking would suffice, but lately it's felt unsafe
- See #17
- Again, too many trucks. Hard to get out of parking because of transport trucks.
- More handicap spaces as we have two senior communities and it is hard to find spaces to park in!
- N/A
- Get rid of on street patios (Rosehart)
- Maintain free parking in downtown.
- Need more handicapped parking especially around the mall and community centre.

- Do not give up parking for bicycle lanes!
- Cars are using handicap spaces as convenience because no one is checking for the use of handicap signs in vehicle windows.
- No
- Yes. I work at maple manor nursing home and we don't have access to a designated parking lot. We have one public parking lot available that is usually full. If we have to park on the street and we can't get out before break to move our car then we get a ticket. It's not fair
- No
- need more
- No
- Added EV charging around malls and recreational buildings
- No
- I never want to see paid parking on Broadway
- Impossible to safely back out of Parallel parking when there is a large truck or van besides you. Should be car and small Vehicle parking only on Broadway. No delivery vans or 4x4 trucks etc. cannot see thru them!
- Too many handicap spaces on Main Street.
- Add a lane for existing mall to Harvey Street (road in front of town building)
- Plenty of lots and spaces, I never have to walk very far.
- three hour parking helps people who work down town
- No
- Workers of businesses need to leave optimal spaces for customers.
- Deal with hoodlums that hang out all night in the parking lots and leave a mess after themselves and disrupt citizens.
- The mall doesn't have enough at east lot
- Parking is ok...encourage more walking
- more disability parking spots
- Public lots are full of employee cars . Make them park further away and not all day
- Doesn't apply to me, but I had to select answers.
- Stop parking tickets to my employees, they do not park on the parking lots behind the buildings of the Broadway due to the unsafe situation created by homeless or single men approaching them. Make parking spaces brighter by large LED lights and also light up the access walking routes
- Painted parking bars on parallel parking too tight for half ton passenger trucks.
- No
- No
- Make sure streets are wide enough to allow parking and vehicles to pass, for example London street west should only have parking on one side.
- More parking is required in certain areas.
- More permit disability parking I have one when they are all taken I have to park far away especially when I am walking with parent at age 92
- more parking for people with disabilities
- No

- places like Boston Pizza, copper mug and Chrissy's Catering should have their customers park in the back lots behind their establishments as their customers tend to spend hours at the establishment or congregate in large groups and them parking on the street for hours doesn't leave spaces for shoppers to go to other stores where you might be carrying purchases out to your car. Places like Ronson's, Betty's, Vernes, Roka, The Cheese Shop etc. And with the Carriage Hall having the patio on the road even less parking is available.
- If you are going to continue to allow multiple dwellings and additional housing, it is going to be hard to not have street parking overnight during the winter.
- More handing cap parking at the mall
- There's quite a bit of parking downtown. Some parking lots are difficult to find a spot in, but overall not too bad.
- Some streets should only have parking on 1 side for example the road the legion is on. When there's parked cars on both it is unsafe for 2 cars driving in opposite directions.
- Larger parking spots; more handicap spots; large trucks are too big for angle parking spots - can't see past them to back out
- Having 2 hour limits downtown during peak times
- No.
- In the residential areas it would be nice if cars didn't park on the road whenever their is ample driveway spaces.
- I don't like the angle parking when you have to back out into traffic
- No
- Make it visible with signage in the back parking lot by CIBC that it is timed parking there or you're going to be ticketed. I've lived in Tillsonburg and worked in Tillsonburg and never knew that that was a paid spot.
- Maybe gaps between downtown businesses so the back lots can be used easier. Sometimes it's a long walk if you park in the back and have to walk around.
- Backing out into traffic from parking is very stressful on broadway
- We need more parking spaces/lots
- Either alternating street side parking or only allowing street parking on a certain side on all neighborhood streets
- More handicap parking?
- no
- No
- By having so many "2 hour parking spaces", it has become very limiting where daily workers can park for 8-9 hours, while still sharing those restricted spaces with frequent shoppers.
- There is lots of parking
- A few lots are time limited. Not as many need to be. Employees need to be able to park closer to jobs while leaving street parking for customers. Inclement weather makes it a hassle to have to park so far away from work.
- I very much appreciate the angle parking in the downtown core. It's so much better than other nearby towns with parallel parking. Please don't change it!
- No
- More spots for wheelchairs parking

- I don't have any parking concerns
- Need to be able to park on Broadway at night
- N/A
- No
- Better indication of parking lots behind the Broadway shops, either side of the street,
- Nope
- Large business like maple manner take up large portions of so called public
- Perhaps this kind of thing should be looked at
- This effects other parking for other businesses which in turn Staff park on 2 hour parking which in turn makes parking for general public more difficult
- 2 hour bylaw runs people away before they can finish
- The parking time limit in parking lot by LCBO has made finding a spot to park far easier
- The on street parking takes up a lot of space on the roads, which the roads are much busier than they used to be, making it unsafe for cars traveling both directions. The mall parking lot needs to be redone, and the end parking spaces at the end of the rows, need to be removed to allow more space for cars traveling both directions in the parking lot, along with a clear view of what's coming. There is quite a bit of parking, but the overflow lots are pretty far to push a cart to and from your vehicle, especially with the condition of the parking lot and hills, makes it really hard for anyone struggling with a disability, children or the elderly.
- Need more tickets on people parking in handicap spaces without a permit. Some laugh about it.
- N/A
- Take the snow away in the winter especially in the small lots it steals too may parking spots and they are always the all day spots where do you expect workers to park?
- Angled parking is not safe
- While I see the importance of and need for wheelchair accessible parking, it has decreased the amount of on street parking in Broadway by a lot. There are an increasing number of businesses in the downtown core and accessing parking can be an issue. The underground parking at the mall is not a feasible option for many people. With drug use and homeless people very prevalent down there, many people do not feel comfortable or safe parking there.
- Mall parking lot is tricky to navigate
- Employee/business owners to leave parking near business for customers rather than them parking near business entrance
- Please don't add paid parking, keep it free.
- No
- I almost feel like there is too much parking in downtown Tillsonburg. The mall has 3 parking lots, Canadian Tire has a huge parking lot, and Metro has a large parking lot, and there's parking all along and on roads parallel and adjacent to Broadway.
- no
- I think parking is fine, yes you may not be able to park right in front of where you want to go during busy times such as lunch but you can always find a spot somewhat close. Of course as the town grows parking will be in more demand but I think there are lots of options

- it is free
- I can walk a little farther.
- There is a need for more parking lots, or to remove some of the 2 hour parking spots from the current parking lots as there is not enough space for people who work in the downtown core as well as the shoppers. Or side streets need to have the 2 hour parking restrictions removed
- There is not enough parking around my work area. It is usually difficult for me to find parking that is in walking distance to my work. There is also too much 2hr parking. People really take advantage of it and even go over the time limit. There should be more parking for the businesses on Broadway.
- As a resident that works on Broadway, there is an extremely limited amount of parking for businesses. Public lots have dilapidated vehicles permanently sitting there and businesses have to fight with residents for parking availability. The lot behind RBC (which is the one that my office uses) particularly has challenges as we share with a large number of offices, Maple Manor and Broadway apartment residents. We need LESS two hour parking and more full day options.
- there is too much parking within the downtown core that often at most half of the parking lots are actually utilized. reducing the parking lots for other initiatives could be considered.
- On street parking should be limited to streets that are wide enough to allow for it
- Dangerous backing out onto broadway when large trucks can't stop very fast
- No on street parking on Hardy Avenue near the community centre
- Employees should park at back of town lots rather than the front of them
- Let's not consider putting in paid parking as having the ability to park without being required to forced to pay is one of the many benefits of this great town.
- Keep a closer eye on people parking in handicap spots who do NOT have a handicap, regardless of dash signs.
- There are plenty of them as per current trend
- Would love to see more accessible parking
- no
- The two hour parking limit under Walmart is not sufficient time when shopping in the mall.
- Previously mentioned to remove angle parking. Can you make more public parking behind the Tower clock. More signs to indicate public parking!
- No
- Parking has gotten absolutely awful over the years as well - absolutely detest the 2 hour parking, hate moving my car while I'm shopping - I avoid parking and shopping in areas where theres 2h parking
- Make more parking at the town centre 2 hr limit like LCBO lot
- No
- works well
- Removing angle parking on Brock between Broadway and west to Bidwell. Removing parking on the south side of Brock east from Tillson Ave only 3 or 4 space but very narrow across from Life Labs.
- No

- Angled parking on Broadway in particular makes backing out very dangerous on occasion. There is adequate parking in lots off the Main Street that maybe curb side parking as on side streets could be introduced. It would be much safer. Sorry if you can't park in front of a business but better than taking your life in your hands at times trying to back into traffic and not being able to see adequately until your tail end is into the lane especially if you are parked beside a huge long truck which seems to be the vehicle of choice in this town.
- Parking will continue to be required as a priority. If people cannot park the appeal of coming downtown will diminish and hence downtown will suffer.
- Making it clearer where available parking is. Providing easier parking when not going to the mall.
- No
- paint the lines so it is clearer to people where to park
- No
- No idea
- Not enough handicap spaces.
- Not really
- Keep the free parking!
- Brock St from Bidwell to Broadway. Angled parking on south side makes street too narrow, visibility poor-dangerous.
- Downtown Angle parking I like ... folks driving need to allow cars to back out of parking slot to join traffic flow
- No
- Overnight street parking in the winter was awesome years ago. I bought in the downtown core needing to park on the road (27 years ago). Difficult parking vehicles on our property in the winter
- Better snow removal !
- This is the worst town for clearing snow in the business section
- Brock Street West should be parallel parking..too narrow for angle parking on south side
- IMO there is a ridiculous amount of spaces - reduce the number of spots and encourage people to use other means of accessing the CBD.
- More wheel chair accessible parking. More parking down town around the mall
- It's selfish but we are a spa and some of our clients appts are more 2.5 hours and with all the employees taking up spaces in the lots it's challenging,
- People in Tillsonburg need to understand that walking a block from a parking spot is not unusual.
- Angle parking isn't the greatest to exit from.
- Two hour parking is not always long enough if you want to park and go shopping on Broadway or to a Spa Day.
- Only issue I have is the mall parking lot by LCBO, people park in non spots and it is difficult to get out of at certain times of day
- Higher volumes require higher parking options. The pains of an expanding community.
- Making parking lots safe for pedestrians to enter and exit them - like walkways to cross walks

- No
- Curb cuts in regards to accessible parking. More parking spots. Safer exiting of parking on street (visibility)
- Parking on streets generally works well.
- Eliminate allowing cross lane movement into parking spaces on the opposite side of the road.
- Hard to find in last 3 years.
- I like to park once and do all my errands. Two hour parking isn't long enough.
- No
- No
- I feel Tillsonburg and lots of free parking areas and putting ac2 hour limit in the parking lot by CIBC was very much appreciated.
- I think parking on Broadway should have reduced time limits.
- I would like to see downtown employees of the town and mall use the lower parking lot behind the church, away from parking for people visiting the mall or downtown business'.
- We need more parking
- Parking on Broadway should remain angled parking , it is an asset and convenient
- It feels unsafe to reverse on Broadway.
- Like the angle parking downtown, makes it tricky for bike lanes?
- No
- Get rid of parallel parking in the downtown and add more parking . Enforce by laws for parking on the streets in the winter time.
- Yes, remind people if this were a major city you would be lucky to park within a half a kilometer. And really be pleased you got so close. Do not allow pickups to angle park!
- The people who live in the apartments above the commercial businesses have vehicles in the public parking lots. That is fine, they need to part somewhere - but there are quite a few vehicles that never leave the parking lot ! You can really notice it in the winter when they are covered in snow and don't move for weeks. They take up valuable spots from people who work downtown and end up with parking tickets because the only places left to park are on the street. ALSO, get rid of the 2 hour parking on Bidwell. There should only be 2 hour parking on Broadway and on the side streets, one block east and west from Broadway
- I didn't notice signs indicating a time limit for on street parking.
- 2 hour parking limit at Town Centre has been helpful!
- No
- plates need to be registered to reduce staff time chalking tires

[Are there any other comments or questions that you want to provide regarding existing transportation conditions or future transportation needs](#)

- Get a bi-pass in place on the westside of town for commercial traffic. Absolutely no extra noise or pollutions downtown.
- Keep up transportation requirements in accordance with the rate of growth
- No need to connect communities. It just brings in dope heads.
- Better public transportation within and around town.

- How well will our roads handle the increase in traffic volume with all the proposed new apartment buildings especially at the southeast side of town.
- Increase bus routes and times
- You need a truck route so that Transports do not have to come down Broadway to get to highway 3. Also: There should be a distribution hub - a central hub for all deliveries by a tractor / trailer. Take Metro for example - have you seen the snafu those transports cause there. Goods can be off loaded at the hub and picked up by local delivery. This hub could be located at Future Transfer or E&E McLaughlin Ltd.
- all out of town bus routes should be 5 days a week and in town bus should run more often than once an hour. Buy more buses and hire more drivers. install bus shelters and have subsidized bus pass for low income people
- Consider the cost to taxpayers first.
- coordinate the lights downtown on broadway so its a good flow. repaint parking lines to be clear. have directional arrows in parking lots like the cibc side of the mall.
- Where do these cars actually come from that seem to be always parked on the cross streets downtown? Is this off property parking permits for some buildings or condos/
- What is going to happen when the new building or buildings go up on Rolph and Market area? Where are there going to be parking facilities for that and St. Mary's Church?
- Please consider transportation concerns when approving large multi-unit residential building. Cedar is an example of a street that is already hazardous to turn left on Simcoe from. Adding 300+ residents in 1 short block will make it dangerous - someone is going to get killed, and this is totally preventable with proper planning.
- There's noticeable increased traffic on Residential Streets due to town growth. Hopefully consideration is given to older homes with no driveways or single car spots.
- Newer residence have narrow streets and tiny driveways. This seems like a fire safety route problem. I hope higher density developments give this practical, thoughtful consideration.
- School zones need addressing. Not everyone is patient.
- The planners must truly look at transportation not only for enjoyment and safety, but also there are many people that need a public transportation service that supports employment & getting to appointments/groceries etc. (and a service that operates more than just day shift during the week).
- Please do not increase the cost to the taxpayer who never uses the public system.
- Volume and speed is a concern on our three east/west roads. (North, Concession and Baldwin)
- Expanding Highway 19 to include alternating passing lanes might help bring in traffic.
- Hear the voices and prioritize the needs of people without transportation. Their voices have been silenced and their needs ignored far too often for far too long.
- Direct bus to Woodstock to major shopping areas
- Assess planned increases in vehicular traffic at major intersections (ie: North/Quarter Town Line)
- Prepare for increased population. Paris Ontario has major traffic issues due to its rapid growth.
- By-Pass for trucks to take to avoid Broadway

- Get trucks out of the downtown and have a bypass so they don't have to turn at Broadway and Baldwin Street or anywhere between North Street and Highway 3 at 19 or at Highway three out by Simcoe Street. Too many tractor trailers downtown holding up traffic in the short blocks we have. Highway three at Simcoe Street needs a major improvement at that intersection.
- Lower speed limit on quarter town line at the north end. Set up speed bumps. Someone is going to be severely injured with the speed of some cars
- More roundabouts leading onto busy roads
- Parking garage
- As the town gets bigger, it would be good to divert more car traffic from Broadway. It would also be good to slow down the traffic on Broadway by adding more street lights and crosswalks.
- Tillsonburg does very well and is a credit to those involved. That said, public transport frequency and options are woeful compared to what you'd see in Europe and there's no reason we can't strive to be similar
- No
- I don't think it's important to educate people with rules of the road. If you have your license. You know the rules. There are signs that everyone is aware what they mean.
- I think advanced turning lights would be beneficial at busy intersections, I think there is a major issue with the intersection at Canadian Tire.
- I would like to know what the plan is for getting thousands of more people around town in an efficient and safe manner. I would also like to see a plan to expand many other infrastructure items such as hospital beds, water and sewage capacity expanded, seats in classrooms, more doctors, nurses and specialists, etc.
- Slow down growth of town. Charm and safety of being a town is in jeopardy as we head towards being more city-like
- As there are two communities of seniors, help them get around town to go to doctor's appointments, shopping, pick up groceries, etc. A monthly bus pass (which you use it or not), would assist with costs to run the bus and pay for maintenance, etc.
- N/A
- Try to avoid the four lane roads in town. They divide areas by their size and traffic and make walking and cycling less desirable. Continue with existing trails and make more where feasible.
- No
- No
- Cross walk at Craig and Glendale. Too much speeding and kids forcing vehicles to stop There is a curve in the road by the school and vehicles speed around that curve. Kids walk across the street in the middle of the road. They do not walk to the sidewalk but use my yard as their short cut.
- No
- Put bus stops where they are needed...not all seniors have cars or drive anymore. Thanks for your time.
- I would love to see transport trucks off Broadway as well

- Most crosswalks need improved lighting. Especially by Tim's on Oxford. And Lisgar at Brock
- Keep Quarter Town Line as a no truck route and enforce what is there. 3 schools, churches requires enforcing speed and vehicular use. That is not being done.
- Pls work with County to widen Hwy 19. Too busy, need more lanes. Many users at all times of day/night.
- re route trucks
- No
- Connection to Aylmer, Ontario
- Cities that have added bike lanes have just made congestion worse and those lanes are rarely used. Don't ruin our roads by doing this!!
- Keep us exercising!!!
- I think bike lanes would be critical for the future of this town...it will reduce traffic, less stress on parking, less pollution.
- no
- We definitely need to do something about the number of transport trucks moving through town. A bypass is needed.
- better policing of the nightly street racing
- No
- Large trucks need to be able to avoid the Broadway. Highway 19 is too busy
- Suggest traffic circle model on arterial roads
- Not yet.
- No
- Transportation Safety for scooters Cyclists lanes should be marked have own lanes marked are needed
- Crosswalks lights on Tillson Ave in Tillsonburg should be added
- Another roadway would be appropriated Access for entry and exiting in Tillsonburg for more development of houses being built Need another road built
- No
- I love how our town is set up with the wide streets and angle parking and having the public transport system is great. I just think lowering the cost of in town taxi service and more stops and time for public transport would greatly improve the safety issues many walkers face. Especially in the evening/dusk hours
- None
- I find bike lanes are not beneficial on roads. I drive a lot in London, and most cyclists don't know how to use them. They'll ride wrong way on them, beside them, or continue to use the sidewalk. Many cyclists also ignore road signs as well (stop signs, traffic lights, turning lanes, etc). Enforcement on cyclists following rules of the road should be more of a priority vs. making more bike lanes.
- I feel we have come a long way in transportation. Could it be better sure everything can always be better.
- Basically lower speed limits and improve parking. Until you need to park in handicap parking, you don't realize how few and inconvenient they are! I live in Baldwin Place and the amount of traffic and speeders is ridiculous and will only get worse if speed limits aren't

changed or speeding violations handed out. So many drivers these days are in such a hurry and inconsiderate. Tailgating is so infuriating, and who knows how to make a full stop anymore.

- No.
- Can we teach drivers that they, when pulling out of a parking spot and entering the flow of traffic do NOT have the right-of-way!
- The one side of Tillson between North Street and 4th Street needs to have the white line moved out on the south bound/west side to make a proper bike lane. I understand they are trying to prevent people from parking but it is not wide enough and it give people the understanding it is a 2 lane street. Some have thought the cracks in the pavement are designated lane markers and will drive partially in the bike lane - this has happened the entire street of Tillson actually.
- In the 'old days' people in the town didn't run red lights as they do now - impatience, privileged feelings, whatever, has made our intersections not safe for all.
- 4 way stops are too confusing for most, some folks decide they will make their own rules because they are timid to take their turn and wait till it is clear before going or they will just roll through because they don't want to make the full stop.
- No
- I like the fact, we continue to have free parking with the mto at the mall now There is not enough parking, not enough accessible parking available because More taken up with people coming to do licensing. Not a lot of areas to park now the parking lots full and people driving to and from there do not know how to drive and they're not stopping for pedestrians and the speed at the back there has increased tremendously and people need to slow down
- Would be nice if the distance for children/teens to be eligible to be bused to school was lowered.
- Tillsonburg has become too busy! The transports are a concern driving thru main street thru town
- drivers don't seem to be aware of the rules of the pedestrian crossovers; I have never ever seen the police taking notice of this
- No
- Police should actively patrol for speeding in residential areas. Not just the main roads.
- What is the point of bike lanes
- Tillsonburg could be a leader in making a bike able community
- Bus routes for shift workers
- A big improvement needs to be done for transit especially for the seniors
- Not at this time
- Traffic on Wilson avenue is terrible. Too many speed I. This street and the mileage sign is not a deterrent. Also, traffic has increased significantly with all the new builds surrounding Hickory Hills
- No

- Possible speed bumps in subdivisions. Lots of kids and walking and with bends and shorter streets speed bumps would slow people right down. It's ridiculous how quickly they speed through
- There seems to be lots of talk about sight lines at corners
- Some of this is because roads have gotten wider and buildings are in the way
- Others because parking spots are too close to corners
- I do not believe any of these things need to be addressed
- Please don't add bike lanes. It makes the roads smaller (and we can't have the lanes in downtown smaller) I don't think they're needed as there are barely any bikers compared to vehicles. Don't make the roads worse for everyone to cater to the minority. I used to live in Kitchener and they spent so much money on bike lanes and it made the traffic worse and I saw maybe 1-3 bikers in my 3 years of living there actually use the lanes.
- The Town has done well at improving some roads. The biggest issue I see with traffic is speeding/aggressive driving in roads, especially Broadway, Tillson Ave, Quarterline
- I just don't want to see this town turn into a city or city-like living.
- Remove Transport trucks on Broadway!
- Another problem area is turning onto Quarter Town Line from Hwy 19 south, too sharp of a turn for speed of #19
- Poor ridership on current town buses is not spending taxpayers money wisely
- I didn't follow the reference to tourism opportunities in question 19.
- Improving safety of roads and monitoring drivers, too many red lights being run on main streets
- Just to Reiterate Getting the Big Trucks around Tillsonburg and not through it would with one fell swoop create better traffic conditions
- Do not add bike lanes, they are useless most of the year.
- Enforce muffler/noise laws for pickup trucks and cars!!! I have lived here my entire life and have never heard the noise that I now hear on a daily basis! Need enforcement of existing laws and/or bylaws!!!
- The section between Concession East and Broadway really needs to be repaved. Every year it continues to get worse and worse.
- No
- not at this time
- Build a road from hwy 19 to hwy 3 around the town so we don't have all the 18wheelers going through town
- Links need to Woodstock / London etc.
- see Broadway /Oxford corner bugs me
- Although this falls out of the scope of Town limits, highway 19 which is the major transportation corridor from the 401 into Tillsonburg needs to be examined.
- I would like to see traffic calming measures on Hardy Avenue
- We need trucks off main drsg
- Highway 19's turn off to quarter town line road is very sharp. Suggest traffic lights or full traffic stops as notice vehicles start to speed leaving the town or don't reduce their speed

coming into town. It's not safe (feel for the bus drivers, truly, having to turn onto the 19 as not safe).

- Please connect more communities & more frequent service
- I think Tillsonburg is doing a great job on being progressive and it is appreciated.
- We need a perimeter Truck Route!!!!
- no
- Restrictions to the size of trucks travelling through Tillsonburg. Rerouting the trucks along Tillson and align then in the north end to Hwy 19
- Making sure that the new subdivisions have proper access out and not onto main streets that will congest traffic or make them go through other subdivisions!
- No
- The new cross walk lights on Broadway are to small and too quick. Students push the button and walk. Maybe education might help.
- No
- Train station
- With increased population serious consideration has to be given to traffic flow and control particularly around schools where parents park very early to get a good spot to pick up children along busy streets and on both sides of the street.
- Bridge street should continue to be a main east/west connector.
- A program like Bird Scooter/Bikeshare with accommodating lanes would revolutionize Tillsonburg. Viable options for transportation without vehicle would be greatly used. Tillsonburg is a very small town with very short distances needed to travel. A minimal-effort solution like electrified scooters or e-bikes would increase recreation, students travelling to and from school, those going downtown, and those commuting to work. With fuel costs and vehicle costs only increasing, paying for these would be a viable option, making Tillsonburg cleaner and less congested.
- No
- fix the road conditions like concession street or the parking lot at zehrs
- N/A
- No
- Would love to see plans for a bypass that would allow for less traffic on simcoe st / oxford street. From Potters rd.to Broadway is a bottleneck.
- More police presence on Lisgar from Concession/Bridge street to Brock Street - lots of speeding
- Homeless staggering across busy streets and lack of enforcement of driving rules/laws.
- No fifteen minutes towns or cities
- How much Money is there in the budget to do all the things wee need to do? IS Federal , provincial , county and Municipal governments up to the task of get it all in place in ten years?
- No
- Transportation in/around town is just fine. More survices means more congestion for traffic flow and more taxes

- Comments: Let's educate the community about rules of the road - bicycles belong on the road, not on sidewalks. Too many cyclists are on the sidewalks, using them with little or no consideration to pedestrian right-of-way, and fail to dismount at crosswalks. IMO, encouraging cyclists to use Bidwell, or Lisgar, for north/south transit might result in more people turning to cycling as a means of daily transportation.
- Nope
- 18 wheelers should not be going through the middle of town.
- I would really like reliable daily transportation to communities outside of Tillsonburg - to support a day time job
- No
- More bus stops, more frequent service, weekend service, more hours of service. Not everyone works Monday to Friday, many people work weekends and need transportation.
- Encourage kids to use.
- 3 Way Stop or lights on Wilson entrance to Baldwin Streets
- No
- Having flashing green lights on more than one direction where the width of the road permits would be great.
- No.
- Tillsonburg sorely needs a truck bypass, the volume of trucks down Broadway and along North is more than those roads are capable of, we now also see transports on North St W and Concession.
- Planning has to accept volume, we are a rural community, we travel between towns because Tillsonburg does not have all the services/business' that people require, or prices send us elsewhere.
- Traffic needs to flow, there is way too much stop and go, idling at lights, all of which drives up emissions.
- Something must be done to make exiting establishments along Broadway between Lisgar and North easier and safer.
- As mentioned, we need a truck bypass route
- Orangeville might have a good model for public transit for a small town.
- When installing roundabouts, ensure large enough for transport trucks. Ones in county are to small and you can see tracks from them driving over curbs etc.
- Review the comments/ surveys from county transportation plan.
- Include indigenous trails as indicated by the tree trail market in rolling hills park
- The crosswalks existing for people are inadequate. Numerous times crossing Quarter Town Line Rd. after pressing the light cars do not stop. Putting light on the side of the roads are not enough. There should be overhead lights also. Drivers are looking ahead, not too the side of the road. I have had to wait many time through the whole flashing to get across. This is not a very well thought out system.
- Add an entrance to the new subdivision behind Rolling Meadows subdivision and close off the access on Canary Street from Tanager Drive.
- Other than road conditions our real concern should be moving truck traffic from down town as well Concession east needs to go out of town somehow.

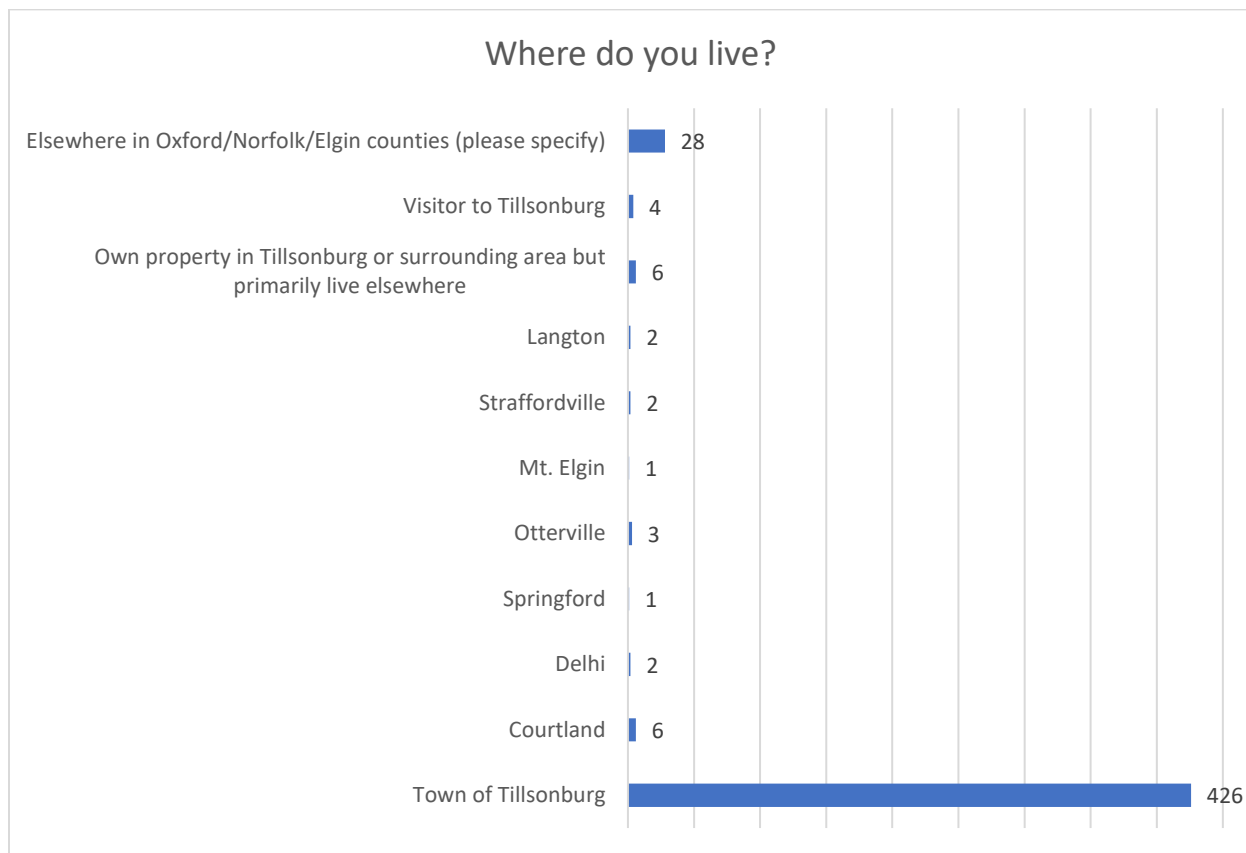
- To increase and have better traffic flow you need to increase speeds not decrease, put in more roundabouts. Barriers between bike lanes/pedestrians and vehicles
- Your projection of 23,000 residents by 2041 seems too low based on the development plans currently underway.
- This would deal with Wilson Av. but i have so much to say that i would run out of space. Hopefully I can speak with a consultant and provide info that we think would help you My name is Claude Archambault 519-688-3388 or my email cwarchambault@gmail.com We made presentations to our counsellors many a time over 4 years using our own surveys (home made) with no results that would let us, Hickery Hills live without the heavy volumes of traffic, safety concerned and noise pollution.
- no

Appendix B – Survey Respondent Demographic Information

Who We Heard From

The following demographic information is provided by respondents who answered these optional remaining questions after they completed the questionnaire.

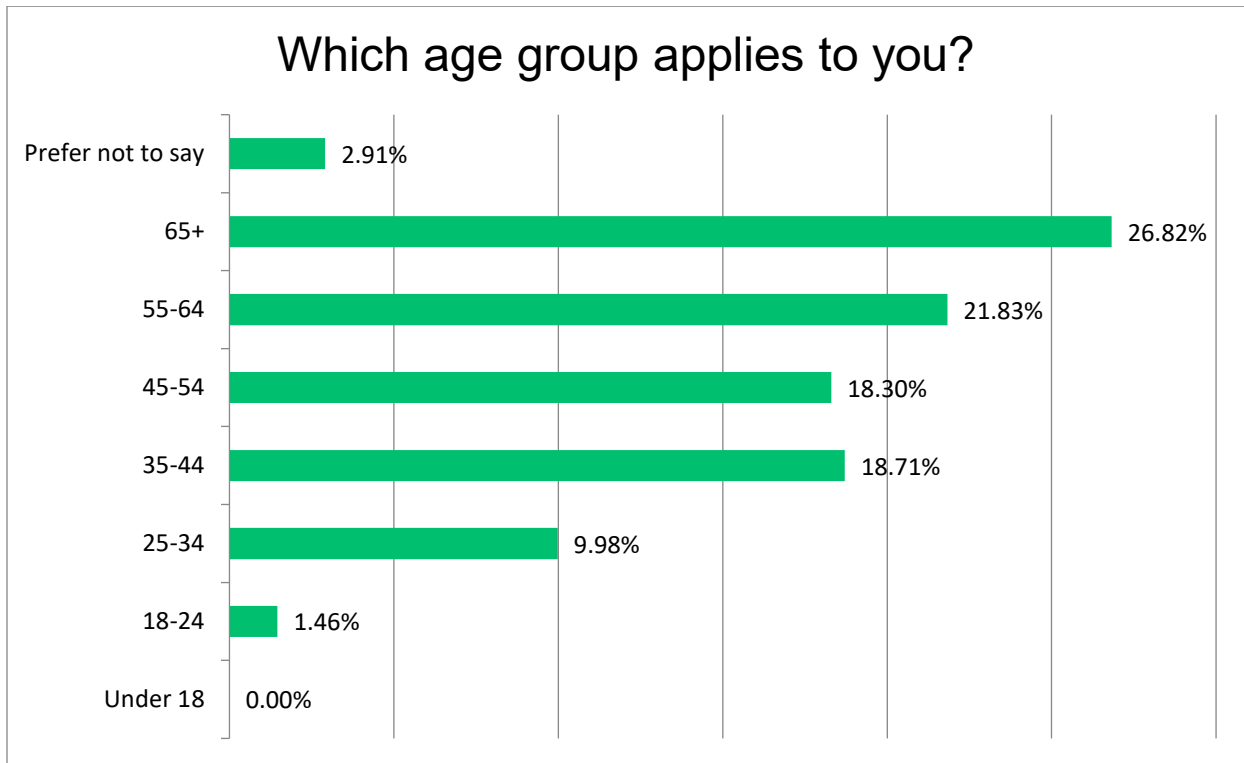
Where do you live? [Select one | n=481]



- Delmer

- I commute from Woodstock to Tburg for work 5 days per week. I work in social services and most of the people I serve do not have a vehicle.
- Brownsville
- Ostrander
- Ingersoll
- Eden
- Between tillsonburg and straffordville
- London
- My address is Tillsonburg but my county is Norfolk
- Springfield
- Norwich Township
- Brownsville
- Southwest oxford
- Brownsville
- Brownsville
- Norfolk West, Tillsonburg Address
- Norfolk
- Springfield
- Rural Norfolk County - between Delhi and Courtland
- I live on the outskirts of Tillsonburg near Courtland
- london
- London
- Norfolk West
- In the country on outskirts of Town
- Brownsville
- Oxford
- Elgin
- Ostrander

What age group applies to you? [Textbox | n=481]



Appendix C – Public Information Centre Responses

Public Information Centre 1 was held on June 26, 2024 from 4 p.m. to 7:30 p.m. at the Tillsonburg Town Centre. Approximately 96 people attended. Feedback received during the session is recorded below as transcribed by respondents.

What is your preferred vision for transportation in Tillsonburg?

Scenario	Number of Votes
Business as Usual	0
Nudge	5
Transform	7
Hybrid	3

- As someone who walks, I value the T-Go bus but believe larger time slots should be available along with more buses. The time system is inconvenient.
- Bypass for traffic through town.
- Three-way stop at hospital.
- More pedestrian crossings.
- Encourage more use of public transit.
- Build a truck route around the Town.
- Keep the small-town feeling.

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

- Cars are too fast on Durham.
- Do not remove angle parking.
- Leave angle parking.
- Keep angle parking.
- Leave angle parking alone.
- Do not remove angle parking.
- Keep angle parking.
- Please do not change the angle parking.
- No bypass.
- Need truck stop.
- Electric charging stations.
- Truck bypass.
- Sequencing of traffic lights.
- No trucks on Quarter Town Line Road.
- More signage on trails.
- Build more high-density housing.

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

- Cost has to be efficient.

- Both on-demand and regular routes.
- Expand inter-community service Monday to Friday (more times per day).
- More frequent buses.
- Extend bus hours to 8pm.
- Saturday buses.
- Better stops.
- Riders want longer hours. Need service to coincide with factory shifts, and more service there overall.
- Seniors are unable to walk from Queen Street to bus stops.
- A larger bus system.

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

- Improved pedestrian safety and awareness.
- Narrower streets.
- Improve bike paths.
- Driver education regarding cyclist safety.
- Traffic calming.
- More safety systems in place for pedestrians.
- Bike lanes.
- Pedestrian crossings.
- Red light cameras.
- Extend active transportation routes into residential areas.

Additional Feedback

- Keep angled parking on Broadway.
- Do not repeat street names (e.g. Tilson Street, Tillson Avenue).
- Support diverse mix of land uses.
- Add noise barriers on Quarter Line Road where lots have their rear facing the road.
- Extend Lowrie Line north.
- Trail network is good, but needs winter maintenance.
- Trucks delivering to downtown commercial can only turn in certain places – need to consider this in planning.
- No roundabouts.
- Use roundabouts for traffic calming.
- No “40kph everywhere” – use it in select locations only (not schools).
- Oxford and Broadway lane markings were changed recently and now cause problems.
- New industrial development is happening – where are those trucks going from/to (Hwy 19 or Hwy 3)?
- Need to talk to County about improvements beyond Town’s boundary that affect Town residents.

- Would prefer that future PIC material be posted online before in-person event.
- Access to Hwy 401 (for people and trucks) is very important.
- Want greater use of non-car modes for travel to/from downtown to reduce parking demand.
- Need to considered effects of delivery vehicles/e-commerce in residential areas.
- Lack of bus shelters deters transit use.
- Need more bus stops near seniors' buildings.
- Bridge Street – need to keep section between Bidwell and Broadway as two-way.
- Do not let aesthetics trump functionality.
- Inter-community transit links should be better.
- Walmart and Metro have complicated truck access routes (because of limited turning opportunities) that need protecting.

Meeting Minutes



Project: Town of Tillsonburg – Transportation Master Plan (TMP)

Date and Time: Tuesday, July 23, 2024, 10:00 AM to 12:00 PM

Location: MS Teams

Attendees:	Jonathon Graham (JG) Leo Ferreira (LF) Town of Tillsonburg (Town)	Kevin Jones (KJ) Maitham Dinani (MD) Tom Willis (TW) Adam Morrison (AM) Lauryn Coughlan (LC)
	James Knott (JK) LURA	Paradigm Transportation Solutions Limited (Paradigm)

Purpose: Project Team Meeting

Item	Action
<p>1. Review of Minutes</p> <ul style="list-style-type: none"> ▶ KJ provided a summary of action items from the previous progress update meeting held on May 28, 2024. The majority of the action items related to planning for the PIC, held on June 26, 2024. 	Info
<p>2. PIC 1 Feedback</p> <ul style="list-style-type: none"> ▶ KJ provided an overview of the feedback from PIC ▶ 8 people signed in at the PIC, but due to Mall format sign-ins were difficult so team members tracked the number of residents who stopped to review the displays or talk to team members, with an additional 96 people recorded. ▶ Key Issues raised included: <ul style="list-style-type: none"> ▶ Don't change angle parking ▶ Preference for increased use of auto modes (although this was small sample) ▶ Truck traffic through downtown ▶ JG noted that speed and traffic mitigation in neighbourhoods was a common concern noted by a number of attendees as well. ▶ JG noted that internally staff had received positive feedback from members of Council who had attended the PIC (roughly 2/3 of Council attended) 	Info
<p>3. Public Survey Summary</p> <ul style="list-style-type: none"> ▶ KJ and JK provided an overview of the public survey results 	Info

Item	Action
<ul style="list-style-type: none"> ▶ There was 653 responses from a broad cross section of residents ▶ Travel patterns are similar to Census results from 2021 – auto dominated with 85% being a driver or passenger ▶ Apparent bias against transit use – with 54% reporting they would not use transit – key improvement needs include weekend service and more frequent service, followed by more routes and service to other communities ▶ Town staff were interested in comments related to Inter-Community service needs given the discussions regarding plans for 2025 when provincial funding ends and asked if additional review of comments related to this issue could be undertaken. It was noted that the Federal Government recently announced a new transit funding stream that may provide new opportunities. ▶ Respondents to the survey noted common barriers to walking and cycling with respect to seasonal / weather concerns and the need to carry items, distance, and physical ability – for cycling safety and lack of secure storage were cited as key barriers and needs ▶ The need for better education (drivers, and cyclists) was a common theme amongst respondents ▶ Respondents felt that a truck by-pass was the most important issue to make driving more convenient, followed by better coordination of signals, intersection improvements (like turn lanes) and improved road conditions – there were no significant parking concerns noted. 	Paradigm
<p>4. Review of Deficiencies – 2035 Horizon</p> <ul style="list-style-type: none"> ▶ KJ provided an overview of the model run results for the 2035 horizon (PM Peak) with all planned growth in place. ▶ The majority of the road network is forecast to operate well, although Simcoe St / Oxford St between Broadway and Vienna Rd (Hwy 19) approaching capacity. ▶ Ke intersections with delays were noted and include Tillson Ave / Oxford / Simcoe, Vienna Rd / Oxford / Simcoe, Simcoe / Goshen, Vienna / Townline, and Broadway / Lisgar – these locations will be reviewed in more depth to identify improvement opportunities. ▶ Paradigm noted the need to undertake screening level analysis to identify potential new signalization needs. 	Info Paradigm

Item	Action
<ul style="list-style-type: none"> ▶ Existing conditions report – target completion by end of July ▶ Vision and Needs Assessment Report – target Aug 9 ▶ Plan Development work – July – August ▶ PIC 2 – mid September ▶ Presentation to Council – mid to end October 	
<ul style="list-style-type: none"> ▶ Town staff requested copy of update Schedule and presentation slides from meeting – distribute with Minutes 	Paradigm
<ul style="list-style-type: none"> ▶ JG noted that next Traffic Advisory Committee Meeting is scheduled for August 22. It was agreed that Paradigm would target that date to provide a briefing to the Committee on progress of the TMP. Town will need presentation at least 3 days in advance to circulate to Committee members. 	Paradigm
<ul style="list-style-type: none"> ▶ There was some discussion about the Bridge Street project and the need for a technical briefing report to assess transportation implications of the project. Town staff noted the intersection changes and proposed one-way conversion as being key items. KJ noted that analysis of the reconfiguration can be completed within the existing scope of the TMP workplan and would be documented as part of the final report, however if a separate stand-alone technical report or memo is needed to support the project this would be extra work. 	Town / Paradigm
<ul style="list-style-type: none"> ▶ Next meeting to check in on progress set for August 7 1:30 pm. 	

Bridge Street Reconstruction Plans - Intersection of Bridge and Rolph Streets

I have reviewed the plans in detail and find them to be very impressive. However, before I saw these plans, I felt there was a safety concern at this intersection.

The Veteran's Memorial Walkway commencing at this intersection runs all the way from this intersection, through Hickory Hills and crosses Quarter Town Line and goes through Baldwin Place. This walkway has a very high volume of users, especially Seniors from Hickory Hills and Baldwin Place, many using walkers and scooters. It is also used by many young families who have moved into the area with baby carriages and young children. In the summer it is also used a lot by the nearby day care centre with little children all holding a rope. Rolph St. is a very busy road with traffic going to the hospital, the church and food bank, and many drivers using it has a fast way to get from Concession to Baldwin St. and is getting increasingly difficult to cross the street safely.

On the walkway at Wilson Ave in Hickory Hill and on Quarter Townline at Baldwin Place there are very safe flashing pedestrian crosswalks. Since the reconstruction of Bridge St. will take some time, I recommend that the Town examine making this intersection, at the minimum a 3 way stop sign until the construction commences.

From: Sharon Cattrysse **Personal Information**

Date: August 8, 2024 at 5:25:16 PM EDT

To: Deb Gilvesy <dgilvesy@tillsonburg.ca>

Subject: **Speeding on Baldwin**

This is I believe the third email I have sent to you about the speeding on Baldwin, and I will also include Wilson Ave. You have been mayor for what a couple of years now and I do believe that that was one issue that you were to address. If this is an ongoing issue, then why is there not something being done. In other communities the police will set up radar, are the so called OPP not equipped with radar guns, or do they choose to ignore traffic infractions? While driving through the hamlet's of Verschoyle and Langton I seen speed delineator's in the centre of the road with 50km on them (attached photo). Perhaps they could be utilized on Baldwin to SLOW down aggressive drivers going 80+ at times. We moved to Tillsonburg to enjoy the small town atmosphere, but didn't expect motorists to utilize residential streets like a freeway. Nothing seems to change and it seems to be getting worse. Thank you



From: [Jonathon Graham](#)
To: [Julie Ellis](#)
Cc: [Clerks](#); [Pete Luciani](#)
Subject: FW: CBC News : Speed humps ahead: Charlottetown adding more this year, changing policy for 2025
Date: Wednesday, June 12, 2024 9:40:23 AM

Please add the following email to the next Traffic Advisory Committee agenda

Jonathon Graham, MPA, LET
Director of Operations & Development
Town of Tillsonburg
10 Lisgar Ave,
Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4400

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-----Original Message-----

From: Jonathon Graham
Sent: Wednesday, June 12, 2024 9:37 AM
To: Deb Gilvesy <dgilvesy@tillsonburg.ca>; 'cwarchambault@gmail.com' **Personal Information**
Madeleine Aucoin **Personal Information** ; Barry Kelly **Personal Information** >
Cc: Richard Sparham <rsparham@tillsonburg.ca>; Pete Luciani <pluciani@tillsonburg.ca>
Subject: RE: CBC News : Speed humps ahead: Charlottetown adding more this year, changing policy for 2025

Claude,

Thank for reaching out, I can advise that through internal review(s) relative traffic control policies (or the lack thereof) and engineering design guidelines including assessments through the Town's Transportation Master Plan (yet to be finalized) that Town staff will be reviewing our standards towards traffic mitigation measures (i.e. speed humps, speed signs, etc..) which will ultimately be presented to the Traffic Advisory Committee and Council.

Furthermore and I know you can appreciate the application of speed/traffic control devices have a number of factors to consider including road classification, traffic volume, general speed, and budget consideration; to this effect the Traffic Advisory Committee has been considering a number of localized issues/concerns and consider improvements when warranted (i.e. improved speed signs).

Nevertheless staff will be evaluating when to implement these measures where the policy framework will be established in the future. Additionally I will add your correspondence to the Traffic Advisory Committee where they appreciate the public's input on these efforts/suggestions.

Best regards,

Jonathon Graham, MPA, LET
Director of Operations & Development
Town of Tillsonburg
10 Lisgar Ave,
Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4400

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-----Original Message-----

From: Deb Gilvesy <dgilvesy@tillsonburg.ca>
Sent: Wednesday, June 12, 2024 9:05 AM
To: 'Personal Information' Personal Information Madeleine Aucoin
<Personal Information Barry Kelly Personal Information
Cc: Jonathon Graham <jjraham@tillsonburg.ca>; Richard Sparham <rsparham@tillsonburg.ca>
Subject: RE: CBC News : Speed humps ahead: Charlottetown adding more this year, changing policy for 2025

Good Morning;

I copied both Jonathon and Richard to answer the questions you have asked. Thank you for forwarding the article.

Deb Gilvesy

Mayor
Town Of Tillsonburg
10 Lisgar Avenue
Tillsonburg, ON, N4G 5A5
Phone:519-688-3009 X4053

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-----Original Message-----

From: **Personal Information**

Sent: Wednesday, June 12, 2024 8:31 AM

To: Deb Gilvesy **Personal Information**; Madeleine Aucoin **Personal Information** Barry Kelly
Personal Information

Subject: CBC News : Speed humps ahead: Charlottetown adding more this year, changing policy for 2025

<https://www.cbc.ca/news/canada/prince-edward-island/pei-speed-humps-charlottetown-june-2024-1.7232202>

Hi Deb.FYI. That town gets snow a lot more than we do. They don't seem to have any problems clearing the snow in winter. It leads me to think that Town staff did not do any research on that issue before turning this perfect low cost solution down.

Knowing this,of course leads me to recommend that solution to our ongoing problems.

If staff are still against it we would like to know why with back up ex. to justify their decision.

We might suggest that staff get in touch with that Town to gather information. By the way they don't seem to have any problems with fire department or EMS services.

Will this be the kind of solution you are expecting from Paradigm people?

Frankly Deb we are desperate to get a solution to our problems and it's getting worse.

Thanks Deb. We appreciate your help.

Claude

From: [Jonathon Graham](#)
To: [Julie Ellis](#)
Subject: FW: Traffic Advisory Committee: All-way Stop Request Washington Grand Avenue and Rolph Street
Date: Thursday, May 30, 2024 8:59:04 AM
Attachments: [image001.png](#)
[image002.png](#)

Please add the response below to the next Traffic Advisory Committee agenda

Jonathon Graham, MPA, LET

Director of Operations & Development
 Town of Tillsonburg
 10 Lisgar Ave,
 Tillsonburg, ON N4G 5A5
 Phone: 519-688-3009 Ext. 4400

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Please consider the environment before printing this email.

From: Richard Sparham <rsparham@tillsonburg.ca>
Sent: Wednesday, May 29, 2024 5:44 PM
To: **Personal Information**
Cc: Jonathon Graham <jgraham@tillsonburg.ca>
Subject: Traffic Advisory Committee: All-way Stop Request Washington Grand Avenue and Rolph Street

Mylee Gunby,

Thank you for your concern regarding the installation of an all-way stop at Rolph Street and Washington Grand Avenue as presented to the Traffic Advisory Committee. I am happy to present to you the following information and response:

Typically for all-way stop considerations, staff would perform an All-Way Stop Sign Control Warrant. This warrant includes an analysis of the collisions, traffic and pedestrian volumes, as below:

Warrant A:

Collisions – the warrant, for local roads, such as this location, at least two collisions per year over three years

Warrant B:

Volume A (Vehicles) – The total vehicle volume on all intersection approaches, exceeds 250 vehicles for the average of the four peak hours of the day.

Volume B (Vehicles and Pedestrians) – The combined vehicular and pedestrian volume on the minor approach (i.e. crossing the major road) exceeds 100 units for the average of the same four peak hours used in (A) above.

Volume Split – The volume split does not exceed 70/30, based on the same counts used above. Volume on the major approaches is defined as vehicles only. Volume on the minor approaches includes all vehicles entering the intersection plus any pedestrians crossing the major road.

All-way 'Stop' sign control may be considered at intersections where at least one of the following of Warrant A (Collisions) or Warrant B (Volumes) is met.

the Collision Warrant must be met or the Collisions and the Volumes components of the warrant must either meet or exceed the minimum data criteria, as stated for either of the Collision Warrant or Volume considerations to satisfy the warrant.

There are considerations we do consider as potential locations for all-way stop sign control, such as:

1. Elementary or middle school abuts the road
 2. Parkland abuts the road
- Amongst others such as grade, approaches, lack of sidewalks, etc.

Our data, as presented in the warrant, pertaining to the location, is as follows:

Collisions – There have been no collisions logged or reported in the past three years. **NOT SATISFIED**

Volume A (Vehicles) – Although we don't have the traffic counts completed for Washington Grand Avenue or Rolph Street, we used the counts of Hale Street, which we felt was a reasonable comparator to Washington Grand Avenue and Bidwell Street, which we know Bidwell would be a busier comparison who's volume would be somewhat higher, was more locally represented in determining some semblance of conclusive consideration. The total average hourly volume of the four approaches equated to approximately 207 vehicles, which would no exceed the 250 minimum. **NOT SATISFIED**

Volume B (Vehicles and Pedestrians) – The pedestrian data is not available; however, we can effectively and accurately state, the combined vehicular (10.6 average vehicles 4-hour peak) and pedestrian volume on the minor approach (i.e. crossing the major road) exceeds 100 units for the average of the same four peak hours used in (A) above. **NOT SATISFIED**

Volume Split – Not a factor in this situation. **NOT SATISFIED**

Other Considerations – Not a factor in this situation. **NOT SATISFIED**

Summarily, as indicated above, none of the available considerations for the warrant meet or exceed the minimum required to satisfy the warrant for all-way stop sign control at Rolph Street and Washington Grand Avenue and staff will therefore not be recommending the installation of all-way stops at this location.

Thank you again for your request and we trust our analysis is satisfactory.

As always, please reach out and let me know if you require any clarification or explanation of these results and our findings.

Richard

Richard J. Sparham, C.Tech., CRS

Manager of Public Works

Town of Tillsonburg

20 Spruce Street

Tillsonburg, ON N4G 4Y5

Phone: 519-688-3009 ext. 4420

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From: [Pete Luciani](#)
To: [Al Cayford](#)
Cc: [Deb Gilvesy](#); [Julie Ellis](#); [Jonathon Graham](#); [Larry Scanlan](#)
Subject: Re: Traffic issues
Date: Wednesday, May 22, 2024 8:58:41 AM
Attachments: [image001.png](#)

Good morning Al,

I appreciate you taking the time to care and write. I concur that additional police visibility and enforcement would help. I will have your concerns added to the next Traffic Committee meeting in the event there are some traffic calming measures that may possibly be relevant. Your concerns will also be forwarded to the police services board regarding enforcement.

Thanks,
Pete

Pete Luciani

Councillor
Town of Tillsonburg
10 Lisgar Ave Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4054
Cell: 226-777-7073

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On May 22, 2024, at 07:49, Al Cayford **Personal Information** wrote:

Good day, I was in contact with Mayor Gilvesy about some traffic issues I have noted, and she suggested I contact you.

I am very concerned about the driving behaviours I see on the roads, starting with the speeds and failure to obey stop signs in my subdivision. I live on Robin Rd, **Personal Information** the intersection of Owl, and it has become a racetrack. Behaviours worsened dramatically with the completion of Tananger a few years ago, Robin is a street in transition, with kids as young as 3 or 4, and elderly into their eighties, I am very concerned someone is going to get hurt.

I am semi retired, and work part time as a delivery driver for a local pharmacy, in my job, I drive 4 or 5 hundred km's around Tillsonburg every week. I can't begin to tell you how many HTA infractions I see on our roads. Tillsonburg has roads have become like the wild, wild west. Speed, failure to yield, running red lights are all visible on a daily basis, I'm amazed that there aren't more accidents. I hate policing by camera, but would certainly advocate for a red light camera at Broadway and North, there is nothing scarier than 100,000 lbs of transport truck blowing the red light at 70 kph coming into town.

I have been a resident of Tillsonburg for nearly 30 years, and the explosive growth allowed by the Federal and Provincial governments has been difficult to take, changing our quality of life, and for the most part, not in a good way. The lack of services and infrastructure to keep up with growth is very frustrating to many. I understand the town is trying to arrange an additional OPP officer strictly for traffic duties, I support this endeavour whole heartedly. Might I suggest, that while we wait for this request to be processed, we ask the OPP for a full on week of a traffic safety blitz? I am sure that lots of flashing red, blue and amber lights, along with a multitude of traffic tickets, would get the immediate attention of most of those that use our roads, and might change behaviours for a month or two.

I will write to Mr. Hardeman today to express my opinion on additional OPP officers for our town, for all the good that might do.

Sincerely, Al Cayford

Personal Information