

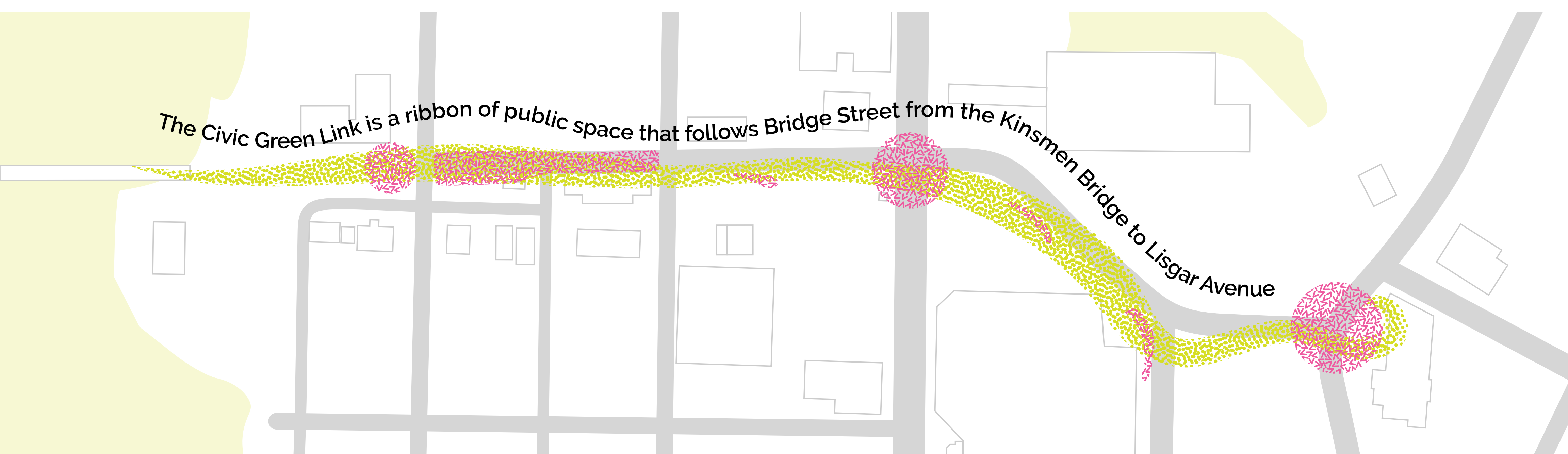
WHAT IS THE BRIDGE STREET STREETScape PLAN?

The streetscape plan will provide a long-term vision for the public realm along Bridge Street and create a foundation to guide future projects and studies that may happen in tandem with other development and Town initiatives.

THE VISION

Bridge Street is an important link to downtown Tillsonburg that supports public spaces and important cultural landmarks. **The street is deeply connected to the history of the Town, and with anticipated new development, it will be a vital part of Tillsonburg's future.** The streetscape concept envisions Bridge Street as a ribbon of vibrant and flexible public space that connects the Kinsmen Bridge with the future Town Hall on Lisgar Avenue. This ribbon weaves along the street, between existing spaces including Veteran's Memorial Walkway, Station Arts, the Clocktower Plaza, and a public plaza at Town Hall.

The concept - **the Civic Green Link** - supports all modes of transportation, with a focus on an improved pedestrian experience, dedicated space for cycling, and carefully considered updates to vehicle traffic flow and parking. It anticipates future development and works to provide a future-ready vision for the Town's public realm.



PROJECT GOALS

1. Establish an identify for Bridge Street that **creates a continuous experience** across its entire length, from the Kinsmen Bridge to Town Hall.
2. Create **functional, adaptable, and comfortable meeting spaces** which can accommodate large events and day-to-day, passive uses.
3. Integrate historic and cultural elements into the streetscape, **telling the story of Bridge Street** and the Town through the public realm.
4. **Integrate green spaces** and planting throughout the entire street.
5. **Improve services and infrastructure** to support future development and integration of sustainable technologies (e.g. low-impact design, stormwater management).
6. Support accessibility, ensuring that Bridge Street is **a safe and comfortable space for all users**.
7. Strategically provide appropriate resources, including parking, in locations that **enhance rather than restrict the public realm** and access to facilities.
8. Explore **how future development along the Bridge Street corridor can be integrated** to enhance the public realm.

HOW CAN THE STREETScape PLAN WORK?

CONNECTING WITH FUTURE DEVELOPMENT

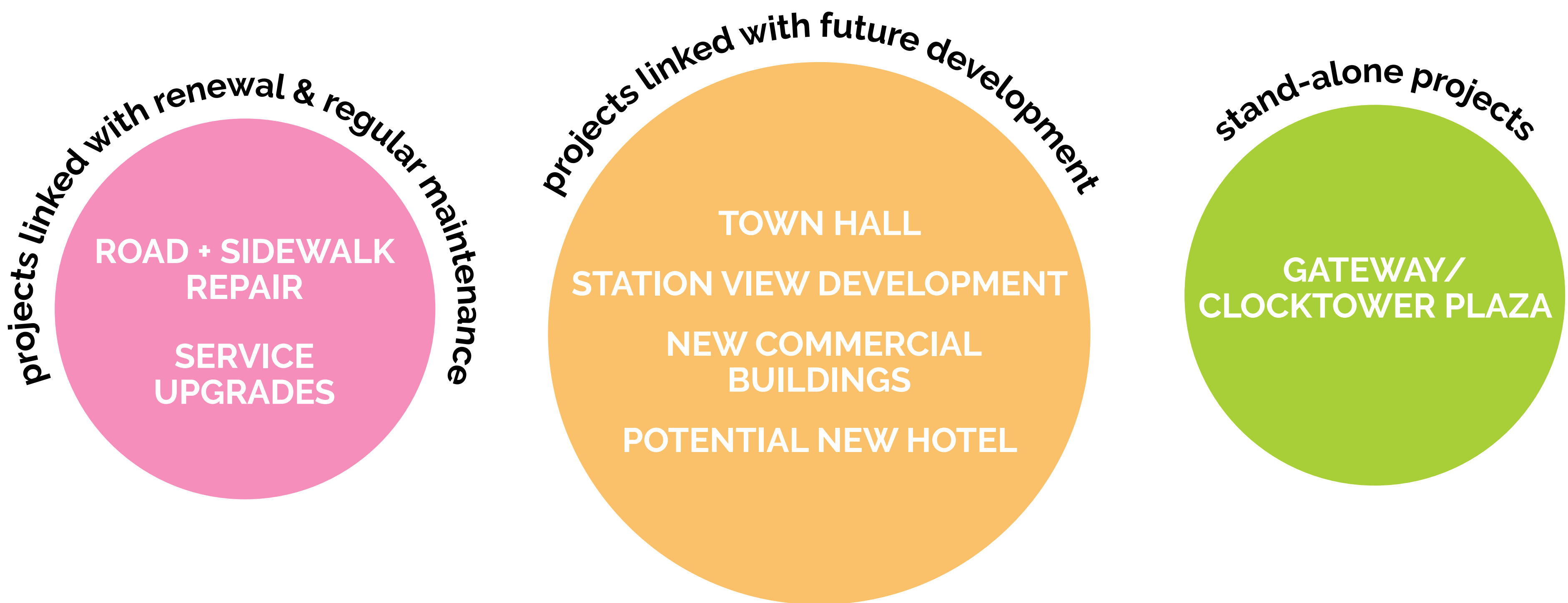
This map highlights some areas of potential future development along Bridge Street, including new commercial and public spaces. The Bridge Street Streetscape Plan takes into consideration these development opportunities and provides guidance on how the streetscape could be realized if and when that development happens.

The streetscape plan is not meant to be a single construction project but rather a long-term vision that would be phased in over time. For example, as a new development takes place, parts of the streetscape could be constructed in tandem with that work. Also, as regular maintenance occurs (roads, sidewalks, etc.), it may present opportunities to implement part of the overall streetscape.

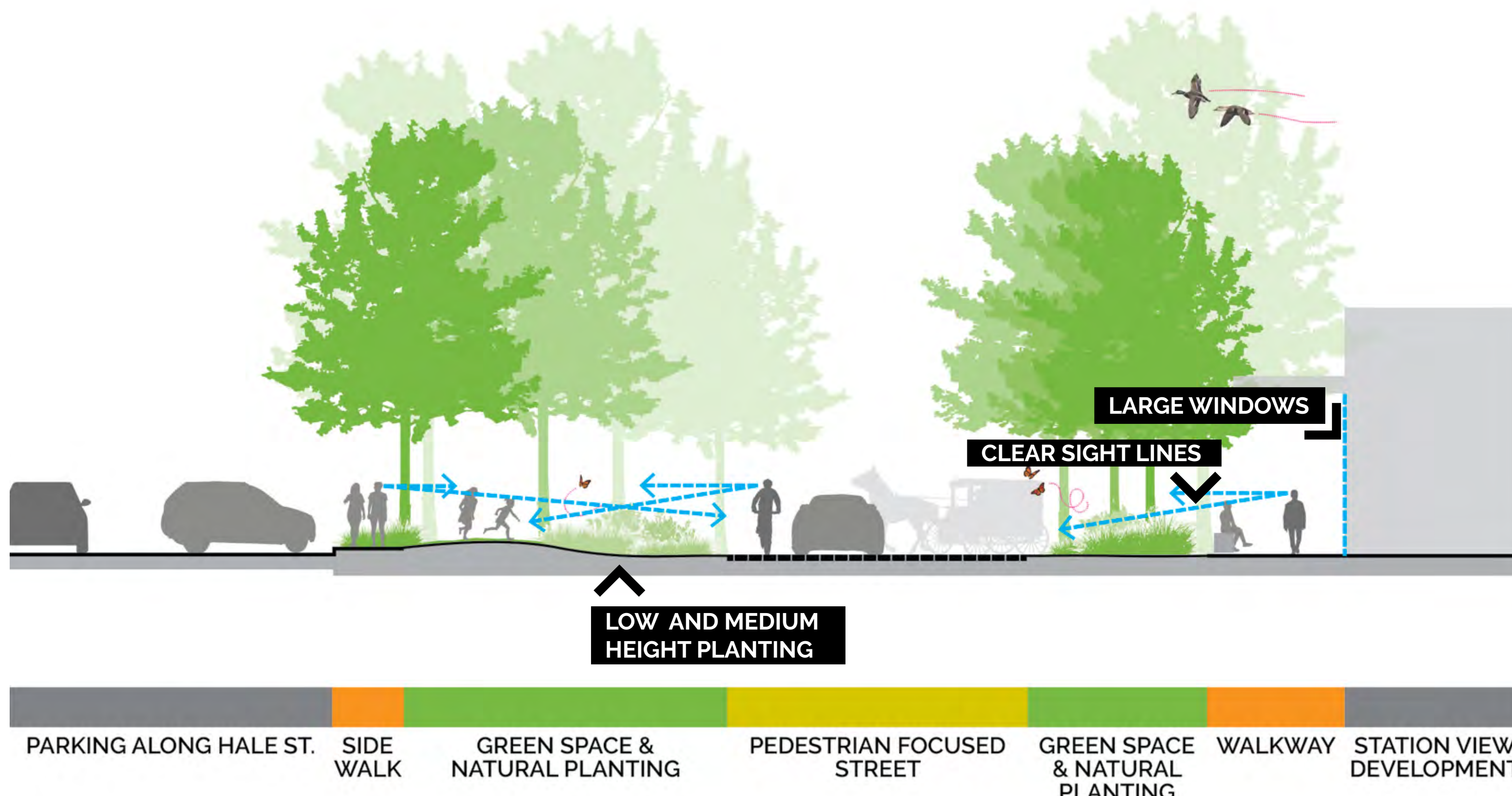
SITE CONTEXT - POSSIBLE FUTURE DEVELOPMENT



Projects could fall into different categories of implementation, including renewal + regular maintenance, future development, and stand-alone projects.



STREET SECTION BETWEEN ROLPH ST. AND BIDWELL ST.

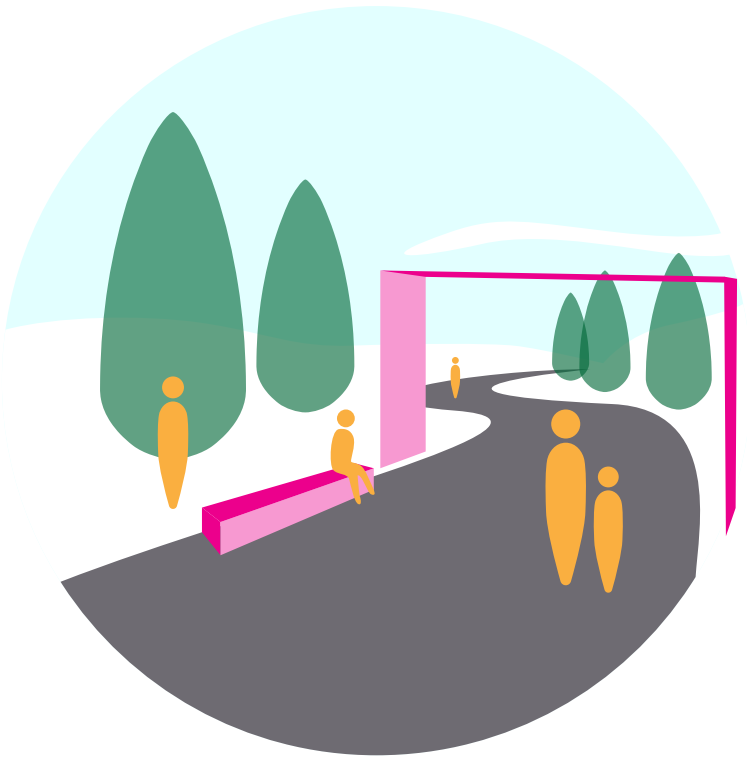


SAFETY ALONG THE STREET

The vision for Bridge Street considers safety throughout the proposed design. The arrangement and organization of elements allow for natural surveillance and clear sight lines. The careful selection of plant species would maintain visibility throughout the street, therefore eliminating hiding spaces and increasing the sense of security as people use the spaces along the street.

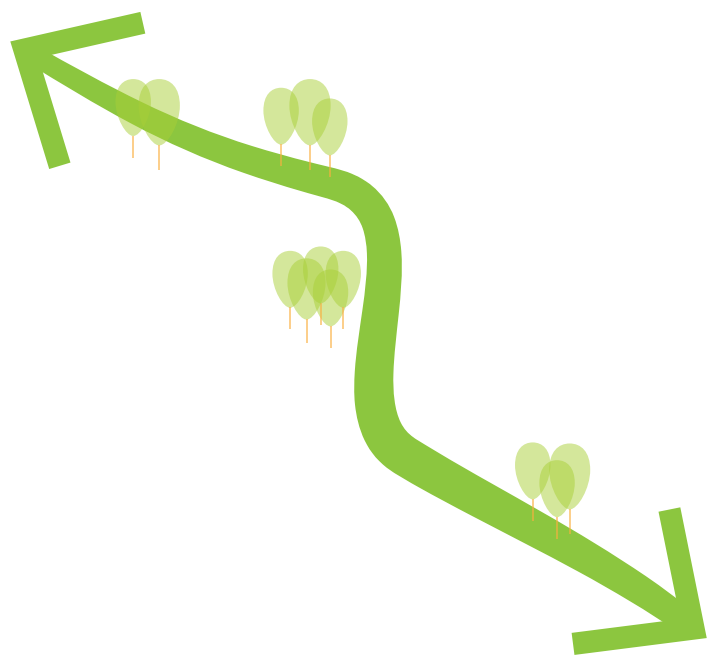
The streetscape plan envisions Bridge Street as an active street, with people moving along it (walking, cycling, etc.), and providing spaces for gathering. By bringing activity to the street, in tandem with proposed development, the plan promotes a well-used, safe space for all.

BRIDGE STREET TERMINOLOGY



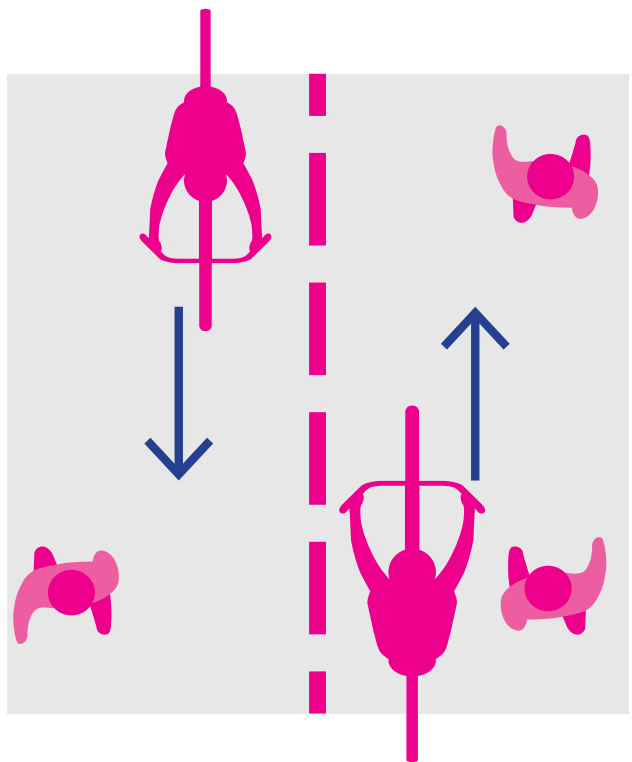
PUBLIC REALM

The publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and civic buildings and institutions. It can be a passive environment, such as a small seating area, or an active environment, such as a bike lane, or a combination of both.



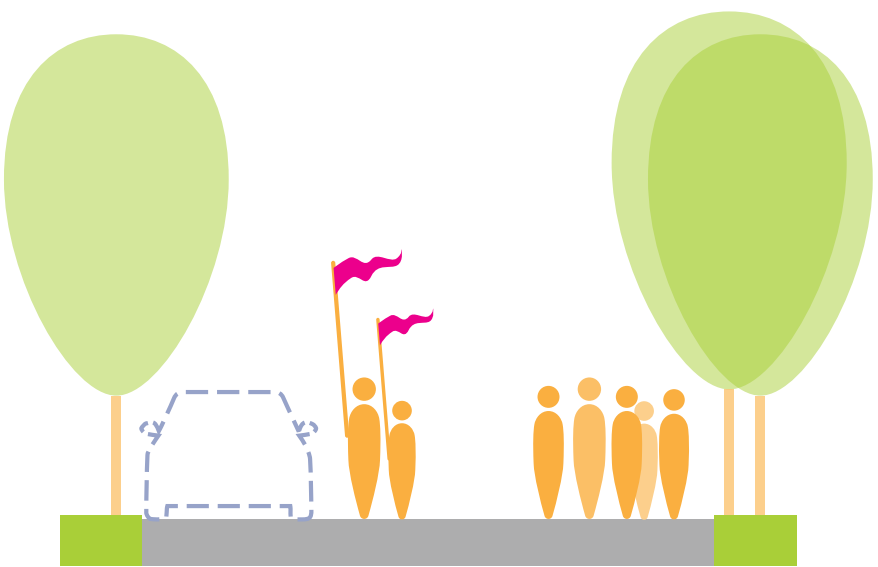
THE LINEAR PARK

A connected, continuous, and narrow band of public space that provides various amenities and functions along its length, including pathways, seating, and green space.



MULTI-USE PATH

A trail separated from road traffic that can accommodate shared use by a variety of active transportation users (i.e., walking, running, cycling, wheeling).



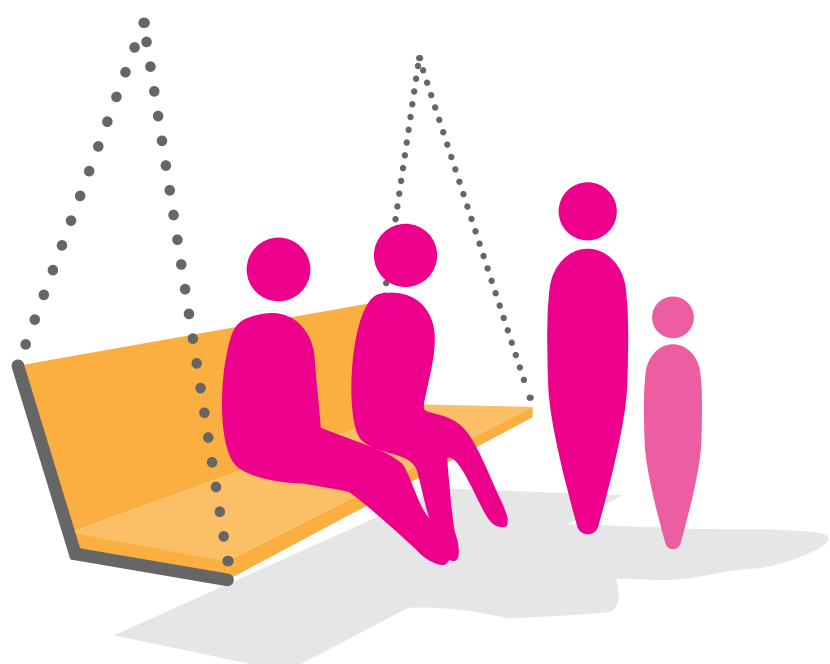
PEDESTRIAN STREET

A section of road that can be closed to vehicles and support pedestrian-focused activities and events. For example, a road may be open to vehicles throughout the week and closed to traffic on the weekends for a market.



ACTIVE TRANSPORTATION

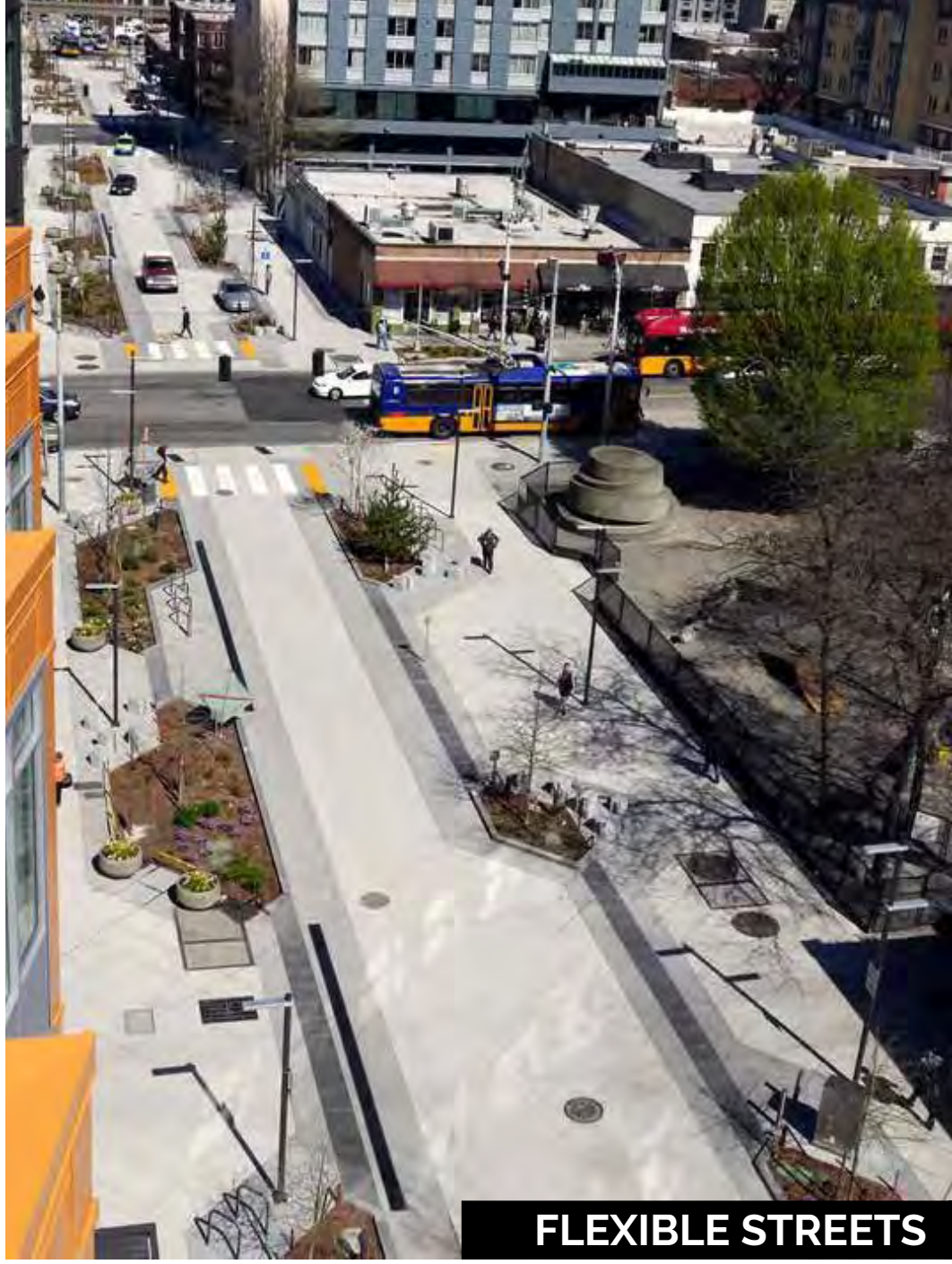
Using your own power to get from one place to another. This includes: walking, cycling, skateboarding, rollerblading, jogging, using a non-motorized wheelchair, snowshoeing, and cross-country skiing, among other self-propelled modes of transportation.



INTERACTIVE ELEMENTS

Street features and furniture that can be used in multiple ways and promotes social interaction, creativity, and community engagement in the public realm. Examples could include tiered seating, cultural elements and art, urban 'porch swings', etc.

CHARACTER IMAGES



FLEXIBLE STREETS



FLEXIBLE STREETS



SHARED ROAD SPACES



PEDESTRIAN-FOCUSED PUBLIC SPACE



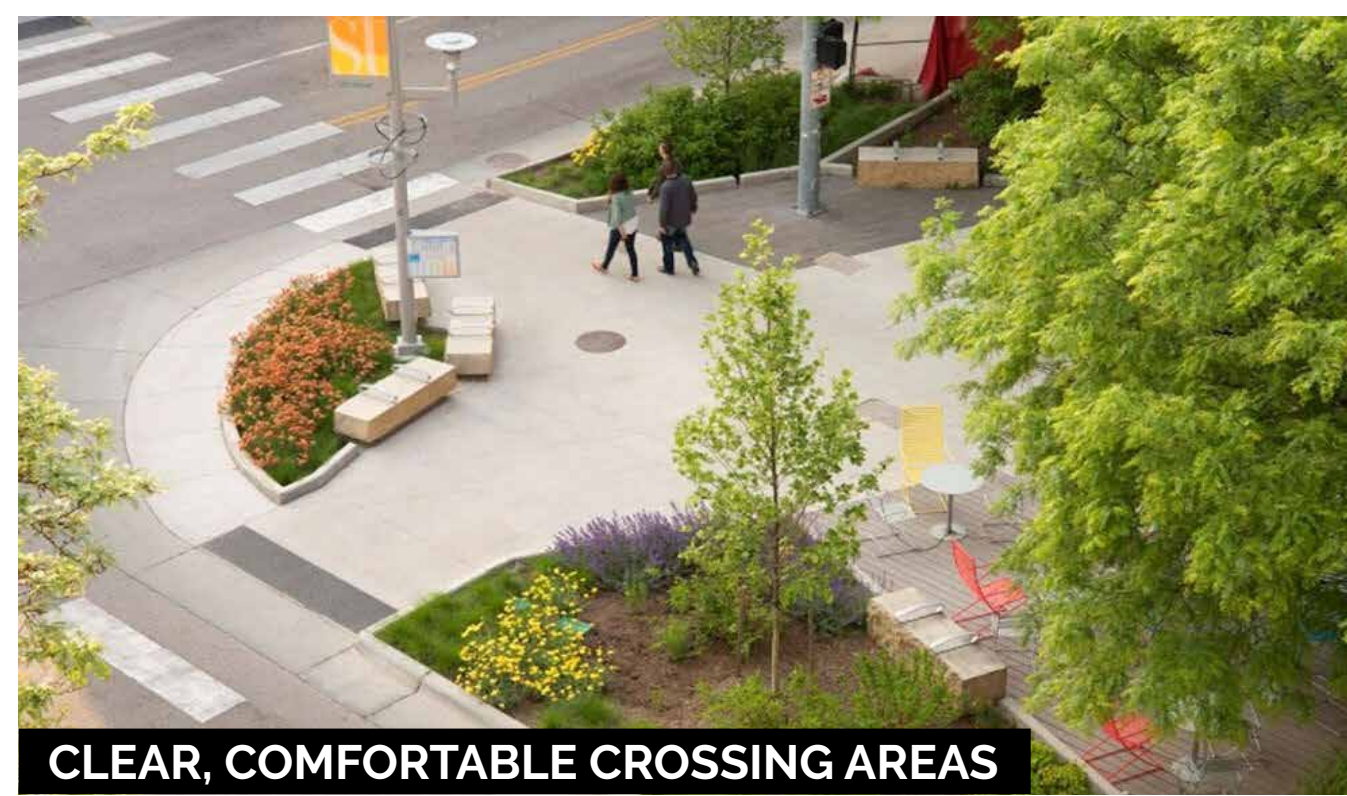
SEPARATED MULTI-USE PATHWAYS



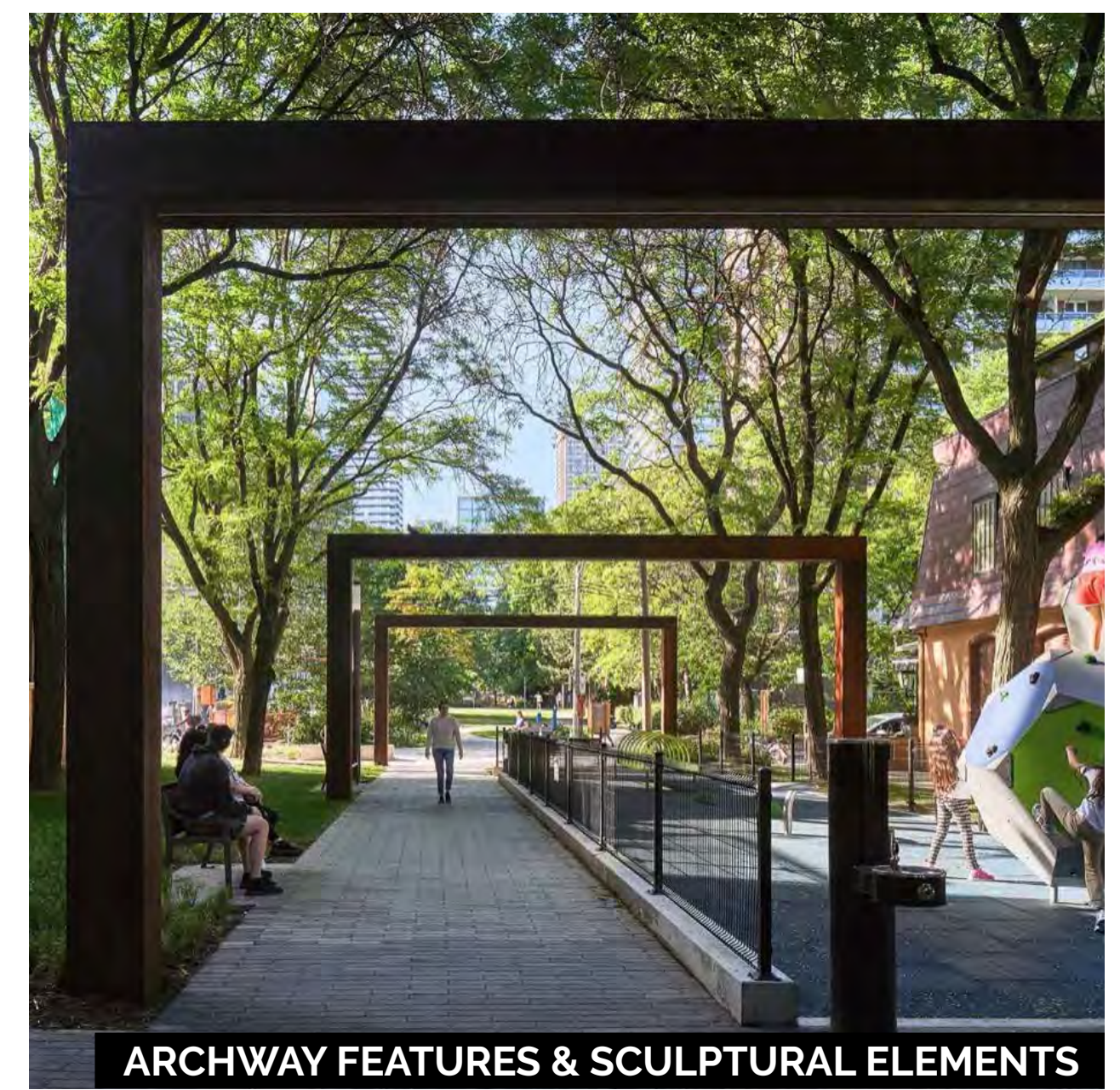
WALKWAYS & DEFINED PLANTING AREAS



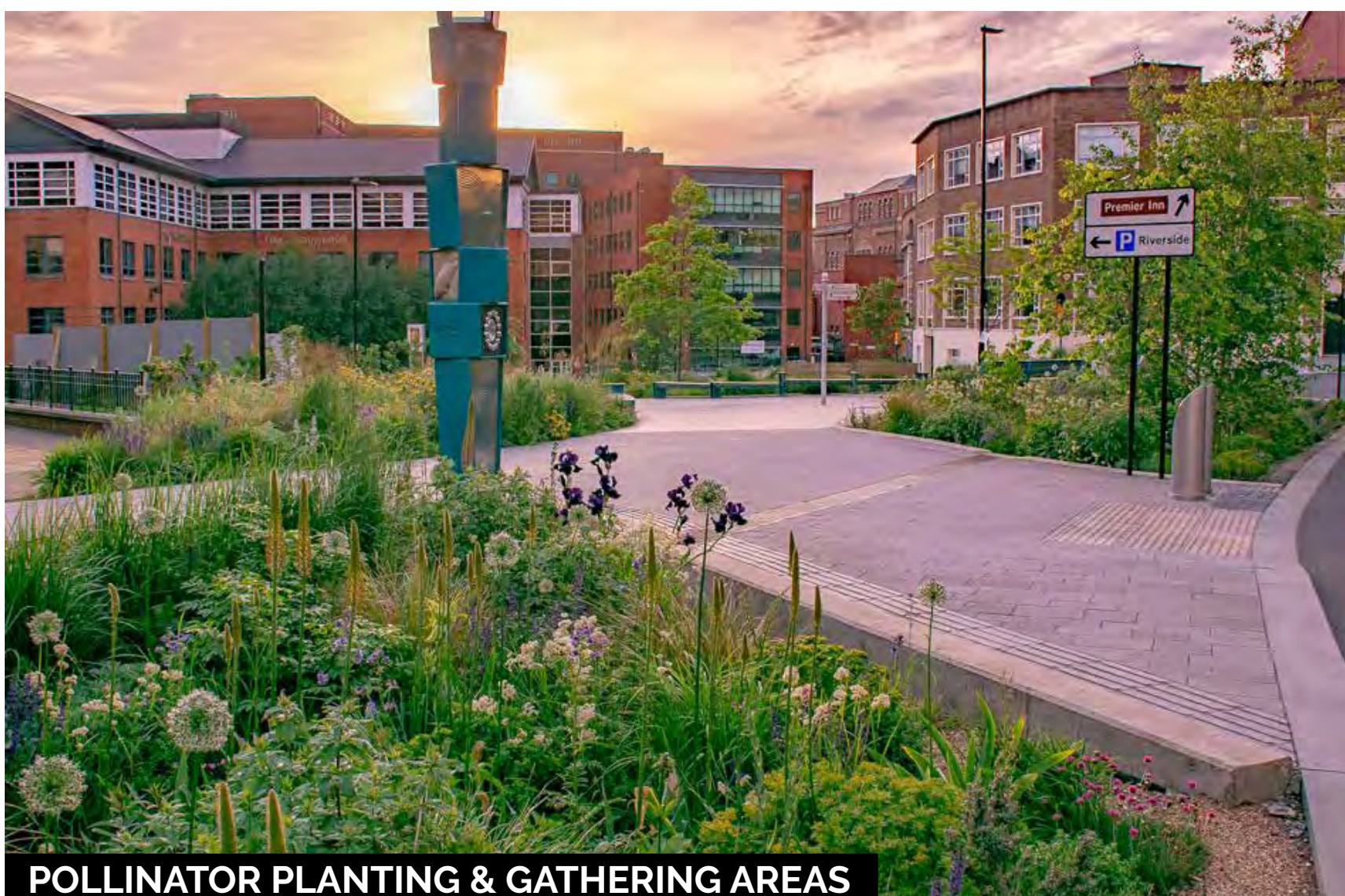
PLAYFUL STREETScape FEATURES



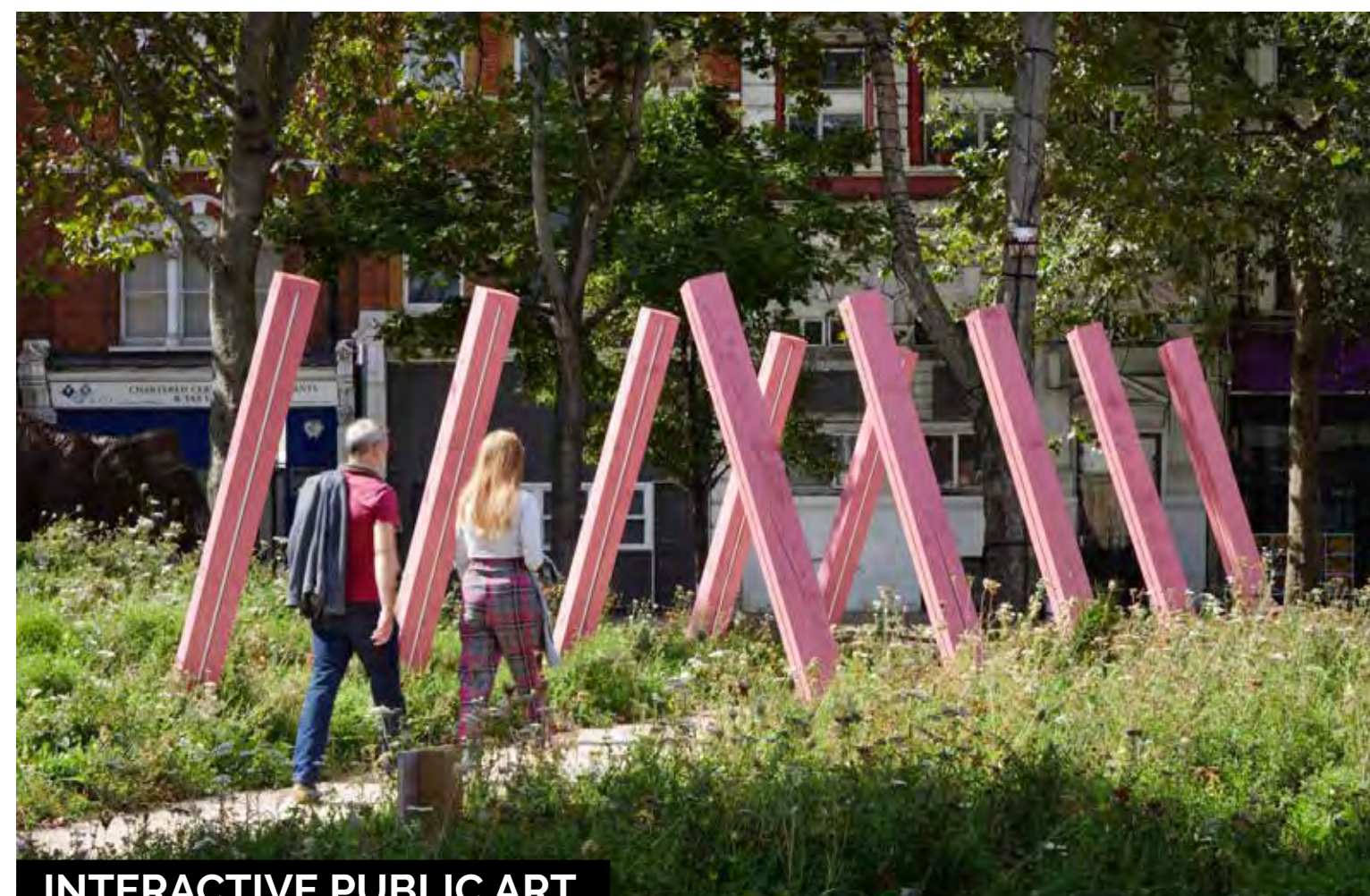
CLEAR, COMFORTABLE CROSSING AREAS



ARCHWAY FEATURES & SCULPTURAL ELEMENTS



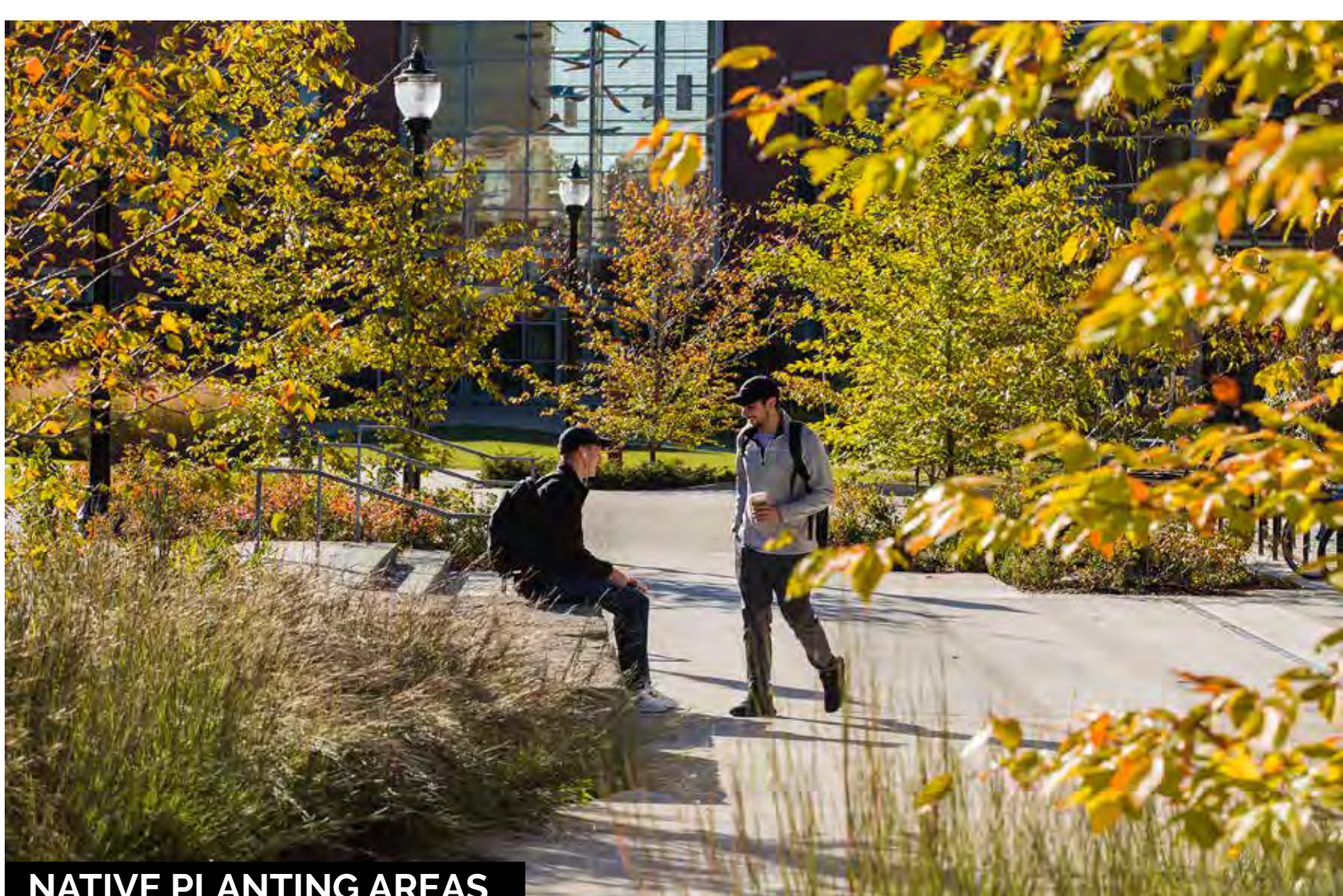
POLLINATOR PLANTING & GATHERING AREAS



INTERACTIVE PUBLIC ART



INTERACTIVE STREETScape FEATURES



NATIVE PLANTING AREAS



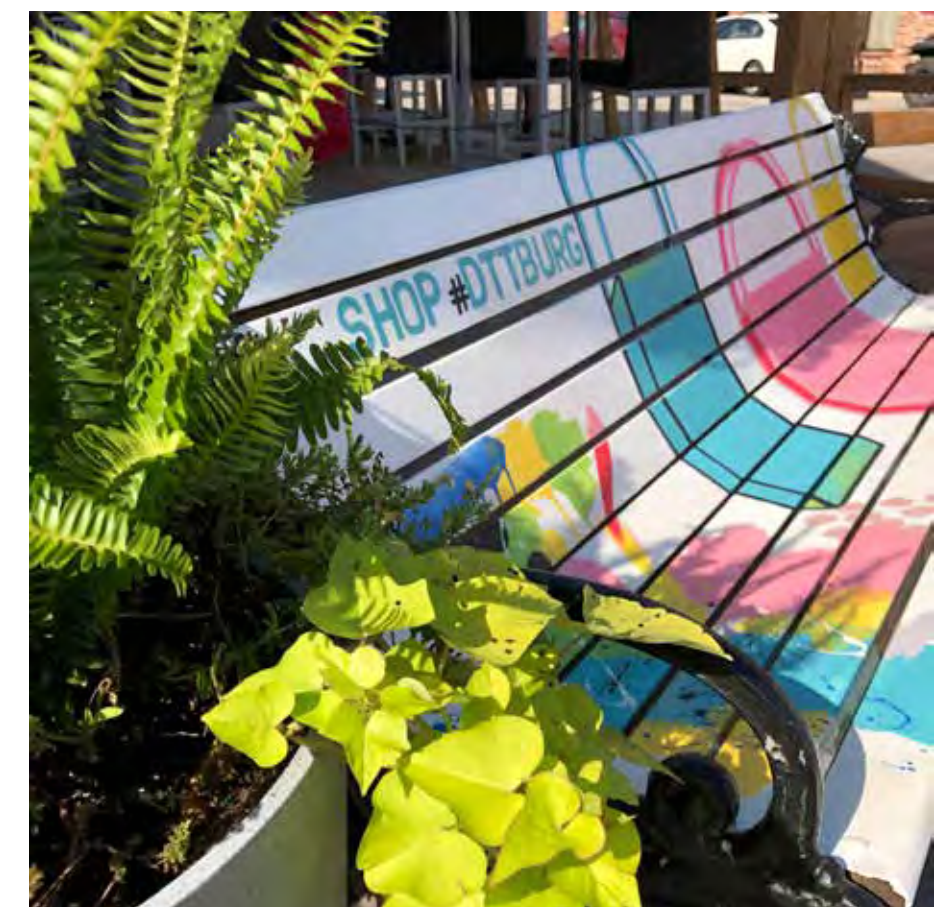
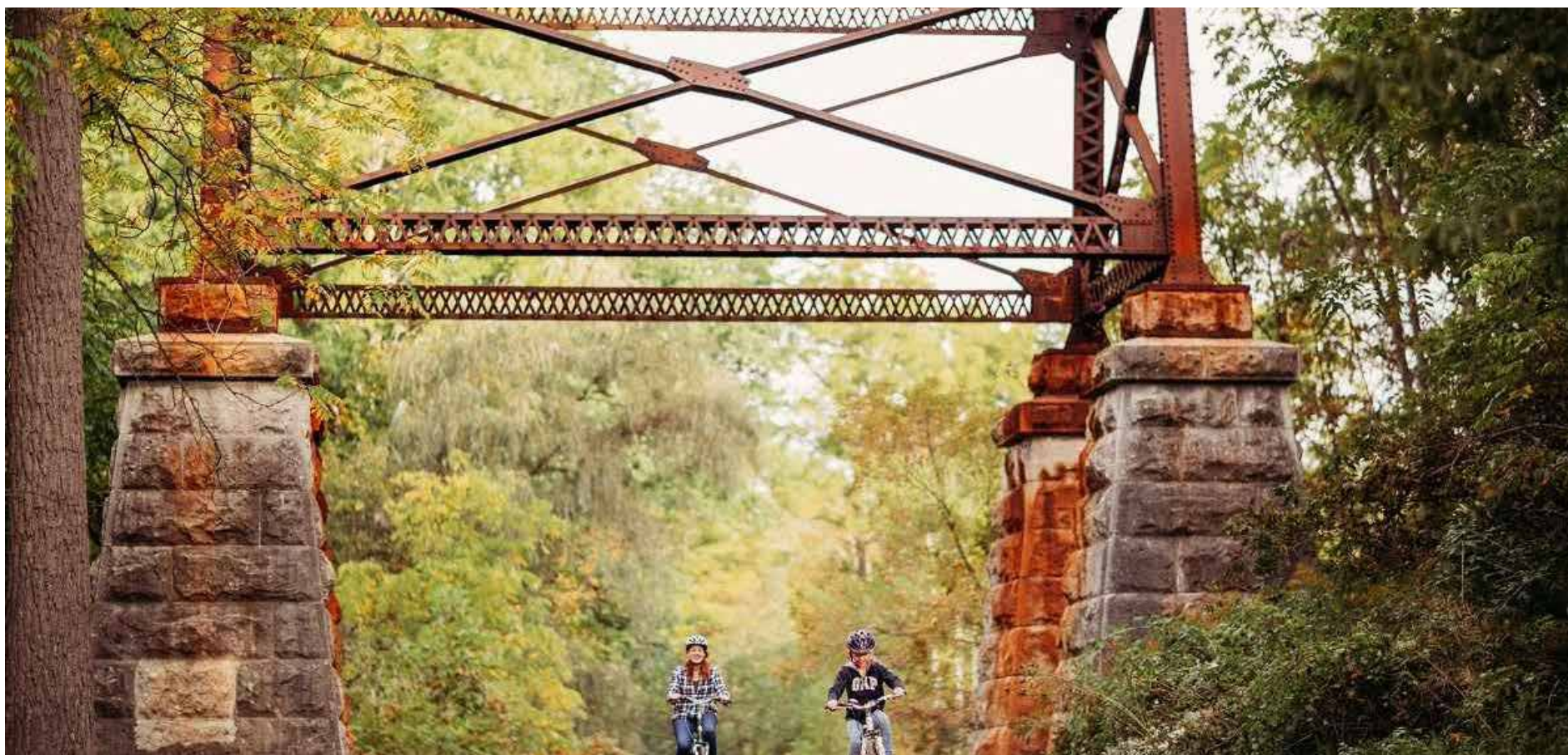
INTERPRETIVE HISTORIC ELEMENTS

IDENTITY OF TILLSONBURG

PIECES OF HISTORY

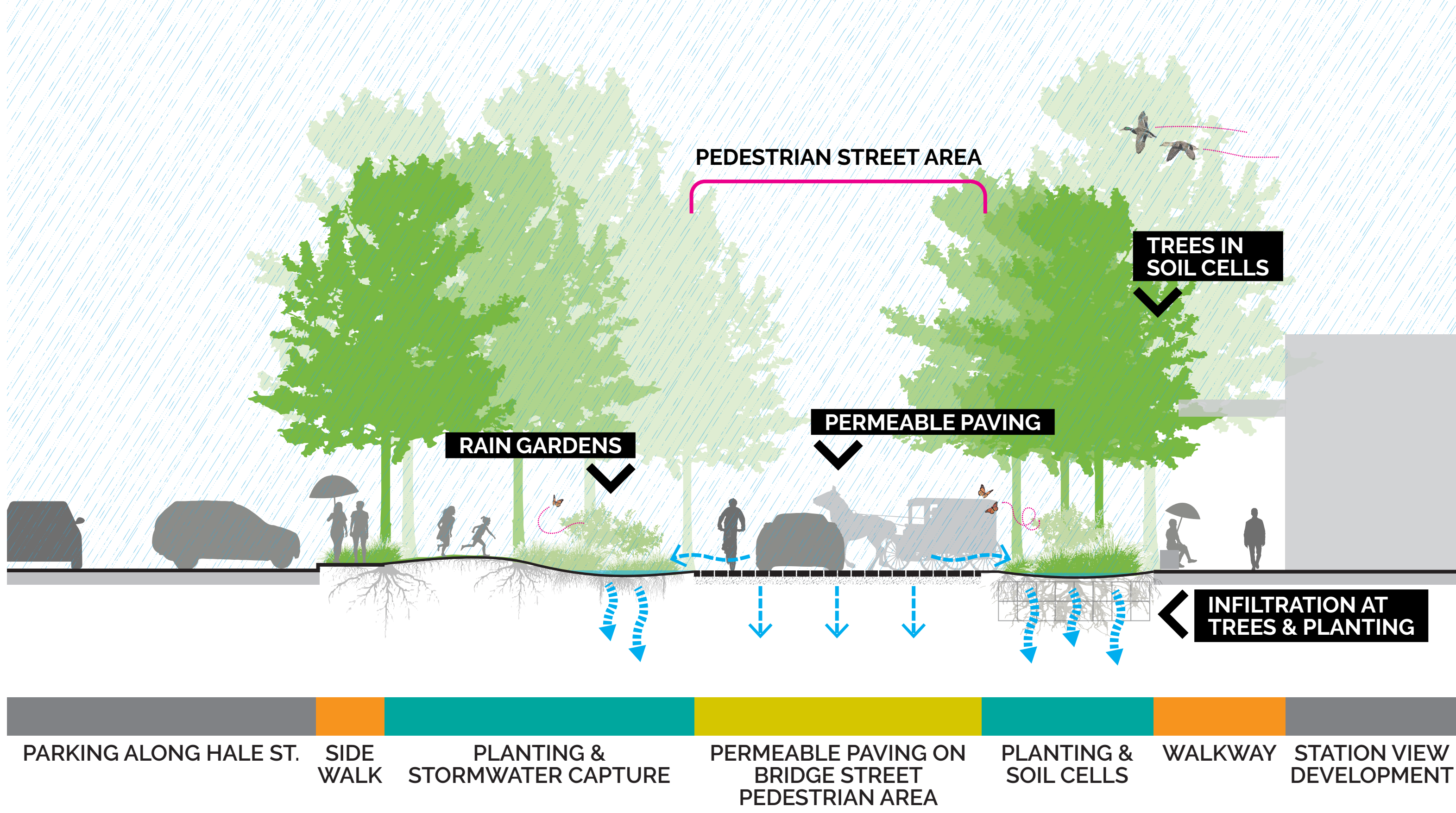


PROGRESS AND GROWTH



SUPPORTING ECOLOGY & LOW IMPACT DESIGN

STREET SECTION BETWEEN BIDWELL & ROLPH ST.



CAPTURING STORMWATER

The image at the left is a section through the potential Bridge Street streetscape between Bidwell and Rolph Streets.

The streetscape design provides an opportunity to capture stormwater through progressive, low impact development techniques and approaches. Along with current infrastructure (storm sewers), these techniques can increase infiltration into the soil and reduce runoff into nearby creeks and rivers.

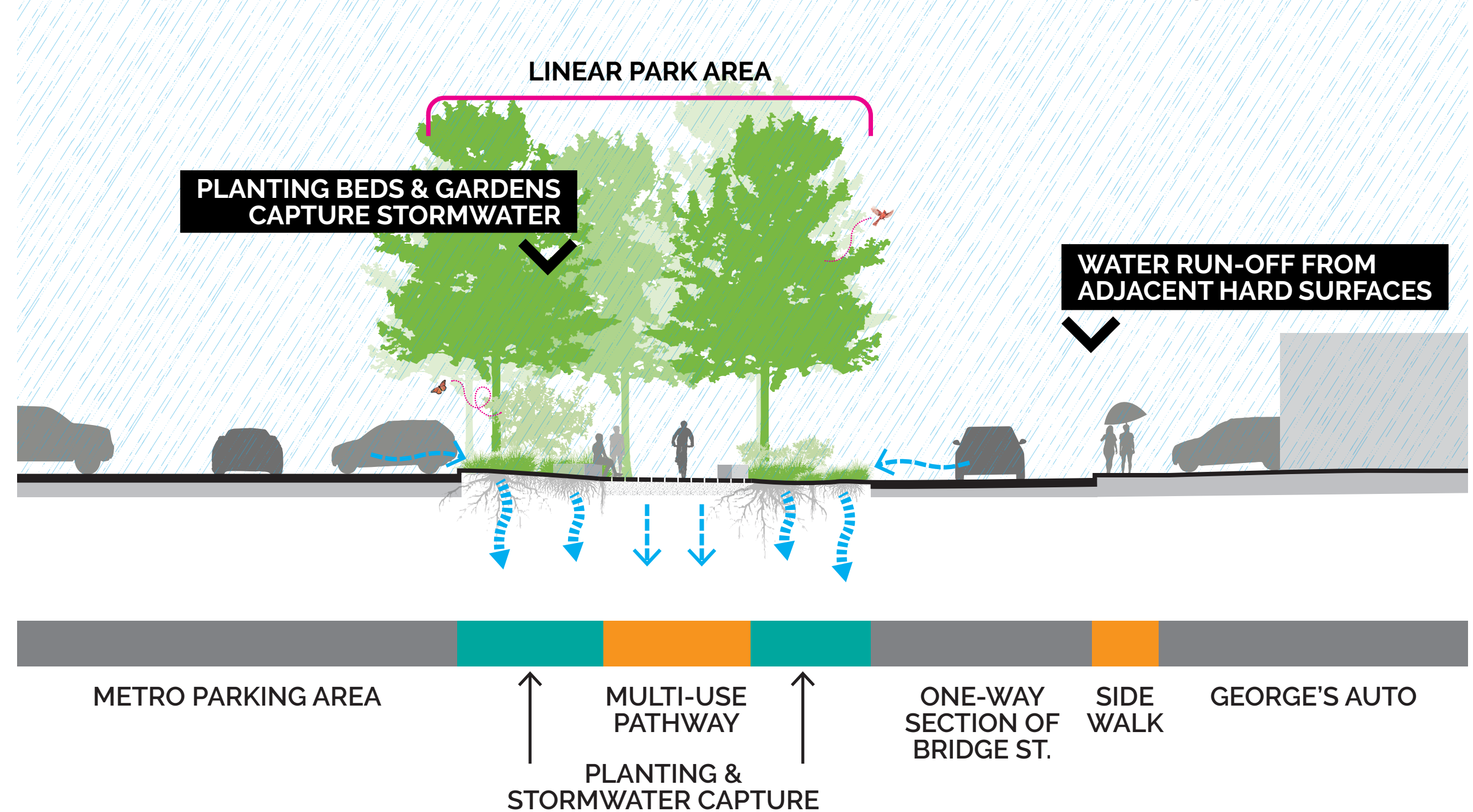
Water that runs off of roads, parking areas, and other hard surfaces can be captured in green areas, garden spaces and other areas. The green spaces that are created support both an improved streetscape experience and a more functional environment.

FUNCTIONAL GREEN SPACE

The image at the right shows a section through the potential Bridge Street streetscape at Bidwell Street, near George's Auto. In this condition, the linear park and multi-use pathway areas can be tools to manage stormwater through permeable paving, planting, and runoff capture.

The proposed approach to the streetscape design supports both stormwater infrastructure as well as improved ecological function. Planting and green space can provide a better experience for the people and wildlife that will use the space, supporting important natural processes.

STREET SECTION BETWEEN BROADWAY & BIDWELL



EXAMPLES OF LOW IMPACT DESIGN & SUPPORTING ECOLOGY



WHAT WE HEARD

DESIGN RESPONSE

FURTHER DETAIL

What elements important in **Section 1**?

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

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

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

Maintain many elements of the design and ensure accessibility.

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

Add stop signs for cyclists crossing Rolph Street as well.

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

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

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

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

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

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

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

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

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

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

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

Options for 'speed tables' at designated pedestrian crossings.

Potential for stop signs at designated pedestrian crossings.

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

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

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

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

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

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

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

Accessibility standards require rest areas (seating) along pathways.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Refer to "Identity of Tillsonburg" Panel

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

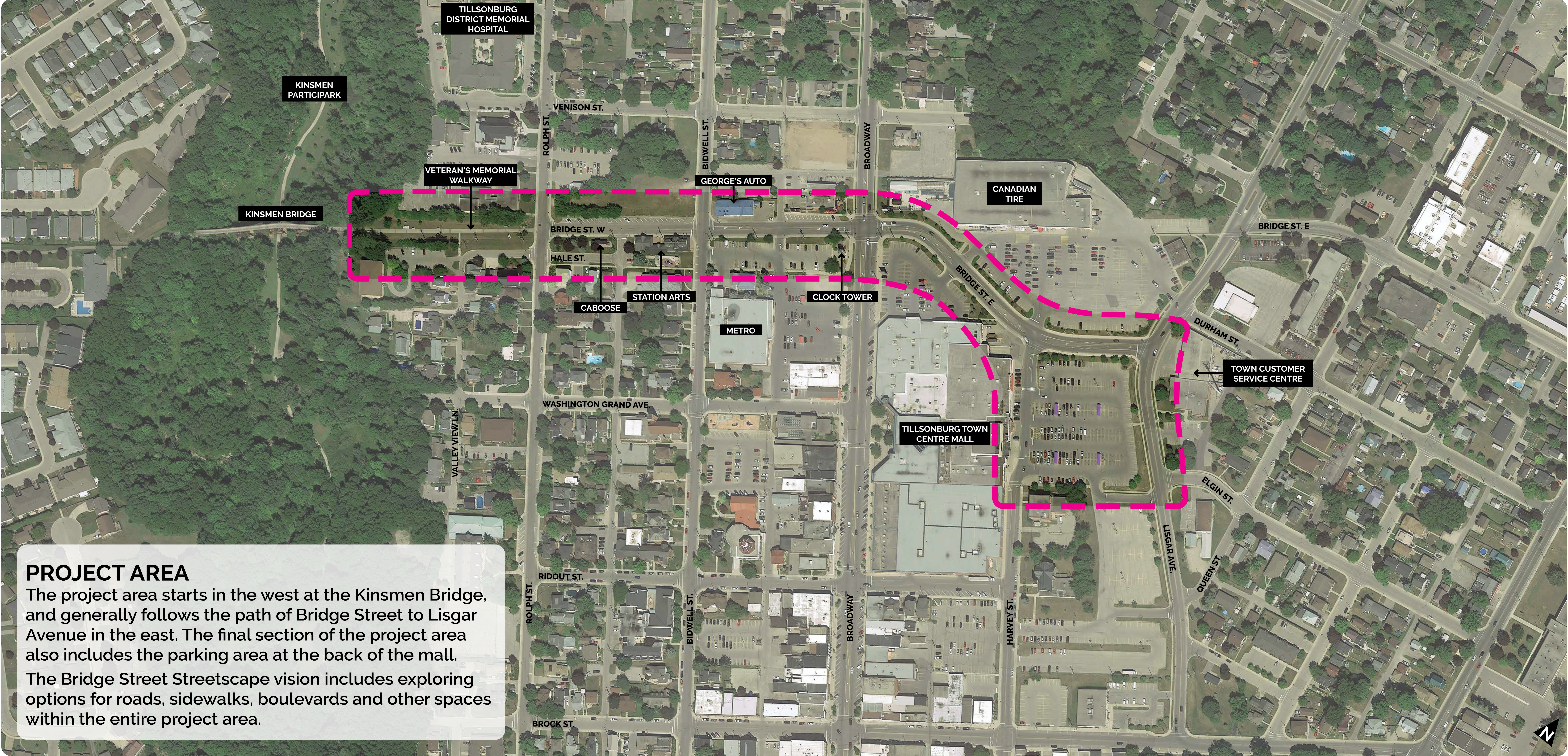
There were a number of comments that were related concerns around broader social issues including homelessness, safety, drug use.

There were questions about the potential costs of the project.

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

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

EXISTING CONDITIONS



PROJECT AREA

The project area starts in the west at the Kinsmen Bridge, and generally follows the path of Bridge Street to Lisgar Avenue in the east. The final section of the project area also includes the parking area at the back of the mall. The Bridge Street Streetscape vision includes exploring options for roads, sidewalks, boulevards and other spaces within the entire project area.



VIEW FROM ROLPH ST. TO BIDWELL ST.



VIEW FROM BROADWAY, LOOKING EAST ALONG BRIDGE ST.

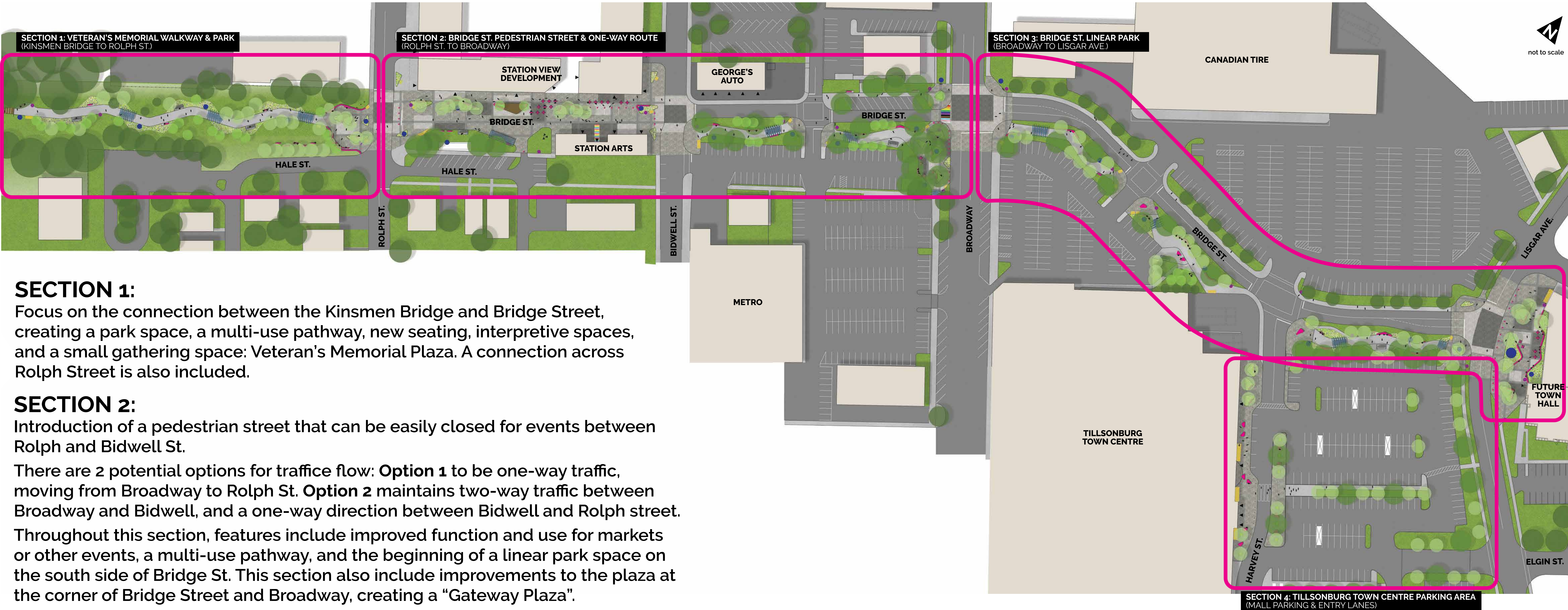


VIEW OF THE CLOCKTOWER AT BRIDGE ST. & BROADWAY

OVERALL BRIDGE STREET STREETScape PLAN

SECTIONS OF THE PROJECT

The project area is divided into four sections, shown below. Each section generally corresponds to an area between two streets, recognizing that there will be overlap and connections between various sections.



SECTION 1:

Focus on the connection between the Kinsmen Bridge and Bridge Street, creating a park space, a multi-use pathway, new seating, interpretive spaces, and a small gathering space: Veteran's Memorial Plaza. A connection across Rolph Street is also included.

SECTION 2:

Introduction of a pedestrian street that can be easily closed for events between Rolph and Bidwell St.

There are 2 potential options for traffic flow: **Option 1** to be one-way traffic, moving from Broadway to Rolph St. **Option 2** maintains two-way traffic between Broadway and Bidwell, and a one-way direction between Bidwell and Rolph street. Throughout this section, features include improved function and use for markets or other events, a multi-use pathway, and the beginning of a linear park space on the south side of Bridge St. This section also include improvements to the plaza at the corner of Bridge Street and Broadway, creating a "Gateway Plaza".

SECTION 3:

A linear park and multi-use path is created on the south side of Bridge St., continuing from the previous section. The road is also narrowed, reducing the left turn lane, with the goal of slowing vehicle traffic and increasing safe crossings for pedestrians. At the intersection of Bridge and Lisgar Ave., a gathering space is also proposed at the future Town Hall location, creating a terminus to the overall linear park.

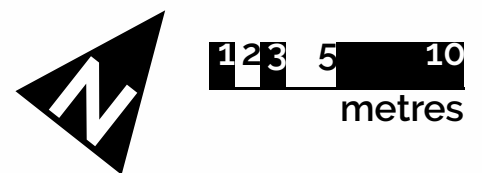
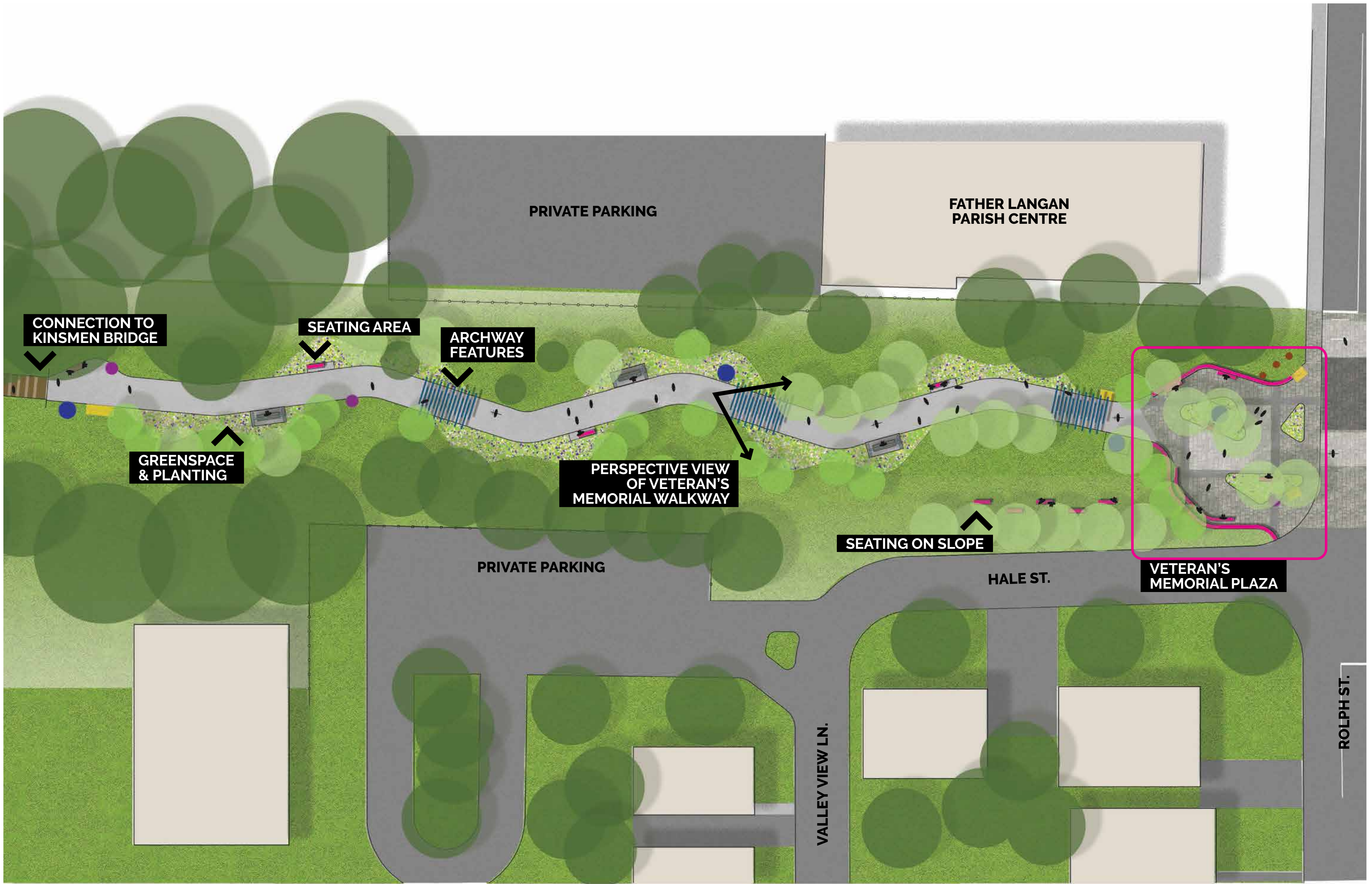
SECTION 4:

Several changes are proposed to reconfigure the existing parking area to improve pedestrian safety, enhance the mall entrance, and integrate the area into the overall streetscape plan.












VETERAN'S MEMORIAL WALKWAY & PARK

SECTION 1

KINSMEN BRIDGE TO ROLPH ST.



LEGEND

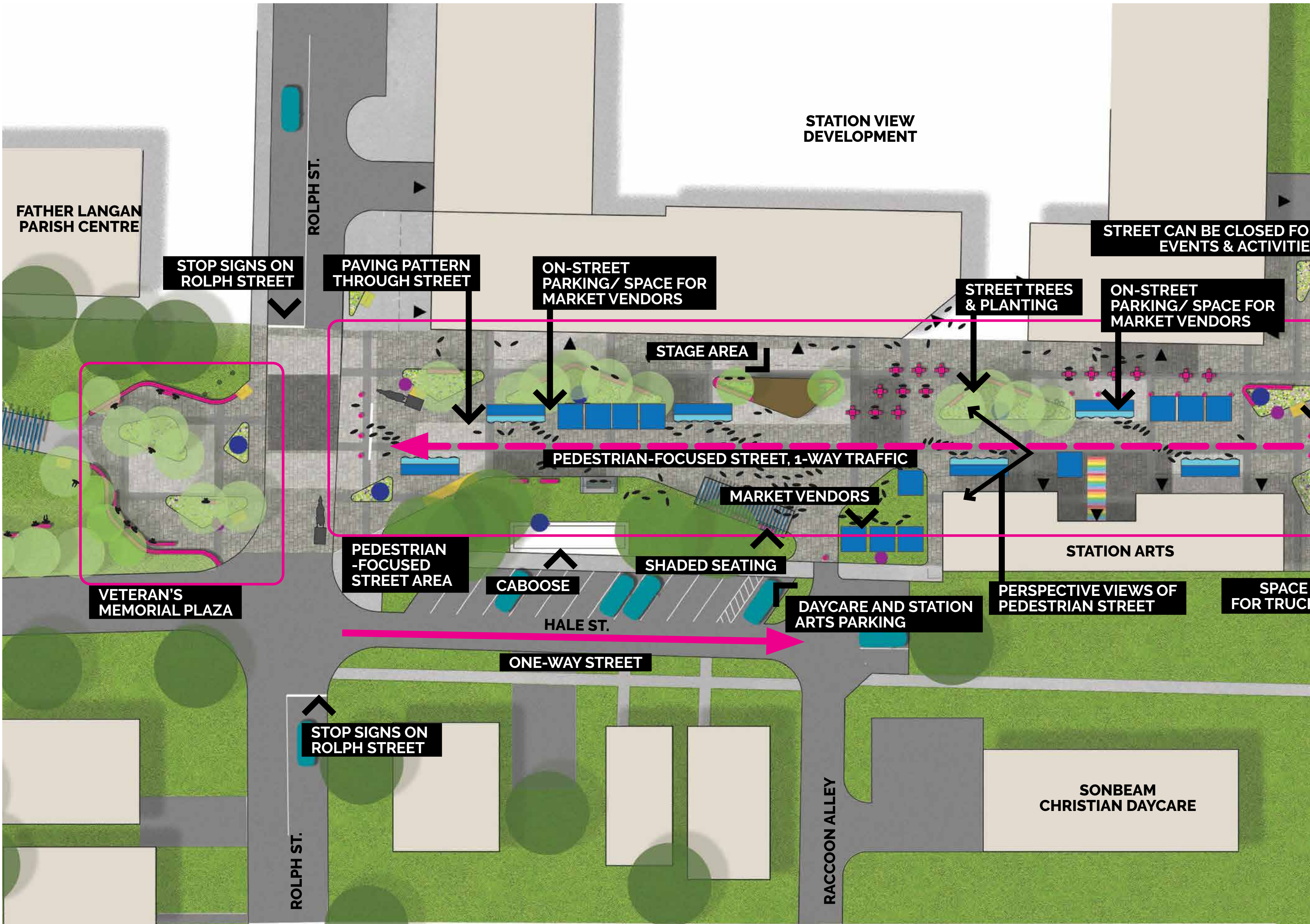
	ART/SIGNAGE		PROPOSED TREE
	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		

SECTION 1:

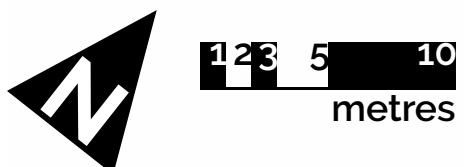
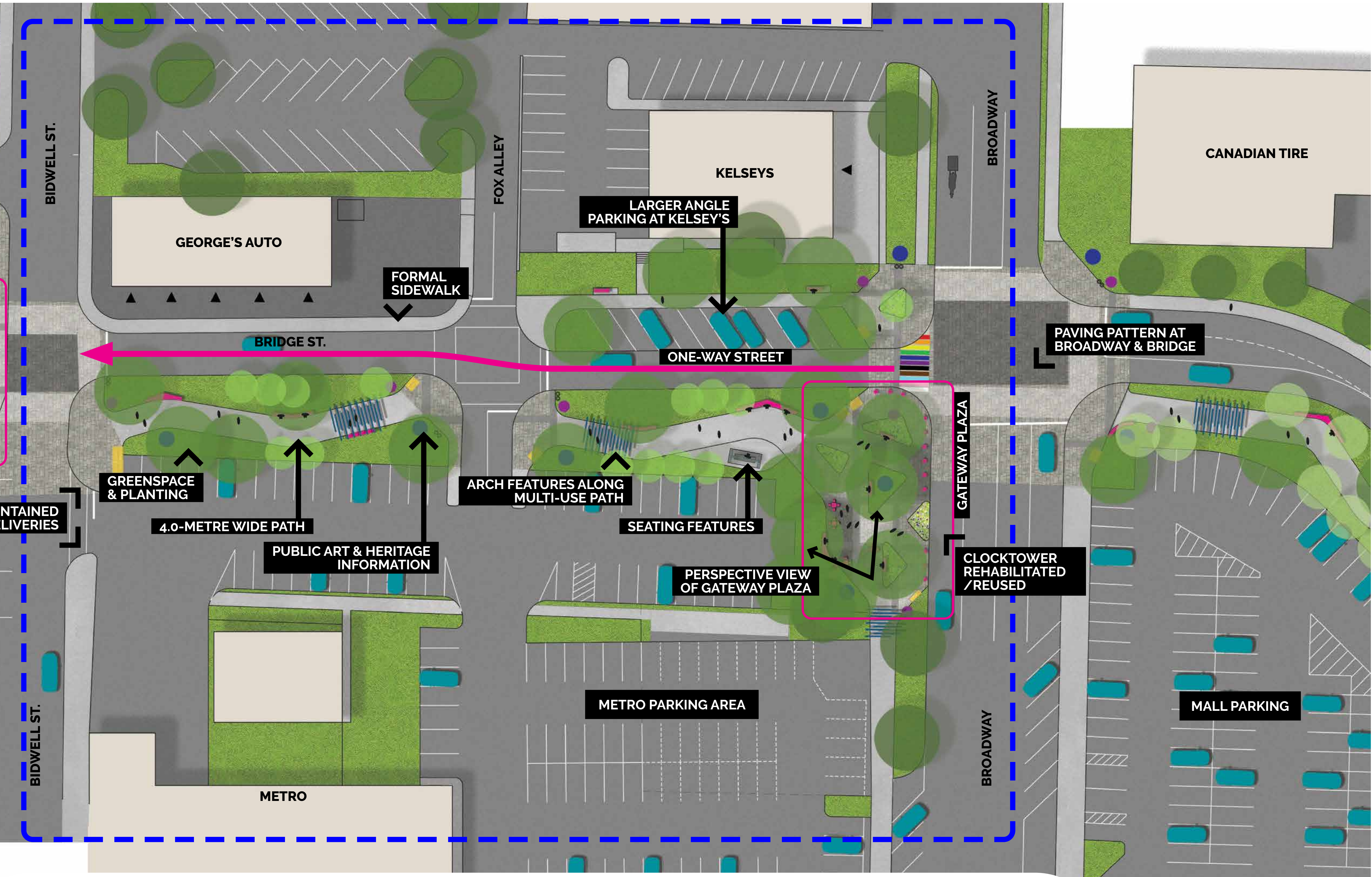
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BRIDGE ST. PEDESTRIAN STREET & POTENTIAL ONE-WAY ROUTE

ROLPH ST. TO BROADWAY



OPTION 1: BIDWELL ST. TO BROADWAY (ONE-WAY)



LEGEND

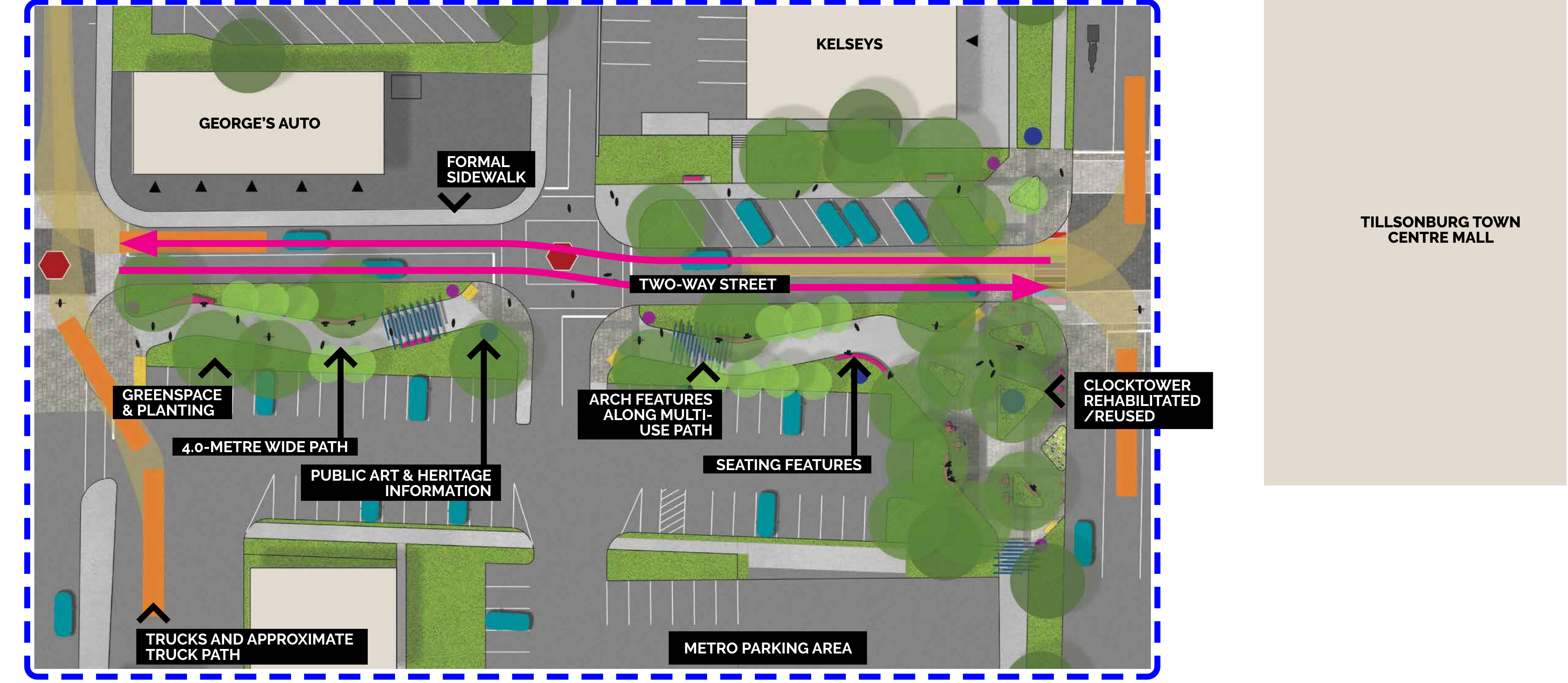
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	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		MARKET VENDORS

SECTION 2: Introduction of a pedestrian street that can be easily closed for events between Rolph and Bidwell St.

There are 2 potential options for traffic flow: **Option 1** with one-way traffic moving from Broadway to Rolph Street, and **Option 2**, which maintains two-way traffic between Broadway and Bidwell, and a one-way direction between Bidwell and Rolph Street.

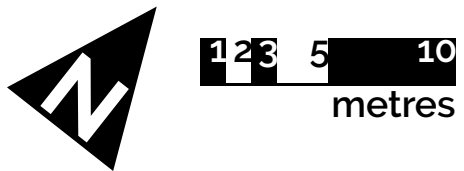
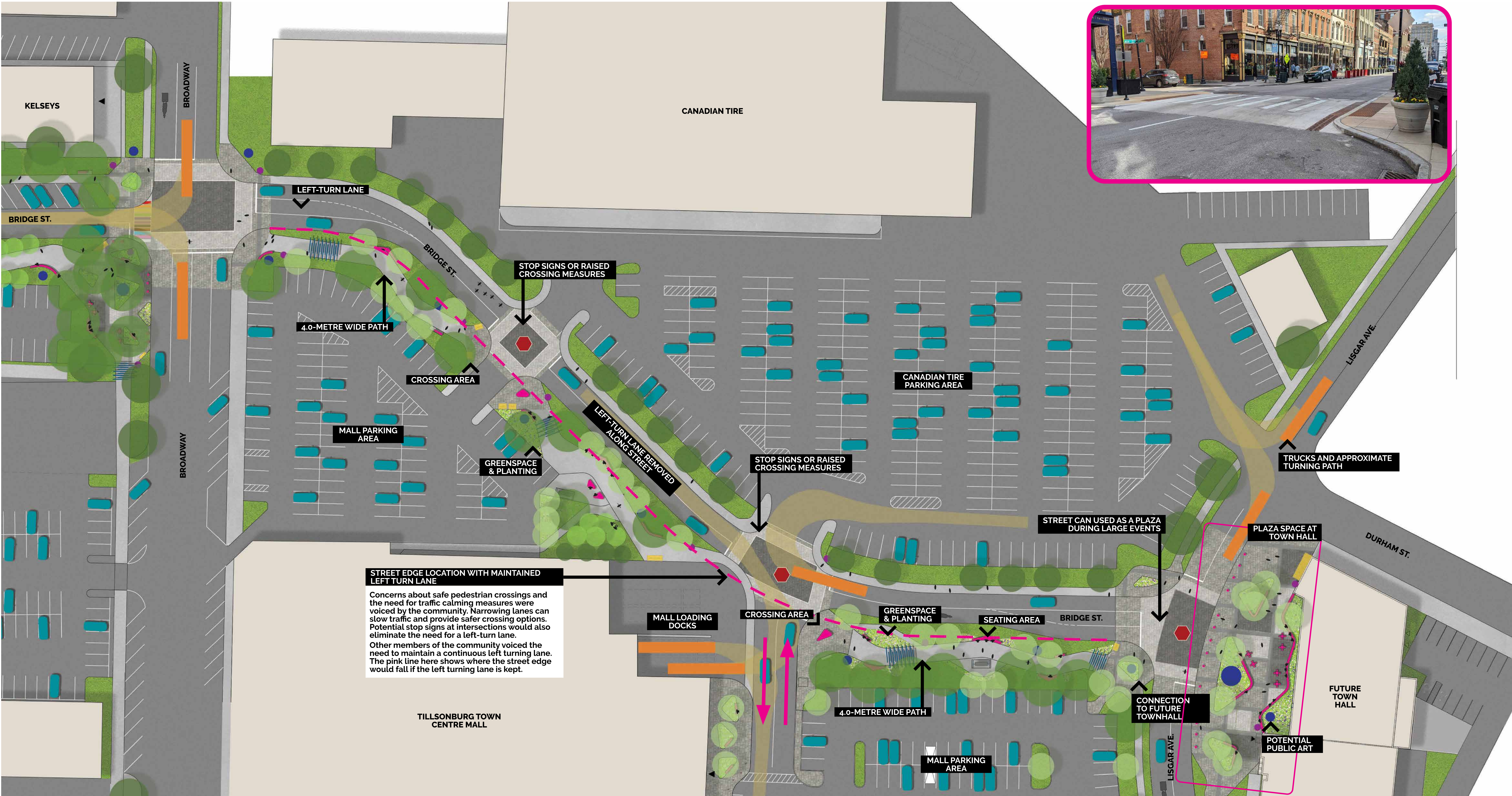
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OPTION 2: BIDWELL ST. TO BROADWAY (TWO-WAY)



BROADWAY TO LISGAR AVE.

EXAMPLE OF RAISED PEDESTRIAN CROSSING

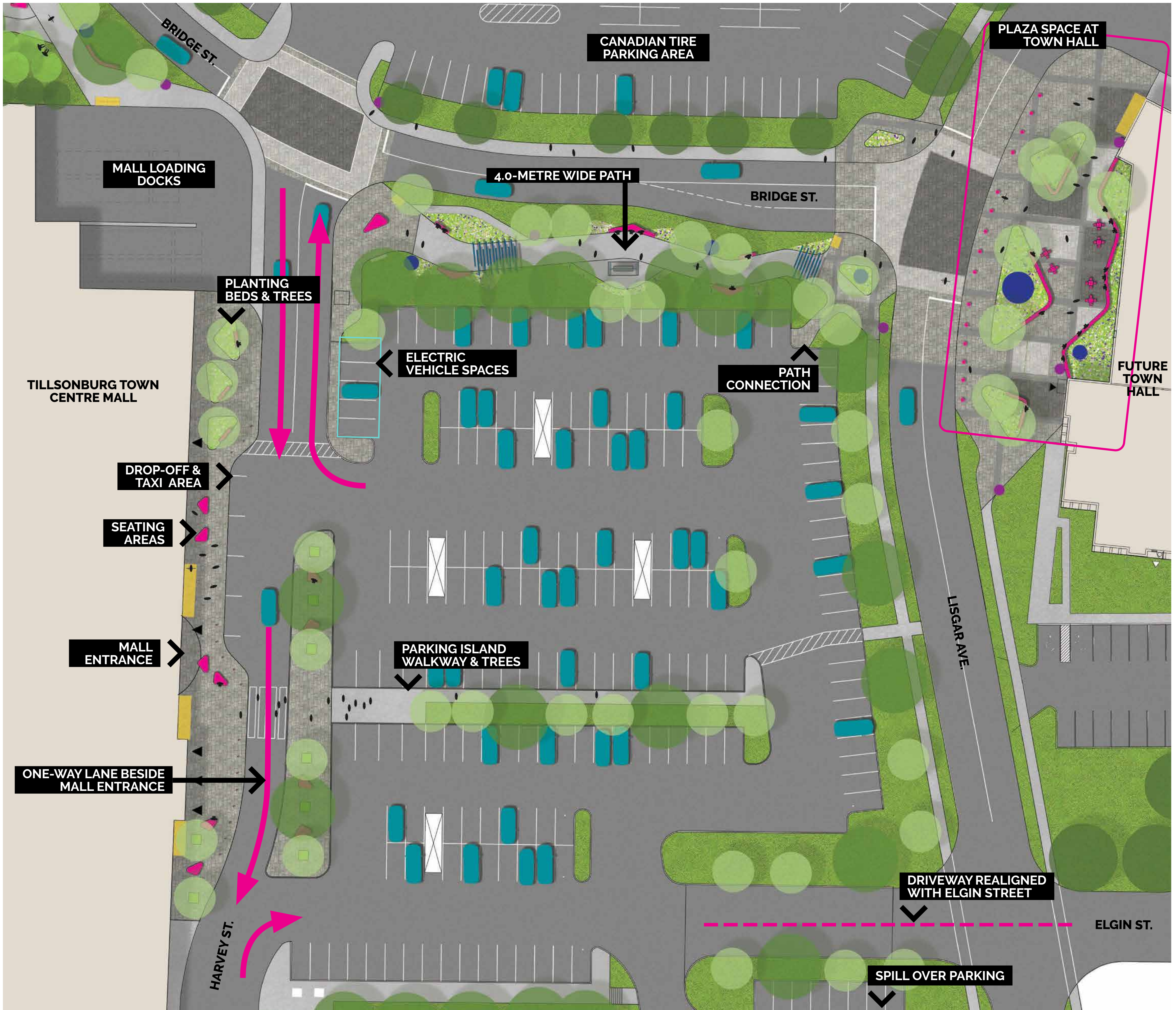


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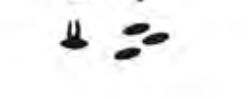

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	SEATING		CONCRETE
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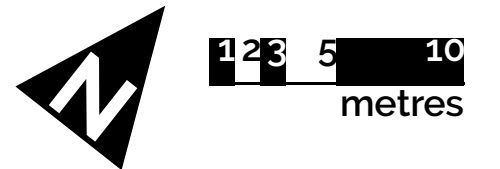
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HARVEY STREET & MALL PARKING



LEGEND

- | | | | |
|--|---------------------------|---|-----------------|
|  | ART/SIGNAGE |  | PROPOSED TREE |
|  | WASTE RECEPTACLE |  | EXISTING TREE |
|  | BOLLARDS |  | CONCRETE PAVERS |
|  | SEATING |  | CONCRETE |
|  | BIKE RACK |  | PEOPLE |
|  | SHADE STRUCTURE / ARCHWAY | | |



SECTION 4:

Several changes are proposed to reconfigure the existing parking area to improve pedestrian safety, enhance the mall entrance, and integrate the area into the overall streetscape plan.

MARKET ON BRIDGE ST. AT STATION ARTS



SHADE CANOPY/ARCHWAY FEATURE

CABOOSE

VETERAN'S
MEMORIAL WALKWAY

SEATING SPACES

SPACE FOR MARKETS,
VENDORS & EVENTS

NATIVE PLANTING,
STORMWATER CAPTURE,
TREES IN SOIL CELLS

PERFORMANCE STAGE

SEATING AREAS

PERMEABLE PAVING THROUGH STREET

EVERYDAY ON BRIDGE ST. AT STATION ARTS



SHADE CANOPY/ARCHWAY FEATURE

CABOOSE

VETERAN'S
MEMORIAL WALKWAY

INTERACTIVE ELEMENTS

PARKING SPACES

SEATING AREAS

NATIVE PLANTING,
STORMWATER CAPTURE,
TREES IN SOIL CELLS

VEHICLE & ACTIVE
TRANSPORTATION LANE

SEATING AREAS

PERMEABLE PAVING THROUGH STREET

VISION FOR VETERAN'S MEMORIAL WALKWAY



COVERED CANOPY/ARCHWAY FEATURE
RECALLING THE HISTORIC RAIL LINE

SEATING ON SLOPE

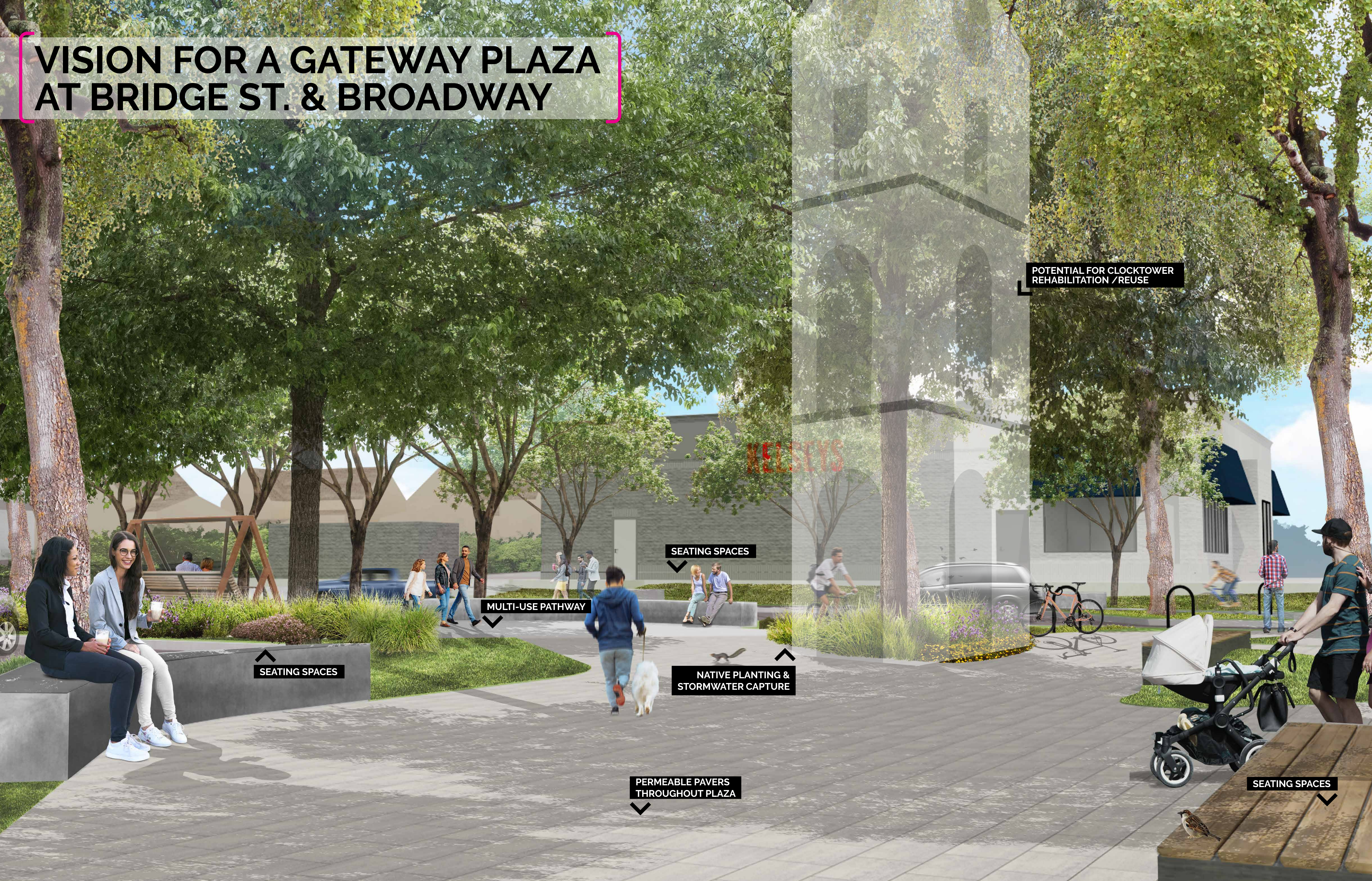
OPEN LAWN SPACES

URBAN PLAY ELEMENTS
& SEATING AREAS

POLLINATOR PLANTING

MULTI-USE PATHWAY

VISION FOR A GATEWAY PLAZA AT BRIDGE ST. & BROADWAY



POTENTIAL FOR CLOCKTOWER REHABILITATION / REUSE

SEATING SPACES

MULTI-USE PATHWAY

SEATING SPACES

NATIVE PLANTING & STORMWATER CAPTURE

PERMEABLE PAVERS THROUGHOUT PLAZA

SEATING SPACES