

Subject: Pedestrian Crossover at Annadale Public School on Tillson Avenue

Report Number: OPD 25-008

Department: Operations and Development Department

Submitted by: Leo Ferreira, Manager of Engineering

Meeting Type: Council Meeting

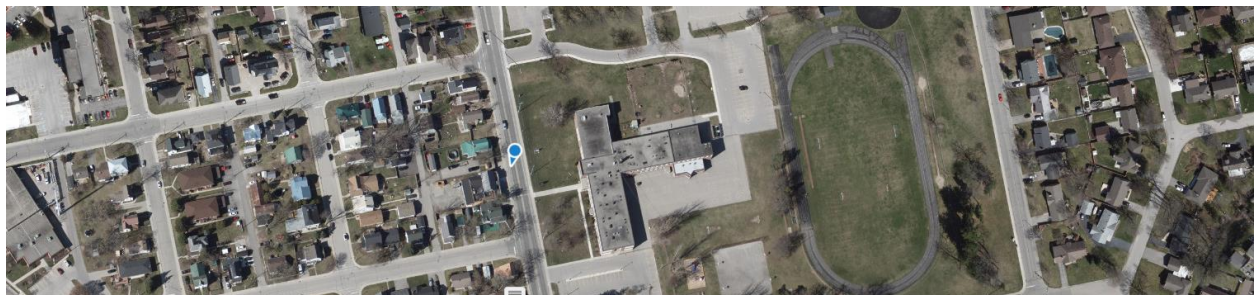
Meeting Date: Monday, March 10, 2025

RECOMMENDATION

- A. THAT report OPD 25-008 titled “Pedestrian Crossover at Annadale Public School on Tillson Avenue” be received as information; and
- B. THAT a by-law to amend By-Law 2022-029, being a by-law to regulate traffic and the parking of motor vehicles in the Town of Tillsonburg be presented at a future meeting of Council.

BACKGROUND

Through their recent Transportation Planning, Oxford County Staff have determined that an upgrade to the existing pedestrian crossing at the Annadale Public School on Tillson Avenue (County Road 53) is required for public safety. Aerial and street view (looking south) of subject location below:



DISCUSSION

Tillson Avenue (County Road 53) is an arterial road running north-south from North Street (County Road 20) to Oxford Street on the eastern half of Town. At this location, the posted speed limit is 40 kilometers per hour.

Currently, on-street parking is permitted on the west side of Tillson Avenue from the subject crossing location, north to Bridge Street East.

Upgrading the crossing to comply with the Ontario Traffic Manual including setbacks requires that no on-street parking be permitted in front of municipal address 67 Tillson Avenue, a commercial building housing two units, one currently operating as Tillson Pizza and one currently vacant unit, formerly operating as Kumon (children learning centre).

At least one of these businesses has expressed a concern with losing the fronting on-street parking whereas school officials have affirmed that the crossing location, leading to the building's main entrance, should remain.

Staff have reviewed the attached Oxford County's Draft Tender Drawings and agree that no suitable alternative location exists and recommend that the project proceed as intended; the pending draft by-law amendment being necessary to further restrict on-street parking.

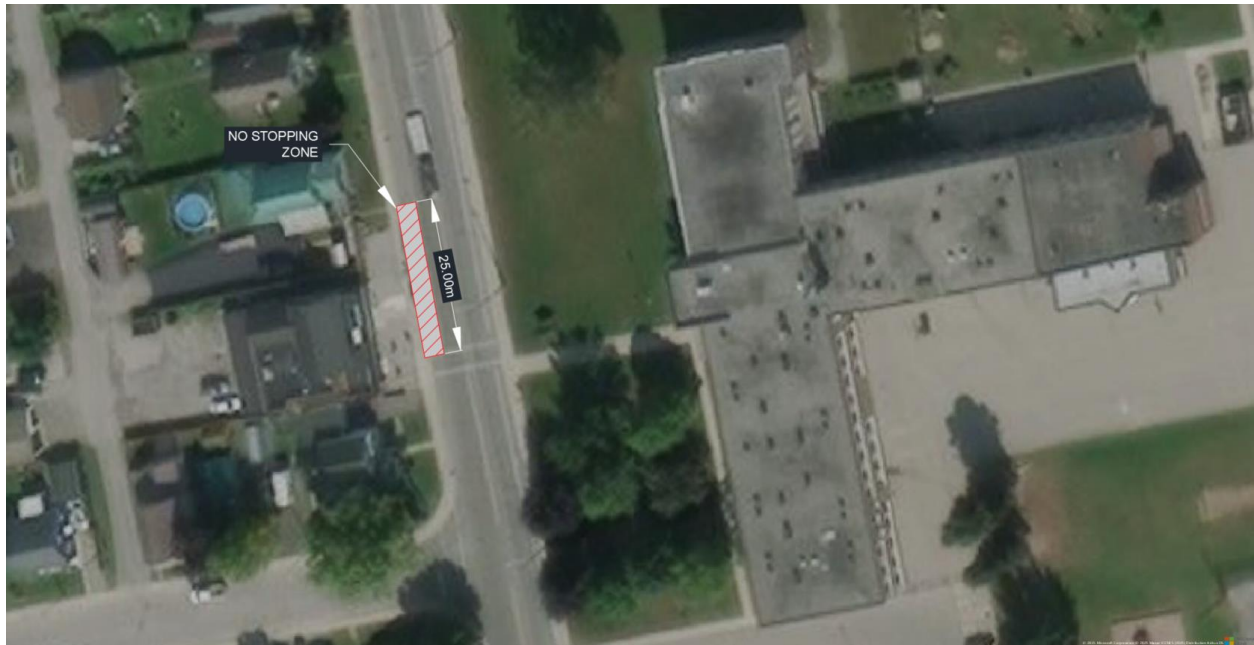
Our evaluation included a review of the Ontario Traffic Manual which requires that a Level 2 Type B Pedestrian Crossover (the proposed crossover) include a stopping prohibition for a minimum of 15m on each approach to the crossing with a *preferred* stopping prohibition of 30m.

In this case, an access driveway and walkway to 71 Tillson Avenue restricts the placement of a "no stopping" sign to a minimum of either about 23m or 25m north of the crossing – Oxford County has proposed a 25m "no stopping" zone, see below aerial.

Considering that 2m is too short to provide an additional "parking spot", Staff agree that greater pedestrian safety is ensured by the increased visibility provided by this greater distance from stationary vehicles.

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The below annotated aerial depicts the proposed restriction, being a zone 25m north of the existing and remaining crossing location:



CONSULTATION

Former and Current Acting Director of Operations and Development, Manager of Engineering, Manager of Public Works, Chief Building Official, Oxford Manager of Transportation & Waste Management Services, Oxford Supervisor of Transportation, Oxford Supervisor of Engineering Services

FINANCIAL IMPACT/FUNDING SOURCE

This is an Oxford County funded project on Oxford County Road 53 and as such, there are no financial commitments required of the Town.

CORPORATE GOALS

- Lifestyle and amenities
- Customer service, communication and engagement
- Business attraction, retention and expansion
- Community growth
- Connectivity and transportation
- Not Applicable

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Does this report relate to a specific strategic direction or project identified in the Community Strategic Plan? Please indicate section number and/or any priority projects identified in the plan.

Goal – Tillsonburg residents and businesses will be connected to each other, regional networks, and the world through effective traditional and digital infrastructure.

Strategic Direction – Develop a multi-modal transportation network with improved connectivity to the 401 and VIA Rail.

Priority Project – Transportation Master Plan

ATTACHMENTS

Appendix A – Draft “PEDESTRIAN CROSSING INSTALLATION” Tender Drawings