



Subject: Accessible Curb Ramp Installation – Quarter Town Line at Trans Canada Trail

Report Number: OPD 25-062

Department: Operations and Development Department

Submitted by: Richard Sparham, Manager of Public Works

Meeting Type: Council Meeting

Meeting Date: Monday, December 8, 2025

RECOMMENDATION

- A. THAT report OPD 25-062 titled “Accessible Curb Cut Installation – Quarter Town Line at Trans Canada Trail” be received as information; and
- B. THAT Council supports the installation of a Pedestrian Crossover Level 2 Type B including a curb cut; and
- C. THAT Council recommends the funding of \$60,000 for the installation of a Pedestrian Crossover Level 2 Type B, including a curb cut, funded from the Linear Infrastructure Reserve, for the Mayor’s consideration for the 2026 budget.

BACKGROUND

In August 2022, a request was submitted to construct an accessible curb ramp at the intersection of the Trans Canada Trail and Quarter Town Line (QTL). At that time, the trail effectively terminated prior to the development of the Westwinds Subdivision.

Following the subdivision’s construction, a vehicle access point intended for stormwater pond maintenance has inadvertently created an informal extension of the trail. This extension has led to increased pedestrian activity in the area, highlighting the need for improved accessibility.

On July 14, 2025, Tillsonburg Town Council passed Resolution #2025-051, directing staff to assess the feasibility of installing a flush curb cut at the aforementioned intersection. The scope of this analysis includes:

- Potential implications for trail connectivity and pedestrian safety
- Estimated construction and maintenance costs
- Required design specifications and approval processes
- A formal recommendation for Council’s consideration

DISCUSSION

Quarter Town Line is an arterial road with a posted speed of 50 km/h and an Average Annual Daily Traffic (AADT) of 3,500–4,500 vehicles per day. At the intersection with the Trans Canada Trail, beyond the existing sidewalk on the east side of QTL, there is a grass boulevard and barrier curb.

The installation of a curb ramp at the subject location (Figure 1) would improve pedestrian access to the informal trail extension. However, this enhancement introduces safety concerns. Due to the arterial nature of Quarter Town Line, characterized by higher traffic speeds and volumes, the presence of accessible ramps may inadvertently suggest a formal pedestrian crossing. Without accompanying safety infrastructure, this could increase the risk to trail users.

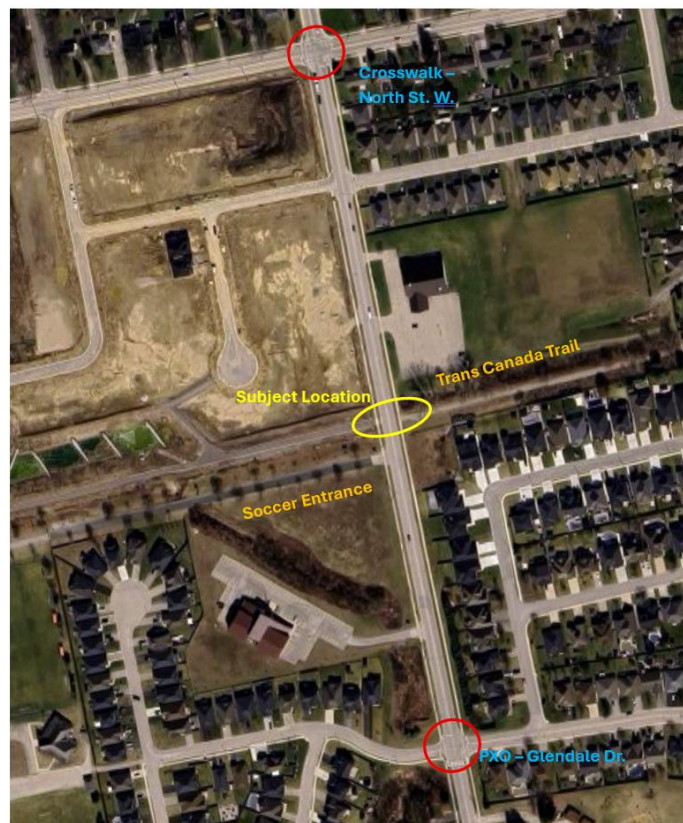


Figure 1: Crossing Location

ANALYSIS

Guidelines:

Ontario Traffic Manual (Book 15) and TAC Pedestrian Crossing Control Guide recommend enhanced crossing treatments for arterial roads with speeds ≥ 50 km/h and moderate traffic volumes. A basic marked crossing is not sufficient; enhanced

treatments such as Pedestrian Crossovers (PXO) or pedestrian signals improve safety and compliance.

Spacing Compliance:

The minimum recommended distance between adjacent crossings is 200 m. This requirement is met, as crossings at North Street West (275 m) and Glendale Drive (250 m) are nearby.

Recommended Treatment:

If a curb ramp is installed, the recommended treatment is a PXO Level 2 Type B with side-mounted signs with flashing amber lights, pavement markings, and pedestrian signage and push buttons, similar to the installation at QTL and Glendale Drive (Figure 2).

The installation of a formalized PXO at this location would satisfy the necessary measures of safety for the pedestrian crossing. Additionally, with the Tillsonburg Minor Soccer fields being immediately adjacent to the location, the PXO would provide an added measure of safety for those accessing the soccer fields, especially during peak times.

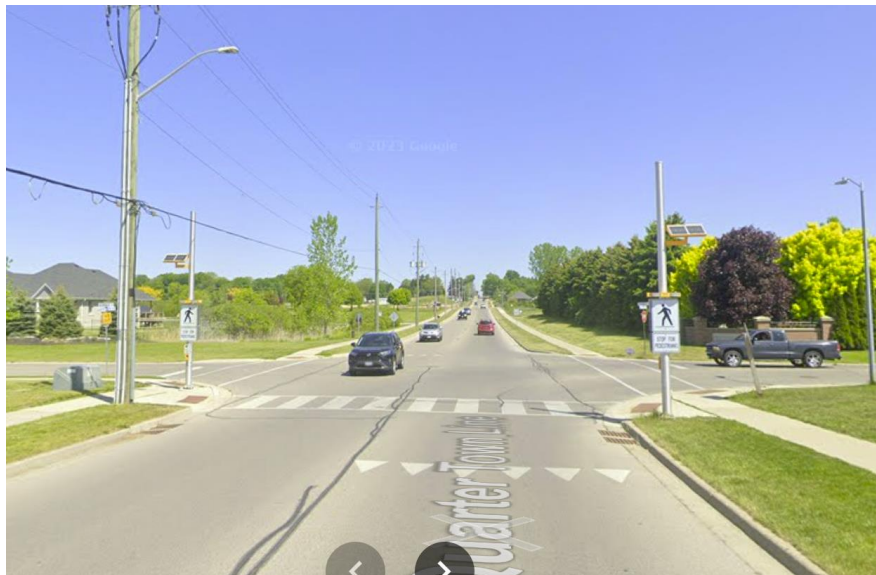


Figure 2: PXO at QTL and Glendale Drive

Estimated Cost:

Installation of a PXO Level 2 Type B is estimated at \$40,000–\$60,000.

Next Steps (if pursued):

- Secure funding and budget approval

- Prepare detailed design (including illumination and signage)
- Acquire a qualified contractor
- Schedule installation

CONSULTATION

- Director of Operations and Development
- Supervisor of Transportation, Oxford County

FINANCIAL IMPACT/FUNDING SOURCE

The installation of a PXO at QTL and the Trans Canada Trail is not included in the 2026 Draft Budget. As Traffic Signals (Arterials and Crossings) are under the Roads asset class, funding source would be the Roads Capital Reserve (currently the Linear Infrastructure Reserve), which has available funding.

CORPORATE GOALS

How does this report support the corporate goals identified in the Community Strategic Plan?

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

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 – Within the community, Tillsonburg will strive to offer residents the amenities, services and attractions they require to enjoy balanced lifestyles.

Strategic Direction – Provide an expanded, accessible network of parks and trails.

Priority Project – Trail system upgrades

ATTACHMENTS – N/A