



Tillsonburg Trails

Master Plan 2015

APRIL 22, 2015

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TILLSONBURG TRAILS MASTER PLAN

Prepared by the Town of Tillsonburg
Recreation, Culture, and Parks
2015

Trails connect people, create experiences, and enrich lives.

INTRODUCTION TO THE MASTER PLAN

The purpose of this Master Plan is to guide the development of trails in Tillsonburg. It is meant to serve as a framework so that the expansion of the trails system is defined and in a clear direction. There is enough flexibility for adaptation to new opportunities over time, provided they are within the framework. The intent is that all relevant factors affecting the design and implementation of the trail system

are considered within the document and accounted for during expansion. It also ensures that all growth builds upon existing facilities to enhance the functionality and aesthetic appeal of Tillsonburg's trail system.

1

WHY BUILD TRAILS?

BENEFITS OF TRAILS

- Increased choices of transportation modes.
- Further opportunities for active lifestyle.
- Positive economic impacts realized through increased opportunities for retail encounters and tourism.
- Increased social interaction and fostering of community partnerships.
- Opportunity for residents to appreciate the natural environment.

OBJECTIVES

- Create functional trails which connect desired land uses.
- Preserve environmentally sensitive areas.
- Create easily maintainable trails.
- Promote active and healthy lifestyles through education.
- Develop end of trip facilities for social gathering.
- Establish reasonably accessible trails for all abilities.

2

THE NEED
FOR TRAILS

ALTERNATIVE TRANSPORTATION

Trails provide the opportunity for alternative modes of transportation. As the costs of owning cars and traffic congestion increase, residents are choosing to bicycle, walk, or use e-bikes (light electric powered vehicles). Providing these options lowers municipal infrastructure costs, and provides options for people who choose not to drive cars.

Well connected trails ensure access to transportation opportunities for disabled and low-income persons, recent immigrants, youth and the elderly.

- *Recommendation: Provide the same levels of service for active transportation options as cars infrastructure to ensure equity amongst citizens.*

BETTER HEALTH

Trails promote physical activity which can prevent many serious health conditions. A healthier community is a smaller burden on the healthcare system. Physical activity also promotes stress relief and wellness. Trails are accessible at a low, or no cost, and often an opportunity for individuals to choose an activity which they enjoy. Trails provide an opportunity for all

persons regardless of ability, age, gender, cultural or socioeconomic status to enjoy physical activity.

- See Appendix A to see summary of recommendations made by the Ministry of Health and Long Term Care.

STRONG COMMUNITIES

Trails can act as public meeting areas and allow for social encounters with neighbours. These social encounters create a sense of community and strengthen ties with neighbours. This may result in a higher sense of pride of the neighborhood, and keep the community safer as residents would be more aware of their neighbors.

- *Recommendation: Create opportunities for neighbour interaction through trails infrastructure and gathering spaces.*

ECONOMIC VALUE

Tourism is a very important part of our local economy. Increased tourism leads to job creation and a positive effect on supporting local businesses. A current trend is that individuals and families are taking “stay-cations”; remaining closer to home and choosing to spend their leisure dollars within their own communities, provided attractive facilities and experiences are available at their doorstep. Trails *may* increase the property value of homes. Individuals and families looking to relocate may choose a community over another community, based on this amenity. Active transportation also reduces the load on major municipal infrastructure, requiring less maintenance, and leading to lower operating costs. Increased pedestrian and cyclist activities allow for increased retail encounters, furthering opportunities for retail transactions and economic activity.

Competitive communities are choosing to focus their capital on improving active transportation infrastructure to attract the younger generation and new talent. Educated professionals often choose not to drive due to increasing costs of living, specifically home and automobile ownership. Millennials (ages 18-30) are also very mobile, often moving far distances and frequently switching work. This also makes automobile ownership less attractive, and demands local active transportation methods, and inter-regional public transit options. Improving the trail system in Tillsonburg, alongside changes in development patterns, may help in economic development and attract young talent into the town.

- *Recommendation: Create an interconnected trails system which connects to employment and retail areas in the shortest distance possible.*

PROTECTING NATURAL AREAS

Trails allow people to explore the rich heritage of Tillsonburg, and experience the natural environment. Signage and informational posting provides a self guided tour to our community's history while promoting physical activity. Trails assist in preserving our natural landscape by offering a safe and designed route for walking, hiking, jogging, cycling. Trails provide an

opportunity to connect with the natural environment and explore our town using sustainable transportation.

- *Recommendation: Create trails to preserve the natural heritage where ever possible, and encourage residents to respect their environment through educational programs.*

TRAIL SYSTEMS

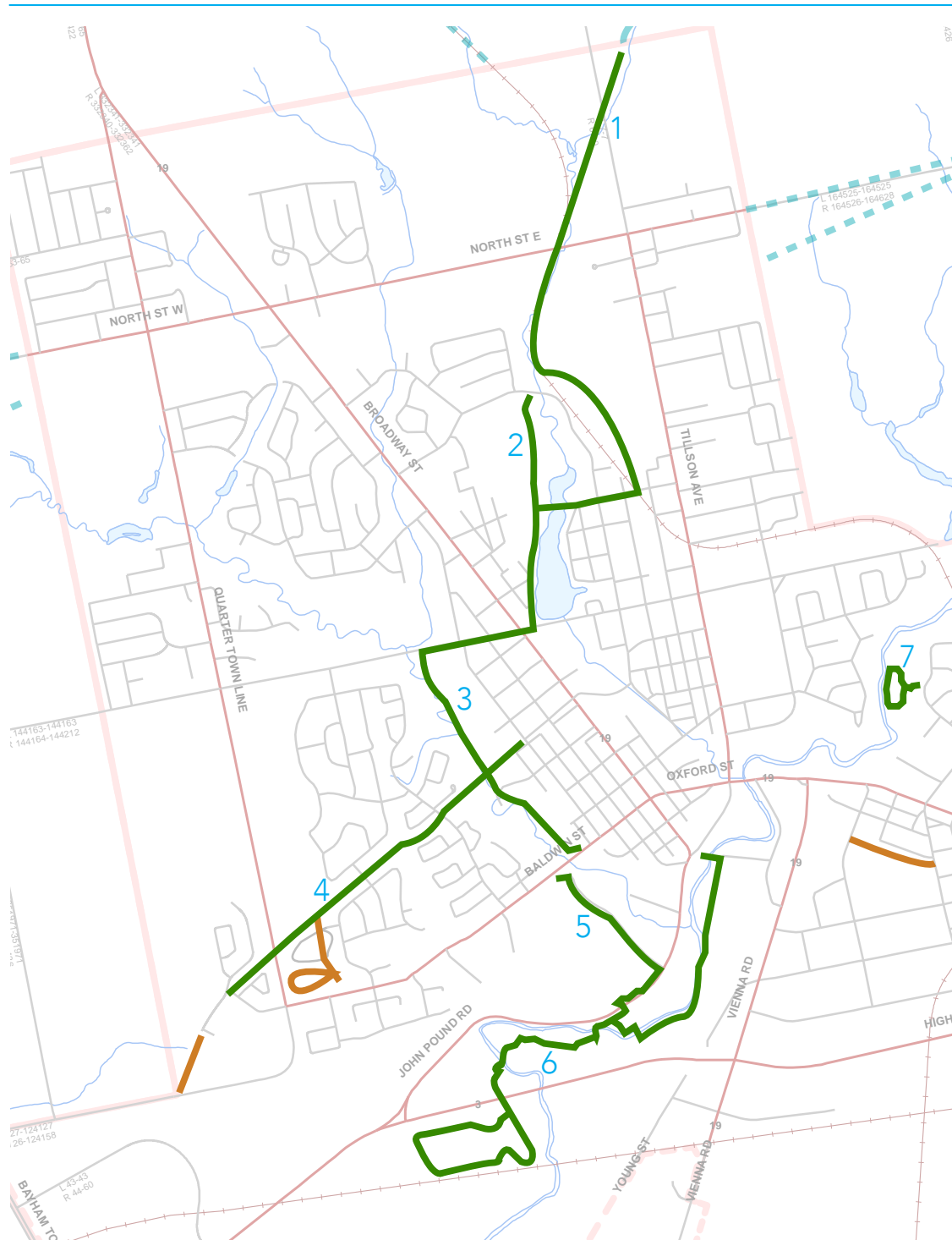
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EXISTING TRAILS

1. Trans Canada Trail
2. McLaughlin Way
3. Trans Canada Trail (Participark)
4. Veteran's Memorial Walkway
5. Borden Crescent
6. Carroll Trail
7. Cadman Park



- Trail
- Natural Trail



EXISTING TRAILS CHARACTERISTICS

1. Participark	Concession Street west	1.5 + 2km	Part of Trans Canada Trail, flat terrain with limestone surface.
2. McLaughlin Way	Behind Memorial Park adjacent to the Community Centre and Lake Lisgar, north/mid town	0.7km	Flat terrain with a limestone surface
3. Veteran's Memorial Walkway	Rolph Street at Bridge Street to Quarter Town Line and Baldwin Place.	3.6km	Flat terrain with a paved pathway on Veterans' Walkway to Quarterline Road
5. Borden Crescent	Borden Crescent off John Pound Road. South Tillsonburg.	0.7km	Multi - use, gently sloping terrain, granular surface, 3 meter trail width
6. Carroll Trail	Throughout Tillsonburg Golf Course	5km	The major trail head located in Coronation Park scenic Featuring a 2.8 metre wide trail of limestone screenings and asphalt, in certain sections. Steep slopes.
7. Cadman Park	North of Concession Street, South of Otter Court.	0.8km	Looped trail featuring a flat granular terrain.

REGIONAL CONNECTIONS

Trails provide the opportunity to connect the various municipalities within the County of Oxford, and in surrounding counties. Creating high quality connections to regional trails is crucial to maintaining a strong regional presence. Currently cyclists and snowmobile users are frequent users of regional connections entering Tillsonburg. Operational changes and construction of new routes for cyclists

and snowmobiles would strengthen regional connections. Increased regional and inter-regional interaction may foster social and economic growth. Businesses in Tillsonburg may benefit as these regional and inter-regional visitors purchase often food and beverage, gasoline, and/or items within town.

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SIGNIFICANT OXFORD COUNTY PROPOSED TRAIL LINKS FROM TILLSONBURG

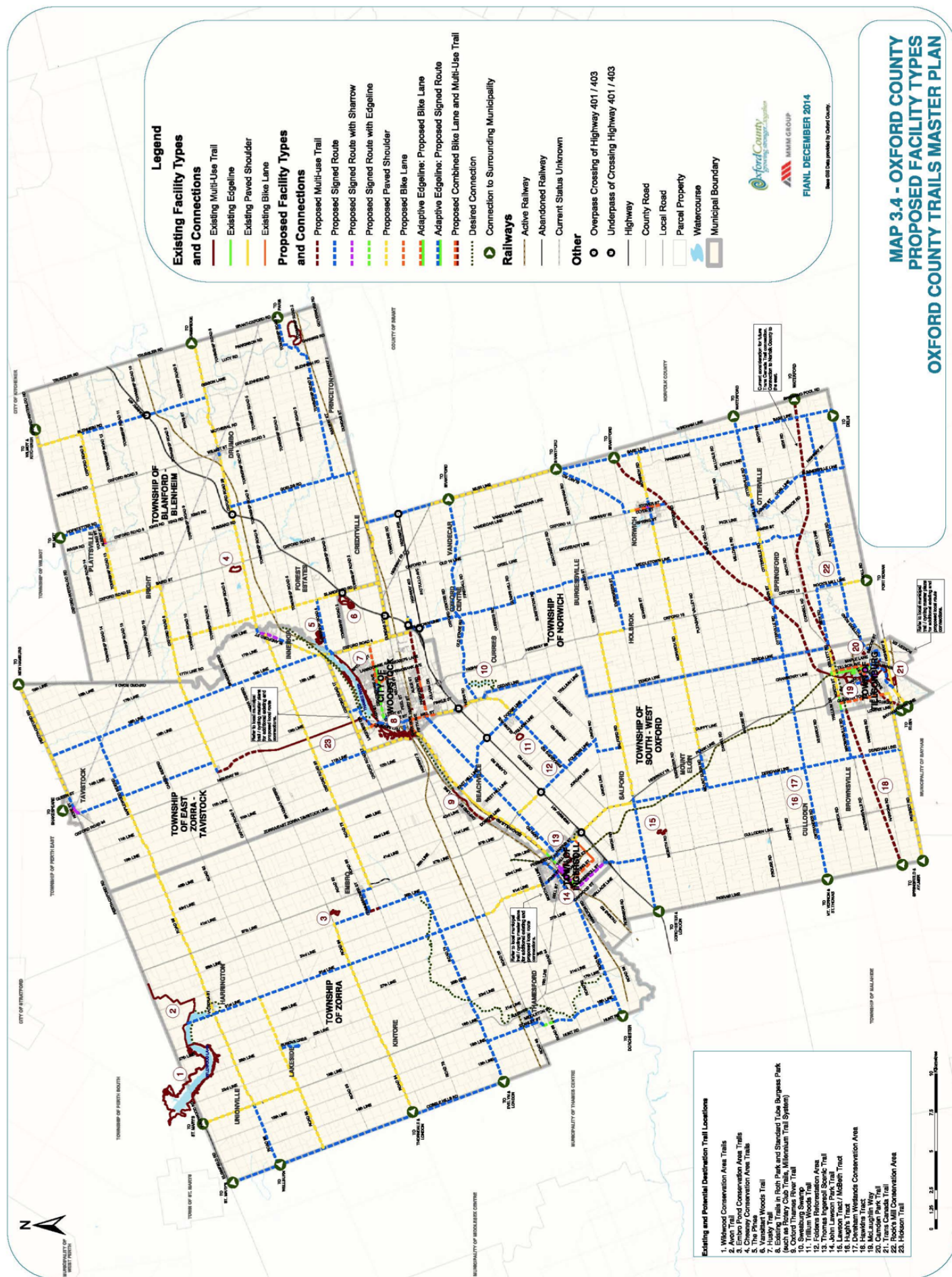
REGIONAL

- Proposed off-road trail link from TransCanada trail at Cranberry Road to Ingersoll.
- Proposed off-road TransCanads extension to Norwich.
- Proposed on-road connection to Woodstock.
- Various on-road connections to surrounding townships.

INTER-REGIONAL

- Proposed off-road TransCanads extension to Burford, ON.
- Proposed off-road trail links from Tillsonburg to Aylmer.
- Proposed off-road trail link from Tillsonburg to St. Thomas.
- Proposed off-road trail to Waterford, ON.
- On road connection to London, ON.
- Various on-road connections to surrounding regions.

Refer to the map on the next page to view the trails proposed by the Oxford County Trails Master Plan.



TRAILS ACCESSIBILITY

With an increasingly diverse population, the Town of Tillsonburg wishes to ensure that all residents have an equal opportunity to enjoy the trail system. The Recreation, Culture, and Parks department aims - through specific design and engineering standards - that every citizen has an equal opportunity to enjoy trails. This means making sure surfaces on trails are easy to walk on without tripping and easily maneuverable by wheelchair. It also means creating pathways that are easy to navigate for residents with vision impairments. Steep slopes and unsafe turns are to also be avoided, in order

for citizens with mobility challenges to use trails with ease and comfort. These - along with other trail design standards - are so that everyone can enjoy the trails in Tillsonburg. This however does not mean the paving and regrading of naturalized trails. Many trails will be designed to respect the natural contours and setting that are in. These trails will not be advertised as accessible. Trails not designed for accessibility will have sign-age to indicate significant mobility challenges that may be present. Trails chosen to be accessible will be based on demand.

1

CHANGES TO OUR TRAILS SYSTEM

RECOMMENDATIONS

- Review Transportation Association of Canada's Guide and Integrated Accessibility Standards Regulation (AODA) part 4.1, Design of Public Spaces Standard.
- Review sections on crosswalk guidelines and accessible pedestrian signals.
- Review sections on maintenance.
- Review accessible parking guidelines, and allow for the Participark parking lot to include barrier free parking.

REQUIREMENTS

The goal of trail renovation and construction is to make trails reasonably accessible to all users. Existing and proposed trails must be in compliance with the Ontario Integrated Accessibility Standards Regulation (2014) part 4.1, Design of Public Spaces Standard by 2025. Trails must also be in compliance with Sections 80.8 and 80.1 of the Accessibility Standards for the Built Environment (Ontario Regulation 191/11 Part IV.I).

2

ACCESSIBILITY
PROPOSALSPROPOSED RAISED EDGING ALONG
VETERANS MEMORIAL TRAIL

It is proposed that raised edging be implemented along Veterans Memorial walkway. This edging would provide aid to visually impaired persons navigating the trail. The edging is to be raised at 5 centimeters minimum

to 7 centimeters maximum. The edging is to have patterned gaps, with gaps every 10 centimeters. These gaps are to be between 4-6 centimeters in length, to allow for adequate stormwater drainage.

*plan view**cross-section*

ACCESSIBLE PEDESTRIAN CROSSWALKS

- Add Accessible Pedestrian Signals, which emit an audible signal to indicate when crossing is permitted, and lit up to indicate to drivers that a crossing is requested.
- Create bright textured surfaces along the edges of crosswalks to indicate a crosswalk is present.
- Raise the surface of roadway crossings, to allow for seamless crossing between walkway and road crossing.

To comply with AODA standards, the Town of Tillsonburg needs to implement accessible crosswalks along primary trails, which under this Master Plan claim to be accessible. Creating well indicated pedestrian crosswalks tells drivers that a person is requesting to cross. It also tells the person a trail and roadway intersection is present. Audible signals, bright and textured surfaces, better help the visually impaired. These would be best suited along roadways intersecting Veterans Memorial walkway.



Audible pedestrian signal. www.uwo.ca



Textured surface at crosswalk. www.uwo.ca

RISK MANAGEMENT

With increasing users of the trails in Tillsonburg, it has become more important to keep everyone safe. In this 2015 Master Plan, changes are

proposed to maintenance plans, enforcement, trail design, and in addressing vandalism.

1

STRATEGIES

VANDALISM

To avoid liabilities involving vandalism, theft, or other related problems, efforts should be placed in identifying problem areas, and monitoring them. Designing trails with clear sight lines may also provide passive surveillance. Areas with excessive trash, graffiti, and hiding spots are often sites which foster vandalism activities. Trails that are well maintained and invested in, are also less likely to be vandalized as potential vandals recognize that the trail may be more highly regulated, and consequences for misbehavior may be greater. Section 2.1.2 of the The County of Oxford Trails Master Plan also suggests that the provision of hard infrastructure which is well maintained increases the perceived safety of trail users and deters crime.

- *It is recommended that Crime Prevention Through Environmental Design (CPTED) guidelines are consulted when modifying or constructing new trails. These guidelines aim to reduce crime through infrastructure which encourages and fosters natural surveillance.*

MAINTENANCE

Maintenance activities on trails should be up to high standard. All monitoring activities and maintenance should have a written record, and photographic evidence on any major repairs that staff may deem as posing a public safety risk. If hazards are identified on trails, they should be contained with barriers and appropriate signage to deter ongoing trail users from interference until risk has been mitigated. Trails that are used frequently during the winter months, such as those connecting to major employment nodes and educational institutions, are to be maintained year round. Children and youth especially use unsafe and unmaintained trails to get to their schools, which is a concern to the Town.

- *It is recommended that for future consideration, the proposed trail at Quarter Town Line to Concession Street, parallel to Glendale High school, should also be maintained year round as a primary trail due to the high volume of use by Glendale students.*
- *It is recommended that the TransCanada Trail at Participark, from Concession Street to Baldwin Street be converted to a primary trail which would be serviced all year around.*
- *It is recommended that the Lake Lisgar Trail, including McLaughlan Way and Lake Lisgar Bridge, and part of the TransCanada Trail, be maintained year round due to their frequent usage.*

EDUCATION

In order to demonstrate that the town is taking appropriate measures to mitigate risks of accidents, education programs are to be implemented. Educational programs provide residents of Tillsonburg with the tools to ensure they are safe on trails and within their capabilities. They can also provide information on right-of-ways, snowmobile safety on trails, and cycling safety. It is important however to not promote trails as safe, or potentially safer than other infrastructure for travel. All trail users should assess their own capabilities and risks associated with their choices.

- *It is recommended that safe trail education programs be implemented to inform trail users of their privileges and restrictions.*
- *Implement programs and local schools.*
- *Create brochures to hand out at local businesses.*
- *Create educational page on the tri-seasonal town recreation brochure.*

SIGNAGE

Along with educational programs, signage is key to ensuring Tillsonburg communicates trail user privileges and restrictions. Appropriate signage is also required to meet specific provincial requirements. The Ministry of Transportation defines cyclists as vehicles, thus a court can interpret a trail as a highway. Wherever cycling is permitted, appropriate measures must be taken to make sure the trail adheres to provincial and national highway standards.

- *It is recommended to place Ministry of Transportation approved signage along cycling routes to inform users of their legal boundaries while on trails.*
- *Ensure the design of trails along cycling routes also meets applicable laws and regulations such as the Ontario Highway Traffic Act, and other bylaws applicable.*

ALL TERRAIN VEHICLE USE

Though unpermitted, residents of the Town of Tillsonburg and regional users, use many of the trails to use their All Terrain Vehicles (ATVs). This is a significant risk due to high volume of pedestrian and cyclist traffic during the warmer months. It also poses a noise nuisance who wish to enjoy their outdoor property during the summer months. It is important for the Town of Tillsonburg to recognize this unpermitted use and implement appropriate the appropriate measures to mitigate this risk. Currently there is high ATV use along the TransCanada Trail past North Street, and the rail utility corridor connecting to Oxford County trails east and west of Town.

- *It is recommended to create neighbourhood watch programs and establish relationships with affected neighbour groups.*
- *Discuss deterrence programs with the Ontario Provincial Police, especially along the rail corridor north of Town.*

THE TIERED TRAILS SYSTEM

PRIMARY TRAILS

Primary trails are the most popular trails within our proposed trail system. Typically these trails are either asphalt, cement or a granular surface. The width of these trails typically accommodates many non-motorized users, and are most accessible. They are to be well lit, and include trails infrastructure such as garbage receptacles and bench seating. Primary trails in Tillsonburg also aim to be reasonably accessible for all users. They are to be maintained and beautified year-round.



SECONDARY TRAILS

Secondary trails will aim to accommodate as many non-motorized users as possible (in some instances snowmobile usage is excepted). Trails aim to be reasonably accessible, however grading in some areas as well as surface materials used may prove to be barriers on some sections of trail. Surface materials for off road trails will depend on the location and usage. Materials may include limestone screening, granular trails and wood chips / bark mulches.



NATURAL TRAILS

These trails will be developed following the topography of the landscape closely and therefore may not be fully accessible and the desired width. They are to preserve the natural character of the area, and are to minimize disturbance to surrounding wildlife. When creating natural trails, additional paving is not to be added. The natural surface is to act as the path, and debris is to be cleared. A two meter height clearance is to be maintained through regular trimming of vegetation. Width of the trail may vary, however it is recommended to be maintained at 2 meters.



TRAIL DESIGN GUIDELINES

These trails design guidelines provide recommendations to ensure consistency amongst trails and create an enhanced trails experience.

Guidelines for:

1. *Vegetation*
2. *Surface options*
3. *Trail shading*
4. *Slopes*
5. *Storm water management*
6. *Signage*
7. *Trails cross sections*

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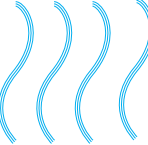




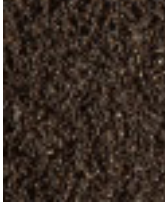





VEGETATION

IMPORTANCE

Vegetation alongside trails can play a crucial role in the user experience, and surrounding environmental management. With some trails being maintained year-round, de-icing agents such as salt may be used. Certain types of vegetation may be less affected by salt and other toxins, and may even filter out toxins to prevent leakage into sensitive environmental areas. Vegetation also enhances the trails experience, through creating a naturalized sense of place.

RECOMMENDATIONS

- Place species which filter toxins and salts, specifically along primary trails and proposed primary trails. Seek assistance from the Long Point Conservation Authority to consult on horticulture information, and species selection.
- Approach the Heritage, Beautification, and Cemeteries Committee to partner with the Recreation, Culture, and Parks Services Advisory Committee to decide upon appropriate vegetation for aesthetics and utilitarian purposes.

Surface	Initial Cost	Maintenance	Flood Risk	Activities Suited For	Further Comments
 Permeable Brick Pavement	● ● ● ● ● ○	● ● ● ● ● ○ ○			Gaps between bricks must be no more than 2cm to allow for wheelchair comfort. (AODA)
 Asphalt	● ● ● ● ● ●	● ● ● ● ● ○ ○			Flood risk can be mitigated through permeable asphalt, but it is significantly more expensive.
 Woodchip Surface	● ● ● ● ● ○ ○	● ● ● ● ● ●			
 Natural Soil Surface	● ● ● ● ● ○ ○	● ● ● ● ● ●			
 Compacted Aggregates	● ● ● ● ● ○ ○	● ● ● ● ● ● ○			Should be avoided near water bodies and slopes, as sedimentation into streams and erosion is common.

SURFACE OPTIONS

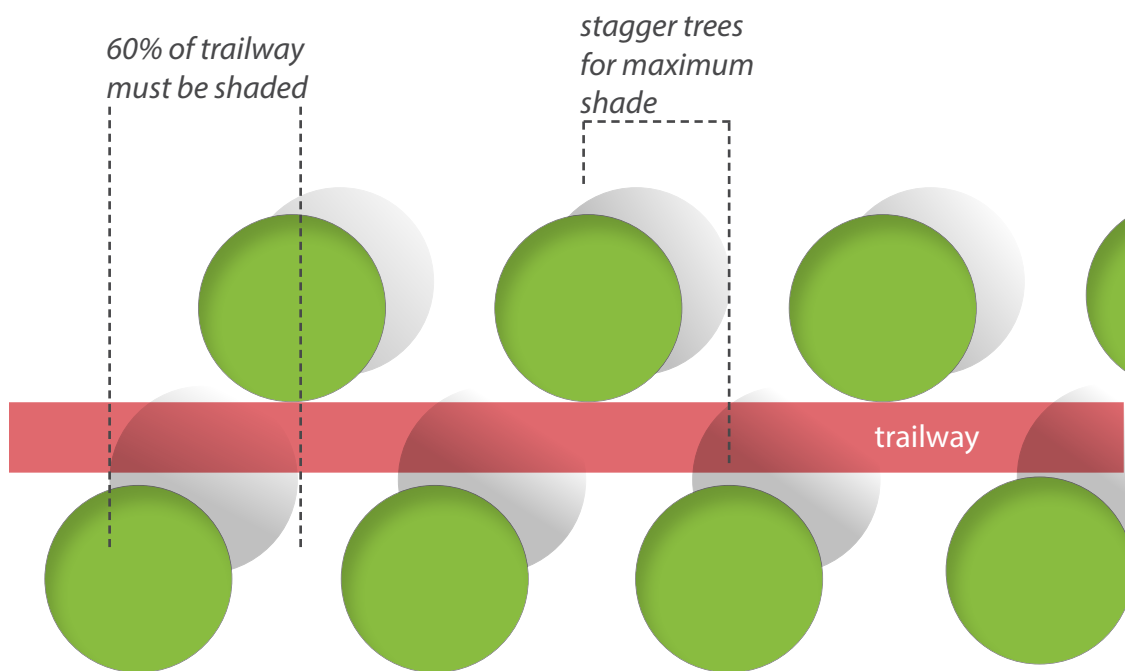
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TRAIL
SHADING

IMPORTANCE

Providing shading on trails creates a cooler atmosphere during warmer summer days, and provides a more enjoyable user experience. Canopies of trees upon trails also creates an enclosed open space, which may be desirable in providing the perception of seclusion and immersion into the natural environment. Trees may also improve air quality, and provide aesthetic value.

plan view



RECOMMENDATIONS

- *It is recommended that sixty percent of a primary or secondary trail be provided shading from 10am to 6pm (peak hours).*
- *Trees are to be staggered, and to allow specified shading within twenty years of being planted.*
- *Natural trails are to be placed strategically to provide maximum shading.*

4

SLOPES

RECOMMENDATIONS

- *Primary trails must be compliant with AODA slope guidelines, and recommended to be complied on secondary type trails if topography permits.*
- *Running slopes should be assessed on a case by case basis. Generally it is best practice to avoid slopes over 10%. It is also recommended to provide resting areas with a flat slope after any slopes exceeding 5%.*
- *Maximum slope should also be indicated at the beginning of every trail to inform users of barrier they may encounter for safety purposes*



5

TRAILS
INFORMATION
SIGNAGE

IMPORTANCE

Way finding and information at trail heads is integral to a positive trail experience. Signs may be used for a variety of uses. Trailhead signage should include pictures of amenities available and a map of the route(s) available. Permissions for use of the trail will be listed as well contact information for maintenance requirements. Directional signage, as well as distance markers are important to planning routes. Historical and environmental awareness can be promoted within our trail systems promoting pride in our community and respect for our environment.

RECOMMENDATIONS

- *Provide information on whether trail is accessible according to AODA standards, and include maximum slope, maximum running slope, and any other challenges which may be present.*
- *Include way finding markers along trails, especially along natural trails which may be unclear. These markers can also include facts and information about the surrounding wildlife or historical significance as an education piece.*
- *Provide further wayfinding signs along roadways to indicate trail connections.*

6

MANAGING STORM WATER

IMPORTANCE

To provide a great trails user experience within Tillsonburg, it is important to manage storm water along trails effectively. The majority of trails within Tillsonburg are located adjacent to slopes and low point elevations. Due to this, flooding is present on highly used trails, including the TransCanada Trail at Participark, Cadman park, and on some sections of the Carrol Trail.



Infiltration trench and buried culvert

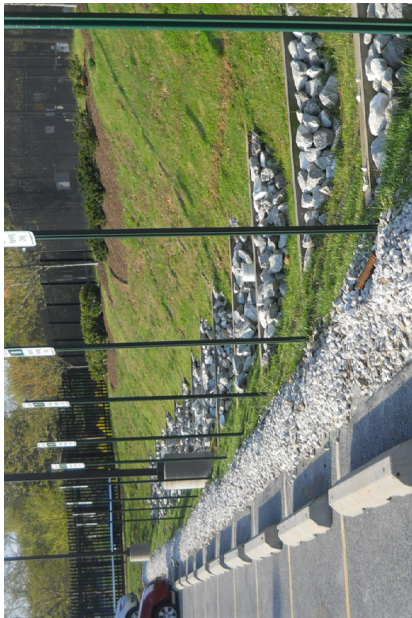
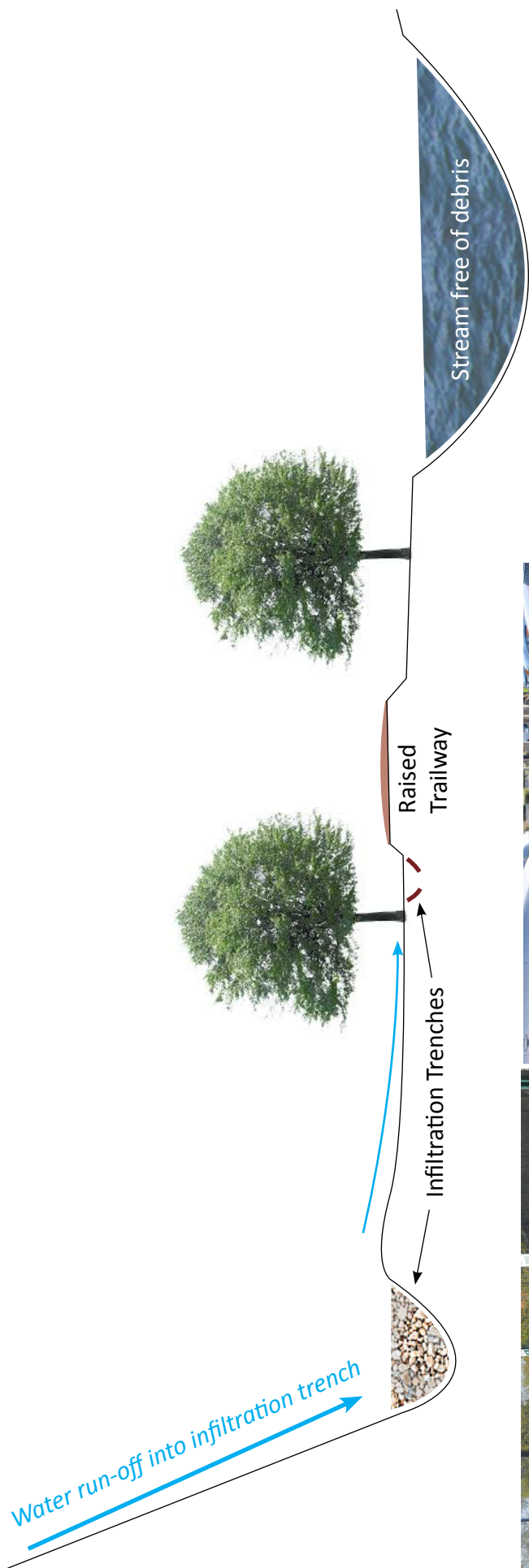
RECOMMENDATIONS

- *Create infiltration trenches or grass swales along one side of trails at high flood areas.*
- *Create a 2% cross-slope on asphalt trails where needed.*
- *Avoid placing trails along low-point elevations.*
- *Where trails are at low point elevations and at risk of ponding, create slopes along the sides.*
- *Avoid salting during colder months, as the runoff during snow melt may result in over-salinated water which has the capacity to damage local eco-systems.*
- *Route runoff water through grading to a localized storm water management pond, to encourage further biodiversity.*

PROPOSED PARTICIPARK STORM WATER MANAGEMENT

It is proposed that the TransCanada Trail routed through Participark be re-evaluated in terms of its storm water management features. Currently due to the trail being located on a low elevation point, and steep adjacent slopes, the trail is frequently flooded during precipitation events. It is proposed to create stone infiltration trenches along the trail, from Concession Street, to Baldwin Street. All future trails proposed are to also be

fitted with infiltration trenches along the side facing the slopes. This will assist in reducing sedimentation into the stream, and allow for drier trails. Trenches near the steep slopes are also recommended to be dug, with stone infill. It is also recommended to keep the stream free of debris and logs to prevent overflow and erosion. The cross section of Participark on the next page illustrates the proposed change.



Bioswale // Infiltration Trench Example

PROPOSED PARTICIPARK STORM WATER MANAGEMENT CROSS SECTION

7

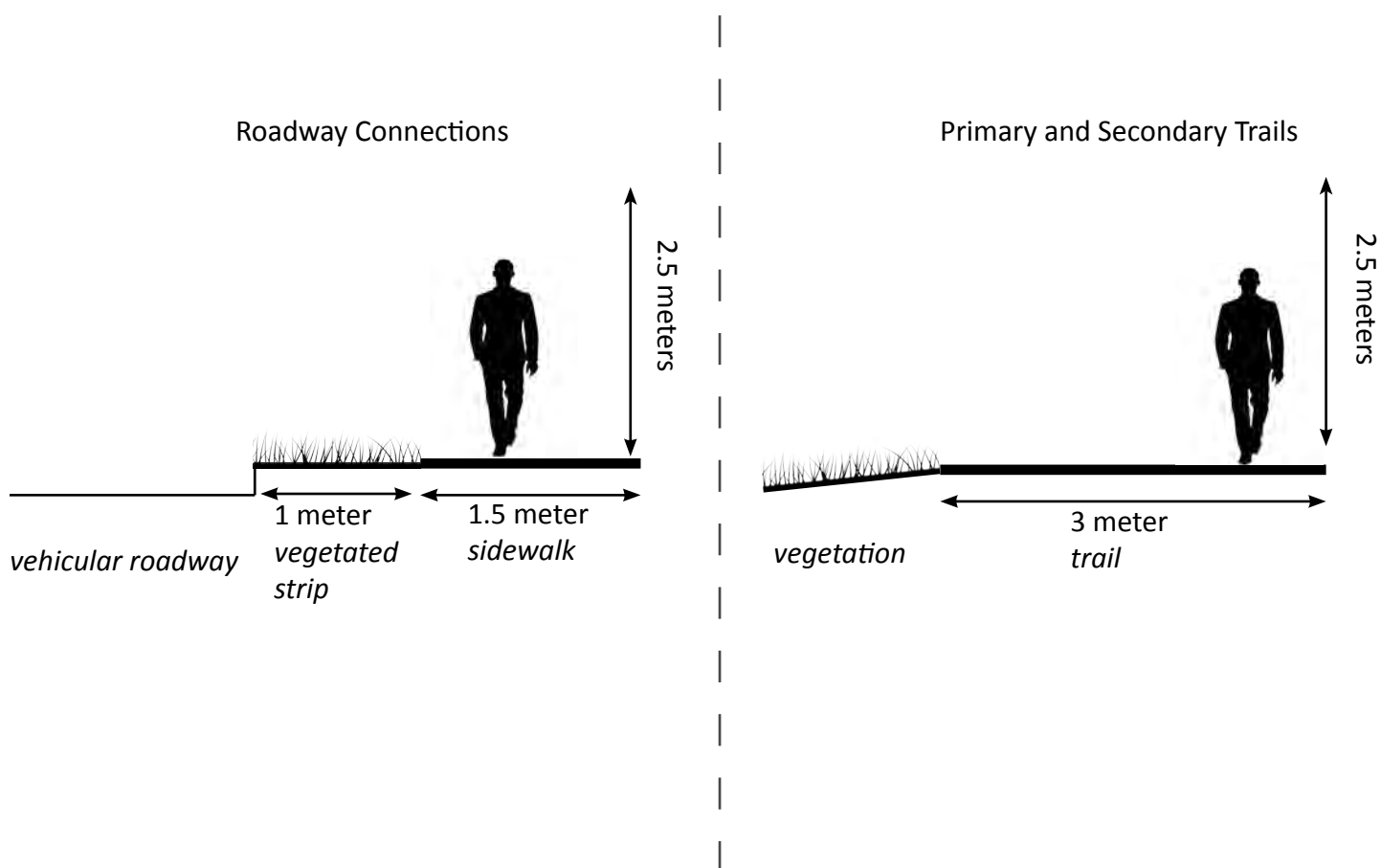
TRAILS
CROSS
SECTIONS

IMPORTANCE

These cross-sections illustrate ideal conditions for trail development. Some areas of the trails may already exhibit these specifications. The most prominent change is the 1 meter vegetated strip between the sidewalk and vehicular roadway. Many sidewalks within town are pushed to the edge of the roadway. This causes problems during the winter as snowbanks are formed on top of sidewalks. Perceived pedestrian safety is also reduced due to the close proximity of pedestrian traffic to automobile traffic. In ideal conditions, a 1 meter vegetated buffer strip would provide the solution to winter maintenance and pedestrian safety concerns.

RECOMMENDATIONS

- *Wherever possible, provide a roadway and sidewalk buffer.*
- *New developments should aim to have a 1 meter vegetated buffer between a walkway and roadway.*
- *New developments should aim to create wide 1.5 meter pedestrian walkways along collector and arterial roads.*



PROPOSED TRAILS

Proposed facilities are based upon perceived need and connectivity within the Town. The aim is to connect

complimenting land uses, facilitate recreational experiences, and construct upon desire lines for a pleasant trail experience.



Desire lines are gaps in vegetation illustrating frequently used pathways. These pathways indicate a lack of infrastructure provided for commonly traveled routes.

This image displays a desire line along the Eastern portion of Concession Street, at Parkwood Drive. It indicates a lack of sidewalk provision where demand for one is visually present.

1

WHO GOES WHERE?

TRAIL USERS

All trail users require different trail environments for their desired activity. Users include pedestrians, cyclists, motorized vehicle use encompassing All Terrain Vehicles (ATV) and snowmobiles, equestrian users, cross county skiers, and snowshoer's. The primary users of the trails within Tillsonburg are pedestrians, followed by cyclists. Pedestrians walk, hike and jog through the trails, along with mobility assisted users. Cyclists primarily use the trails for recreational purposes, and less so for utilitarian commute. Though Tillsonburg would like to accommodate for motorized vehicle use, and equestrian use, due to the residential context, these modes of transport cannot be accommodated for. This is mainly due to noise, safety, odor, and maintenance concerns. Snowmobile use is exempted from this, for certain sections of trails.

- *With Tillsonburg's employment being focused south of town, it is recommended to create arterial and collector trails connecting residential areas to major employment nodes.*
- *It is recommended to review zoning within town to promote land use mix, to reduce distances from various destinations, to encourage active transportation.*

TRIP PURPOSE

Two primary categories for trip purpose exist: recreational/sport, and utilitarian. The majority of trips made on the trails in Tillsonburg are recreational and sport based. Pedestrians and cyclists often stay within their local neighbourhoods, preferring to walk or cycle with no set destination, or to a local park. Snowmobilers will travel to further destinations, with their trip purpose still being as recreational or sport based.

Utilitarian trips, especially for work commute, are not present. Residents prefer to use their automobile for their work commutes due to the lack of infrastructure provision and lack of regard to designing trails infrastructure for logistical land use connections. The vision for Tillsonburg is to move towards an environmentally and economically sustainable community. This is to be consistent with the province's vision for Ontario. Shifting towards active transportation methods for utilitarian trips and away from cars, would improve environmental conditions through less greenhouse gas emissions, reduced toxins from cars, and various health benefits to residents (See Appendix A, Provincial Policy Statement).

2

PROPOSED
AND
EXISTING
TRAILS

PRIMARY TRAIL

- Existing
- Converted
- Proposed

SECONDARY TRAIL

- Existing
- Proposed

NATURAL TRAIL

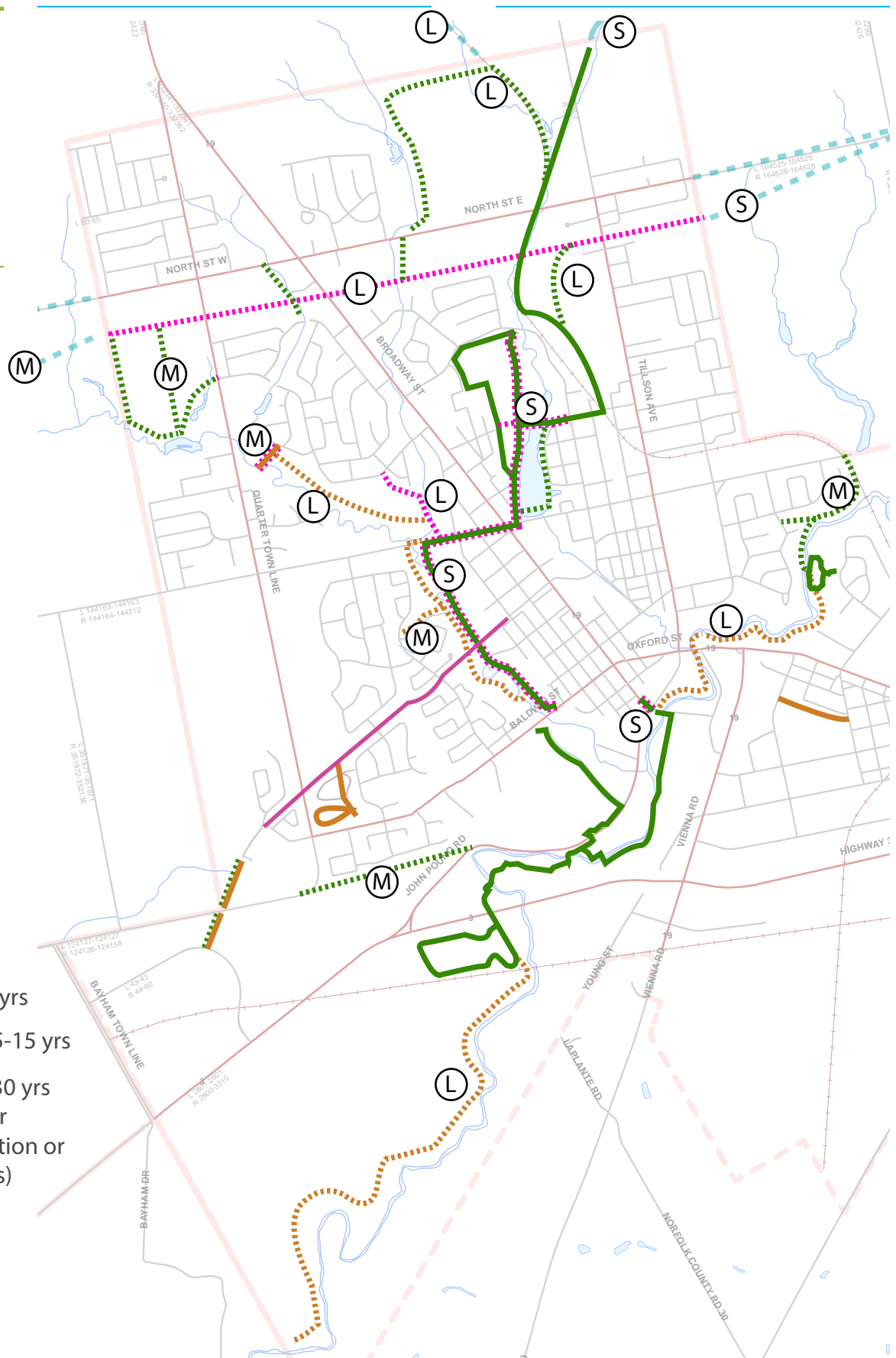
- Existing
- Proposed

REGIONAL
CONNECTION

- Existing
- Proposed

PRIORITIZATION

- (S) Short Term 1-5 yrs
- (M) Medium Term 5-15 yrs
- (L) Long Term 15-30 yrs
(due to need for
property acquisition or
use agreements)

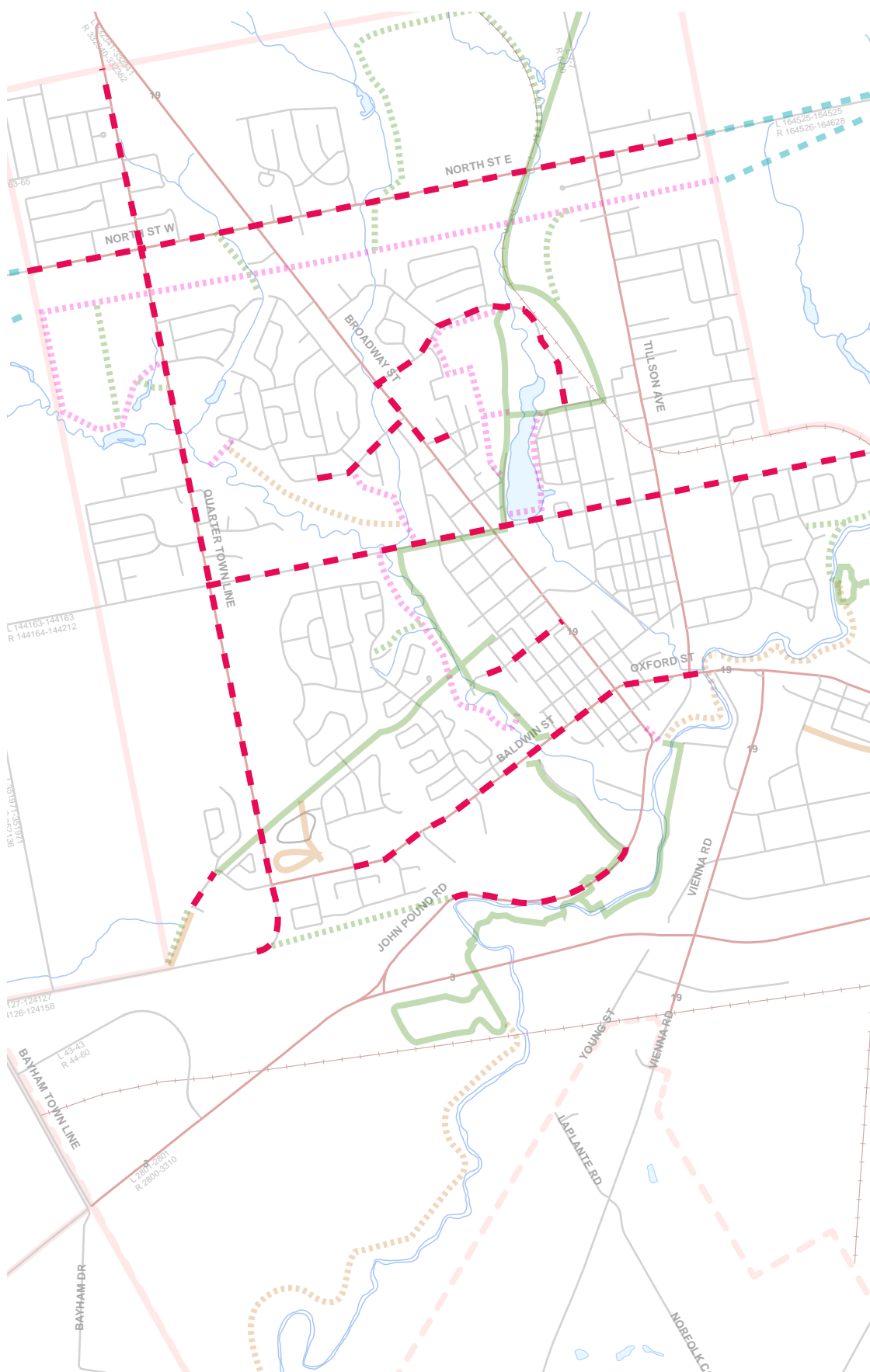


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PROPOSED ROAD CONNECTIONS



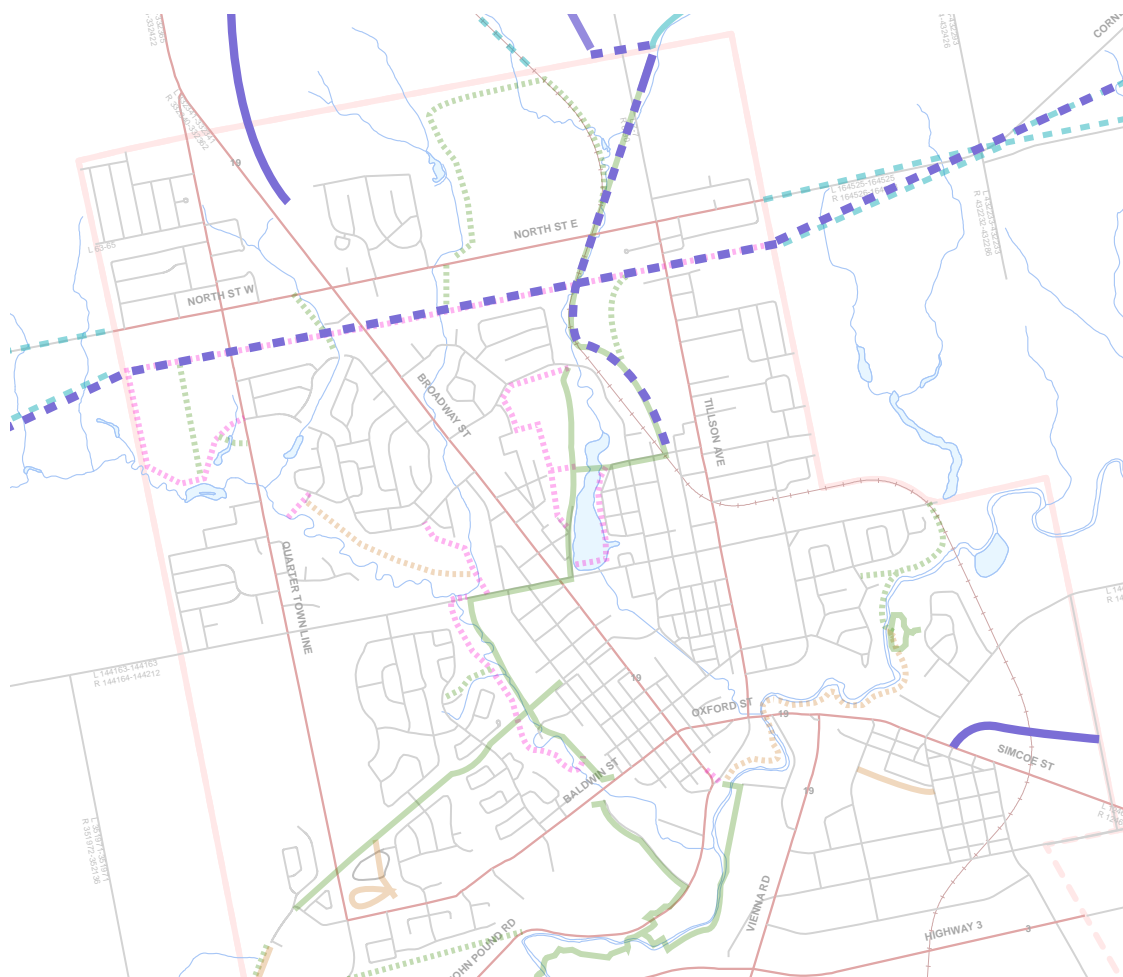
— Proposed Road Connection Improvement



4

POTENTIAL
SNOWMOBILE
TRAILS

- Existing Snowmobile Trail
- - Potential Snowmobile Trail



FUTURE CONSIDERATIONS

- The rail trail connection proposed currently running parallel to North street, is as a primary trail. Primary trails are to be maintained year round and cleared of snow. For this plan it is proposed that two trails be constructed parallel to each other on that connection, one as a pedestrian walkway, and the other for snowmobiles which would be maintained for that use.
- The Simcoe street snowmobile connection currently existing is on private land. Should it be that a development proposal for that land is brought forth, the Town should consider alternatives for that route or negotiate easements into that property for snowmobile use.

5

FULL TRAILS NETWORK



- Existing Snowmobile Trail
- - Potential Snowmobile Trail
- - Proposed Road Connection Improvement

PRIMARY TRAIL

- Existing
- - Proposed

SECONDARY TRAIL

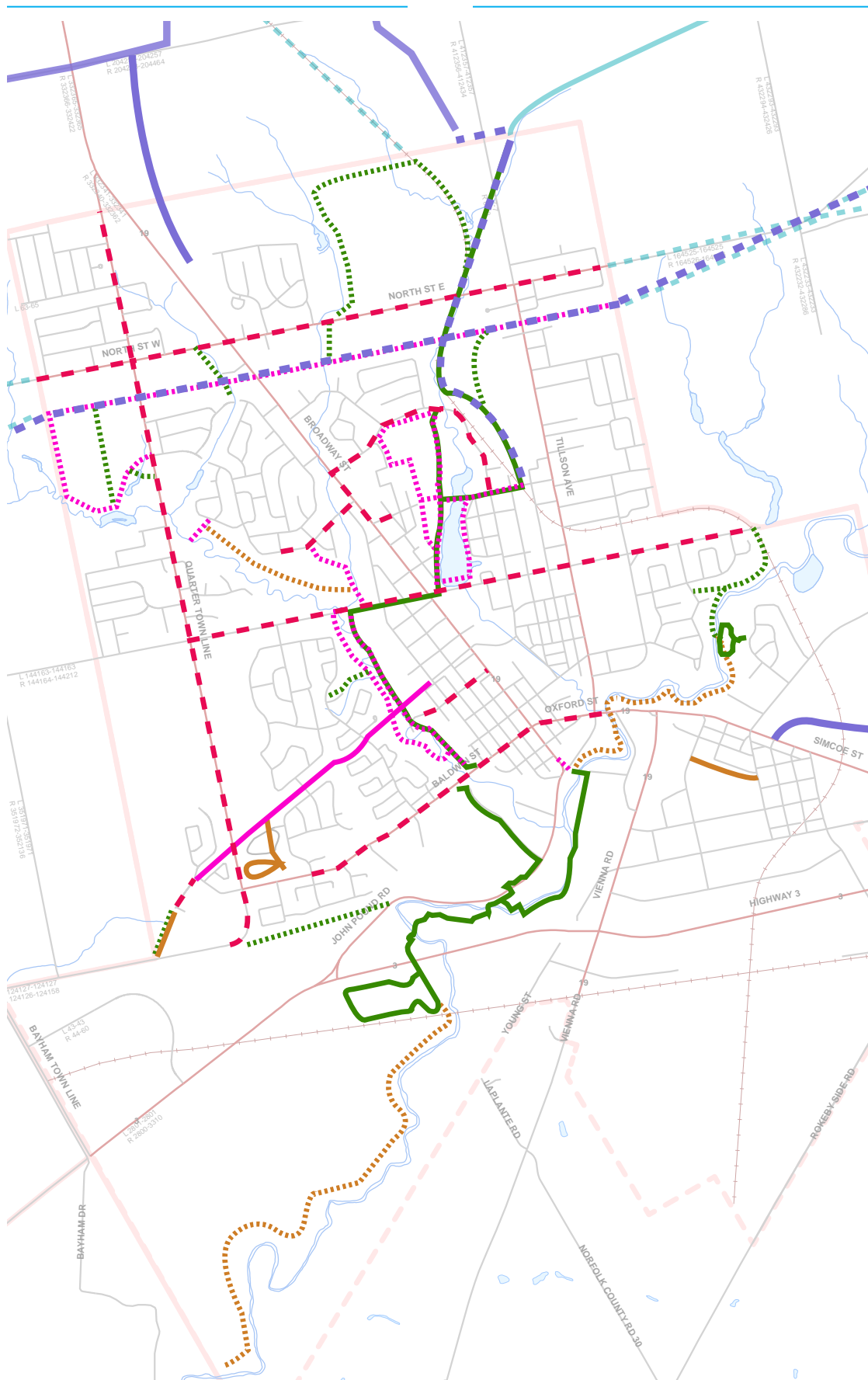
- Existing
- - Proposed

NATURAL TRAIL

- Existing
- - Proposed

REGIONAL CONNECTION

- Existing
- - Proposed



6

PROPOSED PRIMARY TRAIL CONVERSION

PARTICIPARK AND LAKE LISGAR TRAILS

Currently the only trail which is serviced year round is the Veterans Memorial Trail. This trail features lighting and various seating opportunities. It is also graded evenly for easy access by all abilities. It is proposed to extend this primary trail network to the TransCanada Trail at Participark, and to the trails surrounding Lake Lisgar (McLaughlan Way, Lake Lisgar Bridge, and future proposed). This means

fixing grading issues, providing more seating opportunities, adding lighting, and potentially paving the trail based on perceived demand. This would be consistent with the goals of the County of Oxford Trails Master Plan to create connectivity and connect land uses. It would provide a more legitimate North South connection, and would pave way for future consideration in expanding the primary trails network.



Participark entrance



Lake Lisgar Boardwalk

START AND END OF TRIP FACILITIES

Start and end of trip facilities act as gateways into trails and allow for gathering. They can enhance the trails experience through providing high quality open spaces and seating opportunities.

This Master Plan aims to improve existing trailheads, and introduce parkettes into the trails system. These parkettes are intended to act as places for the people of Tillsonburg to meet and socialize.

1

PARKETTES

WHAT ARE THEY?

Within this Master Plan, parkettes are separated into minor and major. Minor parkettes are small seating areas alongside trails surrounded by manicured vegetation. Major parkettes have wide entrances, multiple seating opportunities, a paved gathering area, manicured vegetation, and potentially a community artistic feature.

They are to act as a gateway, and an attractive feature where residents are encouraged and socialize. Trails with higher pedestrian traffic may incorporate more vegetation and seating opportunities. With these parkettes, wide crosswalks are also recommended.



Google Maps: Jackson Park, Windsor, ON



Minor Parkette

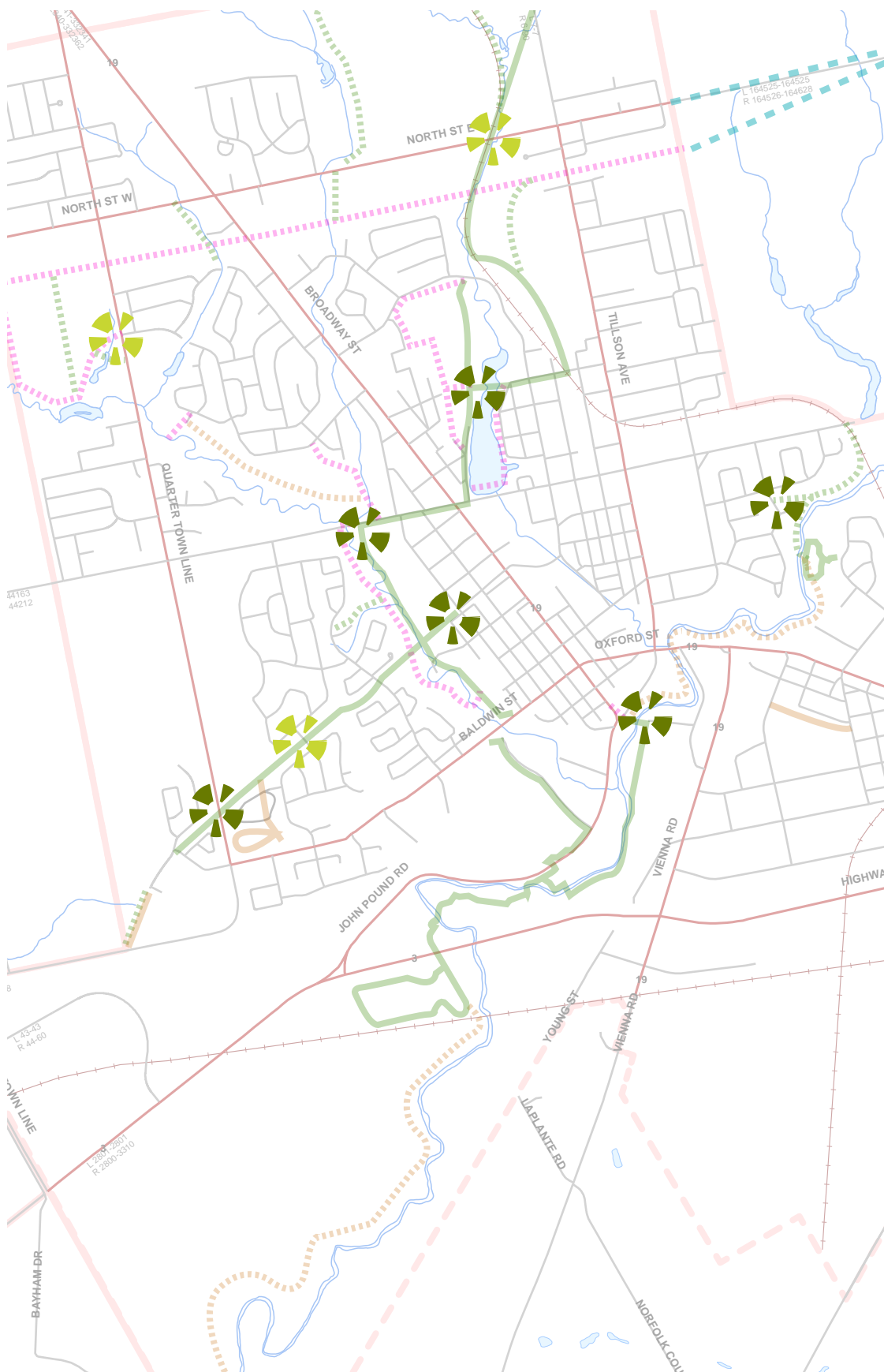
2

PROPOSED
PARKETTES

Major Parkette



Minor Parkette



3

TRAILHEADS

IMPROVEMENTS AND ADDITIONS

Trailheads are similar to parkettes in that they act as gateways, however they provide additional facilities. Trailheads commonly include:

- Bathrooms
- Trail information
- Water drinking fountains
- General information
- Garbage receptacles
- Seating opportunities
- Covered shelter area
- Children's playground
- Lighting
- Car parking

Currently trailheads at Participark and Lake Lisgar are present. They however lack some of the facilities listed above. New opportunities for constructing trailheads are also present along with the proposed trails system.

Keeping parking limited at trailheads encourages active transportation methods. This is consistent with the County of Oxford and Provincial goals (see Appendix A). Currently the Trailheads in Tillsonburg feature gravel based parking lots. With Tillsonburg's sloping terrain and various water bodies, much of this gravel is entering these local water bodies through rain runoff.

Recommendations:

- *Create stormwater management systems on existing and future trailhead parking.*
- *Minimize car parking expansion.*
- *Place bicycle parking shelters.*
- *Introduce permanent bathroom facilities.*
- *Create more seating opportunities at existing trailheads, including sheltered areas.*
- *Introduce drinking water fountains.*
- *Beautify trailheads with vegetation and public art features.*
- *Explore the feasibility of a trailhead at Veterans Memorial walkway, near Broadway Street. Veterans Memorial walkway would be an ideal area for a trailhead due to the Central Business Area link, and increasing population in the western portion of Tillsonburg, and new school being constructed on Quarter Town Line.*

ROADWAY CROSSING IMPROVEMENT PROPOSALS

When connecting trails through a roadway crossing, it is important to consider user safety and mode conflicts. Trail crossings should aim to have the least distance between one end to the other. This can be achieved through roadway narrowing at the point of intersection, which encourage drivers to reduce car speeds, and reduce travel distances for trail users. Clearly marked roadway signs are also

recommended to be also placed, with zebra crossing on the asphalt. Pedestrian refuge islands and raised surfaces may also be implemented in combination where there may be a higher potential for modal conflict. As mentioned in previous sections, adding accessible pedestrian signals and textured, brightly coloured surfaces at crossings, is also recommended.

1

PARTICIPARK CROSSING



Crosswalk concept, which would connect a proposed Glendale trail to the Participark trailhead.



Crossing Concept in conjunction with proposed trail passing Glendale Highschool.

2

PROPOSED CROSSING AT QUARTER TOWN LINE AND VETERANS MEMORIAL WALKWAY



Raised crossing with walk path at same grade as sidewalk. Additional signage to be added to ensure vehicular traffic is alerted of raised surface. Width of crosswalk to be at congruent with trail width.

3

PROPOSED CROSSING AT ROLPH STREET AND VETERANS MEMORIAL WALKWAY



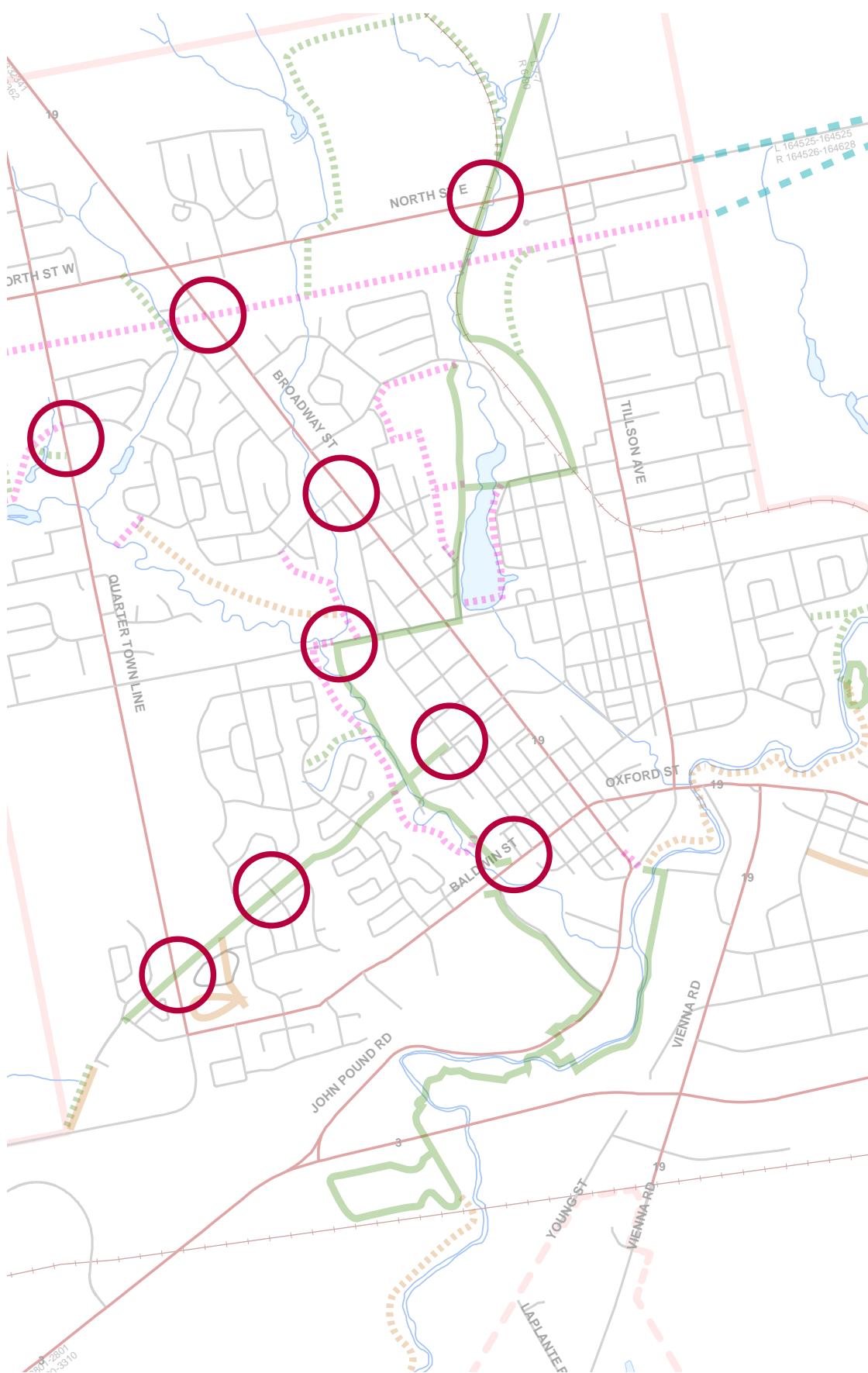
It is proposed to create an indicated crosswalk at Rolph Street, crossing on to Veterans Memorial Trail. In conjunction with the proposed major parkette, the trail is to be realigned to create the shortest possible crosswalk distance. Due to the high frequency of vehicular and pedestrian traffic, pedestrian to motor-vehicle conflicts are likely. A study is recommended to be conducted to determine motor-vehicle speeds, to determine the need for a raised crosswalk, or other traffic calming devices.

4

PROPOSED CROSSINGS



○ Proposed Crossing Addition/Improvement



IMPLEMENTATION

The Town of Tillsonburg's Trails Master Plan update amends the 2008 Trails Master Plan, and is to serve as a guide for the development of future trails and cycling facilities within Town. The goals and implementation strategy is to serve as an overarching strategic guide to serve the phasing process. Specific strategies are at the discretion of the Recreation, Culture, and Parks department. Many of the

recommendations made are on-going and will take many years to implement. As such, the next Trails Master Plan update in 2020 as scheduled, is to reassess these recommendations and make adjustments as necessary.

6

ROLES OF THE TOWN

STRUCTURED RESPONSIBILITIES

Creating a structure of responsibilities ensures minimal obstacles in communication. This optimizes the flow of information which is vital to ensuring that the decision making process is well managed and relevant. The proposed reporting structure ensures a coordinated approach to trails development, and creates an organized environment to create legitimacy in trails development.

Collaboration in trails development is key to implementation of the Trails Master Plan. Trails implementation is to be led by the Recreation, Culture, and Parks Department, with the Operations Department, Development and Communications department, Oxford County Planning department, and the Friends of Trails Advisory Committee, to serve as key resources.

Development and Communications+ Oxford County Planning	Recreation, Culture, and Parks	Proposed Active Transportation Advisory Committee	Operations
Ensuring future private developments create provision for ideal trail types and roadway connections.	Facilitate the implementation of the Trails Master Plan and coordinating all responsible parties.	Encourage trails development, and provide public education.	Cooperating with the Friends of Trails Advisory Committee for “pop up bicycle lane” special event days.
Ensuring developments provide moderate density to allow for active transportation to be a feasible transportation mode.	Providing updates to Council and stakeholders.	Responsible for coordinating special event days.	Cooperating with Development and Communications to ensure new roads development have ideal sidewalk, road connection trails infrastructure.
Creating a land use mix, discouraging large Euclidean zoning blocks.	Updating and evaluating the Trails Master Plan.	Responsible for initiating partnership programs.	Identifying areas to widen sidewalks wherever possible, and pave areas indicated for road improvements, with asphalt.
Cooperating with Friends of Trails in creating education and active transportation encouragement marketing programs.	Responsible for all maintenance of trails facilities.	Other roles and responsibilities as delegated consistent with the goals of the Trails Master Plan.	
	Responsible for construction of trails and trails facilities.		
	Supporting Friends of Trails Advisory Committee.		

Short term goals (1-2 years)

Participark conversion from secondary trail to primary trail; formalize pedestrian pathway from Lake Lisgar Bridge; add proposed stormwater management features.

TransCanada Trail to accommodate snowmobile users where proposed on existing trails.

Improve proposed crossings at North Street and TransCanada Trail.

Constructing proposed Rolph Street/Veterans Memorial Parkette and realignment of trail, with proposed crossing improvement.

Complete and formalize rail trail line parallel to North Street. *Secondary trail type.*

Create partnership with Long Point Conservation Authority and Glendale Hightschool to create trails support program.

Create an "active transportation" committee to facilitate trails management and promotion.

Intermediate goals (2-5 years)

Constructing proposed parkettes on Veterans Memorial Trail at Howe Ave

Prepare concepts for Glendale trail connecting Quarter Town Road and Concession Street.

Conceptualize and construct trail connecting Concession Street to Oxford Road, and further on to the Carrol Trail. *Secondary trail type.*

Complete Participark Trail roadway extension from Washington Grand Ave. to Broadway Ave.

Complete Participark Loop trail. *Secondary trail type.*

Complete Quarter Town Line to John Pound Road trail. *Secondary trail type.*

Long term goals (5-10 years)

Complete construction of Lake Lisgar trails. *Primary trail type, with boardwalk pieces.*

Complete construction of Glendale trail connecting Quarter Town Road and Concession Street. *Primary trail type.*

Complete Carrol Trail extension south, cooperate with private land owners and the Long Point Conservation Authority, to connect with informal trails past town boundaries. *Natural trail type.*

Complete North Street trails west of Quarter Town Line. *Secondary trail type.*

Complete all major and minor parkettes remaining.

Roadway connection improvements as road construction and maintenance is undergone.
Crossing improvements to proposed trails are to be constructed when determined feasible

FUTURE CONSIDERATION FOR BROADWAY STREET

With Broadway Street being a major pedestrian zone within the town, it is recommended to improve pedestrian infrastructure and the pedestrian experience. Currently with the wide roadway, motorvehicle traffic is traveling at speeds unsafe for a high pedestrian zone. Trucking traffic being routed through Broadway increases the opportunities for pedestrian and motorvehicle conflicts, as well as detracting from the pedestrian experience. It is recommended a study be initiated to assess the feasibility of Broadway street be narrowed, grade separated bicycle infrastructure to be implemented, sidewalks to be widened, and trucking traffic to be rerouted. Inspiration can be drawn from such towns in the United States, as Ithica, NY and Charlottesville, VA.



Downtown area, Charlottesville, VA. Large pedestrian seating and walkway area. www.charlottesville.com



Downtown area, Ithica, NY. Large pedestrian sidewalk. www.visitithica.com

Mixed uses.

Incorporating employment, retail, and recreational zones within a residential community decreases the distance between peoples residences and their destinations. This makes it more likely that they will choose an active transportation mode to their desired destination.

Attractive streetscapes.

Improving the aesthetics of a streetscape can make the pedestrian and cycling experience more pleasurable. Adding vegetation, widening sidewalks, creating wide separation from roadways, are some strategies to improve the experience. Attracting more pedestrians may also reduce some crime through more “eyes on the street” (CPTED).

High density development.

Higher density developments reduce the distances between residences and desired destinations, such as employment and retail. Local businesses benefit as there are increased retail encounters.

Street design.

Designing streets to be narrower to reduce motor vehicle speeds, implementing grade separated cycling lanes, traffic calming measures, parallel parking, wide sidewalks, are all measures to increase the number of pedestrians and cyclists.

School locations.

Children and youth are often the highest user groups of trails and sidewalk infrastructure. Placing schools and complimenting infrastructure reduces distances between destinations, and increases user safety.

Recreational facilities.

Increasing the number and quality of recreational facilities is vital to ensuring there are nodal recreational destinations.

The design of a community influences the transportation choices an individual makes. It can determine whether residents engage in active transportation infrastructure use, including trails, sidewalks, and bicycle lanes. The report “Shaping Active Healthy Communities” by the Heart and Stroke Foundation, provides a built environment toolkit which provides guidelines to designing communities which promote active forms of transportation. The layout and zoning mix of communities can significantly affect economic development, health, safety, and social interaction of residents. Generally speaking, the vision for transportation planning must change from motor vehicle priority, to cyclist and pedestrian priority.

COMMUNITY PLANNING AND DESIGN

EDUCATION AND PARTNERSHIPS

Awareness of trails within town is key in encouraging users to experience these recreational opportunities. The Oxford County Trails Council is an established group of representatives from throughout Oxford County committed to promotion and development of trails. New initiatives within Tillsonburg should be reported to this Council for inclusion in media and special events. Civic Corner within our local newspaper is another vehicle for monthly promotion and potential articles featuring trails. The Community Services Guide to Recreation and Leisure Services is delivered to several thousand residents of Tillsonburg and is available at the Community Centre

and other municipal buildings. This guide is ideal to offer seasonal trail opportunities as well as advertise special event days. It is important to maintain a strong online presence, through utilizing social media venues, paid online promotion, and on a main website communicating key route information. Promoting awareness of the importance and availability of trails in our community will lead to greater community involvement in trail development (phasing process). Public education is important in ensuring that the community is informed of permitted trail uses to preserve the individuals trail experience (ie: dogs on leashes at all times etc.).

1

FRIENDS OF TRAILS

Trails within town will be maintained largely by the municipal Parks Department. Schedules will be developed and work will be completed as recommended by the Manager of Parks and Facilities. Although the “ground work” will be provided, it is important that trail users take ownership of their natural environment and become involved in the maintenance of these trails.

- *It is recommended that an advisory committee be formed, seeking funding programs, education, town trail maintenance, special events, volunteer recruitment and development being their mandate. Cooperation from the local Horticultural Society will be sought.*

2

SPECIAL EVENTS

Special events and environmental awareness days are currently offered to the community. Arbour Day is held in early May and a Trails Day event is held in early June. It would be ideal to increase awareness of these events and expand them. Partnerships with local businesses and service clubs, is key in delivering successful events.

- *In cooperation with the Roads and Operations department, create "pop up bicycle lane" days, where sections of roads will be blocked off by planters or bollards, to create temporary separated bicycle lanes on roads. These lanes are to connect with existing trails to create an interconnected system of trails and*

3

PARTNER- SHIPS

Local businesses, industry and service clubs may assist in financial support of the trails as well as support of their use. Environmental and "walk to work" days may encourage employees to use alternate modes of transportation and take trail routes to work. Business, service clubs, the BIA and Oxford County Tourism are eager to assist in local community events in many capacities.

Encouraging businesses to provide infrastructure and services to facilitate active transportation is crucial for residents to choose active modes of transportation. Facilities can range

from basic bicycle racks, to showers and change rooms. These facilities communicate a commitment to active transportation and ease in transitioning to active transportation modes.

It is also recommended to create a partnership with the Long Point Conservation Area and Glendale Highschool to create a Trails Support Maintenance program for the 40 mandatory volunteer hours.