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Crosstown Multi-Use Trail: Khalsa Gate to Sixteen Mile Creek

As recommended by the [Active Transportation Master Plan](#), the Town has initiated the development of a four-metre wide asphalt multi-use trail along the Crosstown Trail from Khalsa Gate to Sixteen Mile Creek.

Building on the work previously completed to upgrade sections of the Crosstown Trail from Neyagawa Boulevard to North Ridge Trail, the town is now preparing plans to upgrade the Khalsa Gate to Sixteen Mile Creek portion of the Crosstown Trail, to a four-metre wide asphalt multi-use trail. Currently, this section of the Crosstown Trail is a limestone path of varying widths.

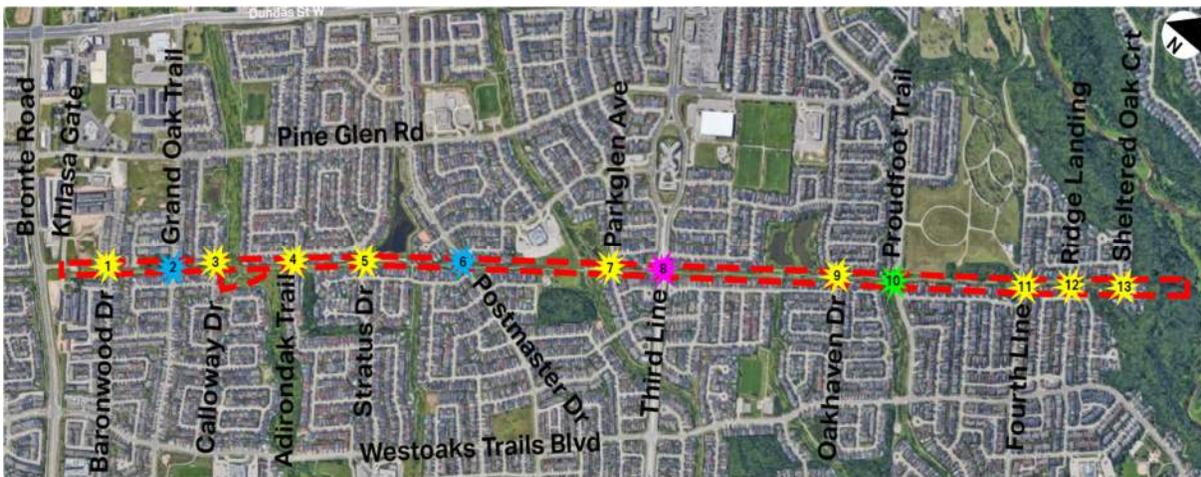
The project will include installing rest areas with benches, bike racks, garbage cans and trail signage. Also controlled pedestrian crossings will be installed at all road intersections with the Crosstown Trail.



Crosstown Trail Khalsa Gate to Sixteen Mile Creek

Rest Areas

Designated rest areas for pedestrians and cyclists will be added at select roadway crossings and within the corridor at significant view spots or trail intersections. All rest areas will have an accessible bench with a minimum of one meter clear space on each side, to provide space for parking mobility devices and allow individuals to transfer onto the bench easily. See Figure 1 below for crossing location details.



Crosstown Trail Pedestrian Crossings				
Map ID	Location	Pedestrian Crossing	Rest area	Waste Receptacles
1	Baronwood Drive	PXO Type D	Yes	Yes - 2
2	Grand Oak Trail	PXO Type C	No	Yes - 2
3	Calloway Drive	PXO Type D	No	Yes - 2
4	Adirondak Trail	PXO Type D	Yes	Yes - 2
5	Stratus Drive	PXO Type D	Yes	Yes - 2
6	Postmaster Drive	PXO Type C	Yes	Yes - 2
7	Parkglen Avenue	PXO Type D	Yes	Yes - 2
8	Third Line	Pedestrian Signal	No	Yes - 1
9	Oakhaven Drive	PXO Type D	Yes	Yes - 2
10	Proudfoot Trail	PXO Type B	No	Yes - 2
11	Fourth Line	PXO Type D	No	Yes - 2
12	Ridge Landing	PXO Type D	No	Yes - 1
13	Sheltered Oak Court	PXO Type D	No	Yes - 2

Figure 1: Crosstown Trail Pedestrian Crossing Details

Rest Area Type 1

Type 1 rest areas are also located at trail entrances and consist of a bench, a garbage bin and a bike rack on a 4m x 4m quarter circle concrete pad (see figures 2-4). Landscape boulders are used to frame the area, and to manage and grade changes. Type 1 Rest Areas are at the following trail entrances:

- **Baronwood Drive**
- **Adirondak Trail**
- **Stratus Drive**
- **Postmaster Drive**
- **Parkglen Avenue**
- **Oakhaven Drive**

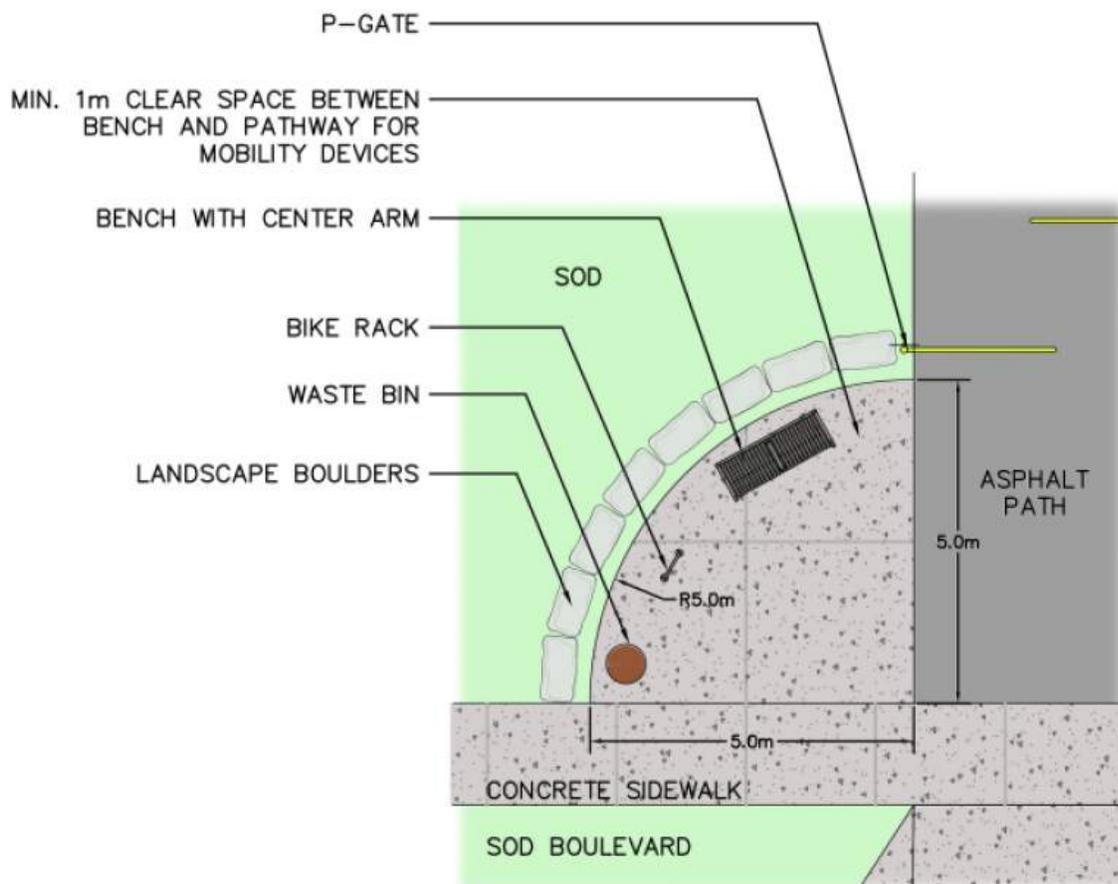


Figure 2: Type 1 Rest Area

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Figure 3: Type 1 rest area example



Figure 4: Type 1 rest area example

Rest Area Type 2

Type 2 rest areas contain bench on a 4m x 1.5m concrete pad. These rest areas will be placed within the trail corridor between Calloway Drive and Adirondak Trail with views overlooking the valleylands of the Fourteen Mile Creek. Also, east of Sheltered Oak Court, at the intersection with the Sixteen Mile Creek Heritage Trail West Bank

Pedestrian Crossovers (PXO)

There are 13 roadways where the Crosstown Trail passes through in this section, and the appropriate PXO type will be added at each crossing in accordance with the **Ontario Traffic Manual Book 12 and Book 15**. Elements of PXO include pavement markings, regulatory and warning signs, and flashing beacons. Curb cuts and concrete ramps will allow for accessible connections to the trail. Tactile- Walking Surface Indicators (TWSI), placed 150mm from the curb edge, shall extend the full width of the curb ramp.

PXO Level 2

Type D includes pavement markings and side-mounted regulatory and warning signs. This type of PXO is on the following roadways: Baronwood Drive, Calloway Drive, Adirondak Trail, Stratus Drive, Parkglen Avenue, Oakhaven Drive, Fourth Line, Ridge Landing, and Sheltered Oak Court

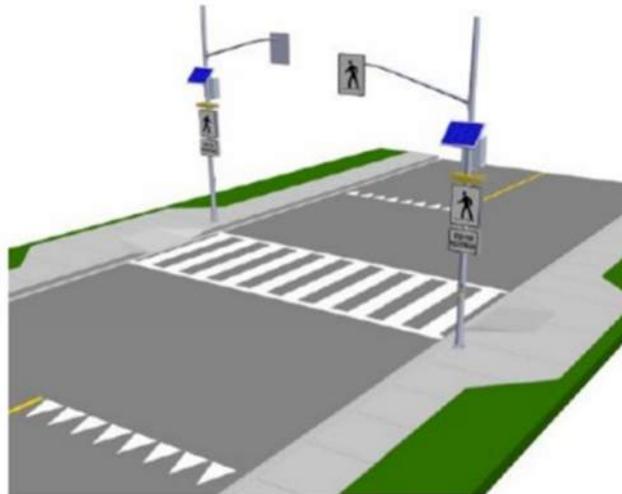


Source: <https://carmanah.com/resources/ontario-traffic-manual-pedestrian-crossovers/>

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PXO Type B

Type B includes pavement markings, side-mounted and overhead-mounted warning and regulatory signs, and rectangular rapid flashing beacons (RRFBs). This type of PXO is recommended at the Proudfoot Trail.



Source: <https://carmanah.com/resources/ontario-traffic-manual-pedestrian-crossovers/>

PXO Type C

Type C includes pavement markings, side-mounted warning and regulatory signs, and rectangular rapid flashing beacons (RRFBs). This type of PXO is recommended at the following roadways: Grand Oak Trail and, Postmaster Drive.



Source: <https://carmanah.com/resources/ontario-traffic-manual-pedestrian-crossovers/>

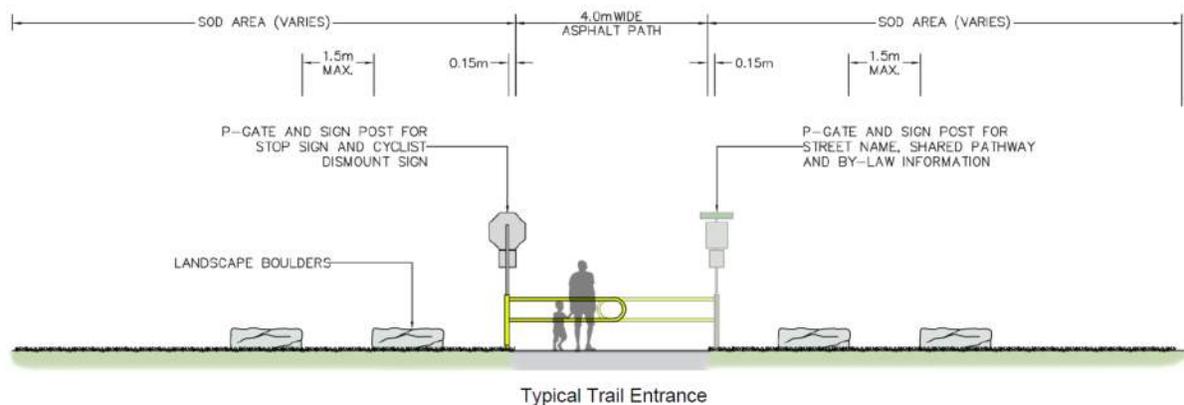
Pedestrian Signal

The only pedestrian signal is at **Third Line**, where there are higher traffic volumes. Typical PXOs are not suitable for this type of crossing and mid-block pedestrian signals will be used here to support safe pedestrian crossings. The crossing will include pavement markings, regulatory and warning signs, and standard traffic signals with pedestrian push buttons. To improve pedestrian sightlines and visibility to vehicles, one tree within the median be removed.

Trail entrances at roadways

The existing bollards and P-gates at each roadway entrance will be removed and replaced with a consistent layout to unify the trail. The intent is to slow and control the flow of pedestrians and cyclists as they transition between the trail and roadway crossing, and to prevent vehicular access to the trail corridor. Elements of the entrances include:

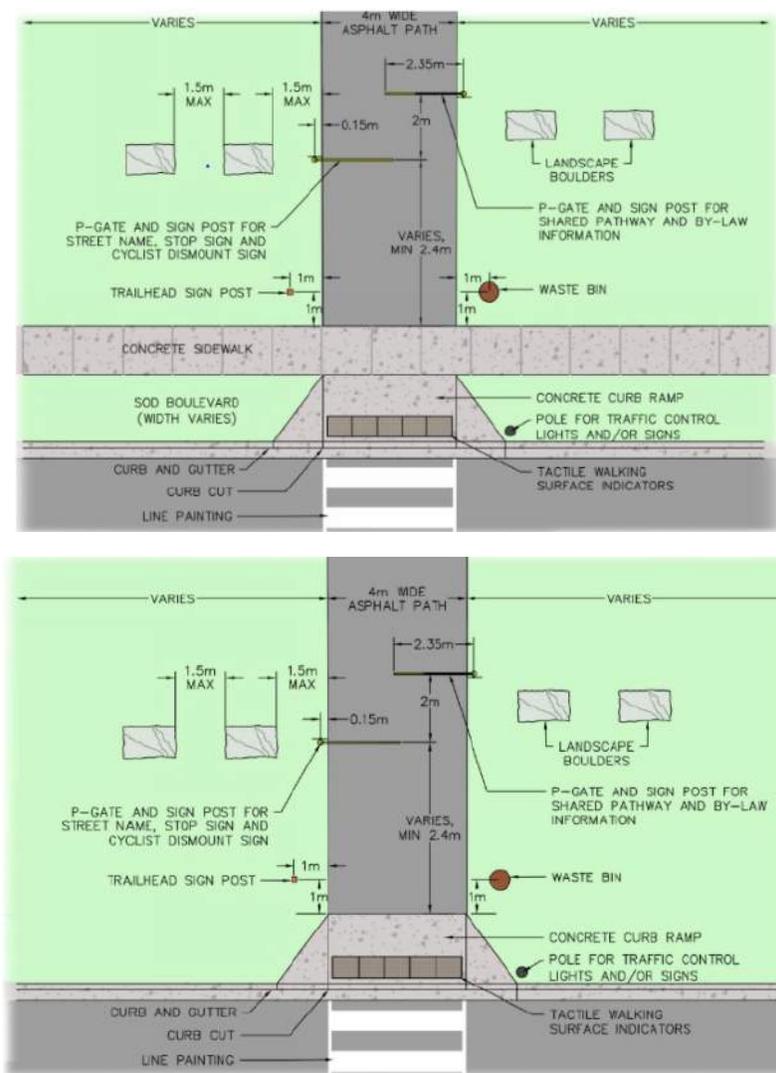
- P-gates staggered 1m apart
- Decorative bollards, offset from the trail edge
- Landscape boulders
- Stop Sign and Dismount Sign, mounted to a P-gate to encourage cyclists to dismount prior to passing through the P-gates and entering the roadway crossover
- Informational signs (street name, bylaw information, shared pathway, trail sponsor), mounted to a P-gate
- Wooden trailhead post to identify the Crosstown Trail for instances where the trail ends at a sidewalk



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The P-gates shall be setback a minimum of 1m from the back of sidewalk. In the boulevard, a concrete landing and curb ramp with tactile walking surface indicators (TWSIs) will direct pedestrians and cyclists to the crossover.

Where there is no sidewalk or boulevard the asphalt trail will terminate at the concrete landing and curb ramp, and P-gates will be setback a minimum of 1m from the back of the landing. Trailhead signs and garbage bins are to be placed near the sidewalk or roadway, for trail identification and maintenance access, respectively.



Trail Entrance with and without sidewalk