



Town of Georgina
Sept. 26, 2023

Lake Drive Functional Assessment

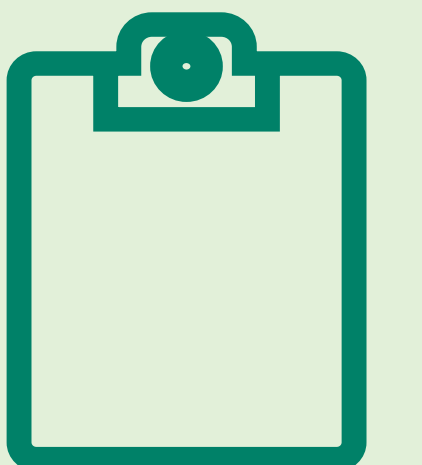
Public Information
Center (PIC)

Purpose of Public Information Centre

The purpose of this Public Information Centre (PIC) is to present the work completed to date and gather feedback on the preferred alternatives. Information presented here includes:

1. Purpose of Study
2. Study Process and Schedule
3. Existing Conditions
4. Alternatives and Assessment Methodology
5. Technically Preferred Alternative
6. Next Steps And Discussion

Comment sheets are available and we encourage you to fill one out at the PIC or submit to the Project Team by **Oct. 10, 2023.**



Land Acknowledgement

The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of the Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands, and we join them in these responsibilities.



GEORGINA



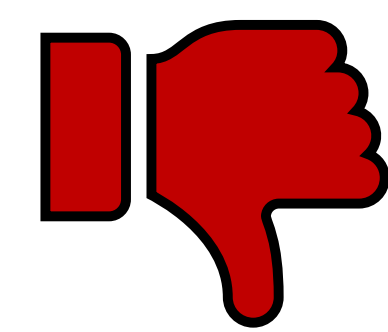
Purpose of Study and Problem Statement

- Lake Drive and Hedge Road has seen an increase in cyclists and pedestrians, especially during the peak summer seasons.
- However, the road was not designed for this level of vehicle, active, and pedestrian volumes.
- Design deficiencies include safety and comfort concerns for pedestrians and cyclists, sightline concerns for all roadway users and a pattern of parking infractions.
- Lake Drive and Hedge Road require a re-evaluation of their designs based on the existing and planned context, current best practices and policies.
- York Region and the Town have already prescribed and directed for the safe, comfortable, and functional incorporation of active transportation facilities on Lake Drive and Hedge Road, including in the Town's Trails and Active Transportation Master Plan.
- To implement and explore the recommendations of the Master Plan, the Lake Drive and Hedge Road Functional Road Assessment Study was initiated to develop and evaluate active transportation design alternatives, alternate lane arrangements, and traffic calming measures that can be implemented for all road users along the corridor.

The purpose of the Study is to determine the best ways to make Lake Drive safer and functional for all users.

Problems:

- Narrow
- Sightline concerns
- No dedicated active transportation space for cyclists and pedestrians



Opportunities:

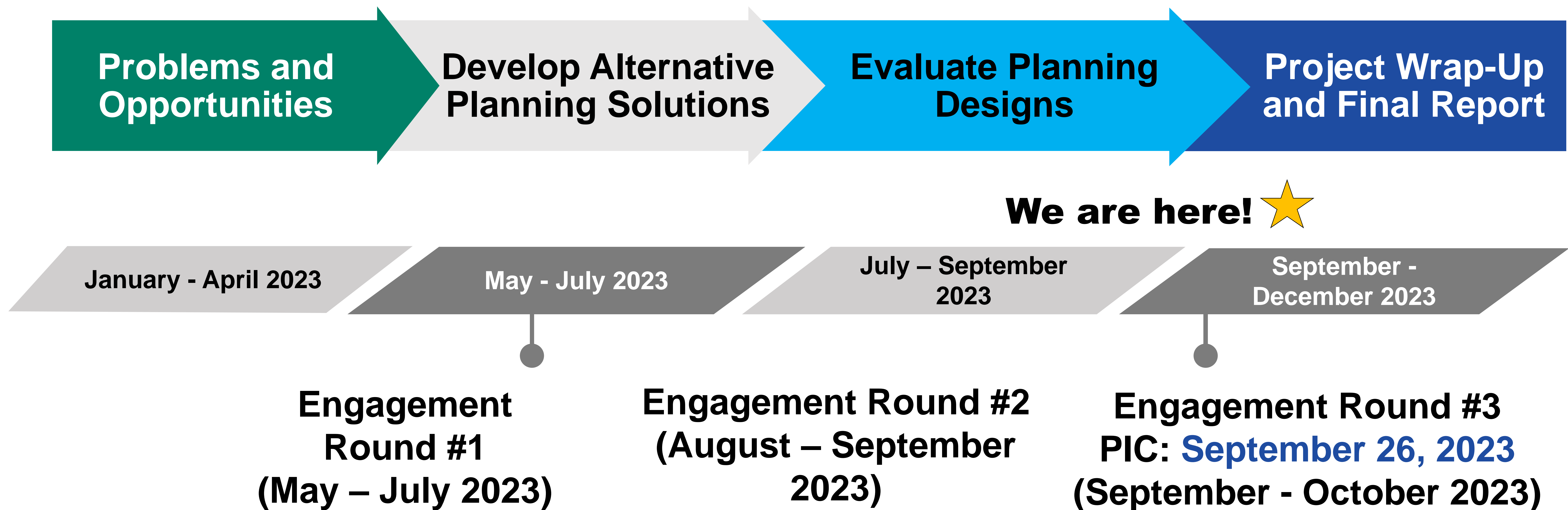
- To make it safer for all road users
- Providing space for active transportation
- Maintaining good local traffic operations



Study Process and Schedule

The study will generally follow the Municipal Class Environmental Assessment (MCEA).

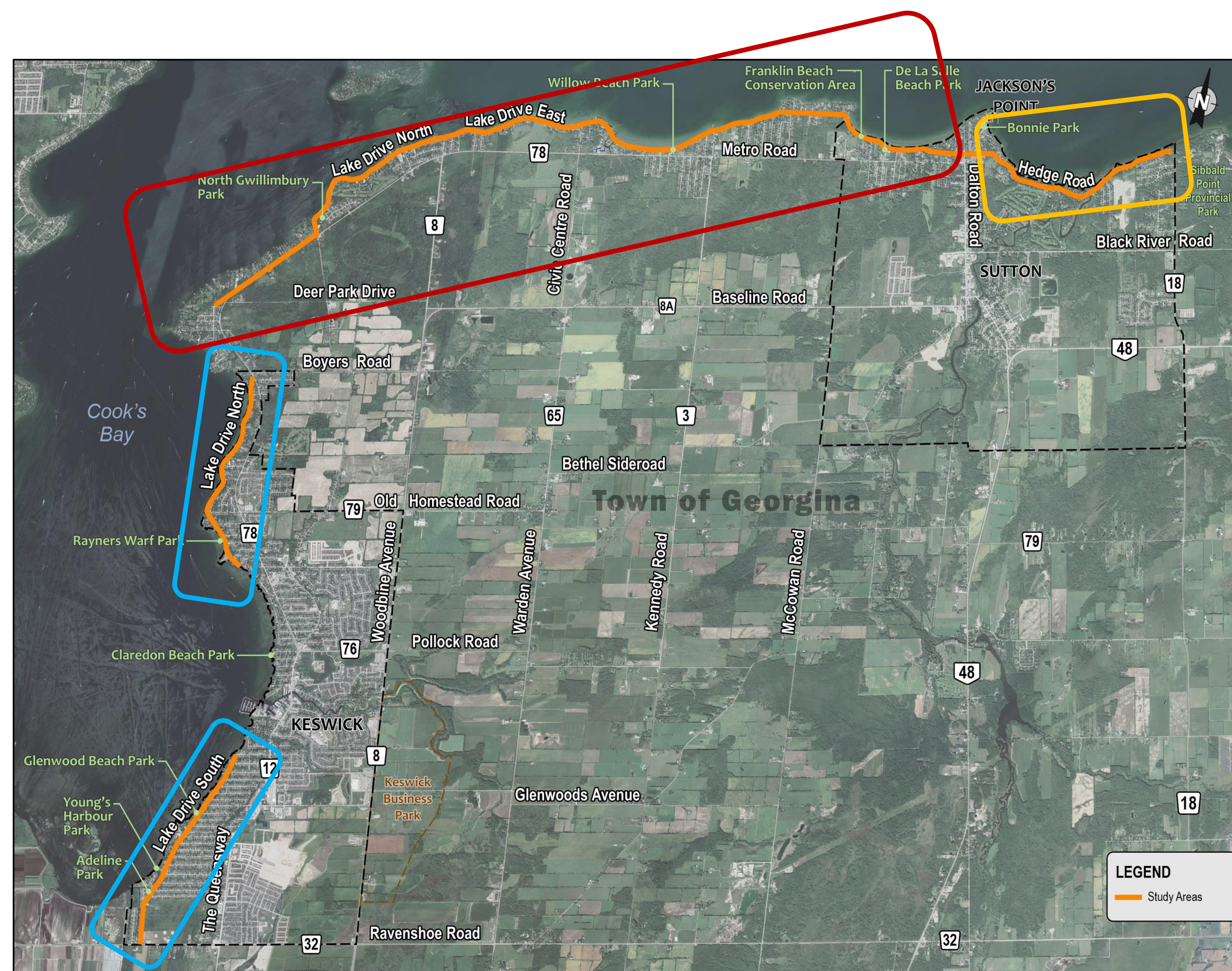
SCHEDULE



Existing Conditions of Sections of Study Area

Lake Drive travels through different communities within the Town.

A “one-size-fits-all” approach may not be appropriate for this study given its varying street typology, character and existing and planned conditions. As such, the study area was divided into segments to provide a more localized plan for each area of the study.



Section 1:

- Lake Drive South** between Ravenshoe Road and Bayview Avenue
- Lake Drive North** between Church Street and Metro Road North

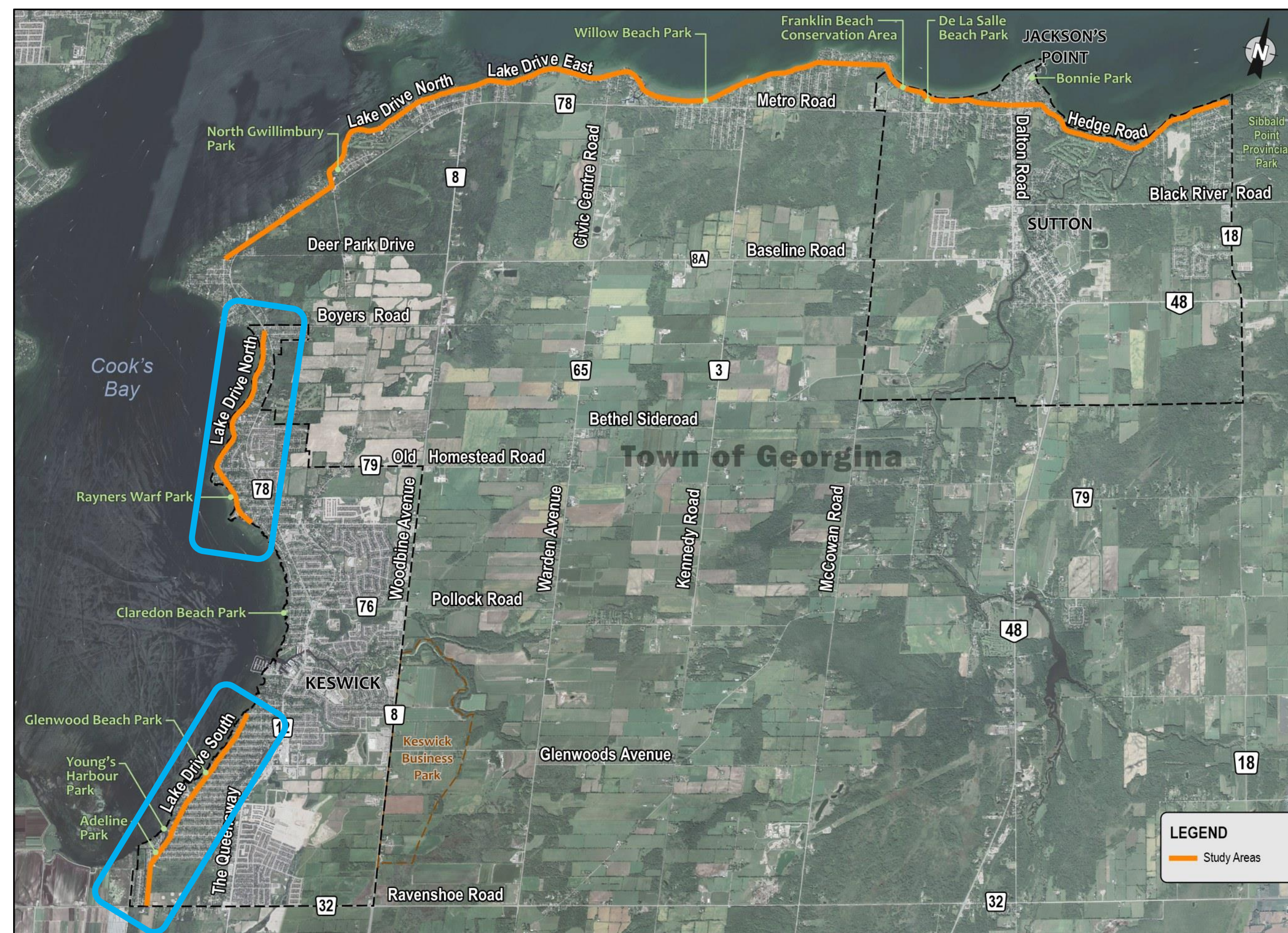
Section 2:

- Lake Drive North and East** between Coxwell Street and Dalton Road

Section 3:

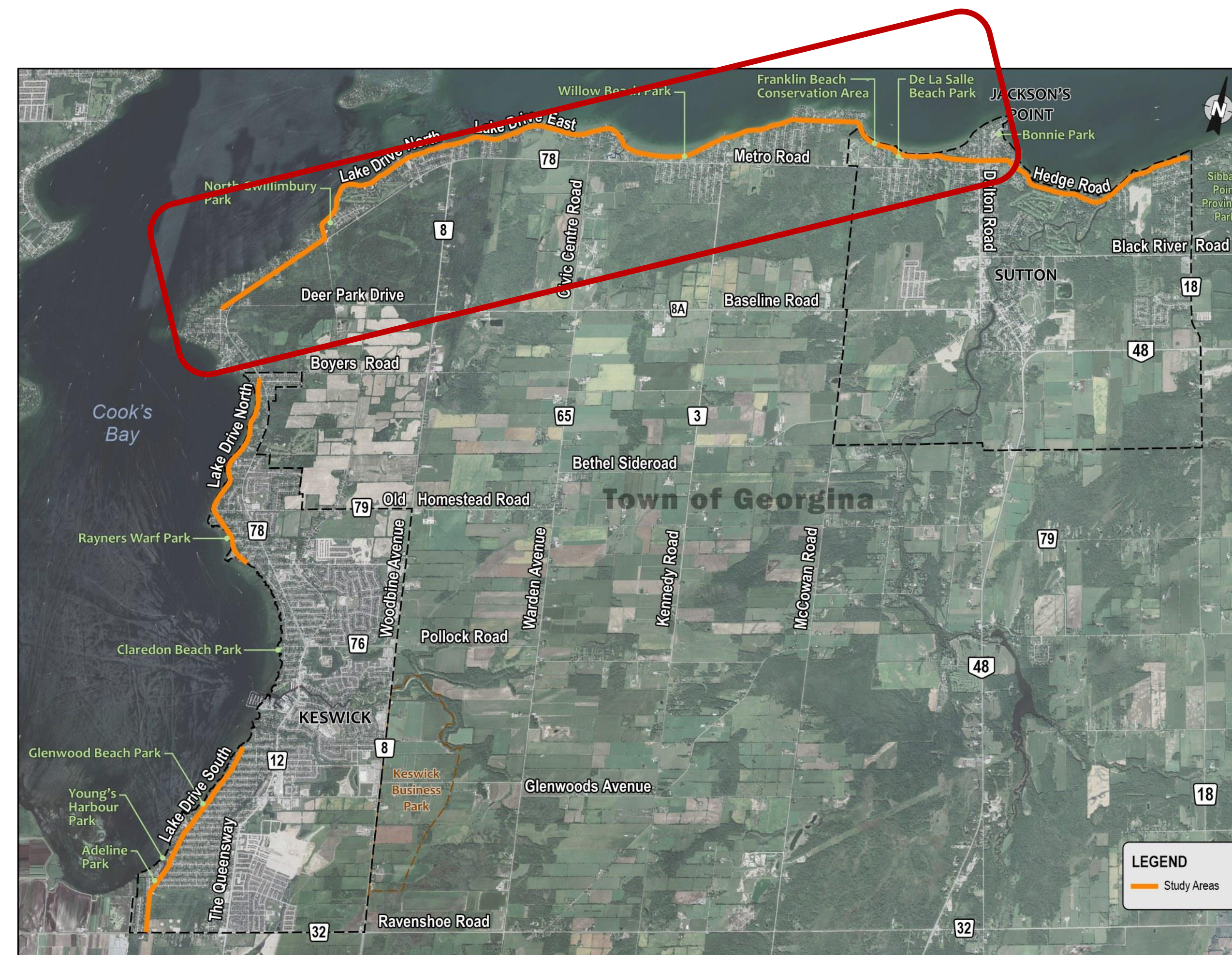
- Lake Drive East** between South Drive and Hedge Road
- Hedge Road** between Lake Drive East and Park Road

Existing Conditions of Sections of Study Area



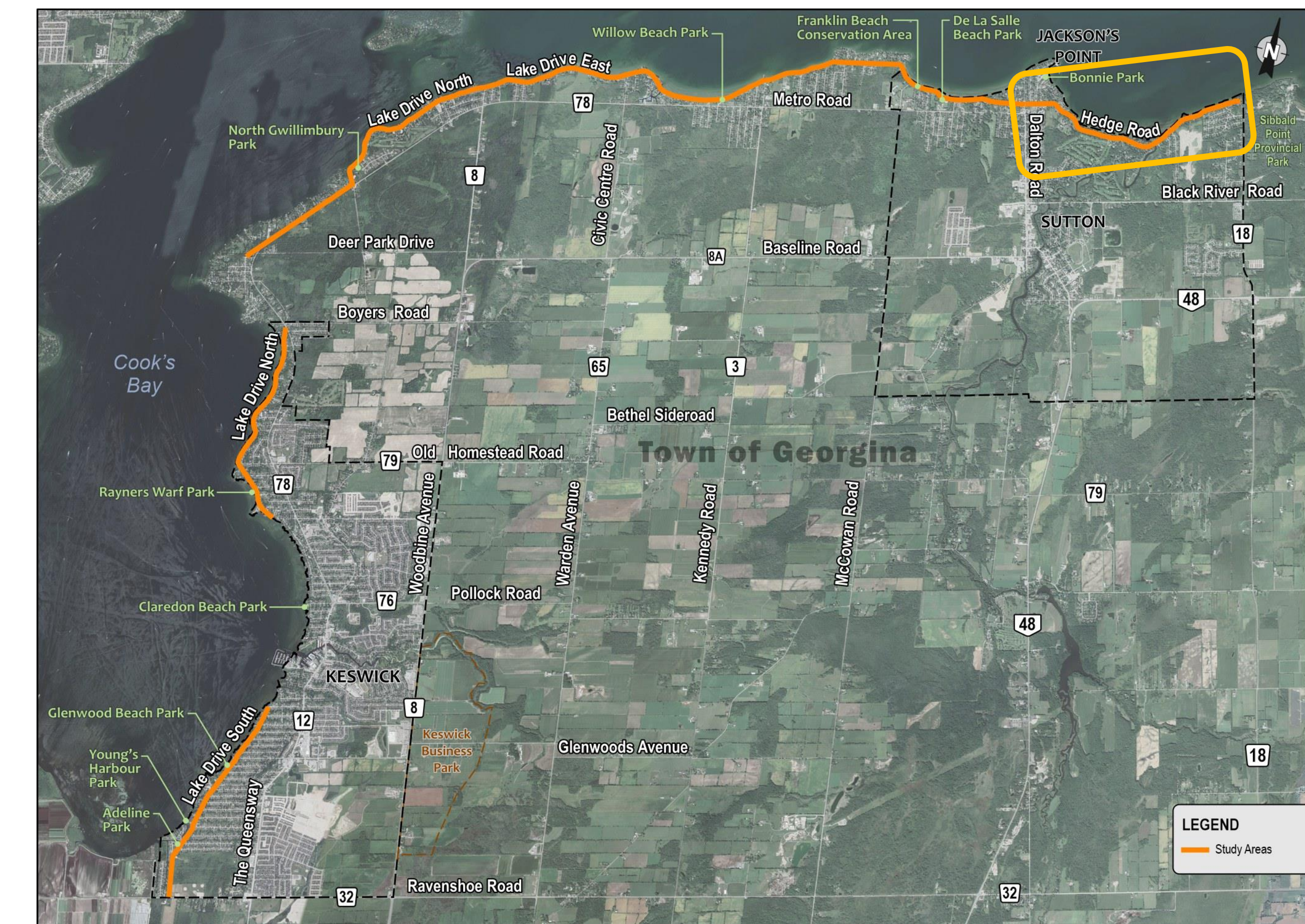
Section 1:

- Mostly residential
- Lakefront properties are fully on the lake side
- Limited waterfront parks
- Some access to boat launch sites and marinas
- Some sections are very hilly
- Less seasonal tourist area



Section 2:

- Mostly residential properties on the south side and private beach fronts on the north.
- Some areas that have lakefront property on the north side of Lake Drive.
- Terrain is generally flat but very curvy, with limited sightlines
- This Section provides access to high traffic beaches and public waterfront parks
- This section sees a higher number seasonal tourism



Section 3:

- Extends through Jackson's Point which is one of the only urban areas with a sidewalk
- Transitions to Hedge Road which has property access from north and south sides, or private beaches on north side
- Access to Briars Resort and Golf Club, and leads Sibbald Point Provincial park
- Narrow bridge over Black River
- Roadway is reasonably flat and maintains a straight terrain

Potential Alternative Solutions

Based on the Problem and Opportunities for the corridor, the Project Team identified potential alternatives that would functionally fit within the existing paved area of the Lake Drive and Hedge Road Corridor:

Lane Arrangements

Roadway Lane Arrangements:

1. One lane
2. Two lanes
3. Road closure (in specific locations)

Active Transportation

Active Transportation:

1. Signed Route
2. Multi-Use Path
3. Bike Lanes/Paved Shoulder
4. Sidewalks
5. Shared Facilities / Sharrows
6. Advisory Lane

Traffic Calming / Safety

Traffic Calming:

1. Centre Bollards
2. Curb outs
3. Stop Sign/Flashing Light
4. Mirrors
5. Speed humps
6. Signage
7. Education Campaign
8. Increased enforcement

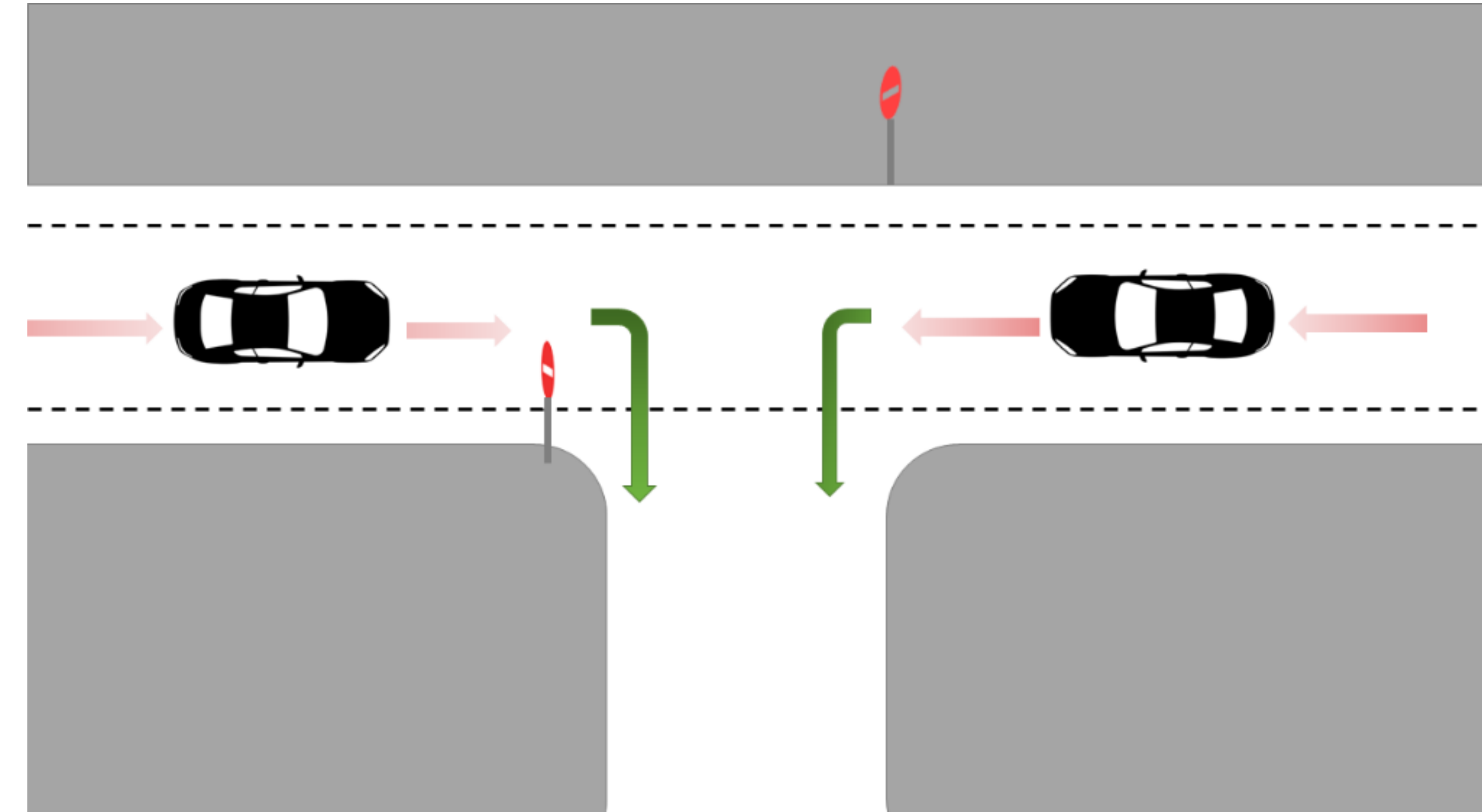
Potential Alternatives - Lane Arrangements



Do Nothing



One-Way



Alternating One-Way



Road Closures



Advisory Lane

Potential Alternatives – Active Transportation



Do Nothing (Signed Route)



Multi-Use Path



Paved Shoulders



Bike Lane



Sidewalks*



Shared / Sharrows



Advisory Lane

Potential Traffic Calming Measures



Centerline bollards



Temporary Curb Extensions



Flashing Light



Restricting traffic to local traffic only



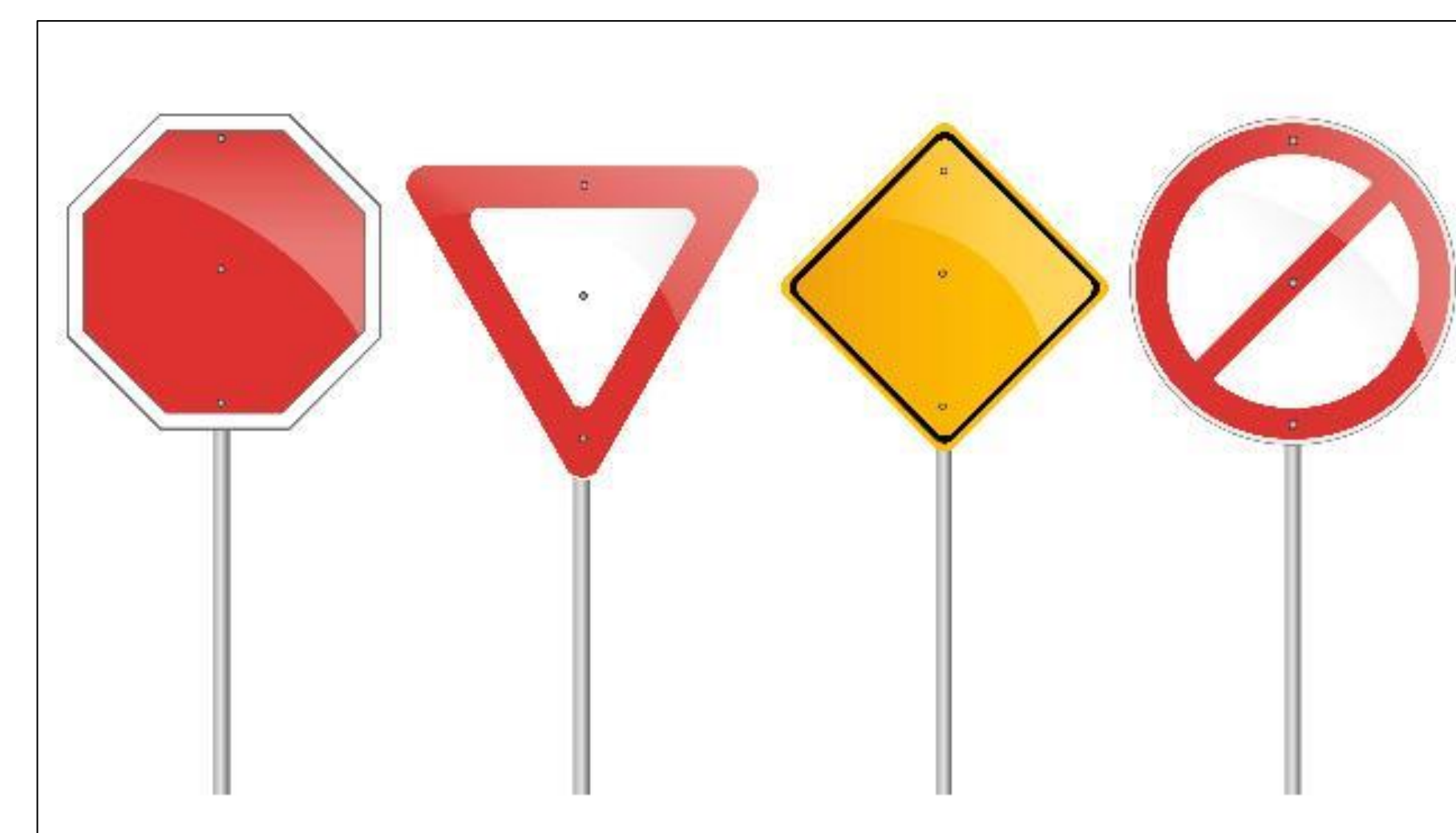
Educational Campaign



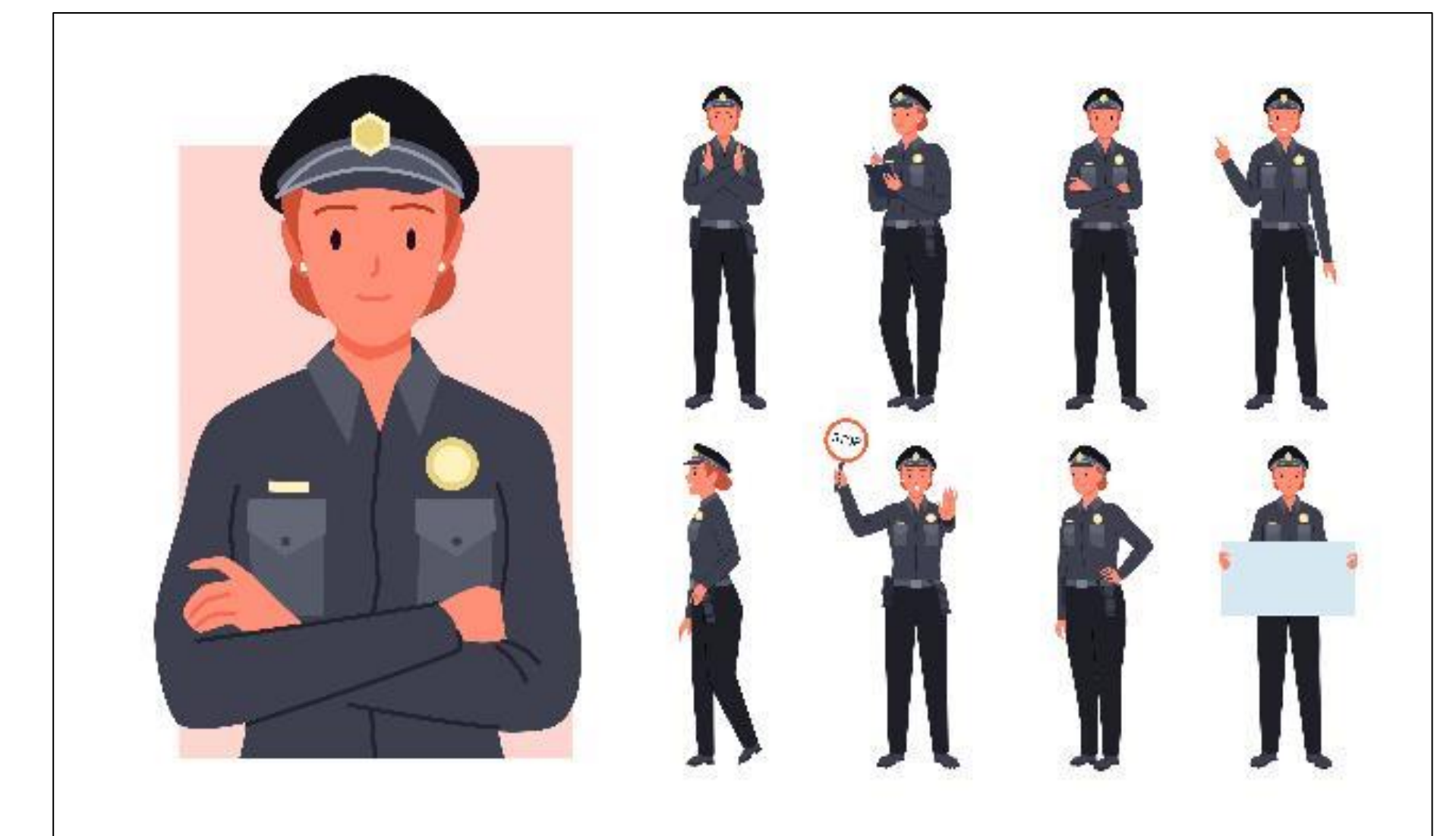
Mirrors



Speed Humps



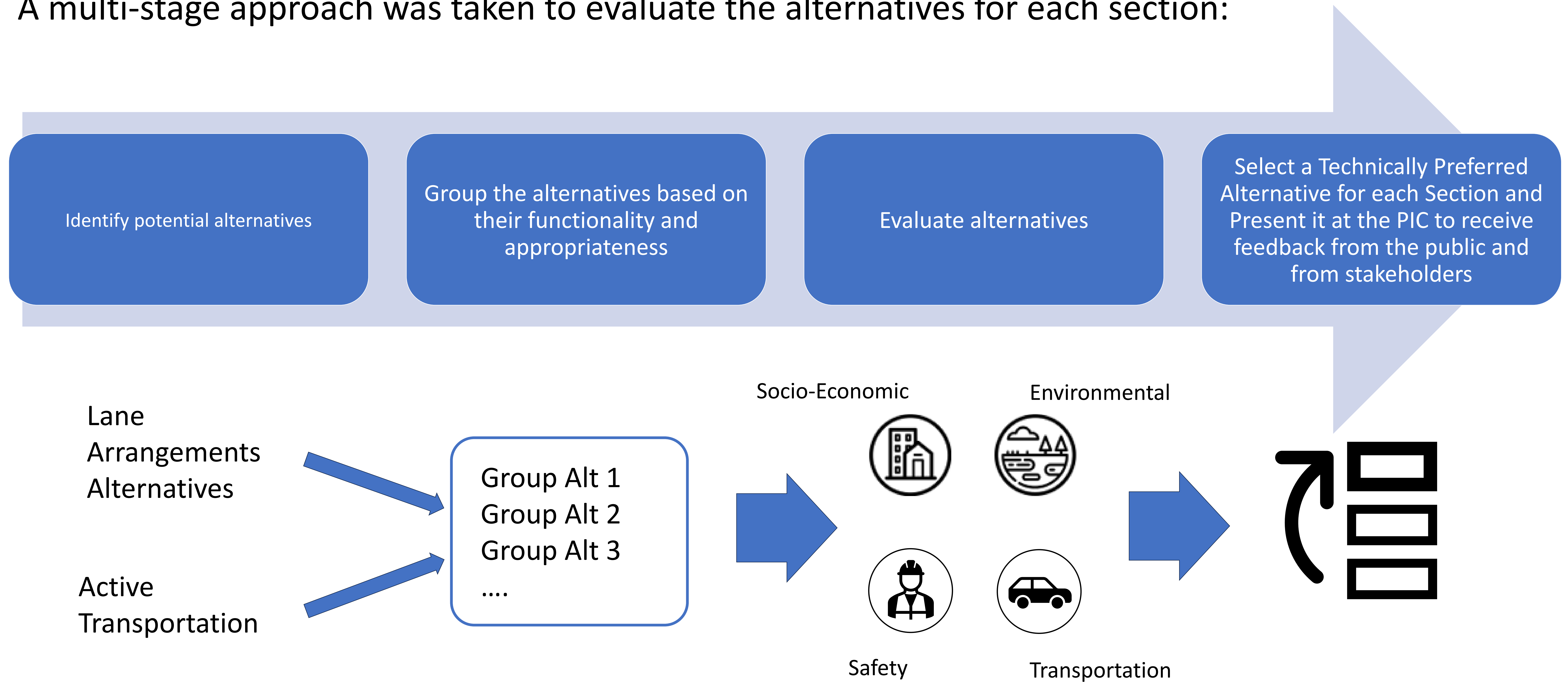
Signage



Increased Enforcement

Assessment Methodology

A multi-stage approach was taken to evaluate the alternatives for each section:



Following the PIC, the Project Team will review and incorporate the comments received into the evaluation of alternatives. Then, the preferred alternative(s) will be confirmed, and a review of the appropriate traffic calming measures will be recommended.

Alternative Groups

Do Nothing
(Signed Route)



Two-Way with Sharrows



One-Way with Paved Shoulders*



One-Way with Multi-Use Path*



Advisory Lanes
(Sections 1 & 3)



Partial Road Closures
(Section 2)

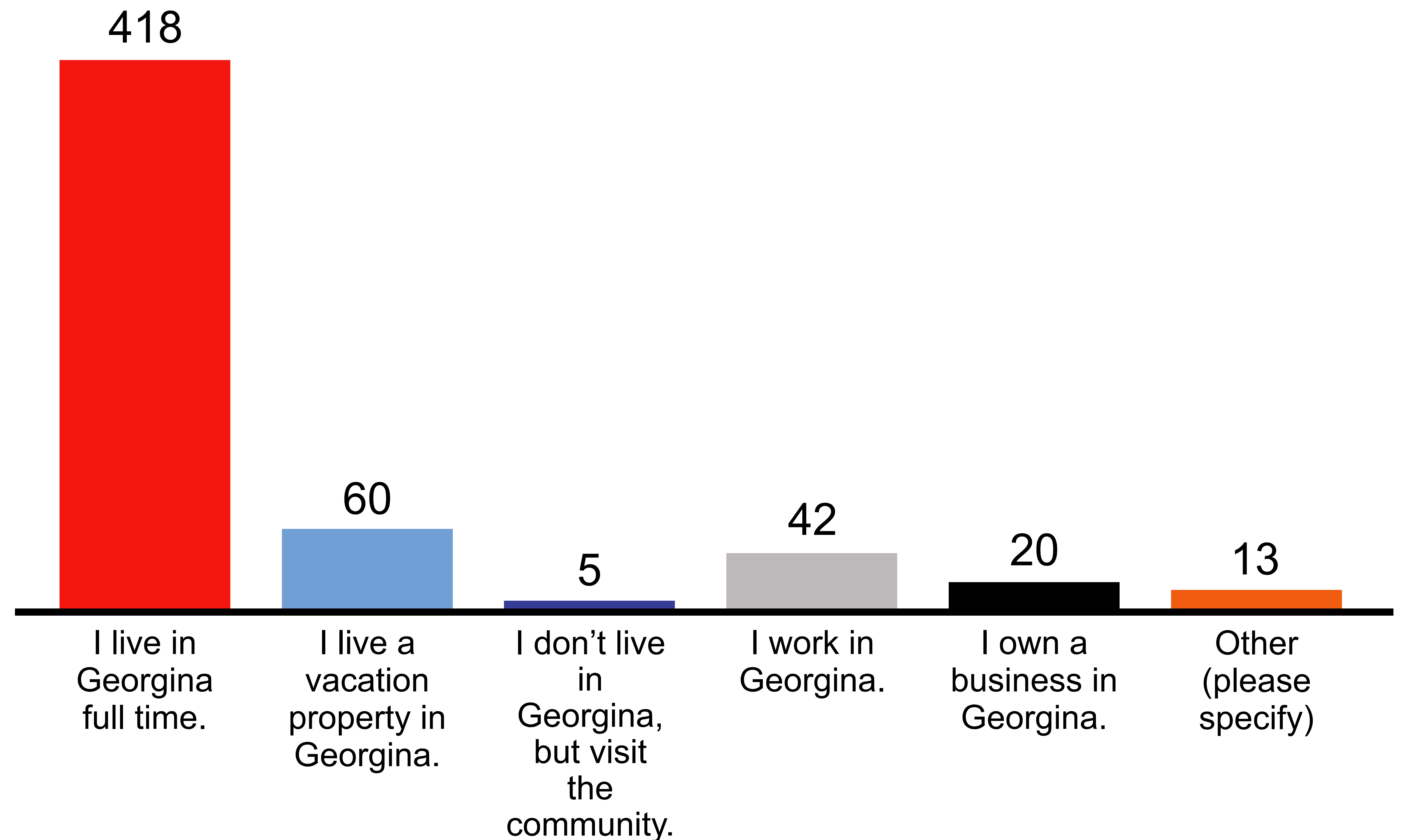
***Additional considerations:** (1) Direction of travel: one-way for entire section or alternating one-ways; and (2) permanent or seasonal implementation.

What We Heard – Survey Results

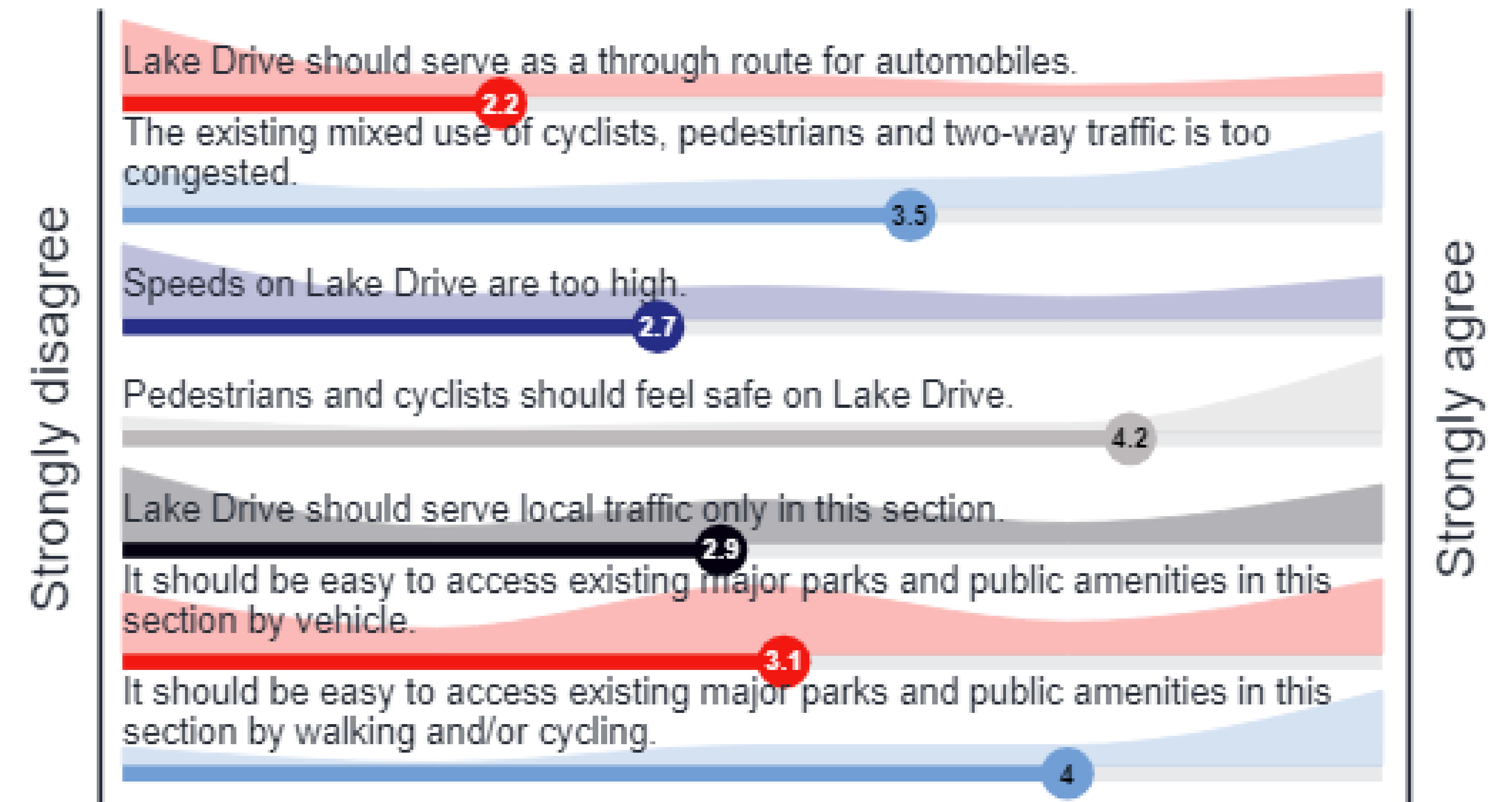
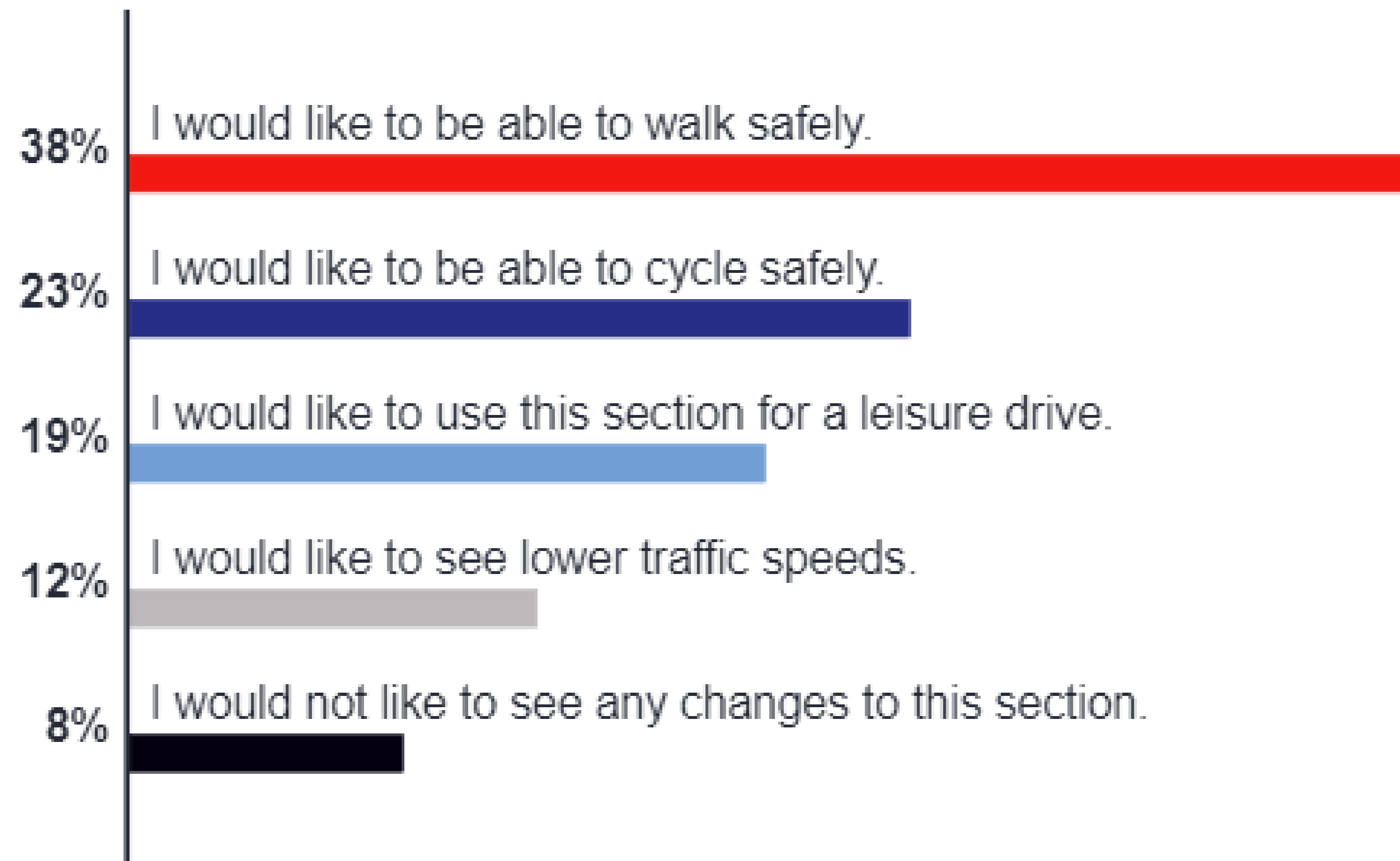
An online survey was available from August 3 to 27, 2023 and included direct mailout to properties front facing to Lake Drive and Hedge Road.

558 people responded to an online survey on the project website, including:

- **86** residents directly living in section 1
- **121** residents directly living in section 2
- **53** residents directly living in section 3



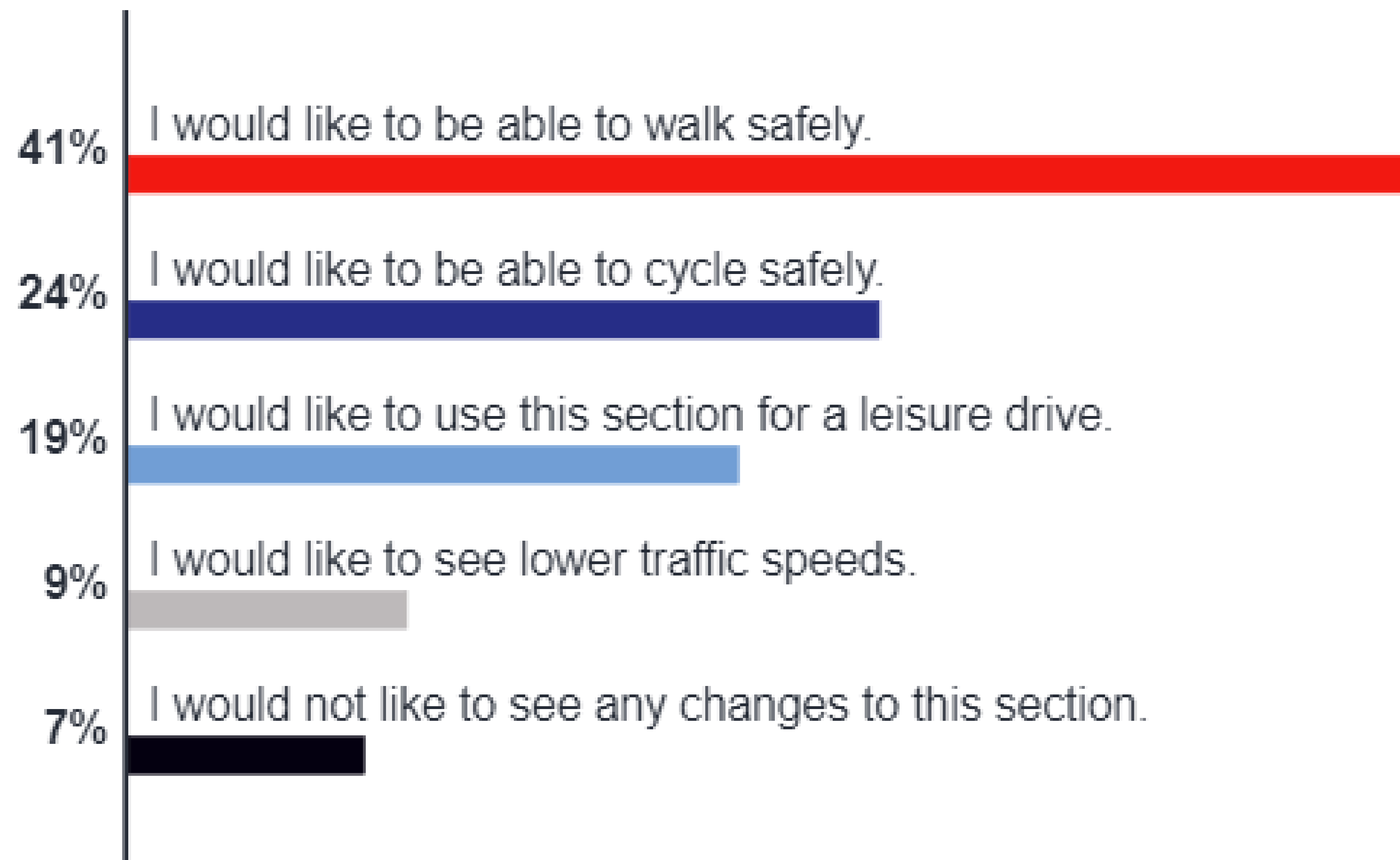
What We Heard – Survey Results for Section 1



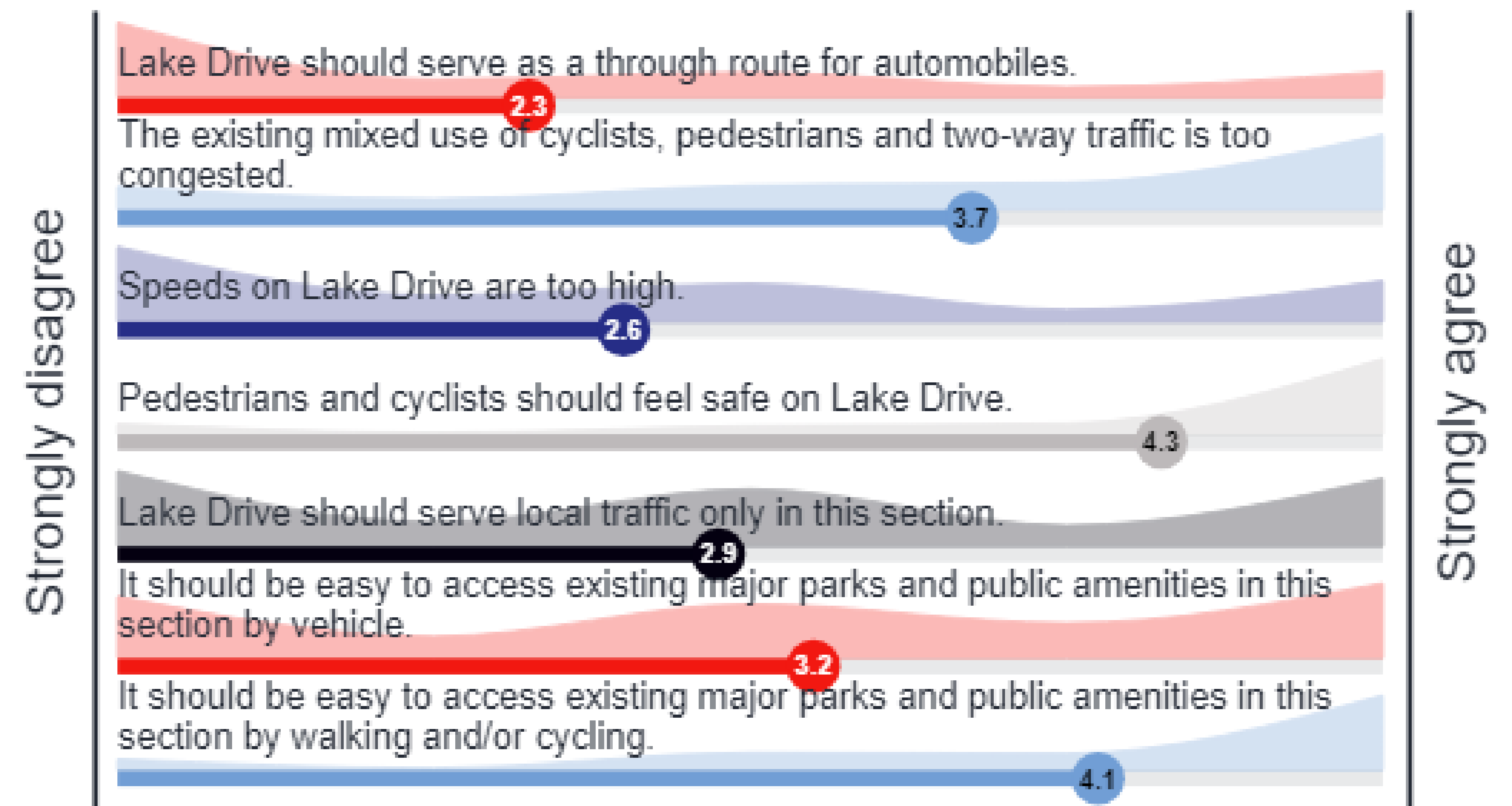
Active use – especially walking – was the highest priority for this section.

- Safety for people walking and cycling and access to amenities by foot or bike were key considerations.
- Lake Drive's value as a through route for automobiles is low in this section

What We Heard – Survey Results for Section 2

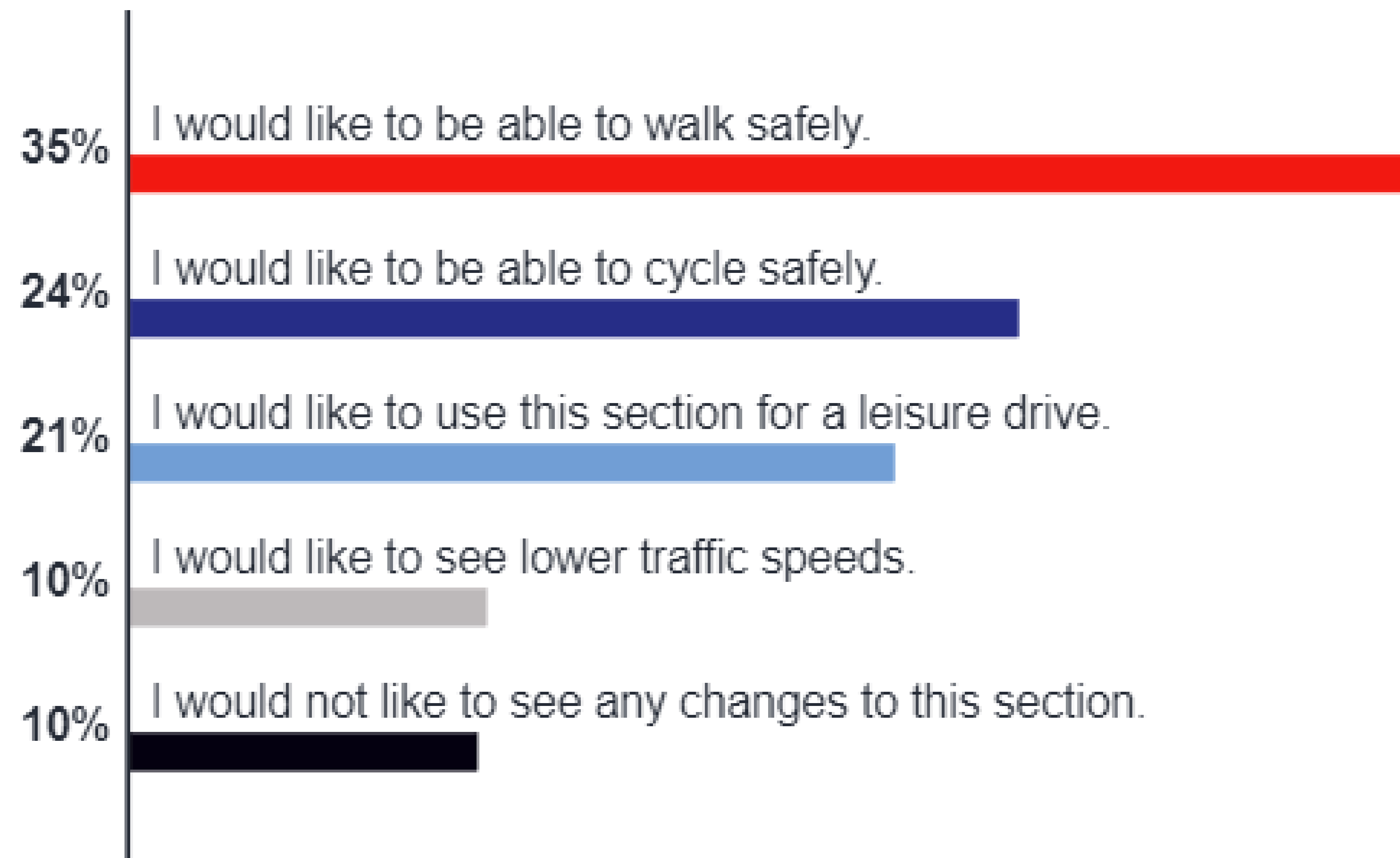


Active use – especially walking – was identified as the highest priority for this section.

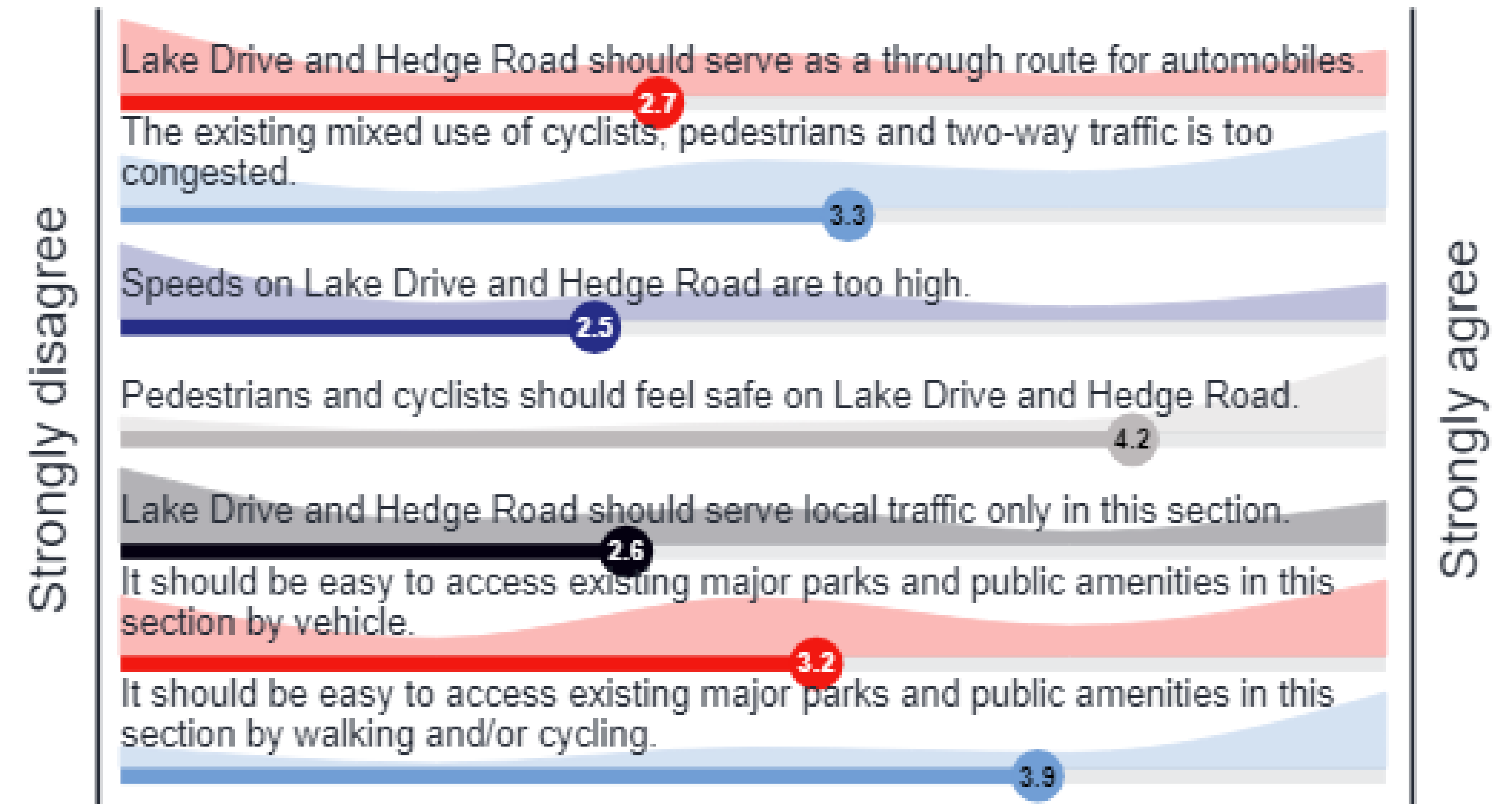


- Safety for people walking and cycling and access to amenities by foot or bike were key considerations.
- Existing use patterns are leading to congestion concerns
- Lake Drive's value as a through route for automobiles is low in this section

What We Heard – Survey Results for Section 3



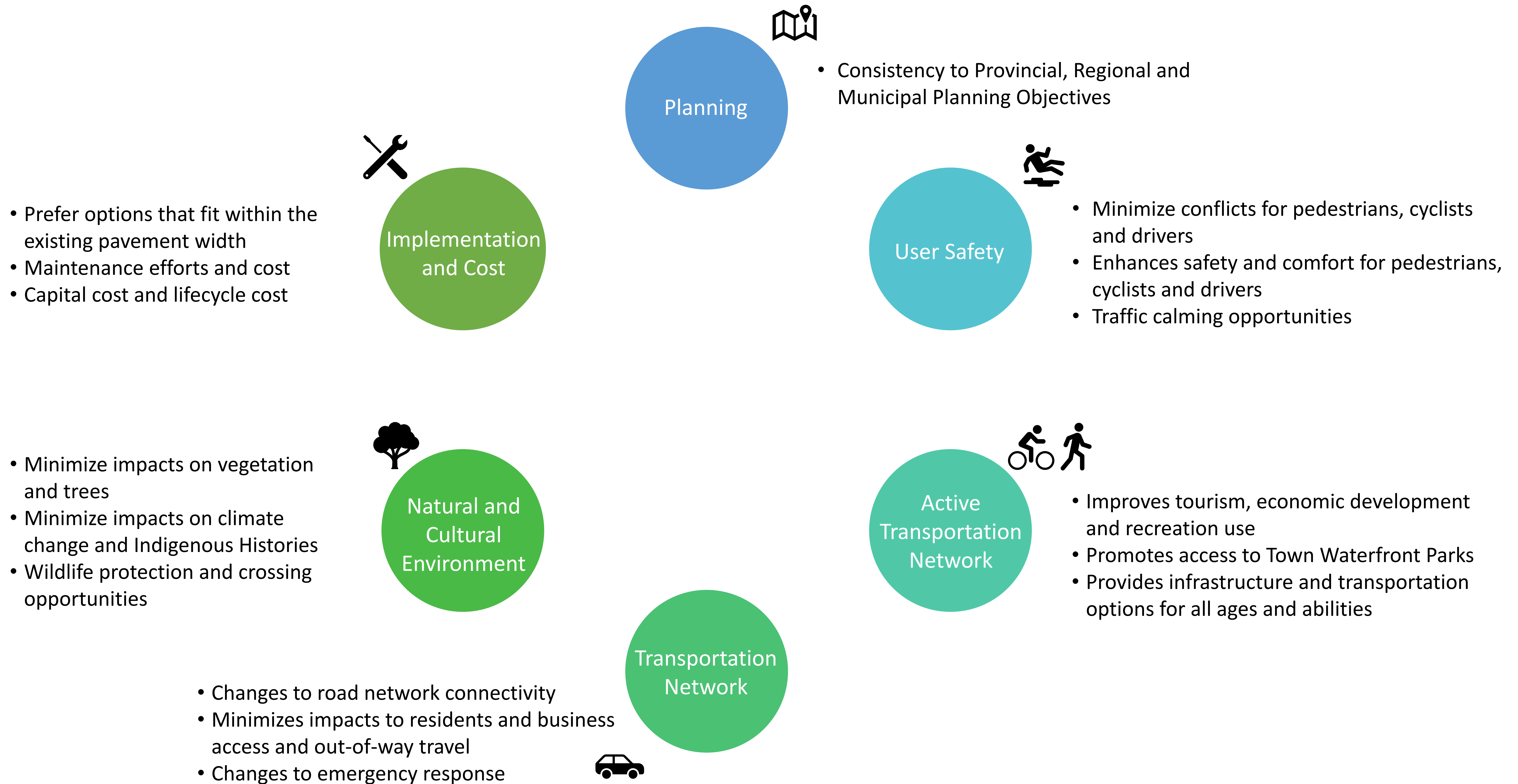
Active use – especially walking – was identified as the highest priority for this section.



- Safety for people walking and cycling and access to amenities by foot or bike were key considerations.
- Areas of this section have a higher value for through movement of automobiles.

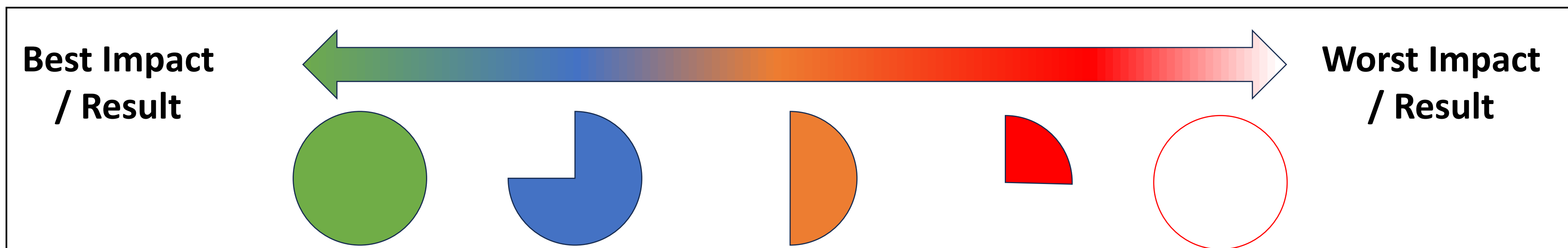
Evaluation Criteria

The following evaluation criteria are being used to compare and rank the alternatives.



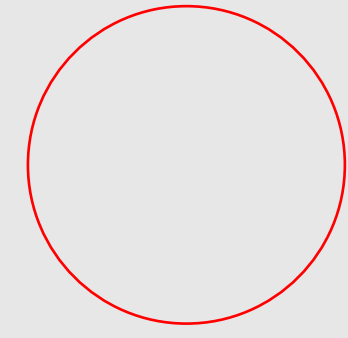
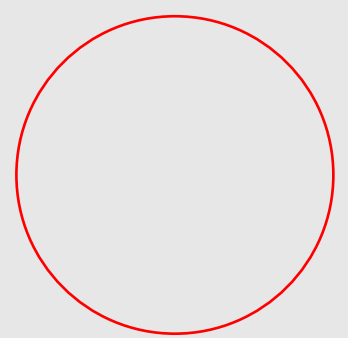
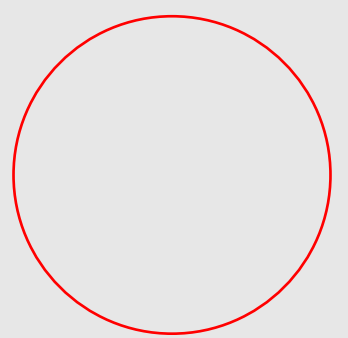
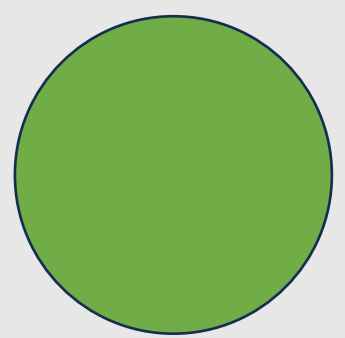
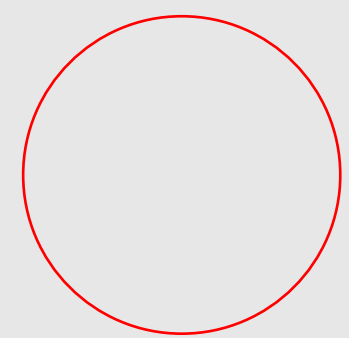
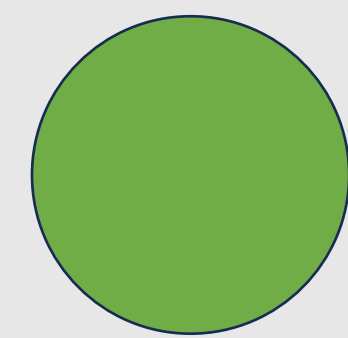
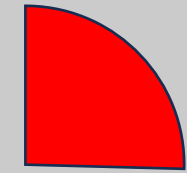
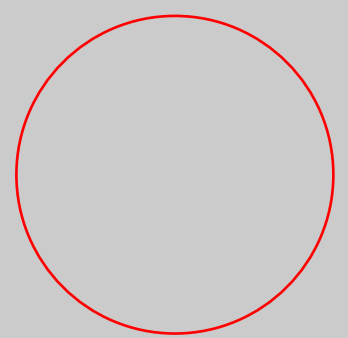
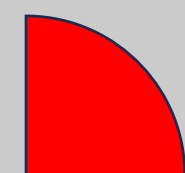
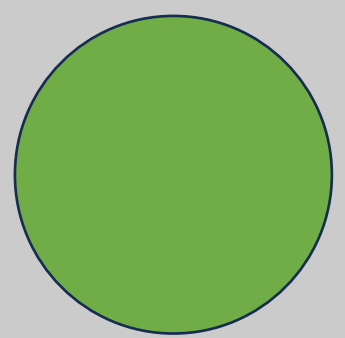
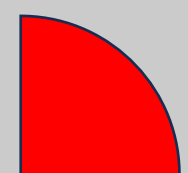
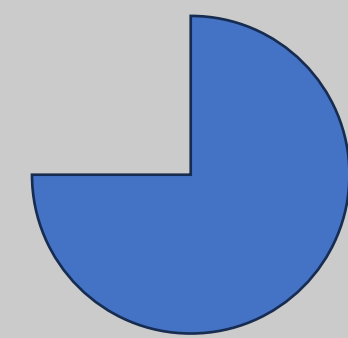




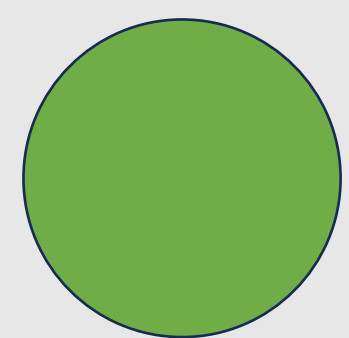
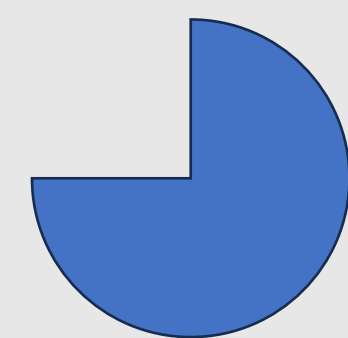
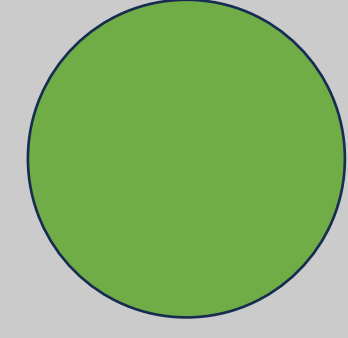

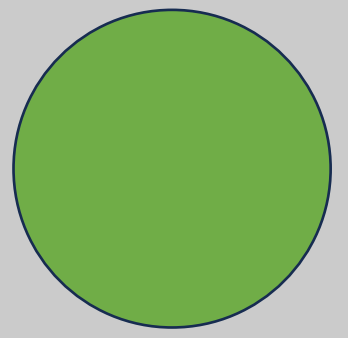

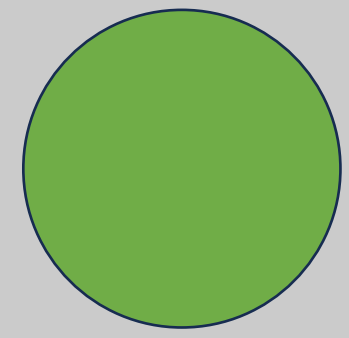
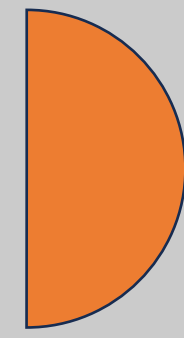
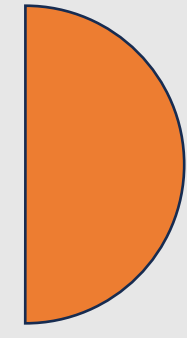
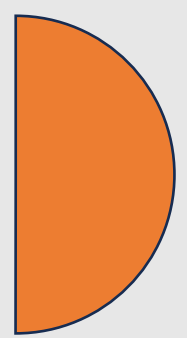

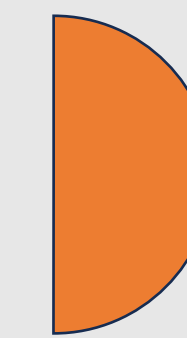
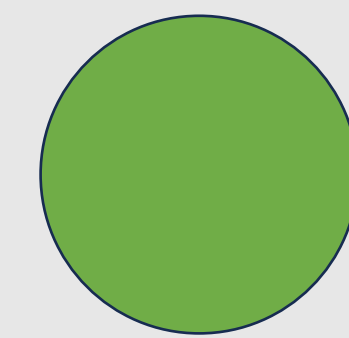
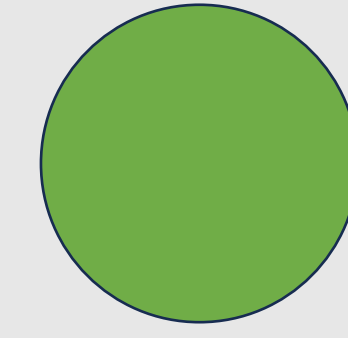
Evaluation of Alternatives – Section 1

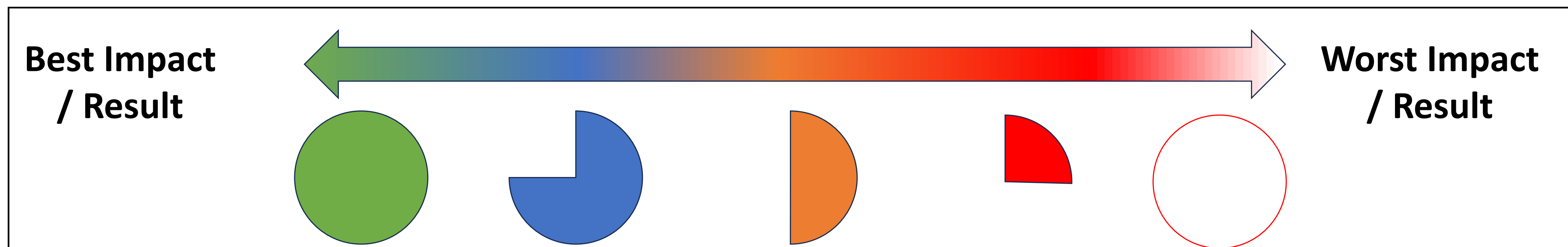
Possible Alternatives	Evaluation Criteria						Recommendations
	Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Section 1 – Alternative 1 (S1-1) Do nothing	Not aligned with planning objectives	Does not improve user safety	Does not improve the AT network	Maintains excellent vehicular network	Does not protect natural / cultural resources	No cost nor implementation	Do Not Carry Forward
Section 1 – Alternative 2 S1-2 Two Lanes – Sharrows	Slightly aligned to planning objectives	Does not improve user safety	Slightly improves the AT network	Provides for excellent vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
Section 1 – Alternative 3 S1-3 One Lane – Paved Shoulders	Well aligned with planning objectives	Considerably improves user safety	Considerably improves the AT network	Provides for constrained vehicular network	Strongly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
Section 1 – Alternative 4 S1-4 One Lane – Multi-Use Path	Strongly aligned with planning objectives	Considerably improves user safety	Significantly improves the AT network	Provides for a good vehicular network	Strongly protects natural / cultural resources	Moderate effort to implement, \$\$\$	Carry Forward
Section 1 – Alternative 5 S1-5 Advisory Lanes	Somewhat aligned with planning objectives	Slightly improves user safety	Somewhat improves the AT network	Provides for a good vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward



Rationale: Section 1 – Alternative 4: One Lane with Multi-Use Path provides the best benefits for Section 1 through Lake Drive North and Lake Drive South for active transportation and user safety.

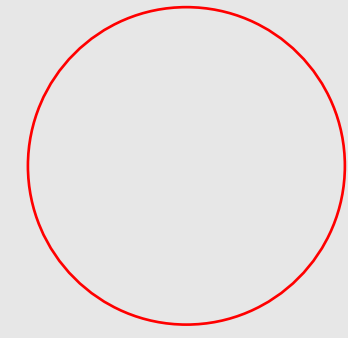
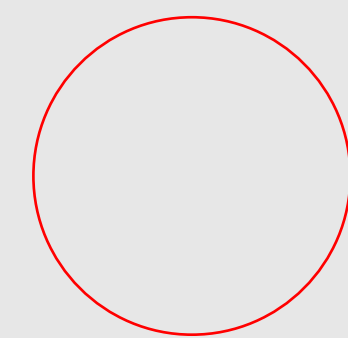
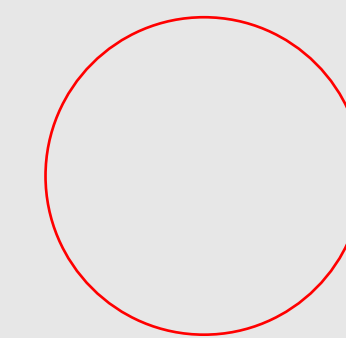
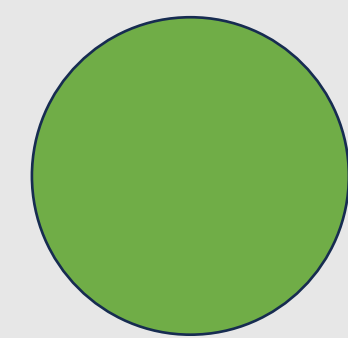
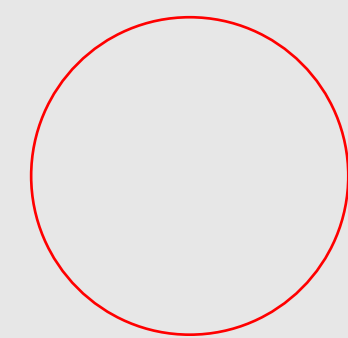
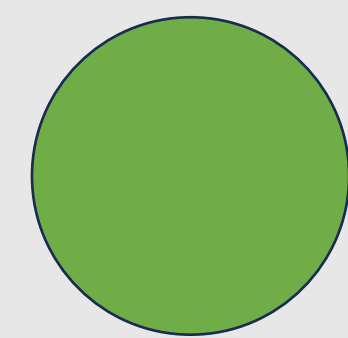
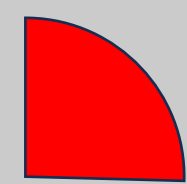
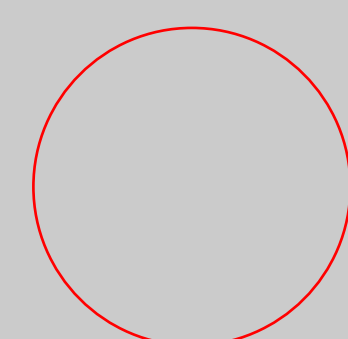
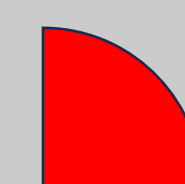
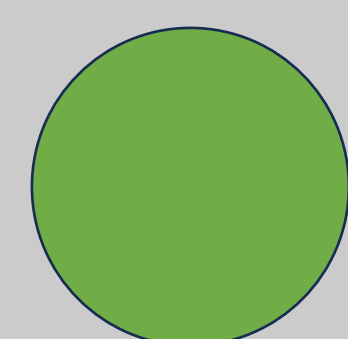
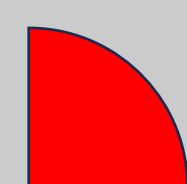
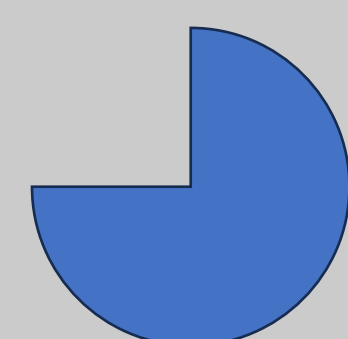
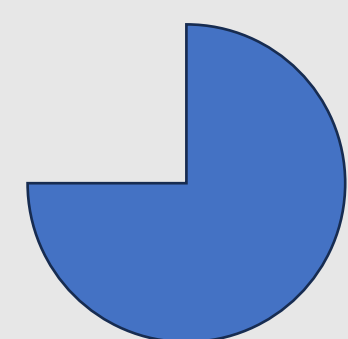



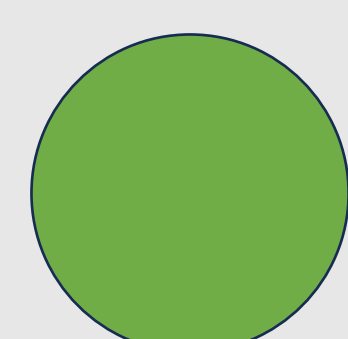

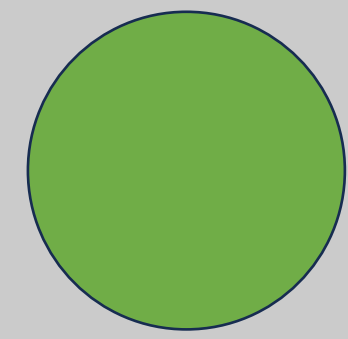
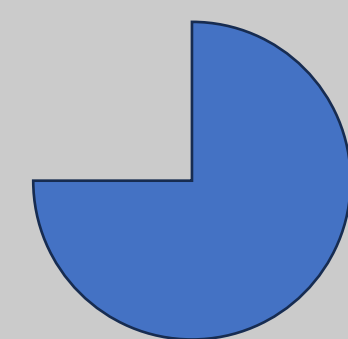
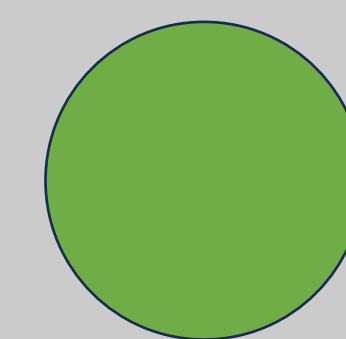
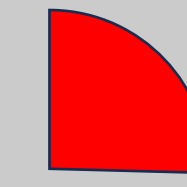
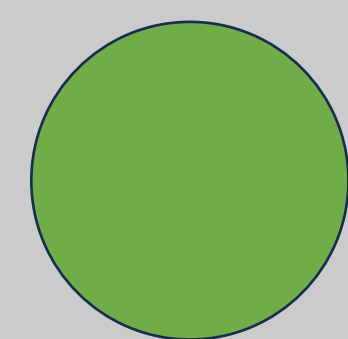
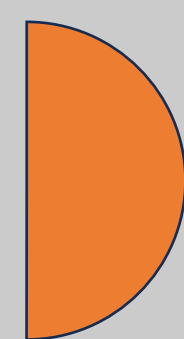
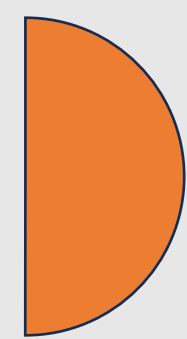



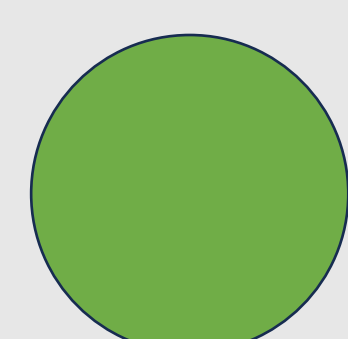

Evaluation of Alternatives – Section 2

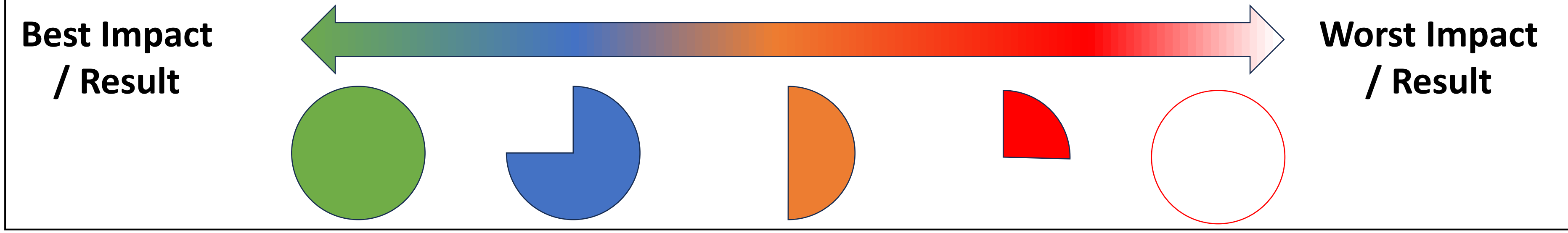
Possible Alternatives	Evaluation Criteria						Recommendations
	Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Section 2 – Alternative 1 (S2-1) Do nothing	 Not aligned with planning objectives	 Does not improve user safety	 Does not improve the AT network	 Maintains excellent vehicular network	 Does not protect natural / cultural resources	 No cost nor implementation	Do Not Carry Forward
Section 2 – Alternative 2 S2-2 Two Lanes – Sharrows	 Slightly aligned to planning objectives	 Does not improve user safety	 Slightly improves the AT network	 Provides for excellent vehicular network	 Slightly protects natural / cultural resources	 Easy to implement, \$\$	Do Not Carry Forward
Section 2 – Alternative 3 S2-3 One Lane – Paved Shoulders	 Well aligned with planning objectives	 Considerably improves user safety	 Considerably improves the AT network	 Provides for constrained vehicular network	 Strongly protects natural / cultural resources	 Easy to implement, \$\$	Do Not Carry Forward
Section 2 – Alternative 4 S2-4 One Lane – Multi-Use Path	 Strongly aligned with planning objectives	 Considerably improves user safety	 Significantly improves the AT network	 Provides for constrained vehicular network	 Strongly protects natural / cultural resources	 Moderate effort to implement, \$\$\$	Carry Forward
Section 2 – Alternative 5 S2-5 Partial Closures	 Somewhat aligned with planning objectives	 Slightly improves user safety	 Somewhat improves the AT network	 Provides for constrained vehicular network	 Strongly protects natural / cultural resources	 Little cost to implement	To be informed by the Waterfront Parks Master Plan Study



Rationale: Section 2 – Alternative 4: One Lane with Multi-Use Path provides the best benefits for Section 2 through Lake Drive for active transportation and user safety. The Waterfront Parks Master Plan Study will inform whether partial road closures at waterfront parks will be appropriate.

Evaluation of Alternatives – Section 3

Possible Alternatives	Evaluation Criteria						Recommendations
	Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Section 3 – Alternative 1 (S3-1) Do nothing	 Not aligned with planning objectives	 Does not improve user safety	 Does not improve the AT network	 Maintains excellent vehicular network	 Does not protect natural / cultural resources	 No cost nor implementation	Do Not Carry Forward
Section 3 – Alternative 2 S3-2 Two Lanes – Sharrows	 Slightly aligned to planning objectives	 Does not improve user safety	 Slightly improves the AT network	 Provides for excellent vehicular network	 Slightly protects natural / cultural resources	 Easy to implement, \$\$	Carry Forward (Riley Avenue to Hedge Road)
Section 3 – Alternative 3 S3-3 One Lane – Paved Shoulders	 Well aligned with planning objectives	 Considerably improves user safety	 Considerably improves the AT network	 Provides a poorly connected vehicular network	 Strongly protects natural / cultural resources	 Easy to implement, \$\$	Do Not Carry Forward
Section 3 – Alternative 4 S3-4 One Lane – Multi-Use Path	 Strongly aligned with planning objectives	 Considerably improves user safety	 Significantly improves the AT network	 Provides a poorly connected vehicular network	 Strongly protects natural / cultural resources	 Moderate effort to implement, \$\$\$	Carry Forward (South Drive to Riley Avenue)
Section 3 – Alternative 5 S3-5 Advisory Lanes	 Somewhat aligned with planning objectives	 Slightly improves user safety	 Somewhat improves the AT network	 Provides for a good vehicular network	 Strongly protects natural / cultural resources	 Easy to implement, \$\$	Carry Forward (Hedge Road – Lake Drive to Park Road)



Rationale: Section 3 has varying contexts. It continues the residential landscape from Section 2, passes through Jackson’s Point, and transitions back to residential along Hedge Road. There is also less adjacent connectivity with parallel streets, specifically along Hedge Road. Each of these segments requires a unique design.

Technically Preferred Alternatives

Section 1 and Section 2

The Technically Preferred Alternative for Sections 1 and 2 is a one-lane vehicular roadway with a two-way, separated multi-use path on the lake-facing side. These facilities provide safe and comfortable travel for all roadway users.



Considerations and recommendations will be made on its implementation, including:

1. The direction of vehicular travel;
2. Whether the direction of vehicular movement will alternate east to west, or north to south at intersecting Regional Roads; and/or,
3. Whether the roadway configuration will be implemented permanently or seasonally.

Technically Preferred Alternatives

Section 3



Segment 1: South Drive to Riley Avenue

Segment 2: Riley Avenue to Hedge Road

Segment 3: Hedge Road – Lake Drive to Park Road

Segment 1: South Drive to Riley Avenue



1-Lane with Multi-Use Path

- Lake Drive from South Drive to Riley Avenue continues the residential context from Section 2.
- Lake Drive transitions to an urban road with a sidewalk on the north side. However, the land use and transportation context are the same as Section 2.

For these reasons, continuing the 1-lane with multi-use path is preferred through this segment.

Technically Preferred Alternatives

Section 3

Segment 2: Riley Avenue to Hedge Road



2-Lanes with Sharrows

- Jackson's Point is an urbanized section where there are many local businesses.
- There are sidewalks in this segment.
- There are also many on-street parking spaces.
- The speed limit is low (30 km/h).

For these reasons, sharrows would best provide access to the existing businesses and on-street parking spaces in this segment.

Segment 3: Hedge Road – Lake Drive to Park Road



Advisory Lanes

- Hedge Road does not have a parallel regional road or many local connecting streets. A one-way road would result in lengthy out-of-way travel.
- There are fewer vehicles and pedestrians traveling through this segment.
- This segment already goes down to one lane at the Black River bridge.

For these reasons, the advisory lanes are preferred as they allow two-way travel, and still provide designated space for pedestrians.

Considerations and recommendations will be made on its implementation, including:

1. The direction of vehicular travel for Segment 1; and/or,
2. Whether the roadway configuration will be implemented permanently or seasonally.

Recommended Traffic Calming Measures

Based on the recommended roadway alternatives, some or all of the following traffic calming measures are proposed to be implemented:



Centerline bollards



Stop signs at some local roads



Speed Humps



Warning signs / lights where appropriate

Other broader measures can be implemented as needed, including education campaign, increased enforcement, etc.

Next Steps

After this Public Information Centre, the following will be carried out:

- ❖ Review and respond to feedback and comments received
- ❖ Confirm and finalize the Preferred Alternative Design Concept
- ❖ Confirm recommendations for traffic calming measures
- ❖ Develop Cost Estimates and Develop Implementation Recommendations
- ❖ Complete Draft Project File
- ❖ Meet with Council in November 2023
- ❖ Place Project File for Review for 30-Day Public Review Period

Thank you!

How to Get Involved:



Please complete a comment sheet. Comment sheets can be dropped in the comment box, submitted online (QR Code above), or submitted via email to either of the following Project Team members by **Oct. 10, 2023**:

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**Visit our Study webpage
for project updates:
georgina.ca/study**