

**Lake Drive and Hedge Road
Functional Assessment Study**

Town of Georgina

CONSULTATION SUMMARY REPORT

November 2023





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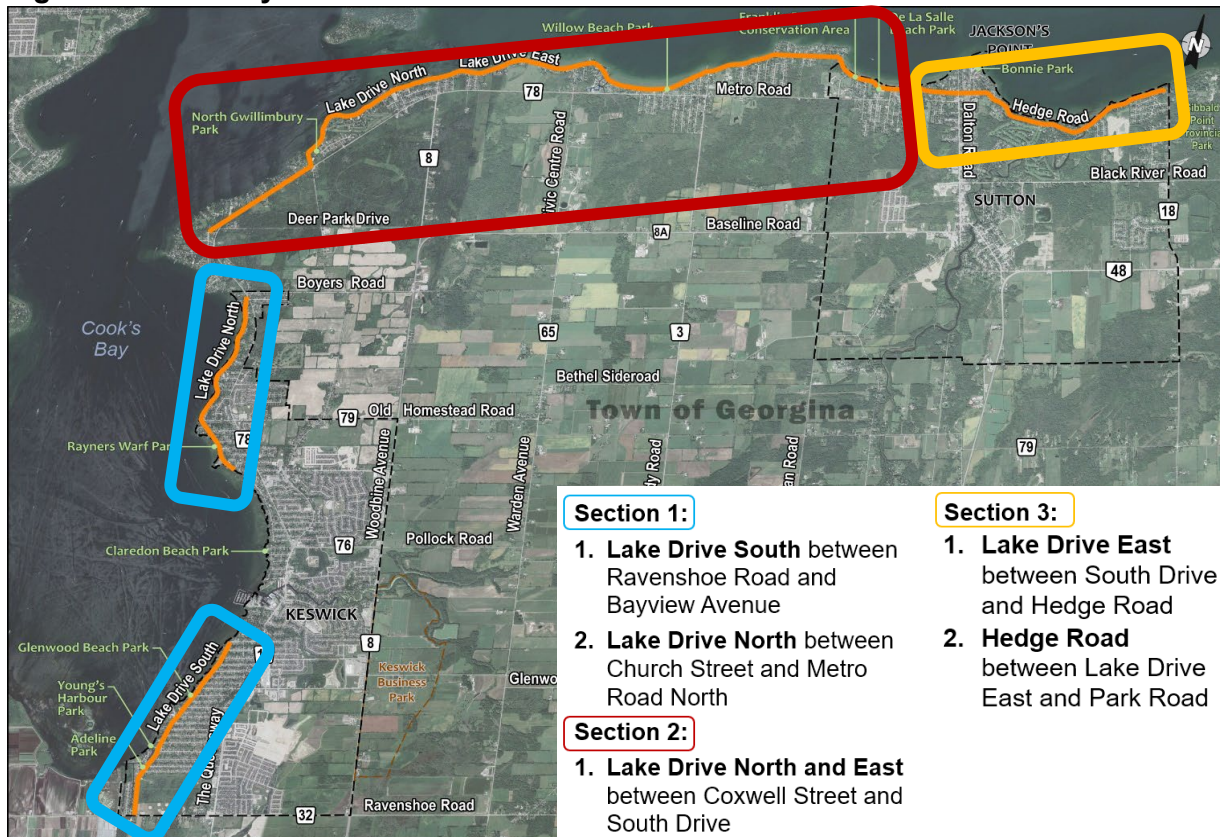
1. INTRODUCTION

The Town of Georgina has carried out a Functional Assessment Study for Lake Drive and Hedge Road. Lake Drive and Hedge Road are popular corridors in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for both leisure and commuting. Its stunning views of Lake Simcoe and access to various communities and public parks make it a popular choice for residents and tourists. However, with increasing development and more road users and pedestrians, concerns about mixed road usage have become more common.

The purpose of the Functional Assessment Study is to determine the best ways to make Lake Drive and Hedge Road safer and functional for all road users. The Town is developing a sustainable vision for the waterfront, addressing park overcrowding, vehicular and pedestrian access, parking and other infrastructure requirements in the Waterfront Parks Master Plan (2020-on-going). Access to the waterfront is a key issue to the residents of Georgina, as is balancing the needs of the residents and seasonal populations. The function of Lake Drive is a key factor in the development of the full potential of the waterfront. By re-imagining the usage of this roadway, the Town can better serve its residents and tourists by providing a safe mixed-use corridor that promotes active transportation, while not compromising on access or traffic operations.

The project consisted of three study areas, each facing several on-going challenges for residents and visitors, including, but not limited to safety and comfort concerns due to narrow usable road surface, poor sight lines, a lack of sidewalks and paved shoulders, as well as high pedestrian volumes at popular waterfront parks. The study area is depicted in **Figure 1** below.

Figure 1: Study Area





Throughout the Study, the Town of Georgina, in collaboration with their consultant WSP in Canada Inc., facilitated several engagement activities with the identified audiences noted above to inform the decision-making process of Lake Drive Functional Assessment Study. This report documents the consultation activities that were undertaken as part of the Study, as listed below in **Table 1**.

Table 1: Summary of Engagement Activity by Study Phase

Study Phase	Engagement Round	Engagement Activities
Phase 1: Technical Memorandum #1 – Problem and Background Review	Engagement Round #1	<ul style="list-style-type: none">• Technical Advisory Committee Meetings• Council Meetings• Public Survey
Phase 2: Identification and High-Level Evaluation of Alternative Solutions	Engagement Round #2	<ul style="list-style-type: none">• Virtual Public Workshop• Beach Pop-Up Event
Phase 3: Detailed Evaluation of Alternatives	Engagement Round #3	<ul style="list-style-type: none">• Public Information Centre

2. PHASE 1: TECHNICAL MEMORANDUM #1 – PROBLEM AND BACKGROUND REVIEW: ENGAGEMENT ROUND #1

During Phase 1: Technical Memorandum #1 – Problem and Background Review, the following consultation activities were carried out as **Engagement Round #1 Consultation**:

1. TAC Meeting #1
2. Stakeholder Round #1
3. Council On-On-One Meetings Round #1

A summary of these meetings is provided below.

Technical Advisory Committee Meeting

A Technical Advisory Committee (TAC) was convened to provide technical guidance on the proposed alternatives for the route. The TAC meeting was designed to build awareness behind the purpose of the project and to identify existing conditions and restrictions early on. The formal invitation was shared with the following agencies:

- Ontario Ministry of Transportation
- York Region
- York Region Public Health Services
- York Region Transit
- York Region Emergency Services



- York Region School Boards
- Lake Simcoe Region Conservation Authority

The Project Team met with the Lake Simcoe Region Conservation Authority (LSRCA) and the York Catholic District School Board (YCDSB) on May 31, 2023, virtually on Microsoft Teams. A summary of the TAC Meeting is provided below:

- Lake Simcoe Protection Plan should be included in the Study's policy review;
- Given that there is no development being proposed, nor road widening, regulatory review from the LSRCA will not be necessary;
- Lake Simcoe is continuously monitored for hazards;
- LSRCA confirmed that changes to the grade of the roadway will not impact drainage and shoreline hazards;
- The YCDSB will provide the Town with the student bus routes for the Town of Georgina.

The meeting minutes for the TAC Meeting can be found in **Attachment A**.

Council Meetings

Individual, one-on-one meetings with each of the Town's Councillors were held on May 31 and June 7, 2023 to present the purpose of the study and seek their understanding of the problems and opportunities in each of the corridors. These meetings were held virtually on Microsoft Teams. They were scheduled as follows:

- Mayor Margaret Quirk – May 31, 2023, from 9:00 AM to 9:45 AM
- Ward 1 Councillor Biggerstaff – May 31, 2023, from 11:00 AM to 11:45 AM
- Ward 2 Councillor Dan Fellini – June 8, 2023, from 1:00 PM to 1:45 PM
- Ward 3 Councillor Dave Neeson – May 31, 2023, from 4:30 PM to 5:15 PM
- Ward 4 Councillor Dale Genge – June 7, 2023, from 4:00 PM to 4:45 PM
- Ward 5 Councillor Lee Dale – May 31, 2023, 3:00 PM to 3:45 PM
- Regional Councillor Naomi Davison – May 31, 2023, from 10:00 AM to 10:45 AM

Throughout the session, the Project Team collected feedback on Council's vision for the corridor, and what how the public space on the corridor should be allocated to different modes and serve the community. An "engagement sprint" through the use of online tool Miro was held to facilitate feedback from the Councillors. A summary of the general themes discussed in the meetings are provided below:

- Concerns for pedestrian and cyclist safety on the roadway;
- Some Councillors demonstrated agreement that roadway improvements are needed to address these concerns while some Councillors were not supportive of active transportation facilities within the Study Area;



- Agreement that Lake Drive and Hedge Road are not throughfares for driving only;
- Concerns regarding the quality of Lake Drive and Hedge Road;
- Considerations to properties that are adjacent to the Study Area;
- Support for a comprehensive consultation program;
- Concerns for drastic changes;
- Concerns for parking at waterfront parks.

The meeting minutes and detailed Miro Board for the Councillor Meetings can be found in **Attachment B**.

3. PHASE 2: IDENTIFICATION AND HIGH-LEVEL EVALUATION OF ALTERNATIVE SOLUTIONS: ENGAGEMENT ROUND #2

During Phase 2: Technical Memorandum #2 – Identification and High-level Evaluation of Alternative Solutions the following consultation activities were carried out as **Engagement Round #2**

Consultation:

1. Public Survey
2. Virtual Public Workshop
3. Beach Pop-Up Event

A summary of these meetings is provided in the follow Sections.

Public Survey

A public survey, designed on an interactive platform Mentimeter, was posted on the Town of Georgina website that allowed residents to identify their priorities for the proposed Lake Drive and Hedge Road alternatives. The survey was posted on the Town’s website and was mailed out to all residents that front Lake Drive East, North, South, and Hedge Road with access to the survey via a QR code and the webpage link. Advertisement for this survey was also provided via the Town’s website and social media channels.

The survey was open from August 3 to August 27, 2023.

The main structure of the survey broke down the three sections of Study Area and collected a response on each section separately. A paper version of the survey was also prepared and was available to the public in the in-person beach pop-up events.

A copy of the survey form is found in **Attachment C**.

The results of the survey data and data analysis is broken down for each Section of the study area, from Section 1 to 3, and is provided in the following section, respectively.

The results of the survey data and data analysis is broken down for each Section of the Study Area, from Section 1 to 3, and is provided in the following sections, respectively.

558 people responded to the online survey on the Study webpage, including:

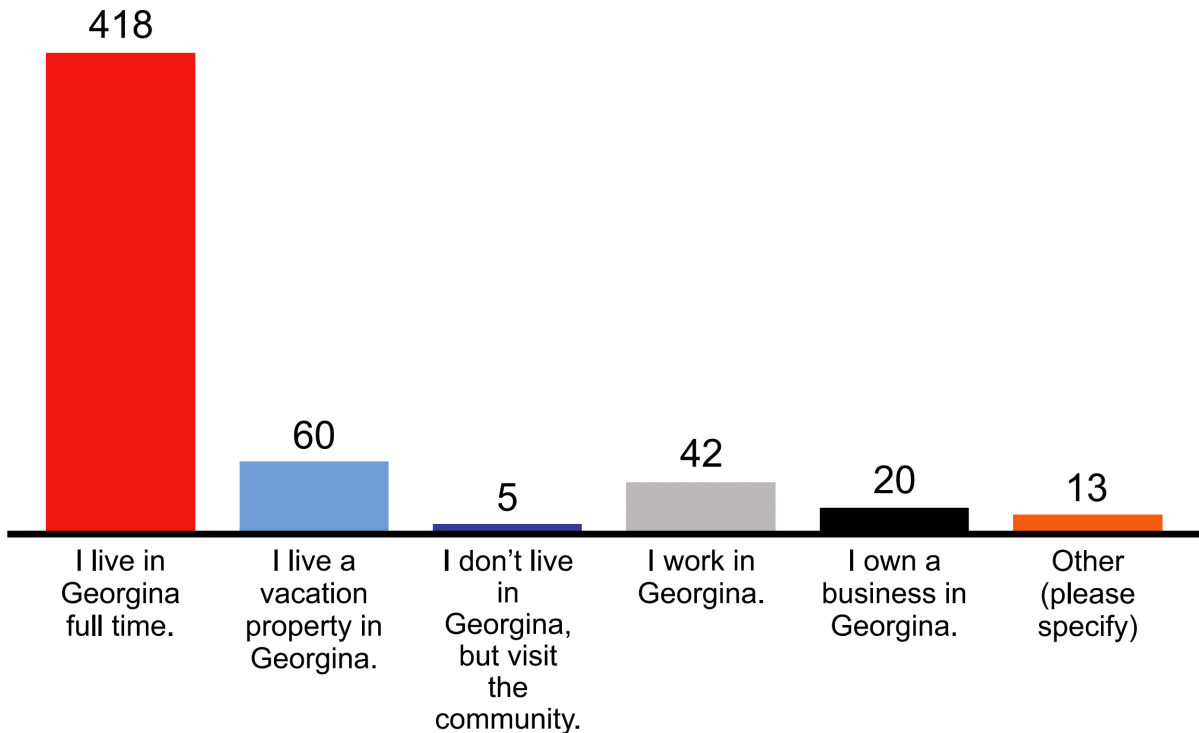
- 86 residents directly living in Section 1

- 121 residents directly living in Section 2
- 53 residents directly living in Section 3

Based on how respondents identified their relationship with each section of the study area, the total number of respondents in each section of the study area is as follows:

- A total of 197 respondents living in Section 1
- A total of 229 respondents living in Section 2
- A total of 128 respondents living in Section 3

Figure 2: Relationship of Respondents to the Town of Georgina



Section 1

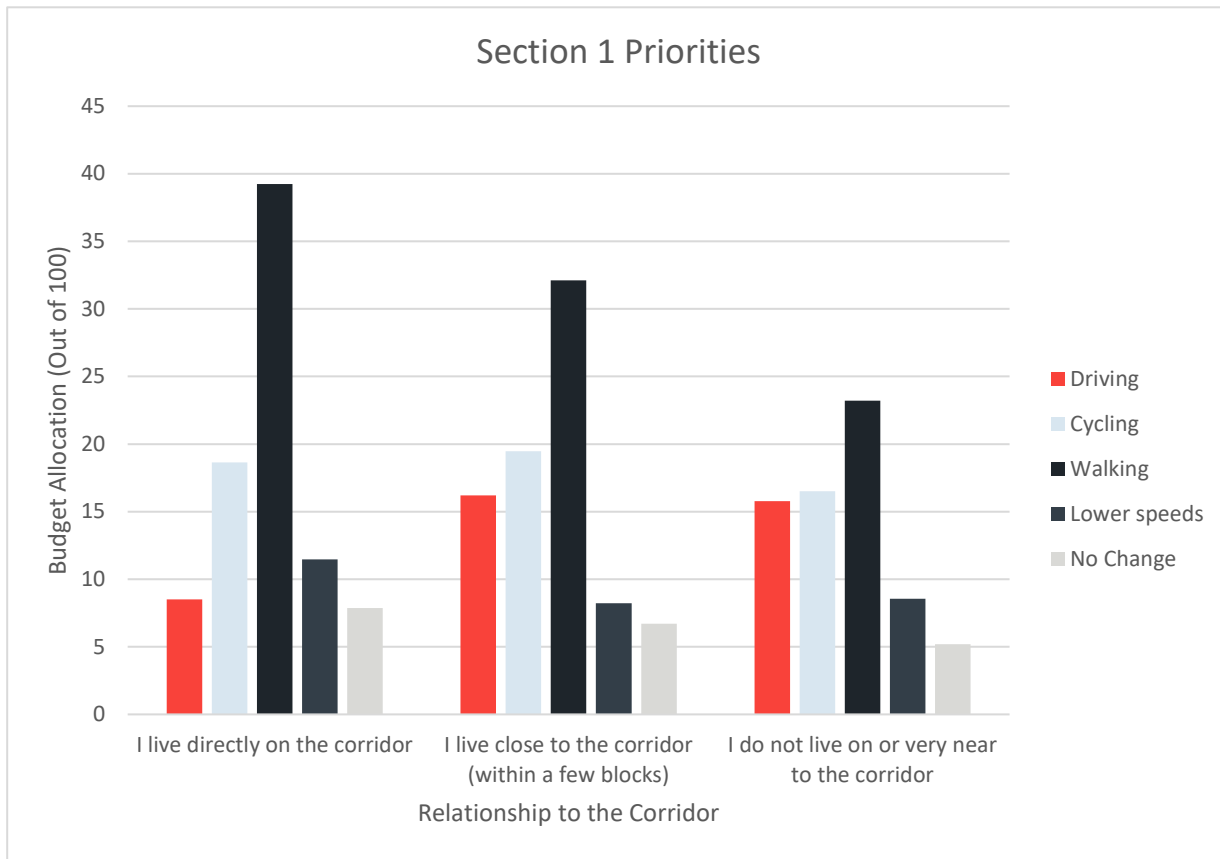
The most common ideas expressed in the comments for Sections 1 are:

1. Making the road one-way to reduce congestion and improve safety. (43 mentions)
2. Adding speed bumps to reduce speeding and improve safety. (17 mentions)
3. Creating a separate lane or sidewalk for pedestrians and cyclists to improve safety and reduce congestion.

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving Lake Drive South and North, their identified priorities ranked as shown in **Figure 3**. Key takeaways are:

- All three groups of respondents overwhelmingly supported wanting to improve walking along section 1, with higher levels of support from residents who directly live on the corridor in section 1.
- The main key priorities for all three groups of respondents were walking, cycling, and driving respectively, with “No Change” as the least desired option for this section.
- Traffic calming and lower speeds were identified as means to improve the safety on this section of study area.

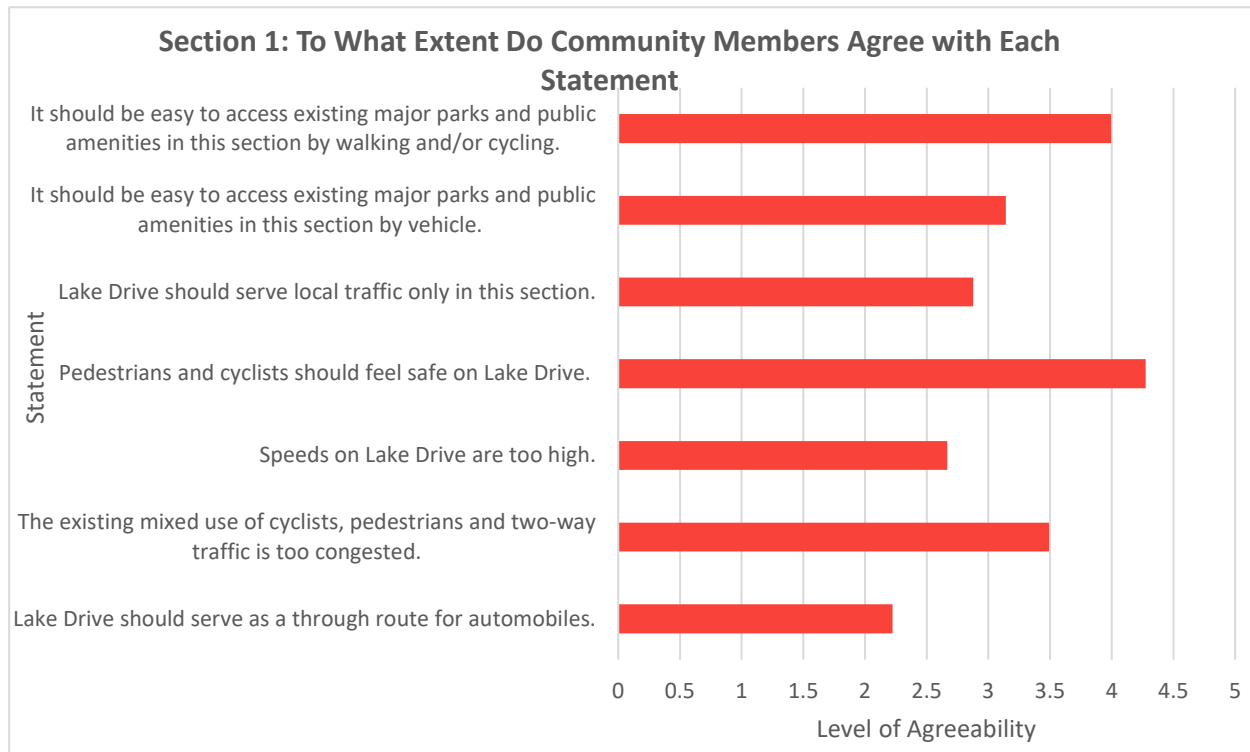
Figure 3: Section 1 Priorities by Relationship to Corridor



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 4**:

- All three groups of residents on the corridor, residents adjacent to the corridor, and non-residents supported making the corridor safer for pedestrians and cyclists to traverse and to improve access to major parks and amenities along the corridor.
- Respondents agreed that the existing conditions of the corridor were not suitable for any particular user of the corridor as it is far too congested for vehicles, pedestrians and cyclists.
- The average results between all three groups of respondents indicated that there was the least amount of support for making Section 1 of Lake Drive a through route for automobiles.

Figure 4: Section 1 Ranking of Agreeability to Statements



Section 2

The most common ideas for Section 2 in the comments provided are:

- Making Lake Drive a **one-way street** for vehicles, with several comments suggesting this idea. (43 suggestions)
- Creating **dedicated lanes** for pedestrians and cyclists, with several comments suggesting the creation of sidewalks, bike lanes, or multi-use paths. (21 comments)
- **Enforcing speed limits** and increasing police presence to monitor speeding. (14 comments)
- Adding **speed bumps** or other traffic calming measures to slow down vehicles. (10 comments)

Only 6 comments indicated that Lake Drive should continue to prioritize driving.

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving section 2 of the study area, their identified priorities ranked as shown in **Figure 5**. Key takeaways are:

- All three groups of respondents overwhelmingly supported wanting to improve walking along Section 2. Residents who live directly on the Section 2 area allocated 40 points out of 100 on average towards improving walking conditions, the highest allocation of points among any of the values demonstrated in the chart.

- residents who live directly on or adjacent to the corridor, prioritized walking and cycling as two main modes of transportation on Section 2.
- Respondents who do not live near the corridor indicated that they would like to see driving and cycling access improved along the corridor following the strong desire to improve walking conditions.
- Residents in all three categories scarcely supported lowering vehicle speeds along the corridor or changing the corridor at all.

Figure 5: Section 2 Priorities by Relationship to Corridor

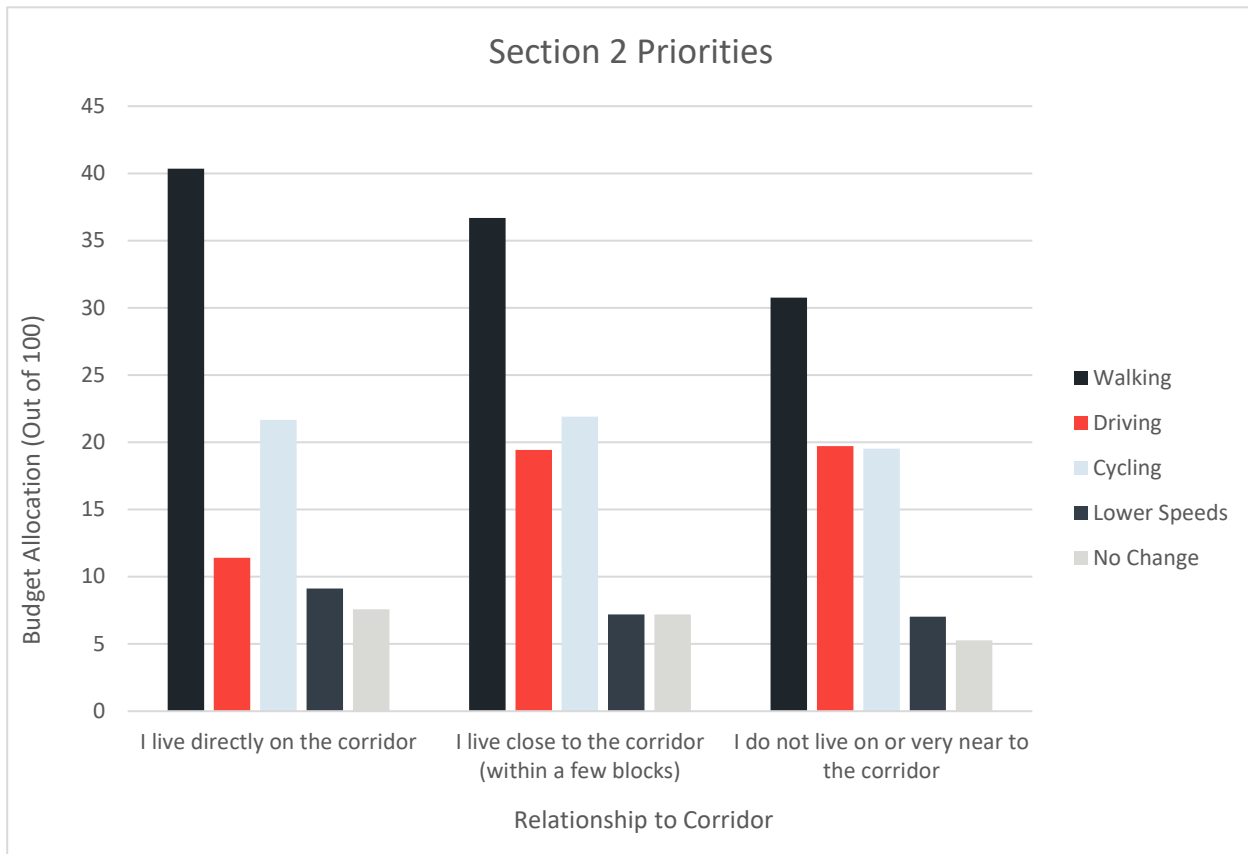
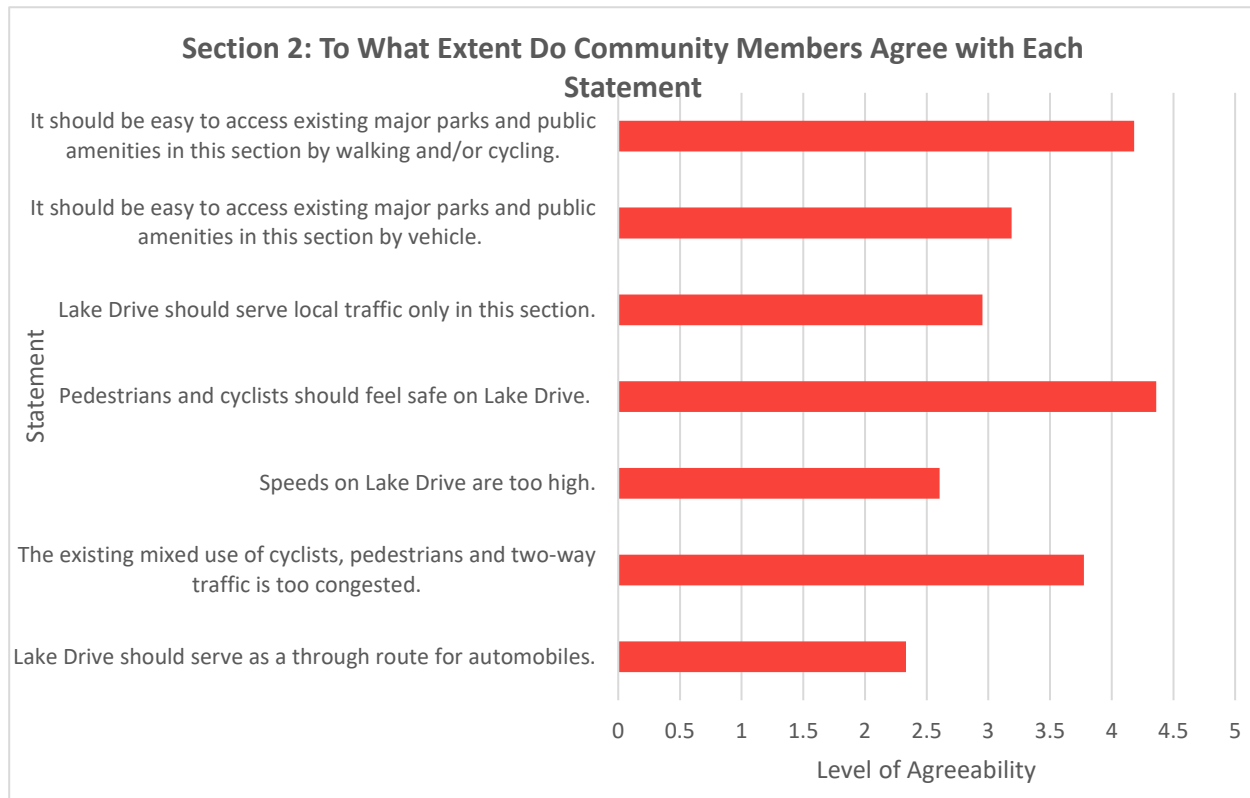


Figure 6: Section 2 Priorities by Relationship to Corridor



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 6**:

- Residents living along the corridor, those adjacent to it, and even non-residents all expressed a strong desire to enhance pedestrian and cyclist safety along the corridor.
- Respondents unanimously agreed that the current state of the corridor does not cater effectively to any particular mode of transportation due to constrained right of way and severe congestion, making it challenging for vehicles, pedestrians, and cyclists to navigate.
- When averaging the responses from all three groups of participants, it became evident that there was the lowest level of support for the idea of designating Section 1 of Lake Drive as a through route.

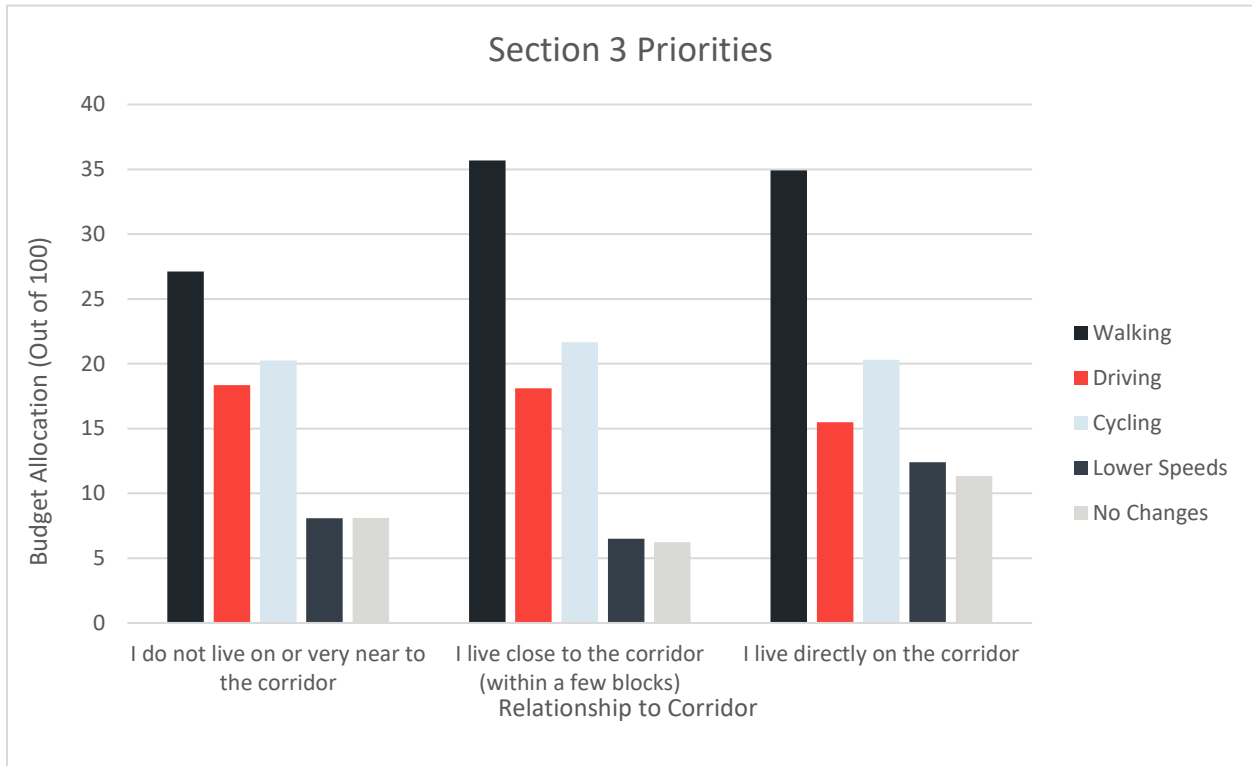
Section 3

The most common ideas expressed in the comments for section 3 are:

- The addition of sidewalks and bike paths to improve safety for pedestrians and cyclists.
- The installation of speed bumps and the enforcement of speed restrictions to slow down traffic.
- The monitoring and enforcement of rules for visitors and tourists.
- The consideration of one-way traffic on Lake Drive.

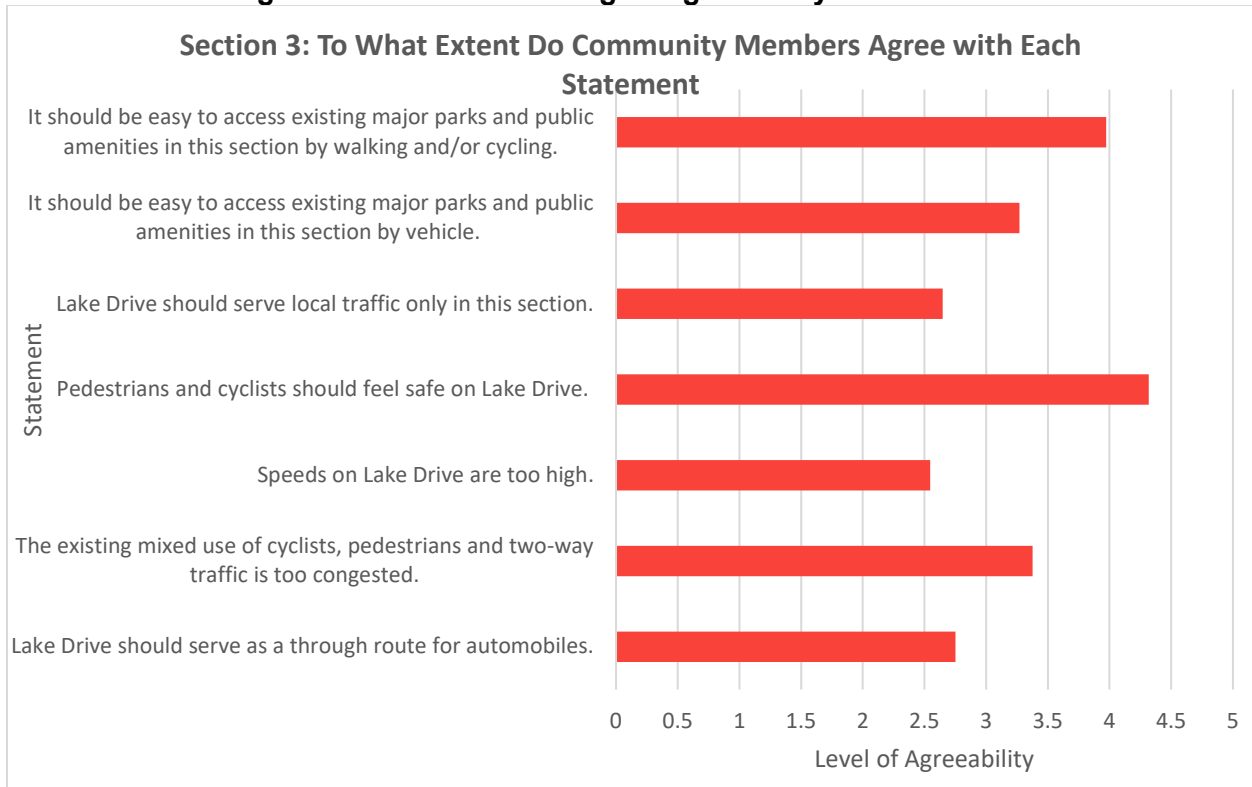
The trends observed from respondents in Section 1 and 2 remain consistent for Section 3. Respondents from all three sections shared the same vision and priorities for improving the conditions for walking along the corridor. The priorities for Section 3 are shown in **Figure 7**. Following this there was a strong support for improving the safety of those cycling.

Figure 7: Section 3 Priorities by Relationship to Corridor



A similar trend occurred in Section 3 where most respondents agreed that the section of Lake Drive and Hedge Road should have enhanced pedestrian and cycling facilities to improve the safety of their respective users. When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 8**.

Figure 8: Section 3 Ranking of Agreeability to Statements



Virtual Public Workshop

A virtual Public Workshop was held on at 6pm on August 15 and 17, 2023, and allowed residents to gain a complete overview of the project, learn about the best practices and analysis used on the corridor, and to learn about the proposed alternatives. Registration for the sessions was posted on the Town’s website. Advertisement for this presentation was completed via the Town’s website and social media channels. 14 and 8 people attended the workshop sessions on August 15th and August 17th respectively. The sessions were recorded and posted on Town’s YouTube channel, with 56 views on the video as of November 1, 2023. Towards the end of the engagement, an open discussion period was held where members of the public could have their questions answered by the Project Team. The comments from the Virtual Public Workshops indicated support for roadway improvements to address concerns of the user safety for cyclist and pedestrians.

Beach Pop-Up Event

On August 20, 2023, the Project Team hosted 2 pop-up events with the first being held at Willow Beach from 10:00 AM to 12:00 PM and the second held on the same day at De La Salle Park from 1:00 PM to 3:00 PM. The objective of these sessions was to provide a high-level overview of the project via board displays and handouts including a link to the public survey and engage discussions with stakeholders regarding their challenges and opportunities with Lake Drive and Hedge Road. The Project Team presented the proposed alternatives for Lake Drive on poster boards at both events. Members of the public were able to interact and encouraged to provide their feedback directly to the Project Team. To provide present the Study, three display boards were printed and mounted during the event. These display panels and their markups by the public can be found in **Attachment D**.

An interactive display board with cross-section of proposed alternatives and sought feedback from the public on the feasibility of each alternative for sections of the study area. The results of this exercise is summarized below:

- There was a strong support for implementation of multi-use pathway on Section 2. (5 mentions)
- Residents supported the implementation of one-way with paved shoulder for Section 1 and 2. (2 mentions for each section)
- There was no desire for the implementation of a one-way road with advisory lanes in section 1 and 2. (2 mentions for Section 1, and 4 mentions for section 2)
- Respondents expressed both agreement and disagreement for a two-way road with sharrows, technically continuing with the existing conditions on Sections 1 and 2.

In addition to the interactive display board, conversations and verbal comments were captured by the Project Team. A full list of received comments is listed below:

- Traffic calming seems to be the most effective way.
- The traffic impact on parallel roads and adjacent neighbourhoods need to be considered.
- Local residents speed too on the corridor. There is no enforcement and the biggest issue is speeding.
- Road maintenance for road shoulders need to be considered.
- Cutting down the hedges on Hedge Road can improve the sightline on the roadway and ultimately improve the safety of the road.
- I support closing the road in front of Willow Beach in Summers. (5 residents supported)
- For speeding issues: speed bumps + bollards do not work in section 1. People just speed over or through them anyway. Keeping speed limit very low would help.
- One-way with multiuse pathway is a consideration for section one but not sure if it works with houses on both sides of the road.
- I suggest piloting the one-way option first.

4. PHASE 3: DETAILED EVALUATION OF ALTERNATIVES: ENGAGEMENT ROUND #3

During Phase 2: Technical Memorandum #2 – Identification and High-level Evaluation of Alternative Solutions the following consultation activities were carried out as **Engagement Round #2**

Consultation:

1. Public Information Centre

Public Information Centre

A Public Information Centre was an opportunity for the Town's stakeholders to provide comments and feedback on the preferred alternatives. The PIC was held on September 26, 2023, in De La Salle Park Chapel, between 6 PM and 8 PM, by the Town and the Project Team. Comments were collected from the public during this session that were recorded discussions and written comments. The PIC displays were also available on the Town's website following the PIC, published on September 27, 2023 and comments were accepted until October 10, 2023. Approximately 42 people attended the in-person event.

There were a total of 27 boards. See **Attachment E** for a copy of the PIC display boards.



PIC Online Publication Dates and Locations

Date Published	September 27, 2023
Formal Comment Period	September 27 – October 10, 2022
Project Website	https://www.georgina.ca/living-here/roads-and-sidewalks/lake-drive-functional-assessment
PIC Display Panels Publication URL Address	https://www.georgina.ca/sites/default/files/2023-10/Lake%20Drive%20-%20PIC%20Boards%20-%202021-Sept-2023%20Revised%20-%20AODA%20%282%29.pdf

The display boards were in compliance with the *Accessibility for Ontarians with Disabilities Act* (AODA).

During the comment period, a total of 43 comments were received. These comments are documented in **Attachment G**.

5. NOTICE OF PUBLIC INFORMATION CENTRE (PIC)

A copy of the Notice of Public Information Centre is included in **Attachment F**.

The Town of Georgina notified general members of the public, stakeholders and agencies of the PIC by way of social media advertisements on Facebook and Twitter. The Town also posted the *Notice of Public Information Centre* on the Study webpage on September 12, 2023, posted in the newspaper on September 14, 2023, and distributed the Notice to the Study’s mailing list via email on September 26, 2023. See **Attachment H** for screenshots of the social media posts.

6. INDIGENOUS COMMUNITIES

Indigenous Communities were engaged during this Study as they are rights-holders to this land. Though there are no adverse environmental impacts being considered, Indigenous Communities have special interest in studies near waterways and bodies of water. The Town of Georgina has an existing relationship with the Chippewas of Georgina Island, who were consulted during this process. The Town of Georgina notified the Chippewas of Georgina Island on September 22, 2023, of the project and PIC. The Town will continue to notify and engage the community as they move towards Detailed Design and further associated studies.

6. SUMMARY OF COMMENTS

The main key themes collected through public engagement are summarized below.

Staying With the Status Quo is the Least Desired Option

Throughout different engagement opportunities and according to the survey results, keeping the roadway as is today, is the least technically preferred option by residents.

Creating a Corridor that Works for All Users

Given the waterfront nature of Lake Drive and Hedge Road and their connections to parks, beaches, and other amenities make this corridor a destination on the shores of Lake Simcoe. Throughout all engagement activities the Project Team heard countless times of the desire to make a corridor that

works for everyone, not just those driving. To put it simply, the existing conditions of the corridor were not supported by those engaged throughout the project, demonstrating a strong desire and political will to change the usage of the corridor by the community. Common themes heard throughout the engagement process was improving access to the public amenities along Lake Drive by people walking, cycling, and driving. In its current state, all three users are forced to interact with each other causing congestion on the narrow right-of-way, creating dangerous conflicts between users accessing the corridor.

A Strong Desire to Improve Walkability

The major theme and vision that arose from all engagement activities was a strong desire to improve conditions for walking along all sections of the Lake Drive and Hedge Road corridors. The public survey demonstrated that the community has a strong desire to see the corridor become a place where people feel safe taking a leisurely stroll across the shores of Lake Simcoe, regardless of if they reside on or away from the corridor. This was supported by a number of comments that requested adding a physical separation for those walking along the corridor, and seeking ways of improving walkability between parks, beaches and existing amenities along and adjacent to the study area.

Making Cycling Safer

Respondents also expressed a desire to improve the safety of cyclists. As a popular summertime destination many residents expressed their desire to cycle more along the corridor but referenced safety concerns as the primary reason for not choosing the transportation mode. Respondents expressed a desire to improve the physical separation between cyclists, motorist, and pedestrians to make all three user groups feel safer along Lake Drive and Hedge Road.

Traffic Calming to Tackle Traffic Safety Concerns

The narrow right-of-way of the corridor in its current state creates traffic bottlenecks for two-way traffic flow. From series of engagement activities, the project team found that both technical advisors, key stakeholders and residents were all supportive of adding traffic calming measures to the corridor to slow down and restrict the movement of vehicles along sections of Lake Drive and Hedge Road. Suggested traffic calming features along the corridor included introducing speed bumps, restricting traffic flow to one lane of travel, and creating separate lanes for pedestrians and cyclists. In addition to this, community members expressed seeing more law enforcement and awareness campaigns along the corridor to ensure that measures are enforced, and users are aware of changes in traffic operations.

8. ADDRESSING COMMENTS

The Project Team sought out to ensure that the Technically Preferred Alternatives to the existing Lake Drive and Hedge Road corridor reflected the desires of technical advisors, stakeholders, councillors, and members of the public. Feedback solicited directly resulted in the following suggestions for the technically preferred alternatives. For Sections 1 and 2, this transpired in the following ways:

- One vehicle travel lane will be removed from the right-of-way, limiting vehicles to move east-to-west or vice versa along the shoreline; and
- A bi-directional physically separated multi-use path on the lake-facing side will be added to improve the safety of pedestrians and cyclists.

The scope of Section 3 required three different alternatives to be proposed along the route to achieve the vision established through our community engagement approach. The proposed changes to the corridor includes the continuation of the multi-use pathway and one-vehicle lane of travel from Section



2 until Riley Avenue. From here, the following adjustments were proposed to enhance the safety and comfort of cyclists and pedestrians along segments 2 and 3:

- Segment 2: A shared lane of travel between vehicles and cyclists with a speed limit of 30km/h. The presence of sidewalks along this section of the road already enhances the safety of pedestrians along the corridor; and
- Segment 3: Advisory lanes are suggested as the alternative to retain two-way vehicle flow while adding in designated shoulder space along the road for pedestrian and cyclist usage.

The Technically Preferred Alternatives to the corridor reflect the desires of what the project team heard through multiple rounds of public engagement. The alternatives for the corridor prioritize pedestrian safety and walkability first and foremost while simultaneously improving the safety of cyclists. Retaining vehicular flow was also balanced to ensure that two-way traffic flow was applied where necessary and removed where alternative routing existed. This demonstrates a pragmatic approach of separating the corridor into segments and applying different treatments demonstrates an awareness of the needs of the community.

9. Correspondence Record

A correspondence record was maintained during the Lake Drive Functional Assessment Study. Copies of correspondence are on file with the Town.

Attachments A and B removed for privacy. Copies are on file with the Town.



Attachment C – Survey Form and Questions



Survey Form Lake Drive Functional Assessment Study

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road.

Lake Drive is a popular corridor in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for leisure and commuting. The popularity of Lake Drive, coupled with its constrained width, has led to a growing number of concerns related to the mixing of uses and a desire by the community to establish a vision to guide the use of this corridor in the future.

This project will evaluate and compare a variety of options for the Future of Lake Drive and Hedge Road.

This study focuses exclusively on the existing edge-to-edge pavement limits that will not require widening or any other additional elements outside of the existing paved surface.

With that in mind, we would like your feedback on what your priorities are for each section of Lake Drive that is being evaluated through this study.

1- What is your relationship to the Town of Georgina? (select all that apply)

- I live in Georgina full time.
- I have a vacation property in Georgina.
- I don't live in Georgina, but visit the community.
- I work in Georgina.
- I own a business in Georgina.
- Other (please specify)

.....
.....

2- What is your age?

- 0-16
- 17-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 years and older



Survey Form
Lake Drive Functional Assessment Study

A) Section 1:

Lake Drive South between Ravenshoe Road and Bayview Avenue
and

Lake Drive North between Church Street and Metro Road North

A-1) What is your relationship to this section of the study area?

- I live directly on the corridor
- I live close to the corridor (within a few blocks)
- I do not live on or very near to the corridor

A-2) If you were asked to prioritize your vision for Lake Drive in Section 1, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			



Survey Form
Lake Drive Functional Assessment Study

A-3) To what extent do you agree with each of the following statements as it relates to Section 1 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

A-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....



Survey Form
Lake Drive Functional Assessment Study

B) Section 2

Lake Drive North and East between Coxwell Street and Dalton Road

B-1) What is your relationship to this section of the study area?

- I live directly on the corridor
- I live close to the corridor (within a few blocks)
- I do not live on or very near to the corridor

B-2) If you were asked to prioritize your vision for Lake Drive in Section 2, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			



Survey Form
Lake Drive Functional Assessment Study

B-3) To what extent do you agree with each of the following statements as it relates to Section 2 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

B-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....



**Survey Form
Lake Drive Functional Assessment Study**

C) Section 3

**Lake Drive East between Dalton Road and Hedge Road, and
Hedge Road from Lake Drive East to Park Road**

C-1) What is your relationship to this section of the study area?

- I live directly on the corridor
- I live close to the corridor (within a few blocks)
- I do not live on or very near to the corridor

C-2) If you were asked to prioritize your vision for Lake Drive in Section 3, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			



Survey Form
Lake Drive Functional Assessment Study

C-3) To what extent do you agree with each of the following statements as it relates to Section 3 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

C-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....



Survey Form
Lake Drive Functional Assessment Study

If you would like to receive updates about this project, provide your contact information here (optional)

Name:

Email:

Thank you for taking time to fill out the survey!

The results will be used to inform the project and the upcoming public information session.

For project updates, please visit the Project Webpage at:

<https://www.georgina.ca/living-here/roads-and-sidewalks/lake-drive-functionality-assessment>

or scan the QR code below with your device:



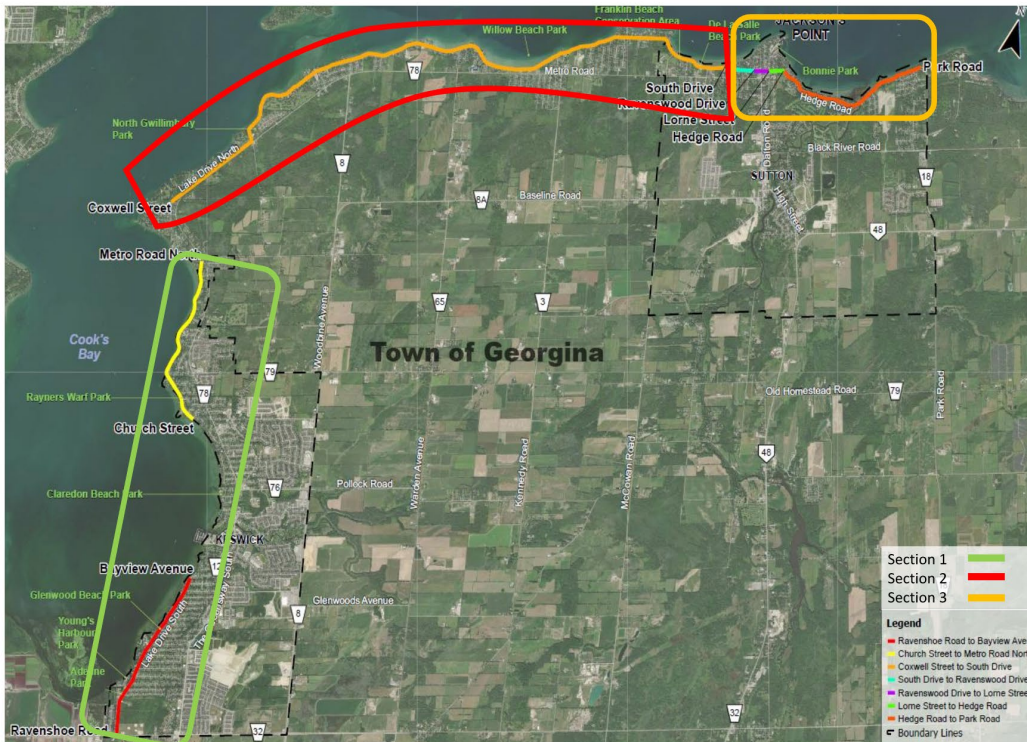


Attachment D - Virtual Workshop Display Panels, Public Markups and Photos

Boards presented at the beach pop-up sessions:



Lake Drive and Hedge Road Functional Assessment Study



About the Project

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road. Lake Drive is a popular corridor for various users.

The goal of this study is to improve the safety and function of the corridor for the residents and all users.

The project team will determine improving the function of the road by evaluating a combination of potential alternatives, such as:

Different Lane Arrangements

Traffic Calming Measures

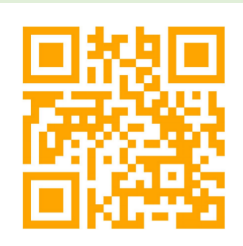
Active Transportation Improvement

Lake Drive and Hedge Road Functional Assessment Study

How to Stay Involved

Project Website

Stay tuned for more details on the project and the upcoming engagement opportunities.



Online Survey

Scan the QR code below to participate in the survey and have your say in the corridor's future.



Public Information Centre

The PIC will be held in Fall 2023. Visit the project website for more information. The date and time will be determined and posted on the website.



Lake Drive and Hedge Road Functional Assessment Study

Do you think the following alternative is suitable for the study area sections?



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		

Responses received from residents on the interactive board on preferred alternatives for each section:

Lake Drive and Hedge Road Functional Assessment Study

Closing the beach in front of popular parks to vehicles


One-way with Multi-Use Pathway is a consideration for Section One but not sure if works with existing landscape

Speed bumps + bollards do not make sense in Section 1 - people just speed over or through from anyway - keep speed limit 25 in this section!

piloting the one-way option first


Cut down the hedges for improving the safety

Do you think the following alternative is suitable for the study area sections?




One-Way with Multi-Use Pathway

	Yes	No
Section 1	👍	
Section 2	👍👍👍👍	👎
Section 3		




One-Way with Advisory Lanes

	Yes	No
Section 1		👎👎
Section 2		👍👍👍👍
Section 3		



Two-Way with Sharrows

	Yes	No
Section 1	👍👍	👎👎
Section 2	👍👍	👎👎
Section 3	👍👍	



One-Way with Paved Shoulders

	Yes	No
Section 1	👍👍	
Section 2	👍	👎
Section 3		



The brochure distributed in the beach pop-up sessions:



Project Overview

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road.

The goal of this study is to determine the best ways to make Lake Drive and Hedge Road safer and more functional for all road users.

Lake Drive is a popular corridor for various uses. The popularity of Lake Drive has led to a growing number of concerns related to the mixing of uses and a desire by the community to establish a vision to guide the use of this corridor in the future.

Stay Involved

Project Website

Stay tuned for more details on the project and the upcoming engagement opportunities.

Online Survey

Scan the QR code below to participate in the survey and have your say in the corridor's future.

Public Information Center

The PIC will be held in Fall 2023. Visit the project website for more information. The date and time will be determined and posted on the website.

We invite you to provide your feedback and have your say in the corridor's future! Please scan the QR code below with your device to participate in the survey.



Project Website



Public Survey



Beach Pop-up event at Willow Beach:



Beach pop-up event at the De La Salle Park:

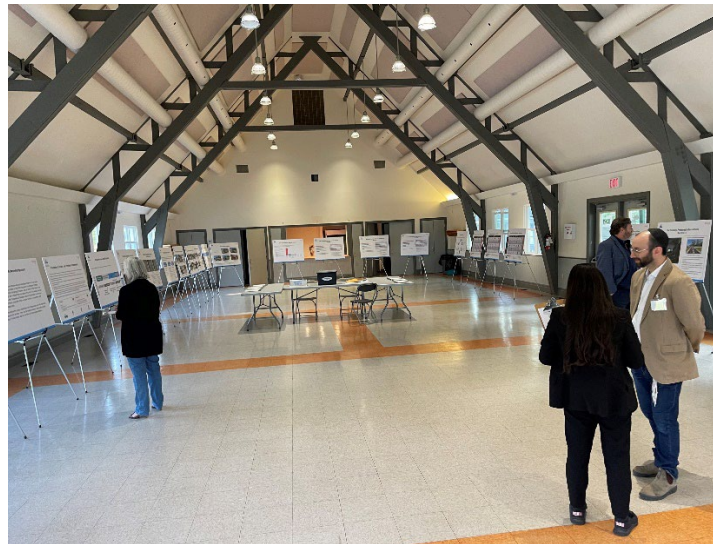




Attachment E – PIC Display Panels



PIC Photos





Attachment F – Notice of PIC



Lake Drive Functional Assessment Study Notice of Public Information Centre (PIC)

Background

The Town of Georgina has retained WSP Canada Inc. to carry out a functional assessment study for several segments of Lake Drive and Hedge Road. The goal of this study is to develop recommendations on improving the function of the road and safety for all road users and to leverage the unique recreational, tourism and economic features that Lake Drive and Hedge Road represent for the Town.

As part of the project, the Town and its consultant team will undertake an evaluation of technical elements related to the corridor. In addition, the project includes engagement with relevant partners and members of the public to solicit feedback on the preferred alternatives. This study focuses exclusively on the existing edge-to-edge pavement limits that will not require widening or any other additional elements outside of the existing paved surface.

This project is adhering to the Municipal Class Environmental Assessment (MCEA) Schedule B process, providing a higher level of analysis and engagement than is typically required for a project of this type.

The study area map is provided below in Figure 1.

Study process and preferred alternatives

To date the project has involved:

- Assembling and analyzing relevant background and technical information, including previously approved planning documents, traffic volumes, collision history and documented concerns and developed an understanding the problems/challenges faced by the road users within the area;
- Engaging with local partners and stakeholders, including Town staff, Town Councillors, local conservation authorities and other external partners through workshops;
- Engaging with the community through virtual workshops, an online survey and beach pop-up sessions;
- Refining the evaluation criteria to determine the preferred alternatives for each section; and
- The development of a more detailed plan for implementation of the preferred alternatives for each section.

The public information centre is the last round of engagement and is an opportunity for Town's stakeholders to provide their comment and feedback on the preferred alternatives.

Purpose of notice

Members of the public, agencies, Indigenous communities and other interested persons are invited to provide input via a Public Information Centre (PIC) to be held on Tuesday, Sept. 26, from 6 p.m. to 8 p.m. at the Chapel Room, De La Salle Park located at 1924 Metro Rd N, Jacksons Point.

At this PIC, the project team will present the preferred alternative for each section of the study area, including documentation of the background review, evaluation of existing conditions and assessment of other proposed alternatives against the approved project evaluation criteria. Attendees will be invited to provide comments on the preferred alternatives as the designs are finalized before the study is completed and submitted to Town Council before the end of the calendar year.

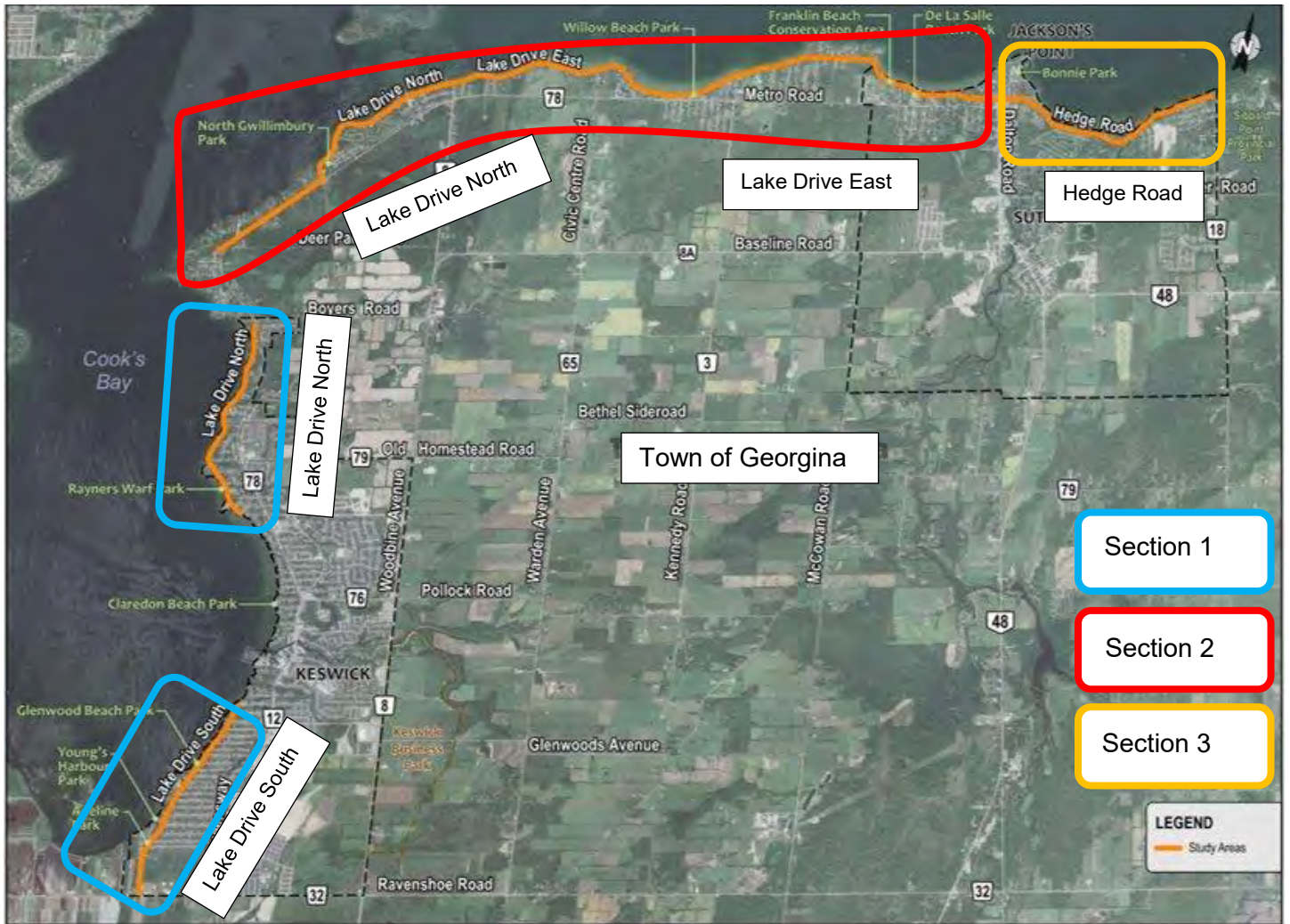


Figure 1. The study areas of Lake Drive Functional Assessment Study.

Project contacts

If you would like to be added to or removed from our project mailing list or have project-related questions, contact the Town and/or consultant as noted below:

Town:

Ryan Post, P.Geo, C.E.T.
 Project Manager
 Operations and Infrastructure
rpost@georgina.ca
 905-476-4305, ext. 2904

Consultant:

Jay Goldberg, P.Eng., PMP
 Project Manager
 WSP Canada Inc.
Jay.Goldberg@wsp.com
 289-835-2489

All personal information included in a submission, such as name, address, telephone number and property location, is collected, maintained and disclosed for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.



Attachment G – Comments Received During the PIC Comment Period

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
1.	September 26, 2023	Form	[REDACTED]	Property Owner	[REDACTED]	More stop signs – speed bumps No to one way
2.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Do not agree to 12 months see next pages sorry <ol style="list-style-type: none"> 1. I believe that the roadway configuration should only be seasonal during summer 2 months 2. You have not acknowledged to us where the other E-W or N-S traffic will flow since you are taking away 1 road. We can no longer for a sunset drive! 3. What is the road allowance that you will be using for this project 4. I believe you will use Brule Lakeway as a road to redirect traffic 5. I believe a safety concern is an issue as Lake Dr. has always been two lanes. Some drunk person will drive on bicycle/pedestrian lane and kill someone
3.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	I live in Section 1 <ul style="list-style-type: none"> • Agree with S1-4 (Multi-use)



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<ul style="list-style-type: none">- Require access for walking, bikes and single/one way trafficConcern for ATV and dirt bikes if made legalSpeed bumps are valuable to slow traffic
4.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	<ul style="list-style-type: none">I agree with the problem statement in the area is not safe for the amount of cars and pedestrians and cyclist <p>My comments reflect my opinion for Section 1 – Both Lake Drive and Lake Drive N.</p> <ul style="list-style-type: none">Direction of travel -I do prefer the preferred choice of one way with multi-use oath. I am not concerned with the direction chosen but prefer it to not to alternate.Whether the direction of vehicular movement will alternate east + west, or north to south at intersection <p>Regional Rds</p> <p>I do not feel the need for a change of directions as both sections are separated on their own. If there ends up being an alternate direction in one section. I prefer it happens only once. No need and</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>to much confusion for more than that</p> <ul style="list-style-type: none">• Whether the roadway configuration will be implemented permanently or seasonally <p>I would like to see this to be a permanent option as I feel these sections are very densely populated and used by pedestrian and other types of transportation just as much in the winter as in the summer!</p>
5.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>My opinion on this Study for: Section 2</p> <p>I feel the only option for proceed (if necessary) is to really consider that this is a seasonal problem only so should be treated as such.</p> <p>For 12 weeks only (end of June to Labour Day) the Section 2 area is inundated with “Day Trippers”. All other times of the year there are very few cyclists. Dog walkers are the majority of the people on Lake Drive Sept to end of June.</p> <ul style="list-style-type: none">• Centreline bollards are a good seasonal solution• The recently decreased speed limit of 20 km/hour was a good decision.



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
6.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	One way with a bike lane.
7.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>Making Lake Drive one way is a terrible idea. It would no doubt increase the speed of cars because they wouldn't have to slow down for all the bends in the road and there could be grad racing. Many nights we can head drag racing on Metro Road and I don't want this on Lake Drive. Bicyclists often speed on Lake Drive and need to be ticketed more. Giving them a bike lane would likely make the speeding worse. I suggest keeping Lake Drive 2-way with lots mote stop signs and speed bumps. Also closing the roads in the 3 parks (North Gwillimbury, De La Salle and Willow Beach) and putting the roads on the sides of the park would greatly improve the parks and make it safer to access the beaches.</p>
8.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>Regarding Section 1+2</p> <ul style="list-style-type: none"> • Would prefer one way traffic "only seasonally" • Would like to see speed bumps added at Springwood Beach (Bruce Lakeway) crossing.
9.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<ul style="list-style-type: none"> • No to one-way – more stop signs. • Speed bumps are good.



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
10.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>Oen way with multi use path is good for all sections. It is important to note that lights must be installed all along Lake Dr.</p> <p>It gets very dark l the winder and having sufficient lighting is a very important for children safety to get safely get to and from the park!</p> <p>De La Salle to Jackson Point in Area 2 is a big safety concern in particular!</p> <p>Please take this seriously!</p>
11.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<ul style="list-style-type: none">• I am in Section 1 and favour the alternative 4 S1-4 – One lane – multi-use path.• The possible allowance of ATV's needs to be carefully considered. It could be fairly disruptive.
12.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>The suggestions as presented is perfect. Please harmonize this plan with the one regarding the reconfiguration of the Park De La Salle to be put the streets around the park are not impacted by both decision. The priority should be to the cyclist, the walker and not the cars especially people coming from out pf town.</p> <p>The one lane solution in front of De La Salle park is the way to go if you can not</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						stop completely the cars to travel in front of it.
13.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Road work (bike lanes, one-way-sharrows, etc.) are unnecessary. Traffic calming would make the road safer and more enjoyable for everyone who uses it. Before a pedestrian is killed.
14.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	I have serious doubts/concerns about the feasibility of implementing advisory lanes on Hedge. Hedge is busy – especially in the summer. Having advisory lanes will only contribute to the unsafety in the road. Traffic calming measures and enforcement of speed limits would be much more efficient in enhancing the pedestrian/cyclist enjoyment of using Hedge Road. As well, where the road is busy, advisory lanes will only contribute negative to the on quality along Hedge Road.
15.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Since I own the free hold Condo Development “Jacksons Point By the Cay” between Metro Rd and Lake Dr E just E of Bruke, I am concerned if the roads from Metro to the lake become access toads to one way movement. We own our road as it belongs to our development. We are responsible for any maintenance, upkeep required to keep our road private for our owner’s only. The Town has no responsibility to our development.



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						Please do not allow our private road to be used as a lake access route. I agree with the suggested rational #4 one lane multi use path.
16.	September 26, 2023	PIC In-Person Comment Form	██████████		██████████	Close traffic to vehicles in front of every beach from 7am to 8PM, add speed cameras along Lake Drive and add more speed bumps along Lake Drive especially in front of Springwood Beach. Speed down to 30 km/hour. Save tax payers money is #1.
17.	September 26, 2023	PIC In-Person Comment Form	██████████		██████████	Safe walkway area / sidewalk / bikelane.
18.	September 26, 2023	PIC In-Person Comment Form	██████████	Property Owner	████████████████████ ██████████	<ol style="list-style-type: none">1. We live in Section 1. Suggest █████ Lake Drive south and North are very different in traffic patterns and should be analyzed separately2. We are: car drivers, bicyclists; walkers. I appreciate the difficulty in making this all work.3. I believe separation is the key.4. Agree with the proposed solution of our part of Lake Drive N -> one lane, multi-use path.5. Speed of traffic as one lane will be an issue. Photo radar!!



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						Good luck with the process! Apologies for the wording!
19.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	I feel if implemented, seasonal is preferable as traffic gets extra busy during the summer. Come labour day the car/people traffic drops off significantly. And what happens to our scenic drive along the lake for example at sunset. Only one direction?
20.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Stop signs @ Seaward, Maple, Sibbald Crescent (west exit) are a must on Dedge Road Section 3. Speed bumps on areas of poor visibility, and at eastern end of Hedge that is currently a straightway leading into a blind corner. Two way is a must – widen road where possible, turn a little. Everything would help. Stop signs!
21.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Sidewalks needed on Lake Drive at De La Salle. This is a danger zone now with pedestrians in traffic bay.
22.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]		[REDACTED]	I walk on Lake Drive North everyday and everyday I see drivers driving too fast and often ignoring speed signs and stop signs. It is becoming increasingly dangerous to walk this road. There are cyclists, mothers



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						pushing baby strollers, walkers, children playing. It seems like an accident waiting to happen. I would like to see a divided road. One way traffic on one side of the road and the other half of the road for cyclists + walkers. I hope this dangerous situation is dealt with and resolved.
23.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED]	I am in agreement with the selection for Section 2- One lane roadway with a two way, separated multi-use path on the lake facing side.
24.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	"We are particularly concerned with bikers and cars who blithely ignore the enforced 30km speed limit on both Lake Dr and Brule Lakeway. This issue has worsened considerably over the past two years. Therefore, we would like to see permanent speed humps installed on our street, and also on Lake Drive beginning a good distance before vehicles reach public beach area. In addition, we are deeply concerned about the noise level of vehicles with modified mufflers, and who routinely blast their music, with zero consideration for the people who live here. The noise often goes on intermittently until sometimes after midnight, particularly on summer weekends.
25.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	Concerned with having multi use lane which means bicycles will be able to go both ways. Families walking could be hit by



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					[REDACTED]	<p>the bikes. It will cause confusion for pedestrians and accidents. Bikes whether electric or manual should use the same lane as motorized vehicles and also be subject to the same ontario road rules as cars eg stopping at Stop signs.</p> <p>The one way for my section should start at Church Street and run all the way through the end of Lake drive North by Metro so it is logical to understand and follow.</p> <p>There should be no metal bollards put in separating the lanes it will cause accidents for the larger vehicles like snow ploughs.</p> <p>The one way flow of traffic should be permanent and not seasonal else will cause confusion and accidents.</p>
26.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>After reading a lot of the information provided I know it's an extremely difficult situation. I live off of hedge Road where I travel back-and-forth from Willow Beach to my property. Lake Drive is extremely dark and dangerous at night, and probably should be clearly lit to start off. The vegetation has grown and any signage in the area is not clearly visible at night. The blue bridge definitely should be lit up more with proper signage that is not hindered by the trees and shrubs. There is also a possibility for proper lighting when someone enters the bridge a light signals on the other side for the vehicles to</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>stop. This is something small and simple, but could be very useful.</p> <p>The property around Del La Salle and Salvation Army is definitely a dangerous area as most visitors to the area have a little regard for the vehicles traveling on the roads and believe that they have for authority to cross wherever they choose.</p> <p>Unfortunately, when this area was built 50 years ago, the idea of today was not thought of and hence there really is no room for additional footage on the roadway.</p> <p>There could be summer hours and they could be summer one ways, but I don't think it's fair to the community for all year round travels.</p> <p>I am a property manager and would be glad to assist in anyway, as I do live in this area full-time. Thank you.</p>
27.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	You have not consolidated the residence of Georgina. This has not been brought to the public attention in a proper and transparent manner. Look at your survey response. 558 out of 45,418 residence (2016) data. 1.2% of the population. None of the presentation or data shows any real safety data. Has not identified specific



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						issues and areas of concerns. You say it aligns with town plans, but you are still working through your Waterfront Parks Master Plan. The judgement criteria are subjective at best. No data to support the results. How does a one way improve AT network. How does it improve transportation options. All options allow for walking and cyclist even though they are seasonal. How does one lane road provide more access to waterfront. There is no access to waterfront so limited space will be congested. A one lane road will not solve that. Your evaluation criteria are ridiculous. Just wait for the traffic jams created by tourist driving 20 km hours along these roads. It will result in unsafe passing of vehicles in limited area resulting in more accident. Well done.... love the way that the public feed back discussion is not record. Real transparent.
28.		Online Comment Form	[REDACTED]	Property owner	[REDACTED] [REDACTED] [REDACTED]	1.2 % of the population does not constitute as fair. Losing the ability to travel along the lake during peak months dwindles the advantage of living on or near lake you will only cause more traffic issues. The only people who benefit from this are those fortunate enough to live on lake dr. Instead add speed bumps open more lakefront beaches for actually towns folks only use. Invest in your full-time residents not just the 1%.



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
29.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	<p>Cyclists in a shared multiple use lane will be dangerous and cause accidents. cycles should be part of the road traffic in the vehicle lane, flow in one direction, and obey the road rules as set down by law. The road isn't wide enough to have a central exclusion zone as well as two mixed use lanes and a vehicle lane. The road can't support access to fire trucks, snow ploughs, school buses, and pedestrian lane if there is any central street furniture. The road must be one-way at all times with no seasonal variations. adding many road signs and other street furniture will destroy lake drive north's scenic route status.</p>
30.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	<p>* I agree the road should not be widened. Nor should barriers be added along the waterfront. * The road should most definitely NOT be made one way. A one-way road would speed up the traffic (as the possibility of encountering oncoming traffic is eliminated) and one-way would present undue hardship for residents of Lake Drive. Service vehicles and emergency response vehicles would be delayed and inconvenienced by one-way access. Cyclists travelling against the traffic would be at greater risk (they won't travel all the way around Metro Road to observe the</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>one-way on Lake Drive so would travel against direction at times).</p> <p><u>* BEST SOLUTIONS:</u></p> <ol style="list-style-type: none">1. Post SHARE THE ROAD signs, showing pedestrians, bikes, cars.2. Add electronic "Your Speed Is" signs that flash a SLOW DOWN message if approached too quickly. Post these at various intervals.3. Police to conduct sporadic enforcement campaigns to ensure that cars, trucks, motorcycles and bicycles are observing the 30mph speed limit.4. Consider painting white lines on the OUTSIDE edge only of the roadway (no centre line). This gives motorists confidence to pull over more to allow for passage of oncoming traffic.5. Do not create bicycle or pedestrian lanes, as these will provide a false sense of security to those who use them on this narrow road where it is important to consider other vehicles at all times. <p>In summary, please leave the road much as it is (perhaps add painted edge lines) and increase signage to remind all who use it that it is mixed use. "Your Speed Is" signs remind us of if our speed has crept up. Word of enforcement gets around quickly; our police officers are there to protect us and this is a great way they can help preserve a safe environment as we</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						maintain the beauty and accessibility of Lake Drive.
31.		Online Comment Form	[REDACTED]	Owner	[REDACTED]	I don't want one way, it will increase speed of motorcycles, cyclists, which are already going very quickly. Having a lane for cars, one for bikes, pedestrians, strollers, etc. all one way would be more detrimental than two-way traffic.
32.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	I would like to encourage use by more outdoor enthusiasts (walkers, joggers, bikers, etc.) and less car traffic. speeds limits need to be enforced. Properties where hedges are within 2 ft. of the road edge should be set back a minimum of 8 ft. to allow for better site lines and allow pedestrians to safely move out of the way of oncoming vehicles. proliferation of street signs creates visual distraction and offer little relief i.e., "shared roads". white lines on edge of paved surface would be helpful. Parameters on noise levels from motorcycles and ATV's should be in acted.
33.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	People speeding, congestion with mix of pedestrians, cyclists and cars going both ways. Perhaps making it a one way.
34.		Online Comment Form	[REDACTED]	Property Owners	[REDACTED]	Install automated speed ticketing devices (similar to school zones) along Lake Drive North which will not only slow down vehicles and likely reduce traffic but will also generate additional revenue for those who choose to speed.



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
35.		Online Comment Form	[REDACTED]	property owner	[REDACTED] [REDACTED]	<p>This is the only way to access our property. While the road is busy at times, i believe that it functions well for the community it serves. I do not think it needs to be widened, in fact I believe that drivers are more careful with their speed and are conscious of oncoming traffic with the current state.</p> <p>Making the road one way would make it difficult for residents, emergency vehicles and service people as there would be quite a lengthily patch without a way to exit. I believe it would be difficult for firefighters and ambulances to safely come. I also think it would cause more vehicular traffic at potentially higher speeds, which would make the road more difficult to cross safely with children.</p> <p>There is no need to make bike lanes or pedestrian lanes. the road is shared well at present, you can see this in the summer, many walkers and bikers are out without incident that I know of. A special lane would make the road narrower. We have learned to share the road. Perhaps speed monitoring signs and Share the Road signs, together with a speed limit which gets enforced, would help.</p>
36.		Online Comment Form	[REDACTED]	Property Owner		<p>I'm a seasonal resident of Lake Drive North and know it to be a wonderful community amenity. I enjoy watching the joggers,</p>



ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					[REDACTED] [REDACTED]	walkers, cyclists, and vintage car club rallies using it. <u>My concerns are:</u> - traffic speed, volume, and noise - any further development of the road that would place a greater emphasis on vehicles rather than pedestrians and cyclists Making the road one way and freeing up designated lanes for pedestrians and cyclists would be good but could only be an option if speed deterrents are put in place such as speed bumps for vehicles and maybe cyclists
37.		Online Comment Form	[REDACTED]	Property Owner,	[REDACTED] [REDACTED]	I would have concerns for Lake Drive North being one way. This would be inconvenient for homeowners along the road as well as increasing response times for emergency vehicles. I would prefer using safety protocols to reduce the risk but NOT pedestrian or bike lanes.
38.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	I agree with the problem statement above. We have lived at the end of Church where Lake Dr North begins for 17 years and have seen a significant change in the volume and type of traffic. I run and my family walk and ride bikes on Lake Dr frequently. With the change in traffic our concern for safety has increased significantly. I have written our councillor expressing our concern in the past. I have read the



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						findings from the assessment and agree with the one lane recommendation for Section 2.
39.		Online Comment Form	[REDACTED]	Property owner and road user	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	<p>I support the recommended Section 2 Alternative 4 (S2-4) "One Lane - Multi-Use Path". As a regular user of this road, as driver, cyclist, and pedestrian, I feel this will greatly increase the safety of cyclists and pedestrians along this route, and significantly increase the appeal of the road as a recreational route for pedestrians and cyclists in Georgina.</p> <p>The lack of sidewalk in the Section, while understandable given the narrow width of the road, is somewhat of a risk to pedestrian safety. The multi-use path will resolve this issue, creating a pleasant and safe walking and cycling route along the lakefront. Lake Drive has many curves with poor visibility, which can be dangerous for pedestrians and cyclists using the road, particularly when motorists disregard the speed limit. The dedicated multi-use path, combined with the likely speed-constraining effects of the narrowed vehicle space, will likely significantly increase safety in these areas.</p> <p>The recommended traffic calming measures will also improve safety, particularly with regards to high-speed traffic on Lake Drive during warm-weather seasons. While not high-volume, loud,</p>



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						<p>high-speed vehicles sometimes move along the road day and night, presenting a danger to pedestrians and cyclists on the road, particularly during low-light times. I feel that physical impediments to high-speed travel, such as the centre bollards and speed humps proposed, are the most effective way to ensure all drivers follow the speed limit.</p> <p>It is also noteworthy that in the case of residential roads running South from Lake Drive, children and other users must cross Lake Drive to reach lake accesses. Reduced vehicle speed, and reduced area on which vehicles can travel, will improve safety for people crossing the road.</p> <p>If this plan is implemented, the Town may find it useful to promote cycling along this route as a recreational opportunity to residents and non-residents alike. I note that groups of athlete and recreational cyclists often make use of this route; the town could promote this as a tourism attraction. This could work in conjunction with allowing food vendors at the beach parks that can be accessed via this road, and the overall goals of the Waterfront Master Plan. Presently, during the summer months, some people appear to drive their cars along this Section recreationally. However, this is a poor use of the route compared to walking and cycling in that it</p>



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						<p>can fit less people on the road per given volume of space, creates unnecessary carbon emissions and user congestion, and creates safety risks to pedestrians and cyclists from drivers not paying attention to the road.</p> <p>Much of the Town's growth is occurring in the new Keswick subdivisions which do not have ready access to the lake. Summer shuttle buses with bicycle racks could allow residents of these areas to easily access the multi-use path and beach parks. As the Town's population grows, we must ensure that all residents have equitable access to beaches and the lake.</p> <p>Re: the considerations noted for this proposal: I commute to work outside of Georgina and would like to still be able to easily access Woodbine Avenue by car. Section 2 does not appear to get much pedestrian use during the winter months, so the configuration might not need to be maintained during that period.</p> <p>My understanding is that the data used in the study thus far has been largely anecdotal, based on survey responses from residents. I feel this is useful, but I also recommend using quantitative data-gathering (eg measuring vehicle numbers and speeds at various times of day and periods throughout the year) in order to</p>




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						<p>allow the town to make the best possible decision.</p> <p>I also support the proposed partial road closures at waterfront parks if these are determined to be appropriate. I think this would enhance the safety, user appeal, functionality, and environmental protective benefits of these parks.</p>
40.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>My concern is that if the road is made one way, people who have been driving this road for decades will forget that the road is ONE WAY when leaving from their dwelling (when tired, when late for getting somewhere, when distracted) and there will be the potential for more head on collisions.</p> <p>If the road is made ONE WAY there is more chance that cars and motorcycles will speed as they won't be concerned about cars coming from the opposite direction, thus making it even more dangerous for pedestrians and cyclists.</p> <p>Making the road ONE WAY will cause people to have to use more gas as it will be a farther distance to travel to get to their dwelling.</p>
41.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	<p>A one-way road would create more traffic jams and restrict access to the lake even more. It's not equitable. We need more access to the lake not less.</p>
42.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	<p>I am vehemently against making Lake Drive one way - it would speed up traffic.</p>




ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					[REDACTED] [REDACTED] [REDACTED]	I see no need to widen the road. Separate bike/pedestrian lanes will make the road more confusing. I say no. I like the idea of those electronic signs telling drivers how fast they are going and speed cameras as a deterrent make sense.
43.		Online Comment Form	[REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]	I am HUGE concerns about any proposed one-way traffic plans. More traffic on the roads the better as that will make drivers/riders keep a slow speed out of necessity. One way traffic will mean faster traffic. And bike lanes will not work on both sides of the road as it will put high speed bicyclists right up against people trying to cross streets when it is sometimes not great visibility. KEEP IT THE WAY IT IS BUT monitor speed of cars, bicycles AND e-bikes by increased traffic police, speed display systems and the temporary poles set up to slow traffic down.

Attachment H – Social Media Notifications

 **Town of Georgina**
September 20 · 🌐


🔔 The Town of Georgina is doing a Functional Assessment Study for Lake Drive and Hedge Road to develop and compare alternatives for potential modifications to the roadway. 📍 Join us for a Public Information Centre on Sept. 26 at the chapel at De La Salle Park between 6 p.m. and 8 p.m. 🔗 To learn more, visit georgina.ca/study.




**Lake Drive
Functional Assessment**

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**Lake Drive
Functional Assessment**

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