

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. OID-2025-0006**

**FOR THE CONSIDERATION OF  
COUNCIL**

March 5, 2025

**SUBJECT: LAKE DRIVE IMPROVEMENTS – PHASE 1 - UPDATE**

---

**1. RECOMMENDATION:**

- 1. That Council receive Report No. OID-2025-0006 prepared by the Capital Delivery Division, Operations & Infrastructure Department, providing an update on the Lake Drive Improvements Project – Phase 1, summarizing the detailed design, outlining public education, and next steps in the project;**
- 2. That Council amend Traffic Bylaw 2023-0087 (TR-1), as amended, to regulate the multi-use pathway, pedestrian crossings, stop signs, and emergency access only locations;**
- 3. That Council direct staff to implement Lake Drive Improvements – phase 1 as soon as practicable, but not before May 26, 2025 and not after June 26, 2025, and to return Lake Drive to its two-lane configuration no later than October 3, 2025; and,**
- 4. That Council direct staff to return with an update following the implementation with the feedback and data to determine the future annual implementation and removal dates.**

**2. PURPOSE:**

To provide an update on the progress of work to implement the first phase of improvements to Lake Drive, summarize the detailed design, outline the public communication and education, outline the next steps in the project, and pass the necessary bylaws for the Lake Drive Improvements, Phase 1 project.

**3. BACKGROUND:**

Lake Drive is a popular corridor in the Town of Georgina, attracting pedestrians, cyclists, and vehicular traffic who use it for both recreational purposes and local drives. However, concerns have long been expressed regarding the configuration of portions of Lake Drive that pose problems for the mixed use of pedestrians, cyclists, and vehicular traffic.

To examine ways to address these concerns, the Town carried out the “Lake Drive Functional Assessment” planning study (“Study”). The results of the Study indicated that Lake Drive should include a seasonal, single, one-way (west-to-east) general purpose vehicular lane and a bi-directional, multi-use pathway for pedestrians and cyclists (see **Figure 1**). For reference, complete project documentation of the prior Study can be access online at [Georgina.ca/Study](http://Georgina.ca/Study).



*Figure 1 – Conceptual Rendering of Seasonal Configuration*

The limits of the proposed seasonal one-way vehicular traffic configuration were defined as encompassing 11.2 km of Lake Drive extending from Varney Road / Metro Road to near Dalton Road.

In its 2024 budget, Council approved business case 24-CI-OI-24, directing staff to proceed with design of Lake Drive Improvements – Phase 1 (“Improvements”). The Improvements includes background review, site investigations, preliminary design, detailed design, tendering, and construction administration and inspection.

On November 20, 2024, staff brought forward Council Report [OI-2024-0013](#) which provided an update on the Improvements project, which at the time was near completion of the preliminary design. The Council Report detailed the key analysis completed to date and provided additional details to the Improvement project. Key features included:

- The multi-use pathway and one-way vehicle traffic was revised to Lake Drive East between Civic Centre Road and South Drive, see **Figure 2** below.
- Traffic calming measures to be included such as speed humps, additional stop signs, line painting, limited turning movements, signage, and consideration for automatic speed enforcement.
- Pedestrian crossings to be included at key locations.

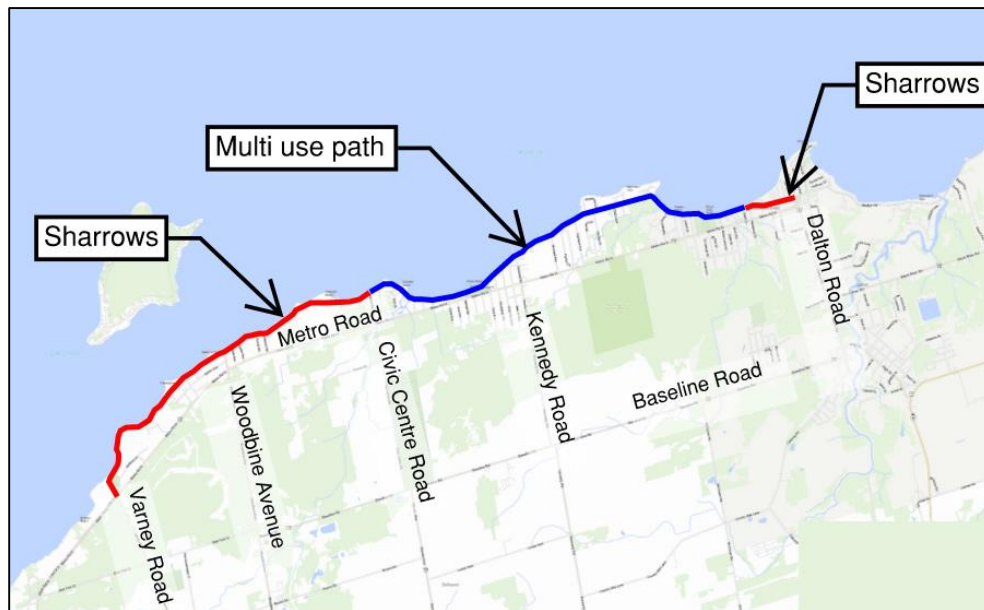


Figure 2: Location of multi-use path and one-way vehicle traffic

The November 20, 2024 Council Report also included a recommendation that staff would return to Council at time of tendering, which would also serve to launch a public communication and education campaign regarding the Improvements project.

Council approved the project implementation for 2025 through the capital business case 25-CI-OI-14.

#### 4. **ANALYSIS:**

##### ***Targeted Workshops and Consultations***

As directed at the November 20, 2024 Council meeting, staff have conducted several targeted stakeholder workshop meetings and communications including the below groups:

- Emergency services such as Fire, York Regional Police, and Paramedic Services
- One-on-one sessions with Councillors
- South Drive and Hardwood Drive residents
- Jackson's Point Business Improvement Area
- Ministry of Transportation of Ontario
- Waste pickup services (GFL)
- Canada Post
- York Region District School Board and York Catholic District School Board

- Town Divisions (Roads, Parks, Economic Development, Communications)
- Lake Simcoe Region Conservation Authority
- York Region (Corridor Control)
- Beachfront Associations
- Various resident inquiries

The discussions with the various groups helped shape the project as concerns from the affected stakeholders were heard and incorporated into the Improvements project to the extent feasible. The [workshop presentation](#) can be found on the [webpage](#), and a summary of the concerns expressed are contained in Attachment 1.

### ***Current Status and Key Design Features***

The Improvements project wrapped up preliminary design in early January 2025, and the detailed design was completed in February 2025. The Improvements project was recently posted to the Town's procurement webpage Bids & Tenders to publicly and competitively procure a qualified contractor to implement the project.

Some of the key features included in the detailed design are:

- Multi-use pathway and one-way west-to-east vehicle lane between Civic Centre Road to South Drive
- Pedestrian crossings including speed humps at:
  - o North Gwillimbury Park
  - o Sheppard Wharf
  - o Willow Beach
  - o Willow Wharf
  - o Franklin Beach
  - o De La Salle Beach
- New all-way stops at:
  - o Woodbine Avenue
  - o Civic Centre Road
  - o Kennedy Road
  - o South Drive
- Sharrows (vehicles reminded to share the road with bicycles) between Varney Road and Civic Centre Road, and South Drive to Dalton Road
- South Drive and Hardwood Drive traffic calming such as limited turning movements, speed cushions, and local traffic only signage.
- Emergency only access locations at Lagoon Drive and De La Salle Boulevard

### **Typical Intersection Layout**

Below **Figure 3** shows a typical north and south intersection detail with some explanatory notes. As shown in the figure, there are several commonly used signs related to the shared multi-use path, as well as signage directing vehicle traffic (ie. do not enter, left / right turn only, yield to pedestrians, etc.). In addition to the signs, there are bollards physically blocking vehicle turning movements into the multi use path.



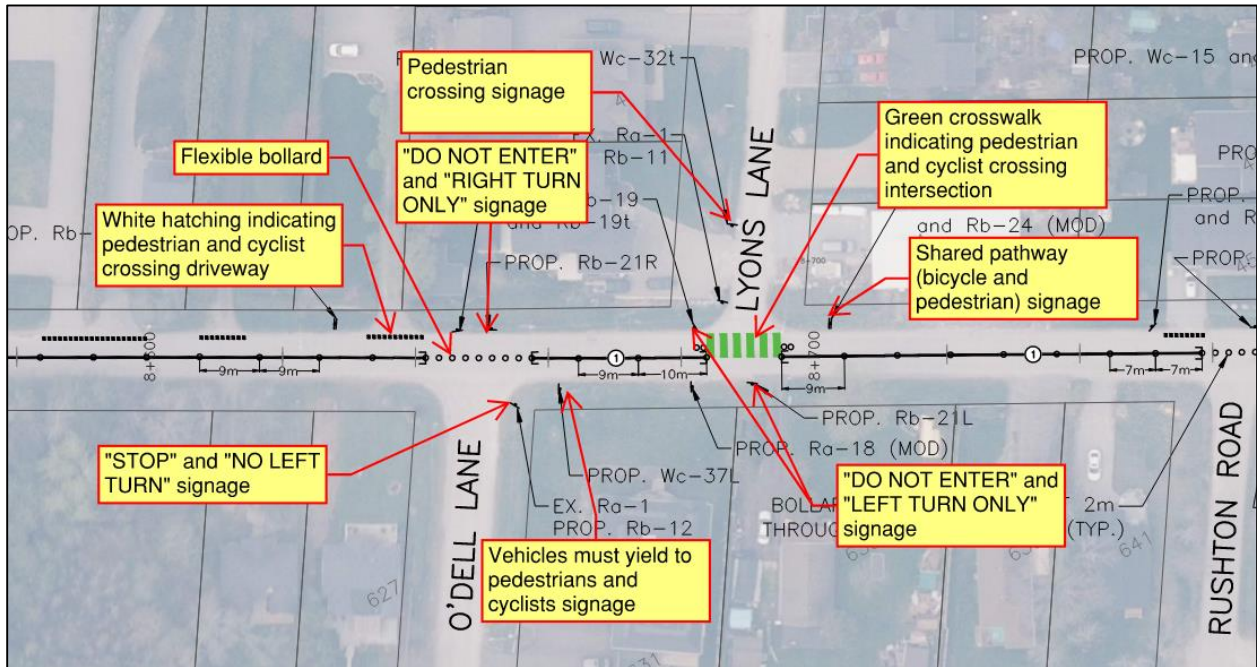






Figure 3: Typical north and south intersection detail

Various Signs to be Implemented

**Table 1** indicates some of the signage that will be implemented as part of the Improvements project. Note that the common signs such as stop signs, no left / right turns, etc. are not included in the table due to their familiarity.

Table 1: Signage to be Implemented

Sign	Description
	<p>Vehicles turning left (north) across the multi-use path must yield to bicycles and pedestrians.</p>
	<p>When a pedestrian is present at a pedestrian crossing, vehicles must stop and wait for the pedestrian to cross. This makes the pedestrian crossing essentially a stop sign when a pedestrian is present.</p>

 	<p>Notes that this lane is a shared pathway between bicycles and pedestrians. Generally users should be on the right-side of the lane.</p>
	<p>Bicycles and vehicles are to share the road. Bicycles are encouraged to stay to the right to allow vehicles to pass.</p>
	<p>Bicycles and vehicles are to share the road space equally. This means that bicycle riders are not required to move to the right to let cars pass.</p>

Eastern Transition Zone

Through extensive communication with residents in the South Drive and Hardwood Drive area, traffic calming and re-configured intersections were implemented as shown in **Figure 4**, and **Figure 5** below and includes:

- A physical barrier will be installed at the southwest corner of Lake Drive East and South Drive to discourage eastbound vehicle traffic from turning south to South Drive.
- South Drive southbound from Lake Drive East will be a through road to Metro Road, the existing stop sign is removed.
- New stop sign on Hardwood Drive at the South Drive intersection.
- Five new speed humps to reduce speed and volume.
- Line painting to visually narrow the road and reduce speed.
- Minor hedge pruning on the Town right-of-way to improve sightlines.
- Signage at Metro Road North indicating local traffic only.

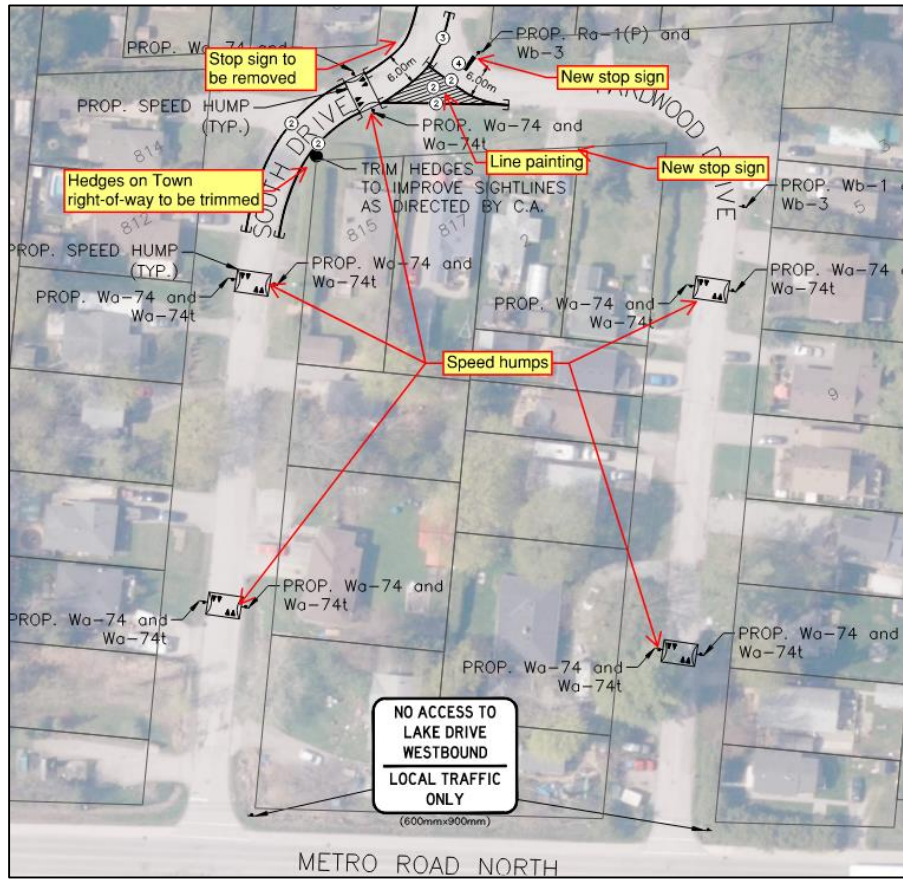


Figure 4: South Drive and Hardwood Drive traffic calming

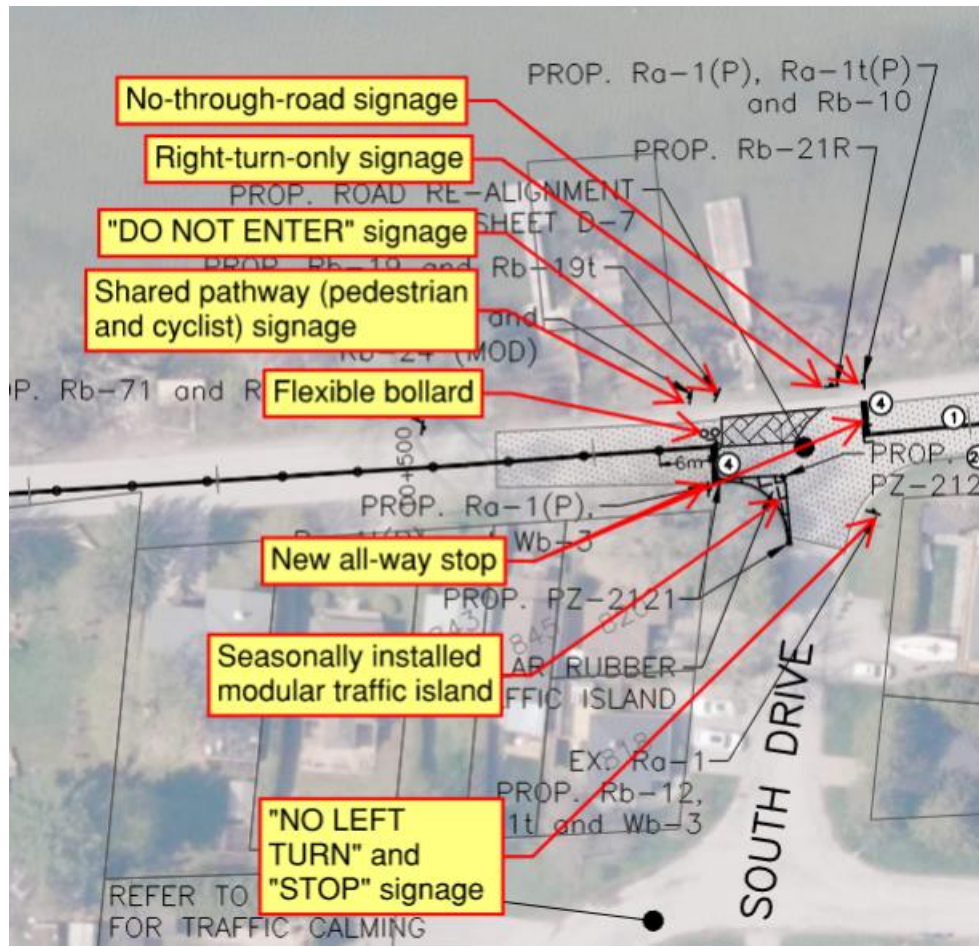


Figure 5: South Drive and Hardwood Drive traffic calming

### Sidewalk Extension at Eastern Transition Zone

In addition to the signage, bollards, line painting, and traffic island for vehicles and pedestrians at the South Drive and Lake Drive East intersection, the existing sidewalk east of South Drive will be extended. As seen in **Figure 6** below, the sidewalk will be extended west of South Drive so that pedestrians can travel from the business area at Dalton Road, to the multiuse path by remaining physically separated from vehicles via the sidewalk.



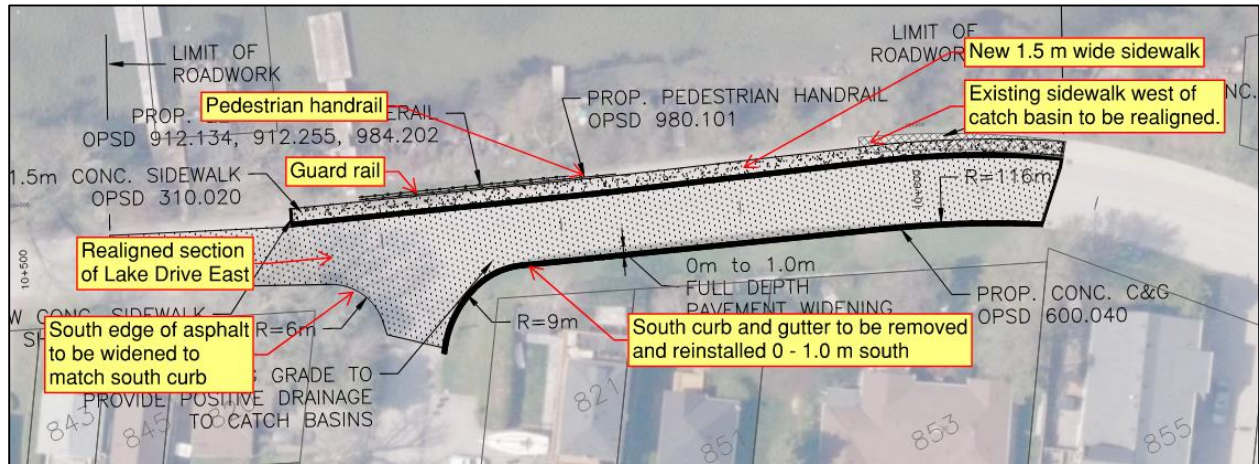


Figure 6: Sidewalk extension at South Drive

Western Transition Zone

At Civic Centre road, the two vehicle traffic lanes will transition to the multi-use path and one-way eastbound vehicle lane. The transition zone requires less reconfiguration, as there are no vehicle turning movements in existing conditions that would allow vehicles to drive in the multi-use path. A new all-way stop will be included at the Civic Centre Road and Lake Drive East intersection as seen in **Figure 7** below.

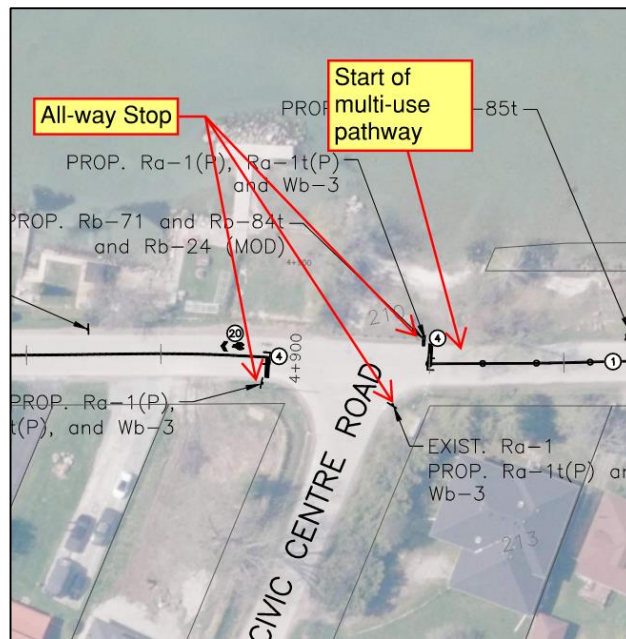


Figure 7: Western transition area at Civic Centre Road

**Upcoming Public Communication and Education**

A public communication and education campaign will commence to promote the benefits of the Improvements project, as well as educate the public regarding new

opportunities and changes to their driving behaviour. The Improvements project will be promoted in the following media:

- Up-to-date webpage
- Georgina Matters newsletter
- Letters to residents in project area
  - o Additional technical FAQs to those fronting the project area
- Social media posts
- On street signage
- Radio (K-Country 93.7)
- TV (Rogers programming shows)
- Newspaper (Georgina Post)
- Google/Apple/Waze map updating
- Media release once multi-use pathway is fully implemented
- Council briefing note once multi-use pathway is fully implemented
- Public feedback on the Improvements project

### ***Bylaw Amendments***

Various bylaw amendments are required to legally implement the seasonal multi-use pathway features, as well as the permanent features such as stop signs and pedestrian crossings.

A new section will be added to the Traffic Bylaw, being Section 24.0 Multi-Use Pathways. This section prevents vehicles such as cars and trucks from entering the multi-use pathway.

The multiuse path and restricted turning movement restrictions are seasonally enforced. The seasonal component of the bylaw is defined as “no earlier than May 1 or when signage has been posted, to no later than October 31 or when signage has been posted”. This timeframe allows for flexibility in the future should the project timing window need to be expanded. The restricted turning movement is eastbound Lake Drive East traffic turning south onto South Drive.

The six new pedestrian crosswalks will also be added to the bylaw. The crosswalks are permanent and will physically remain in place year-round.

The five new stop signs will be added to the bylaw, and one sign at South Drive intersecting with Hardwood Drive will be removed.

Emergency and operational vehicles will be exempt from the multiuse pathway bylaw. This is to mitigate emergency response travel time impacts, and to allow operational tasks such as road repairs, tree trimming, or waste pick up. This means that emergency vehicles can travel along Lake Drive East as follows:

- Eastbound travel in south / vehicle lane as per normal conditions;
- Eastbound travel in north / multiuse path lane as allowed in proposed amending bylaw;
- Westbound travel in north / multiuse path lane as allowed in proposed amending bylaw;

- Westbound travel in south / vehicle lane when safe-to-proceed.

No stopping remains in place in the existing bylaw through the entirety of the project area.

The amendments to the traffic bylaw follow this report.

### ***Next Steps***

The project is currently on the market for a competitive public procurement of a contractor to implement the Improvements project. Upon closing of the bid period, the submissions will be vetted to ensure compliance with the contractual requirements, and the lowest compliant bidder will be awarded the contract.

It is planned to commence the construction of the project in April, with a complete implementation date prior to July 1, 2025. Timing will be confirmed through the successful proponents submission, and will be publicly broadcast at the appropriate time.

Town staff will be monitoring the vehicle and pedestrian traffic to gain quantitative results. Town staff plan to release a survey to solicit feedback on the Improvements project once fully implemented. Town staff will return to Council in late 2025 with the results of the monitoring and public feedback.

### ***Timing***

It is unknown the exact opening date this upcoming summer season due to procurement limitations at the time of this report, however, staff anticipate the work to begin in April and complete in June. It is anticipated the one-way alignment will be removed prior to the first weekend in October, providing an anticipated 16 weeks of active implementation.

## **5. RELATIONSHIP TO STRATEGIC PLAN:**

“Creating a Vibrant, Healthy and Safe Community for All” – Support a safe, healthy and inclusive community.

“Delivering Service Excellence” – Proactively manage infrastructure and assets to ensure service continuity.

## **6. FINANCIAL AND BUDGETARY IMPACT:**

Financial and budgetary impacts have been presented in business cases 24-CI-OI-24 and 25-CI-OI-14.

The matters discussed herein are focused on refinement of the design approach and are not expected to impact the financial aspects of the project presented in the business cases.

The project has been submitted to one of York Region's Active Transportation grant intakes, which, if successful, could offset project costs up to \$200,000.00.

**7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

There are no public consultation requirements for this Council Report. However, Town staff have completed significant public consultation and have committed to a public communications and education campaign described above to notify the various road users.

**8. CONCLUSION:**

Progress achieved to date on the Lake Drive Improvements – Phase 1 allows the Town to award the construction contract to a qualified bidder in the coming weeks. Construction commencement is expected to occur in May 2025, with a completion prior to July 1, 2025.

**APPROVALS**

Prepared By:	Owen Sanders, P. Eng., Senior Project Manager
Reviewed By:	Neil MacDonald, P. Eng., Manager, Capital Delivery
Recommended By:	Michael Vos, Director, Operations & Infrastructure
Approved By:	Ryan Cronsberry, Chief Administrative Officer