

#	Comment	Response
1	Traffic on South Drive is currently too high volume, too fast and dangerous	Traffic calming and intersection adjustments were included in design.
2	Traffic will increase on South Drive causing more safety concerns	Traffic engineers anticipate reduced traffic compared to existing conditions.
3	Vehicles turning left (north) from eastbound one-way will conflict with bicyclists/pedestrians on MUP and MUP will create false sense of security for bicyclists/pedestrians	Signage and line painting included to assist vehicle drivers.
4	Large vehicles using South Drive will not be able to negotiate curves	Traffic engineers have shown that large trucks can traverse South Drive.
5	Large groups of fast moving cyclists will overwhelm the MUP creating hazards for others	Fast moving packs of cyclists are likely to continue using the vehicle lane.
6	Unaware that the planned implementation is seasonal	Implementation is seasonal for summer months.
7	Changes to LDP1 are not necessary for safety, drivers are currently courteous and compliant, data records of vehicle/pedestrian conflicts requested; question of basis of project initiative	Concerns from vary user groups have expressed safety concerns on Lake Drive for several years.
8	LD is unsafe for pedestrians and cyclists; changes are long overdue and Town should proceed with one-way and MUP for all of Lake Drive.	Phase 1 will be implemented from Civic Centre to South. Future phases are not included in budget at this time.
9	Can traffic data during one-way implementation be collected and analyzed?	Yes. Town to include several traffic counters at various sections around Lake Drive Improvements
10	Can a user experience survey be conducted after initial one-way implementation?	Yes. Town plans to seek feedback on implemented design.
11	Service providers to homeowners will have nowhere to park without blocking one-way lane and vehicles will not be able to get around (ie. grass cutting crews, deliveries, etc.)	Lake Drive is a 'No Stop' zone in existing conditions. There is adequate space between bollards to drive around any obstructions such as an illegally parked vehicle.
12	Routine ponding in specific locations on Lake Drive will block one-way and MUP forcing pedestrians/cyclists into the vehicle lane	Users on multi-use pathway are expected to be minimal during large flooding events. Users currently share the physical space.
13	Flex-bollards in front of home will be unsightly	Purpose of road and related infrastructure is to provide a safe space for vehicles and pedestrians. This is more important than the aesthetics.
14	New signs and sign posts will be unsightly	Purpose of road and related infrastructure is to provide a safe space for vehicles and pedestrians. This is more important than the aesthetics.

15	Will there be an opportunity to review final design drawings?	Detailed engineering drawings are typically not subject to public review.
16	Unaware that previous planning study and public consultations were conducted, unaware/unable/unwilling to locate and review planning study information on-line	Georgina.ca/Study has all the background information related to the Planning Study.
17	Suggestion that other specific streets be chosen as start of transition zone (Brule Lakeway)	South Drive is the preferred transition zone for various reasons described in the November 20, 2024 Council Report.
18	Suggestion that no transition zone is needed, extend one-way and MUP right to Dalton	South Drive is the preferred transition zone for various reasons described in the November 20, 2024 Council Report.
19	Only heard about workshop by word of mouth, invitations were not received	Stakeholder workshops were by invitation only.
22	No right turn for eastbound traffic on Lake Drive East to South Drive is inconvenient for residents to get home	Driver routes will need to change due to the Improvements project.
23	Concern regarding MUP is not wide enough; bicycles pose risk to pedestrians on MUP	The MUP is approximately 3.0 m in width; this is a typical MUP width used across Ontario
24	Georgina post vote indicates 63% not in favor of the one-way configuration	Online voting by a local media outlet is not an accurate means of general public consensus.
25	Tendency for drivers to turn right at the 'T' intersection, so South Dr end up having more traffic compared to Hardwood Dr	Intersection improvements at South Drive and Hardwood Drive will permanently be installed.
26	Which lane should e-bikes or e-skateboard users take?	All vehicle, cyclist, and pedestrian users must follow the Highway Traffic Act, as amended.
27	Does MUP change the road classification; does bicycles on MUP still follow Highway Traffic Act?	A bylaw was passed so that only pedestrians and bicycles are permitted on the MUP.
28	Suggest to have South Drive and hardwood drive a one-way street (ie. clockwise) to assist with traffic calming	This is likely to increase traffic as there is no opposing vehicles to consider.
29	Property values will decrease due to multi use path	Property value increase
30	Poor sight lines on South and Hardwood at corners (due to the hedges)	Hedge on Town right-of-way will be trimmed to improve sightlines.
31	De La Salle Boulevard may become a future throughway because it would be constructed to support fire truck movements and the potential of development at De La Salle park area	Purpose of connection to Metro Road is for emergency vehicle access only. Pedestrian cars will not be permitted.
32	It will result in more parking on De La Salle Boulevard as there are currently not enough parking at De La Salle park	No changes to pedestrian car access or parking are being made; therefore parking concerns will not increase above existing.

33	Although this route will be designed for emergency vehicles access only, emergency vehicles will take this route for convenience when it's not necessary (ie, returning to bay)	Emergency vehicles must drive over a curb and hit a flexible bollard; unlikely they will choose route when not in an emergency.
34	Civic Centre road between Metro and Lake is a narrow section of road with no usable shoulder or sidewalks. Walking this section of road now is difficult with traffic. This project will increase traffic to this section of road.	The Town will monitor this section of road and determine whether additional traffic calming measures are needed.
35	Concern that Lake Drive North between Woodbine Avenue and Varney Road has existing high traffic speeds. This project does not adequately address this concern.	A dedicated pedestrian crossing, speed humps, line painting, and signage are implemented in this section of road. Area will continue to be monitored to determine whether additional traffic calming is necessary.
36	Concern that sidewalk extension on Lake Drive east of South will require extensive shoreline restoration works and retaining wall construction.	Lake Drive will be shifted south in order to extend the walking path to the MUP area. No shoreline works are required.
37	Residents with trailers will have to back in on the 'blind' side.	Correct. This is a common occurrence in areas where backing in on the 'drivers' side is not feasible.
38	Residents with trailers will be blocked by the bollards.	Bollards have been spaced to allow vehicle turning movements to access driveways. If a bollard cannot be avoided, contact the Town for assistance.
39	Construction vehicles, arborists, hydro trucks etc. requires them to be parked on the side of the road.	Lake Drive is a no stop zone in existing conditions. The typical Road Occupancy Permit rules apply.
40	Day trip drivers drive 10 - 20 km / hr to view the lake and will pull to the side to let traffic by. The proposed layout will no longer allow for this.	Lake Drive is a no stop zone in existing conditions. Driver behaviour will adjust to the seasonal implementation
41	Bicycles are hazardous to pedestrians.	Physical separation of pedestrians and cyclists from vehicles is much safer
42	One way street will increase speed.	Traffic calming measures will be implemented in the design.
43	Emergency vehicles will avoid one-way streets.	Emergency services were involved in the design of this project. There is minimal impact to response times.
44	Proposed re-alignment is seasonal. How does this protect the pedestrian during the off-season?	The multiuse path will be implemented during the peak pedestrian usage which is summer.
45	What is the cost of biannual placement and removal of the bollards.	Town is seeking competitive prices to determine the cost to install and remove the bollards seasonally.

46	How do emergency vehicles maneuver around vehicles? Are they expected to drive over the bollards?	There is sufficient space for emergency vehicles to maneuver between the bollards. In the event that they cannot maneuver between the bollards, the vehicle can drive over the bollard without damage to the bollard and vehicle.
47	One-way street being eastbound prevents vehicles from enjoying the sunset.	Pedestrians and cyclists will have greater access to enjoy the sunset.
48	How will a fire truck get around a garbage truck in an emergency?	Emergency vehicles can drive into the multiuse path to drive around any vehicles stopped in the vehicle lane.
49	South Drive and Hardwood Drive are not wide enough to accommodate two vehicles driving side by side, let alone a pedestrian. Let alone any transport trucks that would be delivering to businesses in Jacksons Point.	South Drive and Hardwood Drive can accommodate two vehicles side by side. Further, a transport truck can traverse the roads between Lake Drive East, South Drive or Hardwood Drive, to Metro Road.
50	Potential for speeding on South Drive and Hardwood Drive despite the 30 km/h limit.	Traffic calming such as speed humps will be permanently implemented on South Drive and Hardwood Drive.
51	An influx of redirected traffic on South Drive and Hardwood Drive would undermine the peaceful environment that residents cherish.	Limited turning movements and local traffic only signage is expected to reduce traffic compared to the existing conditions.
52	Why is the safety of Georgia residents being put aside for the safety of out of towners?	The multiuse path is for residents of the Town of Georgina and visitors to the area.
53	Does the Town have approval of the Province to continue with the project?	There is currently no regulation related to Bill 212. This means the Town does not need the Province's approval to proceed with the project.
54	Are there future plans to widen the Lake Drive?	There are no plans to widen Lake Drive; other than the small 60 m stretch between South Drive and the existing sidewalk on the north side of Lake Drive East. The widened road will be within the existing right of way.
55	What is the environmental impact?	There is expected to be an improved environmental impact due to reduced vehicle traffic on Lake Drive. Vehicles will also be further away from the water's edge.
56	The town should create a road at De La Salle directly through to Metro Rd. so all residents and visitors would be safe and this would not negatively impact the local residences or businesses.	The Town is not constructing a vehicle access from Metro Road to De La Salle Road or De La Salle Beach for this project.