



# LAKE DRIVE IMPROVEMENTS PHASE ONE

Pre-Design Stakeholder Presentation



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CONSULTING ENGINEERS



**PROJECT OVERVIEW**

**EMERGENCY RESPONSE**

**DESIGN FEATURES**

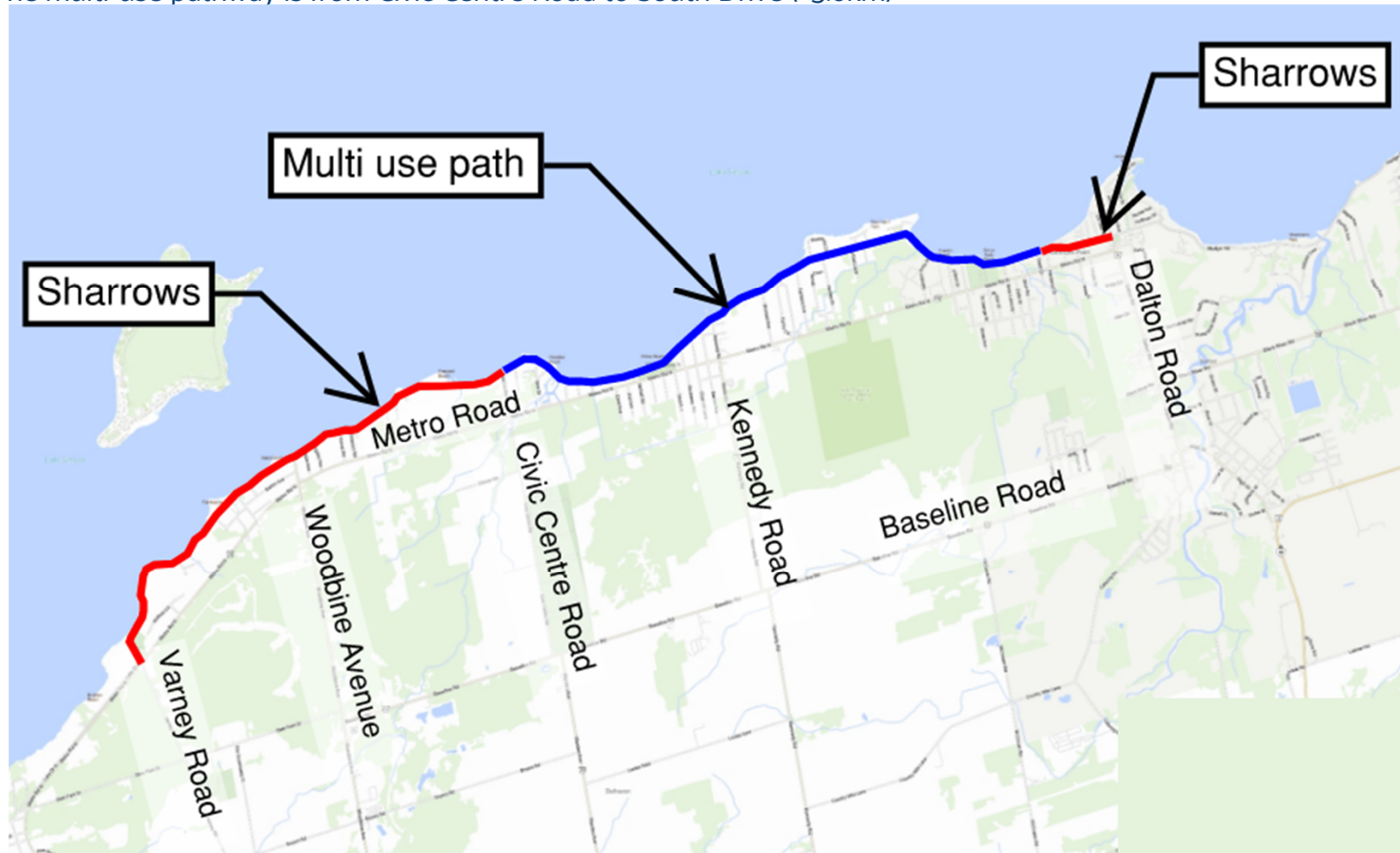
**TRANSITION ZONES**

**CLOSING REMARKS**

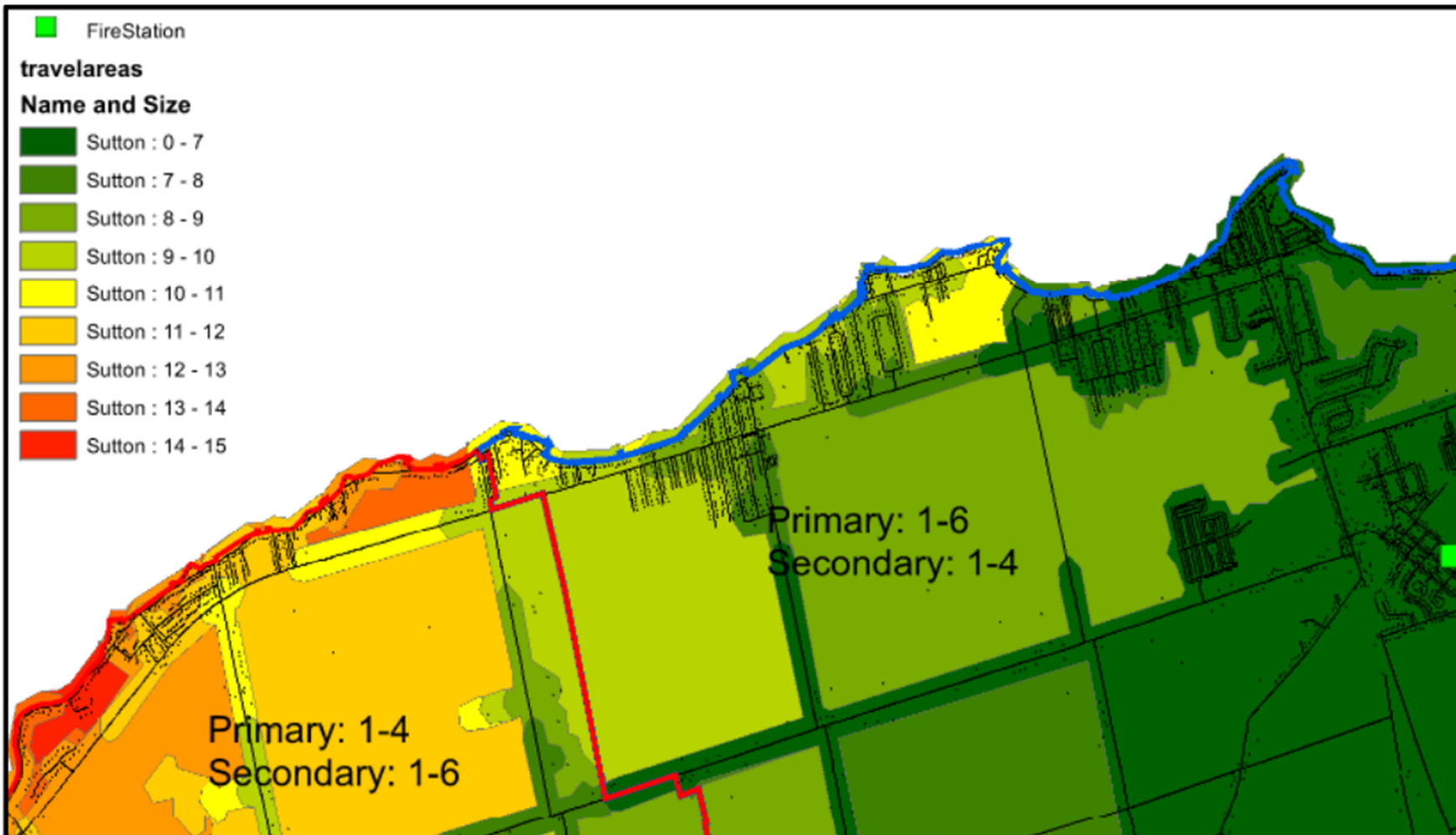


# OVERVIEW

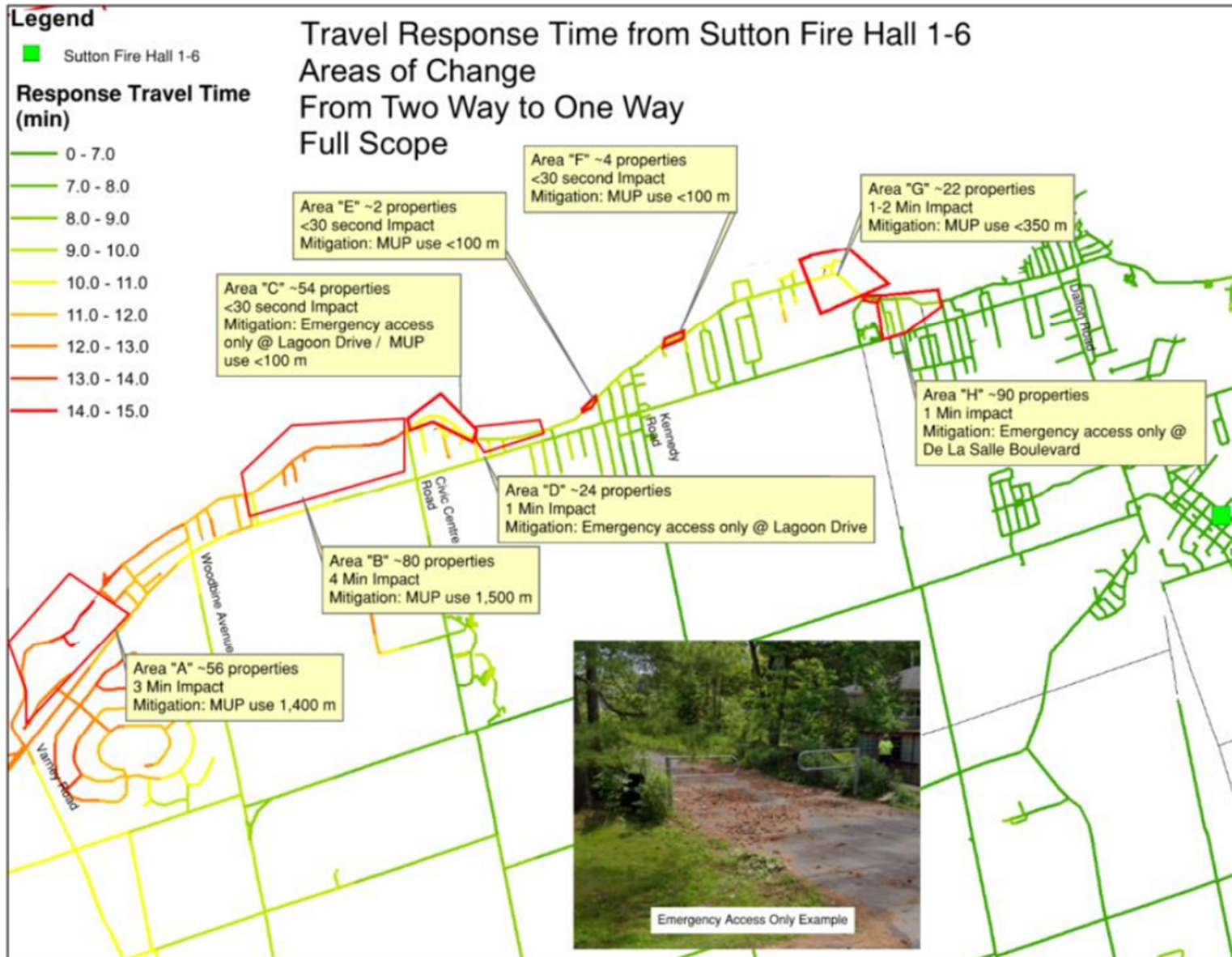
Lake Drive Improvements Phase - 1 is from Varney Road to Dalton Road (~11km).  
The multi-use pathway is from Civic Centre Road to South Drive (~5.6km)



# EMERGENCY RESPONSE TRAVEL TIME ASSESSMENT



# EMERGENCY RESPONSE TRAVEL TIME ASSESSMENT



# MODIFIED PROJECT LIMITS





# EMERGENCY ACCESS ROUTES



# TRAVEL IN MULTI-USE PATH



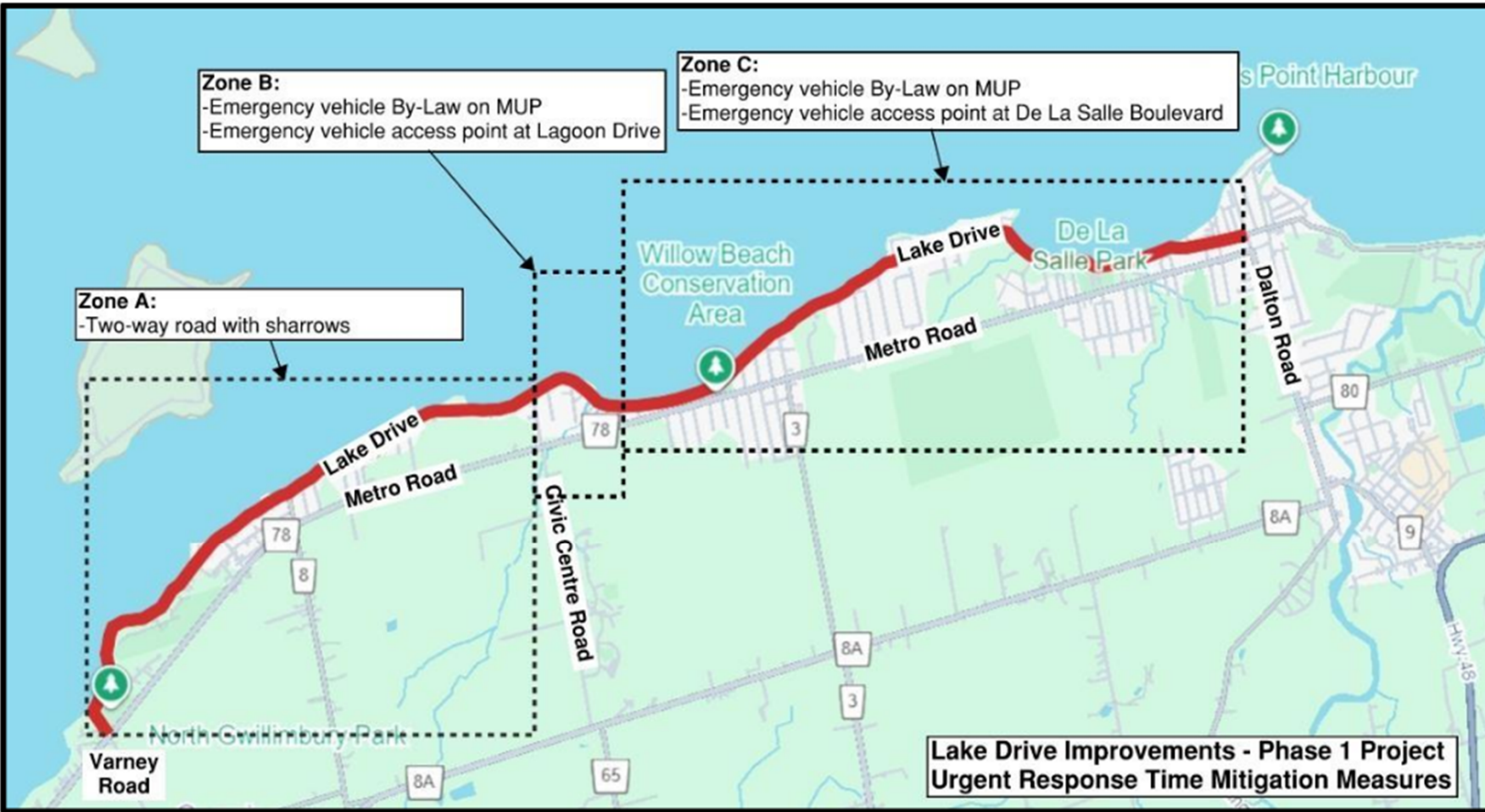
Delineators designed to bend from the bottom and return to original upright position. Spacing of installations allow vehicles to weave between the lanes.

# MITIGATION SUMMARY

	PROS	CONS
<b>TRAVEL IN MULTI-USE PATH</b> <input checked="" type="checkbox"/> <b>RECOMMENDED</b>	<p>Removes any response time impacts resulting from the lane reconfiguration</p> <p>By-law required</p>	<p>Potential conflict with MUP users</p>
<b>EMERGENCY ACCESS ROUTE</b> <input checked="" type="checkbox"/> <b>RECOMMENDED</b>	<p>Provides additional shortcuts to Lake Drive East from Metro Road for emergency vehicles only</p>	<p>N/A</p>
<b>MODIFY PROJECT LIMITS</b> <input checked="" type="checkbox"/> <b>RECOMMENDED</b>	<p>Removes any response time impacts west of Civic Centre Road</p> <p>Lower project capital cost</p> <p>Helps inform future decision-making for Phase 1B</p>	<p>Defers implementation of subsequent phases (Phase 1A/1B, 2, 3..)</p>
<b>ALTERNATE VEHICLE DIRECTIONS</b> <input checked="" type="checkbox"/> <b>NOT RECOMMENDED</b>	<p>Mitigates response time impacts for Keswick Fire Hall <b>west</b> of Civic Centre Road and Sutton Fire Hall <b>east</b> of Civic Centre Road</p>	<p>No direct access into Jackson's Point downtown through Lake Drive</p> <p>Increased MUP conflicts for south-fronting driveway</p>



# RECOMMENDED MITIGATIONS





# SEPARATION OPTIONS

## CONCRETE CURBS

Physically restrict movement across the multi-use path. Most suitable for roads with higher speed and volume.



## PAINTED BUFFER

Provides minimal deterrence from encroaching vehicles.



## FLEX DELINEATORS

Deters vehicles from encroaching into the multi-use path while maintaining access to driveways.

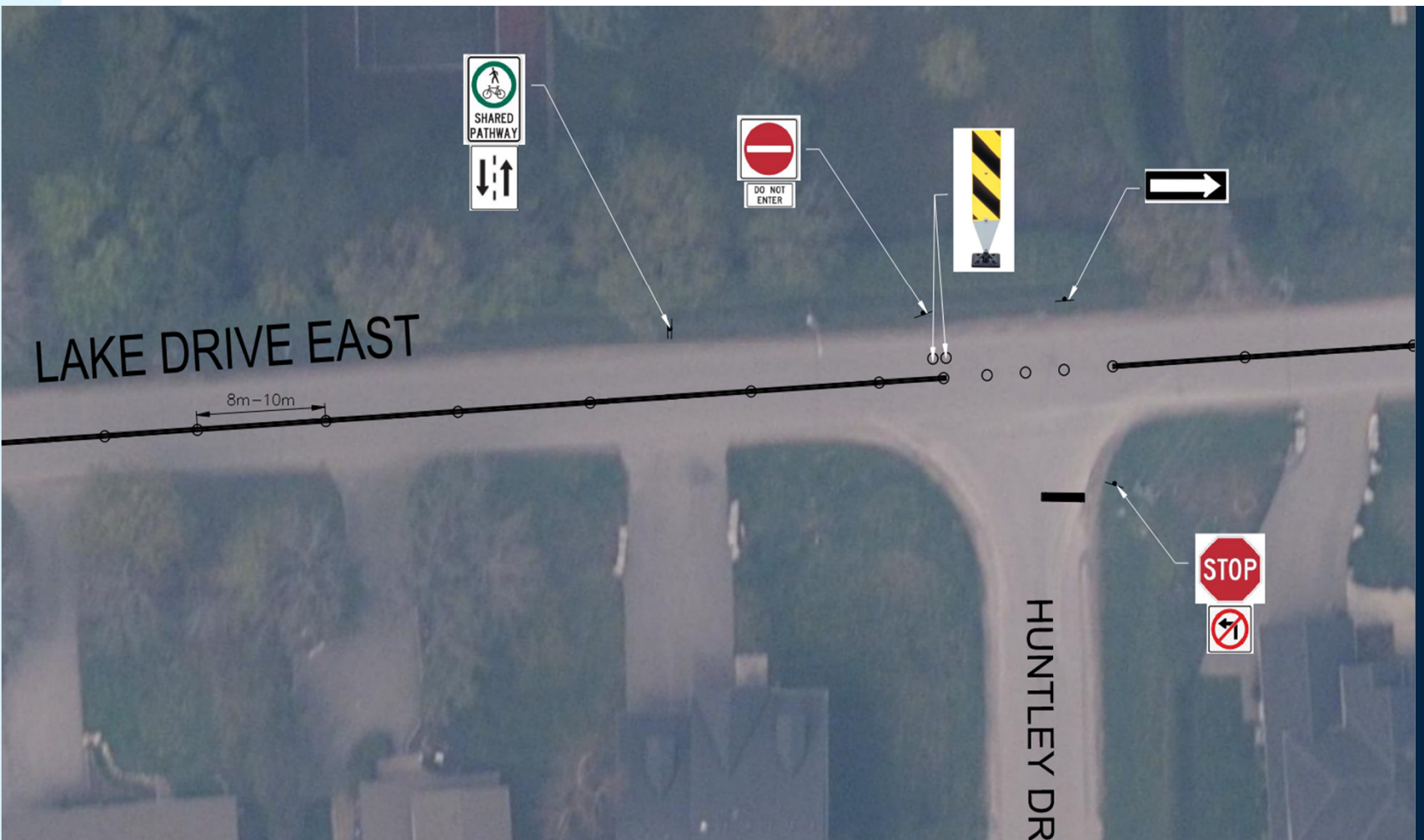




TYPICAL SECTION



# TYPICAL T-INTERSECTION



# TRAFFIC CALMING CONSIDERATIONS

## PAVEMENT MARKINGS

Proposed alternative to speed humps (transverse bars, shark teeth, on-street messaging).  
Visually direct drivers to slow down.



## STOP SIGNS

Proposed at three Regional road intersections to maintain drivers' awareness along the project area while still accommodating the scenic driving experience.



## SPEED HUMPS

Proposed at various locations in tandem with pedestrian crossing (PXO) upgrades to promote slower speeds.

## AUTOMATIC SPEED ENFORCEMENT

Being considered along Lake Drive to promote slower speeds.





# PEDESTRIAN CROSSINGS



Level 2 Type D PXO upgrades are proposed at various destination locations such as beaches and parks along the project area.

# DESIGN CONCEPT



## **EASTBOUND ONLY VEHICLE TRAVEL**

Vehicle travel restricted to 1-way only.



## **MULTI-USE PATH**

The existing westbound lane will be for cyclists and pedestrians only, for travel in both directions.



## **FLEX DELINEATORS**

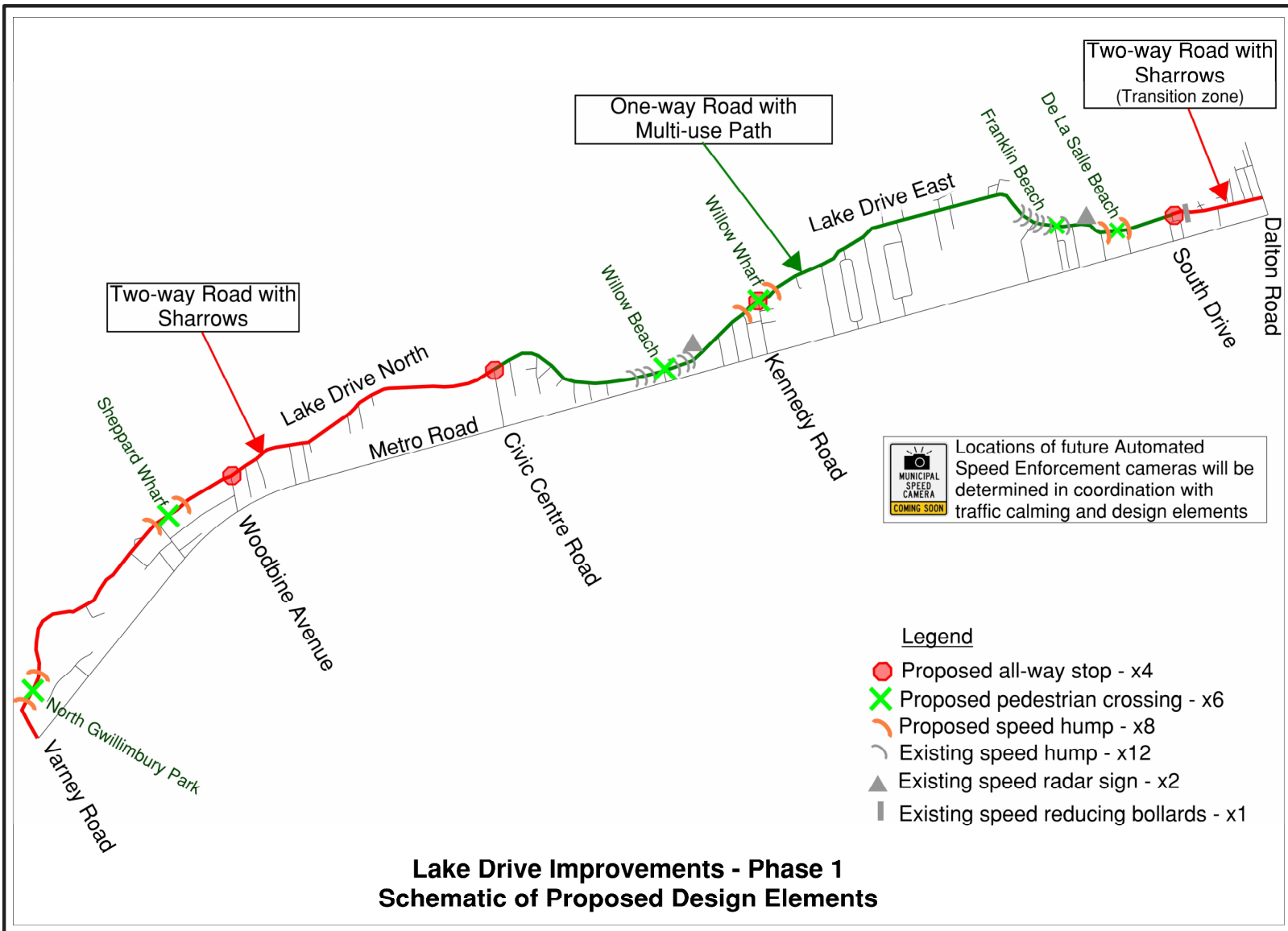
Posts and pavements markings along the road centerline will delineate the boundary of the vehicle lane.



## **SUMMER IMPLEMENTATION**

Posts will be removed at the end of Summer (peak) season and will revert back to a 2-lane road during the off-season.

# SUMMARY OF RECOMMENDED PRELIMINARY DESIGN

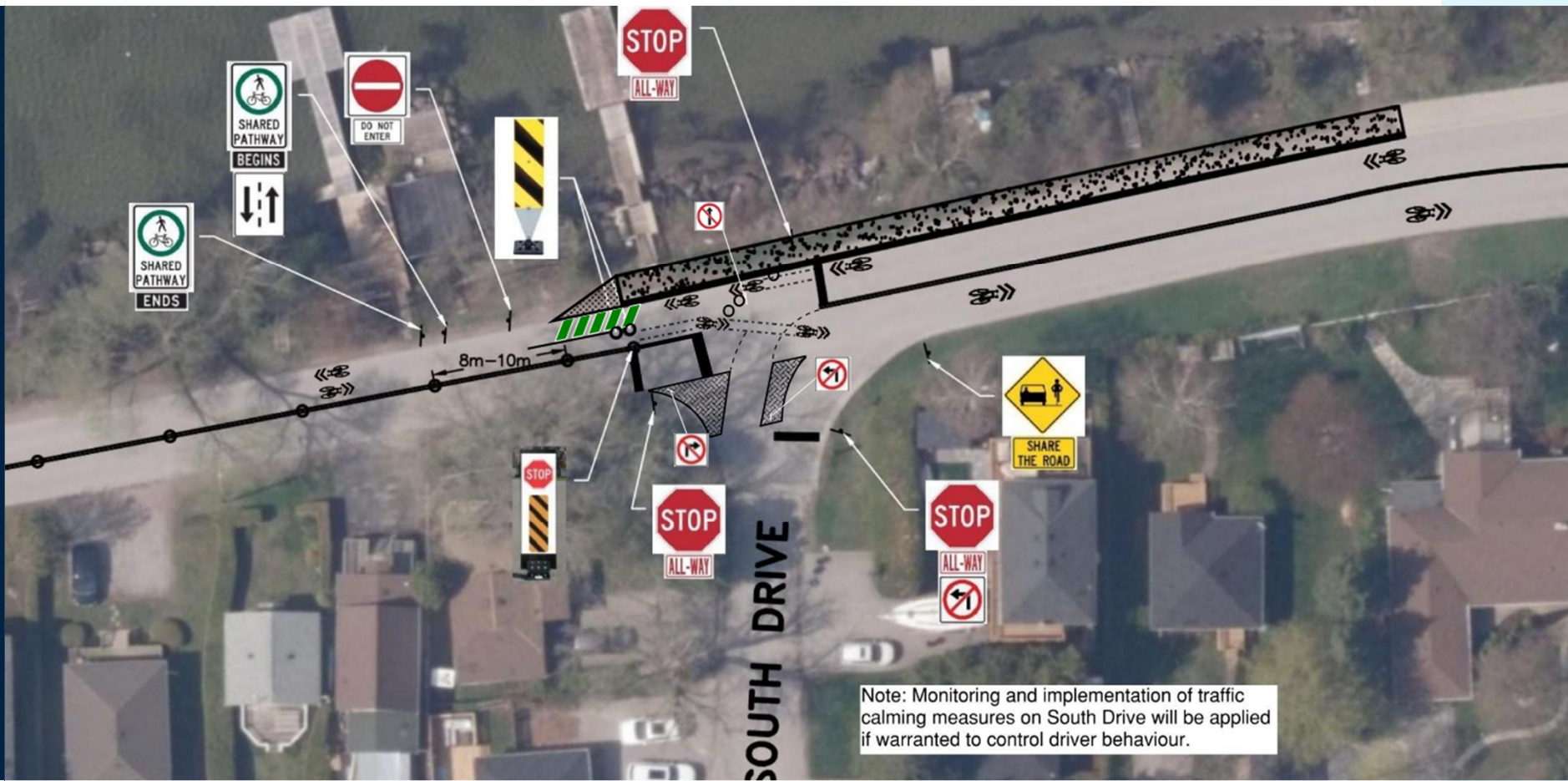




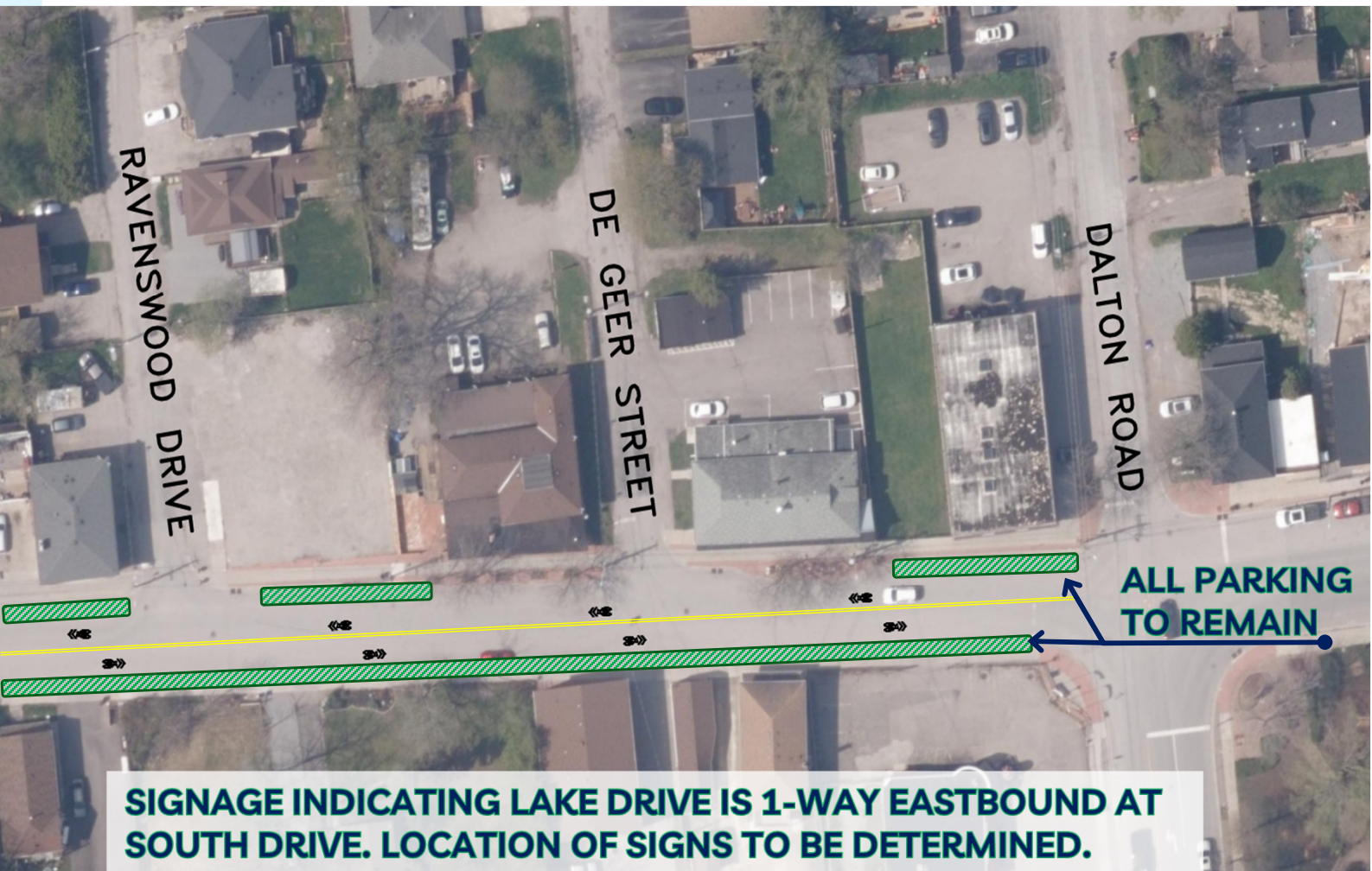
# TRANSITION ZONE



# TRANSITION ZONE



# TRANSITION ZONE PARKING





# TRANSITION ZONE INTERSECTION



No change to existing lane configuration east of South Drive, “sharrow” pavement markings added to make the presence of cyclists more prominent.



# TRANSITION ZONE INTERSECTION







**GEORGINA**

# THANK YOU!

Questions, comments, concerns?



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