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Reference: Lakeshore Road West Improvements

The following comments are presented to outline our considerable concerns regarding the proposed Lakeshore Road West road urbanization project. They comprise the following areas:

- I. Degree of urbanization
- II. Fiscal responsibility
- III. Proposed roundabout
- IV. Character of Stable Neighbourhoods

It should be stated at the outset, we are not opposed to improvements to Lakeshore that will help combat climate change through the use of storm sewers, and always wish to ensure that safety is a part of any plan.

Degree of Urbanization

We believe successful street environments deliver an attractive public realm, a healthy community environment and the right level of service in terms of pedestrian and vehicular circulation. All should be given appropriate balance in concert with their surroundings. It is the degree of urbanization reflected in the current proposal that gives us concern.

Lakeshore Road has long been considered one of the jewels of the Town of Oakville. It's rural character is part of the fabric that defines the older, stable neighbourhoods that are an integral part of the town.

We understand the intended Lakeshore Road improvements are to ensure the road's ability to handle population demands of 2031. We also note the Town of Oakville Transit Strategy indicates the 2031 Population Density in the study area will show a small increase in the Bronte Village area and remain in the lowest category of 0-1500 people in the remainder of the study area.

Lakeshore Road is intended to be used predominantly for the movement of traffic within the community. It provides direct access to driveways and smaller local roads. As such, we feel an urbanization project at a lesser level than described would be appropriate.

It would include:

- storm sewers and catch basins with curbs where needed and appropriate
- marked bicycle lanes at each side of the road
- a sidewalk and/or multipurpose trail on one or both sides of the road - dependent on the ability to do so under currently existing conditions.
- turning lanes only where required

It would not include:

- a continuous third lane for turns (or concrete islands)
- a width that is greatly increased in size over the existing road deck.

We do not support the widespread expropriation of land or the destruction of some 250 trees to accommodate the current proposal.

Fiscal Responsibility

It is unfortunate that none of the information shared with residents has included projected costs of projects overall, an outline of the various facets involved in the project, or a breakdown of cost differences when options are offered for consideration. As well, no timeline has been provided.

Capital cost estimates in the Switching Gears report from 2013 show an estimate of approximately \$27-million for road reconstruction on Lakeshore Road between East Street and Dorval Drive. These 2013 figures do not include costs involved for consultants, land expropriation, forestry cost for tree removals, etc.

We call on the project team to provide detailed, itemized estimates for all aspects of the project including:

- a table indicating land (with street addresses) to be expropriated
- the cost of those expropriations
- a table detailing the number and location of all trees marked for removal
- the cost associated with those removals
- the cost differences between a continuous turning lane option and a centre lane with interspersed concrete planters (including future maintenance costs ie: increased snow removal requirements, seasonal planting, etc.)
- the cost of creating the proposed Third Line roundabout
- a current (2018-2021) costing of the urbanization project as it is presented today.

Proposed Roundabout

It is our position that roundabouts should be used in areas where new roads are being created or in rural situations where opportunities may exist to regulate traffic. We do not support the concept of “retrofitting” a long-established intersection such as the Lakeshore Road/Third Line location.

The proposed roundabout would be located immediately adjacent to the Sir John Colborne Seniors Centre and a short distance south of the Oakville Christian School. The high number of senior drivers using the intersection to enter and exit the Centre coupled with the children using the school (on foot and via the family car) represent two sectors of our population we do not wish to expose to increased risk. Likewise, senior pedestrians will now lose the security of a signalized road crossing. In roundabout situations, pedestrians must wait for a suitable break

in traffic, signal their intent through pointing, make eye contact with the driver, walk briskly and intently to the splitter island and repeat the process again to complete the crossing of the road. Octogenarians hardly seem the most appropriate demographic to accomplish these requirements.

Finally is the prospect of increased injury to cyclists. Accomplished riders are instructed to act as vehicles and less confident cyclists are to act as pedestrians. With insufficient training in the use and navigation of roundabouts by the general public and long-time drivers, cyclists and pedestrians seem to be at the highest risk. One cyclist fatality has already occurred in this area and another would be unconscionable.

Until our provincial and municipal governments provide better training, recognition and understanding in the proper use of roundabouts we cannot support their use in replacing traditional intersections such as Lakeshore/Third Line.

The Road System Report containing updated 2016 information tracked level of service (LOS) on intersections in the Lakeshore Road study area. Every intersection from Bronte Road/ Lakeshore to Dorval/Lakeshore including those at Third and Fourth Line were given a Level of Service A to C rating, which denotes an average vehicle delay of 0 to 35 seconds at these intersections in the P.M. Peak Hour. This report suggests there are no actionable issues at the Third Line/Lakeshore intersection. Should our traffic professionals feel otherwise, we would support the investigation of alternate solutions, including those that embrace new technologies.

The benefits of a roundabout are noted as enhanced movement of traffic and increased car safety. As the statistics of the Road System Report reveal there is no issue with movement of traffic, and the intersection is not noted as a hot spot for auto collisions, we are left with considerations that relate to pedestrians and cyclists. No clear benefit is apparent for either.

Character of Stable Neighbourhoods

The Switching Gears report identifies Lakeshore Road in the study area as a minor arterial road and provides the following in its description - "Roads in the study area typically have characteristics of residential streets with direct residential frontages and driveways."

It also notes - "These roads help establish the community character and in many instances represent places in addition to travel corridors. This element of the urban character is supported and encouraged through the policies of the Livable Oakville Plan. The protection of the established residential area is also identified as an objective of the Livable Oakville Plan in the following policy:

4.3 Lands outside of Growth Areas are predominantly stable residential communities which consist of established neighbourhoods. While the Plan encourages intensification generally throughout the built up area, it also recognizes that some growth and change may occur in these areas provided the character of the areas is preserved and the overall urban structure of the town is upheld.

As identified earlier in this submission, Lakeshore Road plays an important role in defining, enhancing and retaining the character of the stable residential neighbourhoods it traverses. It is an attraction for visitors and its 2-lane composition, with rural appearance evokes a slower pace of traffic. Given that the character of our stable residential areas is currently the subject of study and one focus of the Livable Oakville subcommittee, we believe improvement solutions can be found that will meet the needs of climate without forfeiting this important part of our town's heritage.

Thank you for the opportunity to provide these comments. We look forward to playing an important role in this project as it moves forward and will await a response to the points we have outlined.

Sincerely,

Pamela Knight
President

Don Cox
Vice President

Coronation Park Residents Association

cc: Ward 1 & 2 Council Members