Preferred Solution – Cross Sections

Note that a number of AT options were evaluated and some were screened out due to significant impacts, including:

- On road protected bike lanes + sidewalk on both sides
- No on road bike lanes + 4m multi-use path on both sides
- 2-way cycle track on south side + sidewalk on both sides

The alternatives evaluated for Block 2, 3, 4 are highlighted below:

Alternative Design A: No Impact	• Urbanize with curb & gutter and storm sewer. • No centre left turn lane. • On road bike lanes. Existing sidewalks to remain, but no additional sidewalks or multi-use path proposed. Sidewalk will be discontinuous with gaps.
Alternative Design A1: Minimal Impact	• Urbanize with curb & gutter and storm sewer. • No centre left turn lane. Improve intersections, where warranted • On road bike lanes. Existing sidewalks to remain, and new sidewalks to be provided where gaps exist.
Alternative Design B: Hybrid	• Urbanize with curb & gutter and storm sewer • No centre left turn lane. Improve intersections, where warranted • On road bike lanes. New continuous sidewalk on north side and multi-use path on south side

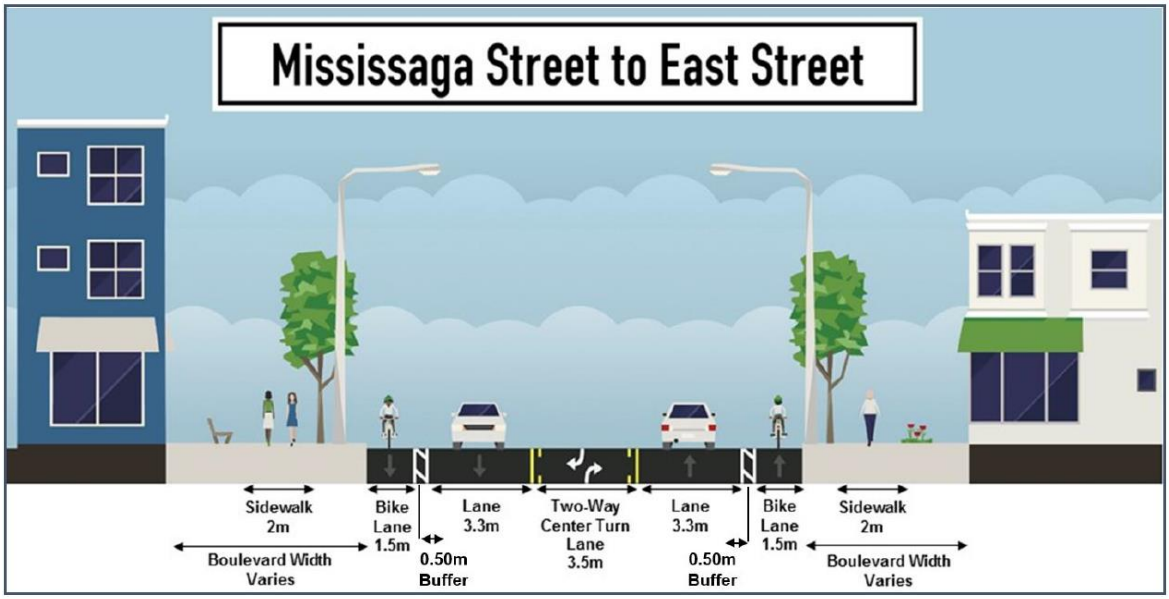
Table G1 – EA Alternatives Tree Removal Summary

Alternative	Block 1	Block 2	Block 3	Block 4	Total
A – no impact	27	0	0	0	27
A1 – Minimal impact	27	15	10	**17 (preferred)**	69
B - Hybrid	**27**	**37 (preferred)**	**42 (preferred)**	122	230

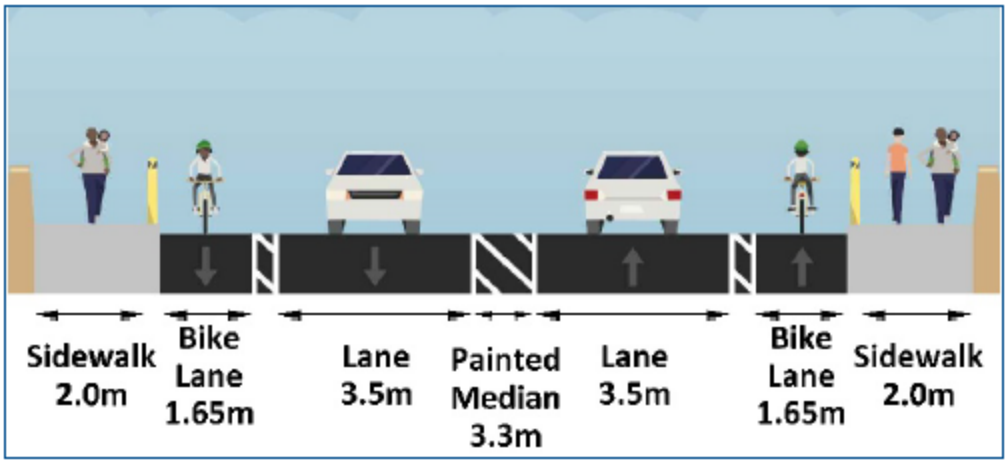
Block 1

The preferred design for Block 1, reduces the four traffic lanes to three from Mississaga Street and Bronte Road, and maintains the existing three lanes between Bronte Road and East Street with the introduction of on-road bike lanes with painted buffers. As such, the preferred design for this block was carried forwarded from the initial evaluation of alternatives, and no revised alternatives were introduced and evaluated for this block. The tree impact for this block is 27 trees, regardless of the AT infrastructure selection for Block 2, 3, 4.

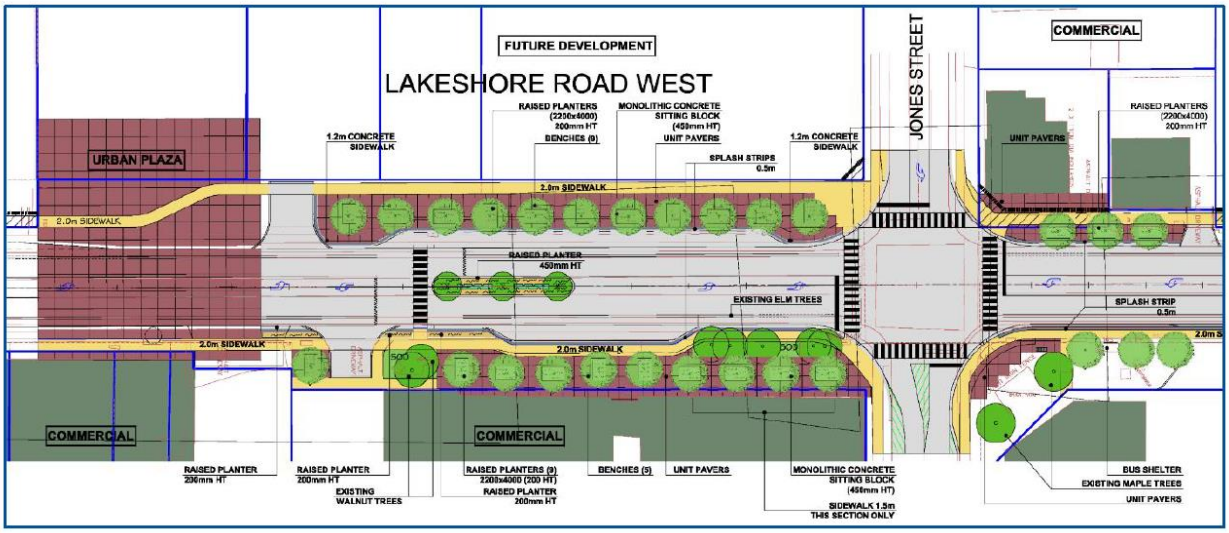
Block 1 - Mississaga Street to East Street – Preferred Design



The following illustrates the proposed cross-section over the Bronte Creek Bridge:



Block 1 includes the Bronte Village area, and a preliminary streetscape plan has been developed for this area as well, as shown below:



Block 2 and 3

Alternative Design B (Hybrid) was identified as the preferred design for Blocks 2 and 3. It includes two traffic lanes, a continuous sidewalk (north side), a multi-use trail (south side), dedicated on-road bike lanes with painted buffers and minor intersection improvements. A multi-use trail was included in the preferred design based on feedback received from area residents identifying the importance of providing a safe space for families, commuter cyclists and recreational cyclists to travel by foot or by bike. Consistent with the considerations identified in the Scenic Corridors Study, this alternative will provide continuity of and variety in travel modes so that users have different ways to experience the corridor as a pedestrian, cyclist, or driver.

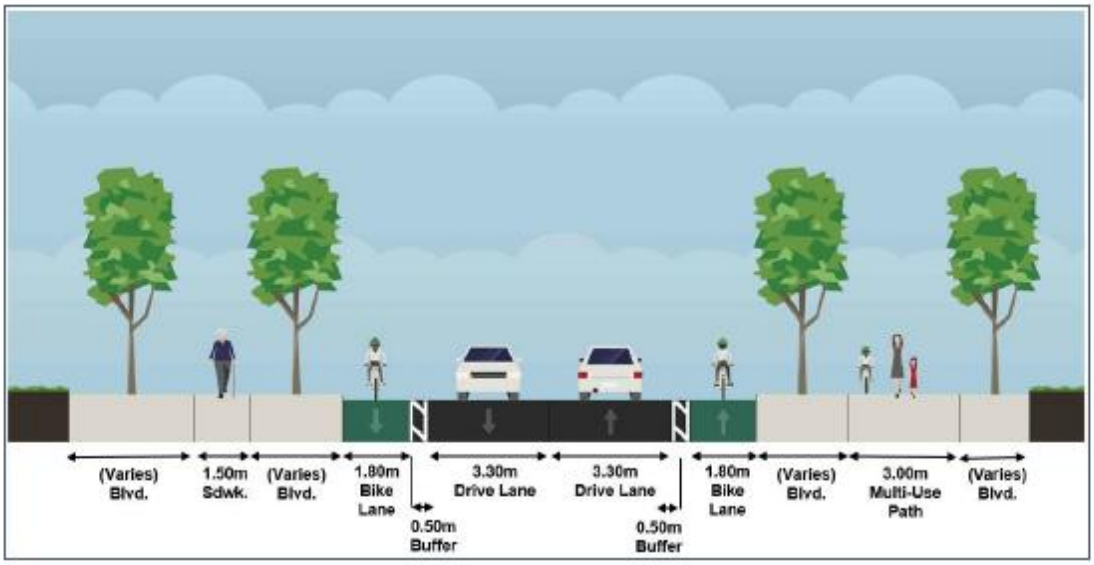
In Blocks 2 and 3, a multi-use trail (MUT) was identified to be preferred on the south side of Lakeshore Road as opposed to the north side, in order to provide ready access to destinations such as Lake Ontario, Coronation Park, the Seniors Centre, and other adjacent destinations and parks, as well as connectivity to the Great Lakes Waterfront Trail and its offshoots. Locating the multi-use trail on the north side of Lakeshore Road would increase the frequency of crossings for cyclists and other multi-use trail users. Also, Lakeshore Road is the highest used corridor for cycling and pedestrian use in all of Oakville, and the town has targets and goals to increase the amount of users who cycle and walk. Providing safe and comfortable infrastructure is paramount in reaching these goals.

From a technical and safety standpoint, there are multiple constraints and pinch points on the north side of the roadway to bring the existing MUT to the recommended design level such as:

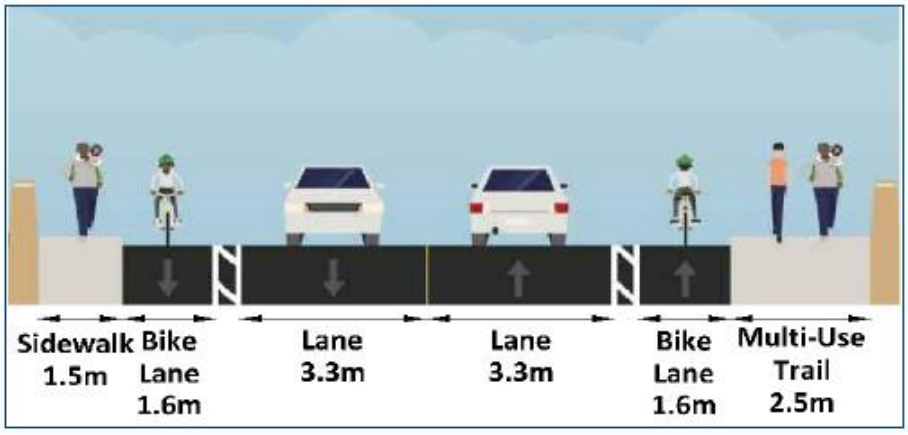
- The existing width of the north MUT is 2 metres whereas according to the Ontario Traffic Manual, the recommended width of a multi-use trail should be 3 metres, and no less than 2.4 metres. Due to the existing location of the MUT next to the hydro poles and road shoulder in various sections of Lakeshore Road, there is no space to widen the MUT to bring it up to the recommended design widths.

- East of Westminster Drive, the existing MUT is located next to the road shoulders, which provides no physical separation from vehicular traffic, creating safety issues for families, wheelchair users, pedestrians, and other users of the MUT.

Blocks 2 and 3 - East Street to Fourth Line – Preferred Design



The proposed cross-section over the Fourteen Mile Creek Bridge is as illustrated below:

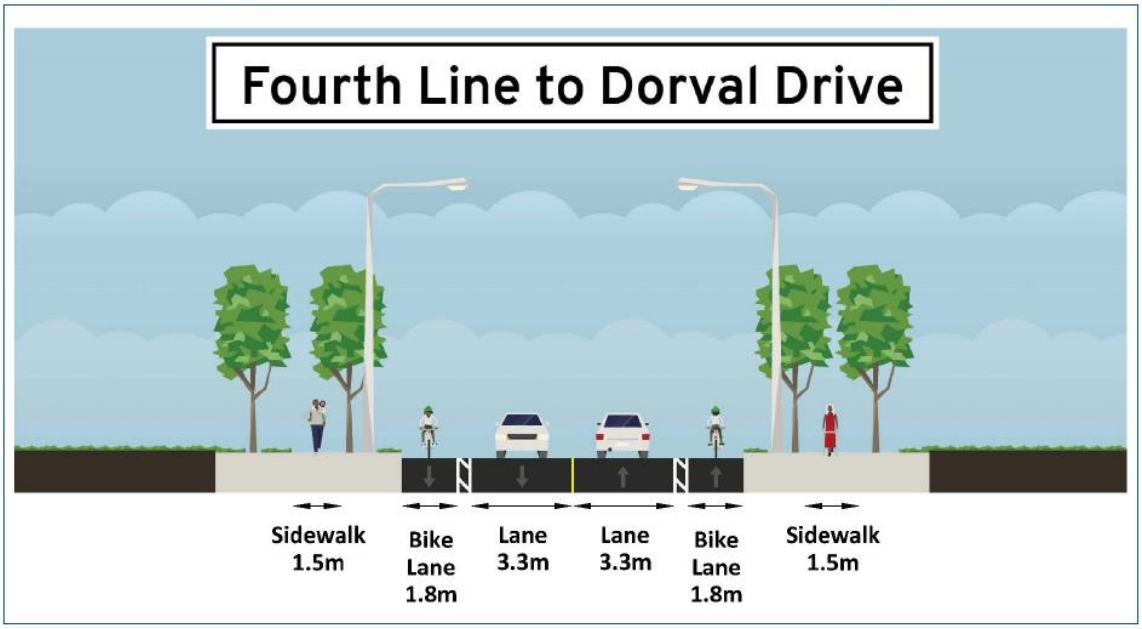


Block 4

Alternative Design A1 (Minimal Impact) was identified as the preferred design for Block 4. It includes two traffic lanes, dedicated on-road bike lanes with painted buffers, new sidewalk where gaps exist in the existing sidewalk, and intersection improvements to address intersection safety and to improve traffic operations. This alternative was selected as the preferred design for Block 4 in order to minimize tree removals. The number of potentially impacted trees in Block 4 with Alternative Design B (Hybrid) is 122, including 45 trees greater than 20 cm diameter at breast height (dbh). With Alternative Design A1

(Minimal Impact), only 17 trees are impacted, a reduction of 105 impacted trees overall in that block and a reduction of impacts to 36 trees greater than 20cm dbh.

Although provision of a multi-use trail within this block was also considered important by the area residents, the significant impact to the trees, and maintaining the scenic character of this segment of the corridor outweighs the benefits provided by the MUT.



The McCraney Creek Bridge is proposed to be reconstructed to address flooding and structural condition. The cross-section across the new bridge is shown below: