

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: JULY 7, 2014

FROM: Engineering and Construction Department

DATE: June 25, 2014

SUBJECT: Downtown Transportation and Streetscape Study

LOCATION: Downtown Oakville Commercial District

WARD: 3

Page 1

RECOMMENDATION:

THAT the next steps outlined in the staff report entitled *Downtown Transportation and Streetscape Study*, as detailed in the staff report dated June 25, 2014, be endorsed.

KEY FACTS:

- The firms of Brook McIlroy and Hatch Mott MacDonald were retained to assist a multi department staff project team to undertake the Downtown Transportation and Streetscape Study.
- The study is ongoing and will be completed later in Q4 of 2014; to date, the study has focused on the review of the downtown transportation network and on developing preferred options to streetscape Lakeshore Road; going forward, additional work will be carried out to develop streetscape plans for the balance of the streets in the downtown as well as a master plan for Towne Square.
- The pavement condition of Lakeshore Road is nearing the end of its life cycle and will require to be reconstructed in the near future. At the time of the reconstruction, the Region of Halton plans to undertake capital replacements of both the water and waste-water mains along Lakeshore Road; Utility companies also have plans to replace and upgrade their underground plant.
- There are other projects planned by the town and Halton in the near vicinity of the downtown core that will need to be coordinated with the reconstruction of Lakeshore Road.
- The Downtown Transportation and Streetscape Study has been undertaken in coordination with the Downtown Cultural Hub project; an extensive public consultation process has been followed throughout the course of both studies and significant input has been provided by stakeholders.

From: Engineering and Construction Department
Date: June 25, 2014
Subject: Downtown Transportation and Streetscape Study

- A number of recommendations arising out the transportation network review have been made and will assist in completing the overall streetscape master plan for downtown; these include the elimination of commercial vehicle loading operations along the center lane of Lakeshore Road, the establishment of commercial loading zones, geometric improvements at various intersections and the conversion of one-way streets to two-way operation.
- Three preferred options for Lakeshore Road have been developed; one is to reconstruct/streetscape Lakeshore in its present configuration, the second involves removal of the centre lane and re-allocating the space to provide the widest possible boulevards, the third option is similar to the second option but involves the installation of dedicated bike lanes with slightly narrower boulevards.
- The construction and streetscape of Lakeshore Road will be a very challenging project. Staff have reviewed similar projects by other municipalities to learn about the challenges they experienced and what mitigation plans they implemented.
- Mitigation strategies used by other municipalities fall into three main categories: construction methodologies and procurement, marketing and communications.
- The Lakeshore Road project would take at least two years to construct and staff will be developing a mitigation strategy going forward.
- A preliminary construction estimate for the reconstruction and streetscape of Lakeshore Road ranges from \$8 - \$8.5 million (based on the three options). Professional fees to take the preferred concept to a detailed engineering design and construction drawings will be in the range of \$850,000. The estimate for the engineering fees has been programmed into the 2015 capital budget; the construction estimate has been programmed into the capital forecast.
- The next steps for the DTS will be: complete the streetscape master plan for all downtown streets, recommend a preferred option for the reconstruction and streetscape of Lakeshore Road, and, complete a master plan for Towne Square.
- Staff anticipates reporting back to Council in early 2015 with details on the completed study.

BACKGROUND:

In 2013, staff developed and issued Requests for Proposals with regards to the Downtown Transportation and Streetscape Study (DTS); the firm of Brook McIlroy was retained in the autumn of 2013 to assist the town with this study. Brook McIlroy is a well-known architecture, urban planning and landscape architecture firm that has conducted many streetscape projects in Ontario. Included in their proposal was

From: Engineering and Construction Department
Date: June 25, 2014
Subject: **Downtown Transportation and Streetscape Study**

support from the firm of Hatch Mott MacDonald, an engineering consultant which specializes in transportation related studies.

A DTS Project team was established to oversee the study. The project team was led by town staff representing several departments (Engineering and Construction, Parks and Open Space, Planning Services and Strategy, Policy and Communications) with support from Brooks McIlroy and Hatch Mott MacDonald.

The DTS project is one of two projects under the Downtown Plan which has been coordinated since its initiation with the Downtown Cultural Hub project (DCH); the DCH and DTS have respectively informed each other to insure an integrated approach in the development of both projects and a seamless public consultation process. A separate staff report regarding the DCH project is being presented to Council on the same agenda as this staff report.

Also on the same agenda is a report on the overall Downtown Plan detailing the vision and objectives which has guided both studies and the consultation program.

This report focuses on the review of the downtown transportation network, and the preferred options that have been developed to streetscape Lakeshore Road. The study will be continuing over the summer and autumn months when additional work will be carried out to develop streetscape plans for the balance of the streets in the downtown as well as a master plan for Towne Square.

The Current State of Lakeshore Road:

In 2008, the consulting firm of AMEC Earth and Environmental was retained by the town to carry out a geotechnical/pavement review of Lakeshore Road within the downtown commercial district and to recommend a rehabilitation strategy of the pavement structure. The pavement of Lakeshore Road is a composite structure composed of a concrete road base with an asphalt overlay. A series of options were evaluated to address the condition of the pavement structure that would maximize its life cycle. The recommended rehabilitation strategy outlined 3 distinctive treatment methodologies that included full or selected concrete base removal repair, and placement of asphalt layers.

In a report presented to CSC on March 10, 2009, staff recommended a preferred pavement rehabilitation strategy (curb-to-curb) for Lakeshore Road and a proposed construction schedule to stage the work over two years, commencing in June in 2009. Town Council requested staff to explore an option to phase the project over three years as a comparison of the initially proposed two-year schedule. This further option was presented to Town Council at its meeting of March 23, 2009 and on April 6, 2009 the following motion was approved:

From: Engineering and Construction Department
Date: June 25, 2014
Subject: **Downtown Transportation and Streetscape Study**

That the pavement rehabilitation strategy for Lakeshore Road East in Downtown Oakville as presented in the report dated February 25, 2009, from the Department of Engineering and Construction to Community Services Committee, be rescheduled to occur in two phases during 2011 and 2012;

During 2010, the town had undertaken the Downtown Oakville Strategic Action Plan and as a result staff advised Council it would be necessary to defer the Lakeshore Road rehabilitation project until the implications of the Action Plan were more fully assessed.

Since the initial review/assessment of Lakeshore Road in 2008, the pavement condition has continued to degrade and the roadway is now nearing the end of its life cycle and it needs to be addressed.

Coordination with Other Planned Projects

The Region of Halton has plans in its capital forecast to undertake capital replacements of both the water and waste-water mains along Lakeshore Road through the downtown core. Town staff has advised Halton that their work would need to be coordinated as part of an integrated Lakeshore Road project in order to avoid disrupting the business community more than once. Halton has agreed to coordinate their work with any plans the town has to reconstruct/streetscape Lakeshore Road.

There are other proposed town and Halton projects within the area that will also need to be phased/coordinated with the Lakeshore Road Streetscape project. These projects are highlighted below:

Rehabilitation of Rebecca Street Bridge over 16 Mile Creek:

This project includes the rehabilitation of the existing concrete bridge deck and also the replacement of utilities and Halton's water and wastewater mains underneath the structure. The project is being staged in two phases. The first phase will involve the water, wastewater and utility work to be completed over fall/winter of 2014; second phase will involve deck rehabilitation commencing in the spring of 2015 and completed by the summer. All works will be staged to maintain two-way traffic and pedestrian access across the bridge at all time. This work must be completed before the town can undertake the reconstruction and streetscaping of Lakeshore Road.

Wastewater Trunk Sewer Construction along Randall Street (Navy to Trafalgar Road) and Trafalgar Road (Randall Street northerly):

From: Engineering and Construction Department
Date: June 25, 2014
Subject: **Downtown Transportation and Streetscape Study**

The Region of Halton requires to accommodate increased capacity needs of the trunk wastewater system between the Southwest Wastewater Treatment Plant and the Trafalgar Road /Lawson intersection. Included in this project is the construction of a new 1050mm wastewater main from the east side of 16 Mile Creek along Randall/Dunn Streets and Trafalgar Road. Halton has advised that the work will be undertaken in 2015 and completed by year's end. Due to the nature of the work, Dunn Street and Trafalgar Road will need to be closed to through traffic for approximately three months and a traffic detour will be established along Reynolds Street. This work must be completed before the town can undertake the reconstruction and streetscaping of Lakeshore Road.

Rehabilitation of Lakeshore Road Bridge over 16 Mile Creek:

This project involves the rehabilitation of the existing bridge deck and girder. The work will be staged to permit two-way traffic and allow pedestrian facilities to remain functional. Work is currently programmed in the capital forecast in 2016 at an estimated cost of \$3.2 million and take approximately 6-8 months to complete. The feasibility of either deferring the work or carrying it out in concert with the proposed reconstruction and streetscape of Lakeshore Road will need to be explored.

COMMENT/OPTIONS:

DTS Deliverables and Tasks:

The DTS provides the following key deliverables:

1. Transportation Study – an assessment of operational characteristics and recommended enhancements
2. Streetscape Master Plan – a clear direction for the public realm, with concept plans, details, design standards and guidelines to redesign downtown streets
3. Town Square Master Plan – a concept design and implementation strategy

The terms of reference for the DTS required the following tasks to be completed:

- Assess the operational characteristics of the existing transportation network in the downtown for all modes and develop recommendations for improvement – focused on safety and efficiency.
- Assess the potential conversion of one-way streets in the downtown core to two-way; assess a potential pedestrian mall concept along one of the north-south roads in the downtown core and assess opportunities to improve cycling network through the downtown
- Actively engage stakeholders and the public throughout the project to capture their vision for downtown and understand their needs
- Develop a streetscape plan for the downtown core that increases connectivity, mobility and accessibility, promotes a barrier-free pedestrian oriented environment and balances the need between all transportation modes,

From: Engineering and Construction Department
 Date: June 25, 2014
 Subject: **Downtown Transportation and Streetscape Study**

- Establish a comprehensive streetscape plan that revitalizes downtown streets with high quality design standards and reinforces the identity of the district as a vibrant commercial environment
- Integrate with and celebrate the heritage conservation district within the surrounding area
- Establish a clear design direction for future development and improvements in Downtown Oakville

Attached as an appendix to this report is the *Downtown Transportation and Streetscape Study Interim Report*, prepared by Brook McIlroy; an executive summary of the *Downtown Transportation Study* (by Hatch Mott MacDonald) is appended to Brook McIlroy's interim report. These (along with the complete *Downtown Transportation Study* will be posted on the town's website at <http://www.oakville.ca/townhall/downtown-plan.html> .

What we Heard from Community Stakeholders:

Consultation with stakeholders has and will continue to be a crucial aspect of the DTS. The various consultation sessions that were held in conjunction with the DCH project generated a significant number of inquiries and comments are highlighted below:

- With regards to Lakeshore Road, the majority of stakeholders are in favour of:
 - Removing the continuous centre lane along Lakeshore Road and allocating this space for other uses. Commercial loading zones can be moved to intersecting north/south streets.
 - Providing dedicated bike lanes but also feel that it may be preferable to locate them on another street such as Robinson, Randall or Church streets
 - Wider boulevard areas that can provide patio/retail space
 - A "curbless" street concept
 - Continuing with parallel parking on both sides of the street
 - Intersection options that provide bump outs to provide shorter pedestrian crossings, particularly at transit stops. At signalized intersections, need to maintain a dedicated left turn lane
 - New street trees
 - Enhanced pedestrian lighting
 - Additional street furniture (e.g. benches)
 - Use of high quality and classic materials for the streetscape
- Several questions/comments were raised by the Downtown BIA and merchants:
 - When will this work commence and how long will it take?
 - How will the construction work affect my business?

- What mitigation plans will the town have in place to reduce the impact that construction will cause?
- Will the road remain open during construction?
- The proposed design should avoid the reduction of parking spaces
- Moving commercial loading zones from the centre lane to the side streets may make it more difficult to receive products/goods.
- Cycling lanes should not be dedicated along Lakeshore Road, they should be located on other streets in the downtown core
- Wayfinding for commercial parking lots should be improved.

Transportation Study Findings/Recommendations:

HMM was engaged to complete the Downtown Transportation Study. The objectives of the study were to:

- Assess the characteristics of the existing road network from both a traffic safety and traffic operational perspective, with consideration of all road users including pedestrians, cyclists, commercial vehicle operators, transit service providers, and motorists;
- Assess traffic effects arising from the conversion of the one-way streets in Downtown Oakville to two-way operation; and examination of the possibility of converting an existing roadway to a pedestrian only mall.

The findings and recommendations of the transportation study are highlighted as follows:

1. Commercial Vehicle Loading and Unloading on Lakeshore Road:

The current practice of permitting commercial vehicles to use the centre turn lane on Lakeshore Road for loading/unloading activities was found to be contributing to a number of safety issues:

- Restricted and/or blocked sightlines for pedestrians and other vehicles wishing to cross or turn onto Lakeshore Road;
- Exposure of pedestrians and motorists to conflicts and increased risk of collision in the centre of the road due to the limited road width available to accommodate through traffic movement, parking and commercial vehicle loading/unloading.

The town will investigate prohibiting vehicle loading and unloading activity in the centre lane and providing alternative commercial loading spaces in curb areas with such changes being implemented as soon as possible.

2. Left Turn Lanes along Lakeshore Road:

The existing centre left turn lane be retained for left turn movement at all signalized intersections and provision of a slip-around be made in the form of a

wider drivable intersection approach to enable through vehicles to bypass left turning vehicles at un-signalized intersections.

3. Pedestrian Crossings of Lakeshore Road:

The town considers implementing synchronized signal timings at the four traffic signals along Lakeshore Road to improve gaps in traffic and assist pedestrians and side-street traffic crossing at the un-signalized locations.

4. Cycling in the Downtown:

In the interim period prior to the reconstruction of Church/Randall Streets (when on-street bicycle lanes would be provided as recommended in the town's Active Transportation Master Plan), dedicated on-street bike lanes should be provided on Robinson Street from Allan to Navy Streets, with Allan Street south of Lakeshore Road to Robinson Street signed as an on-road bike route. In addition, bicycle pockets/bike boxes should be provided on the north approach at the Navy Street and Church Street intersection to provide a safe area for cyclists to stop and be seen by vehicles if this intersection is fully signalized in the future.

5. Required Geometric Improvements:

Based on the results of the field review and operations and safety assessments, the following improvements are recommended for the downtown streets:

- Removal of the channelized eastbound right turn from Randall Street to Navy Street and replacement with standard radius corner with north – south pedestrian crossing on the west side of the intersection
- Replace the uncontrolled pedestrian crossing of Navy Street at Church Street, located on the south side of Church Street, with a controlled pedestrian crossing using a pedestrian signal. This change to be made in conjunction with the geometric changes to the Randall/Navy street intersection.
- Provision of accessible ramps at the existing pedestrian signal crossing of Randall Street west of the Fire Hall. This signal to remain in place with the recommended changes to the Randall/Navy intersection. The Fire Department is able to pre-empt this signal and the signal at the Navy Street / Randall Street intersection to permit emergency vehicles to enter or leave the Fire Hall.
- In conjunction with geometric changes to the Randall Street and Navy Street intersection, it is recommended that a pedestrian signal be installed at the uncontrolled pedestrian crosswalk on the south leg of the Navy Street and Church Street intersection.
- Replacement of the existing pedestrian crossover located on Robinson Street near George Street with a pedestrian signal.

6. Traffic Signal Control System:

When Lakeshore Road is reconstructed, all traffic signal equipment and wiring should be replaced. This would include installation of a fibre optic communication lines along Lakeshore Road to improve network redundancy. If the one-way system of traffic movement is changed to two-way traffic movement, this would be an appropriate time to replace/upgrade the traffic signal equipment along the affected roads.

7. One-Way Street Conversion:

It is feasible to convert the existing one-way streets to two-way operation. Conversion would reduce travel time and distance marginally while not increasing delay significantly. Two-way traffic movement makes travel simpler and reduces turning movements at some intersections. Separate left turn lanes at signalized intersections and “slip-arounds” at other intersections on Lakeshore Road will need to be provided. Also further geometric improvements would be required at three intersections (Trafalgar/Randall, Randall/Navy, and Church/Navy).

8. Conversion of Selected Roads to Pedestrian Malls:

Converting one of the public rights-of-way to a pedestrian mall similar to the Towne Square concept was examined. Two streets were chosen as candidates for closure: Navy Street between Randall Street and Lakeshore Road and George Street between Randall Street and Lakeshore Road.

- Closure of George Street will not result in significant changes to the traffic flows at adjacent intersections and no further improvements would be required.
- Navy Street serves as the frontage road to the Centennial Square lands and provides access to Church Street. Closure of Navy Street between Randall Street and Lakeshore Road may be possible for special events as any disruption to local access on Church Street from Navy Street to Thomas Street will be short lived.

The executive summary of HMM's *Downtown Transportation Study* is presented within the appendix of this report. Staff will be working to develop an implementation strategy for the various recommendations; some may be better implemented with the reconstruction and streetscape of Lakeshore; others can be implemented sooner.

Lakeshore Road Streetscape – Preferred Options

The DTS project team has developed three preferred options for the Lakeshore Road Streetscape. All options can be constructed with or without curbs. The “curbless” version will require the installation of decorative bollards along the edge

of the parking lane to delineate the edge of the roadway from the boulevard. It is important to note the feasibility of a “curbless” street requires further technical review during the detailed engineering design phase of the project as there will be challenges with grades for all the transit stops.

Option 1 – Reconstruct/Streetscape Lakeshore Road in its Current Configuration:

Under this option (refer to page 12 of the appendix of this report), Lakeshore Road would be reconstructed/streetscaped utilizing the present cross-section; the existing continuous centre lane would be retained along with the existing traffic through lanes, parking lanes and boulevards. More specifically,

- With the retention of the existing centre lane, a left turn lane will be provided at all intersections along Lakeshore Road, and this also allows traffic to move around vehicles in the process of parking.
- Boulevard width along both sides of the road would remain at 4.55 m (2.55 m wide sidewalk zone, 1.5 m wide tree and furnishing zone and a 0.5 edge zone adjacent to the parking lane)
- Commercial loading would not be permitted to use the centre lane - commercial loading zones will be designated at the side streets and along Lakeshore Road (refer to page 24 of the appendix). Overall, approximately 12 existing parking spaces will be occupied by designated “time of day” commercial parking zones (after the specified time, these commercial parking zones would serve as parking spaces.
- Cycling would be required to share the thru lanes with traffic; dedicated bike lanes would be provided along Robinson Street.

Option 2 - Reconstruct/Streetscape Lakeshore Rd, No Centre Lane, Wide Blvds:

The second option (refer to page 16 of the appendix) would see Lakeshore Road reconstructed and streetscaped with the following highlights:

- The road platform would consist of two through lanes and two parallel parking lanes. The continuous centre turn lane would be removed. The boulevard width on both sides of the road would be 6.0 m (the widest possible boulevard) , providing a 1.8 m wide sidewalk, 2.1 m wide patio/retail space zone, 1.5 m wide tree and furnishing zone and a 0.6 m wide edge zone adjacent to the parking lane.
- Commercial loading zones would be established at the side streets and along Lakeshore Road (refer to page 24 of the appendix). Overall, approximately 12 existing parking spaces will be occupied by designated “time of day” commercial parking zones (after the specified time, these commercial parking zones would serve as parking spaces.
- Dedicated left turn lanes would be provided at all the signalized intersections of Lakeshore Road; at non signalized intersections, parking will be offset

slightly to allow some space for cars to move around cars waiting to turn left. A total of 10 existing parking spaces will be lost.

- “Bump-outs” will be created at the signalized intersections, providing additional space to support transit stops and reducing the crossing distance for pedestrians.
- Cycling would be required to share the thru lanes with traffic; dedicated bike lanes would be provided along Robinson Street.

Option 3 – Reconstruct/Streetscape Lakeshore Rd with Bike Lanes, No Centre Lane

This option is similar to Option 2; however, a dedicated bike lanes would be provided on each side of the road (adjacent to the parking lanes (refer to pages 20 of the appendix). Specifically:

- The road platform would consist of two through lanes, 2 - 1.5 m wide bike lanes and two parallel parking lanes. The boulevard width on both sides of the road would be 5.2 m, providing a 3.1 m wide sidewalk, 1.5 m wide tree and furnishing zone and a 0.6 m wide edge zone adjacent to the parking lane.
- A dedicated patio and retail zone is not provided under this option but there may be some limited opportunity to provide some space; however, it would be much narrower than in Option #2.
- Commercial loading zones would be established at the side streets and along Lakeshore Road (refer to page 24 of the appendix). Overall, approximately 12 existing parking spaces will be occupied by designated “time of day” commercial parking zones (after the specified time, these commercial parking zones would serve as parking spaces).
- Similar to Option #2, dedicated left turn lanes would be provided at all the signalized intersections of Lakeshore Road; at non signalized intersections, parking will be offset slightly to allow some space for cars to move around cars waiting to turn left. A total of 10 existing parking spaces will be lost.
- “Bump-outs” will be created at the signalized intersections, providing additional space to support transit stops and reducing the crossing distance for pedestrians.

Construction Timing

Many concerns and questions have been expressed from the Downtown BIA and merchants regarding the length of time the project may take to construct and mitigation measures the town may consider.

At this early stage in the planning process for the project, staff is not able to provide a firm construction time frame. There are many variables that have to be taken into account such as underground utilities. As part of the stakeholder engagement

From: Engineering and Construction Department
Date: June 25, 2014
Subject: **Downtown Transportation and Streetscape Study**

process, all utilities (Bell, Hydro, Gas and Cable) have indicated they would like an opportunity to renew their infrastructure during the construction phase of the project. In addition, the Region of Halton has advised they would like to replace the existing water and wastewater mains along Lakeshore Road. During the engineering design phase (2015), a detailed survey/review of all underground services will be undertaken to determine existing and proposed utility locations and this will play a significant role in assisting staff in determining the various construction stages that will be required.

In the very least, staff estimate that such a project could not be completed in less than two construction seasons. Staff has reviewed other similar streetscape projects carried out by other municipalities and the information obtained supports a minimum two-year time frame.

Mitigation Measures:

Merchants and property owners in the downtown have expressed significant concerns with how the proposed construction work will affect their businesses and have requested staff to advise what mitigation measures the town is prepared to consider in minimizing the impact of the project.

Through the consultation process staff has indicated it would investigate best practices from other municipalities who have carried out similar streetscape projects in a downtown environment and would recommend a mitigation strategy once a preferred option is selected and once the detailed engineering design phase commences.

Staff has had an opportunity to review recent similar downtown “main” street reconstruction/streetscape projects with the cities of Markham and Kingston. In addition, the town’s consultant has had previous experience in similar projects in Guelph and Cambridge. Staff will be continuing its review with other municipalities over the coming weeks (Collingwood, Kitchener and Waterloo).

What staff has been able to learn so far is that mitigation strategies other municipalities have provided generally fall into three main categories:

1. Construction methodologies and procurement:
 - Phasing underground work separately from surface works
 - Staging the work to occur as quickly as possible vs. stretching the work out over a longer period of time
 - Commitment to keep road partially open during construction (not in all examples)
 - Strict construction specifications relating to pedestrian access to shops

From: Engineering and Construction Department
Date: June 25, 2014
Subject: **Downtown Transportation and Streetscape Study**

- Procuring for the construction through a Request for Proposals (RFP) from contractors instead of the typical tender process. Tenders can use the prequalification process but ultimately the lowest bid received is accepted, RFP's provide for a scoring system to evaluate both the services the contractor proposes along with cost (e.g. project is awarded to best score, not necessarily the lowest price). One municipality contacted used this process.
2. Marketing:
- Special events to maintain clients
 - Funding provided to BIA for special advertising efforts during construction
 - Social media campaigns
3. Communication:
- Establishment of a formal Project Liaison Committee consisting of project team staff, BIA executive members, merchant representatives and local councillors – for both design and construction phases
 - Dedicated “ambassador” staff during construction to assist shoppers

Staff acknowledges the reconstruction and streetscaping of Lakeshore Road will be a very challenging project and staff will be looking to provide an Oakville solution of mitigation measures for the project. Staff would be seeking to develop a preliminary mitigation strategy at the time of the recommendation of the preferred option for Lakeshore Road and to finalize the measures during the engineering phase of the project (2015) and report back to Council well in advance of the proposed construction timeline.

Next Steps:

This report has focused on the review of the existing downtown transportation network and the preferred options developed to reconstruct/streetscape Lakeshore Road. The DTS will continue throughout 2014 and going forward, the project team will:

Complete the Streetscape Master Plan for all Downtown Streets

- Evaluation criteria defined
- Develop options
- Public consultation continues
- Street character and treatment (surface materials, fixtures/furnishings, healthy tree growing environment)
- Preferred option recommendations for all streets
- Implementation strategy for transportation network recommendations

Recommend a Preferred Option for Lakeshore Road Reconstruction/Streetscape

- Construction best practices and mitigation review continues
- Street character and treatment (surface materials, fixtures/furnishings, healthy tree growing environment)
- Preferred option recommendation and preliminary mitigation strategy
- Public consultation continues

Complete a Master Plan for Towne Square

- Develop options
- Public consultation continues
- Character and treatment (surface materials, fixtures/furnishings, healthy tree growing environment)
- Preferred option recommendation

Staff anticipates reporting to Council in early 2015 in order to present the preferred option for Lakeshore Road, the recommended streetscape master plan for all streets in the downtown and Towne Square and also to initiate the detailed engineering design phase for Lakeshore Road. Funding for the engineering design services (\$850,000) will be included in the 2015 capital budget. Construction funding based on the preliminary cost estimate for Lakeshore provided in this report will be programmed into the capital forecast.

CONSIDERATIONS**(A) PUBLIC**

The public and BIA has been invited to participate in a several stakeholder, workshop and public consultation sessions throughout the project to date.

(B) FINANCIAL

A preliminary review has been undertaken to estimate the costs of constructing each of the 3 preferred options for Lakeshore Road. Costs range from \$8 million to \$8.5 million, excluding engineering design fees (estimated to be \$850,000. The engineering fees will be programmed into the 2015 capital budget and the preliminary construction estimate will be programmed into the capital forecast.

The engineering phase of this project will translate the concepts of each option into detailed construction drawings. The engineering work will provide a much higher level of detail to estimate the work and the existing preliminary estimate will be confirmed/updated into the capital forecast.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

Staff from several departments has been engaged on the project team and collaborative efforts with the DCH project have been ongoing since the inception of the project. Other key stakeholders engaged in the DTS were Roads and Works Operations, Parks and Open Space and Oakville Transit.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- enhance our economic environment
- continuously improve our programs and services
- be innovative in everything we do
- always act as a team
- be valued/celebrated for outstanding service
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The Downtown Transportation and Streetscape Study addresses all the pillars of sustainability; linkages between streets, business and the river promotes social, improving active transportation promotes environmental, the vibrancy of the downtown promotes economic and the link to the DCH promotes the cultural pillar of community sustainability.

APPENDICES:

Appendix - Downtown Transportation and Streetscape Study – Interim Report by Brook McIlroy (includes executive summary of transportation study by Hatch Mott MacDonald)

Submitted by:

On Behalf of the DTS Project Team

D.M. Cozzi, P.Eng.

Director

Engineering & Construction Department