

Lakeshore Road East Cycling Facility Feasibility Assessment

**Public Information Centre
Tuesday, June 23, 2026**

South Atrium, Oakville Town Hall
6:00 PM to 8:00 PM



Welcome!

Thank you for attending the Public Information Centre (PIC) for the **Lakeshore Road East Cycling Facility Feasibility Assessment**. This PIC will present the recommended active transportation improvements for the Lakeshore Road East corridor. We invite you to provide your feedback on the materials presented today.

Questions? Comments?

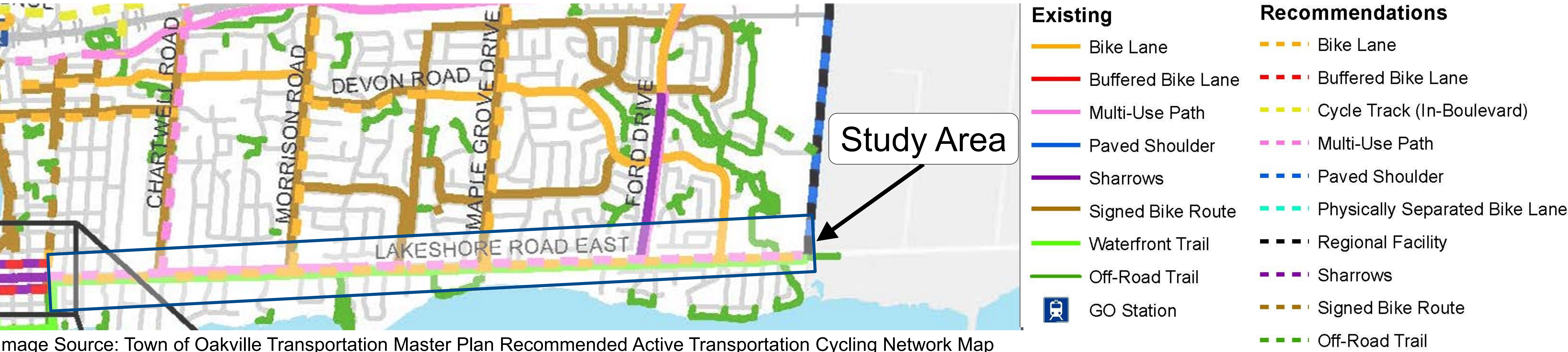
Thank you for attending this Public Information Centre (PIC). Feel free to ask questions to any member of our Study Team in attendance. Please fill out a form tonight or submit your comments online!

Oakville Transportation Master Plan (2025)

On October 6, 2025, Oakville Town Council approved the Transportation Master Plan (TMP) 2025, which outlines the long-term transportation vision for the community.

The TMP identifies recommended projects, policies, and programs to support walkable, cycle/transit friendly neighbourhoods integrated with accessible transportation choices for all residents. The plan establishes a path forward for all modes of transportation to accommodate growth to 2051 and supports Oakville’s vision to be a vibrant and livable community for all.

As part of the TMP recommendations, a bike lane and multi-use path are proposed along Lakeshore Road East, from Allan Street to Winston Churchill Boulevard.



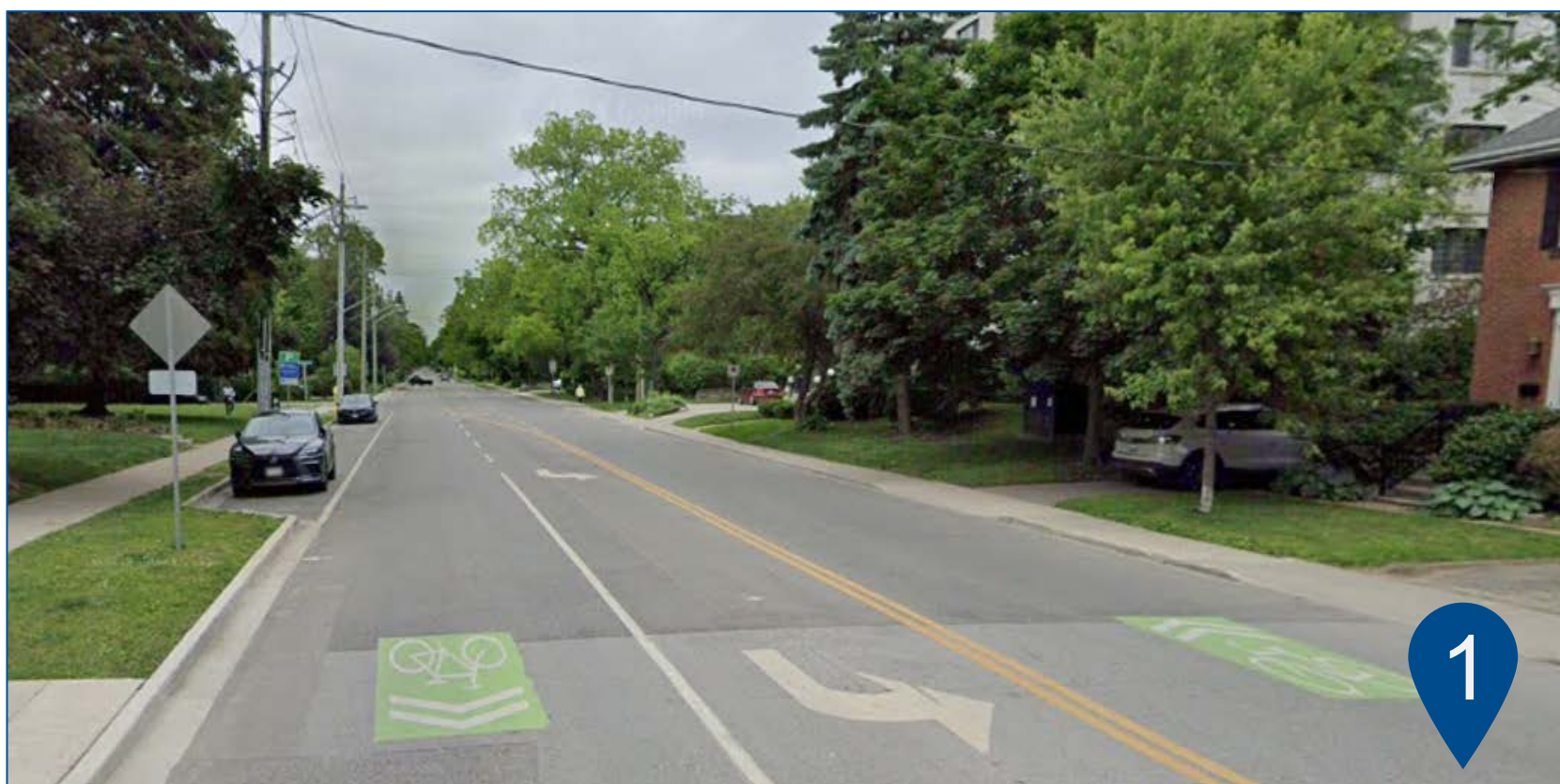
Study Background

The Town of Oakville plans to provide cycling facilities along Lakeshore Road East between Allan Street and Winston Churchill Boulevard.

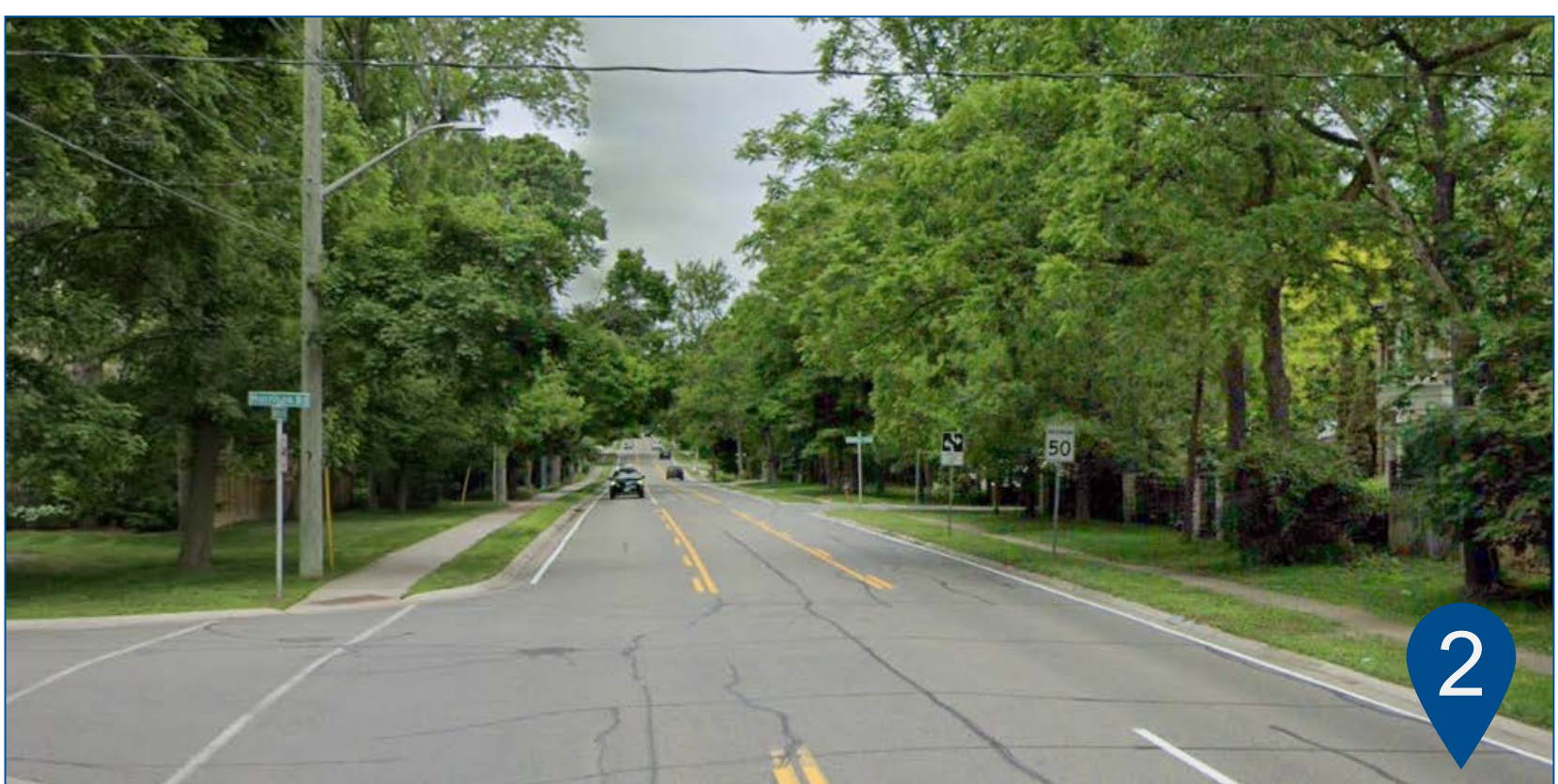
The **Lakeshore Road East Cycling Facility Feasibility Assessment** evaluates and identifies appropriate cycling facilities along Lakeshore Road East to enhance transportation options and support active lifestyles within the community.



Existing Conditions



Looking East at Allan Street



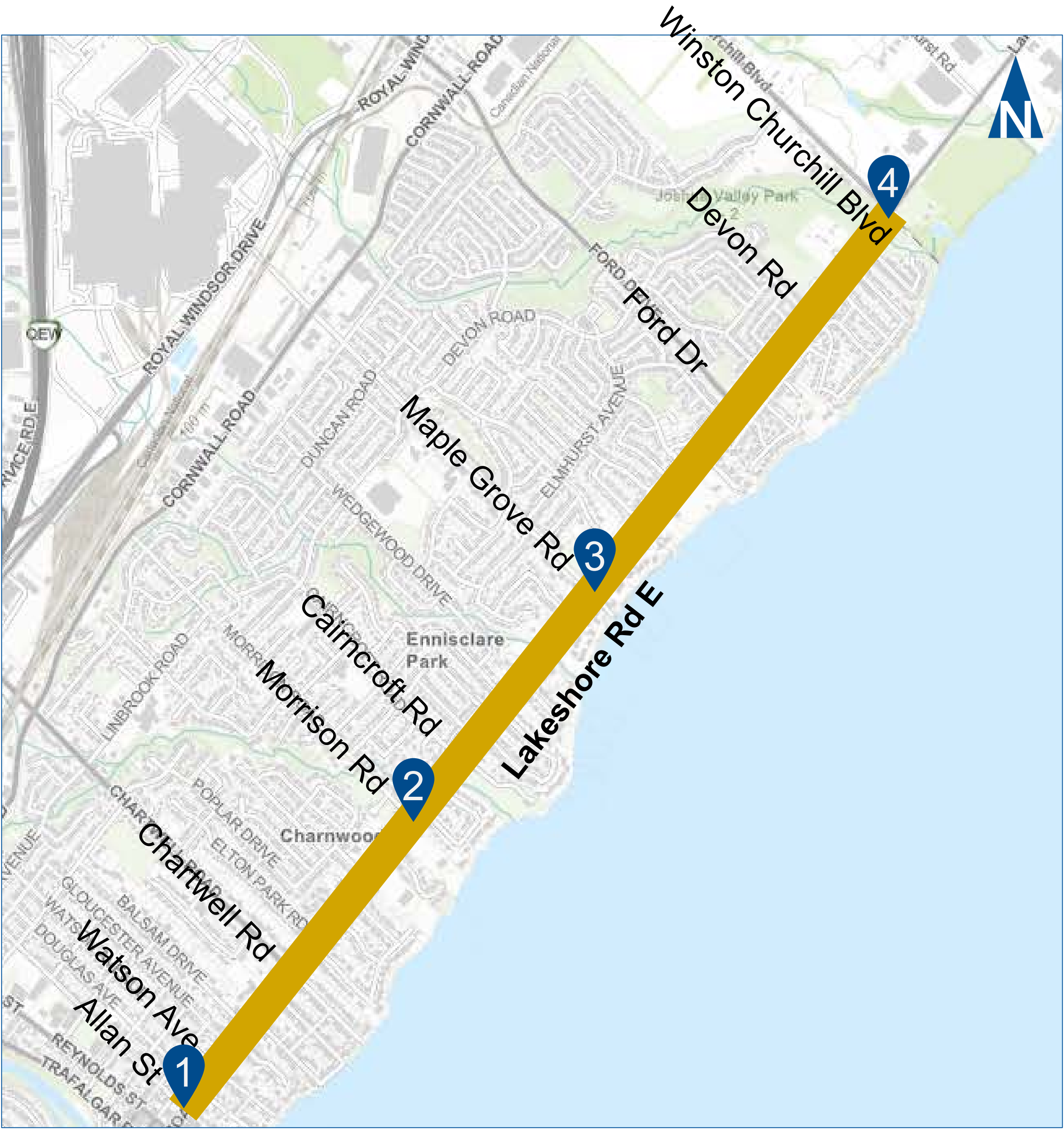
Looking East at Morrison Road



Looking East at Maple Grove Drive



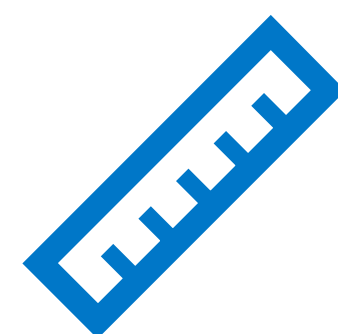
Looking West at Winston Churchill Boulevard



Existing Roadway Characteristics



Minor arterial road



4.86 km



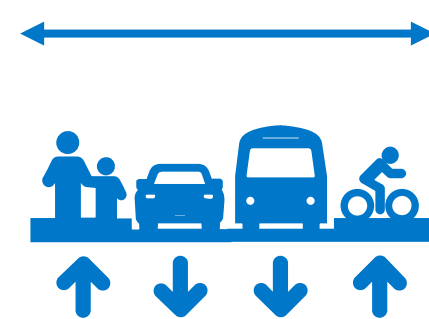
50 km/h



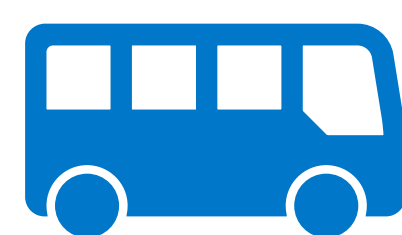
2 travel lanes and a centre two-way left-turn lane



Urban cross-section (curb and gutter)



26 m ROW



Route 11 (between Ford Drive and Devon Road)



Cycling sharrows near Allan Street, Multi-use path (on the south side) between Chartwell Road and Morrison Road



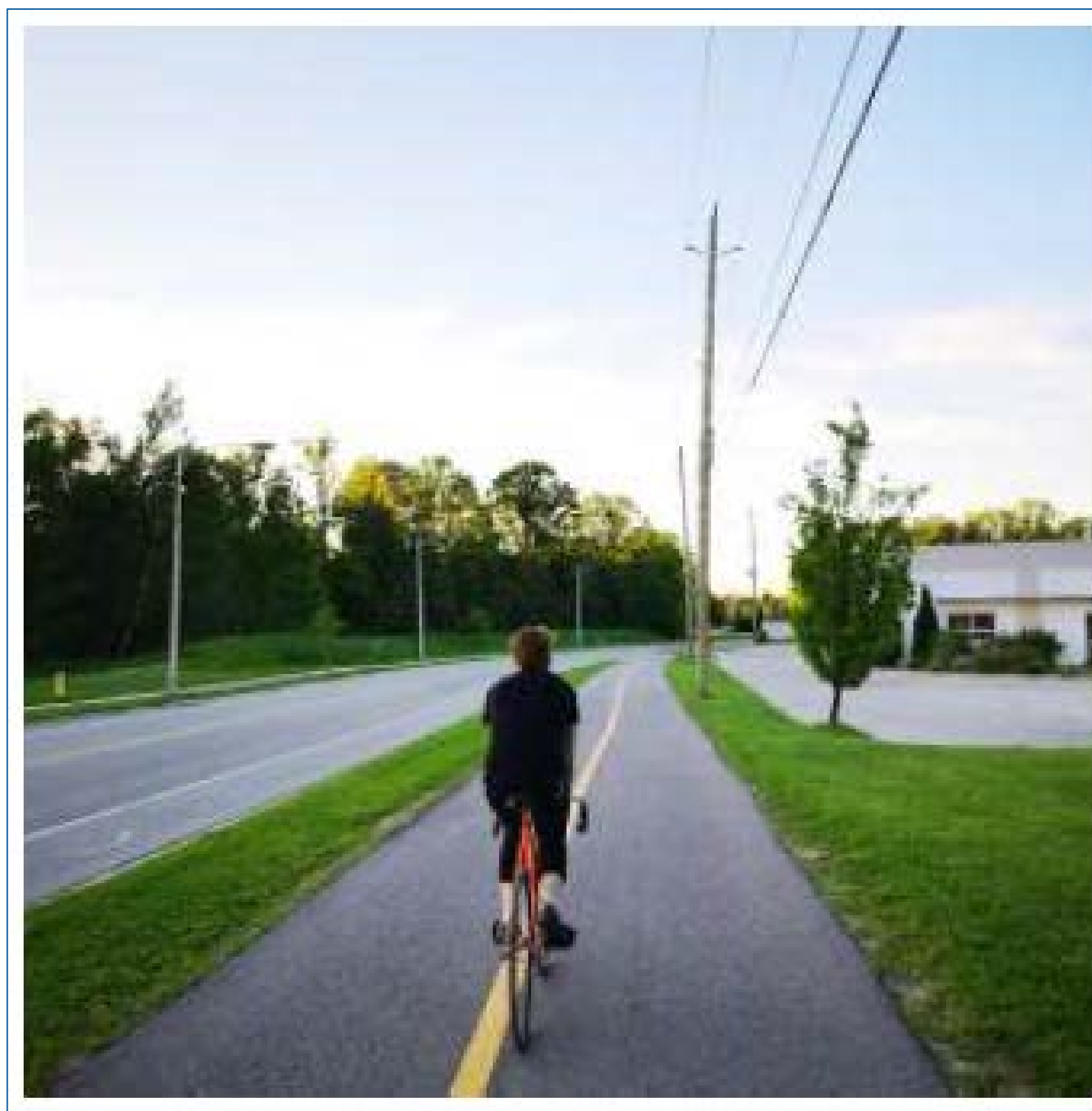
Sidewalks on both sides except for a gravel path on the south side between Morrison Road and Arbour Drive



Low-density residential and institutional, and commercial west of Allan Street

Cycling Facility Selection

The selection of a preferred cycling facility for Lakeshore Road East was identified based on roadway characteristics in accordance with Ontario Traffic Manual (OTM) Book 18 *Cycling Facilities* (June 2021) procedures. The following facility types were considered:



In-Boulevard Multi-use Path (MUP): A two-way path that is horizontally and vertically separated from the travelled portion of the roadway by a curb and buffer. MUPs are shared by cyclists and pedestrians.



Cycle Track: A physically separated bikeway that is horizontally and vertically separated from the travelled portion of the roadway by a curb and buffer.

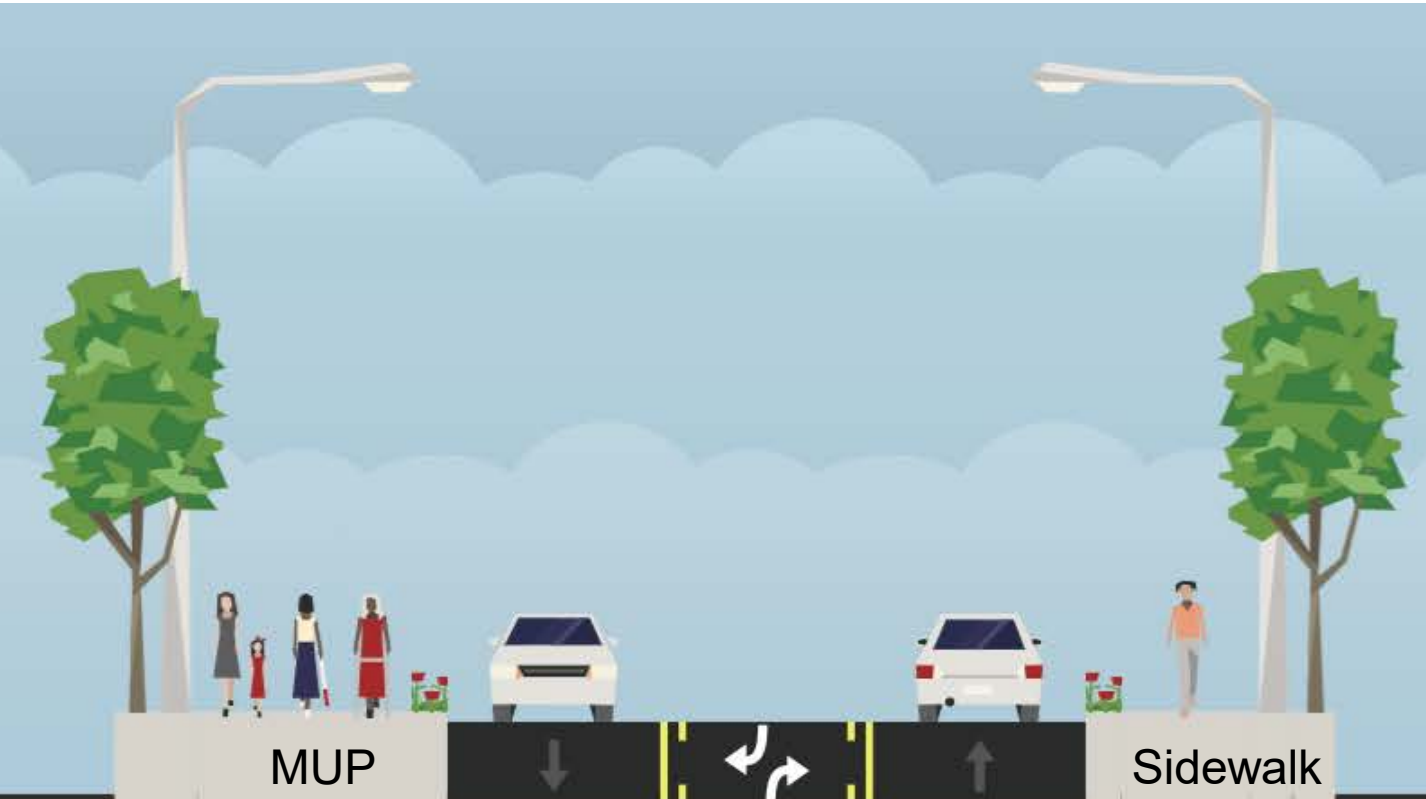


Conventional Bicycle Lane: A portion of a roadway that has been designated by pavement markings and signage for preferential or exclusive use by people riding bikes.

Alternative Cross-Sections

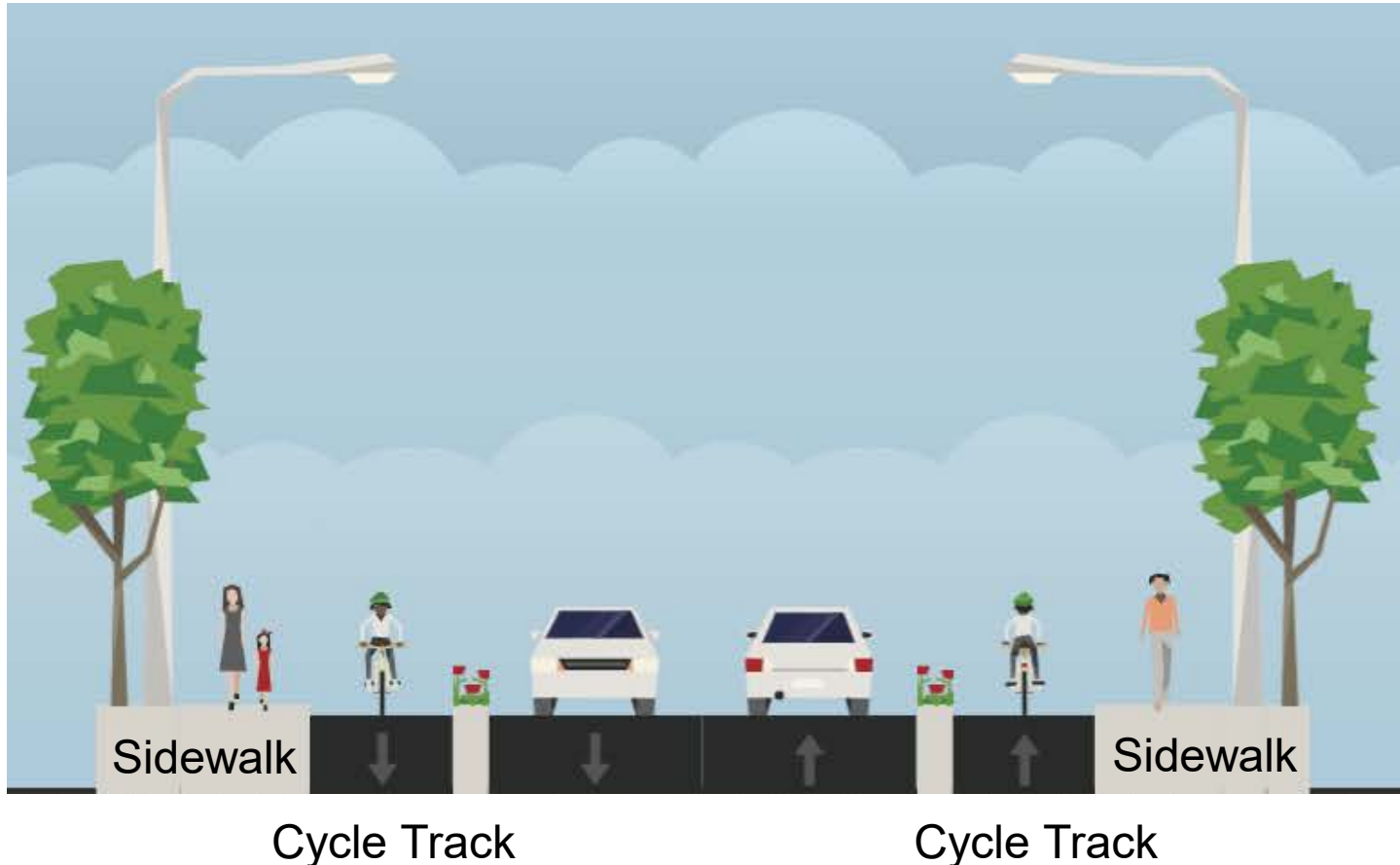
Alternative 1
(MUP on One Side)

Existing 3 Travel Lanes
MUP (one side)
Sidewalk (on side)



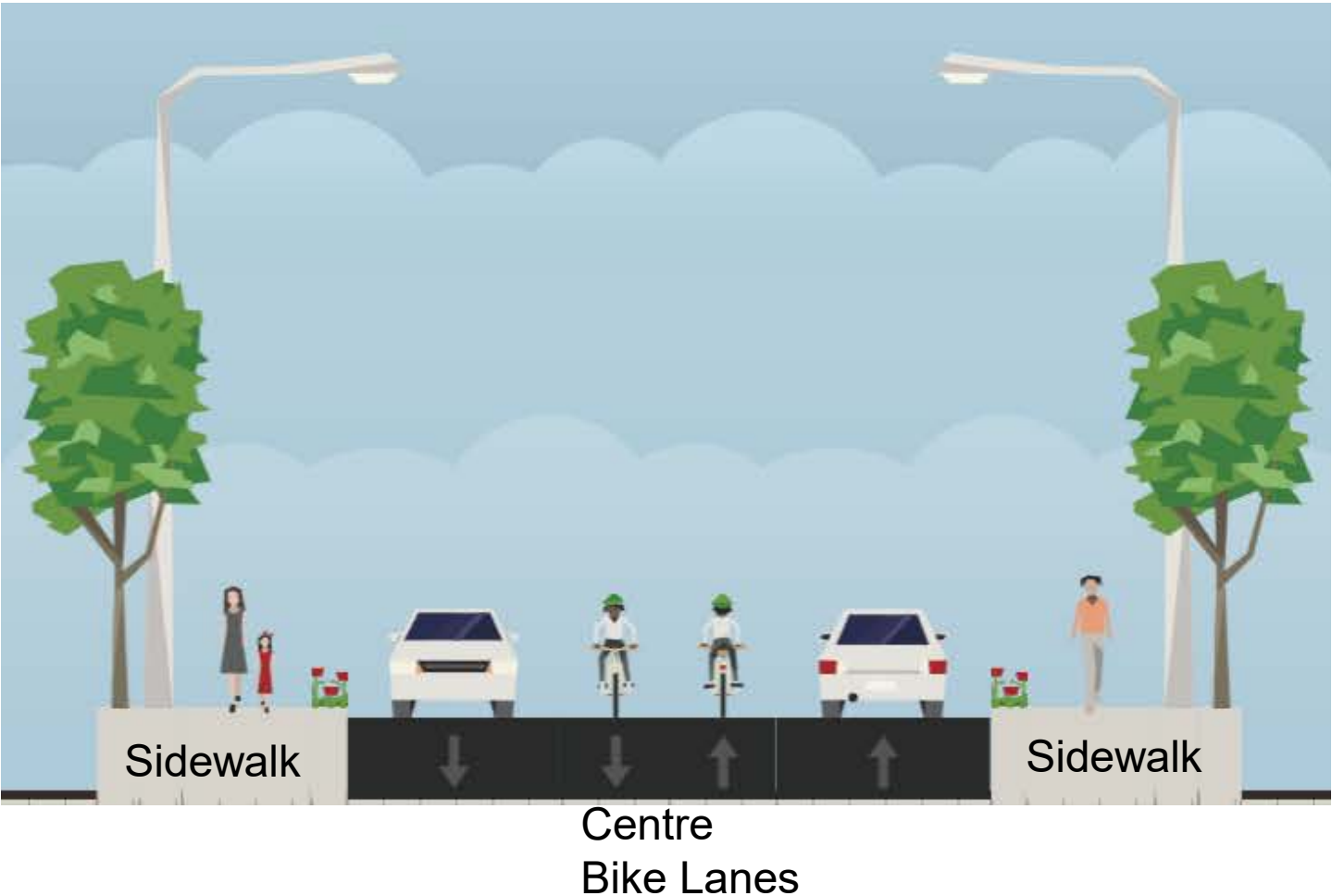
Alternative 2
(Cycle Tracks Both Sides)

2 Travel Lanes
(Removal of Centre TWLT lane)
Cycle Tracks (both sides)
Sidewalk (both sides)



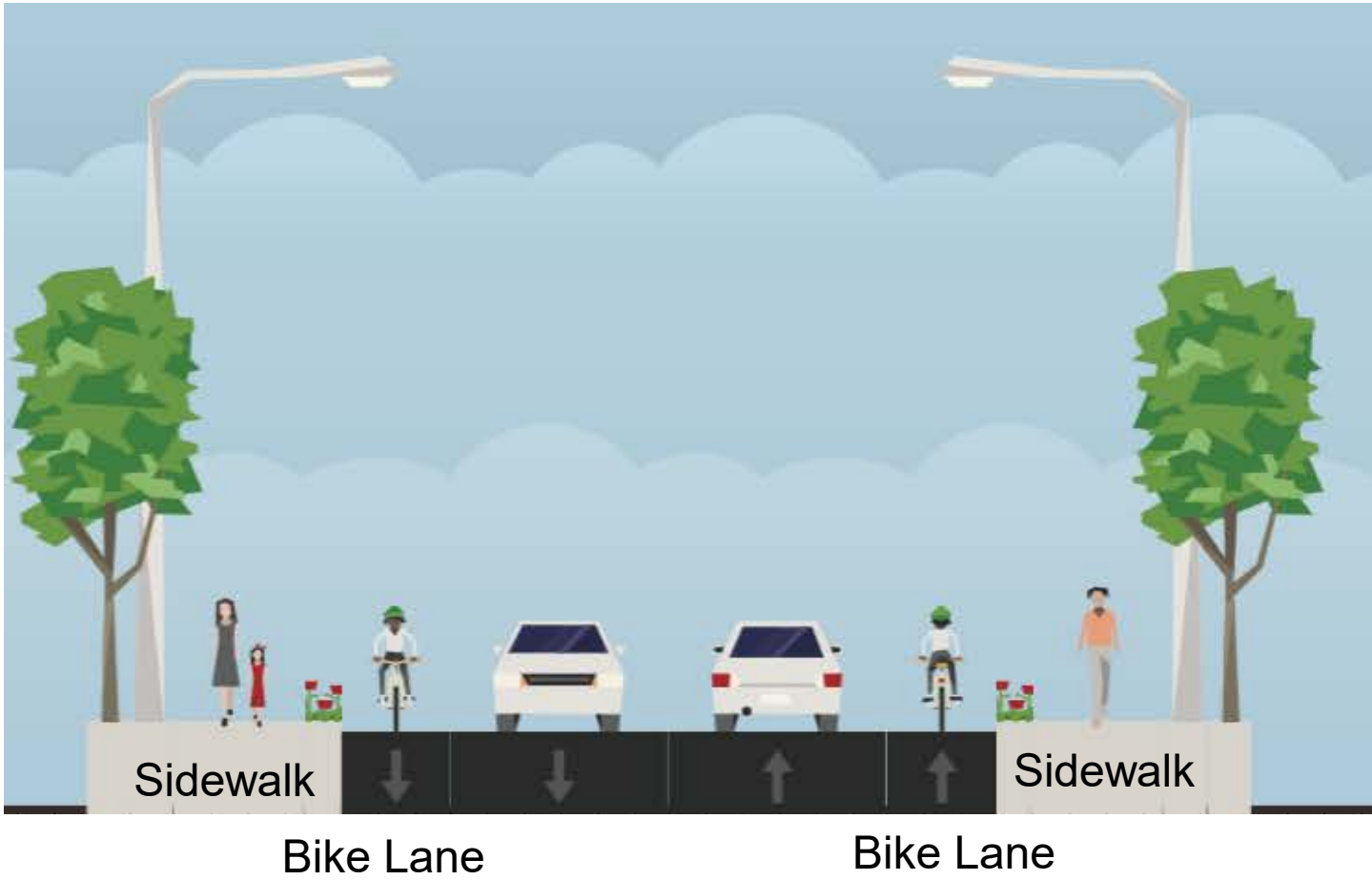
Alternative 3
(Centre Bike Lanes)

2 Travel Lanes
(Removal of Centre TWLT lane)
Centre Bike Lanes
Sidewalk (both sides)



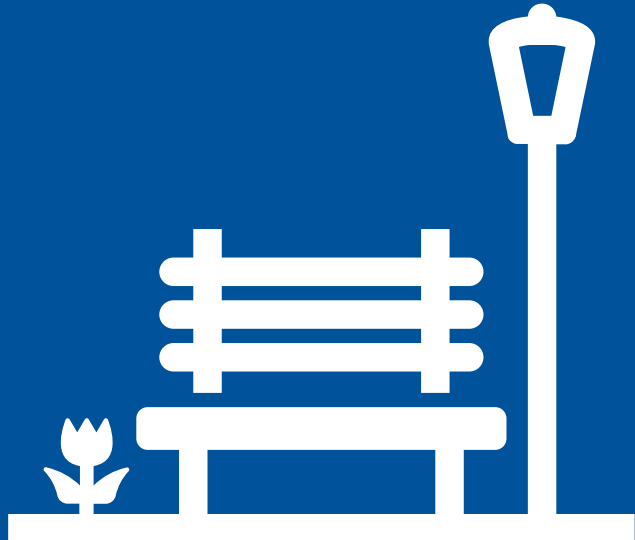
Alternative 4
(Bike Lanes Both Sides)

2 Travel Lanes
(Removal of Centre TWLT lane)
Bike Lanes (both sides)
Sidewalk (both sides)

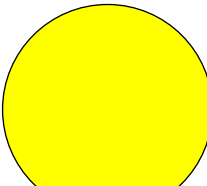
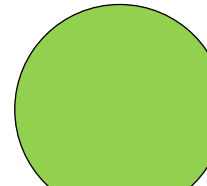
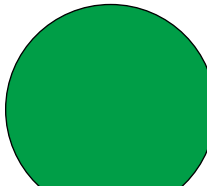
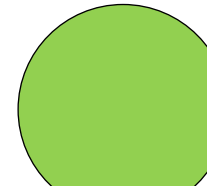
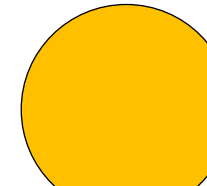
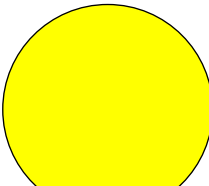
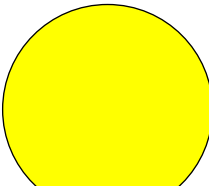
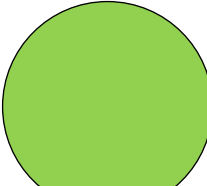
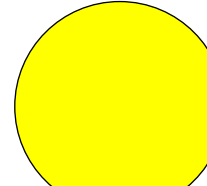
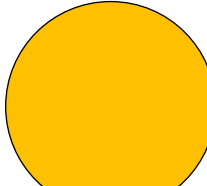
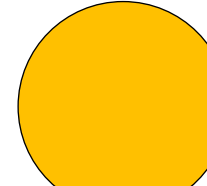
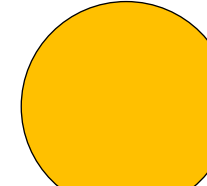
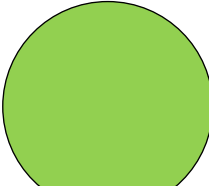
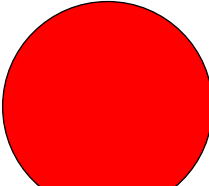
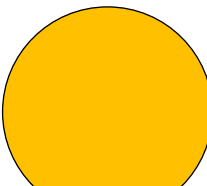
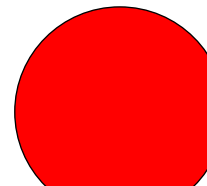
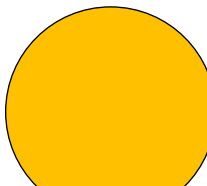
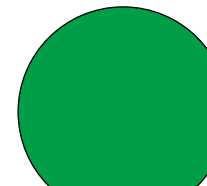
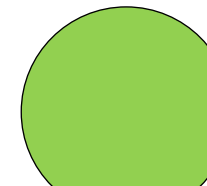
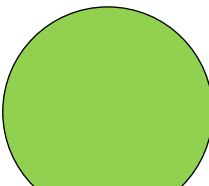
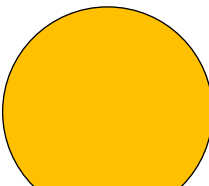
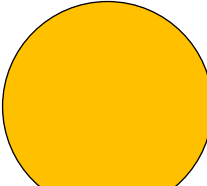
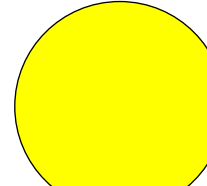
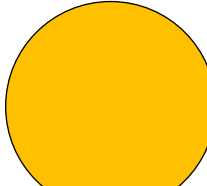
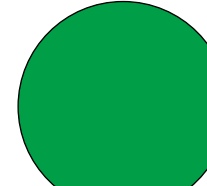
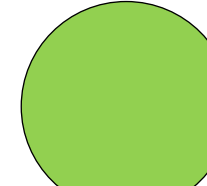
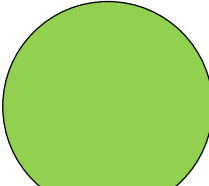
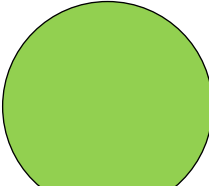


Evaluation Criteria for Alternatives

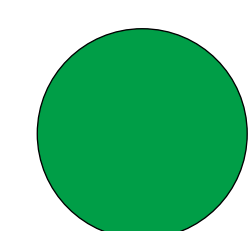
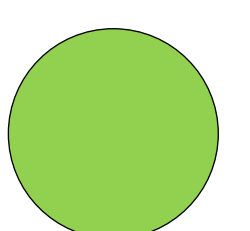
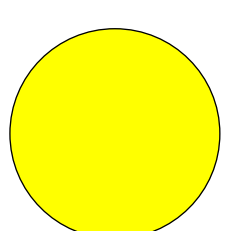
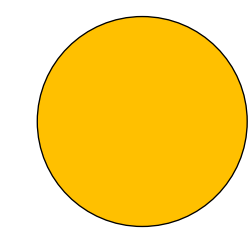
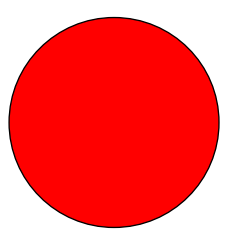
The relative advantages and disadvantages of different road cross-section alternatives were assessed based on the following criteria.

						
Cycling	Safety (for all users)	Traffic Operations	Tree Impact	Utilities and Other Infrastructure	Property Requisition	Cost
Lower user stress and skill requirements	Reduced collision risk for all users	Maintains efficiency for motor vehicles	Minimizes tree removal or relocation	Minimizes utility conflicts and relocations	Requires less additional property	Lower construction, operation, and maintenance costs

Evaluation of Alternatives

Alternative	Criteria							Complies with Bill 60?
	Cycling	Safety	Traffic	Tree	Utilities	Property	Cost	
Alternative 1 (MUP on One Side)								Yes
Alternative 2 (Cycle Tracks Both Sides)								No
Alternative 3 (Centre Bike Lanes)								No
Alternative 4 (Bike Lanes Both Sides)								No

Legend

-  Highly favourable
  Favourable
  Good/little or no impact
-  Acceptable/some impact
  Unfavourable/Undesirable Impact

Preferred Alternative

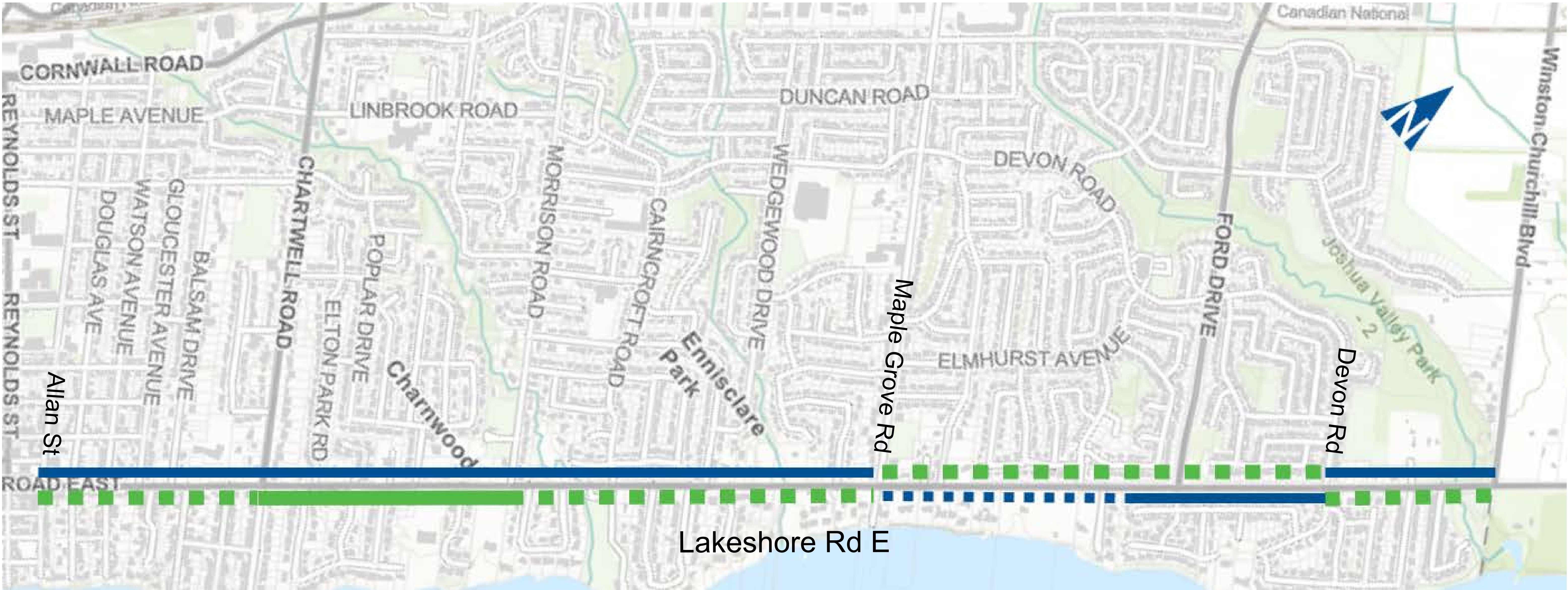
Given the presence of an existing MUP on Lakeshore Road East, construction timelines, and implementation requirements, the preferred alternative is considered a combination of Alternative 1 and 4. This includes an MUP on one side of Lakeshore Road East, and a dedicated bike lane on both sides of the road within the existing right-of-way. However, due to the introduction of Bill 60, dedicated bike lanes on Lakeshore Road East could not be pursued further.

Bill 60 (the Fighting Delays, Building Faster Act, 2025) 195.3 (1) Except as permitted by the regulations, a municipality shall not, by by-law or otherwise, reduce or permit a reduction in the number of marked lanes available for travel by motor vehicles on a highway or a portion of a highway under the municipality's jurisdiction and control for any of the following purposes: 1. A bicycle lane, 2. Any other prescribed purpose.

Therefore, Alternative 1 has been selected as the preferred alternative moving forward.

Preferred Alternative

The preferred alternative is illustrated in the map below, indicating the existing and proposed sidewalk and multi-use path sections.



Existing MUP Existing Sidewalk Proposed MUP Proposed Sidewalk

Conceptual Design

Proposed MUP

Proposed Sidewalk

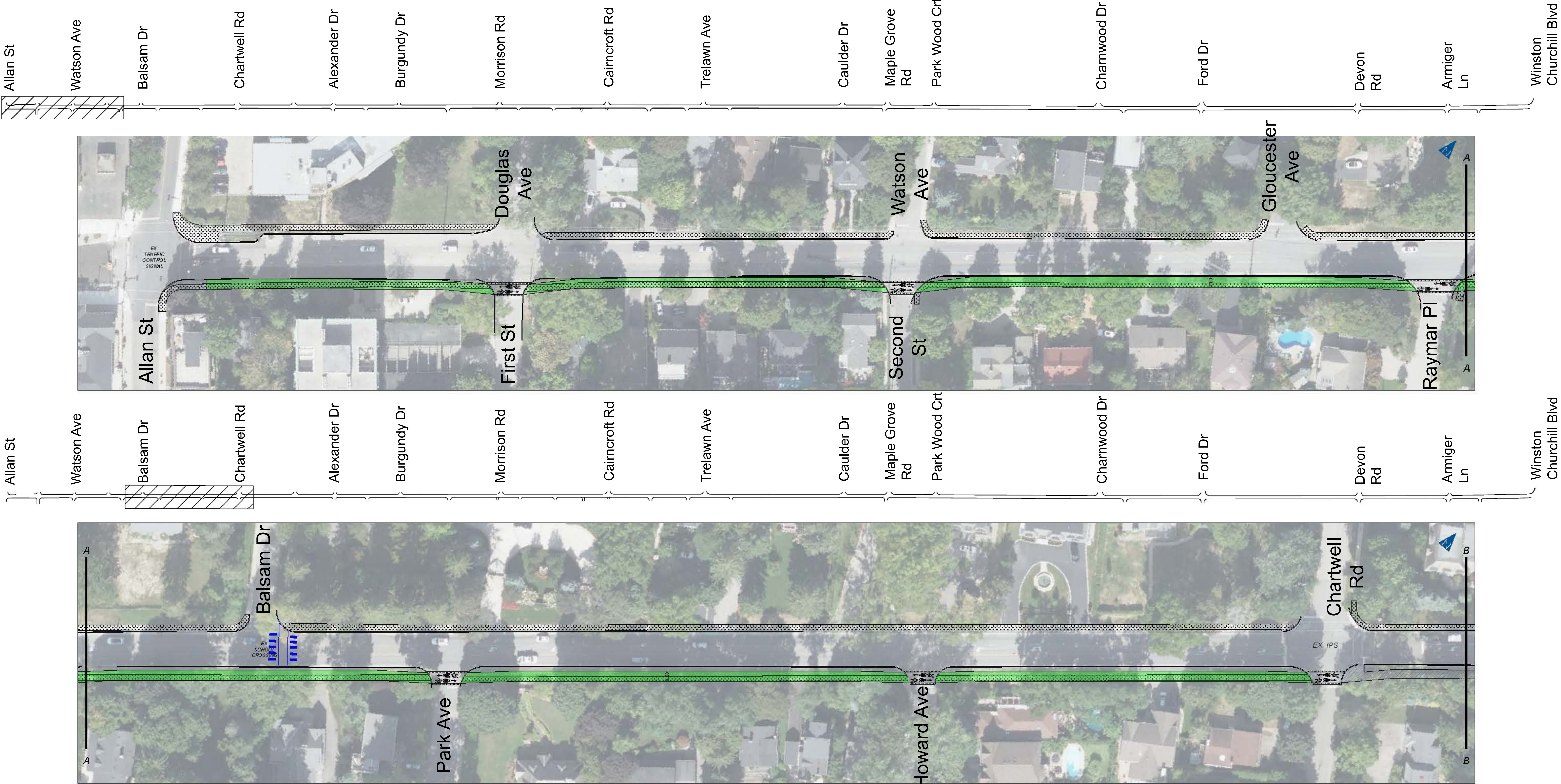
Existing MUP

Existing Sidewalk

Existing Gravel Path

Potentially Impacted Trees

Hydro Pole



Note: MUP width is subject to confirmation through detailed design

Conceptual Design

Proposed MUP

Proposed Sidewalk

Existing MUP

Existing Sidewalk

Existing Gravel Path

Potentially Impacted Trees

Hydro Pole



Note: MUP width is subject to confirmation through detailed design

Conceptual Design

Proposed MUP

Proposed Sidewalk

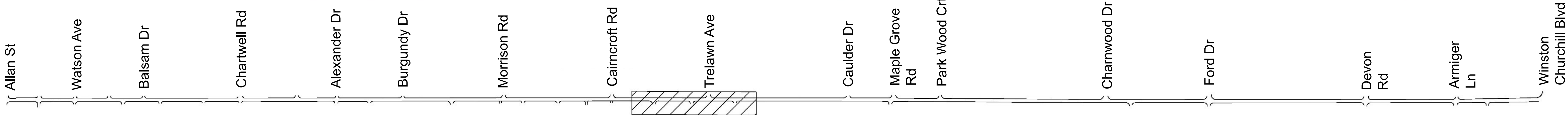
Existing MUP

Existing Sidewalk

Existing Gravel Path

Potentially Impacted Trees

Hydro Pole



Note: MUP width is subject to confirmation through detailed design

Conceptual Design

Proposed MUP

Proposed Sidewalk

Existing MUP

Existing Sidewalk

Existing Gravel Path

Potentially Impacted Trees

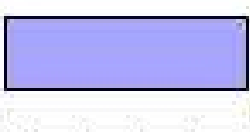
Hydro Pole

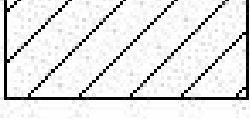


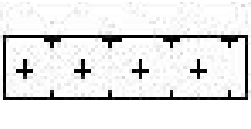
Note: MUP width is subject to confirmation through detailed design

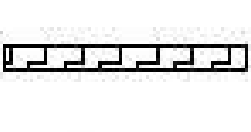
Conceptual Design


Proposed MUP


Proposed Sidewalk

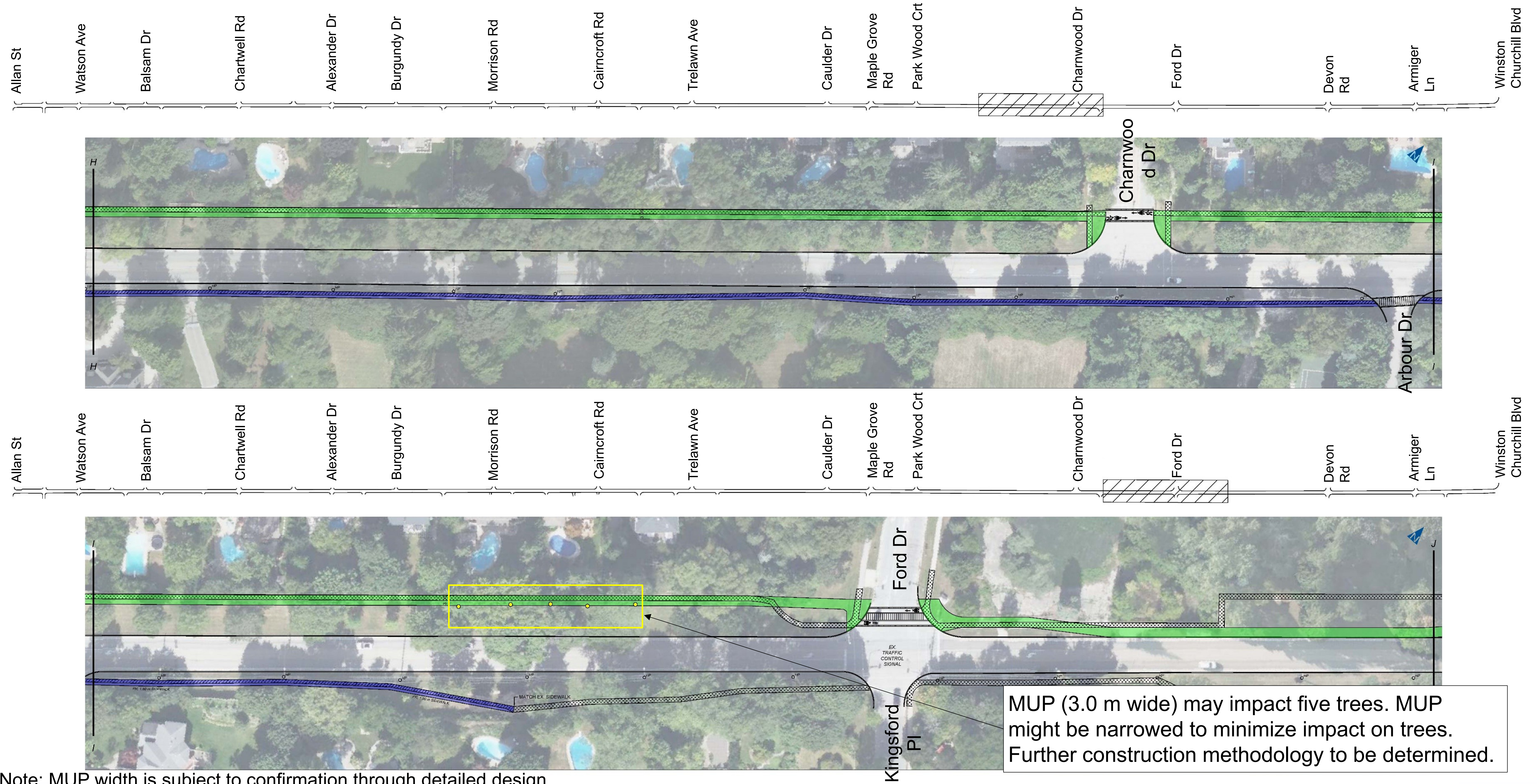

Existing MUP


Existing Sidewalk


Existing Gravel Path


Potentially Impacted Trees


Hydro Pole



Note: MUP width is subject to confirmation through detailed design

Conceptual Design

Proposed MUP

Proposed Sidewalk

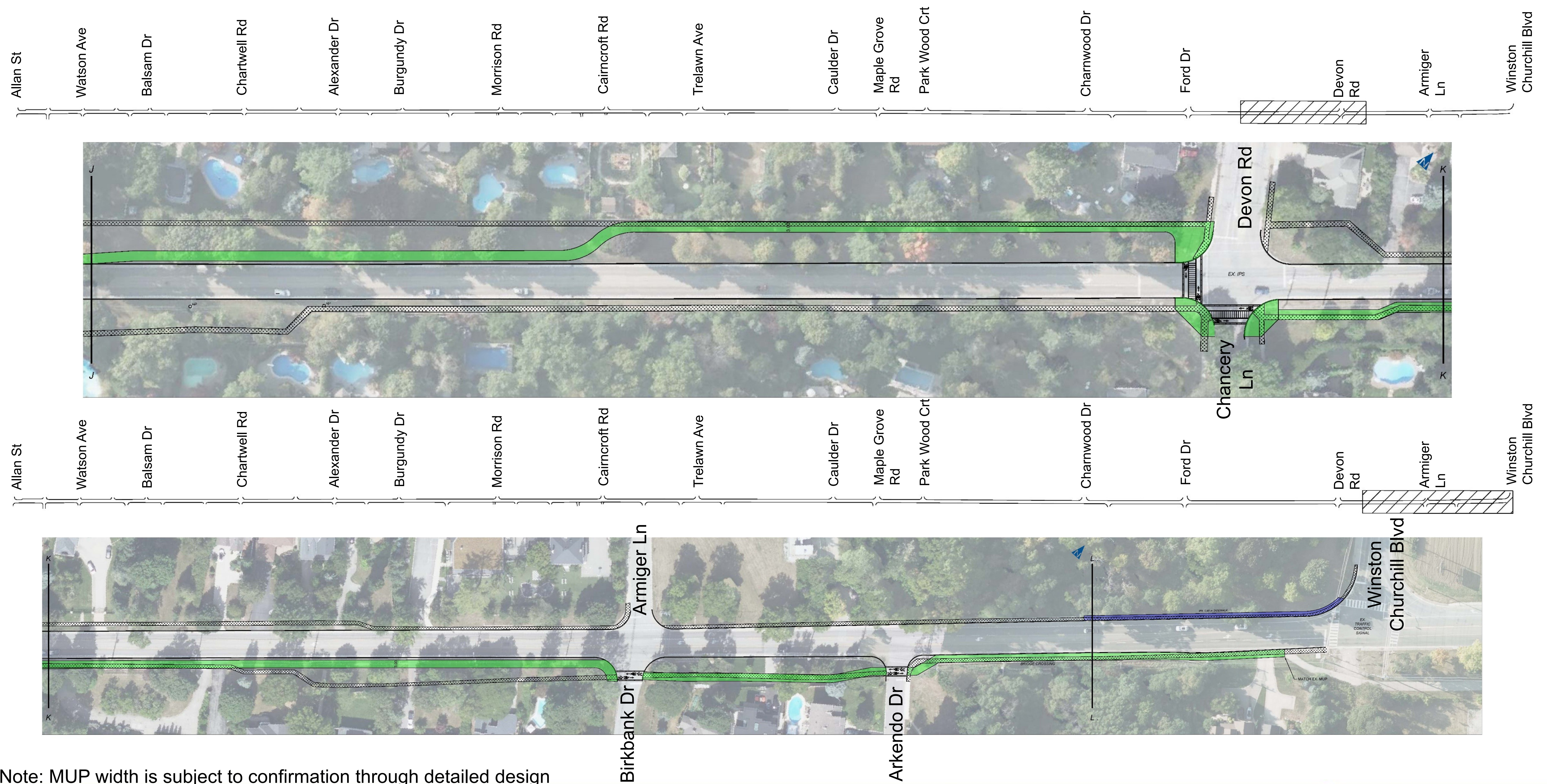
Existing MUP

Existing Sidewalk

Existing Gravel Path

Potentially Impacted Trees

Hydro Pole



Note: MUP width is subject to confirmation through detailed design

Recommendations and Next Steps

A Multi-Use Path (MUP) on one side of Lakeshore Road East is the recommended preferred alternative, as it:

- Implements the Town’s Official Plan and Transportation Master Plan recommendations
- Complies with Bill 60, *Fighting Delays, Building Faster Act*, 2025
- Has minimal impacts to trees

The preliminary cost for implementing Alternative 1 is estimated at approximately \$4.7 million (in 2024 dollars). This estimate is preliminary and may change as construction details are further refined.

After reviewing input received through consultation, the final report will be compiled, addressing comments received. The Town will then proceed to detailed design.



Thank you for Attending!

We invite you to ask questions, provide comments, and share ideas with the Study Team tonight. Please submit your comments online or fill out a form tonight. You can also contact us by email or phone at:

Khalil Barakzai, P.Eng., PMP

Manager – Transportation Planning

Town of Oakville

(905) 845-6601 x3304

lakeshoreeast@oakville.ca

Joshua de Boer, M.Eng., P.Eng., PTOE

Consultant Project Manager

Paradigm Transportation Solutions Limited

(416) 479-9684

jdeboer@ptsl.com



Learn more about the project by visiting the study website at

[Lakeshore Road East
Cycling Facility Feasibility
Assessment](#)