



Corporate Report

Clerk's Files

Originator's
Files

MG. 23.REP

2.

DATE: June 13, 2012

TO: Chair and Members of General Committee
Meeting Date: June 27, 2012

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: **Bicycle Lanes - Bristol Road (Wards 5, 6 and 11)**

General Committee

JUN 27 2012

- RECOMMENDATION:**
1. That the installation of bicycle lanes on both sides of Bristol Road between Church Street and Kennedy Road be approved, as outlined in the report to General Committee dated June 13, 2012 from the Commissioner of Transportation and Works.
 2. That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to implement the necessary changes to Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation) and Schedule 34 (Bicycle Lanes) as outlined in Appendix 2 attached to the report dated June 13, 2012 from the Commissioner of Transportation and Works.

**REPORT
HIGHLIGHTS:**

- This report outlines a proposal to install bicycle lanes along the entire length of Bristol Road this year.
- The Mississauga Cycling Master Plan identified Bristol Road as a primary cycling route and proposed the installation of on-street bicycle lanes.
- Bristol Road from Church Street to Creditview Road is scheduled for road rehabilitation this year.

BACKGROUND:

The Mississauga Cycling Master Plan, approved by Council in September 2010, outlines a plan to build a comprehensive cycling network across the City as part of a multi-modal transportation network. The Plan identified Bristol Road as a primary cycling route and proposed the installation of on-street bicycle lanes.

Bicycle lanes are a part of the roadway that is designated for bicycle use only through signage and pavement markings. There are existing bicycle lanes on Bristol Road between Creditview Road and Terry Fox Way, however they do not meet existing design standards.

COMMENTS:

The Transportation and Works Department proposes the installation of bicycle lanes on both sides of Bristol Road between Church Street and Kennedy Road as part of the 2012 Cycling Program. Bristol Road was prioritized for the 2012 Cycling Program as a result of several factors including coordination with other capital infrastructure programs, providing connectivity with existing routes, in accordance with the recommendations of the Cycling Master Plan and supported by the Mississauga Cycling Advisory Committee, as well as responding to concerns raised from the community regarding traffic safety.

Church Street to Creditview Road

An opportunity exists to coordinate the installation of cycling infrastructure on Bristol Road in conjunction with the road rehabilitation project planned for Bristol Road from Church Street to Creditview Road. Minor road widening and reductions to vehicle lane width are proposed as part of the road rehabilitation work in order to accommodate the bicycle lanes.

Other aspects of this project include the application of pavement material with enhanced traction along the curved section of the roadway as well as vehicle activated speed warning signs. The majority of street trees will be preserved and the extent of road widening has been minimized. Visitor parking will be provided through lay-bys along portions of the road without residential frontage.

This project is being conducted under Schedule 'A' of the Municipal Class Environmental Assessment process. Public Information Centres (PICs) were held in June 2011 and May 2012. In conjunction with this project, the street lighting along this stretch of road will be removed and new LED street lighting will be installed.

Creditview Road to Kennedy Road

It is proposed that bicycle lanes be introduced through signage and pavement marking changes that reduce the number and width of vehicle travel lanes between Creditview Road and Kennedy Road. On-street parking will be maintained along most of the roadway with residential frontage. A summary of proposed changes is included as Appendix 3.

Bicycle lanes along Bristol Road are proposed to enhance connectivity of the cycling network through linkages to other existing cycling routes. Once complete, the bicycle lanes will provide area residents with a dedicated cycling facility to connect to the Culham Trail, multi-use trails along Terry Fox Way and Mavis Road, the Glen Hawthorne Trail and Jan's Trail, and a connection to the Downtown via bicycle lanes along Confederation Parkway. The bicycle lanes would provide connections to local destinations including a number of schools, shopping plazas, and Frank McKechnie Community Centre.

Area residents have consistently raised concerns about traffic safety on Bristol Road in both Ward 5 and Ward 6, including requests to reduce the number of vehicle travel lanes and implement bicycle lanes as potential solutions to these concerns.

Research from other cities has shown that implementing bicycle lanes in conjunction with reductions to the number and/or width of vehicle travel lanes can have a calming effect on traffic, reducing traffic speed and vehicle collisions. Traffic Operations staff have been involved in the planning for bicycle lanes on Bristol Road and are in support of the proposal as outlined in this report.

Traffic Signals staff have projected that there will be impacts on traffic signal capacity as a result of the proposed changes, resulting in increased delays and queuing at major intersections along Bristol Road during the AM and PM peak hours. It is anticipated that the impacts will not be unreasonable; however, future infrastructure improvements or pavement marking revisions may be required. Transportation and Works Department staff propose to monitor these locations.

Feedback from area residents regarding this proposal has been mixed. At the two PICs related to the road reconstruction project and in a petition to Council on May 9, 2012, several Ward 6 residents raised concerns about the project. These have largely been addressed through modifications to the project design. In Ward 5, this project was presented at a Town Hall meeting in December 2011. At this meeting and in correspondence received following the meeting, the majority of residents in attendance expressed support for the proposal to install bicycle lanes. Pending Council approval of this proposal, a letter of notification would be distributed to area residents prior to installation of the bicycle lanes.

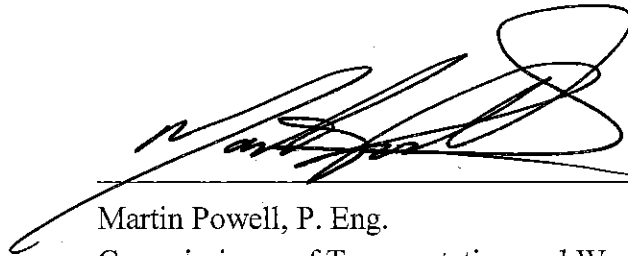
STRATEGIC PLAN: The addition of cycling network infrastructure supports the MOVE, CONNECT, and LIVING GREEN pillars of the Our Future Mississauga Strategic Plan.

FINANCIAL IMPACT: The cost for the installation of bicycle lanes through road widening as part of the road reconstruction of Bristol Road between Church Street and Creditview Road is approximately \$900,000. The cost for the installation of bicycle lanes through lane conversion between Creditview Road and Kennedy Road is approximately \$200,000. This funding is available in the approved Cycling Program Capital Budget.

CONCLUSION: The proposed bicycle lanes on Bristol Road are an opportunity to expand the cycling network in coordination with other capital infrastructure projects, provide connectivity of existing routes as per the recommendations of the Cycling Master Plan and the Cycling Advisory Committee, as well as respond to concerns raised from the community regarding traffic safety on this roadway.

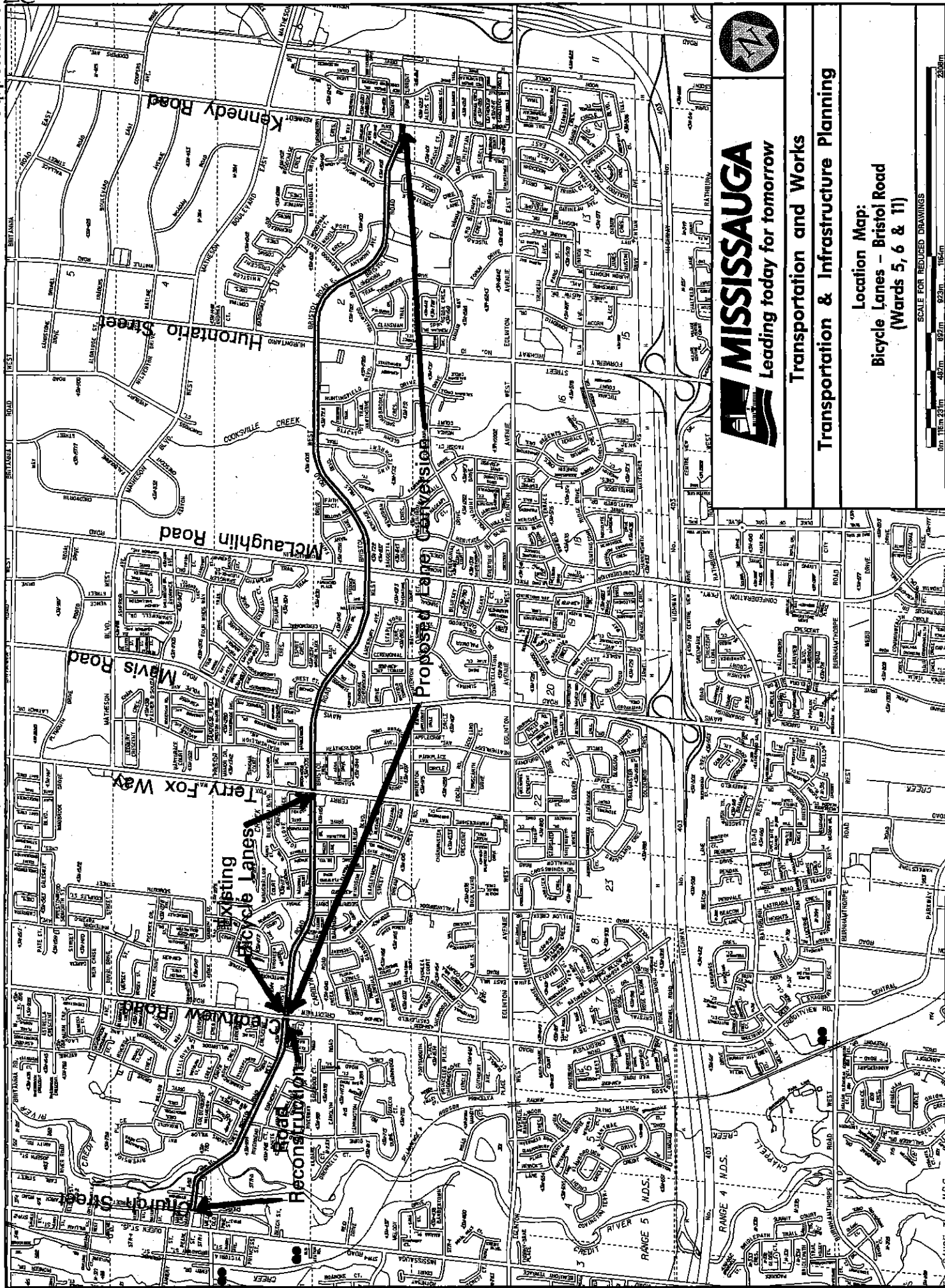
ATTACHMENTS:

- Appendix 1: Location Map: Bicycle Lanes – Bristol Road
- Appendix 2: By-law Amendments to Traffic By-law 555-2000
- Appendix 3: Summary of Proposed Changes – Bristol Road
- Appendix 4: Typical Mid-Block Layouts: Bicycle Lanes – Bristol Road



Martin Powell, P. Eng.
Commissioner of Transportation and Works

*Prepared By: Jacquelyn Hayward Gulati, Manager
Cycling Office, Transportation Asset Management*



MISSISSAUGA
Leading today for tomorrow

**Transportation and Works
Transportation & Infrastructure Planning**

**Location Map:
Bicycle Lanes – Bristol Road
(Wards 5, 6 & 11)**



**APPENDIX 2
BY-LAW AMENDMENTS TO TRAFFIC BY-LAW 555-2000**

That Schedule 3 of By-law 555-2000, as amended, be amended by DELETING the following:

**SCHEDULE 3
NO PARKING**

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>SIDE</u>	<u>COLUMN 3</u> <u>PROHIBITED</u> <u>BETWEEN</u>	<u>COLUMN 4</u> <u>TIMES</u> <u>OR DAYS</u>
Bristol Road West	Both	Terry Fox Way and Mavis Road	7:00 am - 9:00 am 4:00 pm - 6:00 pm Monday - Friday
Bristol Road West	Both	Mavis Road and Shackelton Way/ Guildwood Way	7:00 am - 9:00 am 4:00 pm - 6:00 pm Monday - Friday, inclusive
Bristol Road West	North	McLaughlin Road and Hurontario Street	Anytime
Bristol Road West	South	McLaughlin Road and Huntingfield Drive	7:00 am - 9:00 am 4:00 pm - 6:00 pm Monday - Friday
Bristol Road West	South	Huntingfield Drive and Hurontario Street	Anytime
Bristol Road East	Both	Hurontario Street & east limit of Bristol Road East	Anytime
Bristol Road West	South	Creditview Road & a point 250 metres east of the east limit of the Credit River Bridge	Anytime
Bristol Road	Both	The west limit of the Credit River Bridge and a point 250 metres easterly thereof	Anytime

That Schedule 34 of By-law 555-2000, as amended, be amended by DELETING the following:

**SCHEDULE 34
BICYCLE LANES**

<u>COLUMN 1</u> <u>ROADWAY</u>	<u>COLUMN 2</u> <u>BETWEEN</u>	<u>COLUMN 3</u> <u>LANES</u>
Bristol Rd West	Creditview Rd & Terry Fox Way	Northerly westbound & Southerly Eastbound

That Schedule 3 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>SIDE</u>	<u>COLUMN 3</u> <u>PROHIBITED</u> <u>BETWEEN</u>	<u>COLUMN 4</u> <u>TIMES</u> <u>OR DAYS</u>
Bristol Road West	Both	Church Street and Creditview Road	Anytime
Bristol Road West	North	Terry Fox Way and Mavis Road	Anytime
Bristol Road West	Both	Mavis Road to Swiftcurrent Trail	Anytime
Bristol Road West	North	Swiftcurrent Trail to Huntingfield Drive	Anytime
Bristol Road East	North	Hurontario Street to Byford Place	Anytime
Bristol Road East	Both	Byford Place to Kennedy Road	Anytime

That Schedule 5 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 5
PARKING FOR RESTRICTED PERIODS

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>SIDE</u>	<u>COLUMN 3</u> <u>BETWEEN</u>	<u>COLUMN 4</u> <u>TIMES OR</u> <u>DAYS</u>	<u>COLUMN 5</u> <u>MAXIMUM</u> <u>PERIOD</u> <u>PERMITTED</u>
Bristol Road West	South	Huntingfield Drive and Hurontario Street	Anytime	15 minutes

That Schedule 15 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 15
LANE DESIGNATION

<u>COLUMN 1</u> <u>HIGHWAY</u>	<u>COLUMN 2</u> <u>LOCATION</u>	<u>COLUMN 3</u> <u>LANE</u>	<u>COLUMN 4</u> <u>DIRECTION</u>	<u>COLUMN 5</u> <u>TIME OR</u> <u>DAYS</u>	<u>COLUMN 6</u> <u>SIGN</u> <u>NUMBER</u>
Bristol Road West	Terry Fox Way to a point 65 metres west of Terry Fox Way	Left Lane	Eastbound Left only	Anytime	Rb-41
Bristol Road West	Heatherleigh Avenue to a point 65 west of Heatherleigh Avenue	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42

Bristol Road West	McLaughlin Road to a point 70 metres west of McLaughlin Road	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Swiftcurrent Trail to a point 15 metres west of Swiftcurrent Trail	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Huntingfield Drive to a point 15 metres west of Huntingfield Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Hurontario Street to a point 82 metres west of Hurontario Street	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Trailwind Drive and a point 15 metres west of Trailwind Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42

That Schedule 34 of By-law 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 34
BICYCLE LANES

<u>COLUMN 1</u> <u>ROADWAY</u>	<u>COLUMN 2</u> <u>BETWEEN</u>	<u>COLUMN 3</u> <u>LANES</u>
Bristol Road West	Church Street and Hurontario Street	Northerly westbound & Southerly eastbound
Bristol Road East	Hurontario Street and Kennedy Road	Northerly westbound & Southerly eastbound

**APPENDIX 3
SUMMARY OF PROPOSED CHANGES - BRISTOL ROAD**

BRISTOL ROAD WEST

Church Street to Millbrook Lane

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and two parking lay-bys

Millbrook Lane to Creditview Road

Existing: 5 lane cross section with no residential frontage

Proposed: 4 lane cross section with bicycle lanes and no parking anytime

Creditview Road to Terry Fox Way

Existing: 5 lane cross section with bicycle lanes and no residential frontage

Proposed: 4 lane cross section with bicycle lanes and no parking anytime

Terry Fox Way to Heatherleigh Avenue

Existing: 5 lane cross section with residential frontage

Proposed: Transitions from 4 lane cross section with bicycle lanes and no parking anytime to 3 lane cross section with bicycle lanes and no parking anytime

Heatherleigh Avenue to McLaughlin Road

Existing: 5 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

McLaughlin Road to Swiftcurrent Trail

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and no parking anytime

Swiftcurrent Trail to Huntingfield Drive

Existing: 4 lane cross section with residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Huntingfield Drive to Hurontario Street

Existing: 4 lane cross section with school frontage

Proposed: 3 lane cross section with bicycle lanes and 15 minute parking south side

BRISTOL ROAD EAST

Hurontario Street to Wildwood Trail

Existing: 4 lane cross section with retail and multi-residential frontage

Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Wildwood Trail to Byford Place

Existing: 3 lane cross section (painted-out curb lanes) with residential frontage

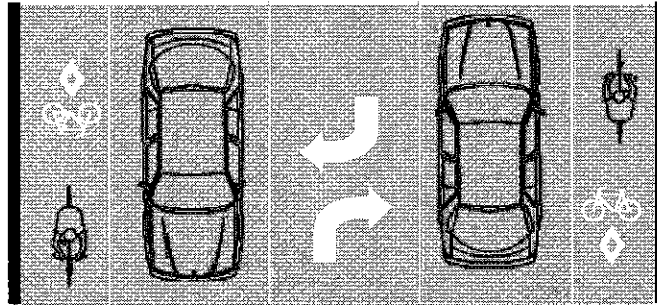
Proposed: 3 lane cross section with bicycle lanes and 3 hour parking south side

Byford Place to Kennedy Road

Existing: 4 lane cross section

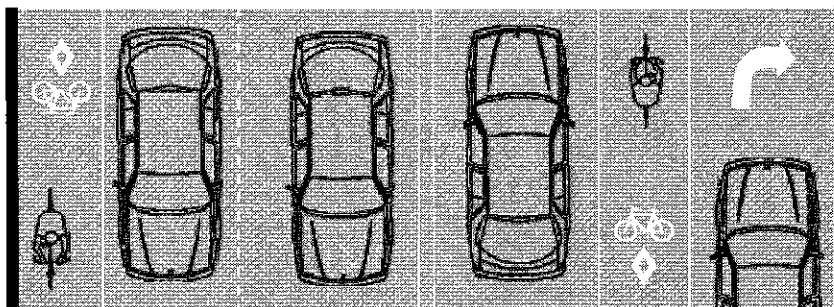
Proposed: 3 lane cross section with bicycle lanes and no parking anytime

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (Church Street to Millbrook Lane)

Proposed: 3 lane cross section with Bicycle Lanes

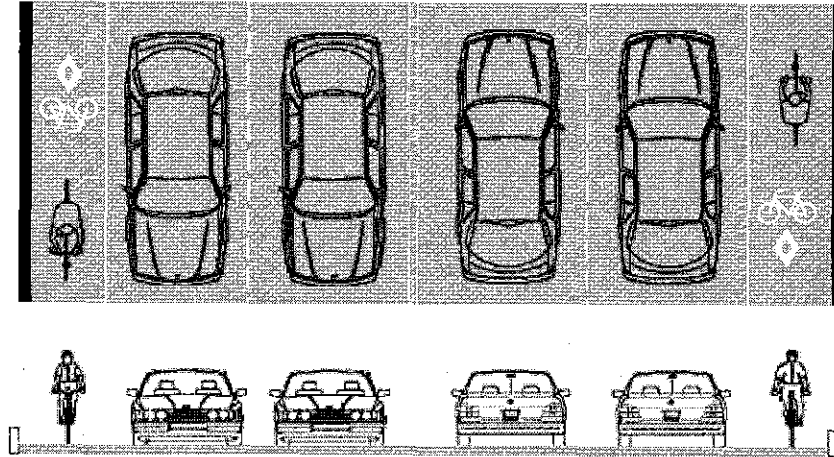


Bristol Road West (Millbrook Lane to Creditview Road)

Proposed: 4 lane cross section with Bicycle Lanes

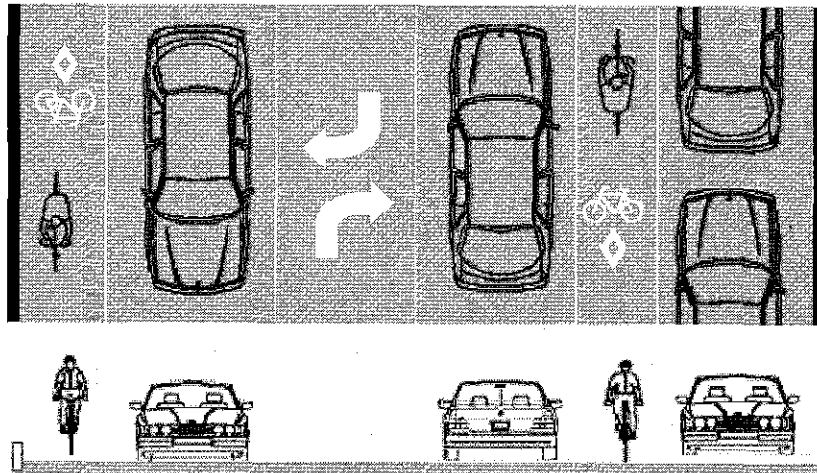
Westbound right turn lane at Millbrook Lane

**APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD**



Bristol Road West (Creditview Road to Heatherleigh Avenue)

Proposed: 4 lane cross section with Bicycle Lanes

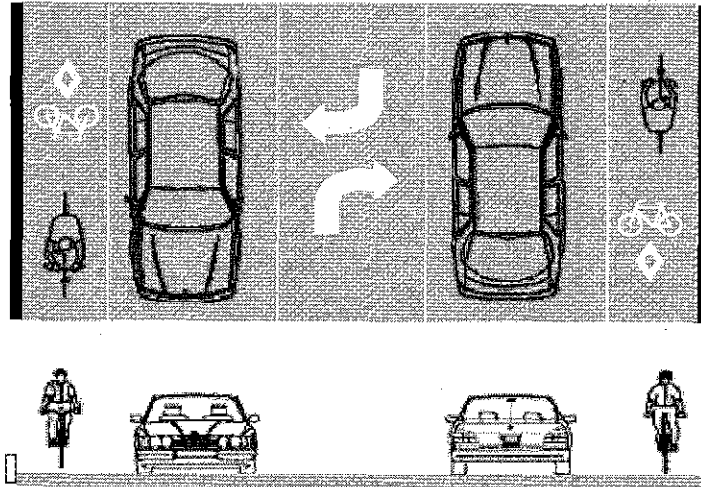


Bristol Road West (Heatherleigh Avenue to McLaughlin Road)

Proposed: 3 lane cross section with Bicycle Lanes

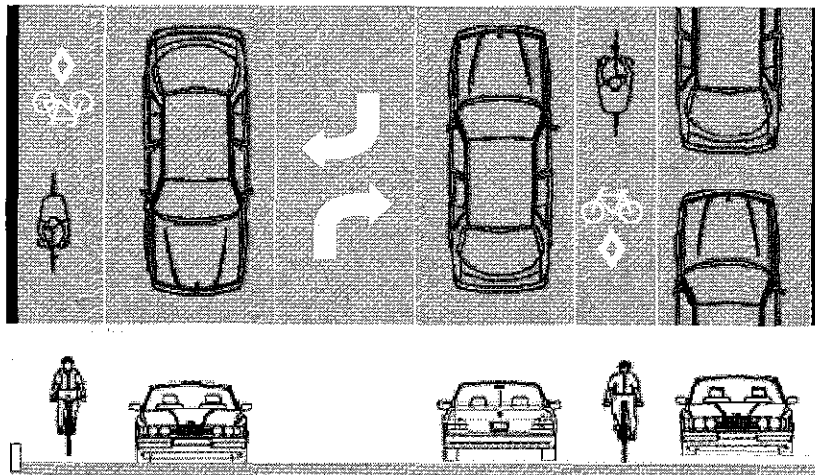
On-street parking, south side (3-hour)

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (McLaughlin Road to Swiftcurrent Trail)

Proposed: 3 lane cross section with Bicycle Lanes

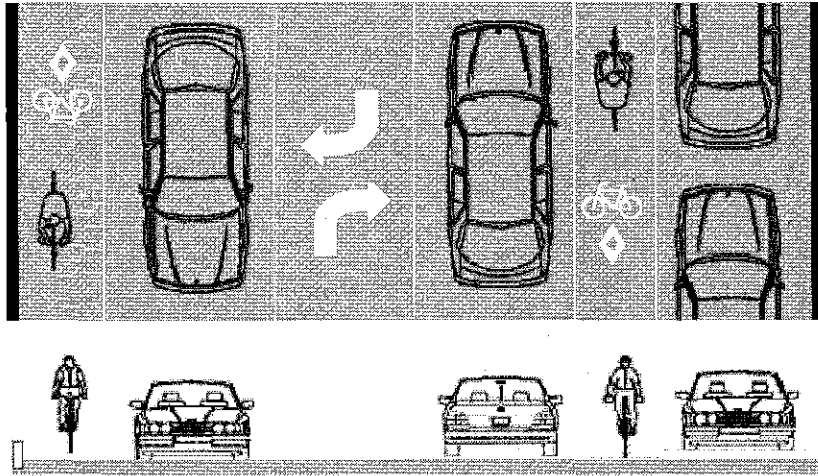


Bristol Road West (Swiftcurrent Trail to Huntingfield Drive)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (3-hour)

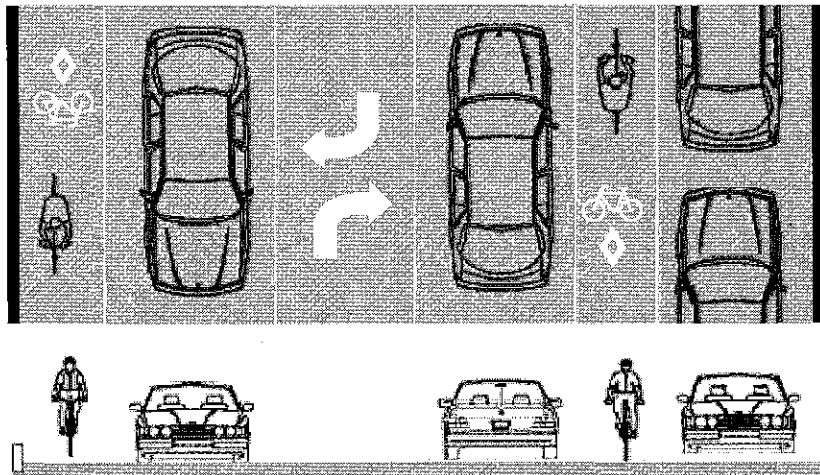
APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road West (Huntingfield Drive to Hurontario Street)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (15 minute, drop-off)

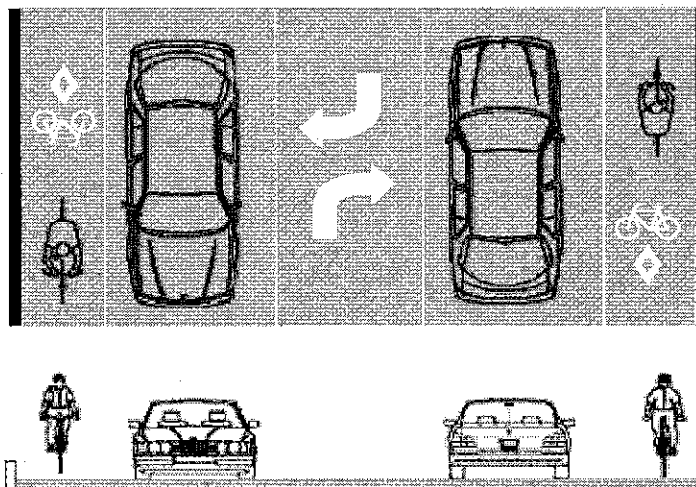


Bristol Road East (Hurontario Street to Byford Place)

Proposed: 3 lane cross section with Bicycle Lanes

On-street parking, south side (3-hour)

APPENDIX 4
TYPICAL MID-BLOCK LAYOUTS: BICYCLE LANES – BRISTOL ROAD



Bristol Road East (Byford Place to Kennedy Road)

Proposed: 3 lane cross section with Bicycle Lanes