



## AGENDA

---

### TRANSPORTATION COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

[www.mississauga.ca](http://www.mississauga.ca)

**WEDNESDAY, OCTOBER 16, 2013 – 9:00 A.M.**

COUNCIL CHAMBER – 2<sup>nd</sup> FLOOR – CIVIC CENTRE  
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

#### Members

|                           |                |
|---------------------------|----------------|
| Mayor Hazel McCallion     |                |
| Councillor Jim Tovey      | Ward 1         |
| Councillor Pat Mullin     | Ward 2         |
| Councillor Chris Fonseca  | Ward 3 (Chair) |
| Councillor Frank Dale     | Ward 4         |
| Councillor Bonnie Crombie | Ward 5         |
| Councillor Ron Starr      | Ward 6         |
| Councillor Nando Iannicca | Ward 7         |
| Councillor Katie Mahoney  | Ward 8         |
| Councillor Pat Saito      | Ward 9         |
| Councillor Sue McFadden   | Ward 10        |
| Councillor George Carlson | Ward 11        |

Contact:

Stephanie Smith, Legislative Coordinator, Office of the City Clerk  
905-615-3200 ext. 3795 / Fax 905-615-4181  
[Stephanie.smith@mississauga.ca](mailto:Stephanie.smith@mississauga.ca)

INDEX – TRANSPORTATION COMMITTEE – OCTOBER 16, 2013

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

DEPUTATIONS

- A. Item 1 Matthew Williams, Transportation Planner, Chris McCarthy, SNC-Lavalin and Alan Jones, Steer Davies Gleave.

MATTERS TO BE CONSIDERED

1. Hurontario-Main Street LRT Project (Wards 1, 4, 5 and 7)
2. Port Credit On-Street Parking Fees – Request for Fee Holiday (Ward 1)
3. Living Arts Drive, North of Prince of Wales Drive – 30-Minute Parking (Ward 4)
4. Speed Limit Change - Tamar Road (Ward 9)
5. Construction and Implementation of a Roundabout – Hazelton Place and Plantation Place (Ward 9)
6. Stopping Prohibition - Windwood Drive (Ward 9)
7. Proposed Exemption to Noise Control By-law No. 360-79, Erin Mills Parkway  
Approximately 220 metres (722 feet) north of Eglinton Avenue West (Ward 11)

ADVISORY COMMITTEE REPORTS

Traffic Safety Committee – Report 5 -2013 – September 25, 2013  
(Recommendation TSC-0092-2013 – TSC-0098-2013)

Mississauga Cycling Advisory Committee – Report 9-2013 – October 9, 2013  
(Recommendation MCAC-0049-2013 – MCAC-0051-2013)

INDEX – TRANSPORTATION COMMITTEE – OCTOBER 16, 2013

CONTINUED

COUNCILLORS' ENQUIRIES

CLOSED SESSION

(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)

ADJOURNMENT

CALL TO ORDERDECLARATIONS OF CONFLICT OF INTERESTAPPROVAL OF THE AGENDAPRESENTATIONSDEPUTATIONS

- A. Item 1 Matthew Williams, Transportation Planner, Chris McCarthy, SNC-Lavalin and Alan Jones, Steer Davies Gleave.

MATTERS TO BE CONSIDERED

1. Hurontario-Main Street LRT Project (Wards 1, 4, 5 and 7)

Corporate Report dated October 2, 2013 from the Commissioner of Transportation and Works with respect to the Hurontario-Main Street LRT Project.

RECOMMENDATION

1. That the Hurontario-Main Street LRT corridor alignment from the Port Credit GO Station northerly within Mississauga be approved and that Council authorization be provided to issue the Notice of Commencement for initiating the Ontario Ministry of the Environment Transit Project Assessment Process (Ontario Regulation 231/08).
2. That the report dated October 2, 2013 entitled, "Hurontario-Main Street LRT Project" be forwarded to the Ministry of Transportation of Ontario with a request to review the operations of the QEW interchange at Hurontario Street, especially with regard to opportunities for reinstating the northbound to westbound ramp loop operations.
3. That the report dated October 2, 2013 entitled, "Hurontario-Main Street LRT Project" from the Commissioner of Transportation and Works be received by Transportation Committee and forwarded to the City of Brampton, Metrolinx, the Ministry of Transportation of Ontario and 407ETR for information.

2. Port Credit On-Street Parking Fees – Request for Fee Holiday (Ward 1)

Corporate Report dated September 30, 2013 from the Commissioner of Transportation and Works with respect to Port Credit On-Street Parking Fees – Request for Fee Holiday.

RECOMMENDATION

That Transportation Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2013.

3. Living Arts Drive, North of Prince of Wales Drive – 30-Minute Parking (Ward 4)

Corporate Report dated October 2, 2013 from the Commissioner of Transportation and Works with respect to Living Arts Drive, North of Prince of Wales Drive – 30-minute parking.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement 30-minute parking anytime on the west side of Living Arts Drive from a point 10 metres (32 feet) north of Prince of Wales Drive to a point 10 metres (32 feet) northerly thereof.

4. Speed Limit Change - Tamar Road (Ward 9)

Corporate Report dated September 26, 2013 from the Commissioner of Transportation and Works with respect to a speed limit change on Tamar Road.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to extend the existing 40 km/h speed zone on Tamar Road. The new zone will extend between a point 110 metres (360 feet) south of Millcreek Drive and Copenhagen Road. This amendment also includes the addition of the existing zones on Tamar Road and Millcreek Drive that are currently signed in the field but not included in the by-law.

5. Construction and Implementation of a Roundabout – Hazelton Place and Plantation Place (Ward 9)

Corporate Report dated September 30, 2013 from the Commissioner of Transportation and Works with respect to construction and implementation of a roundabout at Hazelton Place and Plantation Place.

(5)

RECOMMENDATION

1. That a by-law be enacted to implement the temporary road closure of the intersection of Hazelton Place and Plantation Place commencing Monday, November 4, 2013 and ending on Friday, November 22, 2013.
2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement the following:
  - a) Yield conditions on Hazelton Place and Plantation Place for all movements entering the roundabout.
  - b) One-way traffic in a counter-clockwise direction for traffic within the roundabout.

6. Stopping Prohibition - Windwood Drive (Ward 9)

Corporate Report dated September 25, 2013 from the Commissioner of Transportation and Works with respect to stopping prohibition at Windwood Drive.

RECOMMENDATION

That a by-law be enacted to amend Traffic By-Law 555-2000, as amended, to remove a stopping prohibition on both sides of Windwood Drive between Andorra Circle (west intersection) and Tours Road.

7. Proposed Exemption to Noise Control By-law No. 360-79, Erin Mills Parkway Approximately 220 metres (722 feet) north of Eglinton Avenue West (Ward 11)

Corporate Report dated September 26, 2013 from the Commissioner of Transportation and Works with respect to a proposed exemption to noise control By-law No. 360-79, Erin Mills Parkway approximately 220 metres (722 feet) north of Eglinton Avenue West.

RECOMMENDATION

That McNally-Kiewit-Aecon Partnership be granted an exemption from Noise By-law No. 360-79, as amended, to allow for extended construction work for the second phase of twinning of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW), commencing Friday, November 1, 2013 and ending Monday, August 31, 2015.

ADVISORY COMMITTEE REPORTS

Traffic Safety Committee – Report 5 -2013 – September 25, 2013

(Recommendation TSC-0092-2013 – TSC-0098-2013)

Mississauga Cycling Advisory Committee – Report 9-2013 – October 8, 2013

(Recommendation MCAC-0049-2013 – MCAC-0051-2013)

COUNCILLORS' ENQUIRIES

CLOSED SESSION

(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)

ADJOURNMENT



# Corporate Report

Transportation Committee

Clerk's Files

OCT 16 2013

Originator's  
Files

MG.23.REP

1

---

**DATE:** October 2, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** Hurontario-Main Street LRT Project (Wards 1, 4, 5 and 7)

---

- RECOMMENDATION:**
1. That the Hurontario-Main Street LRT corridor alignment from the Port Credit GO Station northerly within Mississauga be approved and that Council authorization be provided to issue the Notice of Commencement for initiating the Ontario Ministry of the Environment Transit Project Assessment Process (Ontario Regulation 231/08).
  2. That the report dated October 2, 2013 entitled, "*Hurontario-Main Street LRT Project*" be forwarded to the Ministry of Transportation of Ontario with a request to review the operations of the QEW interchange at Hurontario Street, especially with regard to opportunities for reinstating the northbound to westbound ramp loop operations.
  3. That the report dated October 2, 2013 entitled, "*Hurontario-Main Street LRT Project*" from the Commissioner of Transportation and Works be received by Transportation Committee and forwarded to the City of Brampton, Metrolinx, the Ministry of Transportation of Ontario and 407ETR for information.



**REPORT  
HIGHLIGHTS:**

- The Hurontario-Main Street LRT Project has reached a significant milestone. The pre-consultation phase in Mississauga for the Transit Project Assessment Process (TPAP) is now complete with a preferred project design identified, which is being assessed through the development of an Environmental Project Report.
- The concerns raised by stakeholders through the pre-consultation process on the Hurontario-Main Street LRT Project alignment have either been addressed through design revisions or will be identified and investigated in more detail through the Environmental Project Report documentation.
- Various comments have been received on the need for the MTO to review the operations of the QEW interchange at Hurontario Street, especially with regard to opportunities for reinstating the northbound to westbound ramp loop operations.
- The Hurontario-Main LRT Project has been defined and assessed resulting in the City of Mississauga now being ready to proceed with issuing the Notice of Commencement for initiating the six-month TPAP from the Port Credit GO Station northerly within Mississauga. This will include holding the third and final planned Public Information Centre for this phase of work.
- The Hurontario-Main LRT Project is a joint municipal project and the City of Brampton Council will also need to approve the corridor alignment within Brampton and endorse the decision to initiate TPAP.
- The estimated capital cost for the LRT infrastructure is approximately \$1.5 Billion with an additional estimated \$200 Million identified for project implementation and contingencies.

**BACKGROUND:**

In 2008, the Cities of Mississauga and Brampton initiated the Hurontario-Main Street Study. This Study was carried out as a Master Plan in accordance with the Municipal Class Environmental Assessment (EA) process. The corridor Master Plan fulfilled the first two components of the Class EA process by evaluating the project justification and determining a preferred alternative solution, which is Light Rail Transit (LRT) technology for the corridor.

General Committee endorsed the report dated June 21, 2010 from the Commissioner of Transportation and Works entitled Hurontario-Main Street Corridor Study Master Plan, which recommended the completion of the Master Plan and initiation of the next study phase to undertake the preliminary design and complete the Transit Project Assessment Process (TPAP). In 2011, the Cities of Mississauga and Brampton entered into a contract with SNC-Lavalin to complete this scope of work under the name of the Hurontario-Main Street LRT Project.

The Hurontario-Main Street LRT Project includes undertaking various pre-environmental assessment studies, completing the preliminary design of the entire corridor and fulfilling the requirements of the TPAP. This work is scheduled for completion in spring 2014 to position this project in a state of readiness for funding and implementation.

TPAP is a six month Environmental Assessment (EA) approval process identified in Appendix 1 and has been designed to expedite the development of transit projects in Ontario (O. Reg. 231/08). The process is premised on the assumption that the proponent is prepared and has consulted with a broad range of potentially interested stakeholders in the pre-planning and decision-making leading up to the selection of a transit project. The TPAP allows public and Agencies to bring forward any issues related to the project with the Minister; however, only those objections that raise a matter of provincial significance or objections based on the project's potential effects on Aboriginal or treaty rights will be considered by the Minister.

Commencement of the public engagement process for this phase of the Hurontario-Main Street LRT Project was initiated in April 2012 with an official project launch. The first round of Public Information Centres (PIC) took place in June 2012 and the second PIC round occurred in May 2013.

The most recent Council update was provided through the report dated April 22, 2013 entitled, "*Hurontario-Main Street LRT Project Update*" from the Commissioner of Transportation and Works. The

report informed Council that the second round of PIC's would be initiated and further focussed stakeholder engagement would be held as required to address localized issues as the Environmental Project Report was developed. The report also identified that staff would provide the next update in September 2013 when the project was scheduled to be in a position to seek approval to commence TPAP.

**COMMENTS:**

The Hurontario-Main Street LRT Project has been consulting on and refining the identified project corridor in preparation for initiating TPAP. The refined corridor design is also the basis of cost estimates that are being developed to provide input on future discussions with Metrolinx and Public-Private Partnership (PPP) Canada on project funding decisions.

The entire LRT alignment as depicted in Appendix 2 from Port Credit GO station to the Brampton GO Station has been defined and the impacts will be assessed through the development of an Environmental Project Report (EPR). The project design, as it relates to the TPAP approval, assesses the environmental impacts of the full build-out of the Hurontario-Main Street LRT system characteristics. This includes full segregation of the LRT alignment within Mississauga as well as ultimate corridor ridership capacity (90 metre (295 feet) trains and passenger platforms).

It is recognized that the TPAP approval being sought on the ultimate LRT design may not be what is implemented for an opening day scenario. However, this approach assesses ultimate impacts and allows for implementation planning and phasing as well as operating characteristics without having to seek additional environmental approvals in the future.

Since Council was previously updated, the second round of PIC's was held in May 2013 in conjunction with the display of the Metrolinx Light Rail Vehicle mock-up. Approximately 300 people attended with an additional 200 people at the Brampton event. In addition to those events, community engagement within Mississauga has included a focused public information meeting on the LRT alignment south of the Queensway held on June 25, 2013 at Clarke Memorial Hall in Port

Credit and a session with the Regatta Condo Association on August 23, 2013 and a Ward 5 community meeting on transportation was held on September 25, 2013. Meetings have been ongoing with utilities, agencies and other key stakeholders / property owners.

The project team has had several meetings with Canada Lands regarding the Port Credit Marina lands and the interface with LRT. Canada Lands initially requested the proposed LRT stop be moved into the City-owned municipal parking area to the west or on the roadway to the east of Elizabeth Street.

Although the Hurontario-Main Street LRT Project has developed a corridor design and undertaken an assessment of the impacts between Port Street/Stavebank Boulevard and the Port Credit GO Rail Station, it is not being included as part of the corridor identified for the TPAP. Through community engagement and Inspiration Port Credit, it was recognized that the vision for this area is still under development and further work and overall community-wide transportation assessment is required before finalizing the LRT alignment and design for this segment. The Local Area Plan should continue to identify the southerly extension as a general municipal intent while the alignment extension is confirmed and this potential link would require the undertaking of a separate environmental assessment review process.

The remaining corridor alignment within Mississauga has been refined to address comments received through various stakeholder consultations.

South of QEW, the LRT corridor design includes the widening of Hurontario Street to maintain two through lanes in each direction and LRT stop requirements within the Mineola segment. A new LRT structure at the Lakeshore Rail corridor to provide integration with the Port Credit GO station has been incorporated as well as an additional new structure under the QEW.

In addition to the above-noted design elements, public comments have focused on access and egress concerns to Hurontario Street within the Mineola area. The design has been refined to address these concerns and now includes the recommendation to acquire additional property adjacent to the proposed Indian Valley Trail/Pinewood Trail

signalized intersection in order to maintain protected north and south bound left turn movements.

Considerable comments were received on the operations of the QEW interchange since the last provincial reconstruction was undertaken, especially with the change of the northbound to westbound ramp operations. The EPR includes a design solution that effectively accommodates the LRT system and significantly improves general traffic operations in this area. This involves constructing a new underpass to the east of the existing structure that would add traffic lanes to compensate for the dedicated LRT tracks. In addition, this design would allow for longer storage capacity for northbound Hurontario Street to westbound QEW movements. However, the MTO should be notified of the public comments received during consultation and be requested to review the overall operations of this interchange and impacts on the Hurontario Street operations to determine if additional design modifications can be identified and potentially included with the development / implementation of the LRT Project. Of particular concern is the safety of the northbound left turn movement for vehicles travelling northbound on Hurontario Street wanting to go westbound on the QEW. Several comments were received regarding the public desire for reinstating the former northbound to westbound ramp loop operations.

For the rest of the Hurontario corridor within Mississauga, a vehicular lane in each direction will be removed and replaced with a protected LRT right of way. This will mean a number of accesses and intersections will become right-in/right-out movement only.

Comments have been received on the need to improve the Cooksville LRT stop connection with the GO Transit rail station. The proposed stop has been widened to accommodate higher projected volumes and as configured, it does represent an assessment of the most significant potential impacts for review in the EPR. However, more review needs to be done of this stop in subsequent work to explore options for improving the pedestrian connectivity with the GO Transit rail platforms and minimize the at-grade pedestrian conflicts with the roadway.

Within Downtown Mississauga, the LRT alignment continues to use Burnhamthorpe Road, Duke of York Boulevard, Rathburn Road and

Hurontario Street. Burnhamthorpe Road will be shown and assessed with loss of a traffic lane in each direction and the inclusion of a future on-street bus terminal that has been identified through the parallel Downtown Mississauga Movement Plan.

The Oxford Properties Group through correspondence and meetings have expressed their general support but have raised concerns that include the importance of developing “high-quality, seamless, weather protected interchange station (stop) at Rathburn Road and other locations”; maintaining the Rathburn Road capacity/alignment; the need to expedite development of the proposed Service Road north of Highway 403; and that the proposed alignment on Duke of York Boulevard be reviewed further to ensure sufficient vehicle access can be maintained to the Square One Lands.

The development of LRT stops will be progressed through the subsequent detail design phase. Rathburn Road has been designed to accommodate the existing four lanes of traffic, LRT on the north side and the ultimate EA approved grade-separated Mississauga Transitway. Some segments of the ultimate Transitway may have to be advanced during the LRT construction to minimize future service disruptions. In addition, further work is currently being undertaken to ensure an appropriate opening day LRT, bus operations and pedestrian environment. The review of the proposed Service Road north of Highway 403 is being examined through a separate Downtown Movement Plan review. The project assessment of the east-side running LRT alignment on Duke of York Boulevard was felt to reflect the most substantive impacts for the purposes of TPAP and was developed to minimize mid-block impacts to existing parking garage entrances while preserving left turn storage options. It would require dedicated space for the LRT and maintain one traffic lane in each direction with a centre turning lane. Further review of this issue will occur through subsequent detailed design work.

Morguard Properties through correspondence and meetings have expressed their support for the revised LRT alignment that no longer traverses their lands at Hurontario Street and Burnhamthorpe Road, although they object to the location of a required traction-powered substation identified on their lands. The EPR has identified property and other impacts for the recommended opening day and future

traction-powered substation requirements and these locations will need to be reviewed/refined further as this project ultimately moves into detailed design.

Discussions with MTO are progressing on obtaining their support for developing a new widened structure over Highway 403 to accommodate the LRT and projected future traffic volumes. The existing structure is due for rehabilitation shortly and a coordinated approach with the LRT project is desirable.

MTO have reviewed the structural design recommendations for all their highway interchanges and discussions are ongoing related to the network analysis as they would have safety concerns with any projected impacts to their ramp operations. Further work will be required both prior to the completion of TPAP and through the subsequent detailed design stage to mitigate any outstanding concerns.

There have been no substantive changes to the segments within Mississauga north of the Downtown since the last round of PIC's. At the northern municipal boundary, the 407ETR has requested through recent correspondence and discussions that the current design be revised to include a widening in order to maintain the current capacity over their structure and between Derry Road to Ray Lawson Boulevard. This would require additional property for the widening from north of Derry Road and impact the project as currently identified for TPAP. Under the current agreement, the 407ETR is contractually responsible for the structure and there exists a process for the province to negotiate changes to the concession agreement. The LRT project continues to support the removal of a lane and use of the existing structure for the purposes of TPAP.

Further discussions will be required with 407ETR and the Province with regard to developing a satisfactory resolution to this issue and this may require the inclusion of conditions in the EPR or TPAP amendments in the future.

The LRT maintenance and storage facility has been developed and is recommended to be located on provincially-owned lands located south of Highway 407 between Hurontario Street and Kennedy Road in Brampton.

In

Within the City of Brampton, a proposal has been made to allow the corridor to operate in mixed-traffic through an 800 metre (2,625 feet) section of the Heritage Area. Additional discussions have included a desire to operate without an overhead catenary system for this segment. Currently the vehicles being purchased by Metrolinx for LRT Projects do not include battery reserve operations although there are available options by the manufacturer. Brampton is scheduled to receive an update on the LRT Project through its Committee of Council on October 30, 2013 and will need to independently approve the corridor alignment within Brampton and endorse the decision to proceed with the initiation of TPAP.

The estimated capital cost for the LRT infrastructure being included in the TPAP is in the order of \$1.5 Billion with an additional \$200 Million identified for land acquisition, Infrastructure Ontario (IO) involvement, project management / implementation costs and general project administrative contingencies. The capital cost estimate needs further review with Metrolinx to understand how IO and Provincial land costs should be identified.

The Ministry of the Environment (MOE) has been advised of our intent to initiate TPAP. Once both municipal Councils have endorsed proceeding with TPAP, the Notice of Commencement will be issued and the six-month TPAP timelines will come into effect. There would be an initial 120-day consultation phase that would include the final planned PIC. Any additional stakeholder comments along with final design revisions must be addressed during this phase. The EPR document would then be finalized and released for a 30-day general public review period prior to the 35-day period required for MOE to conclude the approval process.

The Hurontario-Main Street LRT Project identified through TPAP will form the basis of the project funding and implementation request being made to Metrolinx. It will also be used to shape subsequent development phases and for advancing the procurement of this project. During TPAP, the project team will continue to advance completion of the preliminary design and to finalize the project deliverables with SNC-Lavalin. Staff will also report back to Transportation Committee upon the completion of TPAP.



**STRATEGIC PLAN:** The development of rapid transit infrastructure is consistent with the following Strategic Pillars for Change, Goals and Actions put forth in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City:

- Connect our City
  - Action 5: Provide alternatives to the automobile along major corridors
  - Action 7: Create mobility hubs
  - Action 8: Improve transit service between Mississauga, Union Station and Pearson International Airport
- Increase Transportation Capacity
  - Action 14: Implement transit priority measures
- Direct Growth
  - Action 18: Require development standards for mixed-use development to support transit
  - Action 19: Accelerate the creation of a higher-order transit infrastructure.

**FINANCIAL IMPACT:** Funding for the Transit Project Assessment Process phase are included in the current consultant assignment with SNC-Lavalin from PN #10231.

**CONCLUSION:** The current phase of work for the Hurontario-Main Street LRT Project has reached a significant milestone. The pre-consultation phase in Mississauga is now complete and a preferred project design has been identified and is being assessed through the development of an Environmental Project Report (EPR). The concerns raised by stakeholders through the pre-consultation process on the LRT alignment have either been addressed through the design revisions or will be identified and discussed through the EPR documentation.

Various public comments have been received from the Mineola area on the need for Ministry of Transportation Ontario to review the

operations of the QEW interchange at Hurontario Street, especially with regard to opportunities for reinstating the northbound to westbound ramp loop operations.

There are still outstanding issues to be addressed with the MTO and 407ETR. It is anticipated that discussions on these issues will continue through TPAP and into the future detailed design stage.

The Hurontario-Main Street LRT Project has been defined and assessed resulting in the City of Mississauga now being ready to proceed with issuing the Notice of Commencement for initiating the six-month TPAP. This will include holding the third and final planned Public Information Centre for this phase of work within that process schedule. As the Hurontario-Main Street LRT Project is a joint municipal project, the City of Brampton Council will also need to approve the LRT corridor alignment within Brampton and endorse the decision to initiate TPAP.

Based upon the preliminary design developed for the full corridor, the estimated capital cost for the LRT infrastructure is approximately \$1.5 Billion with an additional estimated \$200 Million identified for project implementation management and contingencies.

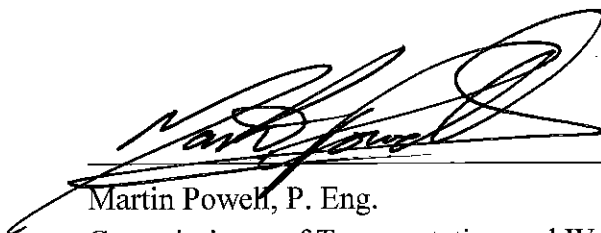
Staff will report back to Transportation Committee on the completion of the six-month Transit Project Assessment Process.

**ATTACHMENTS:**

Appendix 1: Fact Sheet: Transit Project Assessment Process (TPAP)

Appendix 2: Hurontario-Main Street LRT Corridor Alignment

Appendix 3: Hurontario-Main Street LRT Project Schedule



---

Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Matthew Williams, LRT Project Manager*



HURONTARIO-MAIN  
LRT Project

# FACT SHEET

## Transit Project Assessment Process (TPAP)

### Understanding the Transit Project Assessment Process

In June 2008, Ontario's Ministry of the Environment established a streamlined environmental assessment process to expedite the development of transit projects. This faster process was deemed necessary to meet the increasingly urgent need for new public transit to address Ontario's growing population.

Rather than requiring a full Environmental Assessment – which can be very time-consuming – the Ministry created the **Transit Project Assessment Process (TPAP)**, enabling assessment of potential environmental impacts to be completed within six months.

The Hurontario-Main Light Rail Transit (LRT) Project is currently preparing for a TPAP, which is anticipated to be implemented beginning in fall 2013. An outline of the TPAP regulatory process follows this page.

### Public and Stakeholder Consultations

- Integral to the TPAP is detailed public and stakeholder consultation. The TPAP regulation sets out a structured consultation process to both provide information about the proposed transit project and to gather feedback from stakeholders and the public.
- During the TPAP, information on the advantages and disadvantages of the proposed LRT system, as well as commitments to mitigation and monitoring, will be documented in an Environmental Project Report (EPR) that will be made available for review by the public and the Minister of the Environment.
- In preparation for the 2013/14 TPAP, the Hurontario-Main LRT project team is undertaking a comprehensive public/stakeholder outreach effort, to gather as much input as possible prior to launching the formal TPAP. Identifying and addressing community concerns in advance will help ensure that the regulatory TPAP proceeds smoothly and successfully.

### TPAP Major Components

In assessing the impact of the proposed Hurontario-Main LRT system, 'environment' does not just refer to the natural conditions; it includes a wide range of aspects affecting the community, including cultural, social and economic factors. The environmental assessment for the Hurontario-Main LRT project will address the potential changes, including advantages and disadvantages, for the major study components outlined on the next page.

# Summary of TPAP Components

## TRANSPORTATION AND UTILITIES

### **Road Network**

- Traffic Circulation
- Turning Movements
- Access to Properties
- Parking and Loading

### **Transit Network**

- Hurontario-Main Bus Routes
- Interface with Local and Regional Municipal Buses
- Interface with GO Transit Bus/Rail Service

### **Active Transportation**

- Pedestrian and Cycling Connections

### **Utilities**

- Relocation/Replacement of Municipal Services and Private Utilities
- Maintaining Service During Construction



## SOCIO-ECONOMIC ENVIRONMENT

### **City Building and Urban Structure**

- Transit Oriented Development Around LRT Stops/Mobility Hubs
- Market and Municipal Assessment Base Uplift

### **Urban Design for Complete Streets**

- Pedestrian Comfort and Safety
- Connections Between Public Realm and Transit Facilities
- Place Making Opportunities

### **Land Use and Community Features**

- Access to Regional and Local Attractions
- Business Operations
- Integration with Adjacent Uses
- Community Mobility and Cohesion



## NATURAL ENVIRONMENT

### **Surface Water and Aquatic Ecosystems (including Species at Risk)**

- Fish and Other Aquatic Habitat
- Surface Drainage and Stormwater Management

### **Terrestrial Ecosystems (including Species at Risk)**

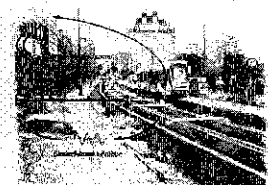
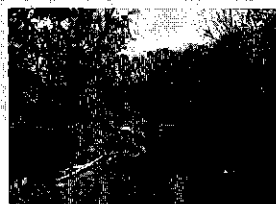
- Natural Vegetation Communities and Street Trees
- Wildlife

### **Hydrogeology and Contaminated Soils**

- Protection of Groundwater Resources
- Encountering Contaminated Soil and Groundwater

### **Air Quality, Noise and Vibration**

- LRT Corridor (Traffic Reductions; Change to LRT from Buses)
- Adjacent Major Roads (Diverted Traffic)



## CULTURAL ENVIRONMENT

### **Built Heritage Features**

- Buildings, Structures, Monuments, Installations or Remains of Architectural/Historical Value or Interest

### **Cultural Heritage Landscapes**

- Areas of Significance to Understanding the History and People of the Cities

### **Archaeological Resources and First Nations Interests**

- Registered Aboriginal and Euro-Canadian Archaeological Sites
- Areas of Archaeological Potential



## Summary of TPAP Timelines

Below is an outline of the key activities and timelines for the pre-TPAP and TPAP phases of the Hurontario-Main LRT Project.

### PRE-PLANNING PHASE

- Information gathering
- Develop/evaluate design alternatives
- Technical studies to assess potential project impacts/condition changes
- Identify mitigation/monitoring requirements and commitments
- Prepare draft reports
- Consultation with stakeholders

Timing Varies

### TRANSIT PROJECT ASSESSMENT PROCESS (TPAP) PHASE

#### Notice of Commencement

#### CONSULT ON TRANSIT PROJECT

- Design proposals
- Potential impacts
- Protection/mitigation measures
- Future additional investigations
- Monitoring
- Implementation/staging
- Future consultation commitments

120 Days

#### Notice of Completion

#### PUBLIC REVIEW OF EPR

30 Days

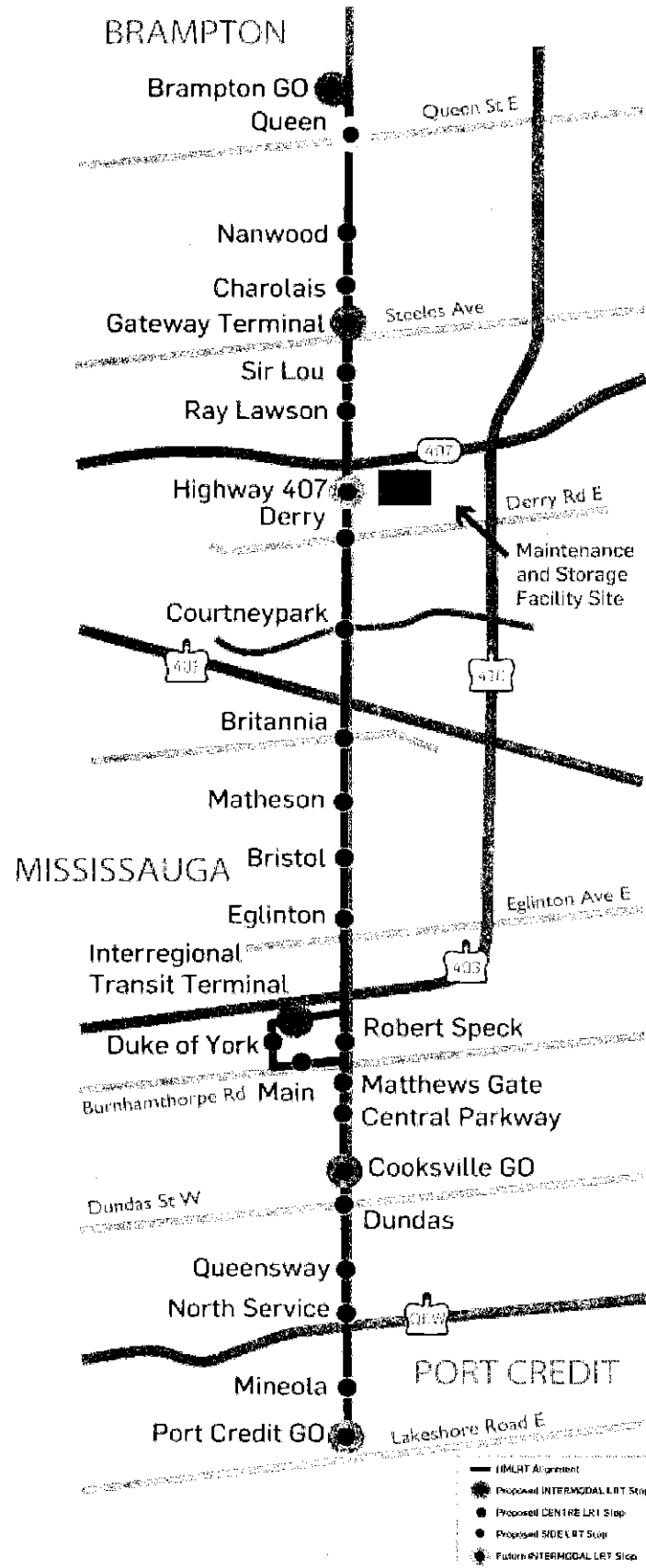
#### MINISTER'S REVIEW

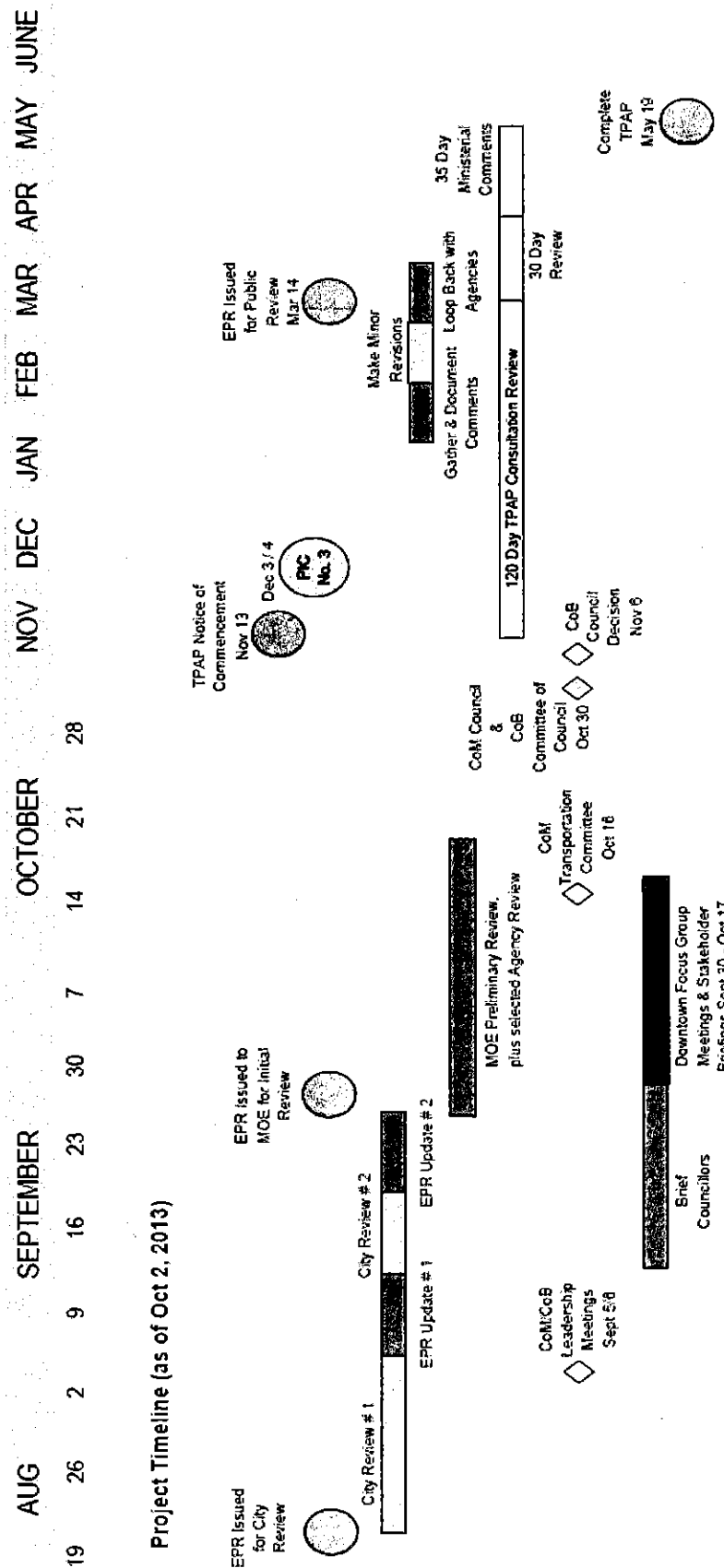
35 Days

#### Statement of Completion

A detailed TPAP Guide, prepared by the Ministry of the Environment, can be found at [http://www.ene.gov.on.ca/environment/en/resources/STD01\\_076169.html](http://www.ene.gov.on.ca/environment/en/resources/STD01_076169.html).

For more information about the Hurontario-Main LRT TPAP timing and how to be involved, please visit the project online or contact the project team at [inquiries@hurontario-main.ca](mailto:inquiries@hurontario-main.ca) or call 3-1-1.







# Corporate Report

|                          |                    |
|--------------------------|--------------------|
| Transportation Committee |                    |
| Clerk's Files            | OCT 16 2013        |
| Originator's Files       | MG.23.REP<br>RT.10 |

2

---

**DATE:** September 30, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Port Credit On-Street Parking Fees – Request for Fee Holiday (Ward 1)**

---

**RECOMMENDATION:** That Transportation Committee provide direction regarding the Port Credit Business Improvement Area's request to waive on-street parking charges within the Port Credit Business Improvement Area for the month of December 2013.

**BACKGROUND:** The Christmas shopping season is an important opportunity to do business and Business Improvement Areas (BIAs) must compete with shopping malls and plazas that do not charge for parking. Parking in the other City BIAs is free, with the exception of a small lay-by parking area in Clarkson.

The Transportation and Works Department is in receipt of a request from the Port Credit BIA to waive on-street parking charges within the Port Credit BIA for the month of December 2013. The BIA has advised that the Board of Directors of the Port Credit BIA recently passed a motion to request that during the month of December, the City allow residents to park in the BIA area without cost, and that the parking meters and pay and display machines be bagged accordingly.



**COMMENTS:**

Parking charges function as a tool to manage parking demand and create additional streams of revenue for parking maintenance and the development of new parking facilities. Developing and maintaining parking is costly, particularly with respect to the purchase of land and the construction of parking structures. While some funding is collected through the Payment-in-lieu of Parking (PIL) program in various parts of the City, additional funding is generated through the implementation of parking charges.

Parking charges are implemented throughout the commercial district of Port Credit through a program of individual parking meters and parking pay and display machines (multi-bay pay-and-display ticket spitters) located within the lay-bys along Lakeshore Road East, Port Street East, and on each side street adjacent to the commercial developments.

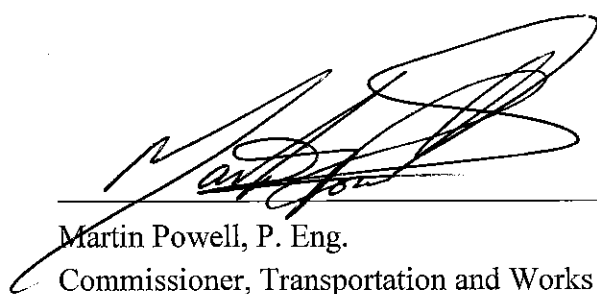
Pay for parking is used to regulate prime storefront parking through enforcement of the maximum two-hour parking duration. This encourages more frequent vehicle turnover, which is necessary to ensure that prime storefront parking spaces are available for customers rather than employee parking. Long-term customer and employee parking are encouraged in the municipal parking lots located in various locations throughout the BIA. Removal of the charge for parking would also remove the incentive for employee and long-term parking customers to use the off-street parking lots.

To help ensure that prime storefront on-street parking continues to be made available for valued customers during the busy holiday shopping season, the Transportation and Works Department and Smart Commute Mississauga will work with the Port Credit BIA to issue a communiqué to BIA member businesses encouraging them and their employees to use alternatives like public transit, carpooling and walking.

The anticipated revenue for the month of December has been estimated at \$15,000. Waiving parking charges in the Port Credit BIA would eliminate this revenue and the ultimate contribution to the PIL fund. To facilitate the waiving of parking charges, Transportation and Works Department staff would bag the parking meters and machines throughout the Port Credit BIA on Friday, November 29, 2013 and un-bag the parking meters and machines on Thursday, January 2, 2014.

**FINANCIAL IMPACT:** The parking charges could be waived within the BIA for the month of December. As a result, it is estimated that approximately \$15,000 in gross revenue would be lost and not be contributed to the PIL fund.

**CONCLUSION:** The Port Credit Business Improvement Area (BIA) has requested that parking charges be waived within the Port Credit BIA for the month of December to coincide with the Christmas shopping season. The parking charges could be waived within the BIA for the month of December. As a result, it is estimated that approximately \$15,000 would not be contributed to the PIL fund. There would also be a negative impact on parking management within the BIA as prime parking would tend to be used by longer-term parking demand.



---

Martin Powell, P. Eng.

Commissioner, Transportation and Works

*Prepared by: Tomasz Brzeziak, Parking Coordinator*



# Corporate Report

Transportation Committee

Clerk's Files

OCT 16 2013

Originator's  
Files

MG.23.REP

3

---

**DATE:** October 2, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Living Arts Drive, North of Prince of Wales Drive – 30-Minute  
Parking (Ward 4)**

---

**RECOMMENDATION:** That a by-law be enacted to amend By-law 555-2000, as amended, to implement 30-minute parking anytime on the west side of Living Arts Drive from a point 10 metres (32 feet) north of Prince of Wales Drive to a point 10 metres (32 feet) northerly thereof.

**BACKGROUND:** To help ease the transition for new businesses in the City Centre, an interim solution to designate one to two short-term 30-minute free parking spaces in each lay-by near or fronting the businesses was developed. This solution was adopted at the December 9, 2009 Council meeting.

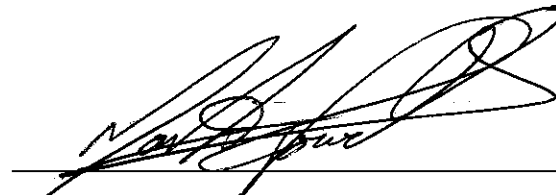
**COMMENTS:** A number of businesses have begun operating in the Limelight condominium located on Living Arts Drive. Two short-term 30-minute free parking spaces will be designated on the west side of Living Arts Drive, north Prince of Wales Drive.

The local Councillor supports this change in parking.

**FINANCIAL IMPACT:** The costs for additional sign installations can be accommodated in the 2013 Current Budget. It is anticipated that the implementation of free 30-minute parking would result in a minimal loss in revenue at this location.

**CONCLUSION:** The Transportation and Works Department supports implementing 30-minute parking anytime on the west side of Living Arts Drive from a point 10 metres (32 feet) north of Prince of Wales Drive to a point 10 metres (32 feet) northerly thereof. This 30-minute free parking implementation will be part of the review at the end of the one year period to determine if the 30-minute free parking is still required.

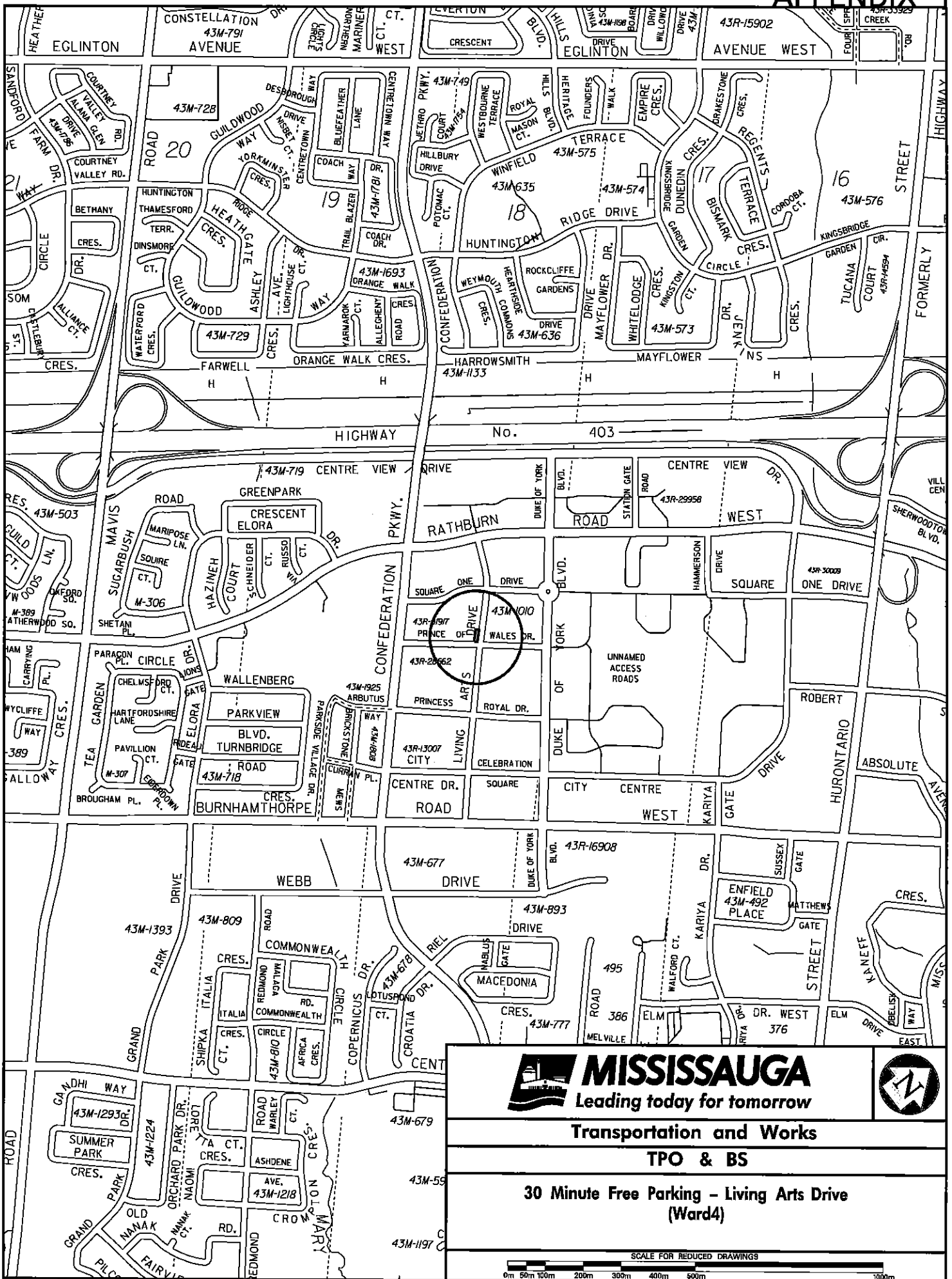
**ATTACHMENTS:** Appendix 1: Location Map: Living Arts Drive and Prince of Wales Drive.



---

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

*Prepared By: Tomasz Brzeziak, Parking Coordinator  
Transportation Project Office*



**MISSISSAUGA**  
Leading today for tomorrow



**Transportation and Works  
TPO & BS**

**30 Minute Free Parking - Living Arts Drive  
(Ward4)**

SCALE FOR REDUCED DRAWINGS  
0m 50m 100m 200m 300m 400m 500m 1000m



# Corporate Report

Transportation Committee

Clerk's Files

OCT 16 2013

Originator's  
Files

MG.23.REP  
RT.10.Z-54

4

---

**DATE:** September 26, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Speed Limit Change**  
**Tamar Road (Ward 9)**

---

**RECOMMENDATION:** That a by-law be enacted to amend By-law 555-2000, as amended, to extend the existing 40 km/h speed zone on Tamar Road. The new zone will extend between a point 110 metres (360 feet) south of Millcreek Drive and Copenhagen Road. This amendment also includes the addition of the existing zones on Tamar Road and Millcreek Drive that are currently signed in the field but not included in the by-law.

**BACKGROUND:** The Transportation and Works Department is in receipt of a request from area residents to reduce the speed limit on the south end of Tamar Road between Millcreek Drive and Copenhagen Road from 50 km/h to 40 km/h. Tamar Road is a local roadway approximately 332 metres (1089 feet) in length. Tamar Road between Copenhagen Road and a point of approximately 110 metres (360 feet) south of Millcreek Drive has a posted speed limit of 50 km/h.

Also, the existing school zone for Lynn-Rose Heights Private school on 7215 Millcreek Drive, extends easterly from the north end of Tamar Road for approximately 235 metres (770 feet) resulting in a posted speed limit of 40 km/h on Millcreek Drive. This is not currently included in the Traffic By-law.

**COMMENTS:**

Millcreek Drive is currently signed as a 40 km/h school zone which extends south on Tamar Road for approximately 110 metres (360 feet). The roadway characteristics south of the existing 40km/h speed limit on the north end of Tamar Road justify a consistent 40 km/h speed limit along the entire portion of Tamar Road.

The Transportation and Works Department recommends that the speed limit on Tamar Road between Copenhagen Road and a point approximately 110 metres (360 feet) south of Millcreek Drive be reduced from 50 km/h to 40 km/h.

**FINANCIAL IMPACT:**

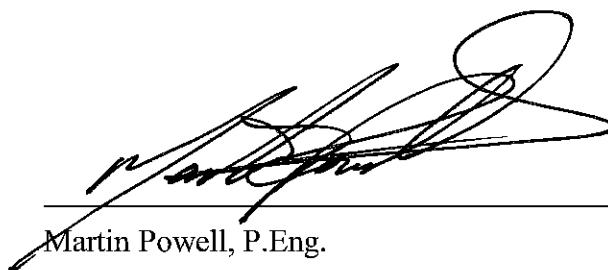
Costs for the sign installations can be accommodated in the 2013 Current Budget.

**CONCLUSION:**

Due to the existing speed limit of 40 km/h on the north end of Tamar Road, the school zone on Millcreek Drive and the physical characteristics of the roadway, the Transportation and Works Department recommends that the speed limit on Tamar Road between Copenhagen Road and a point approximately 110 metres (360 feet) south of Millcreek Drive be reduced from 50 km/h to 40 km/h.

**ATTACHMENTS:**

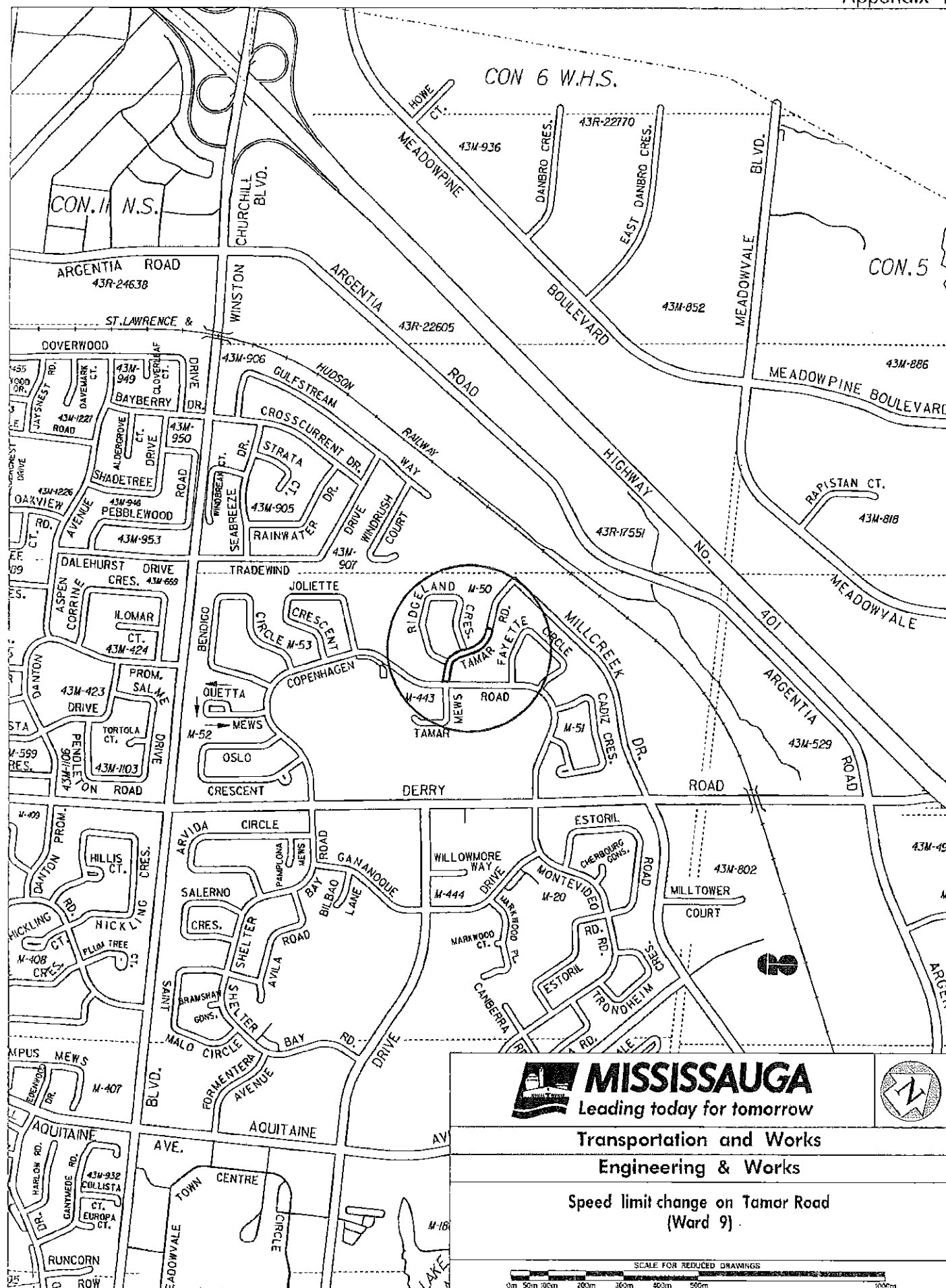
Appendix 1: Location Map: 40 km/h Speed Limit  
Tamar Road (Ward 9)



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Magda Kolat, Traffic Technician*







# Corporate Report

|                          |                          |
|--------------------------|--------------------------|
| Transportation Committee |                          |
| Clerk's Files            | OCT 16 2013              |
| Originator's Files       | MG.23.REP<br>RT.10.Z.39W |

5

---

**DATE:** September 30, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Construction and Implementation of a Roundabout –  
Hazelton Place and Plantation Place (Ward 9)**

---

- RECOMMENDATION:**
1. That a by-law be enacted to implement the temporary road closure of the intersection of Hazelton Place and Plantation Place commencing Monday, November 4, 2013 and ending on Friday, November 22, 2013.
  2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement the following:
    - a) Yield conditions on Hazelton Place and Plantation Place for all movements entering the roundabout.
    - b) One-way traffic in a counter-clockwise direction for traffic within the roundabout.

**BACKGROUND:** A number of concerns were received by the Mississauga Traffic Safety Council regarding pedestrian crossing concerns and the overall operation of the intersection of Hazelton Place and Plantation Place. As a result, the Mississauga Traffic Safety Council and the Transportation and Works Department scheduled a review of the intersection. During the site inspection, it was observed that there was obvious confusion at the intersection from both motorists and pedestrians regarding the right-of-way at the intersection.

The Transportation and Works Department completed a traffic signal warrant study at the intersection of Hazelton Place and Plantation Place to determine the need for traffic control signals. The results from the most recent traffic studies indicate that traffic control signals are not warranted at Hazelton Place and Plantation Place.

Due to the intersection geometrics and recorded vehicle and pedestrian volumes at the intersection, the installation of a roundabout was recommended to provide traffic control, mitigate driver and pedestrian confusion regarding right-of-way, and provide a protected crossing for pedestrians.

**COMMENTS:**

The construction of a single-lane roundabout at the intersection of Hazelton Place and Plantation Place necessitates a number of changes, including the installation of a yield condition for all approaches at the intersection and one-way traffic within the roundabout.

The construction of the roundabout will consist of a phased approach, with the majority of the construction activity occurring while the intersection of Hazelton Place and Plantation Place is open to traffic. However, the final phase of the roundabout construction, which will be mainly the construction of the centre traffic island, splitter islands and asphalt paving, requires the intersection of Hazelton Place and Plantation Place to be closed. The final phase of the construction is scheduled to be completed within three weeks and therefore requires the roadway to be closed to traffic.

The Transportation and Works Department will supply and install the appropriate advanced road closure and notification signage, as well as detour signage to guide motorists around the road closure.

The Transportation and Works Department will also notify MiWay, GO Transit, School Board transportation, and all emergency services.

The Ward Councillor is aware of the proposed roundabout and the requirement of a temporary road closure to facilitate the construction.

**FINANCIAL IMPACT:**

Costs for the fabrication and installation of all advance road closure and notification signage can be accommodated in the 2013 Current Budget.

**CONCLUSION:**

In recognition of the need to complete the construction of the roundabout at the intersection of Hazelton Place and Plantation Place, a temporary road closure of the intersection of Hazelton Place and Plantation Place is required commencing on Monday, November 4, 2013 and ending on Friday, November 22, 2013.

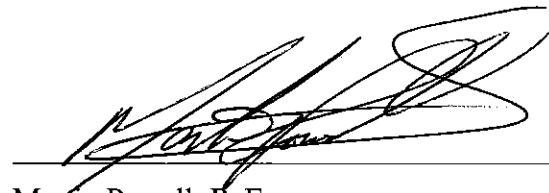
A by-law should be enacted to amend By-law 555-2000, as amended, to implement the following measures to facilitate the operation of the roundabout at the intersection of Hazelton Place and Plantation Place:

- Implement yield conditions on Hazelton Place and Plantation Place for all movements entering the roundabout.
- Implement one-way traffic in a counter-clockwise direction for traffic within the roundabout.

**ATTACHMENTS:**

Appendix 1: Location Map: Proposed Temporary Road Closure - Hazelton Place and Plantation Place

Appendix 2: Location Map: Proposed yield signs and one-way traffic within the roundabout at the intersection of Hazelton Place and Plantation Place



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Colin Patterson, Coordinator, Integrated Road Safety Program*

5c







# Corporate Report

|                          |                         |
|--------------------------|-------------------------|
| Transportation Committee |                         |
| Clerk's Files            | OCT 16 2013             |
| Originator's Files       | MG.23.REP<br>RT.10.Z-46 |

6

---

**DATE:** September 25, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Stopping Prohibition  
Windwood Drive (Ward 9)**

---

**RECOMMENDATION:** That a by-law be enacted to amend Traffic By-Law 555-2000, as amended, to remove a stopping prohibition on both sides of Windwood Drive between Andorra Circle (west intersection) and Tours Road.

**BACKGROUND:** The Transportation and Works Department has completed a review of the existing parking regulations on Windwood Drive as a result of a resident's traffic concerns. A review of the Traffic By-Law revealed a by-law discrepancy for Windwood Drive between Andorra Circle (west intersection) and Tours Road which needs to be rectified.

**COMMENTS:** In accordance with the current Traffic By-Law 555-2000, stopping is prohibited anytime on both sides of Windwood Drive between Andorra Circle (west intersection) and Tours Road. The By-Law to remove this stopping prohibition was passed by City Council in 1993. Although the stopping prohibition signs have been removed from Windwood Drive, the record was not deleted from the Traffic By-Law. The Transportation and Works Department supports the removal of the stopping prohibition on Windwood Drive. This amendment will remove the discrepancy found in the Traffic By-Law.

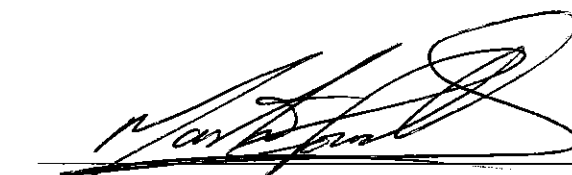
6a

The Ward Councillor supports the proposal for this stopping prohibition removal.

**FINANCIAL IMPACT:** Not Applicable.

**CONCLUSION:** The Transportation and Works Department recommends the removal of the stopping prohibition on both sides of Windwood Drive between Andorra Circle (west intersection) and Tours Road.

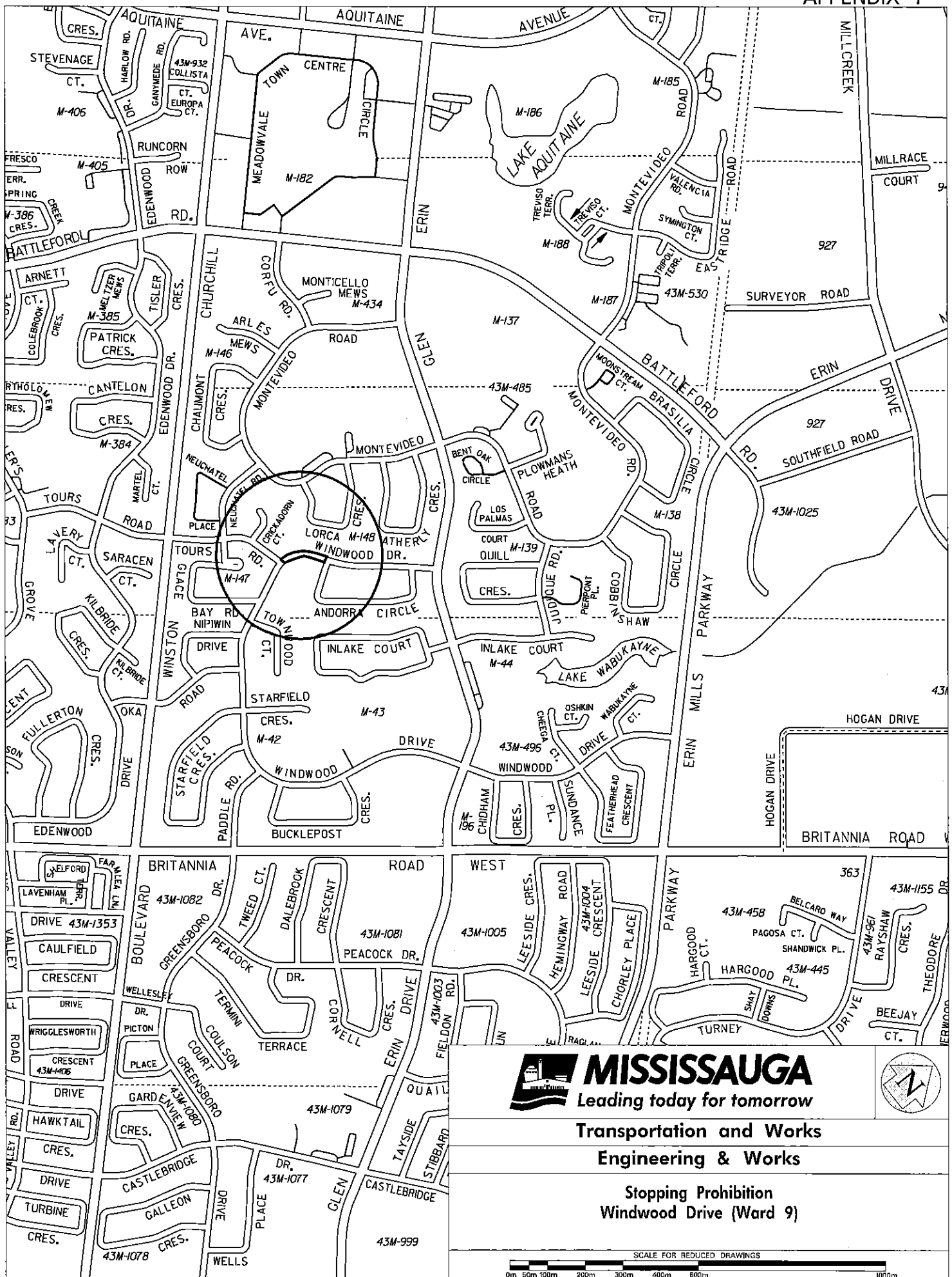
**ATTACHMENTS:** Appendix 1: Location Map: Stopping Prohibition  
Windwood Drive (Ward 9)



---

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

*Prepared By: Ouliana Drobychevskaia, Traffic Technologist*







# Corporate Report

Transportation Committee

Clerk's Files

OCT 16 2013

Originator's  
Files

MG.23.REP  
RT.10.Z-39W

7

---

**DATE:** September 26, 2013

**TO:** Chair and Members of Transportation Committee  
Meeting Date: October 16, 2013

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

**SUBJECT:** **Proposed Exemption to Noise Control By-law No. 360-79,  
Erin Mills Parkway approximately 220 metres (722 feet) north of  
Eglinton Avenue West (Ward 11)**

---

**RECOMMENDATION:** That McNally-Kiewit-Aecon Partnership be granted an exemption from Noise By-law No. 360-79, as amended, to allow for extended construction work for the second phase of twinning of the existing West Trunk Sanitary System between Highway 401 and Queen Elizabeth Way (QEW), commencing Friday, November 1, 2013 and ending Monday, August 31, 2015.

**BACKGROUND:** McNally-Kiewit-Aecon Partnership, on behalf of the Regional Municipality of Peel, intends to proceed with the second phase of the existing sanitary trunk sewer system expansion.

The purpose for the noise By-law exemption is to facilitate a shaft sinking operation on the east side of Erin Mills Parkway approximately 220 metres (722 feet) north of Eglinton Avenue West and tunnelling works from the shaft location to a point located on the west side of Erin Mills Parkway approximately 300 metres (984 feet) north of Burnhamthorpe Road West.

**COMMENTS:**

The Region of Peel's "Water and Wastewater Servicing Master Plan" has identified the need for increased capacity of its western trunk sanitary sewer system. The Region's Master Plan has determined that the twinning of the existing trunk sewer is the most feasible solution and the Region of Peel has commenced construction for the extension of this sanitary system.

McNally-Kiewit-Aecon Partnership, on behalf of the Regional Municipality of Peel, has requested an exemption from Noise Control By-law No. 360-79 to allow for a two shift tunnelling and shaft sinking operation. The proposed construction hours are specified as 7:00 a.m. to 3:30 p.m. for the day shift operations following the 3:30 p.m. to 12:00 a.m. (midnight) afternoon shift. There are no construction activities scheduled between 12:00 a.m. and 7:00 a.m.

It's been estimated that by allowing a two shift operation and these limited overnight work activities, it will significantly reduce the duration of the project.

It should also be noted that McNally-Kiewit-Aecon Partnership have been approved and currently are proceeding with tunneling works at the existing shaft located approximately 300 metres (984 feet) north of Burnhamthorpe Road West. To date, the Transportation and Works Department have not received any noise related complaints associated with the above mentioned construction activities.

Prior to the commencement of construction, the Region of Peel will inform the residents directly affected of the planned construction activities.

The local Ward Councillor has been made aware of the proposed exemption from Noise Control By-law No. 360-79.


**CONCLUSION:**

In order to minimize impacts the construction work may have on City of Mississauga residents and to alleviate traffic disruptions, the Transportation and Works Department supports the Noise By-law exemption to allow for extended construction work for the twinning of the existing West Trunk Sanitary System commencing Friday, November 1, 2013 and ending Monday, August 31, 2015.

7b

**ATTACHMENTS:**

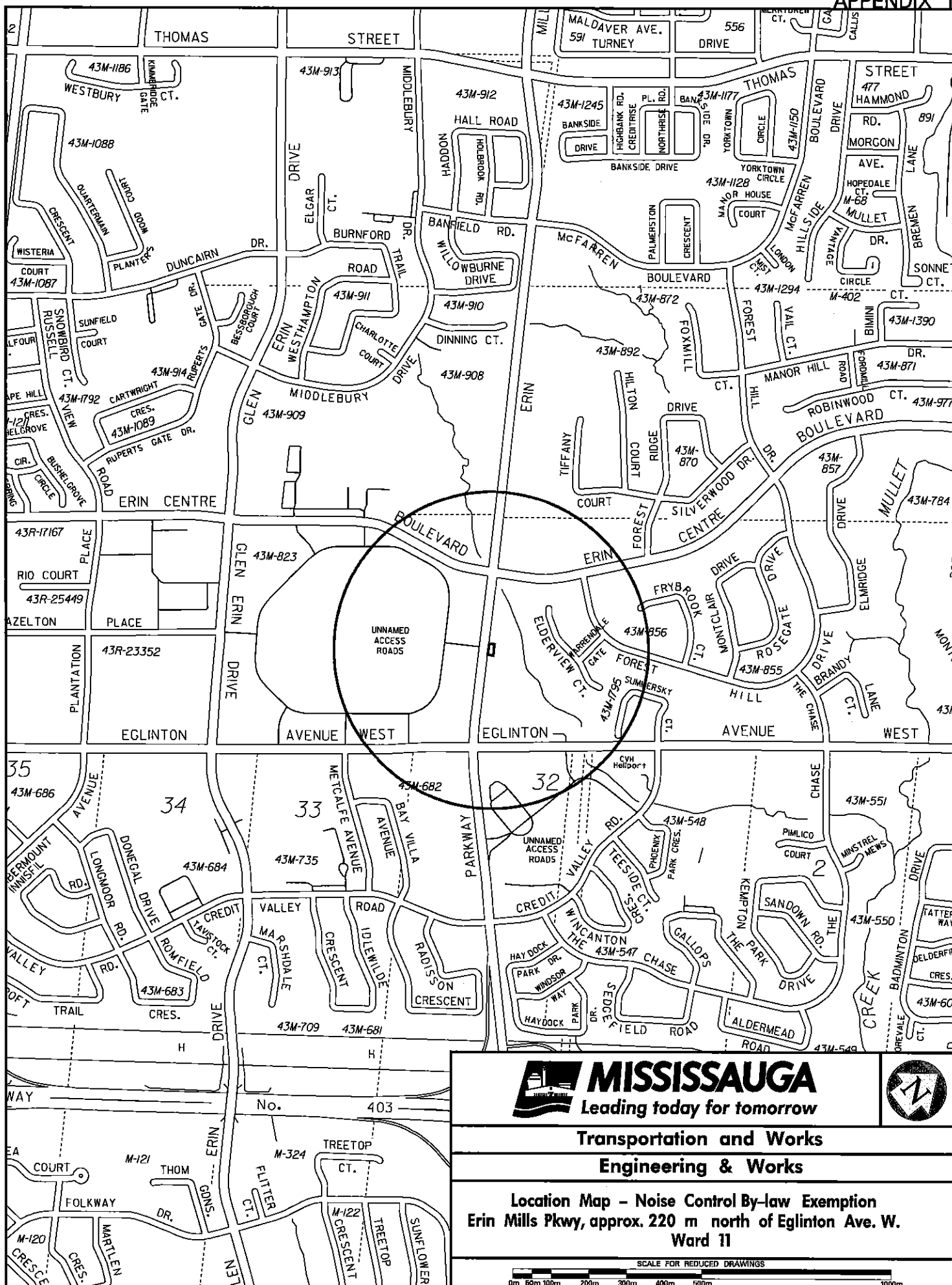
Appendix 1: Location Map: Noise Control By-law Exemption –  
Erin Mills Parkway approximately 220 metres  
(722 feet) north of Eglinton Avenue West (Ward 11)



---

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

*Prepared By: Darek Koziol, C.E.T., Traffic Technologist*



**MISSISSAUGA**  
Leading today for tomorrow



**Transportation and Works  
Engineering & Works**

**Location Map – Noise Control By-law Exemption  
Erin Mills Pkwy, approx. 220 m north of Eglinton Ave. W.  
Ward 11**



REPORT 5 - 2013

Transportation Committee

OCT 16 2013

TO: CHAIR AND MEMBERS OF TRANSPORTATION COMMITTEE

The Traffic Safety Council presents its fifth report for 2013 and recommends:

## TSC-0092-2013

That the request for a Crossing Guard at the intersection of Bristol Road West and Heatherleigh Avenue for the students attending St. Valentine Catholic School be denied as the warrants have not been met and that the Site Inspection Subcommittee of Traffic Safety Council re-inspect the location in October 2013 after the Thanksgiving holiday and prior to the October Traffic Safety Council meeting.

(TSC-0092-2013)

## TSC-0093-2013

That a second Crossing Guard be implemented at the southwest corner of Cliff Road and The Queensway for the students attending St. Timothy Catholic School as the warrants have been met.

(TSC-0093-2013)

## TSC-0094-2013

That the following requests for site inspections be received and referred to the Site Inspection Subcommittee of Traffic Safety Council for review and report back to Traffic Safety Council:

- a) Emails dated September 10, 2013 and September 12, 2013 from Ryan Acosta, resident and Nibi Kurian, resident requesting a site inspection at Novo Star Drive and Dolly Bird Lane for the students attending St. Veronica Catholic School.
- b) Email dated September 10, 2013 from Tracey Zaffino, resident requesting a site inspection in front of St. Julia Catholic School.
- c) Email dated September 11, 2013 from Sandra Taylor, resident requesting a site inspection to determine if the crossing guard hours should be extended at the intersection of Barondale Drive and Cosmic Crescent for the students attending San Lorenzo Ruiz Catholic School.
- d) Email dated September 4, 2013 requesting site inspections to review Glen Erin Drive and The Collegeway and Winston Churchill Boulevard and The Collegeway for the students attending Erin Mills Middle School and safety reviews at the intersections of Tomken Road and Bloor Street and Tomken Road and Rymal Road for the students attending Tomken Road Middle School.
- e) Email dated July 8, 2013 from Councillor McFadden requesting a pedestrian safety review at the intersection of Lisgar Drive and Allcroft Road / Dillingwood Drive for the students waiting at the school bus stop attending Plum Tree Park Public School.

- f) Email dated August 26, 2013 from Rawnda Schnobb, Resident requesting a site inspection at the intersection of Erindale Station Road and Forestwood Drive for the students attending Springfield Public School.
- g) Email dated September 4, 2013 from Julia Budahazy, resident requesting a site inspection for a crossing guard at the intersections of Duchess Drive and Breezy Brae Drive and Whitney Drive and Breezy Brae Drive for the students attending Westacres Public School.
- h) Email dated September 19, 2013 from a resident requesting a site inspection at the intersection of The Credit Woodlands and the roundabout at McBride Avenue for the students attending St. Gerard Catholic School.  
(TSC-0094-2013)

## TSC-0095-2013

That the email dated June 20, 2013 from Sheelagh Duffin, Crossing Guard Supervisor with respect to a request for winter maintenance on the Huron Heights Park Paths for the students attending St. Pio of Pietrelcina Catholic School be referred to Council for review due to the financial implications.

(TSC-0095-2013)

## TSC-0096-2013

That the email dated September 20, 2013 from a resident requesting a 2<sup>nd</sup> crossing guard at the intersection of Meadows Boulevard and Rathburn Road for the students attending St. Charles Garnier Catholic School and Briarwood Public School be received and referred to the Site Inspection Subcommittee of Traffic Safety Council for review and report back to Traffic Safety Council.

(TSC-0096-2013)

## TSC-0097-2013

That the request for a Crossing Guard at the intersection of Central Parkway and Bud Gregory Boulevard for the students attending St. Pio of Pietrelcina Catholic School be denied as the warrants have not been met and further the turning traffic was light, the traffic control signals were used properly and provided protection for the students.

(TSC-0097-2013)

## TSC-0098-2013

That the matter regarding the recommendations from the City Committees of Council Structure Review for Traffic Safety Council be deferred to allow the opportunity for members of Traffic Safety Council to meet with City staff and stakeholders for discussion.

(TSC-0098-2013)

Transportation Committee  
OCT 16 2013

**MISSISSAUGA CYCLING  
ADVISORY COMMITTEE**

**October 8, 2013**

---

REPORT 9-2013

TO: CHAIR AND MEMBERS OF TRANSPORTATION COMMITTEE

The Mississauga Cycling Advisory Committee presents its ninth report for 2013 and recommends:

MCAC-0049-2013

That Joanne deCloe be appointed to the Communications & Promotions Subcommittee of the Mississauga Cycling Advisory Committee for a term of office to November 30, 2014, or until a successor is appointed.

(MCAC-0049 -2013)

MCAC-0050-2013

That the email dated September 19, 2013 from Ryan Robert, Executive Office to Chief of Police regarding ticketing cyclist be received.

(MCAC-0050-2013)

MCAC-0051-2013

That the memorandum dated October 1, 2013 from Jacquelyn Hayward Gulati, Manager, Cycling Office regarding the quarterly update on Proposed 2013 Cycling Network Program be received and referred to the Network and Technical Subcommittee.

(MCAC-0051-2013)