



AGENDA

TRANSPORTATION COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA
www.mississauga.ca

**WEDNESDAY, JANUARY 8, 2014 -
IMMEDIATELY FOLLOWING SPECIAL COUNCIL**

COUNCIL CHAMBER – 2nd 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
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7 (Chair)
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

INDEX – TRANSPORTATION COMMITTEE – January 8, 2014

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS

DEPUTATIONS

- A. Jeff Wachman, Chair and members of the Mississauga Cycling Advisory Committee with respect to their year-end report.

MATTERS TO BE CONSIDERED

1. Bicycle Lanes and Multi-Use Trails – Various Locations (Wards 1, 2, 3, 4, 5, 6, 8 and 9)
2. Lower Driveway Boulevard Parking - Bourget Drive (Ward 5)
3. Sponsorship Agreement for the City of Mississauga to Join the Travel Modelling Group (TMG)

ADVISORY COMMITTEE REPORTS

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT

CALL TO ORDERDECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTERESTAPPROVAL OF THE AGENDAPRESENTATIONSDEPUTATIONS

- A. Jeff Wachman, Chair and members of the Mississauga Cycling Advisory Committee with respect to their year-end report.

MATTERS TO BE CONSIDERED

1. Bicycle Lanes and Multi-Use Trails – Various Locations (Wards 1, 2, 3, 4, 5, 6, 8 and 9)

Corporate Report dated November 28, 2013 from the Commissioner of Transportation and Works with respect to bicycle lanes and multi-use trails.

RECOMMENDATION

That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to modify Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation), Schedule 34 (Bicycle Lanes) and Schedule 35 (Multi-Use Trails) as identified in Appendix 1 of the report titled “Bicycle Lanes and Multi-Use Trails – Various Locations” dated November 28, 2013 from the Commissioner of Transportation and Works.

2. Lower Driveway Boulevard Parking - Bourget Drive (Ward 5)

Corporate Report dated December 2, 2013 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Bourget Drive.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north and west side (outer circle) of Bourget Drive.

3. Sponsorship Agreement for the City of Mississauga to Join the Travel Modelling Group (TMG)

Corporate Report dated December 10, 2013 from the Commissioner of Transportation and Works with respect to a Sponsorship Agreement for the City of Mississauga to Join the Travel Modelling Group (TMG).

RECOMMENDATION

That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal on behalf of the Corporation of the City of Mississauga to the Sponsored Research Contract with the University of Toronto for the City's participation in the Travel Modelling Group (TMG) for an initial term of three years and an optional renewal term of an additional three years in a manner satisfactory to the City Solicitor.

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's Files MG.11.REP

Transportation Committee

JAN 08 2014

DATE: November 28, 2013

TO: Chair and Members of Transportation Committee
Meeting Date: January 8, 2014

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

SUBJECT: **Bicycle Lanes and Multi-Use Trails – Various Locations
(Wards 1, 2, 3, 4, 5, 6, 8 and 9)**

RECOMMENDATION: That a by-law be enacted to amend Traffic By-law 555-2000, as amended, to modify Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation), Schedule 34 (Bicycle Lanes) and Schedule 35 (Multi-Use Trails) as identified in Appendix 1 of the report titled "Bicycle Lanes and Multi-Use Trails – Various Locations" dated November 28, 2013 from the Commissioner of Transportation and Works.

BACKGROUND: The Transportation and Works Department has recently constructed bicycle lanes and multi-use trails in several locations. These locations are aligned with the criteria contained within the Cycling Master Plan and Implementation Strategy. For each location, consultation with the respective Ward Councillor and area residents was completed, where required.

Amendments are required to Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation), Schedule 34 (Bicycle Lanes) and Schedule 35 (Multi-Use Trails) of Traffic By-law 555-2000 to reflect the newly constructed cycling facilities.

Bicycle lanes are a part of the roadway that is designated for bicycle use only. A multi-use trail is a part of the boulevard or municipal road allowance that is designated for shared use by cyclists, pedestrians and skaters.

COMMENTS:

Amendments are required to Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation), Schedule 34 (Bicycle Lanes) and Schedule 35 (Multi-Use Trails) of Traffic By-law 555-2000 to reflect the newly constructed cycling facilities. The proposed amendments are identified in Appendix 1.

In addition, housekeeping amendments are required to reflect the designation of right turn only lanes on Bristol Road that were introduced in conjunction with the bicycle lanes on Bristol Road.

The following provides a summary of the locations of bicycle lane and multi-use trail projects that have been recently completed or are anticipated to be completed in 2013 and require by-law amendments:

Bicycle Lanes

- City Centre Drive between Living Arts Drive and Confederation Parkway (Ward 4)
- Constitution Boulevard between Dundas Street East and Leilani Drive (Ward 3)
- Coopers Avenue (south leg) between Kennedy Road and Rose Cherry Place (Ward 5)
- Ridgeway Drive between Unity Drive and Eglinton Avenue West (Ward 8)
- Unity Drive between Ridgeway Drive and Loyalist Drive (Ward 8)

Multi-use Trails

- Creditview Road, west side, between Britannia Road West and Bristol Road West (Ward 6)
- Derry Road West, south side, between Argentinia Road and a point 130 metres (427 feet) west of Montevideo Road with a connection to Lake Aquitaine Trail (Ward 9)
- Queensway East, north side, between Dixie Road and a point 790 metres (2592 feet) easterly thereof, with a connection to Greenhurst Avenue (Ward 1)

16

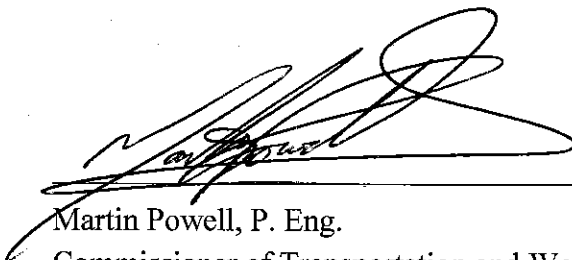
- Southdown Road, east side, between Orr Road and Truscott Drive (Ward 2)

These amendments are identified in Appendix 1.

FINANCIAL IMPACT: There are no financial impacts resulting from the amendments.

CONCLUSION: The Transportation and Works Department recommends that Schedule 3 (No Parking), Schedule 5 (Parking for Restricted Periods), Schedule 15 (Lane Designation), Schedule 34 (Bicycle Lanes) and Schedule 35 (Multi-Use Trails) of Traffic By-law 555-2000, be amended as indicated in Appendix 1 as attached.

ATTACHMENTS: Appendix 1: Bicycle Lanes and Multi-Use Trail By-law Amendments to Traffic By-law 555-2000



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

Prepared By: Jacqueline Hunter, C.E.T., Cycling Technologist

1c

**Appendix 1: Bicycle Lanes and Multi-Use Trail By-law Amendments
To Traffic By-law 555-2000**

That Schedule 5 of By-law No. 555-2000, as amended, be amended by DELETING the following:

SCHEDULE 5
PARKING FOR RESTRICTED PERIODS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Or Days	Column 5 Maximum Period Permitted
City Centre Drive	North	A point 10 metres west of Living Arts Drive to a point 5 metres westerly thereof	Anytime	30 minutes free

That Schedule 15 of By-law No. 555-2000, as amended, be amended by DELETING the following:

SCHEDULE 15
LANE DESIGNATION

Column 1 Highway	Column 2 Location	Column 3 Lane	Column 4 Direction	Column 5 Time or Days	Column 6 Sign Number
Bristol Road East	Trailwind Drive to a point 15 meters west of Trailwind Drive	South Curb Lane	Eastbound Right turn Only	Anytime	Rb-42
City Centre Drive	Living Arts Drive and a point 50 metres westerly thereof	South curb lane	Eastbound Right turn only	Anytime	Rb-42
Constitution Boulevard	Dundas St East to a point 45 metres northerly thereof	West curb Lane	Southbound right turn only	Anytime	Rb-42

That Schedule 3 of By-law No. 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Coopers Avenue (south leg)	Both	Kennedy Road and Rose Cherry Place	Anytime
Ridgeway Drive	Both	Unity Drive and Eglinton Avenue West	Anytime

1d

That Schedule 5 of By-law No. 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 5
PARKING FOR RESTRICTED PERIODS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Or Days	Column 5 Maximum Period Permitted
City Centre Drive	North	A point 15 metres west of Living Arts Drive to a point 10 metres westerly thereof	Anytime	30 minutes free

That Schedule 15 of By-law No. 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 15
LANE DESIGNATION

Column 1 Highway	Column 2 Location	Column 3 Lane	Column 4 Direction	Column 5 Time or Days	Column 6 Sign Number
Bristol Road West	Ceremonial Drive to a point 20 meters west of Ceremonial Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Anthony Avenue to a point 20 meters west of Anthony Avenue	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Forestwalk Circle to a point 20 meters west of Forestwalk Circle	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Nahani Way to a point 20 meters west of Nahani Way	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
Bristol Road East	Trailwood Drive to a point 15 meters west of Trailwood Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
City Centre Drive	Living Arts Drive to a point 30 meters west of Living Arts Drive	South Curb Lane	Eastbound Right turn only	Anytime	Rb-42
City Centre Drive	Confederation Parkway to a point 30 meters east of Confederation Parkway	North Curb Lane	Westbound Right turn only	Anytime	Rb-42

le

That Schedule 34 of By-law No. 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 34
BICYCLE LANES

Column 1 Roadway	Column 2 Between	Column 3 Lanes
City Centre Drive	Living Arts Drive and Confederation Parkway	Northerly westbound & Southerly eastbound
Constitution Boulevard	Dundas Street East and Leilani Drive	Easterly northbound & Westerly southbound
Coopers Avenue (south leg)	Kennedy Road and Rose Cherry Place	Northerly westbound & Southerly eastbound
Ridgeway Drive	Unity Drive and Eglinton Avenue West	Easterly northbound & Westerly southbound
Unity Drive	Loyalist Drive and Ridgeway Drive	Northerly westbound & Southerly eastbound

That Schedule 35 of By-law No. 555-2000, as amended, be amended by ADDING the following:

SCHEDULE 35
MULTI-USE TRAILS

Column 1 Roadway	Column 2 Between	Column 3 Direction
Creditview Road	Bristol Road West and Britannia Road West	Northbound/Southbound (west side)
Derry Road West	Argentia Road and 130 metres west of Montevideo Road	Eastbound/Westbound (south side)
Queensway East	Dixie Road and a point 790 metres easterly thereof	Eastbound/Westbound (north side)
Southdown Road	Orr Road and Truscott Drive	Northbound/Southbound (east side)



Corporate Report

Clerk's Files

Originator's Files

MG.23.REP
RT.10.Z-37

Transportation Committee
JAN 08 2014

DATE: December 2, 2013

TO: Chair and Members of Transportation Committee
Meeting Date: January 8, 2014

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

SUBJECT: **Lower Driveway Boulevard Parking
Bourget Drive (Ward 5)**

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north and west side (outer circle) of Bourget Drive.

BACKGROUND: The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Bourget Drive. A sidewalk is present on the north and west side (outer circle) of the road. Lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Bourget Drive.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Bourget Drive.

Thirty-one (31) questionnaires were delivered and 20 (65%) were returned; 18 (90%) supported the implementation of lower driveway boulevard parking and 2 (20%) were opposed.

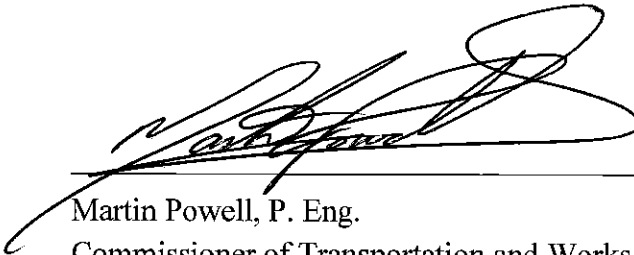
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north and west side (outer circle) of Bourget Drive.

The Ward Councillor supports the proposal for lower driveway boulevard parking. The existing three-hour on-street parking will be maintained.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2014 Current Budget.

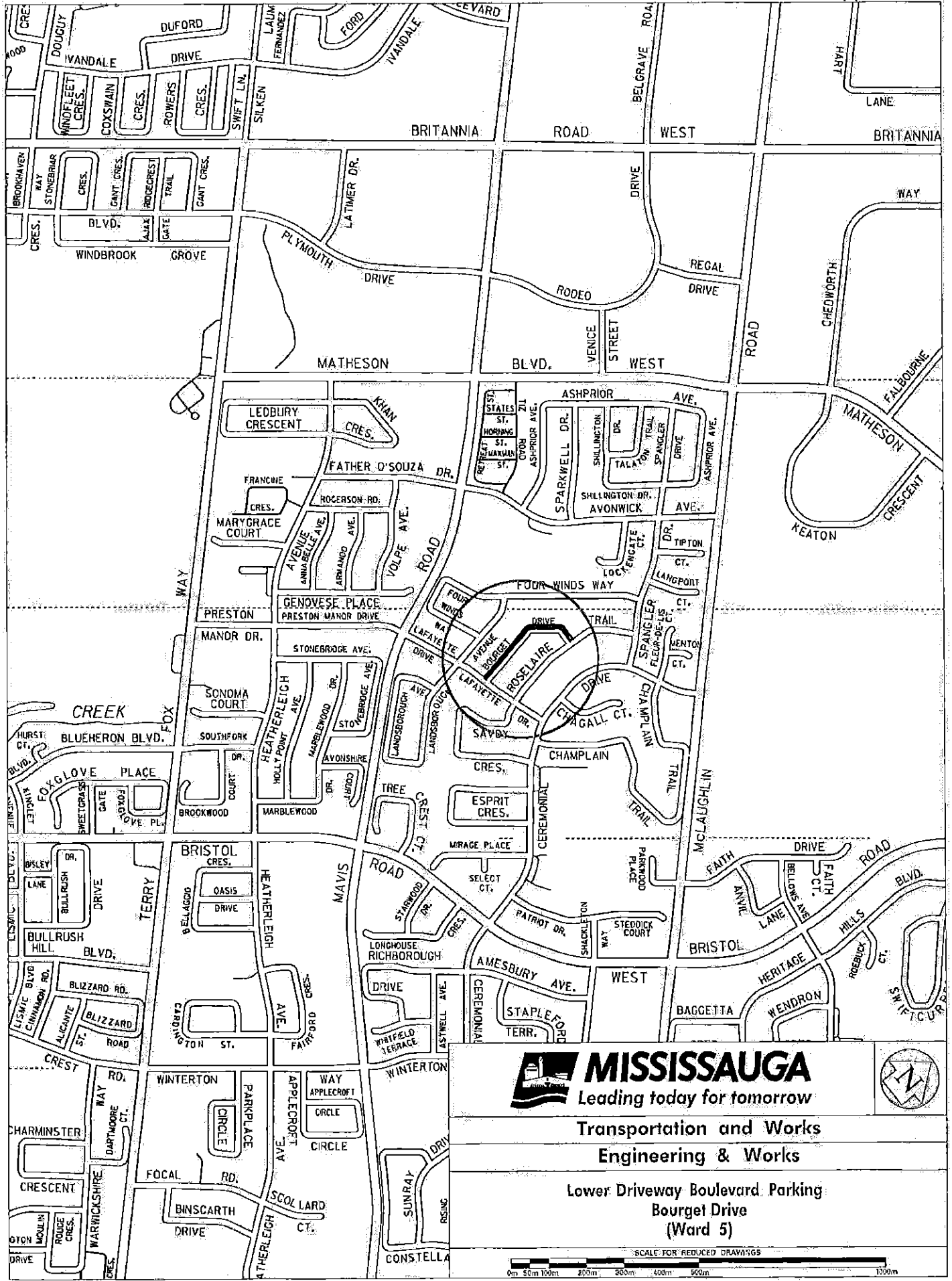
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north and west side (outer circle) of Bourget Drive.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Bourget Drive (Ward 5)



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

Prepared By: Vivian Mansour, Traffic Operations Technician

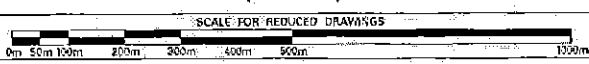


MISSISSAUGA
 Leading today for tomorrow



Transportation and Works
 Engineering & Works

Lower Driveway Boulevard Parking
 Bourget Drive
 (Ward 5)





Corporate Report

Clerk's Files

Originator's Files

MG.11.REP

Transportation Committee
JAN 08 2014

DATE: December 10, 2013

TO: Chair and Members of Transportation Committee
Meeting Date: January 8, 2014

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

SUBJECT: **Sponsorship Agreement for the City of Mississauga to Join the Travel Modelling Group (TMG)**

RECOMMENDATION: That a by-law be enacted to authorize the Commissioner of Transportation and Works and the City Clerk to execute and affix the Corporate Seal on behalf of the Corporation of the City of Mississauga to the Sponsored Research Contract with the University of Toronto for the City's participation in the Travel Modelling Group (TMG) for an initial term of three years and an optional renewal term of an additional three years in a manner satisfactory to the City Solicitor.

REPORT HIGHLIGHTS:

- The City of Mississauga has been invited to become a member of the Travel Modelling Group (TMG) administered by the University of Toronto
- Membership provides City staff with access to more integrated and sophisticated transportation modelling and forecasting resources
- Membership in the TMG requires the execution of an agreement and annual sponsorship fees of approximately \$6,000 per annum

BACKGROUND:**Issue**

The Travel Modelling Group was established by the Civil Engineering Department of the University of Toronto to engage in research and travel modelling innovation. Through its coordination of the Transportation Tomorrow Survey and its research and innovation in developing new modelling tools and approaches, the Civil Engineering Department at the University of Toronto is a recognized leader in transportation modelling and forecasting. Currently, transportation modelling and forecasting is conducted by individual municipal jurisdictions across the Greater Golden Horseshoe (GGH). While individual modelling programs generally function well, the capabilities of and ongoing improvements to these models are constrained by the time and resources that can be invested by the individual municipality. There are a number of examples in the United States where large metropolitan jurisdictions have combined efforts to successfully integrate and increase the quality of their transportation modelling and forecasting programs.

In 2010, the University of Toronto identified an opportunity to develop a partnership among provincial, regional and local municipalities and pool their resources to improve travel demand modelling capabilities within the Greater Toronto and Hamilton Area (GTHA). Some of the TMG work plan items include:

- Enhancing the existing model systems to improve their behavioural realism, policy sensitivity and ease of use
- Implementing credible system performance measures to support more comprehensive benefit-cost and cost-effectiveness evaluations
- Developing, testing and implementing improved models of goods (freight) movements within and through the GTHA
- Developing, testing and implementing common GTHA network coding standards.

Benefits

By pooling resources and sharing information and data, the TMG provides sponsoring members with a team of professionals dedicated to developing common computer software platforms to integrate transportation data across the region, as well as researching and developing new modelling/forecasting procedures to improve our

ability to understand and plan for the travel demands of the future.

Cost

All members of the TMG provide financial support to cover the cost of two permanent research/modelling staff and the associated computer hardware. Given their growth and significant cross-boundary travel patterns, the Cities of Mississauga and Brampton are the first two local municipalities to have been invited to join the TMG. As the Region of Peel is already a member of the TMG (at a cost of \$15,000 per annum), the cost of membership for Mississauga and Brampton has been set at approximately \$6,000 per annum. The agreement provides for potential increases in member contributions to cover inflationary cost increases; however, the cost to the City of Mississauga (the "City") will not exceed \$7,000 per annum for the initial three-year term of the agreement. The cost to the City to participate in the TMG is in line with the cost to other municipal partners participating in the TMG.

COMMENTS:

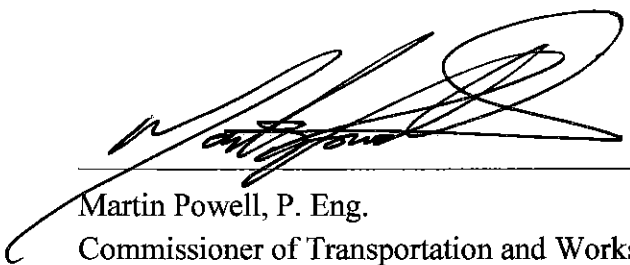
The City currently uses a transportation model system to model travel demand that is commonly used by a number of other municipalities across the GTHA. This type of modelling system provides a general understanding of where future transportation demand will occur and the extent to which it will occur and is used to inform capital and land use planning decisions. While the model performs well in simulating general transportation demand, there are numerous elements which are currently either not included in the model or included in a limited manner. Some of these elements include limited modelling of the impact of truck traffic demand on the transportation network, limited capabilities in modelling transit demand and limited modelling of Travel Demand Management (TDM) issues/policies such as HOV lanes. These elements are becoming increasingly more important in decision making at the City and it will be critical that these are better represented in the City's model going forward.

The formation of the TMG addresses the gaps in current modelling capabilities across the GTHA and will improve the overall ability to understand future travel behaviour and demand. This in turn will help all member municipalities to make more informed transportation investment decisions.

STRATEGIC PLAN: The City's participation in the *The Travel Modelling Group* supports the "MOVE" Strategic Pillar of Change, in that increasing transportation capacity will require a better understanding of our future transportation demands and more informed infrastructure investment decisions. The TMG also supports the Strategic Pillar of Change "CONNECT".

FINANCIAL IMPACT: Membership in the TMG would require a minimum annual financial commitment of approximately \$6,000 with some potential nominal increase over time; however, the total amount will not exceed an annual amount of \$7,000 for the initial three-year term of the agreement. The agreement will provide for a reasonable amount for annual membership for a subsequent three-year renewal term. It is anticipated that this subsequent term will not exceed \$8,000 per annum. There is sufficient funding available in the operating budget to cover the cost of this agreement.

CONCLUSION: Membership in the TMG provides significant benefit to the City by increasing its transportation modelling capacity, improving the quality of the data and the overall infrastructure decision making process.



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

*Prepared By: Joe Perrotta, Manager
Transportation Planning*