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DATE: August 8, 2013

REPORT TITLE: **AMENDMENTS TO TRAFFIC BY-LAW 15-2013 RESULTING FROM RECENT DEVELOPMENT ACTIVITY ACROSS THE REGION OF PEEL**

FROM: Dan Labrecque, Commissioner of Public Works

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## RECOMMENDATION

**That the necessary by-law be enacted to amend By-law 15-2013 with respect to new traffic signs on Regional Roads resulting from development activity across the Region of Peel;**

**And further, that the City of Brampton, City of Mississauga and Town of Caledon, Peel Regional Police and the Ontario Provincial Police Caledon Detachment be advised.**

## REPORT HIGHLIGHTS

- Various amendments to the Region of Peel Traffic By-law 15-2013 are required as a result of recent development activity within the Region of Peel.
- An amending by-law must be passed to reflect the required changes.

## DISCUSSION

### 1. Background

On January 24, 2013, Regional Council passed By-law 15-2013 to consolidate and amend the by-laws that regulate traffic on roads under the jurisdiction of The Regional Municipality of Peel. Since then, the Region of Peel's Traffic Engineering section has received several new development applications that have resulted in various regulatory signage changes on Regional Roads. As a result of recently completed capital works by the Region and other road works completed by contractors hired on behalf of private developers, additional regulatory signage and recognition of additional municipal streets require inclusion in By-law 15-2013.

### 2. Additional Regulatory Signage

The following additional regulatory signage requires inclusion in By-law 15-2013:

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**a) Prohibition of Pedestrian or Bicycle Crossings (Part 1)**

- South leg of the signalized intersection of Regional Road 1 (Mississauga Road) and Williams Parkway;
- West leg of the signalized access of Regional Road 15 (Steeles Avenue West) and the Brampton Gateway Transit Terminal (Shoppers World); and
- North leg of the signalized intersection of Regional Road 18 (Mavis Road) and Clementine Drive.

**b) New "Bus Only Lane" and Left Turn Signals (Parts 15 and 17)**

- Eastbound left turn lane on Regional Road 15 (Steeles Avenue West) at the signalized access to the Brampton Gateway Transit Terminal.

**c) New Right Turn Lane Designations with "Buses Excepted" for Queue-Jump Purposes (Part 16)**

- Northbound right turn lane at the signalized intersection of Regional Road 7 (Airport Road) and Cottrelle Boulevard / North Park Drive; and
- Southbound right turn lane at the signalized intersection of Regional Road 7 (Airport Road) and Triple Crown Drive / private access.

**d) New Lane Restriction for Heavy Trucks (Part 21)**

- Eastbound U-turn at a dedicated eastbound U-turn facility on Regional Road 107 (Queen Street East) west of Regional Road 4 (Dixie Road).

**e) New Turning Movement Prohibitions (Part 23)**

- Westbound left turn out from a left-in, right-in / right-out access to Erindale Secondary School on Regional Road 1 (Erin Mills Parkway);
- Eastbound left turn out from a right-in / right-out access on Regional Road 2 (Finch Avenue) south of Regional Road 15 (Steeles Avenue East);
- Westbound left turn into the Emil V. Kolb Centre on Regional Road 5 (Derry Road East);
- Northbound and southbound left turns out from two temporary sales offices on Regional Road 6 (Queen Street West) between Chinguacousy Road and Creditview Road;
- Southbound left turn into a right-in / right-out access on Regional Road 7 (Airport Road) south of Ripon Street;
- Southbound U-turns along Regional Road 8 (The Gore Road) between Fogal Road and Ebenezer Road;
- Eastbound left turn, westbound right turn and westbound U-turn on Regional Road 15 (Steeles Avenue West) into the signalized access to the Brampton Gateway Transit Terminal (buses excepted);
- Eastbound left turn out from an auto dealership on Regional Road 50 (Queen Street South) south of George Bolton Parkway;

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- Southbound left turn into, and westbound left turn out of, at a right-in / right-out access to a self-operated car wash on Regional Road 50 (Queen Street South) south of McEwan Drive East / McEwan Drive West;
- Westbound left turn into a right-in / right-out access to a service station on Regional Road 107 (Queen Street East) west of Goreway Drive / Humberwest Parkway;
- Westbound left turn into a right-in / right-out access to an automobile dealership on Regional Road 107 (Queen Street East) west of Delta Park Boulevard / Maritime Ontario Boulevard;
- Westbound U-turn at a dedicated eastbound U-turn facility on Regional Road 107 (Queen Street East) west of Regional Road 4 (Dixie Road); and
- Eastbound U-turn at a left-in, right-in / right-out access on Regional Road 107 (Queen Street East) east of West Drive / Laurelcrest Drive.

### **3. New Municipal Streets**

Due to recent registration of new municipal streets into the road system, certain reference points identified throughout various Parts within By-law 15-2013 must be updated to reflect the new municipal streets. They are as follows:

- Templehill Road, forming the west leg of the signalized intersection of Regional Road 4 (Dixie Road) and Father Tobin Road;
- Drinkwater Road, forming the south leg of the signalized intersection of Regional Road 6 (Queen Street West) and Major William Sharpe Drive; and
- Lagerfeld Drive (currently referred to as "private access" in Parts 16 and 17 of By-law 15-2013), forming the north leg of the signalized intersection of Regional Road 107 (Bovaird Drive West) and Ashby Field Road.

### **4. Repeals of Turning Movement Prohibitions**

The following turning movement prohibitions require removal from Part 23 of By-law 15-2013 where concrete medians have been constructed to physically restrict left turns:

- Westbound left turns out from two right-in / right-out accesses on Regional Road 1 (Mississauga Road) north of Williams Parkway;
- Eastbound left turn out from an access on Regional Road 2 (Finch Avenue) north of Regional Road 15 (Steeles Avenue East);
- Northbound left turn into a right-out only access on Regional Road 4 (Dixie Road) south of Britannia Road East;
- Westbound left turn into a right-in / right-out access on Regional Road 5 (Derry Road East) east of Hurontario Street;
- Northbound U-turn at a right-in / right-out access on Regional Road 7 (Airport Road) south of Ripon Street;
- Northbound left turn out from a right-in / right-out access on Regional Road 15 (Steeles Avenue West) east of McLaughlin Road;
- Eastbound left turn out from a right-in / right-out access on Regional Road 50 (Highway 50) north of Langstaff Road / Cottrelle Boulevard;
- Eastbound left turn out from an access on Regional Road 50 (Queen Street South) south of McEwan Drive East / McEwan Drive West; and
- Northbound left turn out from a right-in / right-out access on Regional Road 107 (Queen Street East) west of West Drive / Laurelcrest Drive.

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**CONCLUSION**

Various amendments to the Region of Peel Traffic By-law 15-2013 are required as a result of recent capital construction and development activity within the Region. Accordingly, a by-law is required to amend By-law 15-2013. The by-law amendments, signage and other physical works will allow police to enforce these prohibitions.

*Tom Skemle*  
Dan Labrecque

Commissioner of Public Works

**Approved for Submission:**

*Robert Gallegos*  
\_\_\_\_\_ *for* D. Szwarc, Chief Administrative Officer

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