



## AGENDA

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### TRANSPORTATION COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA  
[www.mississauga.ca](http://www.mississauga.ca)

**WEDNESDAY, FEBRUARY 19, 2014 – 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
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 (Chair)
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 – February 19, 2014

CALL TO ORDER

APPROVAL OF THE AGENDA

DECLARATIONS OF CONFLICT OF INTEREST

PRESENTATIONS - Nil

DEPUTATIONS

Denise Davy with respect to pedestrian railway safety.

MATTERS TO BE CONSIDERED

1. Downtown Paid Parking Off-Street Rates (Ward 4)
2. Winter Maintenance Operations – Sidewalks
3. Class Environmental Assessment Study and Detailed Design for Second Line West Pedestrian/Cyclist Connection over Highway 401 FA.49.244-14 (Ward 11)
4. Lower Driveway Boulevard Parking - Ginger Downs (Ward 4)
5. Lower Driveway Boulevard Parking - Ceremonial Drive (Ward 5)
6. Lower Driveway Boulevard Parking Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive (Ward 10)
7. All-Way Stop Freshwater Drive at Deepwood Heights (Ward 10)

ADVISORY COMMITTEE REPORTS

Mississauga Cycling Advisory Committee – Report 2 – February 11, 2014

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

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

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS - NilDEPUTATIONS

Denise Davy with respect to pedestrian railway safety.

MATTERS TO BE CONSIDERED1. Downtown Paid Parking Off-Street Rates (Ward 4)

Corporate Report dated February 5, 2014 from the Commissioner of Transportation and Works with respect to downtown paid parking, off-street rates.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2014 Downtown employee paid parking rates as outlined in this report to Transportation Committee dated February 3, 2014, entitled "Downtown Paid Parking Off-Street Rates".

2. Winter Maintenance Operations – Sidewalks

Corporate Report dated February 5, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Bourget Drive.

RECOMMENDATION

1. That the report titled "Winter Maintenance Operations – Sidewalks" dated February 5, 2014 from the Commissioner of Transportation and Works be received for information.
2. That the "Be A Good Neighbour, Clear Your Walk" campaign continues for the rest of the 2013-14 winter maintenance season and that it be enhanced for the 2014-15 winter maintenance season.

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS - NilDEPUTATIONS

Denise Davy with respect to pedestrian railway safety.

MATTERS TO BE CONSIDERED

1. Downtown Paid Parking Off-Street Rates (Ward 4)

Corporate Report dated February 5, 2014 from the Commissioner of Transportation and Works with respect to downtown paid parking, off-street rates.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2014 Downtown employee paid parking rates as outlined in this report to Transportation Committee dated February 3, 2014, entitled "Downtown Paid Parking Off-Street Rates".

2. Winter Maintenance Operations – Sidewalks

Corporate Report dated February 5, 2014 from the Commissioner of Transportation and Works with respect to winter maintenance operations on sidewalks.

RECOMMENDATION

1. That the report titled "Winter Maintenance Operations – Sidewalks" dated February 5, 2014 from the Commissioner of Transportation and Works be received for information.
2. That the "Be A Good Neighbour, Clear Your Walk" campaign continues for the rest of the 2013-14 winter maintenance season and that it be enhanced for the 2014-15 winter maintenance season.

3. Class Environmental Assessment Study and Detailed Design for Second Line West Pedestrian/Cyclist Connection over Highway 401 FA.49.244-14 (Ward 11)

Corporate Report dated February 4, 2014 from the Commissioner of Transportation and Works with respect to the Class Environmental Assessment Study and Detailed Design for Second Line West.

RECOMMENDATION

That in accordance with Purchasing By-law 374-06, as amended, the Purchasing Agent be authorized to execute a sole source contract to AECOM Canada Ltd. for the Municipal Class Environmental Assessment Study and the Detailed Design for a pedestrian/cyclist connection on Second Line West over Highway 401, in the total amount of \$309,580.

4. Lower Driveway Boulevard Parking - Ginger Downs (Ward 4)

Corporate Report dated January 30, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Ginger Downs.

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 south, west, north and east side (outer and inner circle) of Ginger Downs.

5. Lower Driveway Boulevard Parking - Ceremonial Drive (Ward 5)

Corporate Report dated January 28, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Ceremonial 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 both sides of Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle.

6. Lower Driveway Boulevard Parking Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive (Ward 10)

Corporate Report dated January 30, 2014 from the Commissioner of Transportation and Works with respect to lower driveway boulevard parking on Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive.

(6)

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 both sides of Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive.

7. All-Way Stop Freshwater Drive at Deepwood Heights (Ward 10)

Corporate Report dated January 30, 2014 from the Commissioner of Transportation and Works with respect to an all-way stop at Freshwater Drive at Deepwood Heights.

RECOMMENDATION

That an all-way stop control not be implemented at the intersection of Freshwater Drive and Deepwood Heights as the criteria has not been met with respect to the prescribed distance to other nearby intersection traffic control devices.

ADVISORY COMMITTEE REPORTS

Mississauga Cycling Advisory Committee – Report 2 – February 11, 2014

(Recommendation MCAC-0007-2014 – MCAC-0011-2014)

OTHER BUSINESS/ANNOUNCEMENTSCLOSED SESSION

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

ADJOURNMENT



# Corporate Report

Clerk's Files

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MG.23.REP

Transportation Committee  
FEB 19 2014

**DATE:** February 5, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** **Downtown Paid Parking Off-Street Rates (Ward 4)**

**RECOMMENDATION:** That a by-law be enacted to amend By-law 555-2000, as amended to increase the 2014 Downtown employee paid parking rates as outlined in this report to Transportation Committee dated February 5, 2014, entitled "Downtown Paid Parking Off-Street Rates".

**REPORT  
HIGHLIGHTS:**

- Employee paid parking, along with programs and facilities to encourage and support staff that carpool, take transit and/or cycle or walk to work, supports the development of the Downtown 21 Master Plan.
- The initial monthly rate for Downtown employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the Downtown market rate of \$65 per month.
- It is proposed that the Downtown employee paid parking rate be \$55 per month effective April 1, 2014, with an annual rate of \$500.
- Increased parking rates in the downtown will result in additional gross revenues of \$37,000 (\$50,000 annualized) assuming an April 1, 2014 start date.

**BACKGROUND:**

On June 16, 2010, Council approved the introduction of Employee and Public Off-street paid parking, as outlined in the report dated June 7, 2010, from the Transportation and Works Department entitled *Off-Street Paid Parking in the City Centre (Ward 4)*.

It was recommended that the Transportation and Works Department staff report to the Leadership Team and Transportation Committee annually regarding any employee parking rate increases. The initial monthly rate for employee paid parking was established at \$35 per month with a deferred phase-in of future increases to reach the Downtown market rate of \$65 per month.

In 2012, Council approved the incremental increase of the 2013 (April 1st start) employee paid parking rates as well as the Sheridan College parking rates 2012-2013, as outlined in the report dated June 27, 2012, from the Transportation and Works Department entitled *Downtown Paid parking Off-Street Rates (Ward 4)*. In 2013, Council approved the incremental increase of the 2013-2014 Sheridan College rates, with the monthly rate being established at \$90 and the annual rate at \$450, as outlined in the report dated June 11, 2013, from the Transportation and Works Department entitled *Sheridan College Parking Rate Increase 2013-2014 (Ward 4)*.

The change from free to pay parking for employees and visitors at City-owned facilities in the area (including the Civic Centre, Central Library and the Living Arts Centre) is an important element of the Downtown Parking Strategy and supports the City's Downtown 21 Master Plan.

The parking strategy included a recommendation to implement paid parking at municipal facilities in the Downtown, which has multiple objectives of which establishing an economic value for parking was key. The strategy also intended to demonstrate civic leadership by applying priced parking to encourage the use of more sustainable transportation options, and to decouple the cost of parking from the cost of building use.

**COMMENTS:**

The parking-fee structure in place today offers a variety of rate options including annual or monthly passes. Alternatively, staff can choose to pay only for the days they need to drive, through competitively priced multi-visit passes. The variety of rate plans combined with the employee Smart Commute program, is beneficial for those employees who choose to not always drive and alternatively take transit, cycle, or walk to work, or for part-time staff who do not require daily parking.

Proposed Employee Parking Rates 2014 (April 1 start)

In 2010, the monthly rate for employee paid parking was established at \$35 per month. A proposed Increase Schedule for employee monthly parking was created and it was suggested that the monthly parking rate increase by \$10 each year until the established market rate of \$65 is met. Since 2010, monthly parking rates have either stayed the same or have increased in the Downtown and surrounding municipalities (Appendix 1).

It was recommended that Transportation and Works staff report to the Leadership Team and Transportation Committee for approval on an annual basis any recommended employee parking rate increases.

**Table 1** on the following page illustrates the recommended 2014-15 Employee Paid Parking Rates to be effective April 1, 2014.

Full time employees not on payroll deduction that purchase permits monthly will see the parking rate increase from \$45 to \$55 per month. Employees currently on payroll deduction will see the annual rate increase by \$75 per year, which will result in a monthly payroll deduction of \$41.67, which is up \$5.45 from the current rate of \$36.25 per month. The employee carpool groups will see the monthly carpool rate increase by \$4.50 and reserved carpool parking located in the Celebration North and Celebration South parking garages will continue to be available to these employees. Multi-visit card users will see the rates increase by 15% across the board. The 32 visit and 64 visit cards are the most discounted at \$2.15 per day and are the preferred cards for employees choosing the multi-visit card option.

**Table 1**  
**Recommended 2014-15 Employee Parking Rates**

<b>Employee Parking Rates</b>				
<b>Permit Type</b>	<b>Current Rates 2013-2014</b>	<b>Proposed Rates 2014-2015</b>	<b>Increase %</b>	<b># of Permits Issued in 2013</b>
Monthly	\$45.00	\$55.00	22%	154
PT Monthly	\$27.00	\$31.00	15%	50
Carpool	\$30.00	\$34.50	15%	47
Annual (payroll deduction)	\$435.00 (\$36.25 / mo.) (\$1.85 / day)	\$500.00 (\$41.67 / mo.) (\$2.13 / day)	15%	576
8 Visit - MVC	\$30.00	\$34.50	15%	735
16 Visit - MVC	\$40.00	\$46.00	15%	
24 Visit - MVC	\$50.00	\$57.50	15%	
32 Visit - MVC	\$60.00	\$69.00	15%	
64 Visit - MVC	\$120.00 \$1.86 / day	\$138.00 \$2.15 / day	15%	

Note: the above rates have been calculated assuming each employee works 234 days

Next Steps

Subject to approval of this report, an Employee Communications Plan will be implemented to allow for sufficient notice period to impacted employees on the new parking rates.

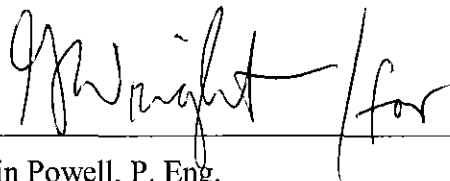
**STRATEGIC PLAN:** The implementation of off-street paid parking in the Downtown is consistent with the following Strategic Pillars for Change, Goals and Actions put forth in the City's Strategic Plan:

- Develop a Transit-Oriented City:
  - Develop Environmental Responsibility: Action 3 – Implement a Parking Strategy that Supports Public Transit
  - Build a Reliable and Convenient System: Action 11 – Accommodate the Needs of Cyclists
- Completing Our Neighbourhoods:
  - Provide Mobility Choices: Action 14 – Create More Bike-Friendly Facilities
  - Provide Mobility Choices: Action 15 – Use Incentives to Encourage Work Commutes by Public Transit

**FINANCIAL IMPACT:** The financial impact of increasing the off-street parking rates in the downtown will result in additional gross revenues of \$37,000 (\$50,000 annualized) assuming an April 1, 2014 start date.

**CONCLUSION:** It is recommended that the employee paid parking rates be increased for 2014 to better align the City with the established market rate for parking in the Downtown.

**ATTACHMENTS:** Appendix 1: 2014 Off-Street Parking Fee Comparison

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

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

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**Off-Street Parking Fee Comparison**

LOCATION	2012 MONTHLY Rate	2014 MONTHLY Rate
City Centre Drive (33,55, 77, 201) Office Buildings	\$50.00 - 60.00	\$50.00 - 60.00
Mississauga Executive Centre	Garage: \$62.75	Garage: \$62.75
Sussex Centre	\$35.00	\$68.00
Sheridan College (Oakville Campus & Brampton Campus)	\$80.00 Yearly permit: \$20	\$80.00 Yearly permit: \$435
Trillium Hospital	\$40.00	\$90.00 Daily \$25.00
University of Toronto - Mississauga	Yearly permit: \$607 - \$880 (depending on location)	Yearly permit: \$665 - \$934 (depending on location)
LOCATION	2012 MONTHLY Rate	2014 MONTHLY Rate
Barrie	Garage: \$80.00	Garage: \$80.00
Brampton	Garage: \$40.00 Surface: \$20.00	Garage: \$44.00 Surface: \$22.00
Hamilton	\$35.00 - \$85.00	\$35.00 - \$85.00
Kitchener	City Hall Garage: \$150.00	City Hall Garage: \$175.00
London	\$50.00 - \$120.00	\$50.00 - \$120.00
Oshawa	Garage: \$73.00 - \$87.00	Garage: \$83.00 - \$98.00
Ottawa	\$42.00 - \$179.00	\$55.00 - \$190.00
Region of Peel	\$35.00	\$35.00
Toronto	\$230.00	\$230.00
Windsor	\$22.00-\$67.00	\$34.00-\$80.00



# Corporate Report

Clerk's Files

Originator's  
Files

MG.23.REP

Transportation Committee

FEB 19 2014

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**DATE:** February 5, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** Winter Maintenance Operations - Sidewalks

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- RECOMMENDATION:**
1. That the report titled "Winter Maintenance Operations – Sidewalks" dated February 5, 2014 from the Commissioner of Transportation and Works be received for information.
  2. That the "Be A Good Neighbour, Clear Your Walk" campaign continues for the rest of the 2013-14 winter maintenance season and that it be enhanced for the 2014-15 winter maintenance season.

**REPORT**

**HIGHLIGHTS:**

- An ice storm occurred on December 21 - 22, 2013 resulting in a temporary shortage of retail rock salt and an increase of resident complaints regarding unsalted or not shovelled sidewalks on local routes.
- A new communications campaign "Be a Good Neighbour, Clear Your Walk" has been implemented reminding residents to clear their sidewalks and to lend a helping hand to their neighbours that are in need of assistance.
- To increase the level of service to cover non-priority sidewalks the estimated annual cost would be \$2.6 Million per year.

- A land purchase would be required to house standby equipment at an estimated cost of \$2 to \$4 Million.
- Implementing a Sidewalk Snow Clearing Bylaw will not absolve the municipality from liability as a result of claims due to slips and falls and may result in a bylaw that is controversial, discriminatory, difficult and onerous to enforce.

**BACKGROUND:**

The City of Mississauga experienced an ice storm beginning on December 21<sup>st</sup>, 2013 through to December 22<sup>nd</sup>, 2013. While the City was prepared from a Winter Maintenance Operations point of view, many residents reported that they had difficulties in addressing their own local sidewalks due to the amount of ice accumulation and the temporary shortages of retail rock salt available. Further reports of neighbours who had not cleared their sidewalks made it difficult for pedestrians who traverse these routes.

Subsequently, the following issues were identified:

1. Sidewalk Winter Maintenance Level of Service
2. Sidewalk Snow Clearing By-law

While these issues were recently reported to Council in a June 12, 2013 Corporate Report (Appendix 1), it was requested that these two issues be brought forward again to the Transportation Committee for further discussion.

**COMMENTS:****1. Sidewalk Winter Maintenance Level of Service**

A corporate report dated May 29, 2013 and presented at General Committee on June 12, 2013 outlined the City's current service levels and definitions for sidewalk winter maintenance (Appendix 1). The cost estimate to provide this service has been updated to include all aspects of providing this service to non-priority (secondary) routes.

To clear secondary sidewalks, an additional 1,000 km (621 miles) of sidewalk need to be added with an additional estimated annual cost of \$2.6 million for an average winter. This estimate includes contracting out additional sidewalk plows, additional standby and operational costs, additional supervision and inspection staff, sod repairs, staffing

resources to handle the increased number of complaints as well as additional costs for the supply of pre-treated salt.

Based on current route lengths, it is estimated that approximately 45 to 50 additional sidewalk machines will need to be stored locally to be on standby in order to meet our minimum maintenance standards. As there is no additional storage space in the existing Works Yards this would be accomplished through land rental or purchase with many unknowns. Land purchase costs are roughly estimated at \$2-4 million.

Based on the aforementioned, it is not recommended to increase the level of service for non-priority sidewalks.

## **2. Sidewalk Snow Clearing By-Law**

The issue of a Sidewalk Snow Clearing By-law requiring owners or occupiers of a dwelling adjacent to a municipal sidewalk to clear the sidewalk of snow and ice has been the subject of several previous reports to Council.

Ontario Courts have made it quite clear that owners and occupiers of a dwelling adjacent to public sidewalks that are subject to this type of municipal by-law do not owe a duty of care to users of the sidewalks since the remedies for trip and falls on public sidewalks is the responsibility of the municipality. A by-law requiring owners and occupiers of dwellings to remove snow and ice from public sidewalks adjacent to their properties will not relieve the municipality from its responsibility and liability under "*The Municipal Act Section 44, Item 9*". Snow and ice on public sidewalks are the legal responsibility of the municipality and not the adjacent property owner.

At the most, a property owner in breach of a Sidewalk Snow Removal By-law is only risking a fine. Property owners are not responsible for damages from injuries incurred on the sidewalk. In a 2013 survey of seven G.T.A. municipalities, only four indicated that they have enacted such a by-law.

The City cannot protect itself from liability by enacting a Sidewalk Snow Clearing By-law. Such a by-law may be useful to the City's own snow clearing efforts but it will not legally relieve the City of responsibility for snow removal as set out in "*The Municipal Act*".

The results from the survey mentioned above indicated that enacting such a by-law will raise concerns and issues with residents which would be difficult to address, specifically what happens when a resident is not capable of complying with the by-law. Such a by-law would be controversial, discriminatory (many properties are not serviced by a sidewalk), and onerous to enforce. It is anticipated that should such a by-law be enacted, additional by-law enforcement and works staff will be needed to undertake inspections, respond to complaints, issue warnings and tickets through the winter season. The volume of complaints is anticipated to vary depending on the severity of the winter season.

In an effort to improve snow clearing on secondary sidewalks and as indicated in the previous June 12, 2013 corporate report, a new communication campaign has been initiated. The campaign builds on previous slogans such as "Be Nice, Clear Your Ice" by reminding residents to clear their own sidewalks and to lend a helping hand to neighbours that are elderly or disabled with their snow removal needs. The new Campaign slogan, "Be a Good Neighbour, Clear Your Walk" has been incorporated on the Winter Maintenance Web Page under "Helping Others", advertised in the Mississauga News and included on 40 Bus Shelter Ads (Appendix 2). MississaugaSnow is also tweeting the message as part of our strategy. As this campaign is brand new, its effectiveness has not been evaluated.

Based on the aforementioned, it is not recommended to implement a Sidewalk Snow Clearing By-law.

**FINANCIAL IMPACT:** To implement a Sidewalk Snow Clearing By-law, an annual budget of \$0.3 Million would be required for additional By-law Enforcement staff.

For an increased sidewalk winter maintenance level of service, an annual budget of \$2.6 Million would be required to fund contract costs associated with the work as well as additional staff to supervise and inspect the work. In addition, an estimated \$2 to \$4 Million would be required for land purchase.

**CONCLUSION:****Sidewalk Winter Maintenance Level of Service**

The City has adopted the practice of regularly requesting residents to cooperate with the City by clearing sidewalks adjoining their property through advertisements, flyers and staff visits in response to complaints on non-priority sidewalks. This practice has worked well on non-priority sidewalks. Raising the level of service to include non-priority sidewalks, which generally has lower pedestrian counts, would have a substantial impact on the winter maintenance budget and require an approximate additional \$2.6 million in funding plus additional land purchase costs to store standby equipment required to undertake the work.

**Sidewalk Snow Clearing By-law**

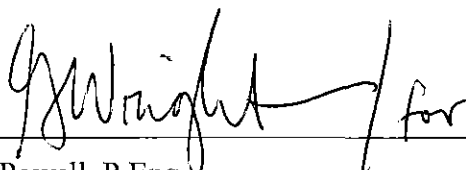
Previous Council decisions not to enact a Sidewalk Snow Clearing By-law requiring mandatory clearing of sidewalks by abutting landowners are consistent with past Ontario Court judgements. The City cannot immunize itself from liability by enacting a Sidewalk Snow Clearing By-law. While such a by-law may be useful to the City's own snow clearing efforts, it will not relieve the City of its legal responsibility for snow removal as set out in *The Municipal Act*.

The new communications campaign "Be a Good Neighbour, Clear Your Walk" has just been rolled out and is too early to assess its impacts.

**ATTACHMENTS:**

Appendix 1: June 12, 2013 Corporate Report - Winter Maintenance Operations Review.

Appendix 2: "Be a Good Neighbour, Clear Your Walk" Bus Shelter advertisement.

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

*Prepared By: Bob Levesque, P.Eng.  
Manager, Works Maintenance and Operations*



## Corporate Report

Clerk's Files

Originator's  
Files

MG.23.REP

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**DATE:** May 29, 2013

**TO:** Chair and Members of General Committee  
Meeting Date: June 12, 2013

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

**SUBJECT:** Winter Maintenance Operations Review

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- RECOMMENDATION:**
1. That the Winter Maintenance Driveway Windrow Snow Clearing Pilot be adopted as a permanent service for older adults (65 and over) and disabled residents only as outlined in this report dated May 29, 2013 from the Commissioner of Transportation and Works.
  2. That a permanent co-ordinator position for Works Maintenance and Operations to address communication issues with the public be considered during the 2014 budget review process.
  3. That a new communications campaign be initiated reminding residents to "Be nice, Clear your ice" to promote lending a helping hand with snow removal along sidewalks and driveways to those neighbours that are in need of assistance.

**REPORT  
HIGHLIGHTS:**

- A review of the City's winter maintenance operations was completed due to issues that arose during the 2012/2013 season. Areas of the review included: Contractors' Quality of Work, Sidewalk Levels of Service, Sidewalk Snow Clearing By-law, Residential Driveway Windrow Snow Clearing Pilot Program, Parking and Winter Maintenance Communications.

- Contractor Training will be reviewed and updated as necessary and new GPS automated reporting features are being investigated for use.
- A communication campaign is being updated to remind residents to clear the snow on their adjacent sidewalks and to assist their neighbours as required.
- The Driveway Windrow Snow Clearing Program is recommended as an ongoing program for older adults and disabled residents.
- A Budget Request was created to assist Public Works with dealing with the overwhelming amount of communications and service requests received.

**BACKGROUND:**

The winter season of 2012/2013 saw a return to near typical snowfalls for the City of Mississauga after several winter seasons of below average accumulations. During the past winter season, a number of issues with respect to the provided levels of service and quality of the snow clearing operations were raised by residents and Council. In response to these issues, a review of our winter maintenance operations was completed.

The following issues were identified:

1. Winter Contractors' Quality of Work
2. Sidewalk Winter Maintenance Level of Service
3. Sidewalk Snow Clearing By-law
4. Residential Driveway Windrow Snow Clearing Pilot Program
5. Parking
6. Winter Maintenance Communication

**COMMENTS:****1. Winter Contractor – Quality of Work**

Approximately 80% of winter maintenance operations are outsourced to private contractors. With the high turnover of the

contractor's operators and the previous mild winters with few plowing events, some issues arose with respect to contractor performance. Each fall, all contractors and their operators are required to attend training sessions organized by the City. The training sessions present the safety and operational standards as well as City policies to which contractors are responsible to adhere to. These same standards form part of the winter maintenance services agreement that the contractors have entered into with the City. The agreement also contains liquidated damages which assesses a contractor's liability for non-performance under the agreement. In an effort to improve on contractor performance, these training sessions are currently under review.

Winter operations inspection levels are also currently under review. More resources will be added to assist with contractor inspections and compliance. We are also looking to leverage our existing GPS tracking system to optimize operations material and vehicle utilization and to manage contractor compliance. New reporting features are being investigated that will provide automated route completion reports.

Transportation and Works staff will also review all routes and make adjustments to lengths where feasible given the current inventory of winter maintenance equipment. Further review will be done as part of the next winter maintenance contract to be tendered in 2014.

## **2. Sidewalk Winter Maintenance Level of Service**

The City of Mississauga currently provides sidewalk winter maintenance on priority sidewalks only. "Priority sidewalks" are defined as sidewalks located on arterial and collector roads, roads with public transit, roads that lead to school frontages and roads with reverse frontage. All other sidewalks are deemed to be "non-priority" or "secondary". The current established and published winter maintenance service levels for priority sidewalks are as follows:

2h

<u>Accumulation Received</u>	<u>Service Level</u>
15 cm (6") or less:	24 hrs after the end of the storm
15-30 cm (6-12"):	36 hrs after the end of the storm
More than 30 cm (12")	More than 36 hrs after the end of the storm

This has been the established standard for the City since 2008 when the levels of service were increased. During the 2012/2013 winter season, requests were received from some residents that they would like a further increase in the level of service to include the clearing of secondary sidewalks. Typically, secondary sidewalk usage is less with lower vehicle volumes on secondary roads. The City clears about 1400 kilometres (870 miles) of priority sidewalks which represents 55% of the total length (2,400 kilometres or 1,490 miles) of sidewalks in the City.

To clear secondary sidewalks, an additional 1,000 km (621 miles) of sidewalk need to be added with an additional estimated cost of \$2.1 million for an average winter. This estimate includes contracting out additional sidewalk plows, additional standby and operational costs, additional crews as well as additional costs for the supply of pre-treated salt. There are also other costs that are not included in this estimate such as additional costs for supervision and inspection, added cost of sod repairs, resources to handle the increased numbers of complaints and increased storage costs for additional standby equipment. There would potentially be an increased number of claims for damages. It is expected that there would be an increase in complaints regarding sod damage and windrows as sidewalk plows add additional plowing windrows along the driveway.

Based on the aforementioned it is not recommended to increase the level of service for non-priority sidewalks.

### 3. Sidewalk Snow Clearing By-law

The issue of a Sidewalk Snow Clearing By-law requiring owners or occupiers of a dwelling adjacent to a municipal sidewalk to

clear the sidewalk of snow and ice has been the subject of several previous reports to Council.

Ontario Courts have made it quite clear that owners and occupiers of a dwelling adjacent to public sidewalks that are subject to this type of municipal by-law do not owe a duty of care to users of the sidewalks since the remedies for falls on public sidewalks is the responsibility of the municipality. A by-law requiring owners and occupiers of dwellings to remove snow and ice from public sidewalks adjacent to their properties will not relieve the municipality from its responsibility and liability under "The Municipal Act Section 44, Item 9". Snow and ice on public sidewalks are the legal responsibility of the municipality and not the adjacent property owner.

At the most, a property owner in breach of a Sidewalk Snow Removal By-law is only risking a fine. Property owners are not responsible for damages from injuries incurred on the sidewalk. In a survey of seven G.T.A. municipalities, only four indicated that they have enacted such a by-law. Of those four, two do not enforce the by-law and no charges have been laid.

The City cannot protect itself from liability by enacting a Sidewalk Snow Clearing By-law. Such a by-law may be useful to the City's own snow clearing efforts but it will not legally relieve the City of responsibility for snow removal as set out in "The Municipal Act".

The results from the survey mentioned above indicated that enacting such a by-law will raise concerns and issues with residents which would be difficult to address, specifically what happens when a resident is not capable of complying with the by-law. Such a by-law would be controversial, discriminatory (many properties are not serviced by a sidewalk), and onerous to enforce.

Rather than enacting such a by-law, it is recommended that an updated communications campaign be initiated reminding residents to "Be nice, Clear your ice" and to lend a helping hand to neighbours that are elderly or disabled with their snow removal needs.

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#### 4. Residential Driveway Windrow Snow Clearing Pilot Program

Residential driveway windrow snow clearing has been offered to Mississauga residents as a pilot project since the 2008/2009 winter season. The program is offered to older adults (65 years or older) and individuals who are physically disabled (as verified by a regulated health professional). The program is free to those who demonstrate a financial need. The program is available to 300 participants on a first-come, first-serve basis with priority given to older adults and residents with disabilities. Remaining vacant spots are offered to other residents on a pay for service basis (\$200.00) non-refundable, per winter season. Previous mild winters have made it hard to evaluate the program and from the statistics below, it is clear that the participation rate has been decreasing considerable from the inception date in 2009.

The level of service offered to residents provides for a clearing of the windrows of approximately 3.0 m (10 ft.) wide to allow one car to pass. The service is provided after every plowing operation and bare pavement is not guaranteed. Timing is up to 12 hours after the completion of the plowing operation. Depending on the level of accumulation received and the configuration of the plow routes, it can take up to 36 hours before windrows are cleared.

The enrollment in the program has been declining.

2009/2010	313	participants (105 Free, 208 Paid)
2010/2011	272	participants (73 Free, 199 Paid)
2011/2012	96	participants (52 Free, 44 Paid)
2012/2013	90	participants (45 Free, 45 Paid)

In an effort to deal with the declining enrollment, an extensive advertising campaign was undertaken for the 2012/2013 winter season. Working with the City's Corporate Communications Department, promotional material was placed on the City's web page, community centres, libraries and other public areas, local newspapers, seniors clubs. In addition, community centres and Celebration Square reader boards and social media such as Facebook and Twitter were used to promote the program. Despite

the strong advertising campaign, the interest in the program has continued to decline.

Feedback received indicated that most residents want the windrows removed earlier than what the service level provides. Residents indicate that they would not wait until the City completed its plowing operations and that they either cleared the windrow themselves or made other arrangements. Due to our obligation to meet our Minimum Maintenance Standards with respect to road snow clearing, we are unable to meet the expectations of the participants even though the levels of service are clearly stated in communication material. In an effort to provide a more timely level of service, the Transportation and Works Department will explore other methods to improve service levels.

It is recommended that the Driveway Windrow Snow Removal Program be adopted as a permanent program and that the cost to participants will remain at \$200 or free, depending on whether the applicant meets financial assistance criteria.

To expand the driveway Windrow Snow Removal Program to a City wide service, it is estimated that the cost would be approximately \$5.0 million for an average winter. There are also other costs not included in this estimate such as additional costs for supervision and inspection, resources to handle the increased numbers of complaints and increased storage costs for all of the standby equipment required as currently there is no space available in the works yards to store this equipment. This service is not physically possible for all residents as small lots aren't able to be completed due to space constraints. It also becomes an issue in areas with 15 hour parking. There would potentially be an increase number of claims for damages. Based on the aforementioned, it is not recommended to increase the level of service to a City wide Driveway Windrow Snow Removal Program.

## 5. Parking

On-street parking during a major snow event significantly impacts winter maintenance operations. Not only does it slow the operation down, it usually requires follow up clearing and snow removal work once the vehicles have moved. The issues are primarily; cars parked on secondary routes during plowing operations, cars parked in front of driveways to avoid windrows, vehicles blocking sidewalks on priority routes and vehicles that are stuck on the roadway and are subsequently abandoned.

Response to parking issues in other municipalities is wide ranging from a complete prohibition on parking during snow removal operations, partial bans on priority routes only, designation of emergency routes and the requirement of a Snow Emergency declaration.

While the City of Mississauga does not have a "Snow Emergency By-law", the existing Traffic By-law 555-00 does have provisions that address the aforementioned on-street parking issues. In Section 7 (18) the by-law prohibits on-street parking between 2 am and 6 am from November 1<sup>st</sup> to March 31<sup>st</sup> with some exceptions. Typically, when there is a snow event or leading up to a snow event, the issuance of parking considerations (permit to park for more than three hours) will be suspended. This provision plays an important role in allowing winter maintenance operations to proceed unhindered. Further the By-law also gives the authority for the City to erect "Emergency No Parking" signs at any location where it is required to facilitate the removal of snow from roads or properties under our jurisdiction. These two provisions in the Traffic By-law have been successful in allowing the City to meet its level of service with respect to winter operations.

During very large snow events, occasionally some vehicles, especially those without snow tires, are abandoned on secondary roads which have not yet received service. In these instances, it may be necessary to tow the vehicle to clear the road and allow winter operations to proceed.

Based on our review of the parking issues, the existing provisions within Traffic By-law 555-00 are adequate and no revision to the by-law is recommended at this time.

## **6. Winter Maintenance Communications**

There has been a significant shift in the way the public communicates with the City to request services or file a complaint during or after a winter storm event. With the growth of social media and the introduction of the 3-1-1 Call Centre, there are now many more communications channels available to residents. For example, with the continued growth and evolution of the 3-1-1 Call Centre service which operates from 7 am to 7 pm, Monday to Friday, requests are submitted either by phone or by e-mail, resulting in Works Operations experiencing a significant increase in the number of received service requests that staff have to deal with. In addition to 3-1-1, increasing numbers of service requests are also being generated directly to members of Council during office hours as well on weekends and City staff or through phone calls, e-mails, social media sites such as Facebook, and Twitter. With the introduction of a dynamic portal on our City's web site which will allow residents to log a service request on line at any time and with the evolution of smart phones and mobile applications such as "SeeClickFix" which encourage residents to report non-emergency issues in their community, we expect an increasing demand for communication with residents and others.

This becomes particularly challenging during and after a winter storm event, with thousands of separate communications potentially being generated. It is imperative to manage winter maintenance communications to meet today's expectations which effectively and efficiently address incoming service requests.

Transportation and Works will be bringing forward a budget request for a co-ordinator position which proposes to improve our ability to manage communications and improve the current situation by consolidating and centralizing Works Operations communications, service improvements and overall issues

management through a co-ordinator position. This permanent position will also be addressing other communication issues within the Maintenance and Operation section outside of the winter maintenance season. During the 2013/2014 winter maintenance season we will be using a temporary position to establish the role.

Additional communication improvements are also being developed including a review of the City's Winter Maintenance web site, the snow phone line (615-SNOW), and "in-storm" updates by e-mail to Council, City website and Twitter. Further, process improvements are being developed for the receipt of Council generated service requests received after hours and on weekends.

**FINANCIAL IMPACT:** An annual budget to fund additional personnel is required at an estimated cost of \$102,000.00 per annum will be brought forward as part of the 2014 budget request.

**CONCLUSION:** Winter Contractor – Quality of Work

Approximately 80% of the City's winter maintenance operations are contracted out to private contractors. Contractors typically have a high turnover rate for operators. After a season or two with few plowing events, training of the operators is essential to ensure that standards and expectations with respect to quality of work are met. Contractor training will be reviewed and updated prior to the 2013/2014 winter season.

The City utilizes GPS tracking of the winter maintenance fleet to track contractor performance and improve operations. We are currently investigating new automated reporting features that will provide route completion data and reduce the possibility of missed streets. Staffing levels during winter call out and route lengths will also be evaluated as part of the review.

Sidewalk Winter Maintenance Level of Service

The City has adopted the practice of regularly requesting residents to

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cooperate with the City by clearing sidewalks adjoining their property through advertisements, flyers and staff visits in response to complaints on non-priority sidewalks. This practice has worked well on non-priority sidewalks. Raising the level of service to include non-priority sidewalks, which generally has lower pedestrian counts, would have a substantial impact on the winter maintenance budget and require an approximate additional \$2.1 million in funding.

#### **Sidewalk Snow Clearing By-law**

Previous Council decisions not to enact a Sidewalk Snow Clearing By-law requiring mandatory clearing of sidewalks by abutting landowners are consistent with past Ontario Court judgements. The City cannot immunize itself from liability by enacting a Sidewalk Snow Clearing By-law. While such a by-law may be useful to the City's own snow clearing efforts, it will not relieve the City of its legal responsibility for snow removal as set out in *The Municipal Act*. Therefore, it is recommended not to enact such a by-law.

#### **Residential Driveway Windrow Snow Clearing Pilot Program**

Although the pilot program experienced declining enrollment over its test period, overall, the program has been of some benefit to older adults and disabled residents. The enrolment numbers are manageable from a staffing and budget perspective and the program can be offered on a permanent basis moving forward. Methods for service level improvements are currently being explored.

The expansion of the project to a city-wide service would add a significant cost to the Winter Operations Budget and is not being recommended at this time.

#### **Parking**

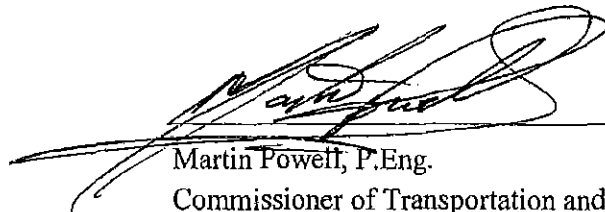
On-street parking during snow events can hinder winter maintenance operations. Based on a review of existing by-laws, the City has adequate measures in place to deal with this issue. However, they are difficult to invoke during a winter operation.

2p

**Winter Maintenance Communication**

With the shift in the way residents communicate with the City supervisory staff can become overwhelmed with the sheer volume of requests which in turn impacts on our resources to effectively communicate with residents, councillors and others. This in turn affects our service levels as our resources have to be redirected.

A review that was recently undertaken shows a definite need to consolidate and centralize Works Operations communications which will result in an improved ability to meet today's expectations with respect to communications and more effectively and efficiently address incoming service requests.



Martin Powell, P.Eng.

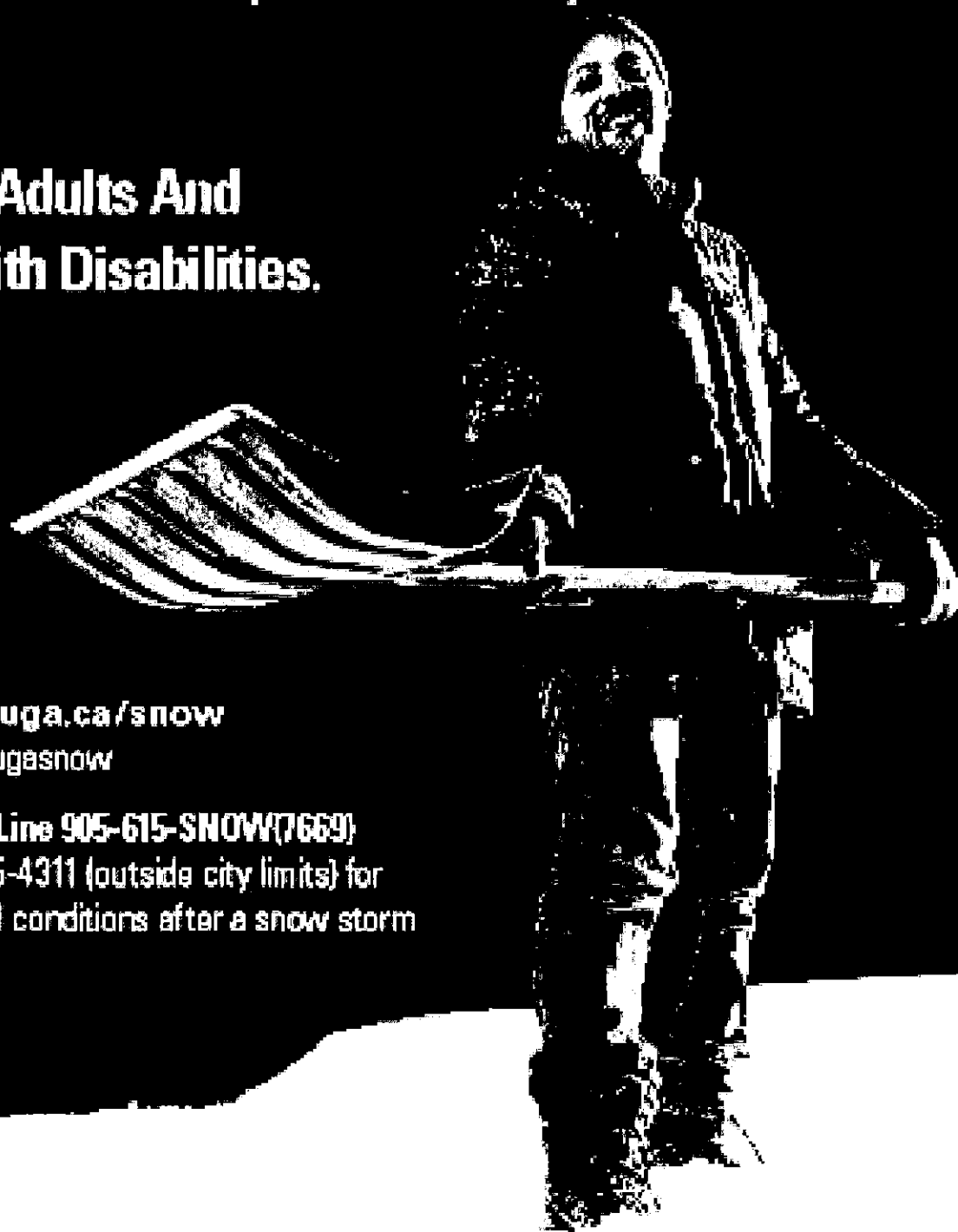
Commissioner of Transportation and Works

*Prepared By: Bob Levesque, P.Eng., Manager Works Maintenance  
and Operations*

# Be A Good Neighbour, Clear Your Walk

Shovel Your Way To Safety For All.

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Persons With Disabilities.**



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**Information Snow Line 905-615-SNOW(7669)**

Call 3-1-1 or 905-615-4311 (outside city limits) for  
concerns with road conditions after a snow storm



# Corporate Report

Clerk's Files

Originator's  
Files

MG.11.REP

3

Transportation Committee

FEB 19 2014

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**DATE:** February 4, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** **Class Environmental Assessment Study and Detailed Design for  
Second Line West Pedestrian/Cyclist Connection over Highway  
401 FA.49.244-14 (Ward 11)**

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**RECOMMENDATION:** That in accordance with Purchasing By-law 374-06, as amended, the Purchasing Agent be authorized to execute a sole source contract to AECOM Canada Ltd. for the Municipal Class Environmental Assessment Study and the Detailed Design for a pedestrian/cyclist connection on Second Line West over Highway 401, in the total amount of \$309,580.

**REPORT  
HIGHLIGHTS:**

- AECOM Canada Ltd. (AECOM) is currently undertaking the Detailed Design for Highway 401 widening on behalf of the MTO, which will include the permanent removal of the Second Line West vehicular structure across Highway 401.
- The City intends to construct a pedestrian/cyclist structure once the vehicular bridge has been removed; this will require undertaking a Class EA study.
- It will be beneficial to the City to incorporate all or part of the detailed design work of the pedestrian/cyclist structure into MTO's detailed design for Highway 401.

- Transportation and Works Department recommends that the subject Class EA study be awarded to AECOM as a sole source procurement, due to AECOM's extensive knowledge continuity through working on MTO's Highway 401 widening works, in addition to the key reasons outlined in this report.

**BACKGROUND:**

In August 2005, the Ministry of Transportation Ontario (MTO) completed a Class Environmental Assessment (Class EA study) and Preliminary Design for Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River. Some components of this MTO project have already been constructed. AECOM is currently undertaking the Detailed Design on behalf of the MTO for the remainder of the work, which will include the permanent removal of the Second Line West vehicular structure over Highway 401 to accommodate the highway widening works. Construction work is currently scheduled to commence in 2014; however, the Second Line West vehicular structure will not be removed until Fall 2015, at the earliest.

The MTO will not be responsible for the replacement of this structure upon removal; however, the City is interested in having a pedestrian/cyclist connection in its place. Thus the City needs to seek a Class EA study approval for constructing this pedestrian/cyclist connection on Second Line West across Highway 401. The City retained AECOM in August 2012, through an agreement with the MTO, to undertake a geometric feasibility analysis of a variety of pedestrian/cyclist connection alternatives across Highway 401. The need and justification for this pedestrian/cyclist connection has already been established in the City's Cycling Master Plan.

**COMMENTS:**

The City's Purchasing By-law allows the selection of a sole source supplier for goods and services that are available from more than one source, provided that good and sufficient justification is available. The Transportation and Works Department has reviewed the scope of work proposed by AECOM for the Class EA study, Detailed Design exercise and the overall Terms of Reference of the procurement, and is confident that it would be beneficial for the City to retain AECOM as a sole source consultant to undertake this assignment, and that this

would offer good value.

The sole source selection of AECOM would provide the following benefits to the City:

- The subject study will be undertaken by the same project team within AECOM who are currently preparing the detailed design for the widening of Highway 401 from McLaughlin Road to the Credit River (Highway 401 mainline). This will benefit the City through knowledge continuity and facilitation of consultation through ongoing contact with agencies and the public
- Much of the natural environmental work for the subject study would be satisfied from work already completed for the MTO
- The proposed workplan builds heavily upon the technical feasibility works that AECOM has already completed on behalf of the City
- The MTO's current 90% design completion date of the mainline contract is October 2014; thus the timely completion of this Class EA study and the Detailed Design is necessary in order to successfully coordinate part or all of the construction of the pedestrian/cyclist connection within MTO's works
- AECOM is familiar with potential project risks and is capable of accounting for them through earlier works in the study area
- AECOM brings forward extensive work experience with the MTO and is familiar with the required documentation process per the MTO Structure Planning Guidelines
- The combination of AECOM's experience with the MTO project and its ability to draw on work already completed for MTO means a streamlined EA study project at a lower cost to the City

**FINANCIAL IMPACT:** The cost associated with completing the Class EA study and the Detailed Design work for a pedestrian/cyclist connection on Second Line West across Highway 401 is estimated to be \$309,580, excluding applicable taxes, and entails the following breakdown:

- The Class EA study at \$133,500
- Detailed Design (foundation, full structure and approach design) at \$176,080.

The budget amount available to undertake these tasks is \$500,000 and available in PN 14-105.

The Scope of Work proposed by AECOM offers the best value for this undertaking, with significant cost saving opportunities associated with the following:

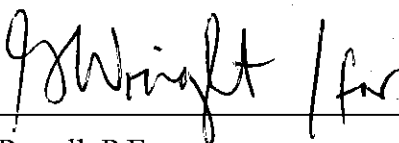
- Knowledge continuity through MTO works currently on the way
- Legal and utility information collection
- Background reports review
- Facilitated agency and public consultation
- Natural environment work already completed for the MTO
- Coordination of the Detailed Design work with the MTO's very aggressive time schedule for Highway 401 mainline contract
- Familiarity with potential project risks with early mitigation
- Construction staging and maintenance plans.

**CONCLUSION:**

The Transportation and Works Department recommends that the subject project be awarded to AECOM as sole source procurement, since it meets the sole source criteria outlined in the City's Purchasing By-law, for the reasons outlined in this report.

**ATTACHMENTS:**

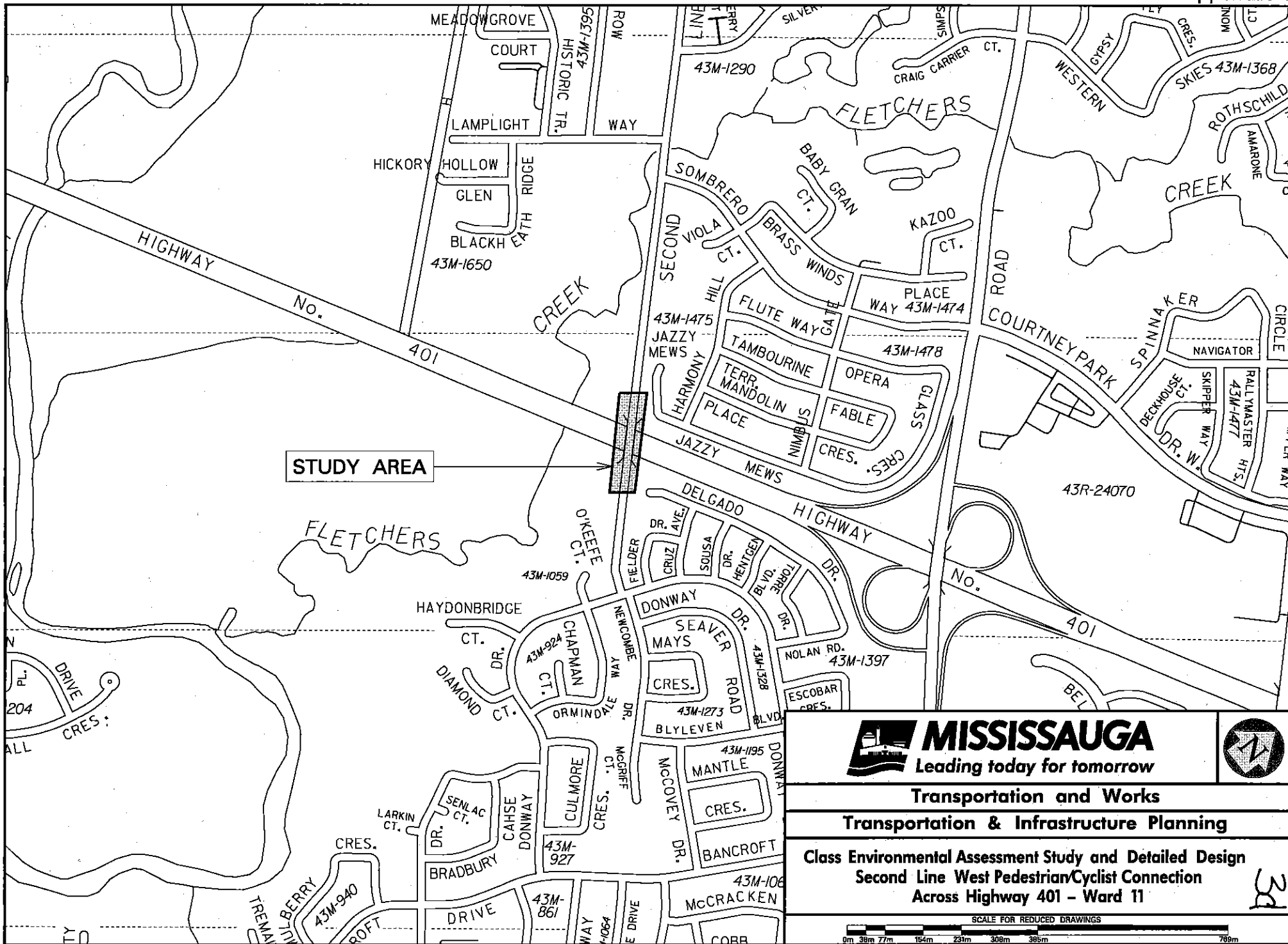
Appendix 1: Location Map



Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Farhad Shahla, M.Eng., P.Eng.  
Transportation Project Engineer*





# Corporate Report

Clerk's Files

Originator's  
Files

MG.23.REP  
RT.10.Z-21

Transportation Committee

FEB 19 2014

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**DATE:** January 30, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** Lower Driveway Boulevard Parking  
Ginger Downs (Ward 4)

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**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 south, west, north and east side (outer and inner circle) of Ginger Downs.

**BACKGROUND:** The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Ginger Downs. A sidewalk is present on both sides of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three (3) hour parking is permitted on Ginger Downs.

**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 Ginger Downs.

Fifty two (52) questionnaires were delivered and 21 (40%) were returned; 18 (86%) supported the implementation of lower driveway boulevard parking and 3 (14%) 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 south, west, north and east side (outer and inner circle) of Ginger Downs.

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 south, west, north and east side (outer and inner circle) of Ginger Downs.

**ATTACHMENTS:** Appendix 1: Location Map: Lower Driveway Boulevard Parking Ginger Downs (Ward 4)

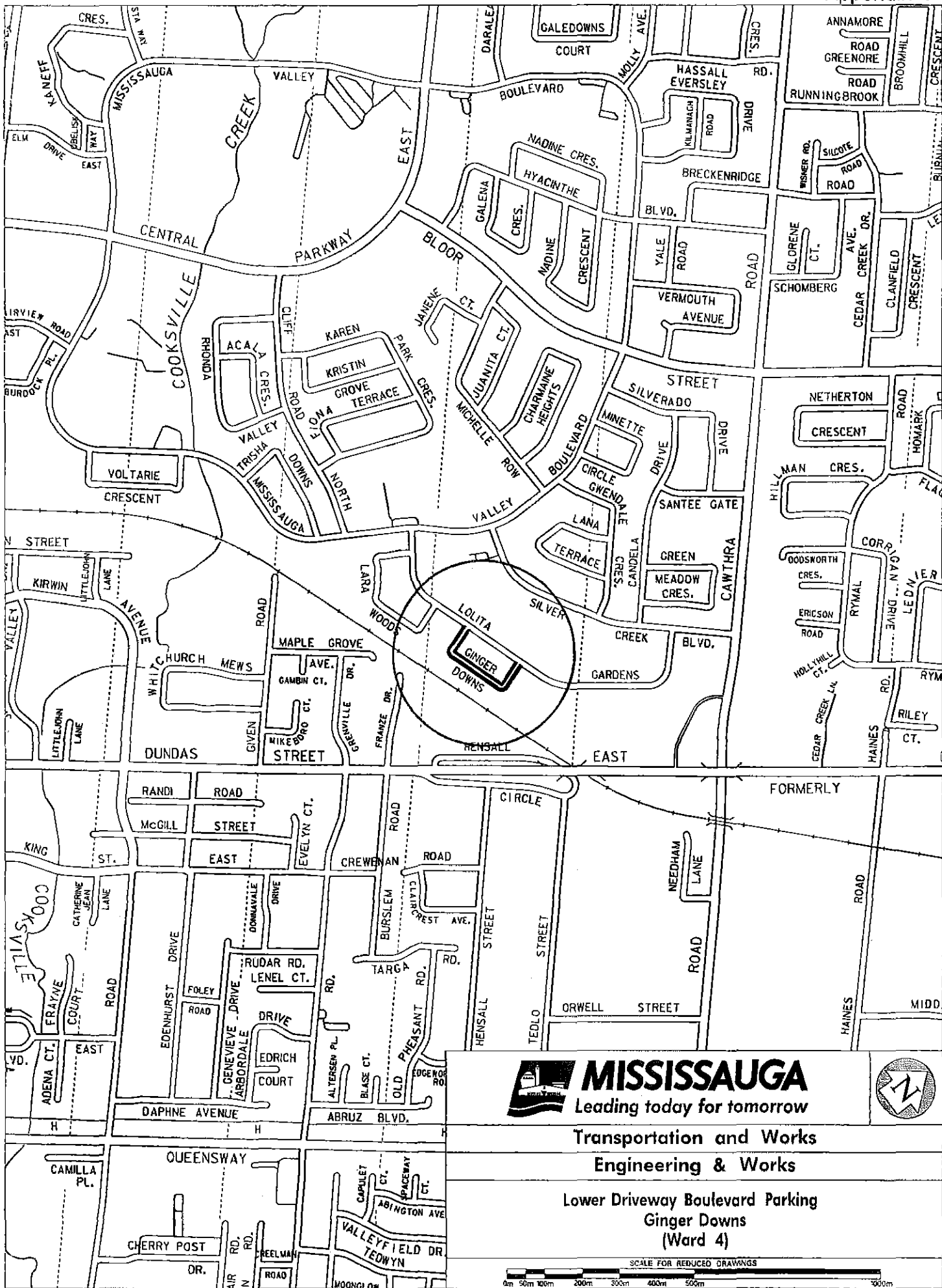


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Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Magda Kolat, Traffic Operations Technician*



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**Lower Driveway Boulevard Parking  
Ginger Downs  
(Ward 4)**





# Corporate Report

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

Transportation Committee

FEB 19 2014

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**DATE:** January 28, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

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

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**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 both sides of Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle.

**BACKGROUND:** The Transportation and Works Department received a completed petition from an area resident to implement lower driveway boulevard parking on Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle. A sidewalk is present on both sides of the road. Lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three-hour parking is permitted on Ceremonial 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 Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle.

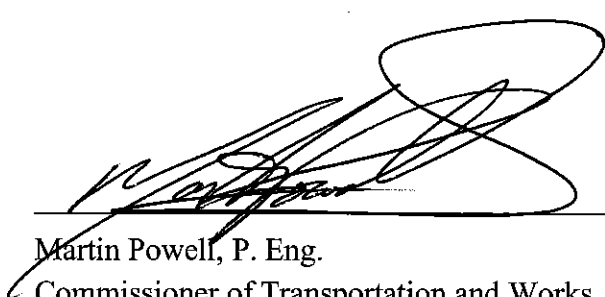
Forty-four (44) questionnaires were delivered and 13 (30%) were returned; 12 (92%) supported the implementation of lower driveway boulevard parking and 1 (8%) were opposed. Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle.

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 current 2014 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 both sides of Ceremonial Drive between Fairwind Drive and Huntingfield Drive/Salishan Circle.

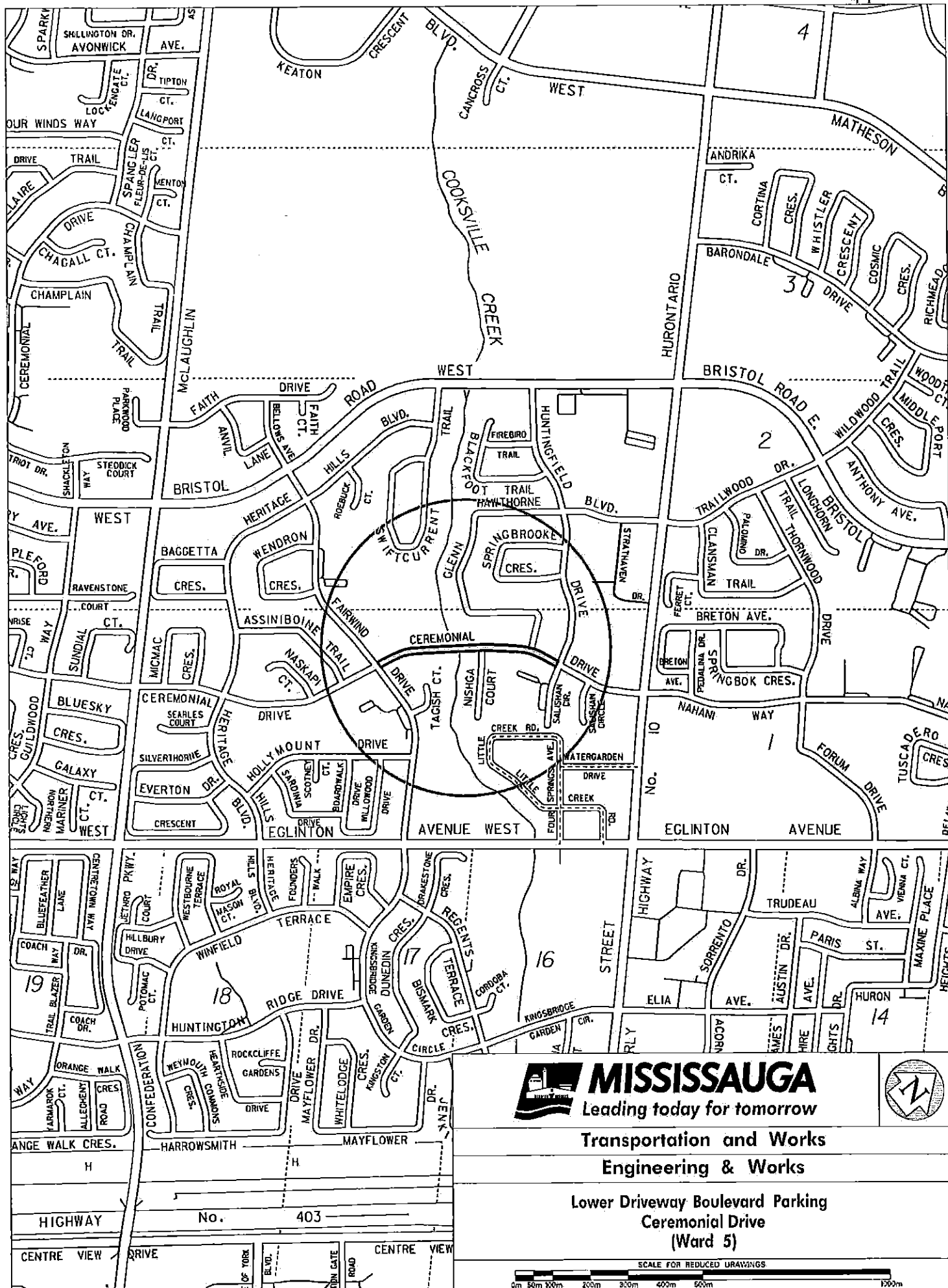
**ATTACHMENTS:** Appendix 1: Location Map: Lower Driveway Boulevard Parking Ceremonial Drive (Ward 5)



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

*Prepared By: Vivian Mansour, Traffic Operations Technician*



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**Lower Driveway Boulevard Parking  
Ceremonial Drive  
(Ward 5)**

SCALE FOR REDUCED DRAWINGS

0m 50m 100m 200m 300m 400m 500m 600m 1000m



# Corporate Report

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Files

MG.23.REP  
RT.10.Z-57

Transportation Committee  
FEB 19 2014

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**DATE:** January 30, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** **Lower Driveway Boulevard Parking  
Churchill Meadows Boulevard between Thomas Street  
and Pearlstone Drive/Emery Drive (Ward 10)**

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**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 both sides of Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive.

**BACKGROUND:** The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Churchill Meadows Boulevard between Thomas Street and Lacman Trail/Rainpark Court. A sidewalk is present on both sides of the road and lower driveway boulevard parking between the curb and sidewalk is currently prohibited. Three (3) hour parking is permitted on Churchill Meadows Boulevard between Thomas Street and Lacman Trail/Rainpark Court.

**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 Churchill Meadows Boulevard between Thomas Street and Lacman Trail/Rainpark Court.

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Twenty-two (22) questionnaires were delivered and 14 (64%) were returned; 13 (93%) supported the implementation of lower driveway boulevard parking and 1 (7%) was opposed. Greater than 66% of the total respondents support lower driveway boulevard parking.

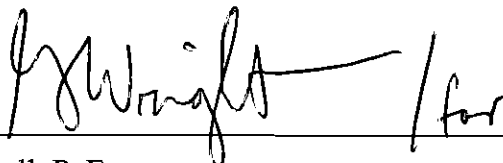
Due to the absence of driveways on Churchill Meadows Boulevard between Pearlstone Drive/Emery Drive and Lacman Trail/Rainpark Court, the Transportation and Works Department recommends lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Churchill Meadows between Thomas Street and Pearlstone Drive/Emery Drive only.

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.

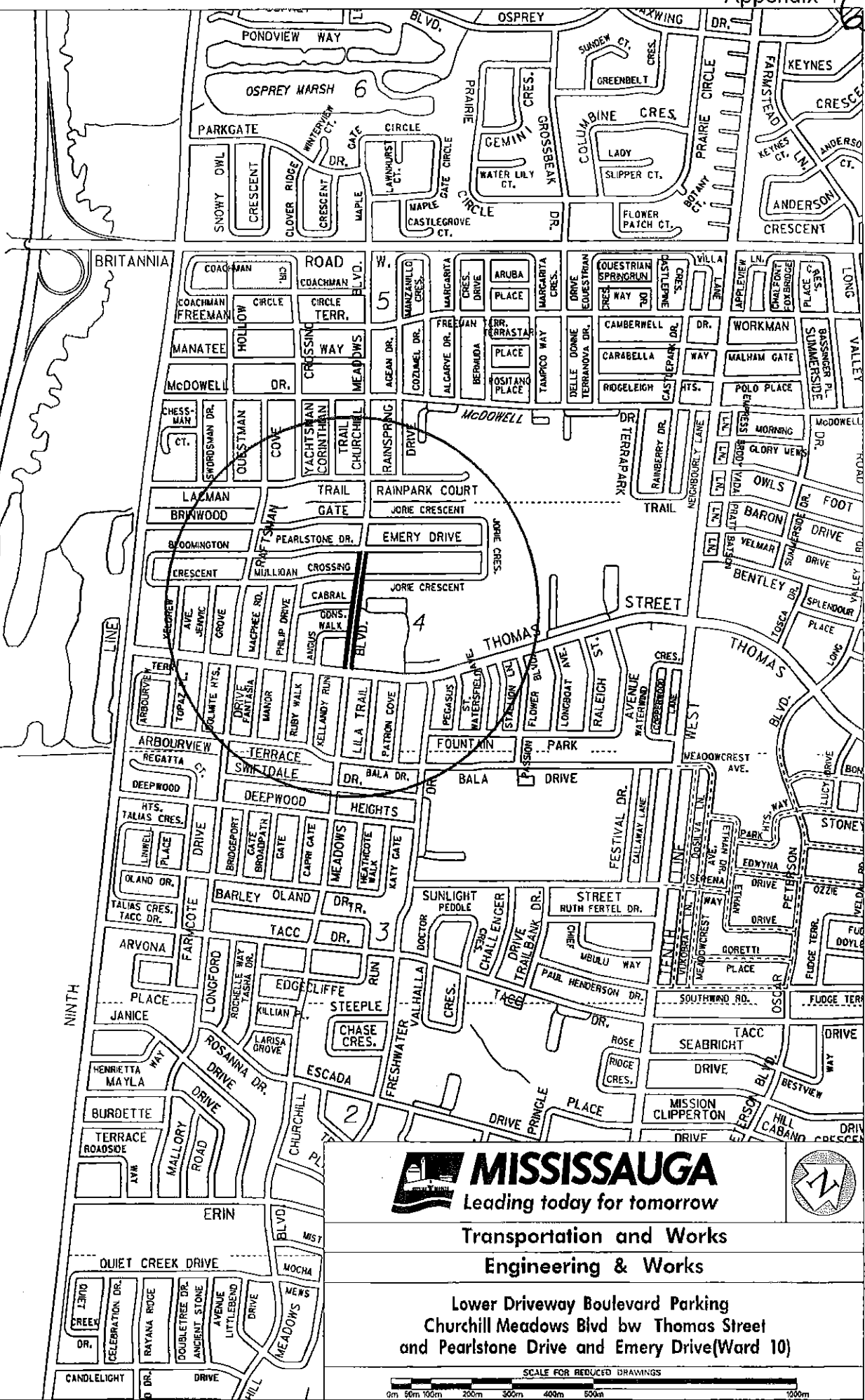
**CONCLUSION:** Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at anytime, on both sides of Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive.

**ATTACHMENTS:** Appendix 1: Location Map: Lower Driveway Boulevard Parking Churchill Meadows Boulevard between Thomas Street and Pearlstone Drive/Emery Drive (Ward 10)

A handwritten signature in black ink, appearing to read 'M. Powell', followed by a horizontal line and the word 'for'.

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

*Prepared By: Magda Kolat, Traffic Operations Technician*



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Engineering & Works

Lower Driveway Boulevard Parking  
Churchill Meadows Blvd bw Thomas Street  
and Pearlstone Drive and Emery Drive(Ward 10)





# Corporate Report

Clerk's Files

Originator's  
Files

MG.23.REP  
RT.10.Z-57

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**DATE:** January 30, 2014

**TO:** Chair and Members of Transportation Committee  
Meeting Date: February 19, 2014

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

**SUBJECT:** **All-Way Stop**  
**Freshwater Drive at Deepwood Heights**  
**(Ward 10)**

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**RECOMMENDATION:** That an all-way stop control not be implemented at the intersection of Freshwater Drive and Deepwood Heights as the criteria has not been met with respect to the prescribed distance to other nearby intersection traffic control devices.

**BACKGROUND:** Concerns have been identified by area residents regarding the need for operational improvements at the intersection of Freshwater Drive at Deepwood Heights.

Currently, the intersection of Freshwater Drive at Deepwood Heights operates as a three-leg intersection with a stop control for eastbound motorists on Deepwood Heights. There is also a parking lay-by located on the east side of Freshwater Drive directly in front of the Ruth Thompson Middle School extending approximately 50 metres (164 feet) north and 50 metres (164 feet) south of the intersection. The lay-by provides parking for approximately 17 vehicles.

The Ward Councillor has requested that the Transportation and Works Department submit a report to Transportation Committee regarding the implementation of an all-way stop at the intersection of Freshwater Drive and Deepwood Heights.

**COMMENTS:**

There are currently two existing all-way stop control locations in close proximity to the intersection of Freshwater Drive and Deepwood Heights; Freshwater Drive at Bala Drive approximately 135 metres (443 feet) north of Deepwood Heights and Freshwater Drive at Sunlight Street approximately 135 metres (443 feet) south of Deepwood Height.

In accordance with the Ministry of Transportation's Ontario Traffic Manual and the "All-Way Stop Signs" Corporate Policy #10-04-05, all-way stop controls should not be used "where any other traffic device controlling right-of-way is permanently in place within 250 metres (820 feet)".

In addition, installation of an additional all-way stop control on Freshwater Drive may encourage negative attitudes, disrespect and aggressive driving behaviour towards stop signs and other traffic control devices. If motorists see no apparent reason for an all-way stop control, they may not come to a complete stop or simply roll through the intersection. Therefore, the legitimacy for stop signs is greatly diminished. Consequently, this can foster disrespect for stop signs at other locations where there is a legitimate need. It should also be noted that stopping and accelerating at stop signs is a contributing factor to increased air pollution, fuel consumption, vehicle maintenance and noise pollution.

A review of the most current collision history information at this intersection did not reveal any reported collisions within the last five (5) years.

**FINANCIAL IMPACT:** Due to the presence of the lay-by and current geometric design, intersection improvements will be necessary should the all-way stop control be considered at the intersection of Freshwater Drive and Deepwood Heights. It is estimated that the cost to complete the necessary work in conjunction with the standard sign installation cost

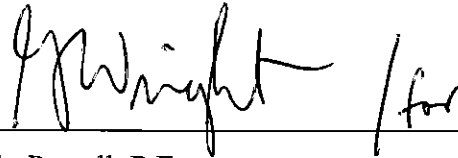
will be approximately \$20,000.00. It should be noted that approximately five (5) parking spots will be lost as a result of the required intersection improvements.

**CONCLUSION:**

Based on the above, the Transportation and Works Department does not recommend the installation of an all-way stop at the intersection of Freshwater Drive and Deepwood Heights.

**ATTACHMENTS:**

Appendix 1: Location Map: All-Way Stop  
Freshwater Drive and Deepwood Heights (Ward 10)

A handwritten signature in black ink, appearing to read "M. Powell" followed by a slanted line and the word "for".

Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Darek Pest, Acting Traffic Technologist*

SCALE FOR REDUCED DRAWINGS



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REPORT 2-2014

TO: CHAIR AND MEMBERS OF TRANSPORTATION COMMITTEE

The Mississauga Cycling Advisory Committee presents its second report for 2014 and recommends:

**MCAC-0007-2014**

That the memorandum dated February 6, 2014 from Diana Rusnov, Manager, Legislative Services regarding the 2013 Tour de Mississauga be received.

(MCAC-0007-2014)

**MCAC-0008-2014**

1. That the following process be endorsed for involving input from the Mississauga Cycling Advisory Committee (MCAC) in the City's annual business planning and budget process related to the Cycling Program including:
  - a) an opportunity for input on the overall cycling network program via prioritization matrix tools;
  - b) an opportunity for input early in the annual budget process regarding priorities and direction; and
  - c) a submission of the proposed budget to MCAC prior to Budget Committee deliberations, which would give MCAC an opportunity to review the details prior to budget approval by Council.
2. That MCAC be requested to provide input on the overall cycling network program via prioritization matrix tools as follows:
  - a) a draft Primary Route Prioritization Matrix will be circulated in March by the Cycling Office (Transportation and Works);
  - b) the Off-Road Trail Prioritization Matrix was presented by Park Development (Community Services) in January and was referred to the Network and Technical subcommittee; and
  - c) that time be allocated for discussion of comments on these matrices at the MCAC meeting in April in order to facilitate a response to staff on these tools.

(MCAC-0008-2014)

**MCAC-0009-2014**

That the Cycling Office report back on the gaps between the existing bronze status that is needed to achieve silver status for the Bicycle Friendly Award.

(MCAC-0009-2014)

## MISSISSAUGA CYCLING ADVISORY COMMITTEE

February 11, 2014

### MCAC-0010-2014

That the following objectives be established for the 2014 Ward Ride program:

1. That the first 2014 Ward Ride kick-off ride incorporate a safety component.
2. To promote and develop cycling culture in Mississauga through participation in organized cycling events.
3. To provide Council with opportunities to see firsthand the benefits of continuing to expand our infrastructure and cycling culture in Mississauga.
4. To increase the profile of the cycling community by conducting highly visible and inclusive group cycling events that demonstrate to the community at large that cycling culture is integral to the structure of our City.
5. To use the opportunity afforded by direct contact with Mississauga cyclists to promote continued growth of cycling for recreation and transportation.
6. To educate cyclists on matters of safety and courteous street and trail use.
7. That Members of Council provide dates of availability to Jacqueline Hunter, Cycling Technologist no later than April 1, 2014 to schedule their 2014 Ward Ride.

(MCAC-0010-2014)

### MCAC-0011-2014

1. That the following attributes be considered when filling vacancies for the Mississauga Cycling Advisory Committee (MCAC);
  - a) Previous volunteer experience would be an asset.
  - b) Has previously demonstrated a time commitment to that organization, etc.
  - c) Is open and willing to share their ideas and suggestions.
  - d) Committed to attending every monthly meeting.
  - e) Participate in the events of the committee.
  - f) A passion for cycling or being active.
  - g) A passion for being part of something that will better the City/ Community.
  - h) Some skills in various areas - marketing, promotion, communication, fundraising, organizational skills, etc.
  - i) Interact with others and the public.
  - j) Can offer networking resources, etc.
  - k) Is positive and enthusiastic and dedicated.
  - l) Is willing to help out with sub-committees.
  - m) Has a bike, cycles regularly or is willing to take it up.
2. That notwithstanding, the timelines for filling vacancies outlined in the Corporate Policy related to Citizen Appointments to Committees, Boards and Authorities that the vacant MCAC positions be filled.

(MCAC-0011-2014)