



AGENDA

TRANSPORTATION COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

www.mississauga.ca

**WEDNESDAY, JUNE 18, 2014 –
IMMEDIATELY FOLLOWING GENERAL COMMITTEE**

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 (Chair)
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
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

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Mississauga Cycling Advisory Committee – Report 5 – June 10, 2014

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

ADJOURNMENT

CALL TO ORDERAPPROVAL OF THE AGENDADECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS/DEPUTATIONSMATTERS TO BE CONSIDERED1. Cycling Plan 2013 Progress Report

Corporate Report dated June 4, 2014 from the Commissioner of Transportation and Works with respect to the Cycling Plan 2013 Progress Report.

RECOMMENDATION

That the report dated June 4, 2014 from the Transportation and Works Department entitled “Cycling Plan 2013 Progress Report” be received for information.

2. Mississauga Transitway Commissioning Overview

Corporate Report dated May 29, 2014 from the Commissioner of Transportation and Works with respect to the Mississauga Transitway commissioning overview.

RECOMMENDATION

That the report entitled “Mississauga Transitway Commissioning Overview” dated May 29, 2014 from the Commissioner of Transportation and Works be received for information.

3. Mississauga Transitway – Maintenance, Operation and Governance

Corporate Report dated June 5, 2014 from the Commissioner of Transportation and Works with respect to Mississauga Transitway – Maintenance, Operation and Governance.

(3)

RECOMMENDATION

1. That the Commissioner, Transportation and Works and the City Clerk be authorized to execute and affix the Corporate Seal on behalf of The Corporation of the City of Mississauga to the Maintenance and Operations Agreement with GO Transit (a Division of Metrolinx) and any ancillary documents, for the maintenance and operation of the Mississauga Transitway, all in a form satisfactory to the City Solicitor;
 2. That the Traffic By-law, 555-00, as amended, be amended;
 3. That the Transit By-law, 425-03, as amended, be amended;
 4. That the Fire Route By-law, 1036-81, as amended, be amended;
 5. That the Noise Control By-law, 360-79, as amended, be amended;
 6. That the Public Nuisance By-law, as amended, be amended;
 7. That the Sign By-law, 0054-02, as amended, be amended;
 8. That the Special Events Temporary Road Closure By-law, 51-06, as amended, be amended; and
 9. That the Highway Obstruction By-law 357-10, as amended, be amended.
4. 2014 By-law to Establish Lands as Public Highway and Restrict Passage within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road (herein after “Mississauga Transitway”)

Corporate Report dated June 5, 2014 from the Commissioner of Transportation and Works with respect to a By-law to establish lands as public highway and restrict passage within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road (herein after “Mississauga Transitway”).

(4)

RECOMMENDATION

1. That a by-law be enacted under the Authority of Section 31(2) of the Municipal Act, 2001, as amended, to establish City-owned lands as public highway within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road.
2. That a by-law be enacted under the Authority of Section 35 of the Municipal Act, 2001, as amended, to restrict passage of City-owned lands within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road.

5. Sheridan Parking Operations Fall 2014 (Ward 4)

Corporate Report dated June 3, 2014 from the Commissioner of Transportation and Works with respect to Sheridan parking operations in fall 2014.

RECOMMENDATION

1. That a by-law be enacted to amend By-law 555-2000, as amended to remove the Sheridan Fee structure from “Schedule 6A- Paid Off-Street Parking Lots” and “Schedule 8A – Off-Street Permit Parking”, as outlined in the report dated June 3, 2014 from the Commissioner of Transportation and Works.
2. That a by-law be enacted to amend By-law 555-2000, as amended to add monthly daytime paid parking at current Downtown public rate of \$65.00 in the Sheridan surface parking lots as outlined in Appendix 1 in the report dated June 3, 2014 from the Commissioner of Transportation and Works.

6. Traffic Signal Service Delivery Agreement Between the Region of Peel and the City of Mississauga

Corporate Report dated May 27, 2014 from the Commissioner of Transportation and Works with respect to Traffic Signal Service Delivery Agreement between the Region of Peel and the City of Mississauga.

(6)

RECOMMENDATION

1. 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 The Corporation of the City of Mississauga to the Traffic Signal Service Delivery Agreement, and any ancillary document or future amendments, with the Regional Municipality of Peel in a form satisfactory to the City Solicitor.
2. That the Purchasing Agent be authorized to issue contract amendments to increase the value of existing traffic signal contracts that Mississauga outsources, where necessary, in order to fulfill the obligations associated with the Traffic Signal Service Delivery Agreement.
3. That a copy of the subject report be forwarded to the Region of Peel for their information.

7. Pilot Program – Discounted Transit Fare for Low Income Riders

Corporate Report dated May 30, 2014 from the Commissioner of Transportation and Works with respect to a pilot program for discounted transit fare for low income riders.

RECOMMENDATION

That the report entitled “Pilot Program – Discounted Transit Fare for Low Income Riders” dated May 30, 2014 from the Commissioner of Transportation and Works be approved and that authority to transfer the required funds to the Region of Peel be granted.

8. 40km/h when Flashing Speed Zone – Bristol Road East (Ward 5)

Corporate Report dated May 29, 2014 from the Commissioner of Transportation and Works with respect to a 40km/h when Flashing Speed Zone on Bristol Road East.

RECOMMENDATION

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement a 40 km/h when flashing speed zone on Bristol Road East between a point 65 metres (213 feet) east of Wildwood Trail and a point 45 metres (148 feet) east of Anthony Avenue, from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

9. 40 km/h when Flashing Speed Zone Mississauga Road (Ward 8)

Corporate Report dated June 3, 2014 from the Commissioner of Transportation and Works with respect to a 40 km/h when flashing speed zone on Mississauga Road.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a 40km/h when flashing speed zone on Mississauga Road between a point 80 metres (262 feet) east of Doulton Drive and a point 47 metres (154 feet) west of Saxony Court from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

10. Temporary Intersection Closures – Huntington Ridge Drive at Heatherside Drive and Huntington Ridge Drive at Harrowsmith Drive (Ward 4)

Corporate Report dated May 28, 2014 from the Commissioner of Transportation and Works with respect to a temporary intersection closures on Huntington Ridge Drive at Heatherside Drive and Huntington Ridge Drive at Harrowsmith Drive.

RECOMMENDATION

That a by-law be enacted to implement a temporary closure of the intersection of Huntington Ridge Drive at Heatherside Drive from 7:00 a.m., Monday, July 7, 2014 to 12:00 p.m., Wednesday, July 9, 2014 and the intersection of Huntington Ridge Drive at Harrowsmith Drive from 12:00 p.m., Wednesday, July 9, 2014 to 7:00 p.m., Friday, July 11, 2014.

11. Parking Prohibition Anytime – Shawson Drive (Ward 5)

Corporate Report dated May 28, 2014 from the Commissioner of Transportation and Works with respect to a Parking Prohibition Anytime on Shawson Drive.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-Law 555-00, as amended, to implement a parking prohibition anytime on both sides of Shawson Drive from Westport Crescent (north intersection) to Meyerside Drive.

12. Parking Prohibition – Meadowvale Boulevard (Ward 9)

Corporate Report dated May 19, 2014 from the Commissioner of Transportation and Works with respect to a parking prohibition on Meadowvale Boulevard.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a parking prohibition on the south side of Meadowvale Boulevard from a point 60 metres (197 feet) west of Syntex Drive to a point 155 metres (508 feet) east of Rapistan Court from 7:00 a.m. to 6:00 p.m., Monday to Friday.

13. Parking and Stopping Prohibition – Escada Drive (Ward 10)

Corporate Report dated May 28, 2014 from the Commissioner of Transportation and Works with respect to a parking and stopping prohibition on Escada Drive.

RECOMMENDATION

That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a stopping prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School, and a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1- June 30, Monday - Friday on the south side of Escada Drive between Hideaway Place and Eaglesview Drive.

14. Confederation Parkway and Arbutus Way – 30 Minute Parking (Ward 4)

Corporate Report dated May 29, 2014 from the Commissioner of Transportation and Works with respect to 30 Minute Parking on Confederation Parkway and Arbutus Way.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended to implement 30-minute parking anytime on the west side of Confederation Parkway from a point 25 metres (82 feet) south of Arbutus Way to a point 10 metres (32 feet) southerly thereof.

15. Downtown On-Street Paid Parking Expansion (Ward 4)

Corporate Report dated May 29, 2014 from the Commissioner of Transportation and Works with respect to Downtown On-Street Paid Parking Expansion.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended to implement paid parking anytime on the east side of Brickstone Mews between Curran Place and Arbutus Way.

ADVISORY COMMITTEE REPORTS

Traffic Safety Council – Report 5 – May 28, 2014

Mississauga Cycling Advisory Committee – Report 5 – June 10, 2014

OTHER BUSINESS/ANNOUNCEMENTS

CLOSED SESSION

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

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Transportation Committee

JUN 18 2014

DATE: June 4, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Cycling Plan 2013 Progress Report**

RECOMMENDATION: That the report dated June 4, 2014 from the Transportation and Works Department entitled "Cycling Plan 2013 Progress Report" be received for information.

**REPORT
HIGHLIGHTS:**

- Mississauga's Cycling Master Plan was adopted by Council on September 15, 2010, along with an accompanying Implementation Strategy calling for completion of the plan over 20 years. This is the second progress report for the Cycling Master Plan, which reflects progress made over 2011 to 2013.
- The City has made notable progress during the first three years of implementation towards the goals of fostering a culture where cycling is an everyday activity, building an integrated cycling network and adopting a "safety-first" approach to cycling.
- Many actions have been delivered on a one-time only basis or deferred due to resource constraints. The City is not progressing as quickly as proposed in the Cycling Master Plan, particularly related to cycling safety.
- The City has adopted the goal of achieving a Silver designation as part of the Bicycle Friendly Community award program.

- The 2015 – 2018 Business Plan and Budget process will address resourcing regarding the delivery of the Cycling Master Plan through the Active Transportation Office.

BACKGROUND:

Mississauga's Cycling Master Plan (CMP) was adopted by Council on September 15, 2010. The CMP, along with an accompanying Implementation Strategy, outlines a plan to build an integrated on-road and off-road cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying policies and programs to enhance cycling. The CMP's Implementation Strategy identifies 17 recommendations and 79 actions to be implemented over 20 years. The recommendations and actions are grouped under three goals:

- Foster a culture where cycling is an everyday activity – 7 recommendations, 23 actions
- Build an integrated cycling network as part of a multi-modal transportation system- 4 recommendations, 32 actions
- Adopt a "safety-first" approach to cycling in Mississauga – 6 recommendations, 24 actions

Over 1,000 Mississauga residents and stakeholders contributed their ideas to the development of Mississauga's CMP. In particular, residents on the Mississauga Cycling Advisory Committee (MCAC) were active stakeholders in the development of the Plan.

Regular updates on initiatives identified in the CMP are provided at monthly MCAC meetings, including quarterly and year-end progress reports on cycling infrastructure implementation. This is the second comprehensive progress report on the CMP and reflects progress made over 2011 to 2013.

COMMENTS:

The first three years of implementation resulted in notable progress with 55 actions underway, of which seven were completed. However, several actions have been delivered on a one-time only basis and 22 actions have been deferred due to resource constraints. The City is not

progressing as quickly as proposed on some of the key actions in the CMP, particularly related to cycling safety.

There are growing expectations from the community regarding the City's commitment to implement the CMP and associated programming. In 2012, Mississauga was awarded with a Bicycle Friendly Community – Bronze designation by the Ontario-based Share the Road Cycling Coalition. On April 22, 2014, MCAC adopted the goal of achieving a Silver designation as part of the Bicycle Friendly Community award program. This was subsequently endorsed by Council on May 14, 2014.

The Bicycle Friendly Community Program measures achievements in Engineering (network facilities), Education, Encouragement, Enforcement and Evaluation & Planning. Staff are working with members of MCAC on a “Go for Silver” strategy that identifies key areas of focus.

A list of the 17 recommendations and 79 actions and their status is contained in the action plan chart attached as Appendix 1. An executive summary entitled “2013 Report on the Cycling Plan”, is included as Appendix 2. It is a visually vibrant, six panel publication, and is part of a series of City progress reports which have a coordinated look and feel for citizen-focused reporting. A link to the “2013 Report on the Cycling Plan” can be found at mississauga.ca/cycling.

Highlights of action plan status are summarized under each of the three goals below.

Highlights of Action Plan Status

Goal: Foster a Culture where Cycling is an Everyday Activity

Cycling culture in Mississauga is growing rapidly, as demonstrated by increasing participation in Bike to Work / School Day events, Community Rides and the Tour de Mississauga.

The first recommendation of the CMP Implementation Strategy was to establish a staff team to oversee the plan's implementation. In 2011, a

Cycling Office was established within the Transportation and Infrastructure Planning Division, Transportation and Works Department. In 2012, the mandate of this office was expanded to include sidewalk planning with no new staff resources.

In 2014, the mandate was widened to the "Active Transportation Office", including Transportation Demand Management (TDM), with a shift of the existing TDM Coordinator position into the staff team. The team currently consists of three staff. The 2015 – 2018 Business Plan and Budget process will address resourcing regarding the delivery of the CMP through the Active Transportation Office.

It was recommended that staff work to develop a network of organizations and agencies to implement the CMP. Staff work collaboratively with the Region of Peel, MCAC, SustainMobility, neighbouring municipalities and other agencies in order to implement the plan.

In 2013, the City became the first workplace to introduce a bike fleet program in Mississauga's downtown as part of the Smart Commute program in partnership with SustainMobility. The CycleLoan bikes are available for employees to use to get to nearby meetings or personal errands over lunch.

Monitoring the increase in cycling use was identified as a key recommendation in the CMP. In 2013, routine traffic counts began to include bicycles and automatic bike counter equipment began to be used on a trial basis along bicycle lanes and boulevard multi-use trails.

The plan recommended promoting cycling in schools and there is much more to be done in this regard. With the support of Peel Public Health, the Region of Peel's School Travel Planning initiative has begun to take the lead on promoting cycling in schools. The Region's School Travel Planning "pilot project" is taking place in eight Mississauga schools over 2013/2014. Mississauga Traffic Safety Council's Walk to School initiatives also encourage cycling.

Goal: Build an integrated cycling network as part of a multi-modal transportation system

Since Council's approval of the CMP in September 2010, approximately 57 kilometres (35.4 miles) of cycling facilities have been completed. In 2013, key infrastructure additions include:

- Bicycle lanes introduced along Bristol Road, Constitution Boulevard, Ridgeway Drive and Unity Drive - largely in conjunction with other planned road work
- A multi-use trail along Southdown Road now connects cycling commuters to the Clarkson GO Train station

Planning and design is underway for expansion of the cycling network in coordination with the City, Region and the Province's existing capital infrastructure construction and rehabilitation programs, including the following:

- Review of opportunities to introduce bicycle lanes or coordinate multi-use trail construction in conjunction with City road resurfacing, road reconstruction, bridge rehabilitation, and Transitway construction programs
- Design and construction of multi-use trails along the Region's Hanlan Water Project route
- Environmental Assessment for Second Line Pedestrian and Cycling Crossing of Highway 401 and Feasibility Study of Pedestrian and Cycling Crossings in the Area of the Queen Elizabeth Way and the Credit River in coordination with Ontario Ministry of Transportation
- Preliminary design for the Hurontario-Main Light Rail Transit project includes bike lanes and paths along the corridor

Cycling has become embedded in many of the City's key planning documents such as the Official Plan. The completion of the Credit River Parks Strategy identified a plan for a continuous trail system along the Credit River including new links to neighbourhoods as well

as bridges to support walking and cycling along the trail. Cycling facilities are considered as part of the development approval process, including adjacent streetscape, parks and transportation planning as well as on-site bike parking facilities.

New wayfinding signs have been installed on several key routes. Wayfinding signs will continue to be installed on new routes at least 3 kilometres (1.9 miles) in length as well as retrofitted on major routes.

Goal: Adopt a “safety-first” approach to cycling in Mississauga

With the growth in cycling, the need for safety education, in particular, has been heightened. While the Region has some resources to work on cycling education in the schools, the City will need to continue to take the lead on programs with residents.

The City is not progressing as quickly as proposed in the CMP on some of the key actions in this area including developing a network safety program to reduce cycling incident rates, developing a stronger working relationship with Peel Regional Police and achieving deeper levels of penetration with educational initiatives aimed at both motorists and cyclists. It is proposed that additional resources be focused on this area in future years. The 2015 – 2018 Business Plan and Budget process will address resourcing regarding the delivery of the CMP through the Active Transportation Office.

In 2013, a new Mississauga Cyclists Handbook was published which provides residents with tips for safe cycling and an introduction to the rules of the road. It is available in seven languages: Arabic, Chinese, English, Punjabi, Somali, Spanish and Urdu. Over the summer of 2013, with funding from the Ontario Healthy Community Fund and support from the Healthy City Stewardship Centre, more than 6000 handbooks were distributed to residents through over 40 community agencies. The handbook is available online and the English edition continues to be distributed at events.

Education with regard to cycling safety has included the delivery of CAN-Bike courses and summer camps as part of registered recreation programming. Learn-to-ride and advanced commuter cycling skills classes are offered to adults, hosted at Iceland Arena in the

Spring/Summer and Fall. In addition, several free community bike safety workshops have been hosted at libraries on a one-off basis.

In fall of 2013, the City launched a social media campaign focused on cyclist behaviour. The messages spread the word about “8 Simple Cycling Habits that can save your life” including wearing a helmet, using a bell and not riding on sidewalks. The campaign continues to be promoted on social media. The images are attached as Appendix 3.

Messaging focused on drivers is also important. Through a partnership between Road Safety Mississauga and the Mississauga Cycling Advisory Committee, the City’s fleet vehicles are affixed with a magnet reminding drivers to share the road with cyclists. In 2013, the Ministry of Transportation released an updated Official Driver’s Handbook which integrates rules for cyclists and drivers related to sharing the road and operation of cycling facilities. Along with other cycling stakeholders, the City of Mississauga and the MCAC had been advocating for this change.

Over 2011 to 2013, City staff have been active participants on the committee to develop new provincial standards for designing safe cycling routes. The Ontario Traffic Manual Book 18: Bicycle Facilities standard was approved by the Ministry of Transportation in early 2014, although some designs included in the manual (i.e. crossrides) will only be applicable following proposed amendments to the Ontario Highway Traffic Act. Staff will continue to monitor the City’s enhanced cycling facility “pilot project” locations of crossrides, green pavement and bicycle detection. Results of these “pilot projects” will be reviewed in conjunction with the new Ontario Traffic Manual standards for bicycle facilities.

STRATEGIC PLAN: Implementation of the CMP supports the MOVE, CONNECT, and LIVING GREEN pillars of the Our Future Mississauga Strategic Plan.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: The CMP is an ambitious strategy that sets out to transform Mississauga into a city that is conducive to cycling for daily

transportation needs. The City has made notable progress during the first three years of implementation. However, many actions have been delivered on a one-time only basis or deferred due to resource constraints.

The City is not progressing as quickly as proposed on some of the key actions in the CMP, particularly related to cycling safety. It is proposed that additional resources be focused on this area in future years. The 2015 – 2018 Business Plan and Budget process will address resourcing regarding the continued delivery of the CMP through the Active Transportation Office.

ATTACHMENTS:

- Appendix 1: Cycling Master Plan 2013 Progress Report
- Appendix 2: 2013 Report on the Cycling Plan
- Appendix 3: Cycling Safety Social Media Campaign Images



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Jacquelyn Hayward Gulati
Manager, Active Transportation
Transportation Infrastructure Management*

APPENDIX 1 - CYCLING MASTER PLAN 2013 PROGRESS REPORT (June 2014)

The Cycling Master Plan Implementation Strategy consists of 3 Goals, 17 Recommendations and more than 70 Actions to guide the development of cycling and cycling infrastructure in Mississauga for the next 20 years. The foregoing is an update on the recommendations and actions in the strategy based on progress in 2011, 2012 and 2013.

GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
1. Establish a "cycling office" to oversee the implementation of the Cycling Master Plan.	1)	Establish a terms of reference for the role of the cycling office, which will include the preparation of operating and capital budgets.	2011	COMPLETE In 2014, renamed "Active Transportation Office"
	2)	Employ, on an incremental basis, the appropriate number of dedicated full-time staff (minimum of four).	2011 - 2015	Underway - two staff in place dedicated to cycling
	3)	Promote the goals, recommendations and actions of the Cycling Master Plan to key City staff and other agencies.	2011 - 2015	Ongoing
2. Monitor the increase in cycling use, including the transportation modal split for weekday trips (long-term goal of 10%).	4)	Develop a comprehensive monitoring program to: a) utilize the Transportation Tomorrow Survey (TTS) undertaken every five years; and b) establish a baseline and develop a more frequent survey, to monitor changes.	2011 - 2031	In development - use of automatic bike counter equipment being piloted and routine traffic counts now include bicycles
3. Promote cycling to schools.	5)	Develop a plan in conjunction with the school boards / colleges & university to achieve a goal of 30% of all students cycling to school (e.g. Student Volunteer/ Ambassador Program).	2012 - 2015	-
	6)	Work with the Peel District School Board and the Dufferin-Peel Catholic District School Board to ensure the provision of adequate, safe and secure bike parking.	2012 - 2015	Pilot project launching in 2014 - led by Region of Peel
	7)	Harmonize communication and promotion efforts and work with interested parties (e.g. the Region of Peel, parent councils, etc...).	2011 - 2015	Underway - led by Region of Peel and Walking School Routes program
	8)	Work with Peel Safe and Active Routes to School (PSARTS) to incorporate safe cycling into their existing program.	2011 - 2015	

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GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
4. Increase awareness of cycling to the general population.	9)	Establish and implement a communication plan, and work with other delivery agencies (e.g. Smart Commute and multicultural groups), to promote: awareness of existing and future cycling networks and facilities; cycling as an alternative transportation mode; cycling safety; bike-transit connections; etc...	2011 - 2015	Ongoing coordination with SustainMobility which delivers Smart Commute programs at 50 employers in Mississauga
	10)	Work with the Region of Peel to support the "Walk and Roll Peel" campaign (e.g. website, online map, signage promotion).	2011 - 2015	Annual updates to online map and ongoing coordination
	11)	Actively promote and publicize the opening of new cycling routes and facilities through: a) a notice to nearby residents & businesses; and/or b) an Official Opening of a primary cycling route.	2011 - 2031	Underway - Opening events for Tenth Line bicycle lanes took place in 2013
	12)	Survey target audiences to measure changes in behaviour and beliefs, and the effectiveness of individual programs.	2012 - 2031	Underway - Supported completion of Region of Peel's GPS Cycling Study
	13)	Annually update and enhance the distribution of the City Trails and Bikeways Map, in coordination with other available resources (e.g. Google).	2011 - 2031	Ongoing - 2013 Bikeways and Trails map was updated and 30,000 copies distributed and Google mapping has been updated with cycling network
	14)	Redevelop the Mississauga Cycling Website, with new technologies and applications which enhance the cycling experience.	2011 - 2031	Cycling website on eCity was updated in 2013: mississauga.ca/cycling
	15)	Attend and display a booth at an annual large cycling event in conjunction with MCAC (e.g. Toronto International Bike Show).	2011 - 2031	Annual booth with MCAC at Toronto Bike Show

GOAL 1 - FOSTER A CULTURE WHERE CYCLING IS AN EVERYDAY ACTIVITY

RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
5. Foster community cycling events.	16)	Work with the Mississauga Cycling Advisory Committee (MCAC), the Healthy City Stewardship Centre (HCSC) and Smart Commute to develop events such as: Tour De Mississauga, Bike to Work Day, Car Free Day, Ciclovía	2011 - 2031	Ongoing support for growth of Tour de Mississauga, Bike to Work / School Day and community rides
6. Develop a comprehensive network of organizations and agencies to implement the Cycling Master Plan.	17)	Work with the Region of Peel in the development of the Regional Active Transportation Master Plan to ensure coordination with no duplication between the City of Mississauga and the Region of Peel to optimize all cycling initiatives	2011 - 2015	COMPLETE: Peel Active Transportation Plan completed in 2012
	18)	Coordinate implementation of the Cycling Master Plan with adjacent municipalities, and other levels of government.	2011 - 2031	Ongoing
	19)	Liaise with Road Safety Mississauga, Traffic Safety Council, Accessibility Advisory Committee, and other stakeholders.	2011 - 2031	Ongoing - In 2013, Road Safety Mississauga and MCAC partnered on Share the Road car magnet campaign
7. Establish a tourism plan focused on cycling.	20)	Investigate opportunities to partner with Bikestation/Cycle Centre (a not-for-profit organization that offers secure bicycle parking).	2012 - 2015	Deferred
	21)	Develop a business case assessment of public bike rental systems.	2012 - 2015	Deferred
	22)	Promote the Mississauga cycling infrastructure network through various tourism organizations.	2012 - 2031	Ongoing - Promotion arranged through Ontario By Bike and Tourism Mississauga
	23)	Establish the Tour De Mississauga routes and identify these routes through a signage package.	2012 - 2015	Deferred

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GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
8. Establish a regulatory framework to implement the Cycling Master Plan.	24)	Amend the Official Plan to include language that supports the implementation of the Cycling Master Plan, and include the primary cycling grid as an Official Plan Schedule (O.P. Schedule 7).	2011	COMPLETE
	25)	Review and update the Cycling Master Plan every five years.	2015+	-
	26)	Amend the Zoning By-law to require trip-end facilities, where appropriate (e.g. bicycle parking, shower facilities, change rooms, and lockers).	2011	Deferred to 2014 in association with other Zoning By-law amendments
	27)	Develop design guidelines for trip-end facilities.	2011 - 2015	Deferred
	28)	Amend terms of reference for Traffic Impact Study submissions to address cycling.	2011	COMPLETE
	29)	Investigate the potential of cash-in-lieu of bike parking to be collected through the development process.	2011	Deferred to 2014
	30)	Amend the parks and traffic by-laws to permit e-bikes on multi-use trails.	2011	COMPLETE
	31)	Review corporate policies to ensure compliance with the recommendations of the Cycling Master Plan.	2011 - 2015	Deferred
	32)	Amend other by-laws, as required, to comply with the Cycling Master Plan and enhance cycling safety (e.g. anti-door by-law).	2012 - 2015	Deferred
	33)	Conduct a review of the Site Plan Control provisions in the City's Zoning By-law to address bicycle parking and internal cycling connections.	2011 - 2015	In development
	34)	Review and comment on all City district plans and projects which may impact cycling.	2011 - 2031	Ongoing including Local Area Plan review, Credit River Parks Strategy, Inspiration Port Credit, Inspiration Lakeview etc.

GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
9. Add an average of 30 km to the cycling network per year over the next 20 years, giving priority to: * Complete the primary routes. * Connect all nodes by cycling routes. * Complete network links to existing and future higher-order transit terminals. * Connect all major natural and cultural destinations by the cycling network. * Provide cycling routes within 500 m of all residents and publicly funded schools, where feasible. * Ensure that 95% of the population are within 1 km of a primary cycling route, where possible.	35)	Review and develop a recommended cycling program through the Business Planning and Capital Budget approval process.	2011 - 2031	Annually
	36)	Leverage opportunities to build the network, through: capital infrastructure programming (Municipal, Regional, Provincial Federal and other agencies); and property acquisitions/leases & agreements.	2011 - 2031	Ongoing coordination w/ road reconstruction and rehab, Transitway construction, Regional watermain and MTO
	37)	Ensure that new bridges and under passes, identified as part of the cycling network, are built to accommodate cyclists. Ensure that existing bridges and underpasses, identified as part of the cycling network are retrofitted to accommodate cyclists.	2011 - 2031	Ongoing coordination with bridge condition survey, rehabilitation and reconstruction
	38)	Integrate cycling facilities into community traffic management opportunities.	2011 - 2031	Underway as part of Traffic Calming Pilot Program
	39)	Pursue alternative partnership and funding opportunities (e.g. federal and provincial grants, private sector partnerships, new types of fees).	2011 - 2031	Ongoing
	40)	Create a text and digital photo library of existing and new cycling facilities (e.g. challenges and successes).	2011 - 2031	Ongoing
	41)	Prepare an annual report on the cycling network expansion and improvements.	2011 - 2031	Quarterly reports to MCAC and annual reports to Transportation Committee
	42)	Pursue opportunities to provide through bicycle access, wherever possible, when building new streets, planned developments, cul-de-sacs, and traffic-management projects.	2011 - 2031	Ongoing as part of development review. New access planned near Cawthra Transitway station

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GOAL 2 - BUILD AN INTEGRATED ON-ROAD AND OFF-ROAD CYCLING NETWORK AS PART OF A MULTI-MODAL				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
10. Develop and implement a comprehensive standardized signage and way finding system based on the three D's of: distance, direction and destination.	43)	Amend the City's Corporate Policy "Property and Facility Naming and Dedications" as per the cycling sign program.	2011	Deferred
	44)	Provide education and awareness of the new signage and way finding system within the communication plan.	2011 - 2031	Ongoing
	45)	Name and identify all new cycling facilities in compliance with the new sign program.	2011 - 2031	Ongoing for all new routes at least 3 km in length
	46)	Replace way finding signs on all existing cycling routes.	2011 - 2015	Underway - along some major routes
	47)	Place information and interpretive signs at major intervals within the park system typically at the start of the system or at major junctions.	2011 - 2031	Trailhead signs placed as part of new off-road trail development
	48)	Investigate incorporating a bicycle symbol on street name signs that are part of the cycling network.	2012 - 2015	Deferred
11. Incorporate bicycle parking at all City-owned major transit locations, libraries, community centres, and parks, where appropriate, and encourage trip-end facilities at existing private sector locations (e.g. office buildings, retail/commercial), where appropriate.	49)	Create and maintain a public bicycle parking inventory.	2011 - 2031	Inventory completed in 2011 - updates ongoing
	50)	Provide bicycle parking at all existing City-owned libraries, major transit locations, community centres and parks.	2011 - 2015	All community centres and libraries and most major transit terminals have bicycle parking
	51)	Install bicycle parking at all planned and future City-owned facilities.	2011 - 2031	Ongoing
	52)	Develop and implement bicycle parking within nodes.	2012 - 2031	In place in Port Credit and Downtown
	53)	Encourage the Private Sector to install trip-end facilities at existing locations (e.g. office buildings, retail/commercial).	2012 - 2031	Deferred
	54)	Install seasonal public bicycle parking, where appropriate, within existing parking lay-by stalls and parking lots, including the boulevard.	2011 - 2031	Seasonal bike parking installed at Port Credit Farmers Market in 2011 as pilot project
	55)	Install temporary public bicycle parking, where appropriate, at major City events and festivals	2011 - 2031	Underway - event bike racks available since 2012

GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
12. Continually reduce cyclist incident rates. (Linked to recommendations 13. and 14.)	56)	Develop and utilize a network safety program for cycling, including: a) analyze reported cycling incidents on an on-going basis; b) identify and implement appropriate safety measures; c) complete a network safety audit, where required; d) on-going review of design guidelines and best practices. e) identify safety concerns on the priority matrix.	2011 - 2031	Underway on a corridor by corridor basis
	57)	Prepare an annual report of cycling safety to include monitoring, education and enforcement.	2011 - 2031	Deferred
13. Develop a stronger working relationship with Peel Regional Police.	58)	Request that Peel Regional Police establish a process to review cycling collision data on an on going basis and recommend improvements relating to education, enforcement and infrastructure priorities to improve bike safety.	2011	Deferred
	59)	Develop a program to reduce bicycle theft.	2012 - 2015	Deferred
14. Establish an educational plan for motorists and cyclists.	60)	Provide detour routes and signage whenever a major bike route is closed or disrupted for a significant period of time (where appropriate).	2011 - 2031	Deferred
	61)	Develop Cycling Safety content for distribution city-wide (e.g. handbook).	2011 - 2015	COMPLETE: Mississauga Cyclists Handbook published in 2013
	62)	Develop and implement a method for measuring both cyclist and driver awareness.	2011 - 2031	Deferred
	63)	Work with Road Safety Mississauga to develop a promotional campaign targeted at pedestrians, cyclists and motorists.	2011	Underway - i.e. 2013 Share the Road car magnet campaign

5

GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA				
RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
14. Establish an educational plan for motorists and cyclists.	64)	Work with the Traffic Safety Council and the Peel Regional school boards to promote and educate cycling to students within the schools.	2011	Underway - led by Region of Peel and Walking School Routes program
	65)	Work with the Region of Peel and Peel Health to develop and implement an educational safety plan (e.g. Can Bike, Share the Road, Wear Your Helmet).	2011	Underway - CAN-Bike courses began to be offered in 2012
	66)	Work with other agencies to advocate to the Ontario Ministry of Transportation (MTO) for the inclusion of cycling in the driver's handbook.	2011	COMPLETE: MTO published updated driver's handbook in 2013
	67)	Work with Smart Commute in the development of private sector partnerships aimed at cycling education and awareness and trip-end facilities.	2011 - 2031	Underway - Smart Commute employer outreach includes cycling education and awareness
	68)	Establish a working relationship with the Ontario Trucking Association and Mississauga Taxi schools to promote commercial driver awareness of cycling safety.	2012- 2015	Deferred
	69)	Work with Recreation and Parks to incorporate cycling education into camp programs.	2011	Underway - cycling summer camps are offered
15. Develop an infrastructure asset management plan for all cycling facilities.	70)	Create an asset management inventory of both on-road and off-road cycling facilities.	2011 - 2031	In development
	71)	Coordinate the cycling asset management plan with existing capital infrastructure asset management plans.	2011 - 2031	Ongoing

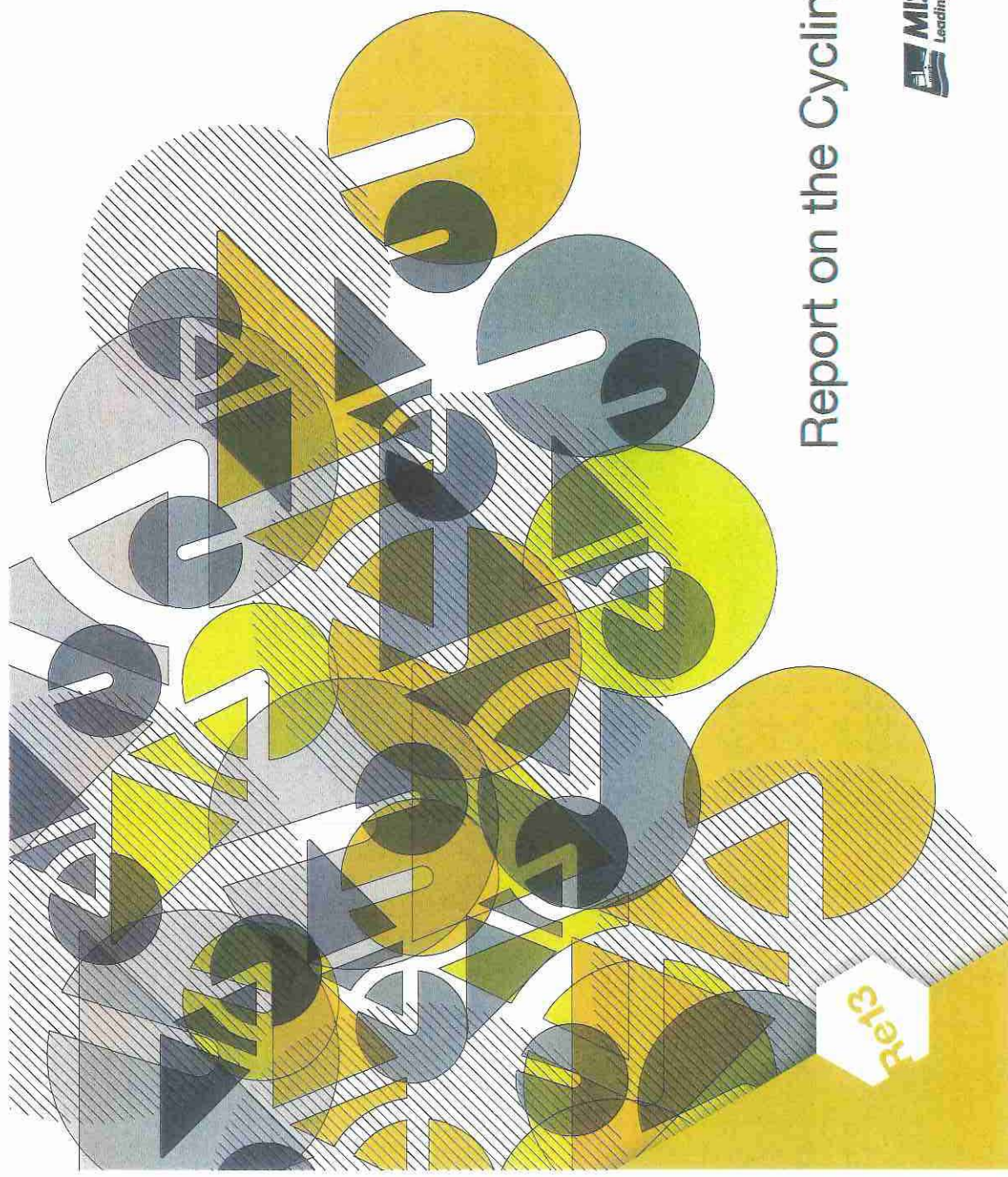
GOAL 3 - ADOPT A "SAFETY FIRST" APPROACH FOR CYCLING IN MISSISSAUGA

RECOMMENDATIONS		ACTIONS	CMP Scheduled Timeframe	2013 STATUS
16. Develop an operation and maintenance program for the cycling network.	72)	Review and report back to Council on the proposed service levels for regular operational/maintenance and inspection programs for the cycling infrastructure.	2011	Deferred - service levels in accordance with minimum maintenance standards
	73)	Inform the 3-1-1 office of the established service levels.	2012 - 2015	Deferred
	74)	Develop an operating budget and cost tracking process to be coordinated with the established service levels.	2011 - 2015	Deferred
	75)	Install bike-friendly catch basins through road reconstruction and road resurfacing.	2011 - 2015	Ongoing
	76)	Establish an inspection program for the off-road multi-use trails.	2011	Off-road trail condition survey in development by Community Services
17. Establish technical standards for cycling.	77)	Establish a staff Technical Standards Committee in consultation with MCAC for the on-going review of standards and guidelines.	2011	Deferred pending 2014 completion of Ontario Traffic Manual Book 18: Bicycle Facilities (new standards manual) and associated proposed Highway Traffic Act changes
	78)	Develop and update a technical handbook which will consider Transportation Association of Canada (TAC) and other industry guidelines.	2011 - 2031	
	79)	Continue to pilot and monitor innovative and new applications (such as crossrides), subject to review by the Technical Standards Committee.	2011 - 2031	Ongoing - pilot projects include green pavement bike lanes (2011/2013), driveway crossrides (2012), signalized crossrides (2012), bicycle detection at signalized intersections (2012)

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APPENDIX 2



2013 Report on the Cycling Plan



P13

Shifting Gears for a Healthier City

Mississauga's Cycling Master Plan is an ambitious strategy that sets out to transform Mississauga into a city that is conducive to cycling for daily transportation needs.

Approved by Council in 2010, the Plan outlines a proposal to build a 900 kilometre cycling network as part of a multi-modal transportation system, as well as a wide range of accompanying policies and programs to enhance cycling.

Mississauga has a long-standing commitment to an off-road trail system, having built over 250 kilometres of pathways and trails in parks and greenspaces across the city. Pathways in our neighbourhood parks provide cycling and walking friendly connections to schools, community centres and libraries. Trails in our river valleys like the Credit River and the Etobicoke Creek provide cyclists and others with opportunities to experience the natural environment.

In order to transform Mississauga into a city that is conducive to cycling for daily transportation, the Cycling Master Plan calls for a shift in focus to building a network of on-road cycling facilities and boulevard multi-use trails that connect major destinations and improve links to public transit.

Becoming a cycling-friendly city is a key part of the City's Strategic Plan. The Cycling Master Plan supports the Strategic Plan's goals of Developing a Transit Oriented City, Completing our Neighbourhoods and Living Green.



Increasing the Use of Cycling for Transportation Benefits our Community

- Improved health and wellness
- Improved mobility options and reduced traffic congestion
- Reduced air pollution and greenhouse gases
- Reduced transportation and public health costs

Cycling Master Plan Vision

Cycling will become a way of life in the City of Mississauga that supports vibrant, safe and connected communities. Mississauga will be a place where people choose to cycle for recreation, fitness and daily transportation needs; enhancing our overall health and quality of life.

Bicycle Friendly Community Award

The City of Mississauga has adopted the goal of achieving a Silver designation after being awarded with the Bicycle Friendly Community - Bronze Designation by the Ontario-based Share the Road Cycling Coalition in 2012.

Putting the Plan into Action

The Cycling Master Plan's implementation strategy identifies 17 recommendations and 79 actions to be implemented over 20 years. The recommendations and actions are grouped under three goals:

- 1) Foster a culture where cycling is an everyday activity
- 2) Build an integrated cycling network as part of a multi-modal transportation system
- 3) Adopt a "safety-first" approach to cycling in Mississauga

The estimated capital cost for the entire plan is \$200 million, including \$49 million to fund major structures for which funding will be sought from other levels of government.



How we've moved forward in 2013:

Foster a Culture where Cycling is an Everyday Activity

- The City was the first workplace to introduce a bike fleet program in Mississauga's downtown as part of the Smart Commute Mississauga program. The CycleLoan bikes are available for employees to use to get to nearby meetings or personal errands over lunch.
- Mississauga's Bikeway and Trails map is updated annually; 30,000 copies are distributed each year at events, community centres, libraries and bike shops. The map is supported online by the Walk and Roll Peel interactive map and the integration of bicycle routes into Google Maps.
- Community participation in Mississauga cycling events has been growing rapidly:
 - **Bike to Work Day / Bike to School Day event:** 800 participants
 - **Tour de Mississauga:** 2,300 participants
 - **Community rides held throughout the City:** 500 participants, over 14 rides
- How do we measure success? Automatic bicycle counter equipment has been installed at several locations in an effort to monitor the uptake of cycling. Routine traffic counts now include bicycles as part of their normal data collection process.

Bicycle Lanes



Boulevard Multi-Use Trails



Marked Shared Use Lanes



Off-Road Multi-Use Trails and Paths



Signed Routes



Total 2011-13
57km

Total all time
474km



Build an Integrated On-Road and Off-Road Cycling Network as part of a Multi-Modal Transportation System

- Approximately 57 km of cycling facilities have been built over 2011 – 2013, since the approval of the Cycling Master Plan. In 2013, bicycle lanes were introduced along Bristol Road, Constitution Boulevard, Ridgeway Drive and Unity Drive – largely in combination with other planned road work. A new multi-use trail along Southdown Road now connects cycling commuters to the Clarkson GO Train station.
- The completion of the Credit River Parks Strategy identified a plan for a continuous trail system along the Credit River including new links to neighbourhoods as well as bridges to support walking and cycling along the trail.
- A Feasibility Study is underway for pedestrian and cycling bridges in the area of the Queen Elizabeth Way and the Credit River in cooperation with the Ontario Ministry of Transportation.

- Detailed design has been completed for 13 km of multi-use trails that will be constructed in upcoming years as part of larger infrastructure projects like the Mississauga Transitway and the Region's Hanlan Water Project.
- Preliminary design for the Hurontario-Main Light Rail Transit project includes bike lanes and paths along the corridor.



Adopt a "Safety-First" Approach for Cycling in Mississauga

- A new Mississauga Cyclists Handbook provides residents with tips for safe cycling and an introduction to the rules of the road. It is available in seven languages: Arabic, Chinese, English, Punjabi, Somali, Spanish and Urdu. More than 6,000 handbooks were distributed to residents through more than 40 community agencies.
- Camps and "CAN-Bike" Classes: Programs available include bike summer camps for youth as well as learn-to-ride and advanced commuter-cycling skills classes for adults.

- A City of Mississauga social media campaign has been spreading the word about "8 Simple Cycling Habits that can save your life" including wearing a helmet, using a bell and not riding on sidewalks which are meant for pedestrians.
- Through a partnership between Road Safety Mississauga and the Mississauga Cycling Advisory Committee, the City's fleet vehicles now have a magnet reminding drivers to share the road with cyclists.
- The City's Active Transportation Office staff played a part in the development of new provincial standards for designing safe cycling routes. The Ontario Traffic Manual Book 18: Bicycle Facilities standard is now approved by the Ministry of Transportation.

Working Together

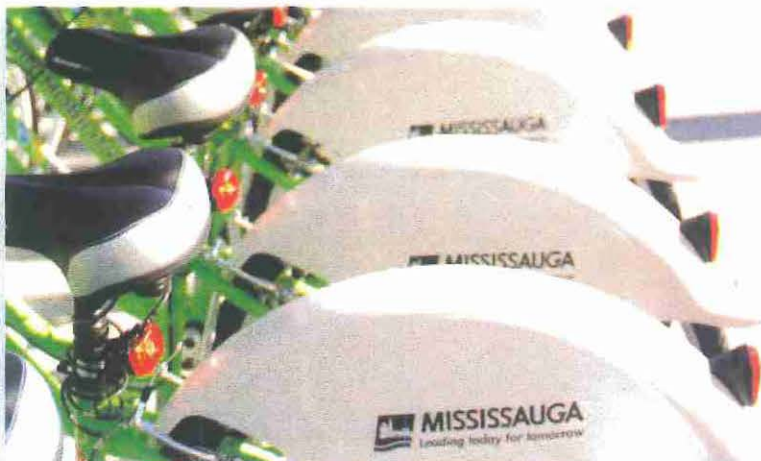
In order to implement the Cycling Master Plan, the City of Mississauga works in partnership with the Province of Ontario, Region of Peel, neighbouring municipalities and the community. Over 1,000 Mississauga residents and stakeholders contributed their thoughts and ideas to the development the Cycling Master Plan. Residents on the Mississauga Cycling Advisory Committee (MCAC) were active stakeholders in the development of the Plan and continue to be involved in its implementation.

Information about our partners:

Ontario Cycling Strategy: www.mto.gov.on.ca/english/pubs/cycling

Peel Active Transportation Plan: walkandrollpeel.ca

Mississauga Cycling Advisory Committee: mississaugacycling.ca



For more information:

**Active Transportation Office
Transportation and Works
City of Mississauga**

201 City Centre Drive, Suite 800
Mississauga, ON L5B 2T4

Inquiries: **3-1-1** or 905-615-4311 outside
city limits 7 a.m. to 7 p.m., Monday to Friday

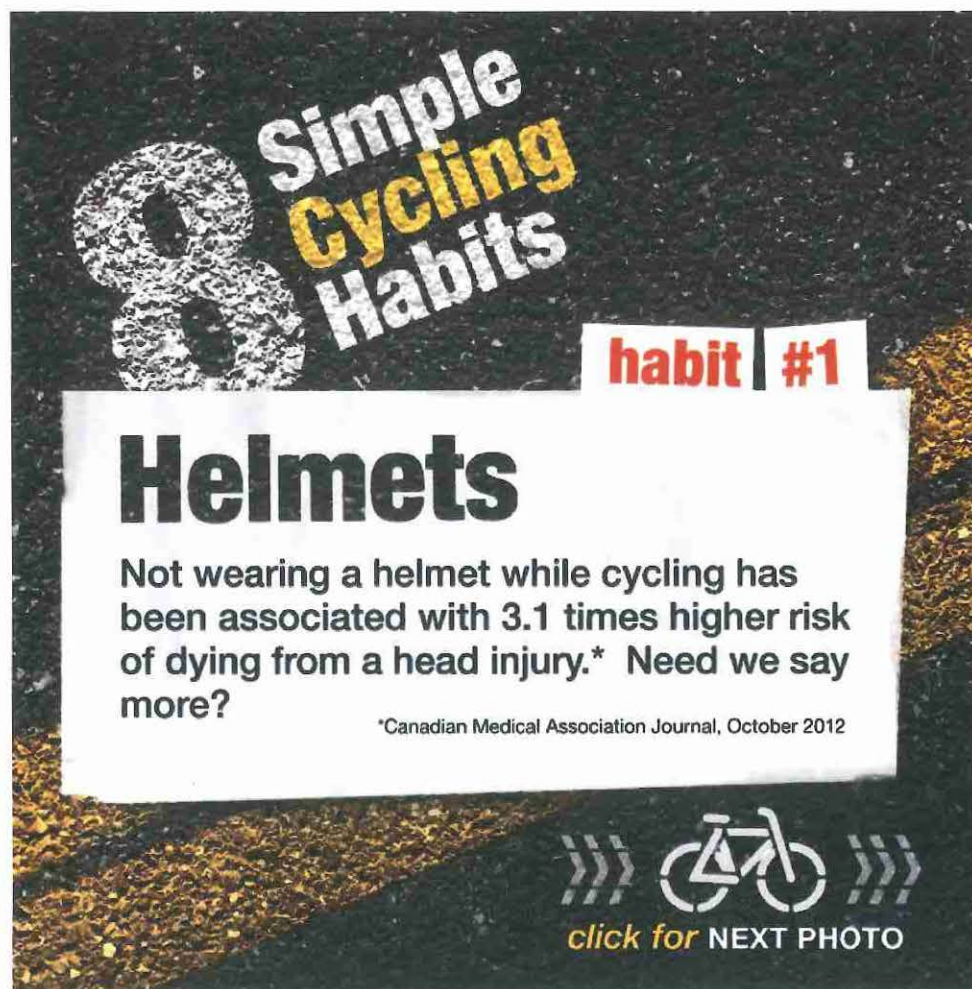
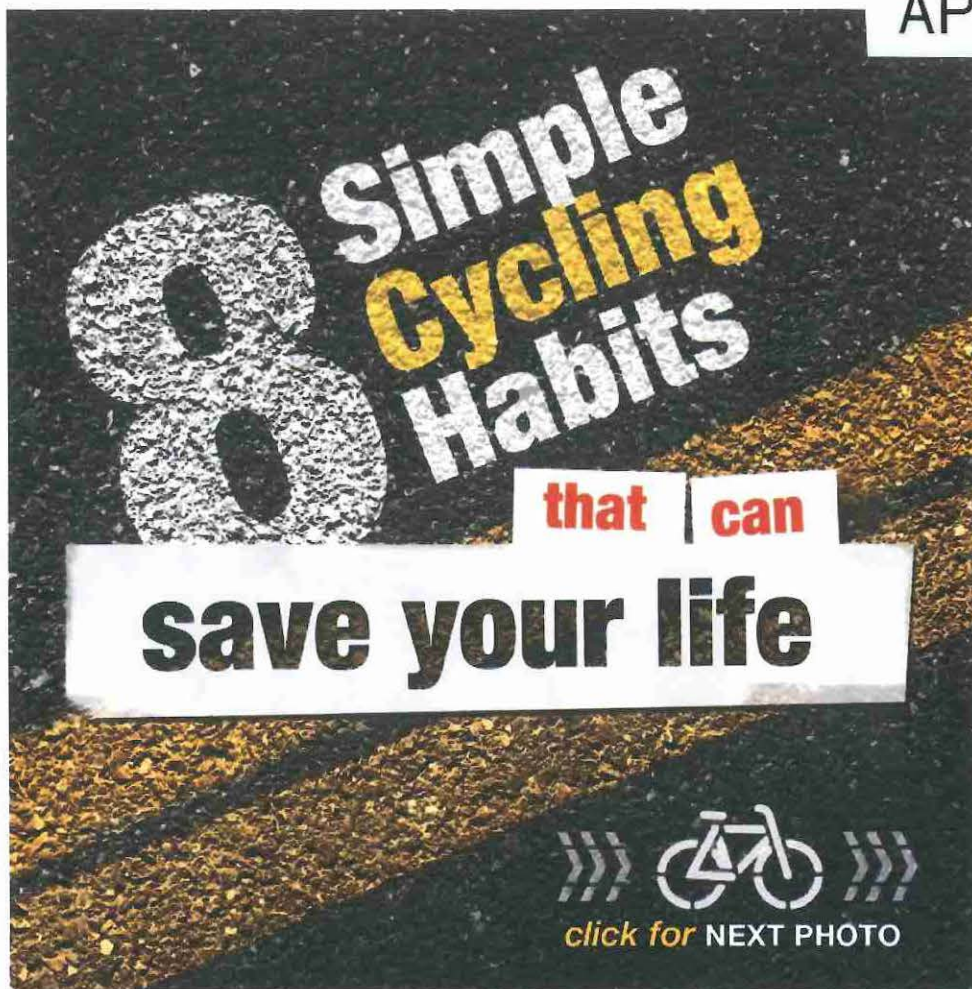
E-mail: cycling@mississauga.ca

mississauga.ca/cycling



ourfuturemississauga.ca

lw



8 Simple Cycling Habits

habit #2

Be Noisy

Cars, pedestrians and cyclists can pass within inches of each other on busy roads and trails. Ringing your bell is the best way to communicate distance and reduce your chance of a collision.



click for NEXT PHOTO

8 Simple Cycling Habits

habit #3

Get Noticed

At intersections, one second of eye contact with a driver is enough to let them know you're there. Smiles can't hurt either.



click for NEXT PHOTO

8 Simple Cycling Habits

habit #4

Ride BIG

Narrow lanes? If there's not enough room for cars to safely pass you, claim your space by using the full lane.

This makes you visible and encourages most motorists to give generous passing clearance.



click for NEXT PHOTO

8 Simple Cycling Habits

habit #5

Traffic Rules

Cyclists fare best when they act and are treated as drivers of vehicles.*

Riders who violate the rules are far more likely to be hit by a car.

*John Forester, Effective Cycling



click for NEXT PHOTO

8 Simple Cycling Habits

habit #6

Use The Road

If no bike lanes are present, use the road.
Riding on sidewalks has a higher collision
and injury rate than riding on roads.
(with the exception of kids learning)



click for NEXT PHOTO

8 Simple Cycling Habits

habit #7

Got a Light?

Reflectors and reflective clothing are
useful, but they only work if headlights
are shining on them. Use lights at dusk,
dawn and night - preferably blinking ones.



click for NEXT PHOTO

1a

8 Simple Cycling Habits

habit #8

Safer Routes

You guessed it - bike lanes increase safety for cyclists. And Mississauga has an extensive network of bike lanes, multi-use trails, and signed bicycle routes.

Download Bike Map Here: www.mississaugacycling.ca



click for NEXT PHOTO



Corporate Report

Clerk's Files

Originator's
Files

Transportation Committee

JUN 18 2014

DATE: May 29, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: Mississauga Transitway Commissioning Overview

RECOMMENDATION: That the report entitled "Mississauga Transitway Commissioning Overview" dated May 29, 2014 from the Commissioner of Transportation and Works be received for information.

**REPORT
HIGHLIGHTS:**

- Phase 1 of the Mississauga Transitway is nearing completion with construction hand-over expected August 31, 2014.
- Commissioning and training activities will follow hand-over to prepare for revenue service on November 17, 2014 for express Routes 107 and 109 as well as local Route 21.
- An official opening is tentatively scheduled for November 10, 2014 to be followed by a community open house on November 15, the Saturday prior to the start of revenue service.
- All remaining sections of the transitway have been tendered and are at various stages of construction.

BACKGROUND: The Mississauga Transitway will see the creation of a dedicated east/west transit corridor across Mississauga which will run along Highway 403, combining use of the existing bus by-pass shoulders,

Eastgate Parkway and Eglinton Avenue corridors, connecting Winston Churchill Boulevard in the west to Renforth Drive in the east. Once operational, transitway services will complement and connect with local bus service, regional transit and the TTC subway, linking high-density residential development and employment centres across Mississauga. Designated stations along the transitway will provide key connection points for customers. The Mississauga Transitway is a partnership between the City of Mississauga, GO Transit (a Division of Metrolinx), the Province of Ontario, and the Government of Canada.

The City of Mississauga is responsible for the delivery of the Transitway east infrastructure (City Centre Transit Terminal to Commerce Boulevard), and GO Transit is responsible for the delivery of the Transitway west infrastructure (Winston Churchill station to Erin Mills station) as well as the Renforth Gateway and connection to Highway 427 in the east.

The Mississauga Transitway east infrastructure is being delivered by the City through three main construction contracts:

Contract #1 – Mississauga City Centre to Fieldgate Drive

Contract #2 – Fieldgate Drive to Etobicoke Creek

Contract #3 – Etobicoke Creek to Commerce Boulevard

PRESENT STATUS:

All sections of the Mississauga Transitway have now been tendered, and are at various stages of construction.

The first section of the Transitway (Phase 1) is near completion and extends from City Centre Transit Terminal to south of Fieldgate Drive. Phase 1 includes new transit stations at Central Parkway, Cawthra Road, Tomken Road, and Dixie Road. Construction completion and the City's acceptance of this phase is scheduled for August 31, 2014. A map is attached as Appendix 1.

Upon completion of Phase 1, and commissioning, the section from the City Centre Transit Terminal to Dixie Road is scheduled to be opened and operational in fall 2014.

Construction of Phases 2 and 3 of the Transitway from Fieldgate Drive to Commerce Boulevard are underway, with an anticipated completion of fall 2016. Metrolinx has also scheduled the construction and completion of the Renforth Gateway Hub with connection to Highway 427 at that time.

Metrolinx has commenced construction in the west end of the City, from east of Erin Mills Parkway to west of Winston Churchill Boulevard. Construction completion and opening of this section is scheduled for fall 2016.

COMMENTS:

In anticipation of the Phase 1 opening, the following activities need to occur:

Construction Completion and Handover from Contractor

Construction completion and handover to the City of Phase 1 is scheduled for August 31, 2014. At substantial completion, scheduled for July 31, 2014, inspections are to be carried out to capture any final deficiencies. Any deficiencies are to be rectified and the facility is to be ready to be accepted by the City for August 31, 2014. Various City departments and divisions will be involved in final inspections, and to ensure that everything is operational and meets contract specifications and code requirements.

Commissioning Activities

Upon acceptance of Phase 1 of the Mississauga Transitway, a number of activities need to be carried out prior to opening. These include coordination and familiarity for all operational and maintenance activities, emergency services orientation, security services, IT systems testing, road occupancy procedures, and driver training.

Training Activities

All MiWay transit operators and supervisory staff in Operations will require orientation on the new Mississauga Transitway. This orientation will include both in-class and on-road training components.

The training approach will be similar to the implementation of the bus by-pass shoulder training on Highway 403 for transit operators in 2008.

The content of this training includes rules of the road, legislative requirements, emergency procedures, transit operator standard practice instructions and discussion about other interrelated parties such as GO Transit, Transit Enforcement, Police, etc. Access to the Transitway will determine ability to commence training for transit operators.

The training implementation plan will be conducted in stages. First, it will include training for transit operators who have selected MiWay Routes 21, 107 and 109, relief operators, route supervisors and transit enforcement officers. Subsequently all remaining transit operators and staff will be trained. It is anticipated that the training of all required employees will take six months to complete after access is granted but sufficient personnel can be trained in time for opening.

Transitway Service Plan and Revenue Service

When fully complete, the 18 kilometer (11 mile) Mississauga Transitway will have 12 stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east.

GO service will be introduced in conjunction with the opening of future phases of the Transitway.

From the west, passengers will travel on a dedicated Transitway from Winston Churchill Boulevard to Erin Mills Parkway. Buses will then travel on an existing bus-only lane on Highway 403 from Erin Mills Parkway to Mississauga's downtown core via Centre View Drive and Rathburn Road. The Transitway then continues along a dedicated corridor that runs parallel to Highway 403 and north of Eastgate Parkway and Eglinton Avenue to Renforth Station. From there, passengers will be able to connect to Toronto Pearson International Airport and the Toronto Transit Commission's Islington Subway Station.

With the Phase 1 opening of the Mississauga Transitway in 2014, MiExpress Routes 107 and 109 and MiLocal Route 21 will transition onto the Transitway and provide service between the City Centre Transit Terminal and Dixie Road. Currently, Route 107 provides all day express service from Monday to Friday connecting the City Centre Transit Terminal to Westwood Mall via the Airport Corporate Centre (Skymark Hub). The route offers peak frequencies of 16 minutes and midday frequencies of 18 minutes. Route 109 as well provides all day service throughout the week (Monday to Friday) from Meadowvale Town Centre to Islington Subway Station via City Centre Transit Terminal and the Airport Corporate Centre (Skymark Hub). Currently, Route 109 offers 18 minute peak frequencies and 22 minute frequencies during the midday periods. Route 21 provides rush hour service with 24 minute frequencies between the City Centre Transit Terminal and Airport Corporate Centre (Skymark Hub).

Once operating along the Transitway, Routes 21, 107 and 109 will connect with several north-south MiWay routes. Travelling across Mississauga on this dedicated corridor will be more efficient and offer more reliable service, bypassing congestion. Based on demand, frequencies on the express routes will also be improved with the opening of the Transitway and will continue to be adjusted as demand for service increases.

Weekend services will also be introduced on Routes 107 and 109 as these services transition onto the Transitway for the opening of Phase 1. Both routes will provide Saturday service during the core hours of approximately 8:00 am until 8:00 pm, and from approximately 10:00 am until 7:00 pm on Sundays. Such improvements in service will improve network connectivity, and ensure full coverage along the Transitway throughout the week.

Routes 107 and 109 will avoid delays caused by Hanlan Water Project construction, as the traffic from MiWay buses will be diverted away from Eastgate Parkway and will transition onto the Transitway.

Official Opening Event / Community Open House

Planning is underway to host an official opening event at Tomken Station on Monday, November 10, 2014 with Mayor and Members of Council as well as representatives from the project funding partners. The event will mark the completion of the Phase 1 portion of the Mississauga Transitway and the Communications Division will coordinate the event logistics.

Following the official opening a community open house event will take place on Saturday November 15, before the start of Transitway operations on November 17, 2014. The local community around each Transitway station as well as the community at large will be invited to tour each of the new stations and view the public art installations and station amenities. Educational displays about evolving transit services in Mississauga, including the Hurontario-Main Street LRT Project, MiWay Five (2016-2020) Transit Service Plan and the PRESTO fare card, will be set up at each new station to engage visitors in conversations about how Mississauga's transit system is changing to better serve those who live and work in the city. Customers will have an opportunity to tour the Mississauga Transitway, bypassing traffic, and looping between the City Centre Transit Terminal and Dixie station every 15 minutes for free.

Customer Outreach

To inform stakeholders about the ongoing construction, forthcoming service improvements, and to help manage service expectations around the phased opening approach, community outreach and communication activities over the past year have included:

- A new Transitway website: www.miway.ca/transitway
- Updates on GO Transit's project website: www.gotransit.com/mississaugatransitway
- A promotional wrapped bus that provides service on MiWay routes and appears at community events
- Regular construction photo updates on the Transitway Blog: www.thetransitwayblog.ca

- Promotion through MiWay's Student Ambassador Program
- Councillor newsletter updates
- Media advisories about construction
- A promotional video is being developed in advance of the official opening event

Familiarity with the Mississauga Transitway increased among all MiWay riders last year according to the 2013 MiWay Customer Satisfaction Survey results. MiWay customer outreach activities will continue throughout the summer and fall to generate interest in Mississauga's evolving transit services.

STRATEGIC PLAN: Commissioning of the Mississauga Transitway contributes to the following strategic goals:

Move: Developing a Transit-Oriented City

- Build a reliable and convenient system.
- Develop environmental responsibility.
- Connect our City.

Connect: Completing our Neighbourhoods

- Provide mobility choices.

Green: Living Green

- Promote a green culture.

FINANCIAL IMPACT: The operating and capital requirements for the Mississauga Transitway have been included in the approved 2014 Budget and Business Plan.

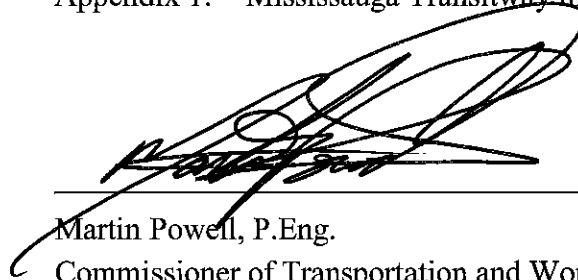
CONCLUSION: The opening of Phase 1 of the Mississauga Transitway represents a significant milestone in the City's strategic vision to become a transit oriented city. This is the first piece of rapid transit infrastructure to be owned and operated by the City in partnership with Metrolinx. Plans for commissioning, training and revenue service are well advanced

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and the official opening is tentatively scheduled for November 10, 2014. A community open house will follow and revenue service commences November 17, 2014.

ATTACHMENTS:

Appendix 1: Mississauga Transitway map



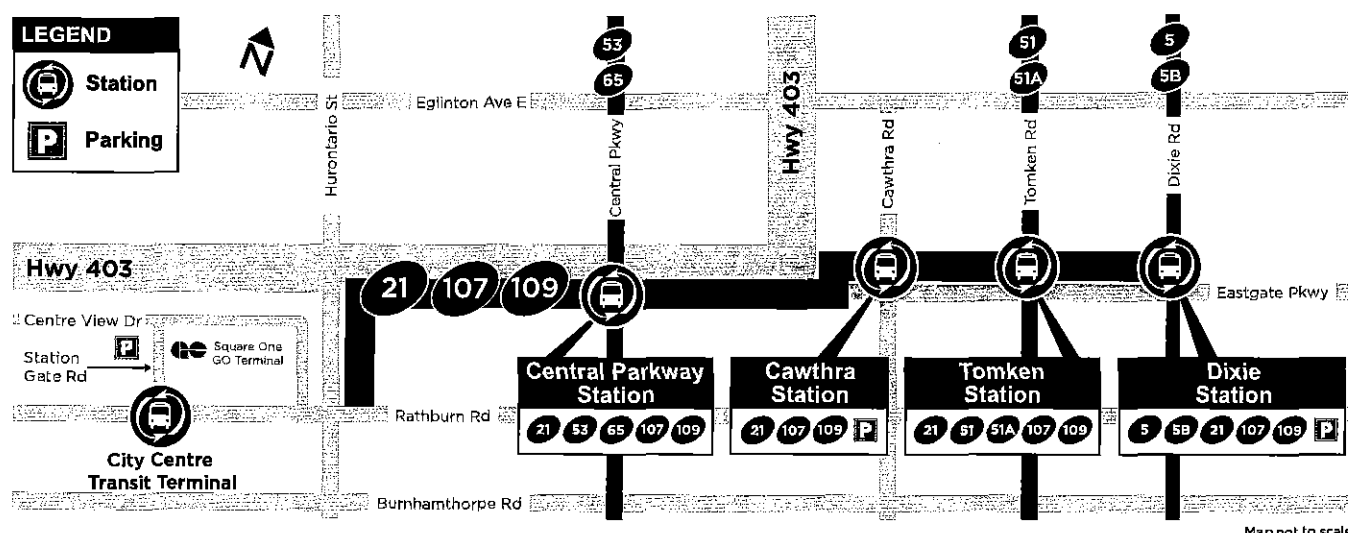
Martin Powell, P.Eng.

Commissioner of Transportation and Works

*Prepared By: Geoff Marinoff, P. Eng.
Transit Director*

Appendix 1

Mississauga Transitway - Phase 1



my destination. my route. mi way.





Corporate Report

Clerk's Files

Originator's
Files

3

Transportation Committee
JUN 18 2014

DATE: June 5, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Mississauga Transitway – Maintenance, Operation and Governance.**

- RECOMMENDATION:**
1. That the Commissioner, Transportation and Works and the City Clerk be authorized to execute and affix the Corporate Seal on behalf of The Corporation of the City of Mississauga to the Maintenance and Operations Agreement with GO Transit (a Division of Metrolinx) and any ancillary documents, for the maintenance and operation of the Mississauga Transitway, all in a form satisfactory to the City Solicitor;
 2. That the Traffic By-law, 555-00, as amended, be amended;
 3. That the Transit By-law, 425-03, as amended, be amended;
 4. That the Fire Route By-law, 1036-81, as amended, be amended;
 5. That the Noise Control By-law, 360-79, as amended, be amended;
 6. That the Public Nuisance By-law, as amended, be amended;
 7. That the Sign By-law, 0054-02, as amended, be amended;

8. That the Special Events Temporary Road Closure By-law, 51-06, as amended, be amended; and
9. That the Highway Obstruction By-law 357-10, as amended, be amended.

**REPORT
HIGHLIGHTS:**

- The first Phase of the Mississauga Transitway is scheduled to be completed August 31, 2014, with revenue service to begin on November 17, 2014.
- As the Transitway is preparing to open, the City and Metrolinx wish to enter into a Maintenance and Operations Agreement.
- To maintain, operate, and manage the Transitway, a number of existing City by-laws require minor amendments.

BACKGROUND:

The Mississauga Transitway will see the creation of a dedicated east-west transit corridor (busway) across Mississauga which will run along Highway 403 (combining the use of the existing bus by-pass shoulders), Eastgate Parkway and Eglinton Avenue corridors connecting Winston Churchill Boulevard in the west to Renforth Drive in the east (Appendix 1 – Corridor Map).

Once operational, busway services will complement and connect with local bus service, inter-regional transit (GO Transit) and the TTC subway, linking high-density development and employment centres across Mississauga. Designated stations along the Transitway corridor will provide key connection points for passengers.

The Mississauga Transitway is a cooperative effort between the City of Mississauga, GO Transit, the Province of Ontario and the Federal government.

PRESENT STATUS:

The first phase of the Mississauga Transitway extends from City Centre Terminal to Dixie Road, and is scheduled to be completed August 31, 2014. Revenue service is scheduled to start on November 17, 2014, the details of which are contained in another report to Transportation Committee.

The Mississauga Transitway is to be serviced by two providers, MiWay, and GO Transit (a Division of Metrolinx). To operate and maintain the first Phase of the Transitway, the City and Metrolinx are prepared to enter in to a Phase 1 Maintenance and Operations Agreement.

A number of existing City By-laws have been identified which require amendment to address, operate and maintain the Transitway.

COMMENTS:

The Mississauga Transitway will be a dedicated facility, restricted solely to authorized users.

A Maintenance and Operations Agreement (Appendix 2) has been prepared by City staff in co-operation with Metrolinx, and both parties are recommending endorsement and execution. GO Transit will not be operating along the first Phase, and does not intend to use the facility until the Mississauga Transitway is fully opened, currently scheduled in 2016. Metrolinx has however agreed to compensate in sharing of maintenance costs.

This agreement outlines specific terms and conditions related to the cost sharing arrangement between the parties and it is expected that once all three phases of the Mississauga Transitway are complete, the City and Metrolinx will enter into a more thorough agreement outlining each parties cost-sharing responsibly for maintenance and operations.

GO Transit will share 40% of the costs that the City incurs in carrying out maintenance of the Transitway for those activities which are not directly required by Mississauga to operate along the first phase opening of the Transitway. GO Transit shall not be operating along the Transitway until it is fully constructed. Mississauga shall be responsible for 60% of these costs and for the maintenance costs

directly as a result of operating on the first phase of the Transitway. This percentage is based on the ownership of the various segments of Phase 1.

A number of existing City's By-laws require minor amendments to include and address the Mississauga Transitway. The amendments are primarily housekeeping and schedule updates to include the Transitway and changes so that these by-laws will now include the Transitway.

By-laws which require amending include the Traffic By-law, Transit By-law, Fire Route By-law, Noise Control By-law, Public Nuisance By-law, Sign By-law, Special Events Temporary Road Closure By-law, and the Highway Obstruction By-law.

STRATEGIC PLAN:

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

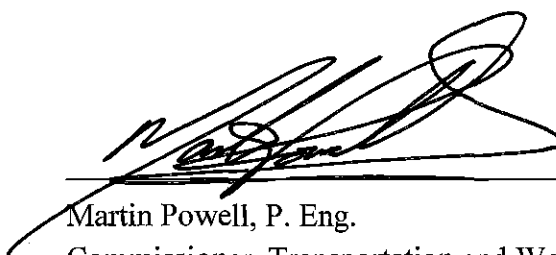
MOVE: Developing a Transit Oriented City:

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

FINANCIAL IMPACT: The operating requirements for the Mississauga Transitway have been included in the approved 2014 Budget and Business Plan.

CONCLUSION: As the first Phase of the Mississauga Transitway is scheduled to be completed August 31, 2014, a number of City of Mississauga by-laws require minor amendments.

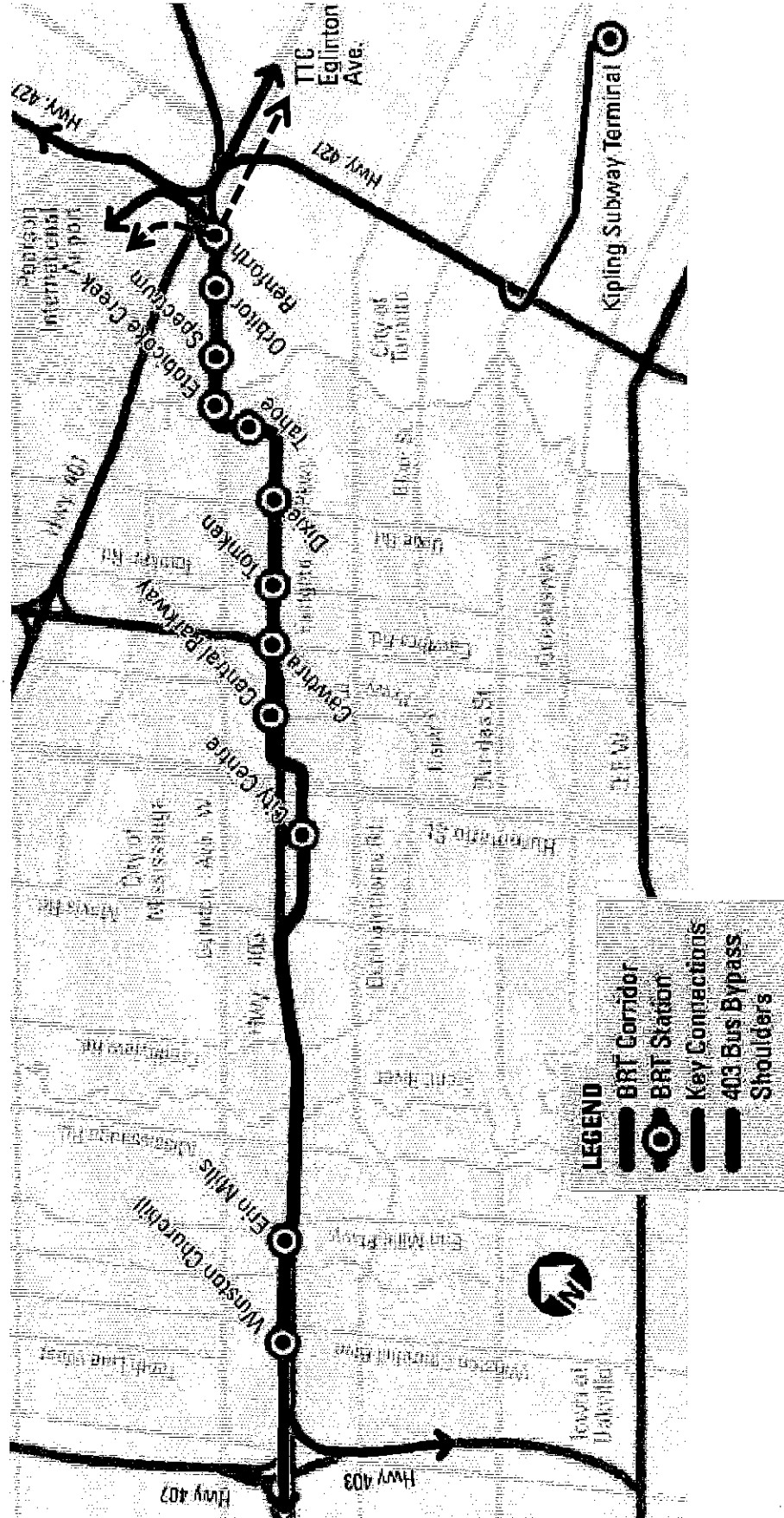
ATTACHMENTS: Appendix 1: Transitway Corridor Map
Appendix 2: Mississauga Transitway Phase 1 – Maintenance and Operations Agreement between The Corporation of the City of Mississauga and Metrolinx



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

*Prepared By: W. Scott Anderson, P.Eng.
Manager, Transitway Construction*

Mississauga Transitway



--- Future TTC Eglinton Crosstown LRT

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**MISSISSAUGA TRANSITWAY PHASE 1 –
MAINTENANCE & OPERATIONS AGREEMENT**

THIS AGREEMENT is made as of _____.

BETWEEN:

THE CORPORATION OF THE CITY OF MISSISSAUGA
(hereinafter referred to as the "City")

- And -

METROLINX

WHEREAS the City and Metrolinx have entered into a Mississauga Bus Transit (BRT) Funding Agreement – Detailed Design and Construction with each other dated June 24, 2009 to outline their joint efforts in designing and constructing the Mississauga Transitway in the City of Mississauga on certain lands as further described in Schedule A;

AND WHEREAS Metrolinx has ownership of the Guideway (as defined below) within segment 6 of the Mississauga Transitway while the City has ownership of other Infrastructure (as defined below) within Phase 1 of the Mississauga Transitway, with the exception of anything specifically constructed on behalf of other governmental authorities in accordance with agreements with those entities;

AND WHEREAS the MTO, Metrolinx and the City have entered into an agreement to provide for the construction, maintenance and cost sharing arrangements dated May 24, 2011 ("MTO Agreement");

AND WHEREAS construction of Phase 1 (as defined below) is scheduled to reach substantial completion in 2014;

AND WHEREAS the City will commence operating MiWay on Phase 1 soon after substantial completion is reached;

AND WHEREAS Metrolinx will commence carrying out its transit operations, including but not limited to GO Transit buses, on the Mississauga Transitway at a later date;

AND WHEREAS Metrolinx and the City wish to enter into an agreement at this time to outline their respective rights and obligations with respect to Phase 1 after substantial completion is reached, on the short term basis;

AND WHEREAS Metrolinx and the City will negotiate and enter into a separate agreement at a later date to outline the long term rights and obligations with respect to the Mississauga Transitway;

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and agreements contained in this Agreement and subject to the terms and conditions set out below, the City and Metrolinx agree with each other as follows:

ARTICLE I: INTERPRETATION

1.1 Definitions

In this agreement, unless inconsistent with the context:

“Capital Work” means maintenance work of the structural components of the Infrastructure and any improvements made to create, upgrade or reconstruct any component of the Infrastructure;

“City Personnel” means the City’s elected officials, officers, employees, agents, contractors, invitees and licensees, including any City Contractor, and any one for whom the City is responsible for in law;

“Cost-shared Maintenance” means the following items of Regular Maintenance: a) washout repairs, crack sealing and depression/settlement repairs where not a direct result of the City’s use of the facility, b) graffiti removal, c) landscaping and d) removal of illegally dumped garbage.

“GO Transit” means Metrolinx’s transit division operating in the Greater Toronto and Hamilton Area;

“Guideway” means the roadway portions of the Infrastructure, and shall include paved surface, curbs, gutters, culverts, catch basins, storm sewer pipes, storm sewer drains, medians, guide rails, signage and line markings located thereon;

“Infrastructure” means all construction as well as any fixtures and system hardware built by the City in Phase 1, which shall include station amenities, the Guideway, structure, stormwater management ponds, infrastructure and passenger amenities;

“Metrolinx Personnel” means Metrolinx’s directors, officers, employees, agents, or any one for whom Metrolinx is responsible for in law;

“Mississauga Transitway” means the dedicated east-west Bus Rapid Transit corridor located in the City of Mississauga between Winston Churchill Boulevard and Renforth Drive;

“MiWay” means the City’s transit as operated by the City’s Transit Division;

"Phase 1" means the portion of the Mississauga Transitway that is constructed by the City between Hurontario Street and Fieldgate Drive;

"Regular Maintenance" means maintenance and repair of the Infrastructure for its day-to-day use, including but not limited to garbage pickup, graffiti removal, snow removal, sanding and salting, street sweeping, cleaning of the facilities and roadways, repairing and replacing damaged property (including signs), pothole patching, crack sealing, depression/settlement repairs, demarcation including line painting and signage repair, catch basin and storm sewer drain clean out, landscaping, guide rail repairs and washout repairs, lighting, bridge inspections and other minor maintenance. For greater clarity, Regular Maintenance shall not include any Capital Work;

"Segment 6" means the portion of Phase 1 that extends from centreline Sherwoodtowne Boulevard to centreline Cawthra Road, but shall exclude the Central Parkway Station.

1.2 Sections & Headings

The division of this Agreement into Articles and sections and the insertion of headings are for convenience of reference only and shall not affect the construction or interpretation of this Agreement. Unless inconsistent with the subject matter or context, references to Articles and sections are to Articles and sections of this Agreement.

1.3 Number, Gender, Person

Unless inconsistent with the subject matter or context, words importing gender shall include the masculine, feminine and neuter genders, and words importing the singular number shall include the plural and vice versa.

1.4 Currency

Except where expressly provided otherwise, all amounts in this Agreement are stated and shall be paid in Canadian currency.

1.5 Governing Law

This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable in Ontario.

1.6 Preamble

The preamble above is true and forms an integral part of this Agreement.

ARTICLE II – MAINTENANCE & OPERATIONS

2.1 Maintenance

The parties acknowledge and agree that Regular Maintenance of the Infrastructure will be required. Such Regular Maintenance shall be conducted by the City in accordance with its standards applicable to similar infrastructures and shall be subject to the cost sharing arrangement as provided in section 2.2.

2.2 Cost sharing

Metrolinx agrees to share the cost of the Cost-shared Maintenance of the Guideway in accordance with the following:

- 2.2.1 Metrolinx shall be responsible for 40% of the cost that the City incurs in carrying out Cost-Shared Maintenance of the Guideway until such time as Metrolinx commences operations on the Mississauga Transitway or this agreement is terminated, whichever is later. For greater certainty, this shall not be interpreted as a commitment as to the percentage of costs to be shared for Regular Maintenance once Metrolinx commences operations on the Mississauga Transitway. Before such work is performed, the City shall inform Metrolinx of the need to perform such work and provide Metrolinx a reasonable opportunity to attend the site to inspect the damage and provide reasonable evidence of the damage (e.g. photos, third party inspection reports).
- 2.2.2 The City shall issue an invoice to Metrolinx on semi-annual basis showing the costs incurred and Metrolinx's portion of the cost sharing, together with an administration fee of 7% of the payment and 1.76% of the non-recoverable portion of the HST. Metrolinx's responsibility under subsection 2.2.1 shall be subject to any cost recovery that the City may obtain from any warranties or otherwise for the Infrastructure.
- 2.2.3 Metrolinx shall make payment in the amount as provided on the invoice within forty-five (45) days of receipt. In order to receive such payment, the City shall provide particulars for the work conducted and such particulars shall be subject to Metrolinx's approval, acting reasonably.
- 2.2.4 Any additional work not identified as part of the Regular Maintenance of the Guideway, including any Capital Work as may be required, shall not be charged to Metrolinx unless both parties have agreed to the work being carried out and the cost of such work.

2.3 MTO Agreement

The parties agree that nothing in this Agreement shall nullify or otherwise alter their respective obligations under the MTO Agreement.

2.4 Stations & Other Areas

Unless otherwise specifically agreed by Metrolinx, Metrolinx shall not be responsible for any maintenance cost of any areas located within Phase 1 other than what is required for the Regular Maintenance of the Guideway. The City shall be responsible for such costs, subject to any warranties, cost sharing or recovery arrangements that the City may have with third parties.

2.5 Operations

- 2.5.1 The parties acknowledge and agree that the intention of both parties is to restrict access to the Mississauga Transitway to authorized personnel only. Specifically, the parties agree that only authorized personnel will be permitted access to the Guideway and only as necessary to perform work related to the Mississauga Transitway or for emergency personnel responding to an emergency, and that the City will enact bylaws or other instruments to restrict such access as appropriate. Authorized personnel shall include police, enforcement and emergency personnel and agencies, and City contractors and staff charged with conducting work on the Mississauga Transitway.
- 2.5.2 When Metrolinx wishes to commence its bus operations on the Mississauga Transitway, Metrolinx shall provide a minimum of 60 days advance notice to the City of its intention to do so.
- 2.5.3 Should any other transit agencies wish to utilize the Mississauga Transitway, the City shall obtain the approval of Metrolinx before permitting their use.
- 2.5.4 The City may enforce its bylaws and policies as they pertain to the Mississauga Transitway, and may engage the Peel Regional Police and other enforcement agencies in doing so.
- 2.5.5 The City will be responsible for all cost of operations of MiWay, and any and all cost of enforcement associated with the opening of Phase 1 for public transit uses and the restriction of access to the Guideway.

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ARTICLE III: TERM & TERMINATION

- 3.1 This agreement shall commence on the date substantial completion of Phase 1 is certified by the contract administrator for the City, and shall terminate upon:
- 3.1.1 mutual agreement of the City and Metrolinx; or
 - 3.1.2 material breach of the performance of any material term, condition, or obligation of either party which has not been remedied within reasonable time after notice of default being given by the non-defaulting party.
- 3.2 Notwithstanding the termination of the Agreement for any reason, all outstanding payment obligations to the City shall remain in effect, due and payable to the City within forty-five (45) days upon termination.

ARTICLE IV: GENERAL

4.1 Notice

Where in this Agreement any notice, request, direction or other communication is required to be given or made by either party, it shall be in writing and is effective if delivered in person, sent by ordinary or registered mail, or by facsimile transmission addressed to the other party for whom it is intended at the following addresses, and any notice shall be deemed to have been given:

- 1) if delivered personally, on the date of such delivery;
- 2) if by ordinary mail, on the second business day following the date of mailing;
- 3) if by registered mail, on the day the postal receipt is acknowledged by the other party;
and
- 4) if by facsimile or email transmission, when transmitted (if received before 4:30 p.m. local time at the recipient's office or failing which on the next business day).

Any notices intended for the City shall be delivered and addressed to:

City of Mississauga
Transportation and Works Department
Transportation Project Office
210 City Centre Drive, 8th Floor
Mississauga, ON
L5B 2T4

Attention: Andy Harvey
 Tel: (905) 615-3200 ext. 5118
 Fax: (905) 896-5504
 Email: andy.harvey@mississauga.ca

Any notices intended for Metrolinx shall be delivered and addressed to:

Metrolinx
 Realty Services Division
 20 Bay Street, Suite 600
 Toronto, ON
 M5J 2W3

Attention: Director, Realty Services
 Tel: (416) 869-3600 ext 5100
 Fax: (416) 869-1469
 Email: mike.millar@metrolinx.com

The address of either party may be changed by notice in the manner set out in this section 4.1.

4.2 **Assignment**

This Agreement may not be assigned in whole or in part to any third party without the other party's prior written consent.

4.3 **Entire Agreement**

This Agreement contains the entire agreement between the parties hereto with respect to the subject matter hereof. It is agreed that there is no representation, warranty, collateral agreement or condition affecting this Agreement except as expressed in it.

4.4 **Severability of Provisions**

If any of the provisions of this Agreement shall be illegal or invalid, such illegality or invalidity shall not render the whole agreement illegal or invalid, but the Agreement shall be construed as if it did not contain the illegal or invalid provision or provisions, and the rights and obligations of the parties shall be construed and enforced accordingly.

4.5 **Successors**

Subject to section 4.2, this Agreement shall enure to the benefit of and be binding upon the parties and their successors and assigns.

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4.6 **Independent Contractor**

In giving effect to this Agreement, no party shall be or be deemed an agent or employee of the other party for any purpose and that their relationship to each other shall be that of independent contractors. Nothing in this Agreement shall constitute a partnership or a joint venture between the parties.

4.7 **Time is of the Essence**

Time shall be of the essence in all aspect of this Agreement.

4.8 **Force Majeure**

A party shall not be responsible for failures in performance due to any circumstance or act beyond the party's reasonable control, including an intervening act of God or public enemy, war, acts of terrorism, blockade, civil commotions, fire, flood, earthquake, epidemic, quarantine restriction, stop-work orders or injunctions issued by a public authority of competent jurisdiction, which delays the performance of any obligation created by this Agreement beyond its scheduled time. The party claiming non-performance due to an instance in this section shall notify the other parties as soon as possible and in any event within seven (7) calendar days following the date upon which the affected party first becomes aware of such event. The party claiming non-performance shall resume performance of the obligations suspended as a result of an event in this section as soon as the event in question is no longer in effect.

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4.9 **Survival**

All obligations and duties which by their nature extend beyond the expiration or termination of this Agreement shall survive and remain in effect beyond any expiration or termination.

IN WITNESS WHEREOF the City and Metrolinx have executed this Agreement.

**THE CORPORATION OF THE CITY OF
MISSISSAUGA**

Name: Martin Powell
Title: Commissioner of Transportation & Works

Name: Crystal Greer
Title: Clerk

METROLINX

Name:
Title:

Name:
Title:

I have the authority to bind the Corporation.



Corporate Report

Clerk's Files

Originator's
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BRT Bylaw

Transportation Committee

JUN 18 2014

DATE: June 5, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **By-law to Establish Lands as Public Highway and Restrict Passage within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road (herein after "Mississauga Transitway")**

- RECOMMENDATION:**
1. That a by-law be enacted under the Authority of Section 31(2) of the *Municipal Act, 2001*, as amended, to establish City-owned lands as public highway within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road.
 2. That a by-law be enacted under the Authority of Section 35 of the *Municipal Act, 2001*, as amended, to restrict passage of City-owned lands within Phase One of the Mississauga Transitway described as the east-west Bus Rapid Transit corridor located in the City of Mississauga between the City Centre Bus Terminal and Dixie Road.

BACKGROUND:

The Mississauga Transitway will see the creation of a dedicated east-west transit corridor (busway) across Mississauga which will run along Highway 403 (combining the use of existing bus by-pass shoulders), Eastgate Parkway and Eglinton Avenue corridors connecting Renforth Drive to Winston Churchill Boulevard. Once operational, busway services will complement and connect with local bus service, inter-regional transit (GO Transit) and the TTC subway, linking high-density development and employment centres across Mississauga. Designated stations along the Transitway corridor will provide key connection points for passengers.

COMMENTS:

Legal Services and the Transportation and Works Department recommend passing a by-law to establish City-owned lands within the Mississauga Transitway as public highway and restricting passage over these lands to facilitate the daily operation and maintenance of the Transitway.

The by-law will establish the lands as public highway but will restrict passage by unauthorized users. Establishing the lands as public highway eliminates the need to negotiate easements for utility companies that have or are installing infrastructure as part of the Transitway project.

Secondly, it allows the City and other agencies to enforce various Acts and by-laws including (but not limited to): the Highway Traffic Act, Traffic By-law, Transit By-law, Transit Fares By-law, Fire Route By-law, Noise Control By-law, Public Nuisance By-law, Sign By-law, Special Events Temporary Road Closure By-law, and the Highway Obstruction By-law.

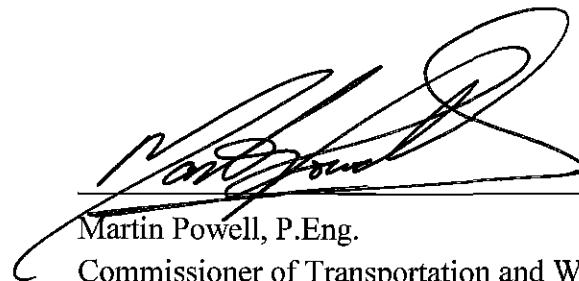
Thirdly, by enacting the by-law to establish the lands as public highway, the City benefits from defences available to it under statute and common law for claims involving injuries on public highways.

FINANCIAL IMPACT: Not applicable.

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CONCLUSION:

The by-law is required to facilitate the daily operation and maintenance of the Transitway from a functional and enforcement perspective.

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

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

Prepared By: Al Jeraj, City Surveyor



Corporate Report

Clerk's Files

Originator's
Files

MG.23.REP

Transportation Committee
JUN 18 2014

DATE: June 3, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Sheridan Parking Operations Fall 2014 (Ward 4)**

- RECOMMENDATION:**
1. That a by-law be enacted to amend By-law 555-2000, as amended to remove the Sheridan Fee structure from "Schedule 6A- Paid Off-Street Parking Lots" and "Schedule 8A – Off-Street Permit Parking", as outlined in the report dated June 3, 2014 from the Commissioner of Transportation and Works.
 2. That a by-law be enacted to amend By-law 555-2000, as amended to add monthly daytime paid parking at current Downtown public rate of \$65.00 in the Sheridan surface parking lots as outlined in Appendix 1 in the report dated June 3, 2014 from the Commissioner of Transportation and Works.

**REPORT
HIGHLIGHTS:**

- On April 17, 2013, the City received notice from Sheridan College that it had entered into an Off-Site Parking Licencing Agreement (OSPLA) with Oxford Properties.
- As a result of Sheridan entering into an OSPLA with Oxford, the obligation to provide Sheridan with on-site parking does not have to be met by the City.

- The Transportation and Works Department recommends removing the Sheridan fee structure (One Semester, Two Semester, and Annual) from the appropriate schedules of Traffic By-law 555-00, and replacing with the public paid parking fee structure that is in place in the other three City paid parking facilities (LAC, Celebration North and South).

BACKGROUND:

In the fall 2009, Council authorized the execution of a Ground Lease Agreement with Sheridan College for Phase I of the Sheridan Hazel McCallion Campus (HMC), including the construction and operation of two municipal off-street paid parking facilities to be utilized by students, staff and visitors to the Sheridan Mississauga Campus as well as traditional municipal parking for the general public.

As required by the Ground Lease Agreement, a Parking License Agreement (PLA) was executed between the City and Sheridan College prior to August 1, 2011, outlining the terms of Sheridan's use of the municipal parking lots and overflow-access to the municipal garages.

Two surface municipal parking lots consisting of 352 parking spaces located adjacent to Sheridan College were constructed. The PLA permitted Sheridan College exclusive use of the municipal parking lots from September 1 to April 30, Monday to Friday, 7:00am to 6:00pm. The parking lots are open to the public outside of the noted exclusive use provisions.

In January 2014, Council authorized the execution of a Ground Lease Agreement with Sheridan College for the future Phase II Hazel McCallion Campus development. As well, Council also authorized execution of Consent to Enter Agreement (CEA) between the City and Sheridan College. The CEA will grant Sheridan use of a portion of the North Sheridan Parking Lot for staging during the construction of the HMC Phase II building.

COMMENTS:

On April 17 2013, the City received notice from Sheridan College that it had entered into an Off-Site Parking Licencing Agreement (OSPLA) with Oxford Properties.

Subsequent to entering into the OSPLA, Sheridan submitted applications to the Committee of Adjustment requesting a variance to allow the College to provide parking for the existing HMC Phase I and future HMC Phase II off-site with the exception of parking for persons with disabilities. The Committee approved Sheridan's applications on the condition that all such parking be located on the north side of Rathburn Road West between Confederation Parkway and Duke of York Boulevard. The variance also allows for parking to be located at a secondary site on Oxford's property should the primary parking location on the north side of Rathburn Road West become unavailable.

As of September 1 2014, Sheridan College will not require use of the Sheridan North Parking Lot and the Sheridan South Parking Lot. At this time, the City's obligation to provide Sheridan with exclusive use of these parking lots on weekdays between 7:00am and 6:00pm will be lifted and the PLA terminated.

Also on September 1 2014, the CEA with Sheridan is anticipated to commence which will eliminate 152 parking spaces in the Sheridan North Parking Lot. The space will be utilized by Sheridan as a staging area during the construction of the HMC Phase II building. During the construction period Sheridan will compensate the City for lost revenue.

As a result of Sheridan entering into an OSPLA with Oxford, the obligation to provide Sheridan with on-site parking does not have to be met by the City. Therefore, the Transportation and Works Department recommends removing the Sheridan fee structure (One Semester, Two Semester, and Annual) from the appropriate schedules of Traffic By-law 555-00, and replacing with the public paid parking fee structure that is in place in the other three City paid parking facilities (LAC, Celebration North and South).

FINANCIAL IMPACT: There is no financial impact of the revised public paid parking fee structure. The 2014 revenue budget is \$100,000 and actual year-end forecast is on target.

CONCLUSION:

As a result of Sheridan entering into an OSPLA with Oxford, the obligation to provide Sheridan with on-site parking does not have to be met by the City. Therefore, the Transportation and Works Department recommends removing the Sheridan fee structure (One Semester, Two Semester, and Annual) from the appropriate schedules of Traffic By-law 555-00, and replacing with the public paid parking fee structure that is in place in the other three City paid parking facilities (LAC, Celebration North and South).

ATTACHMENTS:

Appendix 1: Fee Structure



Martin Powell, P. Eng.

Commissioner, Transportation and Works

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Works, Operations and Maintenance*

Current Parking Rates associated with Sheridan Surface Lots

Permit Type	Rates August 2013- September 2014
Monthly	\$90.00
One Semester	\$210.00
Two Semester	\$385.00
Annual	\$450.00
8 Visit - MVC	\$48.00
16 Visit - MVC	\$72.00
24 Visit - MVC	\$96.00
32 Visit - MVC	\$120.00

Proposed Municipal Public Parking Rates associated with Sheridan Surface Lots

Permit Type	Proposed Rates September 1, 2014
Monthly - Daytime	\$65.00
8 Visit - MVC	\$40.00
16 Visit - MVC	\$60.00
24 Visit - MVC	\$80.00
32 Visit - MVC	\$100.00



Corporate Report

Clerk's Files

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Files

MG.23.REP

Transportation Committee

JUN 18 2014

DATE: May 27, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Traffic Signal Service Delivery Agreement
Between the Region of Peel and the City of Mississauga**

- RECOMMENDATION:**
1. 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 The Corporation of the City of Mississauga to the Traffic Signal Service Delivery Agreement, and any ancillary document or future amendments, with the Regional Municipality of Peel in a form satisfactory to the City Solicitor.
 2. That the Purchasing Agent be authorized to issue contract amendments to increase the value of existing traffic signal contracts that Mississauga outsources, where necessary, in order to fulfill the obligations associated with the Traffic Signal Service Delivery Agreement.
 3. That a copy of the subject report be forwarded to the Region of Peel for their information.

**REPORT
HIGHLIGHTS:**

- Both the Cities of Mississauga and Brampton have outdated agreements with the Region of Peel to operate Regional traffic signals within their respective municipalities.
- A joint proposal has been developed between Mississauga and Brampton to manage all Regional traffic signals within their respective municipalities.
- An agreement in principle has been reached at the staff level whereby the operation and maintenance of the Regional traffic signals and systems will be contracted out to the Cities of Mississauga and Brampton.
- A Service Delivery Agreement outlining the responsibilities and service delivery functions for the management of Regional traffic signals within the Mississauga municipal boundary has been prepared and is currently being finalized with the assistance of legal staff.
- The Region of Peel will retain ownership of the traffic signals on Regional roads and the capital related works involved, while the City of Mississauga ("Mississauga") will carry out the day-to-day operations and maintenance on behalf of the Region.
- All operational costs, including contract and labour, incurred by the City for the traffic signal services provided are to be recovered from the Region.
- Regional cost sharing arrangements for the City's Advanced Transportation Management System (ATMS) and future Intelligent Transportation System (ITS) are also outlined in the agreement.

BACKGROUND:

Currently, Mississauga has a service agreement with the Region of Peel to operate Regional traffic signals within the Mississauga municipal boundary on the Region's behalf. The agreement dates back to August 1983 and only involves the operational aspects of traffic signal control including provisions for cost recovery of services provided. The service agreement does not include provisions for any traffic signal capital works and maintenance.

The City of Brampton ("Brampton") has an existing similar agreement with the Region of Peel for the operation of Regional traffic signals within its municipal boundary.

6b

The existing agreements are outdated and need to be updated to reflect current operation and maintenance activities associated with the management of traffic signals.

In May 2012, the Cities of Brampton and Mississauga developed a joint proposal for the Region's consideration to manage all traffic signals within their respective municipalities at the local municipal level. The joint proposal outlined that both Brampton and Mississauga were best suited to provide the service delivery involving the operation and maintenance of all traffic signals within their respective municipal boundaries.

At the Regional Arterial Roads Review Ad hoc Steering Committee (ARRASC) meeting on September 20, 2012, it was resolved that traffic signal operations and maintenance service delivery agreements be developed between the Region of Peel and each of the Cities of Brampton and Mississauga, subject to satisfactory service delivery elements, performance measures, legal and liability factors and financial terms.

COMMENTS:

An agreement outlining the responsibilities and service delivery functions for the management of Regional traffic signals within the Mississauga municipal boundary has been prepared between the Region of Peel and Mississauga and is currently being finalized.

Mississauga would be responsible for the operation and maintenance of Regional traffic signals within its municipal boundary, and the Region would continue to be responsible for the capital related works on Regional intersections, including traffic signals and the Red Light Camera program.

The agreement outlines the service delivery elements involving the operations and maintenance of the traffic signals and systems, and includes the following elements:

- Region's responsibilities on the capital design and construction of the traffic signals.
- City's responsibilities on the operation and maintenance of the traffic signals.

- City's responsibilities on the traffic control system.
- Processes on the transfer of traffic signals to the City for operations and maintenance.
- Implementation of the City's Advanced Transportation Management System (ATMS).
- Deployment of Intelligent Transportation System (ITS) initiatives identified by both City and Region.
- Cost sharing and invoicing arrangements.
- Performance metrics.
- Legal and liability terms.
- Insurance provisions.

The agreement accounts for the cost sharing methodology involved for implementation, operation and maintenance of the City's Advanced Transportation Management System (ATMS) and future Intelligent Transportation System (ITS) initiatives.

Performance measures (service levels) have been identified and included in the agreement to ensure that the services delivered by Mississauga meet the Region's expectations, and include the following:

- Targeted network efficiency improvements through Speed and Delay Travel Studies.
- Response time for complaints and inquiries regarding the operations of traffic signals.
- Turn-around time for traffic signal timing inquiries and legal letters regarding the operations of traffic signals.
- Implementation of Intelligent Transportation Systems (ITS) enhancements as outlined in the Region's ITS strategic plan.
- Quarterly summaries on the health of the network.

The agreement clearly outlines the roles and responsibilities of each of the parties as well as their legal obligations. Although the Region retains ownership of the traffic signals on Regional roads and the capital related works involved, Mississauga will carry out the day-to-day operations and maintenance on behalf of the Region.

Standard indemnification clauses have been included in the agreement to ensure that legal standards are met and maintained.

6d

The term of the agreement would be for a period of ten (10) years.

The agreement has been prepared in conjunction with Regional and City staff including each party's respective legal counsel.

FINANCIAL IMPACT: With Mississauga being the traffic signal service provider for the Region of Peel, additional operational costs are to be incurred with existing traffic signal maintenance contracts that are outsourced by the City. In addition, additional labour resources will be required and have been forecasted as part of the Advanced Transportation Management System (ATMS) budget process. These additional contract and labour costs are to be offset with corresponding revenues that are to be recovered from the Region for the traffic signal services provided. Essentially, all costs incurred by Mississauga for the services provided are to be recovered from the Region.

Number of Regional Traffic Signals: 163

Estimated Annual Cost for Regional Traffic Signal Service Delivery:

Maintenance Cost:	\$350,960.19
System Cost:	\$163,542.79
Labour Cost:	<u>\$217,859.28</u>
Total:	\$732,362.26

Average Annual Cost per Regional Traffic Signal: \$4,493.02

Overall, the net operational cost impact to the City is neutral.

Both the additional operational costs and corresponding revenues are to be reflected in the 2015 Operating Budget with a neutral net cost impact.

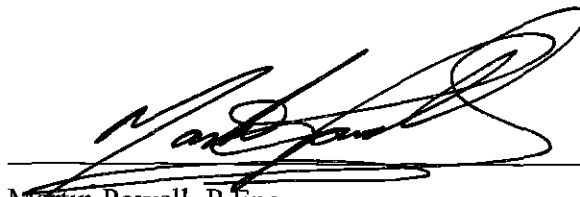
In addition, existing traffic signal contracts that Mississauga outsources will require contract upset limits to be increased. These contract adjustments are to be processed in accordance with the provisions of Purchasing By-law 374-06, as amended.

6e

CONCLUSION:

It is recommended that Mississauga enter into the Traffic Signal Service Delivery Agreement with the Region of Peel for the purpose of providing operation and maintenance management of Regional traffic signals within Mississauga's municipal boundary.

In order to accommodate contract upset limits associated with existing traffic signal contracts that Mississauga outsources, it is recommended that the Purchasing Agent be authorized to issue contract amendments to increase the value of the contracts, where necessary, in order to fulfil the obligations associated with Traffic Signal Service Delivery Agreement.

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Al Sousa, P.Eng.

Manager, Traffic Engineering and Operations



Corporate Report

Clerk's Files

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Transportation Committee

JUN 18 2014

DATE: May 30, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Pilot Program – Discounted Transit Fare for Low Income Riders**

RECOMMENDATION: That the report entitled “Pilot Program – Discounted Transit Fare for Low Income Riders” dated May 30, 2014 from the Commissioner of Transportation and Works be approved and that authority to transfer the required funds to the Region of Peel be granted.

BACKGROUND: At the Budget Committee meeting of September 19, 2012 the Committee requested that MiWay staff research and assess the feasibility of providing assistance to persons with low income who require the use of the transit system. A memo to members of the Budget Committee from the Director, Transit dated May 1, 2013 was provided in response and is attached as Appendix 1. The memorandum recommended that City staff approach Region of Peel staff to explore the provision of discounted transit fares for low income riders.

COMMENTS: A working team of Regional and City staff was established to design a program for Mississauga. Regional staff conducted a review of prior programs within the Region and researched programs across Canada. Although there were many similarities among the programs there was incomplete information on program effectiveness, impact on the

transit system or transit use by program participants.

As a result there was a clear need to design a program where outcomes could be measured to assess value. This led the team to develop a pilot program that will collect the necessary information to assist with identifying scope, cost and benefits of a complete program.

The pilot program will use Presto farecard technology that makes it possible to see how and when transit is being used which will give insight as to how the subsidy changes outcomes.

Program Design

The Region and the City will partner on a pilot program to deliver subsidized transit fares to persons with low income. The pilot program will target Regional clients in receipt of Ontario Works (OW) client benefits. Program details are included at Appendix 2.

A total of 250 participants will be able to purchase the dollar value of an adult monthly pass (\$120.00) loaded onto a Presto card for one third the cost. The Region of Peel and the City of Mississauga will share the remaining cost equally. The program will commence in September 2014 and run for 9 months. Participants will be surveyed prior to and after the program. The Presto cards will be supplied by MiWay and owned and registered by the Region. As a condition of the pilot program, participants will have to agree to allow access to the transit usage data generated by the card.

The program will be administered by the Region and City staff will provide technical assistance only. All communication and direct contact will be the responsibility of Regional staff. At the conclusion of the pilot program a report to Council (Regional and City of Mississauga) will be prepared with recommendations for next steps.

The subsidization of transit fares beyond the typical concessions for children, students, and seniors is beyond a transit fare strategy and normally part of community social support. In two tier municipalities the distinction is important as the budgets reside within different levels of government.

Staff are supportive of a pilot program to help understand the cost, value and impact of a comprehensive program.

STRATEGIC PLAN: This initiative contributes to the Belong pillar in the strategic plan by:

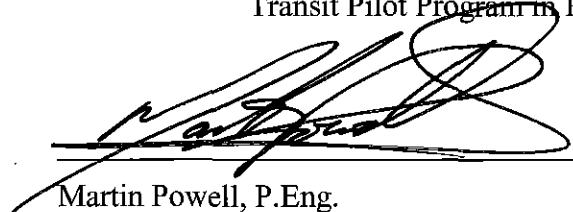
- Ensuring affordability and accessibility.

FINANCIAL IMPACT: The cost of the pilot program to the City is estimated to be \$92,000. The 2014 cost of \$42,000 can be accommodated in the transit budget and the remaining amount will be included in the 2015 budget request.

CONCLUSION: The City has partnered with the Region to offer a pilot program of transit discounts to low income riders. The program is expected to provide the necessary data to support decision making on scope, cost and expected outcomes of a continuing program. Staff recommend proceeding with the pilot program.

ATTACHMENTS: Appendix 1: City of Mississauga Memorandum to Budget Committee dated May 1, 2013 – MiWay Discounted Fares for Low Income Riders.

Appendix 2: Region of Peel Memorandum to Transit Director Geoff Marinoff dated May 29, 2014 – Affordable Transit Pilot Program in Peel.



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

*Prepared By: Geoff Marinoff, P. Eng.
Director, Transit*

7c

Memorandum



Appendix 1

TO: Mayor and Members of Budget Committee

FROM: Transit Director Geoff Marinoff

DATE: May 1, 2013

SUBJECT: **MiWay– Discounted Transit Fares for Low Income Riders**

At the Budget Committee meeting of September 19, 2012 the Corporate Report entitled MiWay 2013 Fare Strategy from the Commissioner of Transportation and Works was presented. The Committee requested that MiWay staff research and assess the feasibility of providing assistance to persons of low-income who require use of the transit system. This memo is in response to that direction.

Statistics Canada uses the concept of economic families to determine low-income cut-offs (LICOs) based on the size of the economic family and the population of the area of residence. LICOs identify those who are substantially worse-off than the average. Specifically, a LICO is an income threshold below which a family will likely devote a larger share of its income to the necessities of food, shelter and clothing than the average family.

Transit system fare structures across the GTA and throughout Ontario and Canada provide varying degrees of discounts for ticket and pass fares. A review of the existing fare structures across Canada revealed the provinces of Alberta and British Columbia have had established discounted fare programs for low-income families for many years. Kingston Transit introduced its affordable transit pass for low-income households in 2009, followed by Transit Windsor and Hamilton Street Railway in 2010.

In 2011 and 2012, Halton Region, York Region Transit, Guelph Transit and Waterloo implemented one and/or two year pilot programs:

- Halton Region's Subsidized Passes for Low Income Transit (SPLIT) program is available to adults, secondary school students and seniors excluding Ontario Works (OW) or Ontario Disability Support Program (ODSP) because limited transportation assistance related to employment or medical need is already available.
- York Region's \$1.3-million pilot program is offered to eligible OW and ODSP clients up to 1,400 subsidized adult passes each month with local community agencies provided up

to \$250,000 annual funding (\$2,500 per agency per year) to purchase individual ride tickets for low-income residents.

- Guelph Transit's two-year Affordable Bus Pass Pilot Program is available to adults, youth and seniors including OW and ODSP recipients.
- The Region of Waterloo launched their Transit for Reduced Income Program (TRIP) which is limited to adults and specifically excludes students and seniors.

A table comparing programs in Ontario is provided at **Appendix 1**. Although there are variations between provinces and cities most programs share the following aspects:

- Qualification requirements for an affordable transit pass are primarily based on the Low-Income Cut-off line (LICO).
- Proof of income is required in all cases (Notice of Assessment from the Canada Revenue Agency).
- Application for the pass is directly through the municipality, its transit department, or through a community partner agency - applications are reviewed by Community/Social Services or on the spot through interview with client's caseworker.
- On average, the cost of an affordable transit pass in these communities is 50% the cost of a regular monthly transit pass and is restricted to monthly passes.
- In many cases there are dollar amounts that limit the availability of discount passes which are offered on a first come first serve basis.
- The programs are funded out of social/community services budgets at the regional level or for single tier municipalities through internal transfers or adjustment to the transit budget.

Presently, MiWay Fees & Charges By-law allows for a 1.5% Purchase Discount on bulk transit ticket and pass purchases of \$750 or more. Numerous local community agencies, not-for-profit organizations and Region of Peel Services purchase transit tickets and passes directly from MiWay for distribution to their low-income and other clients to assist with transportation. See **Appendix 2**. In 2012, revenues for these bulk purchases were \$917,992 consisting of 98% tickets and 2% weekly passes with MiWay providing a total annual discount of \$15,093.

The Halton Region Subsidized Passes for Low Income Transit (SPLIT) provides a good example of multi-tier program delivery where the Region determines eligibility and provides the subsidy and the respective transit systems (Oakville, Burlington, Milton) distribute fare media and deliver the service.

Should the City of Mississauga proceed with discounted fares for low-income customers without the Region of Peel, increased subsidy from the tax levy would be required or alternately, higher fares for other transit users. Furthermore, MiWay does not currently possess the systems to assess low income eligibility and maintain records.

7e

The Accessibility for Ontarians with Disabilities Act (AODA) and accompanying regulation require fare and service hour parity between conventional transit (MiWay) and paratransit (Transhelp). Parity exists today but the adoption of a City program without coordination with the Region would disrupt fare parity. Any changes to the regional program (Transhelp) would, by extension, also affect Brampton Transit.

It is the staff recommendation that a regional program be considered to address this need and MiWay staff will approach Region of Peel staff to explore the provision of discounted transit fares for low income riders.

Sincerely,


Geoff Marinoff, P.Eng.
Transit Director

Attached: Appendix 1
 Appendix 2

C: Leadership Team

Patti Elliott-Spencer
Director of Finance

Crystal Greer
Director, Legislative Services & Clerk

Diana Rusnov
Manager of Legislative Services

Mary-Lou Johnston
Manager of MiWay Business Development

Margaret Johnston
Supervisor of Transit Revenue

Julie Lavertu
Budget Committee Coordinator

APPENDIX 1

Low-Income Transit Fares – Ontario Municipalities

City / Region	Transit System	Fare Media / Discount	Who Is Eligible to Apply?	Required Documentation	Program Validity	Program Restrictions
Kingston (single tier)	Kingston Transit	Monthly Pass - 32%	Adult, Youth, Senior, ODSP or OW recipients	Notice of Assessment; Drug Benefit Card; OW/ ODSP Benefits	1 Year	Limited Number: First Come, First Served per annual funding amount
Windsor (single tier)	Transit Windsor	Monthly Pass – up to 50%	Any individual, their spouse & dependants	Notice of Assessment; OW/ ODSP Benefits; Child Tax Benefit Notice	1 Year	None
Hamilton (single tier)	Hamilton Street Railway	Adult Monthly Pass – 50%	18-64 yrs of age; OW/ ODSP recipient	Notice of Assessment; OW/ ODSP Benefits	6 months	Valid for HSR Transit only
Halton Region	Oakville Transit Burlington Transit Milton Transit	Monthly Pass – 50%	Adult, Student (high school); Senior	Notice of Assessment; Valid Student Card; Senior proof of age	1 Year	Limited passes: First Come, First Served; OW/ ODSP not eligible
York Region	York Region Transit	Adult Monthly Pass – 50%	OW & ODSP Recipients	OW/ ODSP Benefits	1 Year	1,400 Passes for OW/ODSP; \$250,000 for purchase of tickets by local community agencies
Guelph (single tier)	Guelph Transit	Monthly Pass – 50%	Adults, Youth, Seniors	Notice of Assessment; OW/ODSP Benefits	1 Year	None
Region of Waterloo	Grand River Transit (Cambridge, Kitchener, Waterloo)	Adult Monthly Pass – 44%	Adults; OW Recipients	Notice of Assessment; OW Benefits	1 Year	Valid for GRT only; Students/Seniors not eligible

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APPENDIX 2

Local Community, Non-Profit and Region of Peel Agencies

The following organizations provide Mississauga clients with support and counselling, social services, employment assistance/training, and transit fare media for low income, persons with disabilities, mental health, youth, seniors, and new immigrants.

ACCES Employment	Mississauga Employment - YMCA
Afghan Women's Organization	Muslim Community Services
Associated Youth Services of Peel	Newcomer Centre of Peel (NCP)
Best Start Health Coalition in Peel	Our Place Peel
Bramalea Community Health Centre	Palestine House
Brampton Multicultural Centre	Peel Adult Learning Centre
Canadian Centre for Victims of Torture	Peel HIV/AIDS Network
Canadian Mental Health Association	Peel International Education Alliance
Catholic Crosscultural Services	Peel Multicultural Council
Chinese Association of Mississauga	Polycultural Immigration & Community Services
City of Toronto - Seaton House	Region of Peel - Ontario Works
Coalition for Persons with Disabilities	Region of Peel - Peel Youth Village
COSTI Immigrant Services	Salvation Army - Brampton
Dixie-Bloor Neighbourhood Centre	Salvation Army - Cawthra
Dufferin Peel District School Board - STOPR	Salvation Army - Peel Family Shelter
Dufferin Peel LINC Program	St. Vincent de Paul
Friends and Advocates of Peel	The Compass Community Outreach
India Rainbow Community Services of Peel	Trillium Health Centre
Interim Place	Vietnamese Community Centre of Mississauga
LAMP Community Health Centre	YMCA Employment & Community Centre



Human Services

To: Geoff Marinoff, Director,
MiWay Transit

Date: May 29, 2014

From: Adaoma Patterson, Advisor

Subject: Affordable Transit Pilot
Program in Peel

cc: Janet Menard, Commissioner
Juliet Jackson, Director
Stella Danos-Papaconstantinou,
Director
John Arcella, Manager, Finance
Support Unit

Our File:

Background & Rationale

Transit affordability has received significant attention in recent years because of barriers it creates for people experiencing low-income. Residents cite examples of how high transit costs limit their ability to participate in employment, prevent them from attending important medical and other appointments as well as from participating fully in community life. During the development of the Peel Poverty Reduction Strategy and consultations on the Provincial review of social assistance, many residents expressed concern about the cost of transit and its impact on their household budget. This sentiment has been expressed not only in Brampton, Caledon and Mississauga but also throughout the Greater Toronto Area.

In response to this growing concern, a number of regions and municipalities have created affordable transit programs. The City of Hamilton, York Region and Halton Region are three examples of communities that recognized transit affordability as a barrier to participation in employment and community life for many residents. Locally, in May 2013, the City of Mississauga's Budget Committee requested that MiWay staff research and assess the feasibility of providing assistance to persons of low-income who require use of the transit system.

May 29, 2014

Page 2 of 3

The Peel Poverty Reduction Strategy, launched October 2012, identified affordable transportation as one of five issues to be addressed. As a result, the Region of Peel in partnership with Mississauga MiWay Transit is creating a 9 month affordable transit pass pilot program for 250 Ontario Works clients in Mississauga.

A Steering Committee comprised of the Commissioner of Human Services, Director of Client & Community Access, Director of Strategic Planning, Policy & Partnerships, Human Services, Region of Peel; Executive Director, Transit, City of Brampton and, Transit Director, MiWay Transit was formed in January 2014. A project team comprised of Human Services staff and informed by Brampton Transit and MiWay staff have developed the pilot program and an evaluation framework.

Program Details

Participants in the pilot will be able to purchase a \$120 e-purse on the PRESTO card for 1/3 of the cost (\$40) for up to nine months; the remaining 2/3 will be subsidized by Ontario Works and MiWay Transit. The e-purse allows users maximum flexibility to travel within their city, Peel region and the Greater Toronto Area in order to access employment opportunities, services (such as foodbanks and recreation) as well as attend medical or other health related appointments. One of the unique features of this pilot is the ability of the participant to continue to access the program whether he/she remains on Ontario Works. For example, if a participant secures employment and is no longer eligible for Ontario Works, they will have the option of continuing in the program for a portion of time. This will allow staff to better understand the potential barriers faced by people exiting Ontario Works as well as the impact of subsidized transit on a larger pool of individuals.

Eligibility Criteria

A random sample of Ontario Works clients will be invited to participate in the pilot. The following criteria will be used to select participants:

- Active Ontario Works client
- Number of months on assistance (select a range)
- Family size (individual, sole support parents, adults with dependents)
- Representation from each ward in Mississauga
- Access to a bank account
- Participation Agreement (PA) status (employed, independent job search, structured job search activities, deferred)
- Not in receipt of ongoing transportation funds
- Reliance on public transit as primary mode of transportation

May 29, 2014

Page 3 of 3

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Recruitment & Selection Process

A random sample of Ontario Works clients from Mississauga will receive a letter of invitation to attend an information session on the affordable transit pilot program. The session will provide an overview of the program including the benefits, requirements and cost. Interested clients will sign up for the program at the session, provide banking and other information and complete a pre evaluation survey.

Evaluation

Similar to other affordable programs in the Greater Toronto Area, we anticipate clients will report that greater access to subsidized transit has a positive impact on their lives. Therefore, two key features will be incorporated into the pilot:

- a control group comprised of Ontario Works clients who access transportation benefits based on the existing OW rules will be included for comparison purposes;
- participants will participate in focus groups at the three and six month mark as well as provide ongoing feedback via an on-line survey and blog.

The pilot will also attempt to achieve the following:

- Assess impact (positive or negative) to participants monthly household budget
- Identify key elements of a successful affordable transit program that can be supported by various partners
- Determine the best use of dollars that reach the largest number of riders

Financial Implications

Overall costs

1. Client contribution

\$40/client x 250 clients x 9 months = \$90,000

2. Ontario Works contribution

\$40/client x 250 clients x 9 months = \$90,000

Internal costs related to administration, communication support (on-line survey, mail, evaluation)

3. MiWay Transit contribution

250 PRESTO cards x \$6 administrative fee = \$1,500

\$40/month x 9 months x 250 participants = \$90,000

Total contribution by transit department = \$91,500



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Transportation Committee

JUN 18 2014

DATE: May 29, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: 40 km/h when Flashing Speed Zone
Bristol Road East (Ward 5)

RECOMMENDATION: That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement a 40 km/h when flashing speed zone on Bristol Road East between a point 65 metres (213 feet) east of Wildwood Trail and a point 45 metres (148 feet) east of Anthony Avenue, from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

BACKGROUND: As a result of a petition received from area residents, the issue of a reduced speed limit on Bristol Road East was raised. Staff subsequently reviewed the roadway and determined a need for a flashing 40 km/h zone in front of Bristol Road Middle School.

COMMENTS: Bristol Road East is a two-lane major collector roadway with a posted speed limit of 50 km/h. To increase driver's awareness of the presence of a school and maintain uniformity in application and design, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Bristol Road East. The 40 km/h speed zone would be in effect from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30. For the remaining

times, the speed limit would be 50 km/h.


The use of 40 km/h when flashing speed zones on major collector roadways have resulted in improvements with speed compliance within the signed zone.

It is anticipated that the 40 km/h when flashing signs and flashing beacons will be installed prior to the 2014/2015 school year.

FINANCIAL IMPACT: Costs for the sign installation can be accommodated in the 2014 Capital Traffic Signal Program (P.N. 14-198). The estimated capital installation cost is \$25,000, while the maintenance costs are \$750 per year.

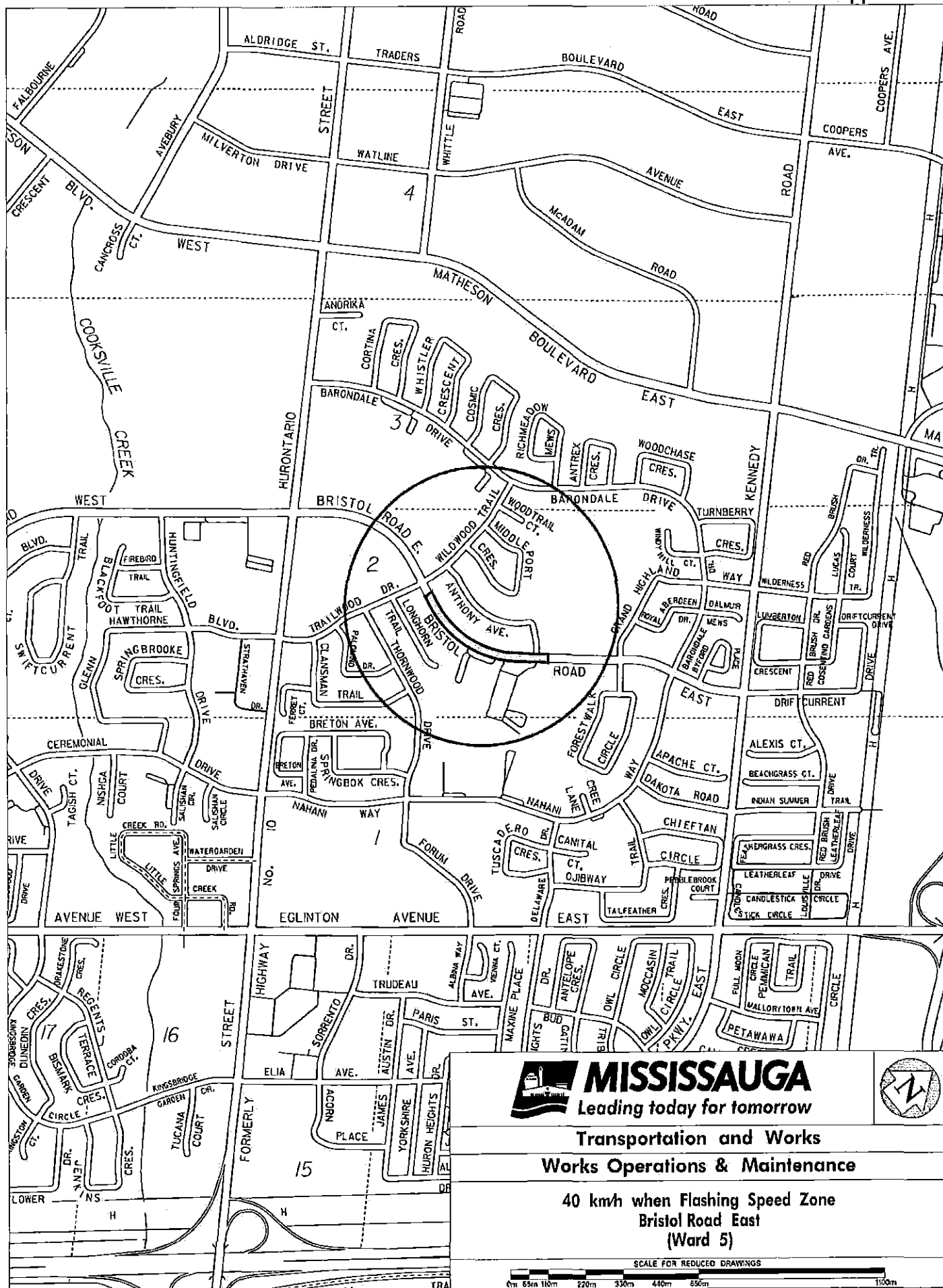
CONCLUSION: Based on the roadway characteristics, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Bristol Road East between a point 65 metres (213 feet) east of Wildwood Trail and a point 45 metres (148 feet) east of Anthony Avenue, from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

ATTACHMENTS: Appendix 1: Location Map: 40 km/h when Flashing Speed Zone
Bristol Road East (Ward 5)



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

Prepared By: Alex Liya, Traffic Operations Technician





Corporate Report

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Transportation Committee

JUN 18 2014

DATE: June 3, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: 40 km/h when Flashing Speed Zone
Mississauga Road (Ward 8)

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a 40km/h when flashing speed zone on Mississauga Road between a point 80 metres (262 feet) east of Doulton Drive and a point 47 metres (154 feet) west of Saxony Court from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

BACKGROUND: Concerns have been identified by area residents regarding speeding on Mississauga Road and pedestrian safety for the students attending Holy Name of Mary College School (2241 Mississauga Road). A request was made to the Transportation and Works Department to implement a 40 km/h when flashing speed zone on Mississauga Road in the vicinity of Holy Name of Mary College School.

The City implements 40km/h speed zones on local collector or minor collector roadways adjacent to junior school frontages. In addition, 40 km/h when flashing speed zones signs are used on major collector and

arterial roadways, where justified, along junior school frontages. The use of these flashing speed zones has increased driver awareness and has resulted in improvements with speed limit compliance

COMMENTS:

Mississauga Road is classified as a major collector roadway with a statutory 50 km/h speed limit and functions as an integral part of the City's transportation road network. It is designed to channel traffic efficiently to and from abutting neighbourhoods and to provide direct access to the provincial highway system (Q.E.W.), thereby handling a significant volume of traffic. To increase driver's awareness of the presence of a school and maintain uniformity in application and design, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Mississauga Road between a point 80 metres (262 feet) east of Doulton Drive and a point 47 metres (154 feet) west of Saxony Court from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30. For the remaining times, the speed limit would be 50 km/h.

The use of 40 km/h when flashing speed zones on major collector and arterial roadways, where justified, has resulted in improvements with speed limit compliance within the signed zone.

It is anticipated that the 40 km/h when flashing signs and flashing beacons will be installed prior to the 2014/2015 school year.

The Ward Councillor supports installation of a 40 km/h when flashing speed zone on the Mississauga Road in the vicinity of Holy Name of Mary College School (2241 Mississauga Road).

FINANCIAL IMPACT:

Costs for the sign installation can be accommodated in the 2014 Capital Traffic Signal Program (P.N. 14-198). The estimated capital installation cost is \$25,000, while the maintenance costs are \$750 per year.

CONCLUSION:

Based on the roadway characteristics, the Transportation and Works Department recommends the installation of a 40 km/h when flashing speed zone on Mississauga Road between a point 80 metres (262 feet)

east of Doulton Drive and a point 47 metres (154 feet) west of Saxony Court from 7:45 a.m. – 5:00 p.m., Monday to Friday, September 1 to June 30.

ATTACHMENTS:

Appendix 1: Location Map: 40 km/h when Flashing Speed Zone
Mississauga Road (Ward 8)

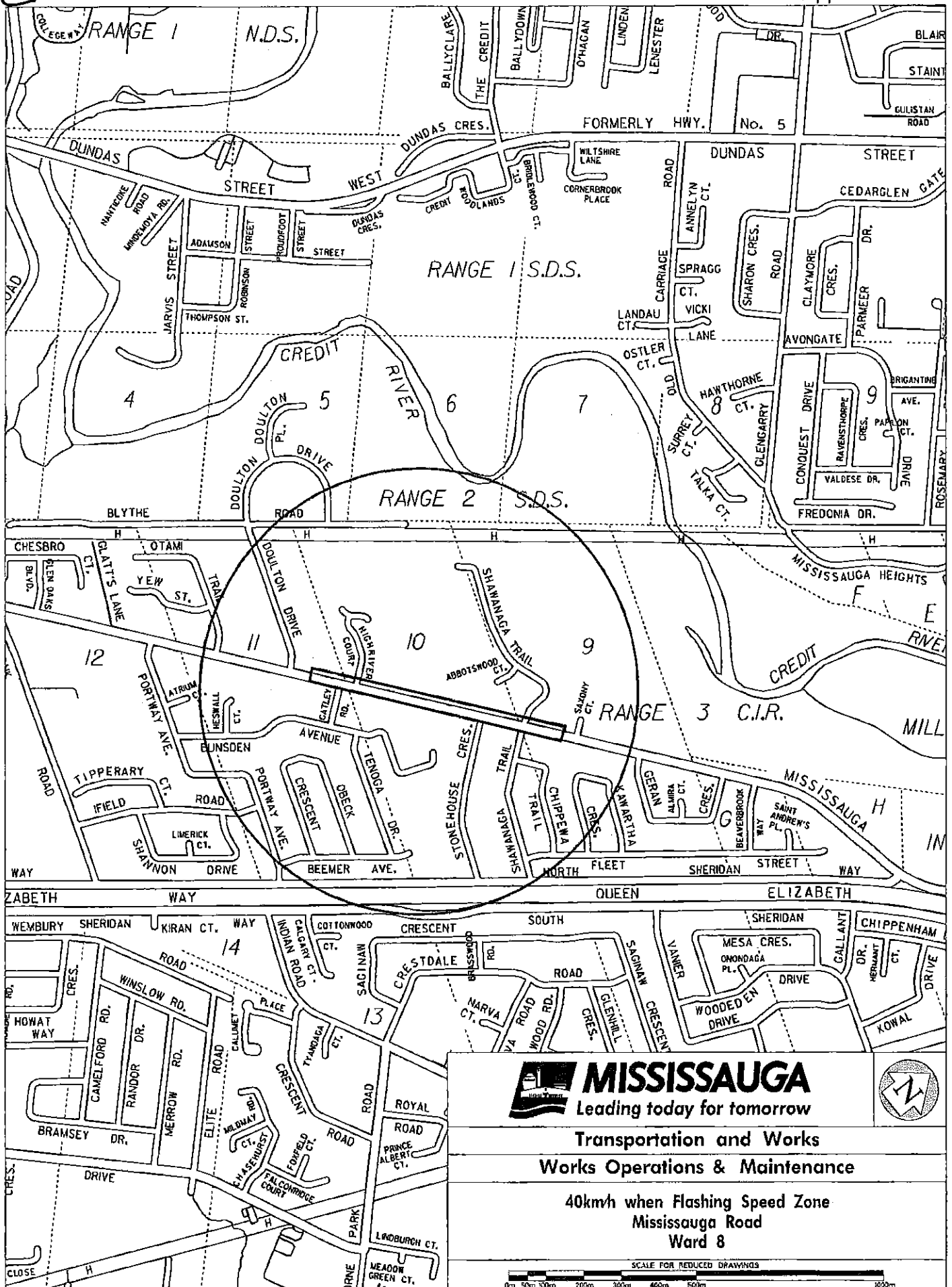


Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician

9C





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Transportation Committee
JUN 18 2014

DATE: May 28, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Temporary Intersection Closures –
Huntington Ridge Drive at Heatherside Drive and
Huntington Ridge Drive at Harrowsmith Drive (Ward 4)**

RECOMMENDATION: That a by-law be enacted to implement a temporary closure of the intersection of Huntington Ridge Drive at Heatherside Drive from 7:00 a.m., Monday, July 7, 2014 to 12:00 p.m., Wednesday, July 9, 2014 and the intersection of Huntington Ridge Drive at Harrowsmith Drive from 12:00 p.m., Wednesday, July 9, 2014 to 7:00 p.m., Friday, July 11, 2014.

BACKGROUND: The Transportation and Works Department is proposing a temporary full intersection closure of the intersections of Huntington Ridge Drive at Heatherside Drive and Huntington Ridge Drive at Harrowsmith Drive in order to facilitate the construction of raised asphalt intersections as part of the Traffic Calming Pilot Program.

COMMENTS: Temporary intersection closures are required in order to facilitate the construction of raised asphalt intersections as part of the Traffic Calming Pilot Program. Due to the nature of construction and the limited space within the intersections, phasing of the work would not be feasible. In the interest of limiting its impact on the surrounding area, the work has been scheduled for July to avoid disruption to the adjacent Huntington Ridge Public School.

Upon approval, the Transportation and Works Department will notify, by letter, all directly affected residents and will supply and install the appropriate advance information signs to notify the public of the anticipated road closure.

The Transportation and Works Department will also notify all emergency services, 311 Customer Service Centre and Mississauga Transit.

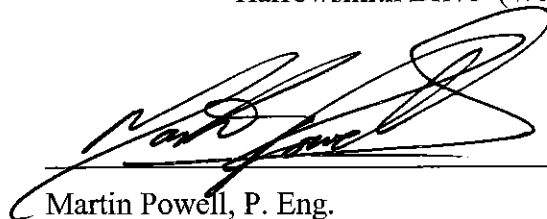
Throughout the duration of the closure, the affected residents will be redirected to egress/ingress the neighbourhood via Winfield Terrace. There will be minimal impact and no detour required for pedestrians.

The area Ward Councillor has been advised of the temporary intersection closures.

FINANCIAL IMPACT: Costs for the fabrication and installation of all road closure signs can be accommodated in the 2014 Current Budget.

CONCLUSION: In order to accommodate the construction of raised asphalt intersections as part of the Traffic Calming Pilot Program, the Transportation and Works Department recommends the temporary closures of Huntington Ridge Drive at Heatherside Drive from 7:00 a.m., Monday, July 7, 2014 to 12:00 p.m., Wednesday, July 9, 2014 and the intersection of Huntington Ridge Drive at Harrowsmith Drive from 12:00 p.m., Wednesday, July 9, 2014 to 7:00 p.m., Friday, July 11, 2014.

ATTACHMENTS: Appendix 1: Location Map: Temporary Intersection Closures – Huntington Ridge Drive at Heatherside Drive and at Harrowsmith Drive (Ward 11)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Maxwell Gill C.E.T., Traffic Operations Technologist





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Transportation Committee

JUN 18 2014

DATE: May 28, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Parking Prohibition Anytime
Shawson Drive (Ward 5)**

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-Law 555-00, as amended, to implement a parking prohibition anytime on both sides of Shawson Drive from Westport Crescent (north intersection) to Meyerside Drive.

BACKGROUND: The Transportation and Works Department is in receipt of traffic concerns on Shawson Drive identified by a local area property owner. The property owner indicated that heavy vehicles are being parked in excess of three hours on both sides of Shawson Drive impeding mobility and sight visibility on the road.

COMMENTS: At present, three-hour parking is permitted on both sides of Shawson Drive from Westport Crescent (north intersection) to the Meyerside Drive. The current geometric design of this section of Shawson Drive cannot support on-street heavy vehicle parking while maintaining safe two-way traffic. The current parking scenario impedes mobility on the road and hinders motorist's ability to access abutting properties.

Therefore, the Transportation and Works Department recommends that parking be prohibited anytime on both sides of Shawson Drive from Westport Crescent (north intersection) to the Meyerside Drive. The implementation of this parking prohibition should improve mobility on Shawson Drive and increase the general level of safety in the area. The prohibition would also allow for enforcement by Parking Enforcement. It should be noted that parking is prohibited on both sides of Shawson Drive from Dixie Road to Westport Crescent (north intersection)

The Ward Councillor supports the recommendation for a parking prohibition anytime on Shawson Drive from Westport Crescent (north intersection) to the Meyerside Drive.

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

CONCLUSION: The Transportation and Works Department recommends implementing a parking prohibition anytime on both sides of Shawson Drive from Westport Crescent (north intersection) to the Meyerside Drive.

ATTACHMENTS: Appendix 1: Location Map: Parking Prohibition Anytime Shawson Drive (Ward 5)



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Darek Pest, Traffic Operations Technician





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Transportation Committee
JUN 18 2014

DATE: May 19, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Parking Prohibition**
Meadowvale Boulevard (Ward 9)

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a parking prohibition on the south side of Meadowvale Boulevard from a point 60 metres (197 feet) west of Syntex Drive to a point 155 metres (508 feet) east of Rapistan Court from 7:00 a.m. to 6:00 p.m., Monday to Friday.

BACKGROUND: The Transportation and Works Department is in receipt of a request from the Ward 9 Councillor to implement a parking prohibition on the south side of Meadowvale Boulevard between Syntex Drive and Rapistan Court from 7:00 a.m. to 6:00 p.m., Monday to Friday, in replacement of the current parking prohibition anytime. This request has been made to allow for parking during sporting events held at the Meadowvale Sports Park on weekday evenings and throughout the day on the weekends.

COMMENTS:

In accordance with the current Traffic By-law 555-00, parking is prohibited anytime on the south side of Meadowvale Boulevard between a point 144 metres (472 feet) west of Syntex Drive and a point 455 metres (1493 feet) westerly thereof. This parking prohibition was implemented in 1999 as a result of a request by employees of General Electric Canada Inc., located at 2300 Meadowvale Boulevard, to address an alleged sightline obstruction concern.

Staff investigated the sightline visibility for motorists exiting the access points of 2300 Meadowvale Boulevard. The investigation revealed a sightline obstruction only at the most westerly driveway where the visibility of eastbound traffic could be hampered by parked vehicles due to the roadway grade difference. The sightline visibility at other driveways is adequate.

As a result, the Transportation and Works Department recommends maintaining the existing parking prohibition anytime on the south side of Meadowvale Boulevard between Rapistan Court and the westerly driveway of 2300 Meadowvale Boulevard due to the sightline concern.

The Transportation and Works Department supports removal of the parking prohibition anytime and implementation of parking restriction from 7:00 a.m. to 6:00 p.m., Monday to Friday on the south side of Meadowvale Boulevard from a point 60 metres (197 feet) west of Syntex Drive to a point 155 metres (508 feet) east of Rapistan Court. The 60 metre (197 feet) intersection parking prohibition, at the intersection of Meadowvale Boulevard and Syntex Drive, will be implemented under the general provision of The Traffic By-law 555-00, as amended.

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

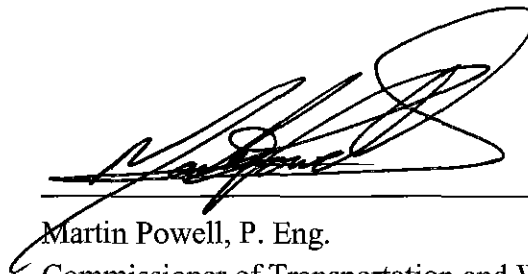
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CONCLUSION:

The Transportation and Works Department recommends that a parking prohibition be implemented on the south side of Meadowvale Boulevard from a point 60 metres (197 feet) west of Syntex Drive to a point 155 metres (508 feet) east of Rapistan Court from 7:00 a.m. to 6:00 p.m., Monday to Friday.

ATTACHMENTS:

Appendix 1: Location Map: Parking Prohibition -
Meadowvale Boulevard (Ward 9)

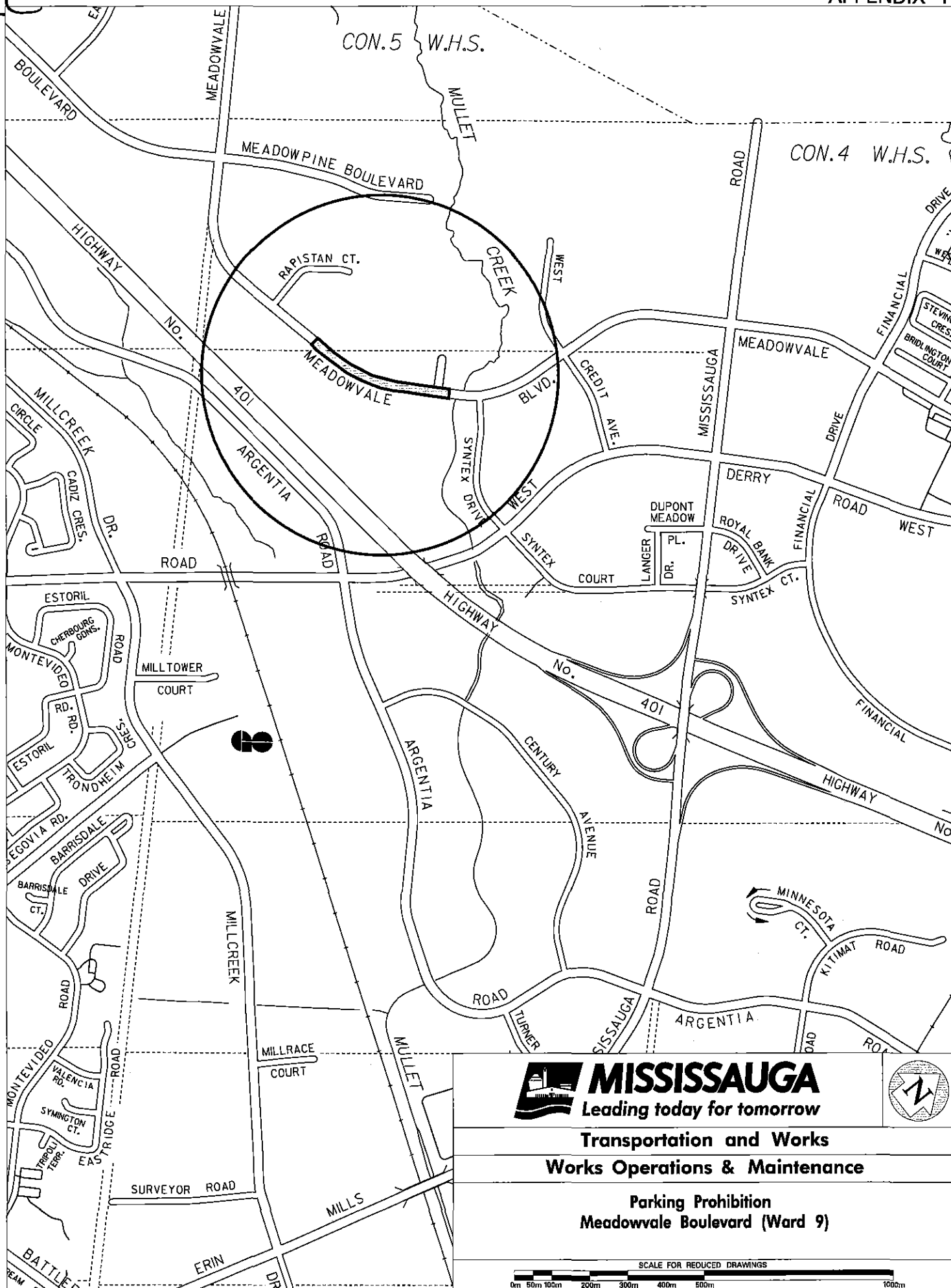
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Ouliana Drobychevskaia, Traffic Technologist

12c



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**Transportation and Works
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**Parking Prohibition
Meadowvale Boulevard (Ward 9)**





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Transportation Committee

JUN 18 2014

DATE: May 28, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Parking and Stopping Prohibition**
Escada Drive (Ward 10)

RECOMMENDATION: That a by-law be enacted to amend The Traffic By-law 555-00, as amended, to implement a stopping prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School, and a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1- June 30, Monday - Friday on the south side of Escada Drive between Hideaway Place and Eaglesview Drive.

BACKGROUND: The Transportation and Works Department received a request through the Traffic Safety Council to implement a stopping prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School, and a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1- June 30, Monday - Friday on the south side of Escada Drive between Hideaway Place and Eaglesview Drive.

COMMENTS:

In February 2014, it was brought to the Transportation and Works Department's attention through the Ward Councillor's office that vehicles are stopping in the vicinity of the school allowing children to cross the roadway, causing multiple safety concerns. The Ward Councillor requested a report be brought forward to implement a parking prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School. In addition it was requested that a stopping prohibition at anytime on the south side of Escada Drive between Hideaway Place and Eaglesview Drive be implemented.

After the changes in parking and stopping regulations on Escada Drive in the vicinity of St. Bernard of Clairvaux Catholic Elementary School were implemented a concern was again brought to the Transportation and Works Department's attention through the Traffic Safety Council. As a result, the parking prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday, on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School required being changed to a stopping prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday. In addition, it was requested to change the stopping prohibition anytime on the south side of Escada Drive between Hideaway Place and Eaglesview Drive and implement a stopping prohibition between 8:00 a.m. - 4:00 p.m., September 1- June 30, Monday - Friday.

The Ward Councillor supports the Traffic Safety Council's recommendations.

FINANCIAL IMPACT:

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

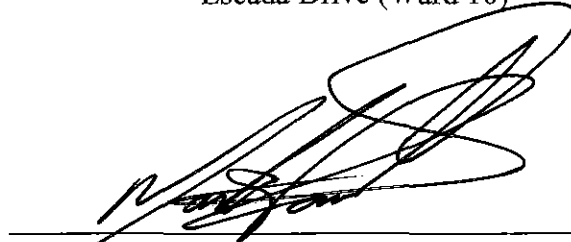
CONCLUSION:

The Transportation and Works Department supports a stopping prohibition between 7:00 a.m. - 9:00 a.m. and 3:00 p.m. - 5:00 p.m., Monday - Friday on the north side of Escada Drive between Freshwater Drive and the west entrance to St. Bernard of Clairvaux Catholic Elementary School, and a stopping prohibition between 8:00

a.m. - 4:00 p.m., September 1- June 30, Monday - Friday on the south side of Escada Drive between Hideaway Place and Eaglesview Drive.

ATTACHMENTS:

Appendix 1: Location Map: Parking and Stopping Prohibition
Escada Drive (Ward 10)

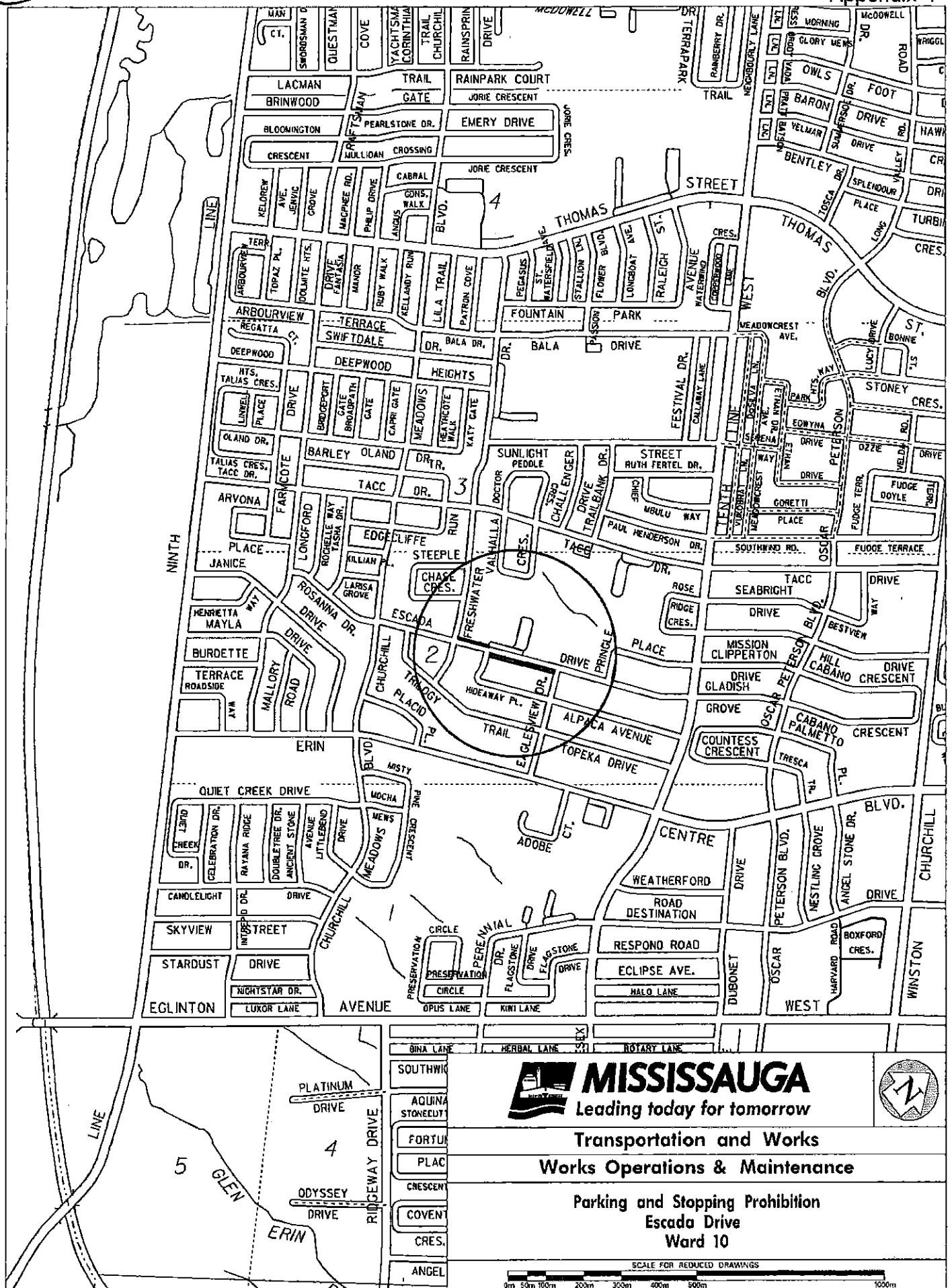
A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared By: Magda Kolat, Traffic Operations Technician

13c



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Parking and Stopping Prohibition
Escada Drive
Ward 10

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Transportation Committee
JUN 18 2014

DATE: May 29, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Confederation Parkway and Arbutus Way – 30-Minute Parking
(Ward 4)**

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended to implement 30-minute parking anytime on the west side of Confederation Parkway from a point 25 metres (82 feet) south of Arbutus Way to a point 10 metres (32 feet) southerly thereof.

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

COMMENTS: A number of businesses (Panago, RBC, Starbucks and a Health Clinic) have begun operating in the Grand Residences at Parkside Village condominiums located on the west side of Confederation Parkway between Arbutus Way and Curran Place. Two short-term 30-minute free parking spaces will be designated in the lay-by located on the west side of Confederation Parkway south of Arbutus Way.

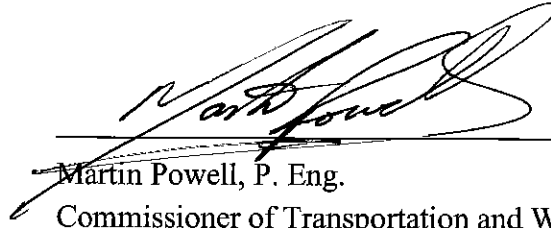
The local Councillor supports this change in parking.

FINANCIAL IMPACT: The costs for additional sign installations can be accommodated in the 2014 Current Budget. It is anticipated that the implementation of free 30-minute parking would result in a minimal loss in revenue at this location.

CONCLUSION: The Transportation and Works Department supports implementing 30-minute parking anytime on the west side of Confederation Parkway from a point 25 metres (82 feet) south of Arbutus Way to a point 10 metres (32 feet) southerly thereof.

This 30-minute free parking implementation will be part of the review in early 2015 to determine if the 30-minute free parking is still required in the City Centre.

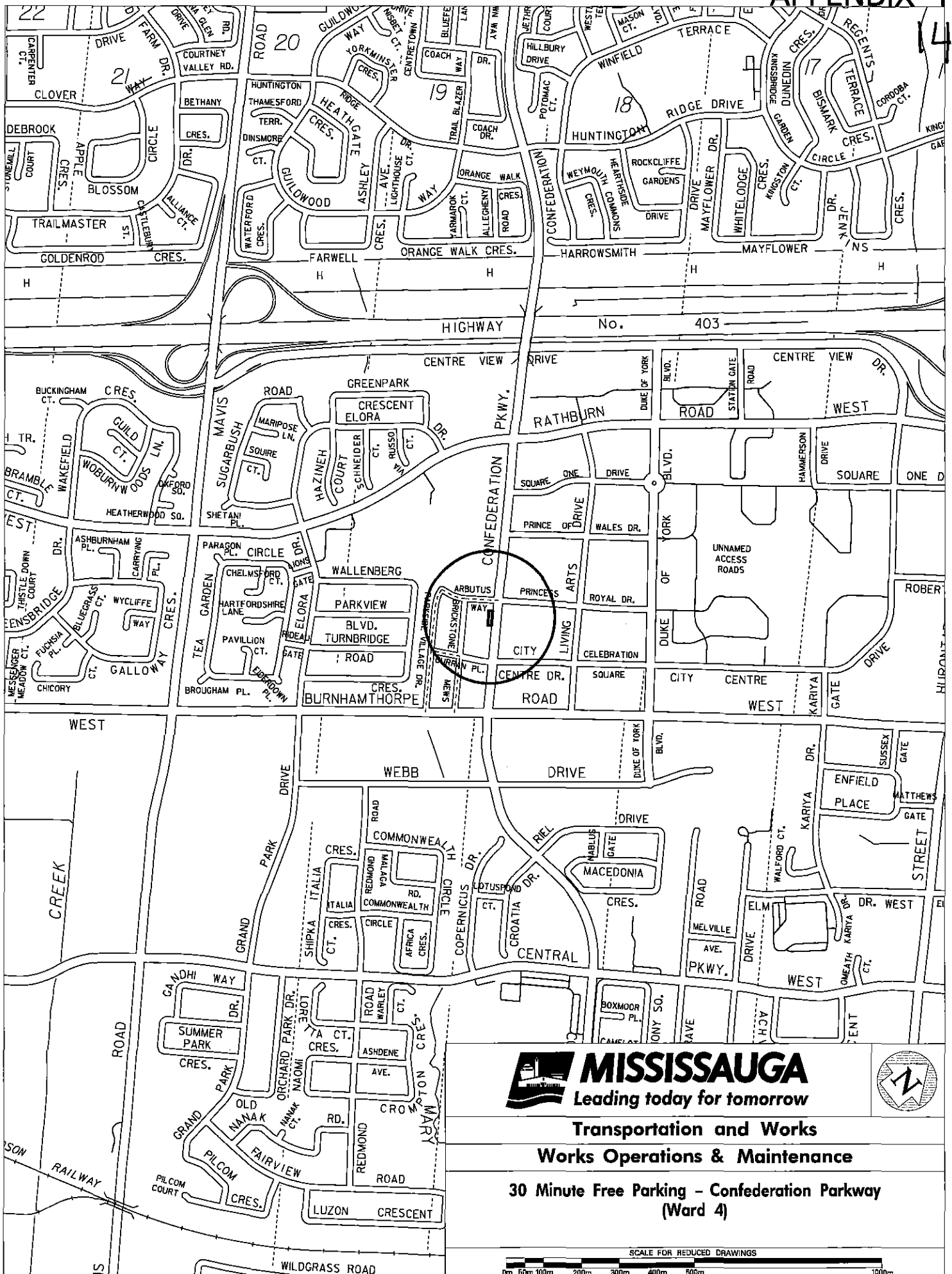
ATTACHMENTS: Appendix 1: Location Map: Confederation Parkway and Arbutus Way



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Works, Operations and Maintenance*





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Transportation Committee

JUN 1 8 2014

DATE: May 29, 2014

TO: Chair and Members of Transportation Committee
Meeting Date: June 18, 2014

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

SUBJECT: **Downtown On-Street Paid Parking Expansion (Ward 4)**

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended to implement paid parking anytime on the east side of Brickstone Mews between Curran Place and Arbutus Way.

BACKGROUND: On February 11, 2009, Council endorsed the "*Parking Strategy for Mississauga City Centre: Final Report.*" The strategy recommended implementing on-street paid parking in the Downtown to establish an economic value for parking, demonstrate civic leadership regarding the use of parking pricing to encourage more sustainable transportation options, decouple the cost of parking from the cost of building use and contribute to the capital and operating cost recovery of parking investments.

COMMENTS: The construction of Brickstone Mews between Curran Place and Arbutus Way was completed to accommodate the development of the Parkside Village condominiums in the downtown. This new roadway construction resulted in a parking lay-by on the east side of Brickstone Mews which serves the new condominiums and the ground-level condominium suites.

The request to implement paid parking on Brickstone Mews was made by management from Amacon. They've been experiencing significant parking issues on Brickstone Mews and feel that the implementation of paid parking will alleviate these concerns which is similar to the surrounding streets controlled by paid parking.

The "*Parking Strategy for Mississauga City Centre: Final Report*", supported implementing paid parking on Brickstone Mews upon construction completion.

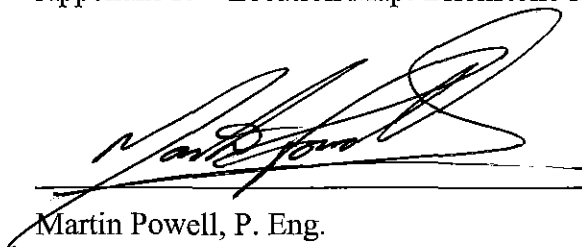
Based on the above, the Transportation and Works Department recommends implementing paid parking anytime on the east side of Brickstone Mews. Implementing 24-hour paid parking will align Brickstone Mews with the current Downtown paid parking operations and tariff.

The local Councillor supports this change in parking.

FINANCIAL IMPACT: The costs for additional sign installations can be accommodated in the 2014 Current Budget. The cost for the required three Pay and Display machines can be accommodated in the 2014 Current Budget.

CONCLUSION: The Transportation and Works Department supports implementing paid parking anytime on the east side of Brickstone Mews between Curran Place and Arbutus Way.

ATTACHMENTS: Appendix 1: Location Map: Brickstone Mews

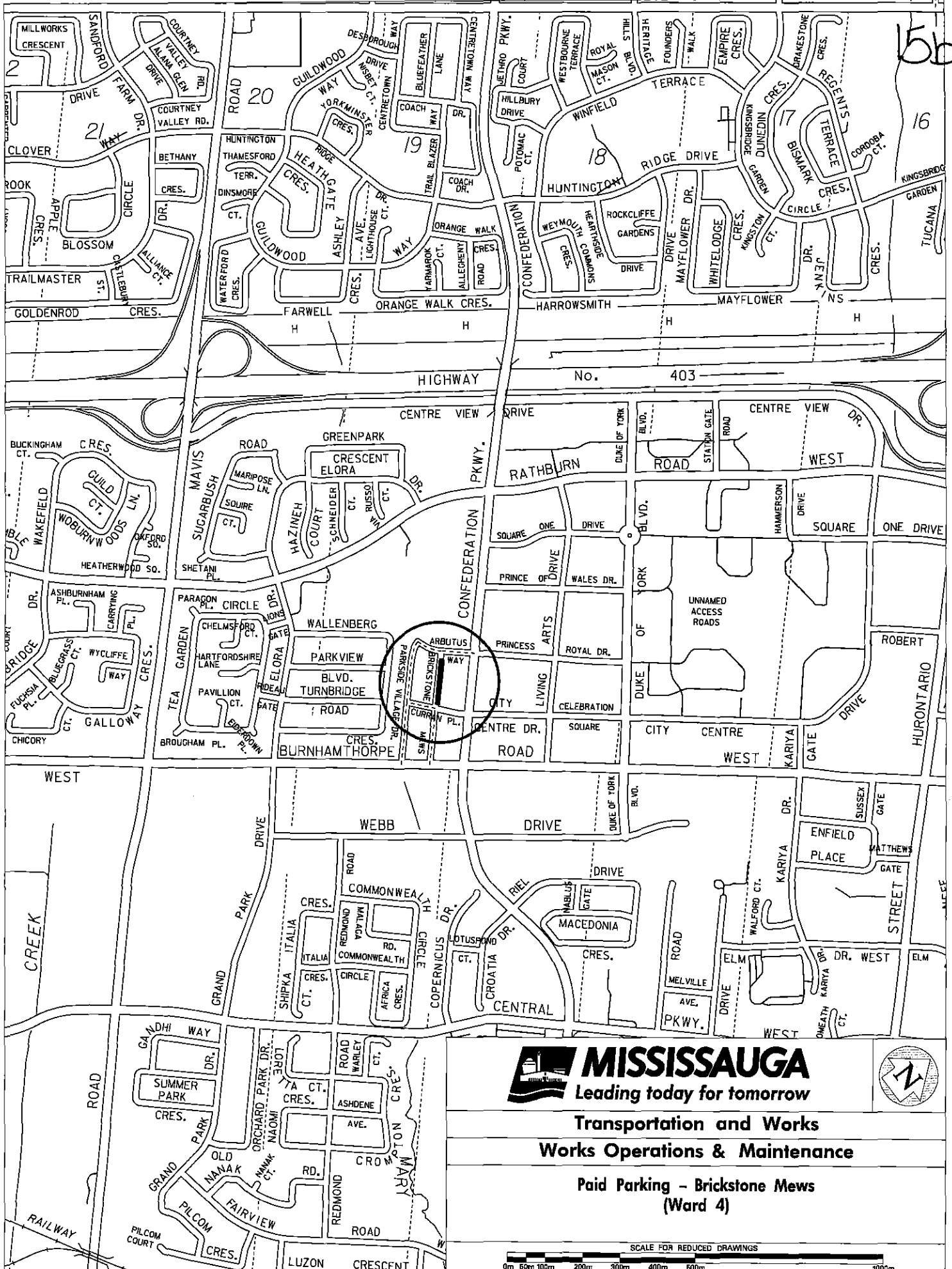


Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Tomasz Brzeziak, Parking Coordinator
Works, Operations and Maintenance*

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**Paid Parking - Brickstone Mews
(Ward 4)**

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REPORT 5 – 2014

Transportation Committee JUN 18 2014

TO: CHAIR AND MEMBERS OF TRANSPORTATION COMMITTEE

The Traffic Safety Council presents its fifth report for 2014 and recommends:

TSC-0099-2014

1. That the request for a crossing guard at the intersection of Havenwood Drive and Williamsport Crescent for students attending Brian W. Fleming Public School and St. Alfred Catholic School be denied as the warrants have not been met.
2. That the Transportation and Works Department be requested to review signage on Williamsport Drive.

(TSC-0099-2014)

TSC-0100-2014

That Parking Enforcement be requested to enforce parking prohibitions on Plum Tree Crescent between 8:50 a.m. to 9:14 a.m. and 3:30 p.m. to 3:50 p.m.

(TSC-0100-2014)

TSC-0101-2014

1. That two crossing guards be implemented at the intersection of Glen Erin Drive and Thomas Street commencing September 2014 for the students attending Castlebridge Public School as the warrants have been met.
2. That the Principal at Castlebridge Public School be requested to advise the parents and students that the crossing guard at Glen Erin Drive and Thomas Street will be reviewed in September and October 2014 to determine if there are sufficient students crossing at that intersection to retain the crossing guards.
3. That the Traffic Safety Council be requested to conduct a minimum of two site inspections at the intersection of Glen Erin Drive and Thomas Street in September or mid October 2014 to determine if the warrants continue to be met for the retention of the crossing guards. If warrants are not met, the removal of the crossing guards will take effect at the Christmas 2014 break.

(TSC-0101-2014)

TSC-0102-2014

1. That Transportation and Works be requested to consider the following at St. Bernard of Clairvaux Catholic School:
 - a. Remove signage on the south side of Escada Drive opposite St. Bernard of Clairvaux and replace it with "No Stopping" Mon-Fri 8:00 a.m. to 4:00 p.m. signage from September to June as per the blanket by-law for schools in Mississauga.

- b. Review the bylaw in place for signage west of St. Bernard of Clairvaux's exit driveway, north side to Freshwater, and change the by-law signage to "No Stopping" Mon-Fri, September to June 8:00 a.m. to 4:00 p.m.
2. That Parking Enforcement be requested to enforce "No Stopping" in the school zone from 8:30 a.m. to 8:50 a.m. and 3:05 p.m. to 3:25 p.m.
(TSC-0102-2014)

TSC-0103-2014

1. That the request for the placing of crossing guards at the intersection of The Collegeway and Loyalist Drive in September 2014 when Ashgrove Public School closes and students move to Garthwood Public School, be denied as the warrants have not been met.
2. That the Traffic Safety Council be requested to do a site inspection at the intersection of The Collegeway and Loyalist Drive in September 2014 as a result of students from Ashgrove Public School being re-located to Garthwood Park Public School due to Ashgrove Public School closing.
(TSC-0103-2014)

TSC-0104-2014

That the request for a crossing guard at the intersection of Artesian Drive and Derrydown Drive for the students attending Artesian Drive Public School be denied as the warrants have not been met.
(TSC-0104-2014)

TSC-0105-2014

1. That Transportation and Works be requested to review signage in the school zone area and remove school bus loading zone signage in front of Homelands Senior Public School as the school buses load and unload students on school property.
2. That Parking Enforcement be requested to enforce parking prohibitions in the school zone area from 8:00 a.m. to 8:20 a.m., once signage is in place.
3. That the Traffic Safety Council be requested to conduct a site inspection in the fall once signage has been updated as the additional grade 6 students are attending Homelands Senior Public School.
(TSC-0105-2014)

TSC-0106-2014

That the request for a crossing guard at the intersections of Edenrose Street, Weeping Willow Drive and Beauty Bush Court for the students attending Edenrose Public School be denied as the warrants have not been met.
(TSC-0106-2014)

TSC -0107-2014

That the request for a crossing guard at the intersection of Lisgar Drive and Beachman Street for students attending Lisgar Middle School be denied as the warrants have not been met.

1. That the Peel Regional Police be requested to enforce U Turn violations between 8:00 a.m. and 8:25 a.m. on Lisgar Drive near Lisgar Middle School.
2. That Parking Enforcement be requested to enforce parking prohibitions from 2:14 p.m. to 2:45 pm. In front of Lisgar Middle School.
3. That the Dismissal Subcommittee of Traffic Safety Council be requested to conduct an inspection at dismissal time for students attending Lisgar Middle School
4. That the Traffic Safety Council be requested to conduct a site inspection at the intersection of Lisgar Drive and Beacham Street in the fall 2014.

(TSC-0107-2014)

TSC-0108-2014

1. That the request for a crossing guard at the intersection of Alexandra Avenue and Fourth Street for students attending Queen of Heaven Catholic School be denied as the warrants have not been met.
2. That Transportation and Works be requested to review signage in front of Queen of Heaven Catholic School.

(TSC-0108-2014)

TSC-0109-2014

1. That two crossing guards be implemented at the intersection of Glen Erin Drive and the Collegeway commencing September 2014 for the students attending Brookmede Public School as the warrants have been met.
2. That the Principal at Brookmede Public School be requested to advise the parents and students that the crossing guard at Glen Erin Drive and The Collegeway will be reviewed in September 2014 and October 2014 to determine if there are sufficient students crossing at that intersection to retain the crossing guards.
3. That the Traffic Safety Council be requested to conduct a minimum of two site inspections at the intersection of Glen Erin Drive and The Collegeway in September or mid October 2014 to determine if the warrants continue to be met for the retention of the crossing guards. If warrants are not met, the removal of the crossing guards will take effect at the Christmas 2014 break.

(TSC-0109-2014)

TSC-0110-2014

1. That Transportation and Works be requested to review the signage on Trelawny Circle, in front of Trelawny Public School.
2. That Peel Regional Police be requested to enforce U Turn violations between 8:20 a.m. to 8:45 a.m. and from 3:00 p.m. to 3:30 p.m. on Trelawny Circle, in front of Trelawny Public School.
3. That Parking Enforcement be requested to enforce parking prohibitions between 3:00 p.m. and 3:30 p.m. on Trelawny Circle, in front of Trelawny Public School, once signage is in place.

(TSC-0110-2014)

TSC-0111-2014

That the Dismissal Report for the months of April and May 2014 be received.

(TSC-0111-2014)

TSC-0112-2014

1. That Parking Enforcement be requested to enforce the posted signs on Speakman Drive in front of Olive Grove School during dismissal from 3:20 p.m. to 3:45 p.m.
2. That Transportation and Works be requested to review all signage on Speakman Drive in front of Olive Grove School and that the No Parking signs be replaced with No Stopping signs.
3. That the Principal of Olive Grove School be requested to consider seeking the assistance of the Traffic Safety Council to implement a proper Kiss & Ride Program which includes painting lane designations on asphalt , one way directional arrows, and through lanes.
4. That the Principal of Olive Grove School be requested to arrange proper signage for the two Accessible parking spaces, and that curb cuts meet the requirements as set out in the City of Mississauga's Accessible Parking By-laws.

(TSC-0112-2014)

TSC-0113-2014

That Parking Enforcement be requested to attend St. Bernard of Catholic School during dismissal from 3:00 p.m. to 3:25 p.m. to enforce existing parking prohibitions in the school zone.

(TSC-0113-2014)

TSC-0114-2014

That Parking Enforcement be requested to attend Lisgar Middle School during dismissal from 2:15 p.m. to 2:35 p.m. to enforce existing parking prohibitions on Lisgar Drive near Lisgar Middle School.

(TSC-0114-2014)

TSC-0115-2014

That Parking Enforcement be requested to attend Whitehorn Public School during dismissal from 3:05 p.m. to 3:30 p.m. to enforce existing parking prohibitions in the school zone.

(TSC-0115-2014)

TSC-0116-2014

1. That Parking Enforcement be requested to attend Lancaster Public School between 3:04 p.m. and 3:25 p.m. to enforce existing posted prohibitions on Netherwood Road.
2. That the Peel District School Board's Maintenance Manager be requested to consider Lancaster Public School as a candidate for remarking in their 2014 painting contract.

(TSC-0116-2014)

TSC-0117-2014

1. That Parking Enforcement be requested to conduct random visits during dismissal between 3:10 p.m. to 3:35 p.m. to enforce existing parking prohibitions on Edenrose Street near Edenrose Public School.
2. That Peel Regional Police be requested to conduct random visits during dismissal between 3:10 p.m. to 3:35 p.m. to enforce illegal U Turns.
3. That Angie Melo, Legislative Coordinator be requested to arrange a meeting between the District School Board staff and Principal of Edenrose Public School with appropriate staff from the City of Mississauga and Traffic Safety Council representatives, to resolve a serious concern regarding access to the school driveway being closed during dismissal period.

(TSC-0117-2014)

TSC-0118-2014

That Parking Enforcement be requested to attend at Meadowvale Secondary School during dismissal from 2:35 p.m. to 3:00 p.m. to enforce existing parking prohibitions on Edenwood Drive and on Battleford Road, adjacent to Meadowvale Secondary School.

(TSC-0118-2014)

TSC-0119-2014

That Parking Enforcement be requested to attend at Trelawny Public School during dismissal from 3:00 p.m. to 3:25 p.m. for a minimum of a three consecutive days to enforce parking prohibitions in front of Trelawny Public School.

(TSC-0119-2014)

TSC-0120-2014

That the School Zone Safety (Kiss & Ride) Report dated May 22, 2014 be received.
(TSC-0120-2014)

TSC-0121-2014

That the Dufferin-Peel Catholic District School Board be requested to consider the following at St. Hilary Catholic School:

- a. Install No Stopping signs on the north side of the school driveway.
- b. Repaint driveway markings to define two lanes from entrance to allow school buses easy passage.

(TSC-0121-2014)

TSC-0122-2014

1. That Dufferin-Peel Catholic District School Board be requested to consider blocking off the teacher parking lot at Mary Fix Catholic School prior to the beginning of Kiss & Ride so that parents cannot use this area as a drop-off zone and that teachers be encouraged to arrive prior to this time.
2. That the Principal of Mary Fix Catholic School be requested to consider the following:
 - a. Utilizing more than one staff person at the drop off zone of the Kiss & Ride to ensure that there is always someone monitoring the Kiss & Ride area.
 - b. Ensure that the staff who monitor the Kiss & Ride area are using the proper vests so they are readily identifiable to students and parents.
 - c. Ensuring that the cones and stop sign provided by the Traffic Safety Council are used in the Kiss & Ride area at all times.
 - d. Re-educating staff and parents on how the Kiss & Ride program works so that it operates safely.

(TSC-0122-2014)

TSC-0123-2014

That the Principal of Olive Grove School be requested to consider the following at Olive Grove School:

- a. Advise parents to have children's belongings with them when exiting vehicle so that they are not going into the back seat or truck to retrieve items.
- b. Paint lane markings for a Kiss & Ride operation.
- c. Paint stop bar at the end of the Kiss & Ride area to define here vehicles are to stop.
- d. Have two staff members at the Kiss & Ride area to motion vehicles along the Kiss & Ride area.
- e. The feasibility of increasing the number of students to be bused to school to relieve congestion in the Kiss & Ride area, as the Kiss & Ride area is operating over capacity.

- f. The feasibility of utilizing the assistance of grades seven and eight students to assist with escorting children from their vehicles at the Kiss & Ride area.
- g. The feasibility of expanding parking lot and Kiss & Ride areas to create more parking spaces in parking lot and move more vehicles through the Kiss & Ride area.

(TSC-0123-2014)

TSC-0124-2014

That the report from the Manager of Parking Enforcement with respect to parking enforcement in school zones for the month of April 2014 be received for information.

(TSC-0124-2014)

TSC-0125-2014

That the email dated May 22, 2014 from Judy Richards, Principal at Oscar Peterson Public School with respect to an incident in the Kiss & Ride area at Oscar Peterson Public School be received for information.

(TSC-0125-2014)

**MISSISSAUGA CYCLING
ADVISORY COMMITTEE**

REPORT 5 - 2014

TO: CHAIR AND MEMBERS OF TRANSPORTATION COMMITTEE

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

MCAC-0025-2014

That the deputation by Rabia Khedr, Resident with respect to accessible cycling be received and referred to the Communications and Promotions Subcommittee.

(MCAC-0025-2014)

MCAC-0026-2014

That the 2014 Mississauga Cycling Advisory Committee Calendar of Events be received as amended.

(MCAC-0026-2014)

MCAC-0027-2014

That the Mississauga Cycling Advisory Committee action list be received as amended.

(MCAC-0027-2014)