
General Committee

Date

2017/04/05

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive,
Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2 (Chair)
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

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Find it Online

<http://www.mississauga.ca/portal/cityhall/generalcommittee>

INDEX – GENERAL COMMITTEE- APRIL 5, 2017

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST**
4. **PRESENTATIONS** - Nil
5. **DEPUTATIONS**
 - 5.1. Roy Wierenga, Student Transportation of Peel Region with respect to the amendment to the Highway Traffic Act - Bill 94 and a request for support for the initiative.
 - 5.2. Jim Kozij, resident with respect to property tax increases.
 - 5.3. Item 8.1 Shawn Slack, Director, IT and Chief Information Officer
 - 5.4. Item 8.2 Susan Tanabe, Manager, Transportation Planning
6. **PUBLIC QUESTION PERIOD** - 15 Minute Limit
(Persons who wish to address the General Committee about a matter on the Agenda. Persons addressing the General Committee with a question should limit preamble to a maximum of two (2) statements sufficient to establish the context for the question. Leave must be granted by the Committee to deal with any matter not on the Agenda.)
7. **CONSENT AGENDA**
8. **MATTERS TO BE CONSIDERED**
 - 8.1. City of Mississauga 1st City in Canada – Virtual Campus
 - 8.2. Transit Initiatives and Priorities in the City of Mississauga
 - 8.3. MiWay Affordable Transportation Pilot Program - Phase Two Additional Extension
 - 8.4. Licence Extension Agreement with Toronto Transit Commission for the use of certain bus platforms and a ticket booth at Islington Subway Station, located at Islington Avenue and Bloor Street, in City of Toronto

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9. **ADVISORY COMMITTEE REPORTS**

9.1. Towing Industry Advisory Committee Report 1 - 2017 March 21, 2017

9.2. Traffic Safety Council Report 3-2017 March 29, 2017

10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**

11. **COUNCILLORS' ENQUIRIES**

12. **OTHER BUSINESS/ANNOUNCEMENTS**

13. **CLOSED SESSION**

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

13.1. Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board - Street Sweepings (Presentation)

14. **ADJOURNMENT**

City of Mississauga Corporate Report



Date: 2017/03/22

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and
Chief Financial Officer

Originator's files:

Meeting date:
2017/04/05

Subject

City of Mississauga 1st City in Canada – Virtual Campus

Recommendation

That the report of the Commissioner Corporate Services and Chief Financial Officer dated March 22, 2017 and entitled City of Mississauga 1st City in Canada – Virtual Campus be received for information.

Report Highlights

- Access to broadband and free Wi-Fi is foundational to the Smart City movement globally. The City of Mississauga has been providing free Public Wi-Fi in all of its Public facilities to improve access to the internet and to digitally include all those who may not have access elsewhere.
- The City of Mississauga has a partnership with Sheridan College that provides access to the Sheridan secure network at all of our facilities creating a virtual campus for Sheridan Students across the City.
- As a result of the Code and the City event the University of Toronto Mississauga (UTM) expressed an interest in doing the same for UTM students and creating a virtual campus across the City.
- City staff undertook best practice research and benchmarking and found a service called “eduroam” that is a global organization dedicated to connecting students anywhere they go in the world.
- The “eduroam” service has been reviewed including contractual and technical details and is an ideal solution that not only meets the requirements to connect UTM; it also positions the City of Mississauga as the 1st City in Canada to provide this service.
- The implementation and launch of “eduroam” will take place May 1st, 2017 and will be communicated through the web, social media and press release.

Background

The City of Mississauga has been providing free Public Wi-Fi in all of its Public facilities for many years to improve access to the internet and to digitally include all those who may not have access elsewhere. Wireless Mississauga, the City of Mississauga free Public Wi-Fi, was accessed by residents on average 25,000 times per month in 2016 for a total of 548,000 hours of use in a month demonstrating the significant use of this highly regarded service.

The City of Mississauga has a partnership with Sheridan College that provides supplementary broadband capacity for the provisioning of Internet Connectivity and Capacity for the City's free public Wi-Fi "WirelessMississauga". As part of the partnership the City provides access to the Sheridan secure network at all of our facilities creating a virtual campus for Sheridan Students across the City.

The use of free public Wi-Fi is a valued aspect of how residents access both Recreation and Library services both of which actively promote this service and rely heavily on digital access of their services and how their programs are developed and delivered. Learning, innovation and collaboration are important traits of how youth engage in our public spaces and on our public Wi-Fi.

As a result of the Code and the City event the University of Toronto Mississauga (UTM) expressed an interest in doing the same for UTM students and creating the same type of virtual campus across the City.

Eduroam is a secure, world-wide roaming access service developed for the International Research and Education Community. There are over 80 Countries worldwide participating. Eduroam recently celebrated its 1 billionth use which demonstrates how valued and important this service is to the learning community. There are over 100 post-secondary institutions in Canada who subscribe to eduroam, over 200 in the United Kingdom and 500 in the United States.

Comments

International study and student exchange has become a common aspect of Post-Secondary Institutions which positions this service as an important infrastructure to students and highly valued. Whether it is for families of students visiting Mississauga, student's home on break or an exchange program, having access to their school resources while visiting our Libraries, Community Centres and Public spaces is a great support to Learning in our public spaces and taking advantage of the Wi-Fi service we already provide.

City staff undertook a technical review for the required network and security access desired to meet the objective to connect UTM and in our best practice research found the service called "eduroam" as a viable and low risk solution with no cost. Eduroam is a global non-profit organization dedicated to connecting students anywhere they go in the world.

The “eduroam” service has been reviewed including contractual and technical details and is an ideal solution that not only meets the requirements to connect UTM; it also positions the City of Mississauga as the 1st City in Canada to provide this service.

The service will be promoted on the City of Mississauga website www.mississauga.ca, on the Wi-Fi Connect Page, where we also actively promote new City programs and Services, and will be visible on any mobile device that supports Wi-Fi. There is sufficient capacity for this service on the existing Wi-Fi infrastructure. The City’s participation in this program is “Service Provider” which has no onetime or ongoing costs and is a pass-through to Eduroam where the user then connects to their Post-Secondary institution where they authenticate and access their resources over a secure encrypted network. The student’s home post-secondary institution must be a participant with eduroam.

On average, just over 1,000 Sheridan students accessed their school resources every month on the City of Mississauga’s Wi-Fi in our Libraries, Community Centres, Transit Terminals and great public spaces such as Celebration Square. With eduroam we will be able to report our similar statistics to demonstrate the utilization of this service, measure performance and look for opportunities to use this information to further promote this service. The eduroam website www.eduroam.com will identify all City of Mississauga Facilities where students can access the eduroam wireless network. The implementation and launch of eduroam will take place May 1st, 2017 and will be communicated through the web, social media and press release.

Financial Impact

Staff from Legal and Information Technology have reviewed the eduroam Agreement and confirm there are no costs to the City of Mississauga.

Conclusion

The City of Mississauga continues to be a leader in providing access to free Public Wi-Fi which is a foundational aspect of being a Smart City. The existing partnership with Sheridan has been highly successful and having the University of Toronto Mississauga included in this program creates a great virtual campus across the City.

The opportunity to participate in the eduroam program positions Mississauga as the 1st in Canada and a leader in providing access that supports Learning, Innovation and Collaboration in our facilities and public spaces.

This is a great initiative that further supports the Library and Recreation services, youth in our community, families, visitors and the student exchange program.

The City of Mississauga is a leader in the use of technology and building a Smart City for the needs of people. This is another great partnership that demonstrates value for money and great customer service.

General Committee

2017/03/22

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Attachments

Appendix 1: Summary Participating Post Secondary Organizations



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Shawn Slack, Director Information Technology and Chief Information Officer

Summary Participating Post Secondary Organizations

Participating Countries

Algeria	Finland	Macau	Singapore
Andorra	France	Macedonia	Slovenia
Argentina	Germany	Mainland China	Slovakia
Armenia	Georgia	Malta	South Africa
Australia	Greece	Mexico	Spain
Austria	Hong Kong	Moldova	Sweden
Azerbaijan	Hungary	Montenegro	Switzerland
Belarus	Iceland	Morocco	Thailand
Belgium	India	The Netherlands	Trinidad & Tobago
Brazil	Ireland	New Zealand	Turkey
Bulgaria	Israel	Norway	Ukraine
Canada - 108 Schools	Italy	Peru	United Arab Emirates
Chile	Japan	The Philippines	United Kingdom
Colombia	Kazakhstan	Poland	United States of America
Costa Rica	Kenya	Portugal	Uruguay
Croatia	Korea	Qatar	Zambia
Cyprus	Kyrgyzstan	Republic of China (Taiwan)	
Czech Republic	Latvia	Romania	
Denmark	Lebanon	Russia	
Ecuador	Lithuania	Saudi Arabia	
Estonia	Luxembourg	Serbia	

Participating Post-Secondary in Canada (West to East)

British Columbia	BCNET
British Columbia	British Columbia Institute of Technology
British Columbia	Camosun College
British Columbia	Capilano University
British Columbia	Emily Carr University of Art and Design
British Columbia	Great Northern Way Trust Campus (Centre for Digital Media)
British Columbia	Justice Institute of BC (JIBC)
British Columbia	Kwantlen Polytechnic University
British Columbia	Langara College
British Columbia	Okanagan College
British Columbia	Royal Roads University

British Columbia	Simon Fraser University
British Columbia	Thompson Rivers University
British Columbia	University of British Columbia
British Columbia	University of the Fraser Valley
British Columbia	University of Northern British Columbia
British Columbia	University of Victoria
British Columbia	Vancouver Community College
British Columbia	Vancouver Island University
Alberta	Alberta College of Art and Design
Alberta	Bow Valley College
Alberta	Burman University
Alberta	Concordia University of Edmonton
Alberta	Cybera
Alberta	Grant MacEwan
Alberta	Mount Royal University
Alberta	Northern Alberta Institute of Technology (NAIT)
Alberta	Olds College
Alberta	SAIT Polytechnic
Alberta	University of Alberta
Alberta	University of Calgary
Alberta	University of Lethbridge
Saskatchewan	Canadian Light Source
Saskatchewan	University of Saskatchewan
Saskatchewan	University of Regina
Manitoba	University of Manitoba
Manitoba	Assiniboine Community College
Manitoba	Brandon University
Ontario	Brock University
Ontario	CANARIE Inc.
Ontario	Cambrian College
Ontario	Carleton University
Ontario	Compute Canada
Ontario	Conestoga College
Ontario	Council of Ontario Universities
Ontario	Durham College
Ontario	Fanshawe College
Ontario	George Brown College
Ontario	Humber College
Ontario	Lakehead University
Ontario	Laurentian University
Ontario	London Health Sciences Centre
Ontario	McMaster University
Ontario	Nipissing University

Ontario	Northern Ontario School of Medicine
Ontario	OCAD University
Ontario	Queen's University
Ontario	Ryerson University
Ontario	Seneca College
Ontario	Sheridan College
Ontario	St. Joseph's Health Care Centre
Ontario	Sunnybrook Health Sciences Centre
Ontario	Trent University
Ontario	University of Guelph
Ontario	University of Ottawa
Ontario	University of Ontario Institute of Technology
Ontario	University of Toronto
Ontario	University of Waterloo
Ontario	University of Western Ontario
Ontario	University of Windsor
Ontario	Wilfrid Laurier University
Ontario	York University
Québec	CÉGEP Limoilou
Québec	Collège Ahuntsic
Québec	Concordia University
Québec	École de Technologie Supérieure
Québec	École Polytechnique de Montréal
Québec	HEC Montréal
Québec	Institut national de la recherche scientifique (INRS)
Québec	McGill University
Québec	RISQ
Québec	TELUQ
Québec	Université de Montréal
Québec	Université de Québec
Québec	Université de Sherbrooke
Québec	Université du Québec à Chicoutimi
Québec	Université du Québec à Montréal
Québec	Université du Québec à Rimouski
Québec	Université du Québec à Trois-Rivières
Québec	Université du Québec en Abitibi-Temiscamingue
Québec	Université du Québec en Outaouais
Québec	Université Laval
Prince Edward Island	Holland College
Prince Edward Island	University of Prince Edward Island
New Brunswick	Maritime College of Forest Technology
New Brunswick	Mount Allison University
New Brunswick	St. Thomas University

New Brunswick	University of New Brunswick
New Brunswick	Université de Moncton
Nova Scotia	Acadia University
Nova Scotia	ACORN-NS
Nova Scotia	Cape Breton University
Nova Scotia	Dalhousie University
Nova Scotia	Mount Saint Vincent University
Nova Scotia	Saint Mary's University
Nova Scotia	St. Francis Xavier University
Newfoundland and Labrador	Memorial University
Newfoundland and Labrador	Memorial University – Grenfell Campus

City of Mississauga

Corporate Report



Date: 2017/03/21

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Originator's files:
MG.11.REP

Meeting date:
2017/04/05

Subject

Transit Initiatives and Priorities in the City of Mississauga

Recommendation

1. That the report titled "Transit Initiatives and Priorities in the City of Mississauga", dated March 21, 2017 from the Commissioner of Transportation and Works, be received for information.
2. That the following are endorsed as the City of Mississauga's priority rapid transit initiatives:
 - a. the City of Mississauga defined enhancements of the Hurontario Light Rail Transit (LRT) project;
 - b. the planning and functional design of the Downtown Transitway Connection and Terminal;
 - c. full Regional Express Rail service on the Milton GO corridor including the implementation of the Missing Link; and
 - d. Regional Express Rail service on the Lakeshore West and Kitchener GO corridors.
3. That in response to the letter from City of Toronto Mayor John Tory, dated February 16, 2017, on the Eglinton West LRT Next Steps, City of Mississauga Council authorize staff to continue to work with Metrolinx, the City of Toronto and the Greater Toronto Airport Authority on the project planning for the Renforth Gateway to Pearson Airport segment of the LRT and Mayor Crombie, on behalf of City Council, advise Mayor Tory of this position.

Report Highlights

- Growing congestion on Ontario roads has significant economic, environmental and personal impact on residents, employees and businesses.

- As the Greater Toronto and Hamilton Area continues to grow and redevelop, the future transportation system must offer multiple ways to move around that is convenient, fast and safe.
- The City of Mississauga is moving away from solely relying on a road network that is largely built out to establishing more sustainable ways to move people and goods.
- A local rapid transit network that connects to and builds on a regional network is crucial to creating a resilient and balanced community and supporting growth.
- It is important to confirm key rapid transit projects for the City in order to ensure appropriate resources are allocated and funding is secured.

Background

Over the next 25 years Mississauga's population and employment will continue to grow with total population increasing to 878,000 in 2041 and employment to 552,000¹. This growth is being directed to specific areas of the City such as Downtown Mississauga, sites on the waterfront such as the Ontario Power Generation Lands in Lakeview, and Harbour Marina Lands and Imperial Oil Lands in Port Credit, along the Hurontario Light Rail Transit (LRT) corridor and in major/community nodes and corridors (such as the Central Erin Mills major node, and Dundas Street corridor). This growth will continue to put pressure on the transportation network that is already showing signs of congestion and delay. At this stage in the City's evolution it is important to establish a sustainable multi-modal transportation network for the future, offering a variety of choices by which to move around the City to serve the needs of residents and employees.

The City of Mississauga is experiencing a turning point in the development of its transportation system from reliance on a road network that is largely built out, to establishing more sustainable ways to move people in the form of transit, cycling and walking. Opportunities to expand the regional transportation and transit network within Mississauga will also support this growth and it is important to ensure resources and funding are allocated appropriately.

This report presents a high level overview of Provincial, Regional, Greater Toronto Airport Authority (GTAA) and local transportation and transit initiatives that will establish a basis for future transportation in the Greater Toronto and Hamilton Area (GTHA). The report also describes major rapid transit initiatives currently underway or identified for future study in the City of Mississauga (refer to Appendix 1 for a map of projects).

¹ 2014 City of Mississauga Growth Forecasts, Planning and Building Department, City of Mississauga

Comments

Provincial Initiatives

The Provincial government is undertaking a number of studies that will establish a framework for the future transportation of people and goods in Ontario. Below is a summary of the key projects:

Hurontario Light Rail Transit (LRT)

Led by Metrolinx, the Hurontario LRT will bring 20 kilometres of fast, reliable, rapid transit along Hurontario Street in primarily dedicated lanes between Port Credit and Shoppers World in the City of Brampton. The LRT will service the City's Urban Growth Centre, Mobility Hubs, Trillium Health Centre/Queensway, the Gateway Employment Area and the waterfront. Metrolinx is working closely with the City of Mississauga's Hurontario Light Rail Transit Project Office to further refine guidelines and requirements for various project features such as the design of LRT stops, streetscape and the urban realm and connections to other transit services. Construction is scheduled to begin in 2018 with operation of the LRT by the end of 2022. The Province has committed \$1.4 billion dollars to cover the capital costs of the project. There is municipal funding already approved and budgeted that is intended to cover any capital costs specifically identified as the City's responsibility. Further reporting to Council will be required as the initial capital and long-term operating implications of this project are resolved through the procurement process. Discussions continue between the Province and the City on responsibility for the operational and maintenance costs.

This key rapid transit corridor supports growth in the City of Mississauga while also contributing to the regional transportation network with connections to the Downtown, Port Credit and Cooksville Mobility Hubs, linking to the Lakeshore and Milton GO lines and Mississauga Transitway. The Hurontario LRT project has been identified as a transformational project for the City of Mississauga and remains the City's top priority transit project.

Eglinton Crosstown LRT - West Extension

The Eglinton Crosstown LRT is a light rail transit line generally along Eglinton Avenue from Kennedy Road in the east end of Toronto to Pearson Airport in the west. In 2010 the Environmental Assessment (through TPAP) was approved, however, due to funding constraints the project was split into two phases. Phase 1 runs from Kennedy Road to Mount Dennis in Toronto and is currently under construction with a target opening date of 2021. Phase 2 (the west extension) would run from Mount Dennis along Eglinton Avenue and head north at Commerce Boulevard, over Highway 401 into the Pearson Airport lands (exact alignment requires further study).

Metrolinx, the City of Toronto and the TTC have undertaken a further analysis of the 2010 EA Phase 2 alignment through an Initial Business Case Analysis. The key findings of this analysis included confirmation that LRT is the appropriate rapid transit solution for the Eglinton West

corridor; the extension would fill the gap in connectivity from Phase I and the Mississauga Transitway; and significant westbound travel occurs from Toronto to Pearson Airport, the Airport Corporate Centre and elsewhere in Mississauga. In June 2016, the Metrolinx Board of Directors considered the Initial Business Case Analysis and approved the preferred alignment and further discussion with stakeholders on traffic operations, stop locations, grade separations, alignment to Pearson Airport and coordination with the Mississauga Transitway.

The City of Toronto, through a staff report in October 2016 and in a letter from Toronto Mayor John Tory dated February 16, 2017 (see Appendix 2), requested that the City of Mississauga (as well as the GTAA) confirm their interest in the extension of the Eglinton Crosstown West LRT including a commitment of resources for the planning, design, construction and delivery of the project.

The benefits of the Eglinton Crosstown LRT extension to Mississauga, from the Renforth Gateway station to Pearson Airport, are not fully developed as additional details on alignment, traffic operations and location of stops are required. It is recommended that staff continue to work with Metrolinx, the City of Toronto and the GTAA on the project planning and the City of Toronto is advised of this position in response to Mayor Tory's letter. As further details on the project benefits become available staff will report back to City Council on how the project might align with other transit priorities.

Regional Express Rail – Lakeshore West and Kitchener GO Lines

Regional Express Rail (RER) will bring frequent two-way all-day service to much of the GO rail network across the GTHA, with electrified service in core sections. Metrolinx has evaluated the costs and benefits of different levels of infrastructure and service for both all-day and weekend service.

For the Lakeshore West GO line, the RER recommended scenario is two-way all-day 15 minute service or better on weekdays, evenings and weekends. As this line is owned by Metrolinx, the line through Mississauga will be electrified, allowing for faster acceleration of trains and the removal of diesel locomotives.

The Kitchener GO line is owned by both Metrolinx (Union to Bramalea, Georgetown to Kitchener) and Canadian National Railway (CN) which owns the line from Bramalea to just past Georgetown. The RER recommended scenario for this line is two-way all-day 15 minute service or better on weekdays, evenings and weekends from Bramalea to Union Station (includes the Malton GO station), with service every 30 minutes from Kitchener to Union Station. Electrification of this line will occur from Bramalea to Union Station.

A network-wide study under the Transit Project Assessment Process (TPAP) is underway to identify new road-rail grade separations. At this time Metrolinx is not recommending any new road-rail grade separations within Mississauga. Implementation of the full RER program will occur over a 10 year time-frame, with construction estimated to begin in 2018.

Regional Express Rail – Milton GO Corridor/ The Missing Link

Metrolinx is also recommending RER for the Milton GO corridor, however, at a lower level of service. Through RER, the Milton GO line (Mississauga GO stations – Lisgar, Meadowvale, Streetsville, Erindale, Cooksville and Dixie) will see a minor change to existing peak period one-way service from 30 minutes to 15 minutes or better on weekdays. Achieving full RER on the Milton GO line is constrained by the fact that Canadian Pacific Railway (CP) owns the line and uses it for heavy freight movements.

In 2015, the City of Mississauga, together with Toronto, Milton and Cambridge, funded a study to explore ways to improve service on the Milton and Kitchener GO lines without widening corridors as this would have significant financial and land impacts. The study suggested that heavy rail freight traffic should be relocated from the Milton and Kitchener GO lines to a proposed bypass rail line adjacent to Highway 407 (termed the “Missing Link”). The Missing Link proposal would free up capacity on the Milton and Kitchener GO Rail lines to provide substantial improved GO service throughout the Western GTA and Waterloo Region.

The Milton and Kitchener GO Rail lines are key local and regional rapid transit corridors that, with increased two-way all-day service, will help respond to growing traffic congestion, meet demand for inter-regional transit service and support economic development. The Missing Link proposal is important from both a Regional and local perspective.

The Big Move Regional Transportation Plan (RTP) Update

The Big Move Regional Transportation Plan (RTP) for the GTHA is a plan for a future regional transportation system within the GTHA that is seamless, coordinated, efficient, equitable and user-focussed, including an Investment strategy to finance the transportation system, including transit, over the short and long-term. The RTP was adopted in November 2008 and is required to be reviewed every 10 years. As such, Metrolinx initiated a review of the RTP in 2015 to ensure it continues to reflect the transportation priorities of the region over the next 25 years. To date a number of background studies have been completed on topics such as demographics, new mobility, active transportation and urban goods movement. The outcomes of the background documents were consolidated in a draft discussion paper released in the fall of 2016, along with a list of policies/programs/projects. Metrolinx has indicated the revised plan will shift from a heavy infrastructure emphasis to a balance of priorities, such as implementing paid parking and transportation demand management measures, and promoting cycling.

City staff participates on the Municipal Planning Leaders Forum (MPLF) and RTP Update Municipal Technical Advisory Committee (MTAC) which meet on a regular basis to discuss opportunities and issues. The background documents and discussion paper were reviewed by City staff and comments were submitted. A draft of the updated RTP is expected to be released in June 2017. This will be circulated to City departments for comments and a report will be brought to General Committee and City Council in the fall of 2017. The updated RTP is scheduled to be completed by year-end 2017.

GTHA Fare Integration

Metrolinx and their transit partners in the GTHA are working towards a consistent approach to transit fares in the region with the objective of increasing customer mobility and transit ridership while maintaining financial sustainability of transit providers. Components of work include a business case analysis, review of international fare approaches, development of fare structure concepts, understanding access and equity impacts and methods of implementation. MiWay staff are participating in this project and will be reporting back to City Council when Metrolinx completes the process which is expected in Q1 2018.

Greater Golden Horseshoe Multi-Modal Transportation Plan

The Ministry of Transportation (MTO) has initiated a multi-modal transportation plan for the Greater Golden Horseshoe (GGH) to develop a long-term comprehensive transportation strategy for all modes of transportation including roads and highways, railways, air, marine, public transit, cycling and walking as well as new and emerging mobility models and technologies. The GGH Transportation Plan will look ahead 50+ years to identify and assess future transportation issues and opportunities, including the potential impact of major shifts in economic structure, environmental conditions, and technology. The expected outcome is a 2051 optimal network, with policies and priorities and a proposed vision for 2071.

City staff are participating in this review through the Region of Peel. The study will be undertaken over three years, with an expected completion date in 2018. City Council will be updated periodically on the progress of the study as major components of work are completed.

Highway 407 Transitway

The Highway 407 Transitway is proposed to be a fully grade-separated high speed interregional transit facility, running parallel to Highway 407 from Burlington in the west to Highway 35/115 in Durham Region in the east. Initially the 407 Transitway will operate as bus rapid transit with the potential in future to convert to light rail transit. Approximately 10 kilometres of the proposed 407 Transitway is within the Ninth Line lands in Mississauga. The Ninth Line lands are located between Highway 407 and Ninth Line to the west and east, and Highway 403 and Highway 401 to the south and north. These Lands are currently under study by the Region of Peel/City of Mississauga to determine future land use. A key consideration in this study is the impact of the proposed 407 Transitway on the future development of these lands. MTO has indicated an Environmental Assessment for the 407 Transitway between Winston Churchill Boulevard and the City of Burlington will be initiated in 2017.

Region of Peel – Long Range Transportation Plan Update 2016

The Region of Peel Long Range Transportation Plan (LRTP), adopted by Regional Council in June 2012, establishes a vision, goals, objectives and policies for transportation in Peel Region. It also outlines Regional road improvements and strategies for goods movement, sustainability and transportation demand management. As part of the 2041 Regional Official Plan Review,

the LRTP will be updated to ensure it is aligned with Provincial policy, Regional growth forecasts and trends such as new mobility choices. City staff are participating in this review as members of the working team. This project is expected to be completed by year-end 2017.

Greater Toronto Airport Authority (GTAA) – Regional Transit Centre

The GTAA is proposing to develop a regional transit centre on airport lands, to connect the airport area to key employment and residential districts in the GGH. The regional transit centre would link existing transit services, such as MiWay, and planned transit, like RER on the Kitchener GO line, to Pearson Airport. Preliminary discussions have occurred with all levels of government and the GTAA anticipates planning discussions continuing throughout 2017.

City of Mississauga

The City of Mississauga has undertaken a number of transportation and/or rapid transit initiatives that will set the context for future people and goods movement in the City. Below is a summary of key projects:

MiWay 5 – Service Plan 2016-2020

The MiWay 5 – Service Plan 2016-2020, endorsed in principle by City Council in 2015, identifies opportunities and strategies to grow transit ridership and take steps towards a more transit-supportive community. The plan continues to implement re-structuring of the route network towards a grid pattern and respond to transit travel demand for regional connectivity (e.g. connections to GO rail stations), city-wide coverage (e.g. frequent service on main corridors) and neighbourhood circulation (e.g. more early morning, weekday mid-day, weekday evening and Sunday service). A new MiWay 5 Service Plan will begin development in 2018 to plan for growth from 2020-2025 which will support larger transportation and transit studies such as the Hurontario LRT project.

Transportation Master Plan (TMP) – Mississauga Moves

The TMP – Mississauga Moves project will be the foundation for the City's future transportation network; identifying policies and strategic priorities; improving infrastructure; and encouraging more sustainable forms of transportation over the short, medium and long term. The TMP will develop key performance indicators that can be used to measure progress toward the achievement of goals, implementation of action items and/or realization of the vision. Through extensive public engagement beginning this spring, the TMP project will help raise public interest, awareness and understanding of the City's transportation system. The TMP is targeted to be presented to City Council in 2018.

Mississauga Transitway and Downtown Transitway Connection/Terminal

The Mississauga Transitway is a dedicated two-lane high-efficiency transit facility with 12 stations from Winston Churchill Boulevard in the west to Renforth Drive in the east. Transitway services will complement and connect with local bus service, inter-regional transit (GO Transit)

and the TTC subway. MiWay currently operates two MiExpress services and one local service on the Transitway. Once fully complete, GO Transit will also operate services along the Transitway corridor. The MiWay 5 Plan recommends additional MiExpress services along the Transitway in 2018 to meet customer travel needs. In addition, the Transitway also provides a connection to the Airport Corporate Centre which is the second largest employment hub in Canada. The final three Transitway stations in the eastern section, Spectrum, Orbitor and Renforth Gateway, are under construction and anticipated to be completed and operational in 2017.

The Transitway through Mississauga's downtown relies on City streets and as such experiences delays. In the future, this section (Downtown Transitway Connection) is ultimately planned to be converted to a dedicated facility with linkages to the existing City Centre Transit Terminal and the GO Transit City Centre operations. There is municipal funding approved to undertake this initiative, however, the funding and resources need to be revisited and verified based on scope of work. As work on the Hurontario LRT is currently on-going, elements of the Downtown Transitway and City Centre/GO Terminal could be advanced together with the LRT to ensure maximum coordination and integration.

This key rapid transit connection between the east and west sections of the Transitway would maximize the benefits and success of previous investments by the City and Metrolinx.

Dundas Connects

Dundas Street is identified in The Big Move RTP and Mississauga Official Plan as a higher order transit corridor. The City initiated the Dundas Connects project, with funding from Metrolinx, to prepare a corridor master plan conforming to the requirements of Phases I and II of the Municipal Class Environmental Assessment approval process. The master plan will develop a land-use vision for the corridor that identifies opportunities for intensification and redevelopment, particularly those uses supporting higher-order transit. The master plan will also recommend a transit mode that best responds to anticipated demand and is cost-effective. As part of implementation, cost estimates of the recommended rapid transit mode will be provided along with innovative financing tools. The project is scheduled to be completed in Q3 of 2017.

This is a key rapid transit corridor that supports redevelopment and growth in the City while connecting to the regional transit network namely the Hurontario LRT and Milton GO line.

Lakeshore Connecting Communities

Lakeshore Road from Etobicoke Creek to Hurontario Street is identified as a higher order transit corridor in the RTP (Waterfront West Rapid Transit) and Mississauga Official Plan. The city initiated the Lakeshore Connecting Communities project to prepare a transportation master plan for Lakeshore Road to look at how to best connect the communities of Lakeview, Port Credit and Clarkson and address the mobility needs of those living and working in the Lakeshore communities over the next 25 years. The study will develop a design for Lakeshore Road that supports all modes of transportation, connects people to places and moves goods to market.

The study will also evaluate rapid transit alternatives east of Hurontario Street including evaluating extending rapid transit to the Port Credit area. This project will conform to the requirements of Phases I and II of the Municipal Class Environmental Assessment approval process. The project is currently underway and scheduled to be completed in early 2018 at which time a report on the study recommendations will be presented to City Council.

This is a key rapid transit corridor that supports redevelopment and growth along the City's waterfront while connecting to the regional transit network namely the Hurontario LRT and Waterfront West Rapid Transit corridor (extending along the Toronto waterfront into Mississauga).

Mississauga's Priority Rapid Transit Projects

As outlined above, Provincial, Regional and local levels of government as well as the GTAA have recognized that growing congestion on roads in Ontario, in particular the GTHA, have significant economic, environmental and personal impact to residents and employees. To address these impacts, continued development of a resilient multi-modal transportation network is imperative. Undertaking studies and implementing rapid transit projects is key to this development, however with limited funding, it is important to identify priority projects so that resources are allocated appropriately.

The following are endorsed as Mississauga's priority rapid transit projects (refer to Appendix 3):

1. Hurontario LRT Project - This project is a transformational project for the City of Mississauga. With \$1.4B in funding from the province the project is the City's top priority transit project.
2. Downtown Transitway Connection and Terminal - With completion of the east and west sections of the Mississauga Transitway later this year, it is recommended the City's next priority be the planning and functional design for the Downtown Transitway Connection and Terminal.
3. RER – Milton Corridor and implementing the Missing Link - The provision of two-way all day 15-minute service on the Milton corridor would make a significant contribution to establishing a transit-oriented City. As a result, it is recommended that the City seek a commitment from both the federal and provincial governments to fund this key transit project.
4. RER – Lakeshore West and Kitchener GO Corridors - The provision of two-way all-day 15-minute service on the Lakeshore West and Kitchener GO corridors would assist in providing transit support to significant redevelopment occurring along the waterfront as well as providing increased transit options for employees accessing jobs at Pearson

Airport and in north-east Mississauga. As such, it is recommended the City continue to provide staff support to the Province on this key transit project.

Strategic Plan

Move – Developing a Transit Orientated City by building a reliable and convenient system to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean and safe with a transit stop within walking distance of every home.

Financial Impact

Not applicable

Conclusion

As Mississauga continues to grow and redevelop, a multi-modal transportation system that offers choices for residents and employees to get around the city and businesses to move goods is critical. As outlined in this report, all levels of government recognize that transportation, and in particular rapid transit projects, play a key role in creating a resilient and balanced community. To ensure that appropriate resources are allocated and funding discussed and/or secured, Mississauga should confirm priority rapid transit projects that continue to have City Council support. It is recommended that the following projects are endorsed as the City's priority rapid transit projects: (i) the Hurontario LRT, (ii) Downtown Transitway Connection and Terminal, (iii) RER – Milton GO Corridor and implementing the Missing Link and (iv) RER – Lakeshore West and Kitchener GO Corridors. As other projects outlined in this report progress and move to the implementation stage, City Council will be updated, with the potential of new rapid transit projects being added to the list of priority projects.

Attachments

Appendix 1: Transit Initiatives in the City of Mississauga

Appendix 2: Letter from City of Toronto Mayor John Tory on the Eglinton West LRT Next Steps

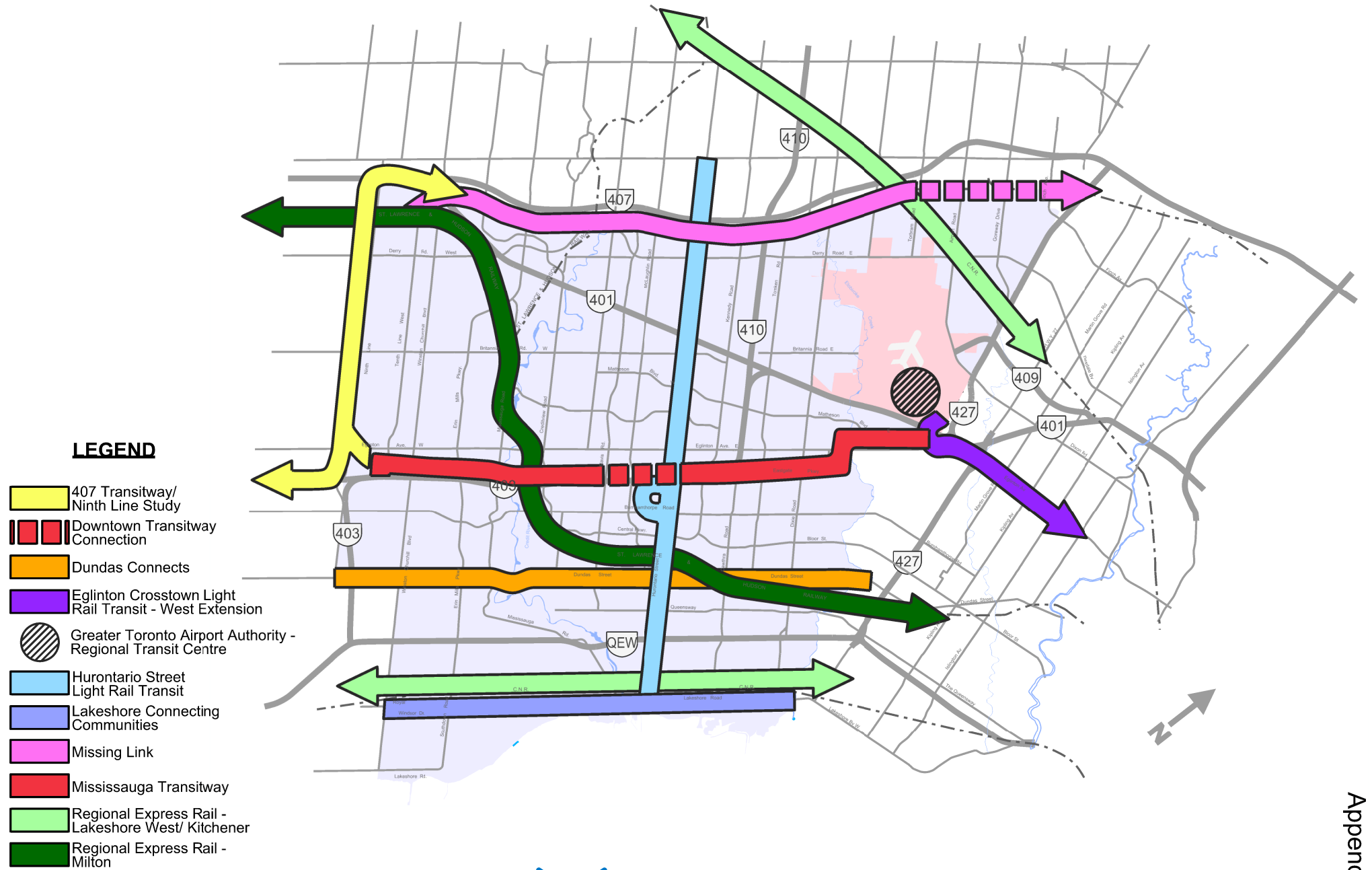
Appendix 3: City of Mississauga - Priority Rapid Transit Projects



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Susan Tanabe, Manager, Transportation Planning

Transit Initiatives in the City of Mississauga





February 16, 2017

Mayor Bonnie Crombie
Office of the Mayor
City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1
mayor@mississauga.ca

Dear Mayor Crombie:

RE: Eglinton West LRT Next Steps

At its November 8, 2016 meeting, Toronto City Council adopted terms for cost and revenue-sharing with the Province of Ontario for a range of transit initiatives (see: [EX19.1: Transit Network plan Update and Financial Strategy](#)). As part of the agreement, City Council approved \$53 million for planning, design and other project development work for the Eglinton West LRT from Mount Dennis to Renforth Gateway. City Council also requested that the City of Mississauga and Greater Toronto Airports Authority confirm interest in advancing the Renforth Gateway to Pearson Airport segment of the LRT extension, including identifying a commitment of resources to the planning, design, construction and delivery of this segment of the project.

As you know, the full benefits of this project as a regional connection are truly realized when the project is extended to the airport. As such, I'm writing on behalf of City Council to request an update from the City of Mississauga on interest in this project. I would be happy to work in partnership with you to continue advancing this important regional project.

I look forward to your response on this matter.

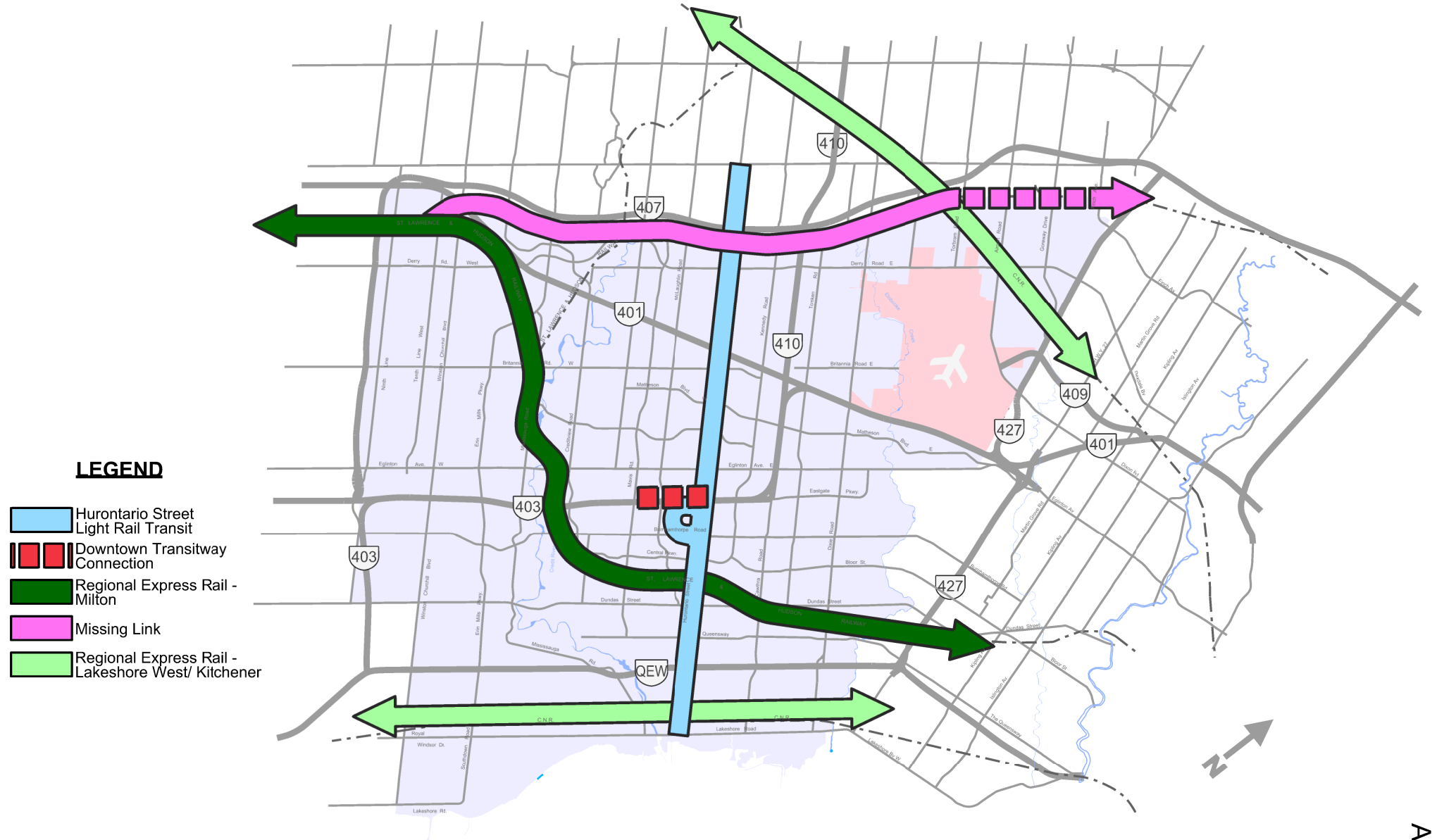
Sincerely,



Mayor John Tory

- c. Honourable Steven Del Duca, Ontario Minister of Transportation
Robert S. Prichard, Chair, Metrolinx Board of Directors
David Wilson, Chair, Greater Toronto Airports Authority Board of Directors

City of Mississauga - Priority Rapid Transit Projects



City of Mississauga

Corporate Report



Date: 2017/03/21

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Originator's files:

Meeting date:
2017/04/05

Subject

MiWay Affordable Transportation Pilot Program - Phase Two Additional Extension

Recommendation

1. That the "MiWay Affordable Transportation Pilot Program – Phase Two Additional Extension, as outlined in the report from the Commissioner of Transportation and Works dated March 21, 2017 be approved.
2. That the pilot program be extended from May 1 to September 30, 2017 for active participants.
3. That By-law 210-16 Fees and Charges MiWay Fares be amended as required.

Background

The program is being delivered in a partnership with Region of Peel staff who assess eligibility and administer the program and MiWay staff which provide specially configured Presto cards, technical support, and transit usage data. Eligible Mississauga residents are able to purchase a MiWay monthly pass at a 50% discount for a period of six months. Sufficient funding for up to 2500 participants was allocated to the Phase Two Pilot Program.

The Phase Two Pilot Program launched in May 2016 following Council approval. It was supported by an extensive communication campaign carried out by both MiWay and the Region. The first program recipients registered in May and began using their Presto fare cards in June 2016.

At the June 9, 2016 Regional Council meeting, the funding arrangement between the City and the Region for the Pilot Program was changed, reducing the City's cost for the pilot by approximately \$600K. The Region is responsible for the fare subsidy (\$1M) and the City is responsible for the program administration (\$400K).

General Committee	2017/03/21	2
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Originators files: File names

The Pilot Program began as the academic year was ending so student participation was anticipated to be low. Staff agreed to accept applications until the end of September 2016 to include the back to school period so that student experience was included in the pilot evaluation. No other program attributes were adjusted.

At General Committee on September 7, direction was provided to staff (1) to extend the Pilot Program registration until October 31, 2016 and (2) to support the program with an extensive communication plan.

Present Status

The last intake of participants occurred in October 2016 with approximately 2500 applications received. All applications were reviewed by Regional staff and approximately 1800 of them met the program requirements. Of the approved applicants, 1600 picked up their Presto card and of those, approximately 1300 purchased at least one monthly pass. These 1300 are considered to be the active users for evaluation purposes.

The intake period spanned May to October 2016. Early entrants completed the six month program period in January and February 2017. At that point, the special concession applied to their Presto card expired and regular MiWay fares were applicable. Late entrants will complete the six month program period in May and regular MiWay fares will be required.

Upon completion of the program, City staff extracts Presto card usage data to support program evaluation and Regional staff collect user feedback.

Analysis of the results from the Phase One and Phase Two Pilot evaluations will lead to recommendations to both Regional and City Council. Reports will be brought forward in September 2017.

Comments

As participants completed the pilot period, some contacted staff at the Region and/or City inquiring about a program extension and stating the need for a permanent program that addresses the affordability of transit fares. Most recently, ACORN Canada presented a petition at the City of Mississauga City Hall on March 17, 2017.

City and Regional staff have explored the possibility of extending the pilot program duration while program evaluation and reporting are underway. The program was undersubscribed and as such, both staffs believe that sufficient funds remain in the budget to allow active users (approximately 1300 participants that purchased at least one monthly pass) the ability to continue to purchase a MiWay monthly pass at a 50% discount by extending the special concession on their Presto cards for the period of May to September 2017 (5 months) provided that no new entrants are accepted into the program during the extension period.

MiWay staff are working with Presto staff to enable automatic loading of the special concession to active participant's cards. This would avoid the need to load the monthly pass on the Presto fare card in person. Of note however, is the 2-3 month service gap for participants that completed the program in January and February.

Strategic Plan

The Affordable Transportation Pilot Project – Phase Two Additional Extension contributes to the strategic goal of Ensuring Affordability and Accessibility.

Financial Impact

There are sufficient funds in the existing MiWay Operating Budget to support the administrative costs of a five month (May to September 2017) program extension for active participants.

Conclusion

The Affordable Transportation Pilot Phase Two Additional Extension will continue to provide an affordable transportation option to active participants while program evaluation is underway.

Attachments

Appendix: MiWay – Affordable Transportation Pilot Program – Phase Two Extension



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Geoff Marinoff, P.Eng, Director of Transit

City of Mississauga Corporate Report



Date: 2016/09/14

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of
Transportation and Works

Originator's files:

Meeting date:
2016/10/05

Subject

MiWay - Affordable Transportation Pilot Program - Phase Two Extension

Recommendation

1. That the "MiWay – Affordable Transportation Pilot Program – Phase Two Extension" as outlined in the report from the Commissioner of Transportation and Works dated September 14, 2016 be approved.
2. That the pilot program end date be extended until March 31, 2017 and that applications be received until October 31, 2016.
3. That By-law 240-15 Fees and Charges MiWay Fares be amended as required.

Background

At General Committee's May 4, 2016 meeting, MiWay's Affordable Transportation Pilot Program – Phase Two was approved. The program is being delivered in partnership with Region of Peel staff and allows eligible Mississauga residents to purchase a Presto monthly pass at a 50% discount for a period of six months.

The program was scheduled to run from June 1, 2016 until January 31, 2017. It was anticipated that it would take up to three months (June – August) to recruit 2,500 participants for the Pilot Program.

Upon conclusion of the Phase Two Pilot a final report is to be brought back to both City and Regional Council in spring 2017.

Present Status

The Pilot Program launched in May, following Council approval, and an extensive communication campaign was carried out by both MiWay and the Region. The first program recipients registered in May and began using their Presto cards in June.

At the June 9, 2016 Regional Council meeting, the funding arrangement between the City and the Region for the Pilot Program were changed reducing the City's costs for the pilot by approximately \$600K.

The Pilot Program began as the academic year was ending so student participation was anticipated to be low. Staff agreed to accept applications until the end of September to include the back to school period so that student experience was included in the pilot evaluation. No other program attributes were adjusted.

At General Committee on September 7, direction was provided to staff to extend the Pilot Program registration until October 31, 2016 and that it supported by an extensive communication plan.

Comments

As of August 2016, 730 Presto cards had been distributed and the receipt and processing of applications continues. The program is under subscribed so extending the application period until the end of October is easily accommodated. Staff recommends that the pilot program end date also be extended from January 31, 2017 until March 31, 2017 to allow late entrants to benefit from six months in the Pilot Program. As a result, participants will exit the program between the end of January and the end of April depending on their entry point in the Pilot Program. This change will delay Pilot Program evaluation and reporting by three months.

The following communication channels will be used to advise residents of the Pilot Program extension:

- Flyers in Mississauga library and community centre locations
- Targeted advertising in Mississauga News and Tough Times
- Shelter advertisement at City Centre Transit Terminal
- Social media – Twitter, Facebook
- Presentations and information booths at local community events by MiWay staff
- Joint Region of Peel and City of Mississauga press release
- City of Mississauga and MiWay communication channels (i.e. e-newsletters, website, bus/terminals)
- Outreach to community and settlement agencies who work with people living in low income
- Mississauga Food Banks

Strategic Plan

The Affordable Transportation Pilot Project – Phase Two contributes to the strategic goal of Ensuring Affordability and Accessibility.

Financial Impact

There are sufficient funds in the existing MiWay Operating Budget to support a program extension and within the 2017 budget request.

Conclusion

The extension of the application period until October 31, 2016 will allow more participation in the Pilot Program and delaying the end date from January 31, 2017 until March 31, 2017 will allow late entrants six months of eligibility. Pilot Program evaluation and reporting will be delayed by up to three months.



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Geoff Marinoff, P.Eng, Director of Transit

City of Mississauga
Corporate Report



Date: 2017/03/21

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and
 Chief Financial Officer

Originator's files:
 PO.13.ISL

Meeting date:
 2017/04/05

Subject

Licence Extension Agreement with Toronto Transit Commission for the use of certain bus platforms and a ticket booth at Islington Subway Station, located at Islington Avenue and Bloor Street, in City of Toronto

Recommendation

That a by-law be enacted authorizing the Commissioner of Transportation and Works and the City Clerk to execute a Licence Extension Agreement, and all document ancillary thereto, including amending agreements, between Toronto Transit Commission ("Commission") and The Corporation of the City of Mississauga ("City") for the use of certain bus platforms., together with a kiosk for transit staff on one of the platforms and a ticket booth at the mezzanine level of the Islington Subway Station located at Islington Avenue and Bloor Street in the City of Toronto, for a term of three (3) years commencing January 1, 2017 and expiring on December 31, 2019.

Background

Since 1974, the City of Mississauga's MiWay, formerly known as Mississauga Transit, has been using certain bus platforms and operating at Islington Subway Station.

As authorized by City Council under By-law No. 0041-2011, the City enter into a License Extension and Amending Agreement for a term of five (5) years commencing January 1, 2012 and expiring on December 31, 2016, with the following license and maintenance fees:

PERIOD	LICENSE FEE	MAINTENANCE COSTS/ FEE	TOTAL ANNUAL FEE
1/1/12 to 12/31/12	\$124,301	\$228,266	\$352,567
1/1/13 to 12/31/13	\$124,301	\$235,114	\$359,415
1/1/14 to 12/31/14	\$124,301	\$242,167	\$366,468
1/1/15 to 12/31/15	\$124,301	\$249,432	\$373,733
1/1/16 to 12/31/16	\$124,301	\$256,915	\$381,216

Comments

MiWay staff has requested a further extension of the License Agreement and agreement has been reached on the terms for a proposed new Licence Extension Agreement for a term of three years commencing January 1, 2017 and ending December 31, 2019. The new fees are payable as follows:

PERIOD	LICENSE FEE	MAINTENANCE COSTS/ FEE	TOTAL ANNUAL FEE
1/1/17 to 12/31/17	\$124,301	\$269,760	\$394,061
1/1/18 to 12/31/18	\$124,301	\$283,249	\$407,550
1/1/19 to 12/31/19	\$124,301	\$297,411	\$421,712

The annual License Fee portion of this proposed extension remains the same as the agreement which expired at the end of 2016. TTC advised that due to the rising costs of maintenance for this station, the Maintenance Costs/Fee portion will be increased by approximately 5% per year. This equates to an overall annual cost increase of approximately 3.5% per year.

All other terms and conditions of the existing License and Amending Agreement shall remain the same, including that either party shall have the right to terminate on one (1) year's notice. MiWay staff support the terms of this Licence Extension Agreement.

Financial Impact

The total annual license and maintenance fees commencing January 1, 2017 are (i) \$394,061 plus HST for the first year of the extended term, (ii) \$407,550 plus HST for the second year, (iii) \$421,721 plus HST for the third year for a total three (3) year commitment of \$1,223,323 plus HST. Funding for these expenditures will be available through Transit Service account number 1-715405-23509 (External Building /Facility Rental).

Conclusion

This extension will allow MiWay to continue operating at Islington Subway Station for an additional three (3) year term until a new joint Metrolinx facility is completed at Kipling Station.

Attachments

Appendix 1: Approximate location of the Licensed Area



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Stephen Law, Project Leader, Realty Services, Facilities and Property Management

**MISSISSAUGA****Corporate Services****Realty Services**

**Islington Subway Station
License Extension and Amending Agreement
Approximate Location of Lands**

REPORT 1 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Towing Industry Advisory Committee presents its first report for 2017 and recommends:

TIAC-0001-2017

That the Towing Industry Advisory Committee provide comments to staff, for inclusion in a future report to General Committee, on the report from the Commissioner of Transportation and Works dated March 13, 2017 and entitled "Changes to the Tow Truck Licensing By-law 521-04, as amended, for Requirements to Accept All Forms of Payment for Towing Services".

(TIAC-0001-2017)

TIAC-0002-2017

That the letter dated March 20, 2017 from Elliott Silverstein Manager, Government Relations, CAA regarding Requirements to Accept All Forms of Payment for Towing Services be received.

(TIAC-0002-2017)

TIAC-0003-2017

That the 2017 Towing Industry Advisory Committee Action List be received as amended.

(TIAC-0003-2017)

Report 3 -2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its third report for 2017 and recommends:

TSC-0038-2107

1. That the request for the placement of a crossing guard at 220 Forum Drive for the students attending Nahani Way Public School, be denied as the warrants are not met.
2. That Transportation and Works be requested to review the feasibility of installing a centre line on Forum Drive between Eglinton Avenue East and Thornwood Drive for the students attending Nahani Way Public School
3. That Peel Regional Police be requested to enforce speed limit compliance on Forum Drive near Nahani Way Public School, from 8:40 a.m. to 9:10 a.m. and from 3:30 p.m. to 4:00 p.m., as time and manpower permits.

(Ward 5)

(TSC-0038-2017)

TSC-0039-2017

That Traffic Safety Council be requested to conduct a further site inspection at Novo Star Drive and Vicar Gate for the students attending St. Veronica Elementary School, when notification of École Élémentaire Mississauga-Nord opens and driveway and curbs are properly completed.

(Ward 11)

(TSC-0039-2017)

TSC-0040-2017

1. That Transportation and Works be requested to consider the following:
 - a. Install “No Stopping 8 AM – 4PM, MON – FRI, SEPT – JUN” signs on Gooderham Estate Boulevard across from David Leeder Middle School.
 - b. Review the signage on Gooderham Estate Boulevard, north of David Leeder Middle School.
2. That the Student Transportation of Peel Region be request to consider having the school buses queue on the west side of Gooderham Estate Boulevard, north of David Leeder Middle School, when there is no room in the Kiss and Ride at the bus drop-off/pick-up times.

(Ward 11)

(TSC-0040-2017)

TSC-0041-2017

1. That the request for the placement of a crossing guard at Woodington Drive and Bishopstoke Lane for the students attending Sts. Peter and Paul Separate School, be denied as the warrants are not met.
2. That Transportation and Works be requested to review signage in the area of Sts. Peter and Paul Separate School.

(Ward 4)

(TSC-0041-2017)

TSC-0042-2017

That the email dated March 9, 2017 from an area resident with respect to safety concerns at the intersection of Creditview Road and Rathburn Road West, for the students attending St. David of Wales Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 6)

(TSC-0042-2017)

TSC-0043-2017

That the email dated March 9, 2017 from Sheelagh Duffin, Supervisor, Crossing Guards, with respect to a safety review to be conducted at 1145 Swimbourne Drive, in front of Britannia Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0043-2017)

TSC-0044-2017

That the email dated March 22, 2017 from David Marcotte, Maintenance Services, Peel District School Board, requesting a site inspection be conducted in front of Castlebridge Public School to address safety concerns raised by an area resident to the Principal of Castlebridge Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

(TSC-0044-2017)

TSC-0045-2017

That the email dated February 22, 2017 from Sharn Khinda, Public Health Nurse, Region of Peel, with respect to a request for a crossing guard at the intersection of Old Derry Road and Gooderham Estates Boulevard and at the intersection of Crawford Mill Avenue and Gooderham Estates Boulevard, for the students attending Meadowvale Village Public School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0045-2017)

TSC-0046-2017

That MiWay Transit be requested to review the feasibility of the following:

- a. Relocating the bus stop in front of Our Lady of Mount Carmel Secondary School at the south school exit driveway to the south end of the concrete landing pad to provide better sightlines for vehicles making a left hand turn exiting the school driveway.
- b. Relocating the bus stop currently located west of Our Lady of Mount Carmel Secondary School's entrance driveway to the east side of the school's driveway to provide better access and sightlines for vehicles turning into the school entrance driveway.
- c. Replacing the stubby transit bus at the 3:15 PM time schedule, to a full size bus in order to accommodate all the students waiting for the bus after the 3:00 PM dismissal time at Our Lady of Mount Carmel Secondary School.

(Ward 10)

(TSC-0046-2017)

TSC-0047-2017

1. That Transportation and Works be requested to consider the following:
 - a. Change the "No Parking 8 AM – 11 PM" signs to "No Stopping 8 AM – 11 PM" on Cardross Road at the park path behind Brian W. Fleming Public School.
 - b. Provide the Principal of Brian W. Fleming Public School with a map indicating the streets with legal parking spaces in the vicinity of Brian W. Fleming Public School.
2. That the Principal of Brian W. Fleming Public School be requested to distribute to parents, the map indicating the streets with legal parking spaces in the vicinity of Brian W. Fleming Public School, once provided by the Transportation and Works staff.
3. That Parking Enforcement be requested to enforce "No Stopping/No Parking" violations in the area of Brian W. Fleming Public School between 3:10 p.m. and 3:40 p.m., once the Principal of Brian W. Fleming Public School has distributed the map indicating legal parking spaces in the vicinity of Brian W. Fleming Public School.

(Ward 3)

(TSC-0047-2017)

TSC-0048-2017

1. That Transportation and Works be requested to review the signage on Atwater Avenue between Cawthra Road and Ogden Avenue, for the students attending St. Paul Secondary School.
2. That Peel Regional Police be requested to enforce speeding violations on Atwater Avenue between Cawthra Road and Ogden Avenue between 2:25 PM – 2:55 PM, as time and manpower permits, for the students attending St. Paul Secondary School.
3. That the Dufferin-Peel Catholic District School Board Maintenance Department be requested to consider reviewing the signage and pavement markings on the eastern driveway entrance to St. Paul Secondary School.

(Ward 1)

(TSC-0048-2017)

TSC-0049-2017

That the letter from Geoff Marinoff, Transit Director, dated March 13, 2017 with respect to the Traffic Safety Council recommendation (TSC-0006-2017) that Mississauga Transit be requested to consider moving the bus stop currently located on the north side of Bristol Road West at Huntingfield Drive, one block west to Swift Current Trail, to allow St. Francis Xavier Secondary School students to cross Bristol Road West at a signalized intersection to access the transit stop.

(TSC-0049-2017)

TSC-0050-2017

That the Letter dated February 2, 2017 from the Director of Education, Dufferin-Peel Catholic District School Board advising that Thomas Thomas, Trustee, Ward 5, was appointed as the Board's representative to the Traffic Safety Council.

(TSC-0050-2017)

TSC-0051-2017

1. That up to two (2) Traffic Safety Council members be authorized to attend the 2017 Ontario Traffic Council Annual Conference, on May 7 to 9, 2017 in Ottawa, Ontario and that the costs for registration, accommodation and travel of up to \$1,800 per attendee be allocated in the 2017 Council Committees budget.
2. That the Traffic Safety Council Members who attend the 2017 Ontario Traffic Council Annual Conference on May 7 to 9, 2017 submit a report, summarizing the sessions they attended at the Traffic Safety Council meeting in June 2017.

(TSC-0051-2017)

TSC-0052-2017

1. That the Traffic Safety Council agrees with the content of the social media messages created by the Traffic Safety Council working group and presented by Dan Suess, Citizen Member.
2. That the City of Mississauga's Communication Department be requested to tweet the social media messages as per the schedule provided by the Traffic Safety Council as time and manpower permits.

(TSC-0052-2017)

TSC-0053-2017

That the Minutes from the March 1, 2017 Walk to School Subcommittee meeting be received.

(TSC-0053-2017)

TSC-0054-2017

That the Parking Enforcement Report with respect to parking enforcement in school zones for the month of February 2017 be received for information.

(TSC-0054-2017)

TSC-0055-2017

That the Action Items Report from Transportation and Works for the month of January 2017 be received for information.

(TSC-0055-2017)