



AGENDA

GENERAL COMMITTEE

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

WEDNESDAY, FEBRUARY 13, 2013 – 9:00 A.M.

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

Contact:

Sacha Smith, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 4516 / Fax 905-615-4181
sacha.smith@mississauga.ca

INDEX – GENERAL COMMITTEE – FEBRUARY 13, 2013

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

DEPUTATIONS

- A. Representatives with respect to the Huron Youth Advisory (HYPE)

MATTERS TO BE CONSIDERED

1. City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives)
2. Mississauga Marathon 2013
3. Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation
4. Proposed Speed Limit Changes (Ward 3)
5. Lower Driveway Boulevard Parking – Credit Woodlands Court (Ward 7)
6. U-turn Prohibition – Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate (Ward 10)
7. 2013 Intersection Capital Works Program (Wards 6 and 7)
8. Revised Single Source Award for Rehabilitation of Sandalwood-2 and Huron Heights Groundwater Control Relief Well System (Wards 4 and 5)
9. Dredging of Port Credit Harbour (Ward 1)
10. Creative Communities Prosperity Fund-Funding Agreement

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11. Museums and Technology Fund – Funding Agreement
12. Pan American and Para Pan Games

ADVISORY COMMITTEE REPORTS

Environmental Advisory Committee Report 1-2013 – February 5, 2013

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF THE AGENDA

PRESENTATIONS

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- A. Representatives with respect to the Huron Youth Advisory (HYPE)

MATTERS TO BE CONSIDERED

1. City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives)

Corporate Report dated January 24, 2013 from the Commissioner of Corporate Services and Treasurer with respect to the City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan (2012-2017 Initiatives).

RECOMMENDATION

That the document titled: "City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan" dated January 22, 2012 (the "Report") attached as Appendix 1 to the Corporate Report dated January 24, 2013 from the Commissioner of Corporate Services and Treasurer, be adopted.

2. Mississauga Marathon 2013

Corporate Report dated January 14, 2013 from the Commissioner of Community Services with respect to the Mississauga Marathon 2013.

RECOMMENDATION

1. That the route for the 2013 Mississauga Marathon (the "Marathon") with the finish line at Lakefront Promenade Park be approved.

(2.)

2. That a By-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute the 2013 Relationship Agreement (the "Agreement"), attached hereto as Appendix 1, between the Corporation of the City of Mississauga (the "City") and Landmark Sport Group Inc. ("Landmark") in a form satisfactory to the City Solicitor and further authorizing the Commissioner of Community Services and the City Clerk to execute all future annual Relationship Agreements, up to and including the year 2015, between the City and Landmark related to the Mississauga Marathon in a form satisfactory to the City Solicitor.

3. Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation

Corporate Report dated January 28, 2013 from the Commissioner of Transportation and Works with respect to the Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation.

RECOMMENDATION

That the report dated January 28, 2013 from the Commissioner of Transportation and Works Department entitled "*Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation*" be endorsed for submission as comments in response to the Ontario Ministry of Transportation regarding EBR Registry Number 011-7552.

4. Proposed Speed Limit Changes (Ward 3)

Corporate Report dated January 14, 2013 from the Commissioner of Transportation and Works Department with respect to proposed speed limit changes.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to extend the existing 40 km/h speed zones in Ward 3 on the following roadways:

1. Willowbank Trail between Forest Fire Lane and Emerald Gate
2. Golden Orchard Drive between Greybrook Crescent (north intersection) and Willowbank Trail
3. Flagship Drive between Klaiman Drive and Rymal Road

5. Lower Driveway Boulevard Parking – Credit Woodlands Court (Ward 7)

Corporate Report dated January 21, 2013 from the Commissioner of Transportation and Works Department with respect to Lower Driveway Boulevard Parking on Credit Woodlands Court.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Credit Woodlands Court (north side).

6. U-turn Prohibition – Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate (Ward 10)

Corporate Report dated January 15, 2013 from the Commissioner of Transportation and Works Department with respect to the U-Turn Prohibition on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate.

RECOMMENDATION

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a U-turn prohibition, at anytime, for northbound and southbound motorists on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate.

7. 2013 Intersection Capital Works Program (Wards 6 and 7)

Corporate Report dated January 29, 2013 from the Commissioner of Transportation and Works Department with respect to the 2013 Intersection Capital Works Program

RECOMMENDATION

That the proposed 2013 Intersection Capital Works Program, as outlined in the report titled “2013 Intersection Capital Works Program” dated January 29, 2013 from the Commissioner of Transportation and Works, be approved.

8. Revised Single Source Award for Rehabilitation of Sandalwood-2 and Huron Heights Groundwater Control Relief Well System (Wards 4 and 5)

Corporate Report dated January 28, 2013 from the Commissioner of Transportation and Works Department with respect to the Revised Single Source Award for Rehabilitation of Sandalwood-2 and Huron Heights Groundwater Control Relief Well System.

RECOMMENDATION

That the Purchasing Agent be authorized to execute the agreements necessary to award consulting services to Morrison Environmental Limited at a cost of \$337,935 (including tax) for the rehabilitation and monitoring of the Sandalwood-2 and Huron Heights Groundwater Control Relief Well Systems.

9. Dredging of Port Credit Harbour (Ward 1)

Corporate Report dated February 1, 2013 from the Commissioner of Community Services with respect to the Dredging of Port Credit Harbour.

RECOMMENDATION

1. That the Port Credit harbour be dredged to a depth of 1.2 meters (4 feet);
2. That PN 13-336, Dredging of Port Credit Harbour, be established with a gross and net budget of \$554,000 allocated from the Capital Reserve Fund (Account 33121) into the Dredging of Port Credit Harbour project (PN13-336).
3. That all necessary by-laws be enacted.

10. Creative Communities Prosperity Fund-Funding Agreement

Corporate Report dated January 28, 2013 from the Commissioner of Community Services with respect to the Creative Communities Prosperity Fund-Funding Agreement.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk be authorized to enter into the Creative Communities Prosperity Fund funding agreement with the Ministry of Tourism, Culture and Sport on behalf of the City of Mississauga, in a form satisfactory to Legal Services.
2. That all necessary bylaws be enacted.

11. Museums and Technology Fund – Funding Agreement

Corporate Report dated January 28, 2013 from the Commissioner of Community Services with respect to the Museums and Technology Fund – Funding Agreement.

RECOMMENDATION

1. That the Commissioner of Community Services and the City Clerk be authorized to enter into the Museums and Technology Fund funding Agreement with Ministry of Tourism, Culture and Sport on behalf of the City of Mississauga, in a form satisfactory to Legal Services.
2. That PN 13-499 Museum Computer Equipment purchase with a gross budget of \$24,500 and net budget of zero be created and that \$12,209 be funded from the Museums and Technology Fund and the remaining amount of \$12,291 be funded by the Friends of Museum.
3. That all necessary by-laws be enacted.

12. Pan American and Para Pan Games

Corporate Report dated January 21, 2013 from the Commissioner of Community Services with respect to the Pan American and Para Pan Games.

RECOMMENDATION

1. That a by-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute a Licence Agreement with Toronto Organizing Committee (“TO2015”) for the 2015 Pan American (“Pan Am Games”) and Para Pan American Games (“Para Pan Am Games”) for the use of the Hershey Centre bowl and community rinks from June 2, 2015 through August 24, 2015, in a form satisfactory to the City Solicitor.
2. That two members of Council be appointed to the Mississauga Pan Am/ Para Pan “TO2015” Games Steering Committee.

ADVISORY COMMITTEE REPORTS

Environmental Advisory Committee Report 1-2013 – February 5, 2013
(Recommendation EAC-0001-2013 to EAC-0006-2013)

COUNCILLORS' ENQUIRIES

CLOSED SESSION

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

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

1.

DATE: January 24, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013

General Committee

FEB 13 2013

FROM: Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

SUBJECT: **City of Mississauga 2012 Annual Report of the Multi-Year
Accessibility Plan (2012-2017 Initiatives)**

RECOMMENDATION: That the document titled: "City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan dated January 22, 2013 (the "Report") attached as Appendix 1 to the Corporate Report dated January 24, 2013 from the Commissioner of Corporate Services and Treasurer, be adopted.

BACKGROUND: The City of Mississauga 2012 Annual Report of the Accessibility Plan has been prepared in accordance with the *Ontarians with Disabilities Act* (ODA, 2001) and the *Accessibility for Ontarians with Disabilities Act* (AODA, 2005) and represents the City's 10th Annual Report. In June 2011, the Integrated Accessibility Standards Regulation (IASR, O. Reg. 191/11) became law under the AODA. Within this Regulation is a requirement to: "establish, implement, maintain and document a multi-year accessibility plan", by January 1, 2013. The Plan should be reviewed every five years and an annual status report shall be provided. The City of Mississauga Multi-Year Accessibility Plan (2012 – 2017 Initiatives) was adopted by Council on March 7, 2012.

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The Report summarizes the achievements the City of Mississauga has made in 2012, in reference to the various projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in the City of Mississauga. Projects listed in the Accessibility Plan are captured under these headings: General Initiatives (for example: strategic/master plans, training, procurement, policy, communication strategy, awards, National Access Awareness Event), Accessible Customer Service Initiatives, Accessible Information and Communication Initiatives, Accessible Employment Initiatives, Accessible Transportation Initiatives, and Accessible Built Environment Initiatives. Additional accessibility successes (not captured under the projects listed in the Accessibility Plan) are listed on page 22 of the Report.

MiWay's 2012 Annual Accessibility Report is included as an appendix to the City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan.

COMMENTS:

The City of Mississauga Accessibility Staff Working Group, IASR Project Team (staff), IASR Steering Committee (Directors), other staff across the Corporation, and the Mississauga Accessibility Advisory Committee (AAC) have been working diligently to comply with the AODA and implement accessibility improvements.

Some of the major highlights over the past year include:

- Completion of the Garry W. Morden Fire Training Centre which included accessibility features such as automatic door openers and accessible washrooms.
- Completion of the Mississauga Valley Therapy Pool, with a ramp and pool lift.
- Council approval of the new Corporate Accessibility Policy.
- Materiel Management's Contract Manager's Guidebook for High and Medium Value Procurement provides direction regarding accessible purchases.
- Annual National Access Awareness Event featured speakers from the Accessibility Directorate of Ontario and Mississauga Accessibility Advisory Committee.
- MiWay designated all its bus routes as accessible.

For 2013 and beyond, staff will continue to implement the requirements in the IASR, including the new requirements in the

Design of Public Spaces Standards which are effective as of January 1, 2013 with a compliance date of 2016.

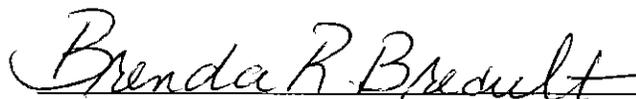
At the January 21, 2013 AAC Meeting, the AAC supported the 2012 Annual Report of the Accessibility Plan.

STRATEGIC PLAN: Accessibility planning is mainly captured in the City's Strategic Plan under the Belong Pillar with the Strategic Goal: "Ensure Affordability and Accessibility". Accessibility Planning is also part of the Move Pillar with improvements to MiWay.

FINANCIAL IMPACT: Divisional budgets incorporate accessibility planning and related accessibility expenses into their regular budget and business planning process. The main costs associated with the implementation of the IASR (O. Reg. 191/11) are for staff resources and mandatory training. For additional unknown expenses, such as, for example, the cost of a sign language interpreter for an interview or public meeting, a unique cost element has been set up in the Finance Division for tracking purposes.

CONCLUSION: The City of Mississauga has accomplished much with accessibility planning at the City of Mississauga, but there is still a lot of work to do. Next year, our work will continue to focus on the implementation of the Integrated Accessibility Standards Regulation covering general, information and communication, employment and transportation standards. As well, staff will be reviewing and implementing the new requirements (Ontario Regulation 413/12) – Design of Public Spaces Standards (Accessibility Standards for the Built Environment).

ATTACHMENTS: Appendix 1: City of Mississauga 2012 Annual Report of the Multi-Year Accessibility Plan, January 22, 2013
Appendix 1(a): MiWay 2012 Annual Accessibility Report, December 2012



Brenda R. Breault, CMA, MBA
Commissioner of Corporate Services and Treasurer

Prepared By: Diana Simpson, Accessibility Coordinator

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Appendix 1

CITY OF MISSISSAUGA

2012 Annual Report

of the Multi-Year Accessibility Plan

**Contact: Diana Simpson, Accessibility Coordinator at 905-615-3608, TTY: 905-615-3411,
diana.simpson@mississauga.ca**

1/22/2013

This Report is available in alternate accessible formats, upon request.

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Introduction/Background:

This Annual City of Mississauga Accessibility Plan Report has been prepared in accordance with the *Ontarians with Disabilities Act* (ODA, 2001) and the *Accessibility for Ontarians with Disabilities Act* (AODA, 2005) and represents the City's 10th Annual Report.

The Report summarizes the achievements the City of Mississauga has made in 2012, in reference to the various projects associated with the prevention and removal of barriers to persons with disabilities that live, work, and travel in the City of Mississauga. Essentially, by removing barriers for persons with disabilities, we are removing barriers for everyone!

Additional accessibility successes that are not directly related to the projects listed in the Multi-Year Accessibility Plan (2012-2017 Initiatives) are listed towards the end of the report.

The Multi-Year Accessibility Plan (2012-2017 Initiatives, dated January 26, 2012), as approved by Council in March, 2012, launched the City's new approach to accessibility planning. The Plan follows a new format from previous City of Mississauga Accessibility Plans, by listing projects that are associated with each set of accessibility standards under the *Accessibility for Ontarians with Disabilities Act* (AODA). This includes the projects associated with the implementation of the Integrated Accessibility Standards Regulation (IASR).

With the (IASR) being passed in 2011, the City's main focus for accessibility planning for the next few years is on the implementation of the requirements in the legislation.

The legislation covers general, information and communication, employment and transportation requirements. Within the general requirements of the IASR is reference to Accessibility Plans. Accessibility Plans are to be reviewed at least once every five years, and municipalities are to prepare an annual status report on the progress of measures taken to implement the strategy referenced in the Accessibility Plan.

In December 2012, the Ministry of Community and Social Services amended the IASR, under the *Accessibility for Ontarians with Disabilities Act* (AODA), to include new standards governing the design of public spaces in the built environment. The standards outline new requirements for municipalities to incorporate into the design of the following public spaces beginning in 2016, including the design of:

1. Recreational Trails and Beach Access Routes
2. Outdoor Public-Use Eating Areas (e.g. rest stops or picnic areas)
3. Outdoor Play Spaces (e.g. playgrounds)
4. Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps, accessible/audible pedestrian signals)
5. Accessible parking (on and off-street)
6. Obtaining Services (e.g. services counters, waiting areas)
7. Maintenance (of accessibility-related equipment and features in public spaces).

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City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

City of Mississauga staff are initiating plans to implement these new standards, which mainly cover exterior built environment requirements. We will be monitoring changes to the *Ontario Building Code* which will cover interior built environment requirements. A public consultation on accessibility Building Code changes is taking place until March 1, 2013. For more information on this visit the Ministry of Municipal Affairs and Housing website. To review details of the Design of Public Spaces Standards go to the provincial government [e-laws site](#).

The AODA and its standards apply to private, public and non-profit organizations, with various compliance timelines between 2011 and 2025.

The City of Mississauga consults with the [Mississauga Accessibility Advisory Committee \(AAC\)](#) who advises, recommends and assists the City in promoting and facilitating a barrier-free Mississauga for citizens of all abilities (universal accessibility) including persons with disabilities. Their role is to review municipal policies, programs and services and to assist with the identification, removal and prevention of barriers faced by persons with disabilities.

The City of Mississauga Accessibility Staff Working Group, IASR Project Team (staff), IASR Steering Committee (Directors), other staff across the Corporation, and the AAC have been working diligently to comply with the legislation and implement accessibility improvements.

This Annual Report and the Multi-Year Plan demonstrates the City's commitment to making accessibility a part of everyday business. Barriers have been removed in many areas including: City owned buildings, parks, transportation services, and the development of policies that promote inclusion.

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
General Initiatives				
Multi-year Accessibility Plan	An outline of the City's strategy to prevent and remove barriers and meet requirements under the <i>Accessibility for Ontarians with Disabilities Act</i> , (AODA) and our obligations under the Accessibility Standards. This will include an annual status report on the progress with the initiatives in the Plan.	2012 Annual	Corporate Services, Facilities and Property Management, Accessibility Coordinator	The Multi-year Accessibility Plan was approved by Council on March 7, 2012. This 2012 Annual Report of the Accessibility Plan is the first report under the new "project" format, under the 2012-2017 Multi-Year Accessibility Plan. Past Annual Accessibility Plans (since 2003) and the Multi-Year Accessibility plan can be found on the City's " Accessibility - Removing Barriers " website.
Inclusion of Accessibility Planning in the City's Strategic Plan, Departmental and Master Plans.	Ensure that all city-wide planning projects are reviewed with an accessibility lens; for example: <ul style="list-style-type: none"> • The City's Strategic Plan: Our Future Mississauga. • Older Adult Plan • Youth Plan • The People Strategy (Human Resources Strategic Plan) • Bus Rapid Transit Project • Hurontario/Main Street Master Plan (LRT) • Inspiration Lakeview Project • Downtown 21 Master Plan • Credit River Parks Strategy • Cycling Master Plan • Future Directions: Master Plan for Recreation, Library, and Parks and Natural Areas • Information Technology Strategic Plan • Official Plan 	Ongoing	Corporate Services, Facilities and Property Management, All Departments in collaboration with Accessibility Coordinator	Many city-wide planning projects are reviewed annually in conjunction with the City's Strategic Plan , under these pillars: Move, Belong, Connect, Prosper and Green. These are some of the highlights that are related to accessibility under each Pillar: Move: <ul style="list-style-type: none"> -By the end of 2012 all 3,850 MiWay transit stops will be accessible. -The Presto electronic transit fare collection system is in place for all buses. -Construction of the BRT - a dedicated east-west transitway across Mississauga is underway. The first section of the transitway - from the City Centre to Dixie Station - is expected to open in the fall of 2013, including four new stations. -Plans are underway for the <u>Hurontario-Main LRT</u> . - There has been an increase in boulevard multi-use trails and off-road trails. -The implementation of the <u>Mississauga Cycling Master Plan</u> has resulted in adding sidewalk network to increase pedestrian accessibility to the transit system. -Square One Drive is a flush street from Duke of York Boulevard to Living Arts

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	<ul style="list-style-type: none"> • Economic Development Strategy • Living Green Master Plan • Communications Master Plan 2012 			<p>Drive adjacent to Sheridan College.</p> <ul style="list-style-type: none"> -A 1.7 km stretch of 10th line (from Derry to Battleford) was widened to accommodate bike lanes and a new sidewalk was constructed -Access to transit stops is considered in the annual sidewalk construction program. -Maximum block sizes have been addressed in the <u>Downtown 21 Master Plan</u> and <u>Mississauga Official Master Plan</u>, creating a finer grained street pattern. <p>Belong:</p> <ul style="list-style-type: none"> -<u>Housing Choices: Mississauga's Affordable Housing Strategy</u> and Action Plan is underway. For further information, see update below on p. 21 of this document. -The Active Assist program enables 8,000 residents to participate in recreation programs. -The Driveway Windrow Clearing Pilot Program continued in 2012/2013. <p>Connect:</p> <ul style="list-style-type: none"> -Increased attendance at renovated outdoor and indoor pools and Celebration Square -The <u>Credit River Parks Strategy</u> has prepared concepts for 7 key parks sites. This strategy was reviewed with an accessibility lens. - The <u>Mississauga Official Master Plan</u> contains a policy limiting road widening except for the purposes of accommodating transit, cycling and pedestrian facilities or to provide additional through lanes in employment areas if deemed essential to goods movement. The construction of any other additional lanes to existing streets will only be done on an exception basis subject to special study. -Infrastructure improvement continues such as refinement of the Pavement Management System and updating of the Bridge Management System. -The first steps have been taken to deliver an incredible transformation of our waterfront with future plans for recreational opportunities and better access to

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>the waterfront as part of the <u>Inspiration Lakeview Project</u>.</p> <p>Prosper: -The Port Credit area was identified as a Cultural Node Pilot Project in 2011. Planning for accessible, affordable cultural activities and facilities in this area will create a vibrant, inclusive and liveable community. -Through the 2011-2020 business planning process, a capital budget was established for repairs and adaptive reuse of existing and new cultural facilities.</p> <p>Green: -The <u>Living Green Master Plan</u> was approved by Council in January 2012. The Plan will be implemented over the next 10 years. -The City's <u>Natural Heritage & Urban Forest Strategy</u> is currently underway. The primary objectives of this project are to identify opportunities for building on existing initiatives for protecting, enhancing, restoring and expanding the City's Natural Areas System and Urban Forest; and to provide the City guidance and tools to pursue recommended opportunities. This strategy will include a discussion regarding trails. A stakeholder meeting was held on Nov. 22, 2012 and public meetings were held on Dec. 6, 2012.</p> <p>The People Strategy achievements are listed under the "Employee Accommodations" project under "Employment Initiatives". (See below).</p> <p>The Economic Development Strategy represents the overall vision and desired outcomes from a strategic planning process and presents a view of the type of community that Mississauga could become – where the development and attraction of talent is central to success, where the City is</p>

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>recognized for its innovation and leadership in an emerging economy, and where the City itself is promoted nationally and internationally for its capabilities and success. Click on the link for more information about Mississauga's Economic Development Strategy.</p> <p>With regards to the Older Adult Plan: City staff in conjunction with agencies and older adult care providers continue to work with 40+ seniors clubs and groups on their specific needs for meeting space, program resources and leadership/board development to assist groups in being sustainable, and to remove various barriers that prevent them from success – financial, social, cultural, resource limitations, and accessibility concerns.</p> <p>The Youth Plan and Future Directions Master Plan for Recreation address the inclusion of youth with disabilities in recreation programs.</p> <p>In general, the work continues toward implementing the recommendations contained in the 2009 Future Directions master plans. We continue to enhance our service delivery model to include more wellness and active living recreation programs (with supporting equipment and amenities). We added 3 more therapeutic pools to our inventory which has allowed for the expansion and diversification of programs for individuals with disabilities. We also continue to partner with health care providers to deliver therapeutic programs in our facilities. We have enhanced our marketing efforts to better promote our wellness and therapeutic programs making it easier for individuals to access information online and in our brochures.</p> <p>With regards to the Future Directions Master Plan for Parks & Natural Areas, when considering trail and pathway development, the City has addressed the need to optimize physical accessibility and use through user-friendly design and construction. This approach has helped to increase connectivity/coverage of the existing network and add amenities to support expanded use for every</p>

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>one of all ages, such as improved wayfinding, more rest areas, washrooms, exercise stations, activity separation, universal accessibility, snow clearance and warming stations for year round cycling and walking.</p> <p>The City of Mississauga Accessibility Plan and <u>Mississauga Accessibility Design Handbook</u> have both been used in conjunction with trail and pathway development.</p> <p>Accessible play sites have been developed and planned for. Currently, there are 3 "fully" accessible/inclusive play sites:</p> <ul style="list-style-type: none"> • Port Credit Memorial Park • Zonta Meadows • O'Connor Park <p>There are 3 "fully" accessible/inclusive play sites proposed:</p> <ul style="list-style-type: none"> • Elmcreek Park • Jaycee Park • River Grove <p>In September 2010, Council endorsed the <u>Mississauga Cycling Master Plan</u>. Accomplishments in 2012 included the construction of over 23 kilometres of cycling network, installation pilot project "crossride" facilities along trails at three signalized intersections and three major driveways, installations of bicycle loop detection at 23 signalized intersections and continued expansion of wayfinding signage along new and existing routes. The City of Mississauga was recently awarded with a Bicycle Friendly Community - Bronze Designation by the Share the Road Cycling Coalition. The award was presented to Council on May 9, 2012.</p>

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>"The City of Mississauga is a two-way communications organization" is the vision outlined for the City in the Communications Master Plan.</p> <p>Communications and engagement performed as part of the background research for the Plan adhered to this vision. The Accessibility Advisory Committee was one of the many stakeholder groups consulted. Legislated accessibility standards in the area of communications and information are identified as one of the key factors contributing to the need for a communications master plan. The internet is identified in the plan as the most important channel for providing information to residents about City plans, programs and services. The AODA and its regulations outline specific standards the City must meet in the area of website and electronic information.</p> <p>Thinking from the customer's perspective – a key theme of the plan – includes a commitment to 'design and deliver communications that reach residents where, when and how they live'. A commitment to communicating effectively with all citizens, including people with disabilities, is evident throughout the plan. For example, 'accessible' is one of the ten standards and values identified by the plan. Respectful, clear and user-friendly are also important standards and values identified that can enhance accessibility.</p> <p>Next Steps: Work plan items being developed in 2013 in relation to the Communications Master Plan are:</p> <ul style="list-style-type: none"> • Plain (or Clear) Language training • Accessible Communications Toolkit
"Accessibility Impact" Section in Corporate Reports	To prepare a proposal regarding the inclusion of a section called "Accessibility Impacts" in Corporate reports to the Leadership Team, Committees of Council, and Council that would describe actions taken to ensure that staff review proposed projects, for	2014	Corporate Services, Facilities and Property Management, Accessibility	<p>Implementation of this "project" has not yet started.</p> <p>The plan is to move forward with research for this proposal, which will entail Corporate Policy amendment if approved.</p>

City of Mississauga
2012 Annual Report of the Multi-Year Accessibility Plan

Jan. 22, 2013

Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
	any positive or negative impact on People with Disabilities and seniors.		Coordinator	
Inclusion of Persons with Disabilities into existing Committees	To encourage persons with disabilities or representatives of persons with disabilities to become members of City of Mississauga committees. To encourage persons with disabilities to be members of various Committees of Council (next Municipal Election).	Ongoing 2014	Corporate Services, Facilities and Property Management, Accessibility Coordinator	Accessibility Advisory Committee (AAC) members participate actively in various city public meetings and surveys. This item will be implemented more closely during the recruitment process for membership in the various Committees of Council.
Policy Review and development of a statement of commitment to accessibility.	Develop and maintain policies about how the City will achieve accessibility through meeting the requirements in the AODA, including the Integrated Accessibility Standards Regulation (IASR) and Accessible Customer Service Regulation (ACSR). Policies related to procurement; alternate formats and communication support; recruitment; employee accommodation; workplace emergency response; disability management and return to work; performance management; career development and employee redeployment will be reviewed and revised as required. This includes the regular three year review of existing Corporate policies with an accessibility lens. Develop a statement of commitment about meeting the accessibility needs of persons with disabilities in a timely manner in our policies.	2012 Ongoing 2012	City Manager's Office, City Strategy and Innovations, Corporate Policy Analyst	Mississauga City Council approved the Accessibility policy on December 12, 2012. The policy includes the City's statement of commitment and outlines the requirements developed under the <i>Accessibility for Ontarians with Disabilities Act, 2005</i> , specifically Ontario Regulation 429/07; the Accessibility Standards for Customer Service and Ontario Regulation 191/11, the Integrated Accessibility Standards (IASR), The policy also describes the framework for how the City will comply with the requirements. All City Corporate Policies and Procedures, by-laws standards and guidelines must comply with the standards developed under the AODA. Performance management; career development and employee redeployment with respect to meeting the accessibility needs of persons with disabilities have been addressed in Corporate Policy and Procedure – Salary Administration, approved by Council October 10, 2012. Work is ongoing on the remaining policies related to disability management, recruitment and employee accommodation. A separate policy related to accessible procurement is not required, as Materiel Management have revised their processes to require consideration of accessibility criteria and features when procuring goods and/or services.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>A new policy: "Scented Products in the Workplace" was approved to outline the actions the City will take to address scent-related concerns in the workplace.</p> <p>City staff can easily access accessibility related corporate policies by using the "Functions" tab on the internal Policy site. As well, the public can view the new Accessibility Policy (as described above) by going to the City's Policies website.</p>
<p>Procurement Process ensures the acquisition of accessible goods, services or facilities.</p>	<p>Develop a process to incorporate accessibility criteria and features when procuring or acquiring goods, services, or facilities. This will include accessibility features when designing, procuring or acquiring self-service kiosks.</p>	<p>2012</p>	<p>Corporate Services, Materiel Management, Senior Buyer</p>	<p>The procurement request form (PRF) which contract managers are required to complete in order to start procurement has been updated to include a trigger statement: "Are there accessibility requirements that impact this procurement?" (March 2012)</p> <p>The Contract Managers Guidebook was developed at a high level to provide Contract Managers advice on what accessibility means to procurement. The Guidebook includes a checklist including a section under Buyer responsibilities titled: "Accessibility Impact". This Guidebook is posted on the Materiel Management and the Accessibility intranet sites. The Guidebook is being presented to Divisional Management Teams.</p> <p>2013 Budget Requests requiring IT/technology are evaluated for accessibility requirements</p> <p>Work with Legal Services is ongoing to ensure agreements incorporate accessibility requirements language.</p> <p>2013 IASR Training will further reinforce this requirement.</p>
<p>Training on the IASR and Human</p>	<p>Develop, deliver and coordinate mandatory accessibility training applicable to all employees,</p>	<p>2013</p>	<p>Corporate Services, Human</p>	<p>Human Resources has conducted a training needs assessment which identified employee target audiences and the applicable training delivery</p>

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Rights Code.	<p>volunteers and 3rd parties (i.e. face-to-face, e-learning, job-aids) and communication tactics. Team 300 and functional areas responsible for delivering on the standards will need to receive more in-depth training appropriate to the duties of the employee group.</p> <p>Specific Transit Operator training to be reviewed and additional training may be required.</p>		Resources, Manager, People Planning/Organizational Development Consultant	<p>methods. Human Resources is currently in the process of developing a training design plan that will outline the learning objectives, and training content for the all staff e-learning and in-class workshop (for those employees without access to a computer). The target launch date for the employee training is May 2013. City leaders will receive additional training to supplement the employee training in the fall of 2013.</p>
Communication Strategy	<p>Continued implementation of a communication campaign to increase awareness of accessibility issues and to inform staff and the public about issues related to persons with disabilities.</p> <p>Ongoing tactics to be implemented such as: news releases, articles in Councillors' newsletters, City Managers sessions, e-newsletters, Network articles, highlight International Day of Persons with Disabilities, website information.</p> <p>Development and implementation of a communication plan regarding the Integrated Accessibility Standard.</p>	<p>Ongoing</p> <p>2011 - 2015</p>	Corporate Services, Communications, Public Affairs Specialist	<p>The City's Accessibility Communications Strategy supports the City's Accessibility Plan.</p> <p>As the Plan is largely focussed on planning for and implementing the standards outlined in the AODA's regulations, the communications plan outlines a strategy and tactics designed to ensure that residents understand accessibility improvements the City has made (including those required by legislation) and that staff are aware of their responsibilities, associated training opportunities and resources available to ensure the City complies with requirements.</p> <p>Communications will be bundled into general accessibility information to be rolled out twice per year for staff and the public: in late May/early June during National Access Awareness Week, and in early December on International Day of Persons with Disabilities.</p> <p>Achievements in 2012 include: -Awareness activities for the new multi-year Accessibility Plan (March 2012), and the Integrated Accessibility Standards Regulation (IASR) during National Access Awareness Week (June 2012). -Updates to both the external website and internal intranet site for International</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>Day of Persons with Disabilities (December 2012) to ensure staff and the public have easy access to the information they need about accessibility in the City.</p> <ul style="list-style-type: none"> • Public Information: a news release highlighted MiWay and Mississauga Library accessibility initiatives • Intranet: In addition to provincial resources posted, a series of city-specific information and resources were developed to help staff operationalize the IASR's requirements in their jobs at the City. (Public Safety and Emergency Information, Workplace Emergency Response Information, Accessible Documents for Print and Web, Providing Information in Alternate Formats, Budgeting and Accounting, Procurement Guidebook for Managers) <p>Next Steps for 2013:</p> <ul style="list-style-type: none"> • Accessible Document Training (February 2013) • Review City communications feedback processes • Development of resources and informational materials for upcoming IASR requirements • Promotion of information, training and other resources available during National Access Awareness Week in June 2013 and on International Day of Persons with Disabilities (December 2013)
Accessibility Awards	<p>The integration of accessibility criteria into existing City of Mississauga internal awards programs.</p> <p>Investigate partnering with a community based organization for the implementation of an accessibility awards program.</p>	2013/ Ongoing 2015	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>The Cultural Heritage Property Awards of Excellence now includes a new award category titled: "Universal Accessibility Design Award". The focus of the judging in consultation with the City of Mississauga's Accessibility Advisory Committee will be the sympathetic restoration, rehabilitation and/or adaptive re-use of the city's heritage buildings, ensuring its accessibility while respecting the heritage fabric of the building.</p> <p>The 2012 Exceptional Accessible Customer Service Award (an internal award program) was won by Terri Dale, Coordinator of the 'Sauga Stroke Breakers</p>

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				<p>Program. This is a recreation program for participants who have had a stroke which takes place at Mississauga Valley Community Centre.</p> <p>Scholars' Green (located at Sheridan College's new campus), Lakeview, Lorne Park and Port Credit Libraries received <u>Mississauga Urban Design Awards</u> of Excellence on September, 2012. O'Connor Park, with its inclusive playground received an Award of Merit. Port Credit Arena and the Garry W. Morden Training Centre were nominated. All of these facilities were built following accessibility design guidelines.</p> <p>The MiWay team received the Association of Municipalities of Ontario (AMO) 2012 Gas Tax Award for its Accessible Transit Fleet. The new MiWay fleet is low-floor, kneeling with deployable ramps and each bus has Automated next stop announcement technology to help passengers of all ages and abilities to navigate the system.</p>
National Access Awareness Event	Plan and implement an event to support National Access Awareness Week (last week of May/first week of June).	Annual	Corporate Services, Facilities and Property Management, Accessibility Coordinator	<p>The 2012 National Access Awareness Event was held on June 4, 2012; featuring Alfred Spencer Director, Accessibility Directorate of Ontario, and Melanie Taddeo, AAC Member, along with the presentation of the 2012 Exceptional Accessible Customer Service Award and displays. Approximately 90 people were in attendance including staff and AAC members.</p> <p>Plans for the 2013 National Access Awareness Event are underway.</p>
Accessible Customer Service Initiatives				
Accessible Customer Service Regulation	Monitor the sustainment plan for Accessible Customer Service Training for staff, volunteers and 3 rd party agencies, in order to continue to comply with the Accessible Customer Service Regulation, under the Accessibility for Ontarians with Disabilities Act (AODA).	Ongoing	Corporate Services, Facilities and Property Management, Accessibility Coordinator and Human Resources,	On an ongoing basis, new full and part time staff, and volunteers receive Accessible Customer Service training.

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
			Talent Management	
Accessible Elections	Elections manuals, technology and software will be reviewed and amended in preparation for the 2014 Municipal Election. Preparation of the work plan for the 2014 Municipal Election includes review of possible options to increase voter turnout.	2012-2014	Corporate Services, Office of the City Clerk, Director, Legislative Services and Clerk	No further update at this time.
Accessible Information and Communication Initiatives				
Accessible Formats and Communication Supports	Review relevant policies. Reinforce Accessible Customer Service Training Develop Vendor list. Develop guidelines for accessible public information materials (electronic)	2014	Corporate Services, Communications, Public Affairs Specialist	Guidelines will be developed in conjunction with communication tactics and training -Vendor list has been developed and included in "Accessibility Tip Sheet: Providing Information in Alternate Formats" (posted on accessibility intranet page) Accessible document training to be delivered in Feb 2013
Accessible Feedback Processes	Develop accessible on line feedback processes in addition to other methods.	2013	Corporate Services, Communications, Public Affairs Specialist	Current feedback processes are accessible and allow residents to provide feedback in a variety of methods (i.e. e-mail, phone, TTY, in person). Awareness and training regarding accessible on line feedback forms is to be implemented in 2013.
Emergency Procedures and Public Safety Information	Ensure City's emergency plans or public safety information is available in an accessible format.	2011/2012	Corporate Services, Communications, Public Affairs Specialist	Completed: City's Emergency Management Plan is available at the City Clerk's Office and on the City's website in pdf form. Accessibility Tip Sheet: Public Safety and Emergency Information (posted on the Accessibility Intranet page), provides information to staff about this

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Project Title	Description	Time Frame	Lead Department	Achievements/Next Steps
				requirement
Accessible Website and Web Content	<p>Include accessibility in upgrades. Review online applications such as Connect2Rec/Click n Ride/Library Catalogue, intranet. Review the provision of a user friendly selectable font size icon on the City's website.</p> <p>Provide training on how to create accessible documents.</p> <p>Develop quick tips for web authors.</p>	<p>2013 WCAG 2.0 Level A,</p> <p>2012 web content</p>	<p>Corporate Services, Information Technology, Manager Departmental Systems, IT</p>	<p>Budget has been approved for an accessibility analysis and review of the City's website.</p> <p>Conducting ongoing accessibility evaluation of the City's website.</p> <p>Office 2010 Corporate wide training incorporated brief information about accessible document creation. MS Word 2010 has a built in Accessibility Checker feature.</p> <p>Accessible Document Training will be provided to staff In February, 2013. Plan to provide training regarding Accessible PDF's.</p>
Library Services	<p>Information about the availability of accessible materials is publicly available in accessible formats or with communications supports upon request</p>	2012	<p>Community Services, Library Services, Area Manager Library Services</p>	<p>Information regarding library collections and services for people with disabilities is available on the City's Library website.</p> <p>Materials and services include: large print books, closed captioned DVD's, downloadable books and audio books, an Optelec magnifier, and Homebound Services.</p> <p>A new on-line Library Catalog was made available in December 2012.</p>
Washroom facilities in parks.	<p>Information about the accessibility features at washroom park facilities to be posted on the City's website.</p>	2012	<p>Corporate Services, Facilities and Property Management, Project Coordinator</p>	<p>Completed and posted on City's website.</p>

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Accessible Employment Initiatives				
<p>Employee Accommodations Recruitment planning, screening and selection process provides accommodations. Accommodations are provided to employees. Return to work process with related applicable accommodations is in place. Performance management, career development and redeployment take into consideration the accessibility/accommodation needs of employees with disabilities.</p> <p>Workplace emergency response information is provided in an</p>	<p>Revise policy and work processes for recruitment; workplace emergency response; employee accommodation; disability management and return to work; performance management; career development and employee redeployment.</p> <p>Develop targeted training for all Human Resources staff, Team 300 and all employees on the changes to policy and process as a result of the employment standards.</p> <p>Communicate employment policies and processes to all staff.</p>	2013	<p>Corporate Services, Human Resources, Manager, People Planning, and Manager, Employee Health Services</p>	<p>Human Resources staff are in the process of conducting a review of the City's existing policies and practices in the areas of recruitment, employee communications, return to work, individual accommodation, performance management, career development and redeployment against the employment standard and are currently refreshing our policies and practices to incorporate the additional requirements under the IASR.</p> <p>Human Resources has also:</p> <ul style="list-style-type: none"> •Partnered with Corporate Security to inform all employees of the form and process for requesting individual workplace emergency response information. The redeveloped form and employee information is available to all employees through the City's intranet. •Implemented standard language on all internal and external job postings to inform of the availability of accommodations throughout the recruitment, selection and/or assessment process to applicants with disabilities. •Revised the Salary Administration Policy approved by Council, to include language regarding individual accommodation plan considerations in performance management, career development and redeployment processes.
		2012		

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accessible format or with other accommodations upon request.				
Accessible Transportation Initiatives				
Information about accessible transit.	<p>Ensure information about accessibility equipment and features of buses, routes and services is updated on a regular basis.</p> <p>Ensure this information is made available in an accessible format.</p>	2011/ Early 2012	Transportation and Works, MiWay, Transit Planner	<p>MiWay updated the Accessible Services Guide which contains information on MiWay accessible services, policies and procedures.</p> <p>With all MiWay routes becoming accessible in October 2012, MiWay updated the Guide once again to reflect this information.</p> <p>In December 2012, MiWay also re-designed its <u>Accessible Services webpage</u> to be consistent with the new Accessible Services Guide. The new webpage ensures information is well organized and easily retrievable.</p>
Multi-year Transit Accessibility Plan	<p>The Transit Accessibility Plan will be updated every 5 years, and an Annual Report on improvements made on the system will be done.</p> <p>Members of the public will be invited to attend the AAC meeting when the plan is presented.</p> <p>The Plan will include information about the process for managing, evaluating and taking action on customer feedback.</p> <p>The Plan will include information about the design criteria in the construction, renovation or replacement of bus stops and shelters; as well as the plan for accessible bus stops and shelters.</p> <p>The procedure for dealing with accessibility equipment failures on buses will be described in the Plan.</p>	2012	Transportation and Works, MiWay, Transit Planner	<p>The MiWay team received the Association of Municipalities of Ontario (AMO) 2012 Gas Tax Award for its Accessible Transit Fleet.</p> <p>MiWay's Multi-Year Accessibility Plan was adopted by Council on March 7, 2012. The 2011 Annual Report was completed at the same time.</p> <p>In 2012, MiWay designated all bus routes as accessible.</p> <p>MiWay's 2012 Annual Report outlines the improvements made to the system in 2012 and can be found by accessing <u>MiWay's website</u>. This report is also included as an Appendix to the 2012 Annual Report of the Multi-Year Accessibility Plan.</p>

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Courtesy Seating on buses.	The Courtesy seating policy will be revised and a communication plan will be prepared and delivered, along with the new revised Priority Seating decals.	2011/ 2012	Transportation and Works, MiWay, Transit Planner	In Dec.2011, MiWay revised the Courtesy Seating Policy. The new Priority Seating decals were produced and installed on all MiWay buses. A Communication Plan was prepared and delivered through website, event, media releases and print.
Announcements on the bus.	Pre-boarding and on-board announcements (visual and auditory) have been implemented on all MiWay buses. The Standard Practice Instruction (SPI) will be revised.	2011/ 2012	Transportation and Works, MiWay, Transit Planner	Automated Announcements were installed on all MiWay buses in 2010. The SPI was revised in 2012.
Service Disruptions	Non-functioning accessibility equipment on buses will be repaired as soon as practicable. Revisions to existing policies regarding the steps taken to accommodate persons with disabilities will be done. The SPI regarding "Passenger drop off/pick up after snowfall" will be revised.	2011/ 2012	Transportation and Works, MiWay, Transit Planner	SPI's on service disruptions and boarding at a safe location have been revised. Information has been included in the new "Accessible Services Guide" and on the new Accessible Services webpage .
Taxicabs	Information about the proportion of accessible taxicabs will be included in the City's Accessibility Plan. The Public Vehicle Licensing By law (420-04) will be reviewed to ensure that owners and operators of taxicabs place the vehicle registration and identification information on the rear bumper.	2011/ 2012	Transportation and Works, Enforcement Division, Manager Mobile Licensing Enforcement	Currently, there are 36 accessible taxicabs for Mississauga. At the Nov. 19, 2012 AAC meeting a presentation was made regarding the number of on-demand accessible taxicabs in Mississauga. A subsequent AAC Subcommittee meeting will be held in March, 2013 for further review. In 2011, a letter was sent to the Mississauga taxi industry informing them of the requirement to place the vehicle registration information on the rear bumper. The vehicle registration and identification information meets the IASR technical features for signage.

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Accessible Built Environment Initiatives			
<p>Continued implementation of the guidelines in the Mississauga Accessibility Design Handbook.</p>	<p>To implement accessibility design criteria for City facilities that would apply to capital projects and for private developments where applicable through the site plan process.</p> <p>City office space and accommodation renovations will continue to follow the guidelines in the Mississauga Accessibility Design Handbook.</p> <p>The Accessibility Program from Capital Budget will continue to address building accessibility in older buildings.</p> <p>Review of development applications to address external access to the building on the basis of universal design principles.</p> <p>The Provincial Accessible Built Environment Standard will be monitored regarding implications for future city building projects and revisions to the Mississauga Accessibility Design Handbook.</p>	<p style="text-align: center;">Ongoing</p> <p>Corporate Services, Facilities and Property Management, Project Manager</p> <p>Planning & Building, Development and Design, Urban Designer.</p> <p>Corporate Services, Facilities and Property Management, Accessibility Coordinator</p>	<p>The Facility Accessibility Design Subcommittee (FADS) of the AAC provided feedback and advise regarding the following items in 2012:</p> <ul style="list-style-type: none"> • Bell Gairdner Estate • Woodlands Library • Civic Centre Café • Park Pathway Light Review Study • Credit River Parks Strategy • Site Plan Process – Development and Design Division (Planning & Building Department) <p>Accessibility design is integrated into Facilities & Property Management's capital projects. Some of these projects were completed in 2012 or are in the process for 2013:</p> <ul style="list-style-type: none"> - Garry W. Morden Fire Training Centre was built in compliance with the requirements of the <u>Mississauga Accessibility Design Handbook</u>; from its site design, including accessible parking, facility access through to its building circulation, wayfinding signage, finishes and washroom designs - Mississauga Valley Therapy Pool project – included a new curb ramp at the entrance of the Community Centre, as well as a ramp into the pool, with an additional handrail inside the pool, a relaxing hydrotherapy bench, a pool lift (for those unable to access the ramp), several water features, and accessible signage - Frank McKechnie Community Centre renovation project included door operators in washrooms and upgrading of vanities to comply with accessible design requirements - Streetsville Branch Library (design completion with a 2013 construction date), will include a new passenger elevator capable of accommodating persons in scooter - Woodlands Library (design completion with a 2013 construction date) is including accessible requirements - the Civic Centre Café: applied accessible design e.g. colour-contrast finishes, door operators and portable furniture

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			<p>- Civic Centre renovations: washroom signage incorporating braille; on-going office renovations continues to integrate replacement of door hardware to lever handles where applicable, and floor colour contrasts</p> <p>- Chappel Estate: door hardware replacement included lever handles</p> <p>- Erin Meadows Community Centre added a curb cut at one of the entrances</p> <p>- Bus Rapid Transit design includes accessible features i.e. provision of elongated directional strips, tactile strips for passengers with vision disabilities, and accessible station washroom</p> <p>-A ramp to the patio at the Credit Valley Tennis Club will be completed in early 2013</p> <p>-An improved ramped sidewalk with handrails at the Mississauga Canoe Club will be completed in early 2013.</p> <p>-At Meadowvale Village Hall, an automatic door operator was installed</p> <p>-The Bell Gairdner Estate Redevelopment project is currently under construction with the facility opening slated for late Fall 2013. Outdoor events will be hosted starting Spring 2014.</p> <p>River Grove Community Centre, Meadowvale Community Centre and West Acres Pool will be undergoing renovations in 2013. Accessible design will be incorporated into the plans, and will be reviewed by FADS.</p> <p>In July 2010, a Final Proposed Accessible Built Environment Standard was submitted for government consideration. These recommendations were not included in 2010-2011 consultations on the Next Edition of the OBC. The proposed built environment standards will be implemented using 2 legislative vehicles:</p> <ul style="list-style-type: none"> • Exterior Built Environment (Regulation under the AODA) • Interior Built Environment (will be regulated under the OBC) <p>The Ministry of Community and Social Services amended <i>Ontario Regulation 191/11, the Integrated Accessibility Standards (IAS) under the Accessibility for Ontarians with Disabilities Act (AODA)</i>, to include new standards governing the design of public spaces in the built environment (exterior). These outdoor</p>
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				elements include: trails, exterior paths of travel, traffic signals, play spaces, picnic areas, parking, and service counters.
Streetscape Coordinating Committee	To ensure that the Streetscape Coordinating Committee follows universal accessibility planning principles.	2012	Planning & Building, Development and Design, Landscape Architect	Accessibility planning has been included in the Committee Scope. This committee is on hold for now.
Sidewalks for Transit Routes	Installation of accessible sidewalks along remaining accessible Transit routes.	2012-2014	Transportation and Works, MiWay, Service Development	The programming of sidewalks is being co-ordinated between the Transit Infrastructure Management unit of MiWay's Service Development Division and the Transportation & Infrastructure Planning Division of Transportation and Works in support of transit accessibility. The timing for these works is undetermined and is subject to the priority schedules set by the Transportation & Infrastructure Planning division, budget availability and Council approval. All current sidewalk improvements and installations have been prioritized to provide connections to MiWay stops and services. As progress is made, and sidewalks are constructed to improve pedestrian linkages, MiWay will continue to install the necessary infrastructure to improve accessibility throughout our system.
Mississauga's Affordable Housing Strategy and Action Plan	Work is underway on Housing Choices: Mississauga's Affordable Housing Strategy and Action Plan. In addition to a Summary of Housing Needs and a Vision and Framework which were received by Council in June, 2011. Housing Choices has begun work on the second units' phase of this work and the requirement to permit them as per the Province's Long Term Affordable Housing Strategy. A Second Unit Forum was held with key stakeholders November 7, 2011 which highlighted the opportunity to include accessibility features in second units and CMHC funding that might be available to do this as an approach to increase the sustainability of the City's Housing Stock. The City held 5 public sessions to	2011-2013	Planning & Building, Policy Planning Division, Planner	<p>Work on incentives and implementation of housing targets is scheduled for 2013. A Corporate Report regarding the implementation strategy was provided at the Planning and Development Committee on December 3, 2012.</p> <p>The implementation strategy recommends an Official Plan amendment; Zoning By-law regulations; Licensing requirements; an education program; and, partnerships with key stakeholders.</p> <p>The result will be an increase in safe, affordable housing in Mississauga. Second units can offer accommodation to youth, older adults, and new immigrants while providing additional income for homeowners, or older adults wanting to stay in their neighbourhood.</p>

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	discuss second units in February and March 2012.			For more information and updates visit the City's website: Housing Choices: Mississauga's Affordable Housing Strategy .
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Additional accessibility successes which have not been captured under the projects listed above are listed below (and sorted by the related accessibility standard):

Built Environment

1. In 2012, the City installed one Audible Pedestrian Signal at the intersection of Burnhamthorpe Road at Promontory Drive, using the Canadian Melody. This brings the total number of City of Mississauga Audible Pedestrian Signals to 20.
2. The Driveway Windrow Snow Clearing Pilot Program (which has been in place since 2009), mainly for Seniors 65+ and People with Disabilities, was once again implemented for the 2012/2013 season. For some eligible residents, the service is free, for others there is a \$200 fee. The Program is in effect from November 26, 2012 to March 8, 2013. Applications were accepted by December 5, 2012, and 90 residents have registered for the program.
3. The City has received approval of funding from the Community Infrastructure Improvement Fund (CIIF) for 2 projects to be done in 2014 that will result in accessibility improvements: Don McLean Westacres Pool and Streetsville Main Street Square.
4. Installed an additional grab bar in the family change room at Clarkson Community Pool in response to customer request. This has benefited a number of patrons using the facility.
5. Mississauga Seniors' Centre installed 10 courtesy parking signs to allow visitors and members, (who may not have an accessible parking permit, and have accessibility needs, i.e. use a cane, walker or have breathing difficulties) to park close to the entrance of the building.
6. A power door operator was installed at Hershey SportsZone (West entrance).
7. The Riverwood Conservancy Enabling Garden is under construction and is expected to be completed by Spring 2013; however, in the Summer of 2012, many children with disabilities were able to access the area and do some planting. For example, participants from Community Living Mississauga, ErinoakKids and Halton-Peel's CNIB summer camp were engaged in gardening programs at the site. Adaptive equipment such as a white plastic grid made of drywall cornering that sat on top of a garden plot made it easy for the CNIB campers to plant by feel. (Mississauga News, July 26, 2012).
8. The Jubilee Garden walkway (West side of Celebration Square) was replaced with a permeable stable accessible surface.
9. A refurbished boardwalk was added to Rattray Marsh Trail in Spring 2012.
10. Scholars' Green – an accessible park located beside (West of) Sheridan's College's Mississauga campus was completed in 2012.
11. Huron Heights Spray Pad, located at 4500 Central Parkway E., was completed in 2012. In total, the City has 25 Spray Pads and 2 parks with water features (Community Common and Celebration Square). Spray pads offer an accessible water play opportunity for people with disabilities.
12. Two accessible picnic tables were placed at the picnic shelter at R.K. McMillan Park.

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13. Lake Wabukayne Trail has been redeveloped with a new accessible seating area overlooking the lake. Other accessible seating around the lake will be completed in spring, 2013.
14. At Lakeside Park 8 benches are being installed. Five of those benches will be connected to the asphalt pathway. These benches will be installed early 2013. An additional accessible bench was installed in 2012. As well, 2 shade structures and hard surface pathways were installed at the picnic areas.
15. Jon Clipperton Park/Playground (P512, formerly Russell Langmaid Public School) was redeveloped with a wood fibre play surface, an accessible play piece, a ramp into the area, hard surface pathways and accessible benches.
16. Rubber tile surfacing was installed at McKechnie Woods playground. (P362).
17. Meadow Green playground now has these features: wood fibre surface, accessible swing, rolled curb for access, and a transfer station on a play structure for ages 5-12.
18. A paved pathway to the playground was installed at Frank Dowling Park (P115).
19. Silverthorne Park (P046) had an accessible swing installed.
20. A bridge on Lisgar Trail was repaired with asphalt curb ramps on both ends of the bridge – this eliminated the lip that was there in the past and now makes it much easier for people pushing strollers and people using wheelchairs to access the trail. An inventory and assessment of trail bridges is being prepared by Community Services.
21. A number of accessibility improvements have taken place at Riverwood Park:
 - o New park wayfinding signage includes: pedestrian directional signs indicating accessible route; vehicular directional signs indicating accessible parking and passenger drop-off zones.
 - o Visual Arts Mississauga building has new interior signs with braille and raised letters, numerals and symbols.
 - o Mac Ewan Terrace Garden includes:
 - hard surface accessible route;
 - ramps with handrails integrated with accessible route;
 - accessible seating areas (adjacent to accessible route) include benches with arms and backrests;
 - accessible viewing deck beside pond;
 - waste receptacles adjacent to accessible route;
 - garden pergola located on accessible route provides protection from sun;
 - trees, shrubs, grasses and perennials with a variety of colours and fragrances;
 - contrasting materials used as detectable warning surface at top and bottoms of all stairs.

Customer Service

1. The Recreation Inclusion Summer Team supports over 180 families with children with a disability in our summer camp programs.
2. The Community Child/Youth Consultant developed a relationship with The Employment Resource Center at Community Living Mississauga. Their goal is to place volunteers in positions that will provide them with skills and experience in an area that best suits their interests. This summer a volunteer was placed in our children's

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program, the placement was highly successful and the volunteer is continuing to volunteer throughout the school year. We are looking at expanding this program next summer.

3. Training has been provided to Aquatic staff to better understand how to integrate persons with disabilities in the water.
4. A Snoezelen therapeutic swim program for people with disabilities has been advertised and will be offered at Malton Therapeutic pool in 2013.
5. Mississauga Sports Week held a "Sports Day" Event at the Hershey SportsZone – Sports Complex, paying a special tribute to Mississauga's Olympians and Paralympians (Curtis Thom – Track, and Karen Vannest – Archery).
6. The Recreation Services Staff Professional Development Week featured a Vendor Showcase (March, 2012) with Community Living Mississauga and Erinoak providing useful information about their services and partnership opportunities.
7. Recreation Services prepared an Information Sheet for front line customer service desks to assist with customer communication, understanding, and provision of service to persons with disabilities and support persons.

Employment

1. Employee Health Services coordinated presentations/discussions with various staff groups about stress/mental illness in the workplace. As well, presentations were made to various staff groups highlighting services available through the Employee Assistance Program. A Lunch 'n Learn session titled: "Understanding Depressive Illness", was held for employees
2. The Annual Employee Health, Wellness and Safety Fair, held in the Civic Centre, attracted over 400 participants with 45 booths. The focus of the March 2012 event was on eye care. Some of the booths included: Alzheimer Society Peel, Canadian Diabetes Association, Canadian Mental Health Association/Peel Branch, Ontario Optician Association & Partner Essilor, Osteoporosis Canada, Canadian Hearing Society, and MS Society Mississauga Chapter.

Transportation

1. MiWay made all bus routes accessible by October, 2012.
2. MiWay redesigned and updated the Accessible Services Brochure.
3. MiWay redesigned the Accessible Services webpage to include all our policies and procedures pertaining to accessible services, with step by step instructions on boarding/exiting the bus, and safety and the law.

Other Successes:

1. Submitted and fulfilled the *Accessibility for Ontarians with Disabilities Act (AODA)* File Audit Review in October, 2012, based on requirements in the Accessible Customer Service Regulation and Integrated Accessibility Standards Regulation.

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Conclusion:

The revised Accessibility Vision for the City of Mississauga is:

“Mississauga: “A Great Place to live, work, travel and play for everyone!”.

This Accessibility Vision statement complements the City’s Strategic Plan Vision, which is summarized with the statement: “Mississauga: A place where people choose to be”.

The new Accessibility Vision is an inclusive vision that will be realized by:

- Mississauga being a leader in accessibility (by meeting or exceeding timelines of legislation)
- Universal mobility for everyone (snow removal, transit, accessible sidewalks)
- Retrofitting for full accessibility (address accessibility in older buildings, including parks and trails)
- Being pro-active about making accessibility a design priority
- State-of-the-art accessible information and tools (websites, equipment, way finding, voting)
- A fully aware and educated community (courtesy, better attitudes and understanding)
- Well supported by all levels of government (funding)
- Persons with disabilities well represented in all aspects of society (for example, represented on various committees)

These strategies were developed to overcome the obstacles and realize our vision:

- Give accessibility a voice everywhere
- Do what we know is right through our practices and policies
- Partner with other jurisdictions (i.e. Government) for synergies & efficiency
- Outreach and partner to improve education and awareness
- Encourage private sector contributions to accessibility

In December 2012, the Ministry of Community and Social Services amended the IASR, under the *Accessibility for Ontarians with Disabilities Act (AODA)*, to include new standards governing the design of public spaces in the built environment. The standards outline new requirements for municipalities to incorporate into the design of the following public spaces starting in 2016:

1. Recreational Trails and Beach Access Routes

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2. Outdoor Public-Use Eating Areas (e.g. rest stops or picnic areas)
3. Outdoor Play Spaces (e.g. playgrounds)
4. Exterior Paths of Travel (e.g. sidewalks, ramps, stairs, curb ramps, accessible/audible pedestrian signals)
5. Accessible parking (on and off-street)
6. Obtaining Services (e.g. services counters, waiting areas)
7. Maintenance (of accessibility-related equipment and features in public spaces).

City of Mississauga staff are initiating plans to implement these new standards, which mainly cover exterior built environment requirements. We will be monitoring changes to the Ontario Building Code which covers interior built environment requirements.

We have accomplished much with accessibility planning at the City of Mississauga, but there is still a lot of work to do. Next year, our work will continue to focus on the implementation of the Integrated Accessibility Standards Regulation (IASR) covering general, information and communication, employment, and transportation standards. As well, staff will be reviewing and implementing the new requirements (Ontario Regulation 413/12) – Design of Public Spaces Standards (Accessibility Standards for the Built Environment).

We will continue to systematically remove physical, architectural, informational, attitudinal, technological, and barriers created by policies or practices. “As the sixth largest city in Canada, we must continue to deliver quality municipal programs and services to all of our citizens.” (City of Mississauga Accessibility Plan: 2012-2017, January 26, 2012).



2012 ANNUAL

ACCESSIBILITY REPORT



DECEMBER 2012

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Executive Summary

The "Ontarians with Disabilities Act (ODA), 2001" and the "Accessibility for Ontarians with Disabilities Act (AODA), 2005", requires that public transportation agencies, such as MiWay, develop a Multi-Year Accessibility Plan as well as an Annual Status Report, and consult with people with disabilities and others in preparing these Plans.

The 2012 Annual Accessibility Report documents the planning and implementation activities undertaken by MiWay in 2012 to make all its services and facilities accessible. This Plan acts as an annual status report and as well, strives to reinforce the long term strategy included in the Multi-Year 2012-2017 Accessibility Plan that was released in 2011.

As demonstrated, MiWay is committed to:

- The continuous improvement of accessible transit services;
- Working toward ensuring its facilities and premises are barrier free;
- Ensuring employment and employment opportunities are barrier free; and
- Implementing communication services that respect the abilities of all customers, employees and the public at large.

MiWay is fully committed to providing a transportation system that ensures its services and operations are accessible to everyone. MiWay's future plans will result in all services and facilities being accessible before the accessibility deadline of 2025, as established by the AODA.

A final copy of the 2012 Annual Accessibility Report, as well as the 2012-2017 Accessibility Plan, will be posted on the MiWay website, under the 'Accessible Service' section (www.miway.ca/accessible-service), and will be available in alternate accessible formats, upon request.

1.0 Introduction

The Integrated Accessibility Standards Regulation (IASR) came into effect in June 2011 and outlines a number of compliance requirements for the City of Mississauga and MiWay. The compliance period ranges from July 1, 2011 to January 1, 2021, with the bulk of the requirements for the City of Mississauga being due between January 1, 2012 and January 1, 2014.

The new legislation includes requirements that cover the following:

- General;
- Information and Communication;
- Employment; and
- Transportation requirements.

Within the General requirements is a reference to Accessibility Plans. Accessibility Plans are to be developed at least once every five years, with a status report prepared once every year documenting the progress made to improve accessibility and implement the strategy referenced in the multi-year Accessibility Plan.

MiWay's 2012 Annual Accessibility Report summarizes the achievements in 2012, of the planning and implementation activities MiWay undertook to make the system more accessible. Fulfillment of MiWay's corporate direction is achieved and sustained through operational policy and regulations, and through staff training and awareness programs implemented throughout the organization.

2.0 MiWay's Accessibility Policy

MiWay is committed to achieving an accessible transit system within the City of Mississauga. To meet the principles and goals outlined in the Accessibility for Ontarians with Disabilities Act (AODA), MiWay will ensure that:

- Its services are provided in a way that maintains and respects the dignity and independence of all customers;
- All infrastructure and services related to transit are developed with accessibility in mind; and
- Policies, procedures and protocols are implemented that work towards identifying, removing and preventing barriers to people with disabilities.

3.0 2012 Initiatives and Achievements

3.1 Integrated Accessibility Standards Regulation (IASR):

With the Integrated Accessibility Standards Regulation (IASR) being passed in 2011, MiWay's main focus for accessibility planning for the next few years will be on the implementation of the requirements of the legislation. MiWay has been proactive and has accomplished much in relation to accessibility improvements within our facilities, policies, and services. A significant portion of the requirements set out within the IASR's Transportation Standard are currently in effect and compliance has already been achieved.

In 2011, MiWay developed the 2012-2017 Accessibility Plan as required under the IASR Transportation Standards. MiWay has committed to producing and updating the Accessibility Plan every 5 years, and to produce a condensed annual status report on an ongoing basis, as outlined in the IASR. In developing the Multi-Year Accessibility Plan, MiWay presented the document to the City of Mississauga's Accessibility Advisory Committee (AAC). The Multi-Year Accessibility Plan was further presented and approved by City Council on March 7, 2012. MiWay's Accessibility Plan and Annual Report both provide an update on activities MiWay will be undertaking over the next few years as well as the improvements accomplished each year.

As required under the IASR, in 2012 MiWay also took steps to ensure information on accessibility equipment and features on vehicles, routes, and services were available to the public. MiWay's web and print content was reviewed and redesigned to ensure information on MiWay's accessibility related policies and procedures, as well as emergency procedures are made available in various formats including alternative accessible formats, upon request.

3.2 Accessible Routes:

In 2011, MiWay replaced the last of its high floor fleet with accessible buses. The entire fleet now consists of low floor, kneeling buses equipped with ramps that allow passengers to board and exit the bus with ease. These routes also have verbal and visual bus stop announcements. Each bus also has two wheelchair/scooter securement areas located at the front of the bus.

With the remaining high floor buses being replaced, in 2012 MiWay has designated all its routes as accessible with:

1. Low floor, accessible buses used along the route; and
2. Accessible transit infrastructure along the route (i.e. bus stop pads installed at every stop, where feasible, that connect with the existing sidewalk network).

3.3 Transit Infrastructure:

A fundamental aspect of the expansion of accessible conventional services within Mississauga's existing transit system is the ongoing upgrade of stops, shelters, bus pads and sidewalk connections. In 2012 alone, MiWay installed approximately 280 new bus pads throughout the City to make access to transit more convenient and accessible. As mentioned above, in order for a route to be considered fully accessible, in addition to buses, all transit infrastructure along the route must also be accessible, which means for bus stop pads to be installed at every stop

2012 annual accessibility report

(if feasible) and connect with the existing sidewalk network where possible. Currently only 5% (approximately 200 of 3,650) of stops within the City of Mississauga are inaccessible mainly due to the absence of sidewalks.

The programming of sidewalks is being co-ordinated under the City of Mississauga's Transportation and Works Department, specifically between MiWay's Service Development Team (i.e. Infrastructure Management unit) and the Transportation & Infrastructure Planning division). The timing of this work is subject to the priority schedules set by the Transportation & Infrastructure Planning division, budget availability and the City of Mississauga Council approval.

MiWay has set a goal of creating a fully accessible system by which all stops within the boundary of the City of Mississauga, to the extent possible, will be accessible. The City's Sidewalk Program budget was increased to assist in achieving this goal and allows the construction of approximately 6.5 kms of sidewalks per year for the next several years. All current sidewalk improvements and installations have been prioritized to provide connections to MiWay stops and services. As progress is made, and sidewalks are constructed to improve pedestrian linkages, MiWay will continue to install the necessary infrastructure to improve accessibility throughout our system.

3.4 Information & Communication:

With the recent improvements to MiWay's Accessible Services, MiWay undertook a complete review of the web content and print material pertaining to accessibility.

In an effort to enhance usability, improvements were made to MiWay's new Accessible Services webpage, which now can be easily accessed through miway.ca. The website was reformatted and redesigned to enhance the user experience and website

 Accessible Features	 Policies
 Safety and the Law	 Boarding & Exiting the Bus

ACCESSIBLE LINKS/RESOURCES:

- [Accessible Bus Services Guide](#)
- [Accessibility Plan - Transit](#)
- [Active Living Alliance](#)
- [CNIB](#)
- [Resources for Disabled Persons](#)
- [Transhelp](#)

accessibility. Information pertaining to accessible services, policies and procedures is user friendly and categorized to ensure information is easily accessible for customers. Visually friendly buttons and updated images have been used to clearly illustrate step-by-step instructions on how to board/exit a MiWay bus.



MiWay's "Accessible Bus Services" brochure, which contains the same information on policies and procedures was also updated and is now available at all City Terminals and Facilities. MiWay's 'Accessible Bus Services' brochure is made available on MiWay's website as well as in alternate accessible formats, upon request.

3.5 Signage:

Bus stop markers at all terminals and including along all miExpress stops, have been replaced with the new MiWay branded signage.



MiWay has installed alpha-numeric stop markers at all terminals to make it easier for customers to locate their stops. Terminal stop maps are also available online at miway.ca/terminalmaps in a print friendly format.

Currently MiWay is in the process of re-designing stop markers for all miLocal stops throughout the City. The new miLocal stop marker designs include larger font size and improved colour contrast for enhanced readability. MiWay is in the process of finalizing these new stop markers and will begin installation in the very near future.



Terminal Maps

3.6 PRESTO System:

The PRESTO System is an initiative to implement an easy to use smart-card based fare collection system in the Greater Toronto Area (GTA). The PRESTO fare card will allow users to travel on and between various transit systems using the same fare card that deducts the respective fare each time the user travels.



As of May 2011, the PRESTO automated fare card system devices were installed on all MiWay buses allowing passengers to travel continuously within the City of Mississauga and to other Transit agencies such as Brampton Transit, Oakville Transit and GO Transit.

With the use of PRESTO, the transfer can conveniently be issued onto the PRESTO card when customers first tap on a bus, eliminating the need for a paper transfer. With the PRESTO card, the transfer expires two hours from when a customer first taps onto a PRESTO card reader located at the front of every MiWay bus.

Since 2011, MiWay has sold over 9,000 PRESTO cards and over 2.4 million trips have been taken by customers who have chosen PRESTO.

In May of 2012, MiWay launched a loyalty program that rewards PRESTO cardholders who frequently travel on MiWay that after 12 full fare trips, the customer will ride for free for the rest of the week.

The PRESTO program has been designed to allow all customers with disabilities to be self-reliant and be able to use the PRESTO system at their own convenience with independence and dignity.

4.0 Service Profile

MiWay operates conventional, fixed route transit service within the boundaries of the City of Mississauga. As part of the Greater Toronto Area, MiWay connects to commuter rail and regional bus service provided by GO Transit, and integrates service with neighbouring municipalities. The system connects with Brampton Transit to the north, Oakville Transit to the west, and the Toronto Transit Commission (TTC) to the east, with direct connections to the Islington and Kipling Subway Stations.

MiWay has made substantial progress in achieving its goal of fully-accessible service. Currently all MiWay terminals/transit hubs within the City of Mississauga are accessible, along with all of its routes. MiWay's entire fleet now consists of accessible buses – that is, all MiWay buses are low floor, kneeling buses equipped with ramps that allow passengers to board and exit the bus with ease.

Conventional Services – 2012 Service Profile

Types of Services	Conventional fixed route transit service. School Routes - Trips to and from local secondary schools within Mississauga to supplement conventional transit service.										
Service Area	Primarily within the City of Mississauga boundaries, with service integration into neighbouring municipalities (Brampton, Toronto, and Oakville)										
Hours of Operations	<table> <thead> <tr> <th><u>Day:</u></th> <th><u>Time:</u></th> </tr> </thead> <tbody> <tr> <td>Monday to Friday:</td> <td>3:53 AM to 3:24 AM</td> </tr> <tr> <td>Saturday:</td> <td>4:41 AM to 2:53 AM</td> </tr> <tr> <td>Sunday:</td> <td>6:52 AM to 2:09 AM</td> </tr> <tr> <td>Statutory Holidays:</td> <td>6:52 AM to 2:09 AM</td> </tr> </tbody> </table>	<u>Day:</u>	<u>Time:</u>	Monday to Friday:	3:53 AM to 3:24 AM	Saturday:	4:41 AM to 2:53 AM	Sunday:	6:52 AM to 2:09 AM	Statutory Holidays:	6:52 AM to 2:09 AM
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Sunday:	6:52 AM to 2:09 AM										
Statutory Holidays:	6:52 AM to 2:09 AM										
Annual Revenue Ridership	50 Million										
Annual Service Hours	1.2 Million										
Annual Revenue Kilometres	26.9 Million										
Number of Routes	95 Routes (as of Dec. 2012): 5 Express Routes; 63 Regular Routes; 26 School Routes; & 1 Seasonal Route										
Fleet Composition	100% of fleet is comprised of low floor accessible buses (approximately 458 buses)										

5.0 Ongoing Initiatives/Practices

5.1 Priority Seating:

Seats at the front of all MiWay buses are reserved for passengers with disabilities. The Integrated Accessibility Standards Regulation (IASR, 191-11), requires all Ontario public transit authorities to provide designated Priority Seating at the front of the bus for people with disabilities. This ensures that priority seating on buses is there for people who need it. People of all ages with mobility and other disabilities will be assured of easily accessible places to sit.

Customers are expected to respect and obey the purpose of the designated seating area, which means those sitting in one of the designated seats, must vacate the seat for a passenger with a disability.



5.2 Support Persons:

Support Persons accompanying passengers with disabilities, regardless of the nature of their disabilities, are permitted to travel at no charge. One personal care attendant per customer with a disability will travel at no charge. In the event that a support person accompanies a person with vision loss (Canadian National Institute for the Blind (CNIB) card holders ride for free), they must pay a regular fare.

If able, the customer with a disability will inform the Transit Operator upon boarding that they have a disability and request that their accompanying support person ride at no charge. A support person can be a paid professional, a family member, a friend, or a volunteer. A support person can assist with communication, mobility (such as getting on and off the bus), personal care (such as eating), medical needs and/or other travel assistance such as following directions.

5.3 Service Animals:

Customers with disabilities are permitted to bring their service animals aboard a MiWay bus. A service animal is any guide dog, or other animal, trained to perform tasks for an individual with a disability. Service animals are not pets. They are working animals that are specially trained to provide assistance.

5.4 Announcing of Bus Stops:

All MiWay buses are equipped with Audio and Visual Annunciation Systems. This system complies with the IASR Transportation requirements to provide automated audible and visual next stop announcements to passengers. The Voice and Visual Annunciation Systems announce and display pre-recorded route and stop information, just prior to arriving at a stop.

In addition to the automated announcement of stops, information is displayed visually over on-board display signs allowing passengers to see the stop information scroll as it is announced.

In the event that this system should malfunction, MiWay operators are trained and required to manually announce bus stop locations prior to arriving at the stop.

5.5 Unanticipated Service Disruptions:

MiWay is continually making improvements to its process of notifying passengers of unanticipated service disruptions with the use of detours, bus stop relocations, etc.



Alerts

An *Unanticipated Disruption* is any disruption that is known less than 2 business days before its occurrence. In the event of a service disruption to scheduled service (changes to routing, stop locations, and service frequency), MiWay notifies the public via an announcement on CityLink (MiWay's Automated Information System), and/or a notice posted at the out-of-service stops or affected transit terminals. Information on the service disruption is also included on MiWay's official website under the 'Alerts' section (www.miway.ca/alerts), which can be accessed from the homepage.

5.6 Accessible Equipment Failures:

In the event that accessibility equipment (e.g. ramp, automated next stop announcements, etc.) on-board a vehicle fails, all MiWay operators are instructed to notify Transit Control as soon as possible. Upon notification, reasonable measures will be taken to repair or replace the vehicle as soon as practicable so that complete accessible service is reinstated.

5.7 Training:

MiWay provides mandatory training on Accessibility Standards for Customer Service, in accordance with Ontario Regulation 429-07, to all transit operators, route & operations supervisors, and other front-line staff. The training ensures employees are aware of the key components of the Customer Service Standard; the requirements for assisting customers with disabilities; how to correctly operate the equipment when boarding or de-boarding customers with disabilities, particularly those who use assistive devices such as wheelchairs or scooters; and, sensitivity training on the provision of service to persons with disabilities.

In addition, MiWay continually reviews the content, format, and delivery methods of its sensitivity, disability, and diversity training programs with a view towards improving their impact and effectiveness, and integrating improvements into its new and existing employee training programs.

The Integrated Accessible Standards Regulation (IASR) requires that the City of Mississauga and MiWay, develop, deliver and coordinate mandatory accessibility training to all employees (i.e. face-to-face, e-learning, job-aids) on the requirements of the IASR. The City of Mississauga has conducted a training needs assessment which identified employee target audiences and the applicable training delivery methods. The City of Mississauga's Human Resources department is currently in the process of developing a training design plan that will outline the learning objectives, and training content for the staff e-learning and in-class workshops. The target launch date for the employee training is May 2013.

5.8 Customer Feedback - Customer Contact System (CCS):

MiWay utilizes a Customer Contact System (CCS) database that allows customers to provide feedback with regards to our service. Customers can call the MiWay call centre (refer to Section 10 for information), visit the information booth at the City Centre Transit Terminal, or electronically send an e-mail to MiWay's directly to forward their comments and/or questions.

Our Customer Service Representatives are adept at assisting customers in the development of individual travel plans that meet their individual needs. In addition, the staff working in the Customer Service group will answer any general inquiries about all MiWay services. Inquiries about specific requests or complaints are logged and forwarded to the appropriate department for comment and follow up. Issues related to accessibility or accessible services are forwarded to the Transit Service Development Department for action.



6.0 Mississauga's Bus Rapid Transit (BRT) System

The Bus Rapid Transitway (BRT) is a high-efficiency transit corridor running east-west across the City of Mississauga, providing express bus service through the City and the Greater Toronto Area (GTA).

The City of Mississauga is responsible for the construction of the BRT East from the City Centre Transit Terminal to Renforth Station. BRT stations with Park and Ride lots will be built at Cawthra Road and Dixie Road. Additional BRT stations will be constructed at Tomken Road, Tahoe Boulevard, Etobicoke Creek, Spectrum Way and Orbitor Drive.

Designs of the future BRT structures and facilities have utilized Universal Design Principles and support the guidelines and objectives set out within the City of Mississauga's Accessibility Plan and the City of Mississauga Accessibility Design Handbook.

When the BRT is completed in 2015, it will support extensive bus service along this route for thousands of riders per day, making it faster and easier for them to travel to, from, and through Mississauga and the GTA.

BRT construction is well underway with the opening this Fall of 2013 starting at the City Centre Transit Terminal to Dixie Station. The remainder of the stations will be in the spring of 2015 (Winston Churchill Boulevard to Renforth Drive).

Once the first segment of the BRT opens in the Fall of 2013, miExpress and miLocal buses will utilize the exclusive transitway to bypass the adjacent road network. Existing miExpress routes such as Route 107 – Malton Express and 109 – Meadowvale Express will be rerouted to utilize the BRT between City Centre Transit Terminal and Dixie Station. The transitway will provide increased service reliability as well as drastically reduce the travel times. With this new transit corridor, MiWay can significantly move more people and consequently divert thousands of people every day from private automobiles to higher-order transit.

7.0 Consultation of the Plan

In the preparation of this plan, MiWay has conducted the following consultation activities:

- Consultation with the City of Mississauga's Accessibility Advisory Committee (AAC) to ensure input is received from all members;
- Consultation with the residents of the City of Mississauga to ensure input is received from the general community (public meeting/AAC meeting held January 21, 2013); and
- Consultation with MiWay's operating and support staff to ensure that those responsible for delivery of accessible service provide input.

8.0 Plan Approval & Communication Strategy

Transit Management Team approved the Accessibility Plan at its January 15, 2013 meeting. The required communication of the plan will include the following:

- Release of the approved report to the City of Mississauga's Accessibility Advisory Committee;
- Inclusion of the approved report in the City of Mississauga's Accessibility Plan;
- Inclusion of the approved report on MiWay's website (www.miway.ca/accessibleservice); and
- Notification of the availability of the approved report in the 'Accessible Bus Services' brochure.

9.0 Conclusion & Next Steps

MiWay has made great strides in achieving its goal of being a fully accessible transit for all City of Mississauga residents.

MiWay's Accessibility Plan provides an update on activities MiWay has undertaken to improve accessibility to all of its services and facilities. This Plan summarises the results, to date, of the extensive planning and implementation activities MiWay has undertaken over the years to make the system more accessible.

Where feasible, MiWay is incorporating Universal Design Principles into the design of the system and the supporting infrastructure. By adopting these Principles MiWay is confident that - in time - the services offered by MiWay will accommodate the needs of not just the disability community but the greater population.

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10.0 For more Information . . .

Questions or comments about MiWay's Accessibility Plan or general inquiries on our Accessible Services are always welcome.

For Travel Times & Route Planning Assistance, Information Representatives are available:

Weekdays:	7:00 am to 6:55 pm
Weekends/Holidays:	8:00 am to 5:55 pm
E-mail:	miway.info@mississauga.ca

To Provide Customer Feedback, Customer Service Representatives are available:

Weekdays:	8:30 am to 4:25 pm
Weekends/Holidays:	Closed
E-mail:	miway.customerservice@mississauga.ca

TTY Phone: 905-615-3886

Teletypewriter phone for persons who are deaf, deafened or hard of hearing.

Weekdays:	7:00 am to 6:55 pm
Weekends/Holidays:	8:00 am to 5:55 pm

MiWay – Website: www.miway.ca

MiWay – Mailing Address:
MiWay
3484 Semenyk Court
Mississauga, Ontario L5C 4R1

If you require this document in an alternate format, please contact
MiWay at miway.info@mississauga.ca
or call (905) 615-4636 (INFO)



Corporate Report

Clerk's Files

Originator's Files

DATE: January 14, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013

FROM: Paul A. Mitcham, P. Eng., MBA
Commissioner of Community Services

SUBJECT: **Mississauga Marathon 2013**

<p align="center">General Committee FEB 13 2013</p>

RECOMMENDATION:

1. That the route for the 2013 Mississauga Marathon (the "Marathon") with the finish line at Lakefront Promenade Park be approved.
2. That a By-law be enacted authorizing the Commissioner of Community Services and the City Clerk to execute the 2013 Relationship Agreement (the "Agreement"), attached hereto as Appendix 1, between the Corporation of the City of Mississauga (the "City") and Landmark Sport Group Inc. ("Landmark") in a form satisfactory to the City Solicitor and further authorizing the Commissioner of Community Services and the City Clerk to execute all future annual Relationship Agreements, up to and including the year 2015, between the City and Landmark related to the Mississauga Marathon in a form satisfactory to the City Solicitor.

<p>REPORT HIGHLIGHTS:</p>	<ul style="list-style-type: none"> • Landmark Sport Group Inc. will host the 10th Mississauga Marathon on Saturday, May 4 and Sunday, May 5, 2013. The event is expected to attract more than 10,000 participants and more than 1,500 volunteers.
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- The Marathon hosts seven different races including a half 21.1 km (13.1109 miles) and full marathon 42.2 km (26.2218 miles), Student and Corporate Relay, 10km (6.2137 miles), 5km (3.1068 miles) and a 2km (1.2427 miles) Family Fun Run.
- The half and full marathon courses will feature the downtown core as well as the historic villages of Clarkson and Port Credit and the Mississauga waterfront.

BACKGROUND:

The Community Services Department, Recreation Division have again been approached by Landmark Sport Group Inc. to support and assist them in staging the Mississauga Marathon.

Landmark is a full service sport marketing agency and an industry leader in event management, athlete and personality representation, sponsorship and media sales as well as corporate consulting. Past events that they have managed include the Jane Rogers Golf Tournament, the Oakville Half Marathon, the Ride for Heart Charity and nine (9) successful marathons in Mississauga.

The marathon weekend involves participants of all age groups and encourages individual and family participation. The 2012 Mississauga Marathon attracted more than 10,000 runners and more than 1500 volunteers. The 10th Mississauga Marathon is scheduled for Saturday, May 4 and Sunday, May 5, 2013.

The Marathon hosts the following seven (7) races:

- A half 21.1 km (13.1109 miles), and full marathon 42.2 km (26.2218 miles) which includes a Team Relay and a 2km (1.2427 miles) Family Fun Run. These events are scheduled for Sunday, May 5, 2013. The length of the half and full marathon courses feature the downtown core as well as the historic villages of Clarkson and Port Credit and the Mississauga waterfront; and
- The Hazel 5km (3.1068 miles), 10km (6.2137 miles) and the 10km (6.2137 miles) Student Relay Challenge races are scheduled for Saturday, May 4, 2013

The race events will begin on Saturday, May 4, 2013 at 6:00 pm and will conclude at Lakefront Promenade Park at 9:00 pm. The race events on Sunday, May 5, 2013 will begin at 7:30 am and will conclude at Lakefront Promenade Park at 3:00 pm. The Marathon Expo will be hosted at the Port Credit Arena from Friday, May 3 to Saturday, May 4, 2013.

COMMENTS:**Relationship Agreement:**

The City has a longstanding relationship with Landmark to deliver the Marathon and moving forward staff does not anticipate substantial changes to the event or future relationship agreements. As such, staff recommends that the Commissioner of Community Services and the City Clerk be authorized to execute annual relationship agreements, up to and including the year 2015, with Landmark to deliver the Marathon using the 2013 Agreement to form the template (attached as Appendix 1).

The 2013 Agreement has been developed in consultation with Legal Services to outline the obligations of both Landmark and the City. Generally the Agreement includes details such as course and road closure information, liability insurance requirements, applicable licenses required, communication protocols, financial responsibilities, dates and time. Annually, the Agreement is updated to reflect the change in dates and road closures, however, the form and substance of the Agreement does not change substantially year to year.

Should there be any substantial changes to future marathon event operations including a change in event organizer, race route or any financial implications staff will report back to Council in the form of a corporate report and will seek Council authority for entering into any new agreements as a result of the changes.

Event Management:

The Marathon requires both private sector expertise (Landmark) as well as the participation of volunteers, sponsors, police and staff in order to succeed. The City requires the event organizers to comply with the regulatory requirements of all approved bodies, including the

City's special event requirements, before a permit will be issued for Lakefront Promenade Park.

Landmark will be responsible for all costs associated with the administration, promotion, marketing, race execution and post-race clean-up of the event.

Parking and Traffic Control Plan:

A detailed parking and traffic control plan has been prepared in conjunction with Transportation and Works, Fire and Parks staff as well as the Peel Regional Police. The plan will be submitted to the Commissioner of Transportation and Works for final approval.

The proposed race routes and all temporary road closures and restrictions are included in Appendix 2 (Race Course Information) and Appendix 3 (Temporary Road Closures and Restrictions).

All intersections where crossings are required will be controlled by police. In addition, volunteers will be positioned at strategic positions along the route to ensure safety of participants and the public. On both days there will also be the addition of Bike Police officers.

Landmark will work with Parks Operations and Transportation and Works staff to ensure there is appropriate signage put up four (4) weeks in advance notifying patrons of all closures. Further, Landmark will distribute a notification to area residents that outlines road closure dates and times.

Peel Regional Police and Fire and Emergency Services staff will approve all related requirements regarding partial (one lane) or full road closures, as well as approval for the medical and emergency response plans.

Use of City Park and Facilities:

Lakefront Promenade Park is proposed as the culmination point for the Marathon as well as the location of the awards ceremony. As a result of the pressures on parking at this park, the City will be providing and promoting the use of a bus shuttle from the Square One /Civic Centre

area and Carmen Corbasson Community Centre as well as using industrial parking areas around Lakefront Promenade Park.

Access to the parking lot at the Carmen Corbasson Community Centre will be provided for Landmark on both Saturday, May 4 and Sunday, May 5, 2013.

In addition to road closures and lane restrictions, there will also be some portions of the Waterfront Trail closed to address concerns of safety for both the runners and the general public as follows:

- Saturday, May 4, 2013 – closed from Lakefront Promenade in the east to the entrance to the trail at Jack Darling Park in the west from 6:00 pm to 8:00 pm; and
- Sunday, May 5, 2013 – closed from Lakefront Promenade in the east to Parkland Avenue in the west (next to Jack Darling Park) from 8:30 am to 2:30 pm

Liability Insurance:

Liability Insurance in the amount of \$5,000,000 covering injury and property damage will be submitted by Landmark, naming the City as an additional insured. The insurance will be reviewed by the City's Insurance and Risk Manager for approval.

Community Support:

Landmark will be required to submit letters of support and the acknowledgements from appropriate stakeholders, Clarkson and Port Credit BIA's once all other requirements are met. A detailed communication plan will be developed to ensure that all residents affected have a clear understanding of the activities of the day, as well as any road closures or lane restrictions. In addition, there will be clearly identified points of contact for the public to access regarding any questions or concerns either before or after the Marathon. Landmark and City staff will meet with all churches directly impacted by the race route.

FINANCIAL IMPACT: There is no financial impact as a result of hosting the Mississauga Marathon.

CONCLUSION: The 10th Mississauga Marathon scheduled for Saturday, May 4 and Sunday, May 5, 2013 promises to offer the opportunity for the City of Mississauga to hold a mass participation event and confirms the City's commitment to hosting events that align with the Sport Tourism Strategy that is under development. The longstanding partnership between Landmark and the City offers a unique opportunity for the private and public sector to host and sponsor an event that promotes tourism, showcases the City, and promotes the City nationally and internationally.

ATTACHMENTS:

- Appendix 1: 2013 Relationship Agreement
- Appendix 2: Race Course Information
- Appendix 3: Temporary Road Closure and Restrictions



Paul A. Mitcham, P.Eng., MBA
Commissioner of Community Services

Prepared By: Jason Klomp, Manager, Sports

MISSISSAUGA MARATHON RELATIONSHIP AGREEMENT

THIS AGREEMENT is made as of the 1st day of March, 2013

BETWEEN:

LANDMARK SPORT GROUP INC.,
a corporation under the *Canada Corporations Act*
("Landmark")

- AND -

THE CORPORATION OF THE CITY OF MISSISSAUGA
an Ontario Municipality
(the "City")

WHEREAS Landmark has approached the City with a proposal to host annual road running events, the Mississauga Marathon (hereinafter the "Marathon"), in the years 2013 through 2017;

AND WHEREAS the 2013 event, consisting of a Corporate Relay Challenge, ten (10) kilometre student relay, two (2) kilometre family fun run/walk, five (5) kilometre race, ten (10) kilometre race, half marathon race, full marathon race, shall be held on May 4 and May 5, 2013;

AND WHEREAS the City is the registered owner of lands, including public highways, set out in Schedule "A" (hereinafter referred to as the "Licensed Lands");

AND WHEREAS the City is amenable to the use of the licensed lands and to the sponsorship proposed subject to the terms and conditions set for the hereunder and upon the strict covenant of Landmark that it has the resources available to it to stage the Marathon successfully and in a manner that will protect the interests and regulations of the City.

THEREFORE, in consideration of the mutual undertakings given in this Agreement, the parties agree as follows:

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SECTION 1 - GRANT OF LICENCE

(1) The City hereby grants to Landmark, subject to the provisions of this Agreement, a non-exclusive license to use and occupy the Licensed Lands for the sole purposes of undertaking the Marathon as more particularly set out in Schedule "B" and for no other purposes whatsoever.

(2) Landmark understands and agrees that the Commissioner of Community Services, on an annual basis, shall have the right to approve or deny the grant of licence and the specific terms of the Marathon, including but not limited to the dates and route of the Marathon, financial participation of the parties, and requirements of the City and other involved public authorities.

SECTION 2 - TERM OF LICENCE

(1) The annual term of the licence shall be negotiated by the City and Landmark no later than March 30th of each year;

(2) The 2013 term of the licence shall commence at 10:00 a.m. on the 4th day of May, 2013 ("Licence Commencement") and to expire at 8:00 p.m. on the 5th day of May, 2013 ("Licence Expiration").

SECTION 3 - CITY OBLIGATIONS

(1) The City is under no other obligation to financially participate in the Marathon and any such request for participation shall be negotiated annually and is subject to the approval of the Council for the City.

(2) For purposes of the Agreement, the Commissioner of Community Services or his designate is hereby authorized to provide any necessary consents or authorizations on behalf of the City in relation to any financial participation approved by the Council for the City.

SECTION 4 - LANDMARK MARATHON COVENANTS

Landmark undertakes as follows:

(1) to stage each segment of the Marathon in the City at the time and on the dates scheduled or agreed with the City, and only on those routes as the City may have approved;

(2) to purchase advertisements for the Marathon in appropriate industry magazines;

- (3) to provide the City with an appropriate display area at the Runners' Expo;
- (4) to maintain a website with all pertinent race information;
- (5) to procure at its cost coverage on the local Mississauga Roger's cable channel;
- (6) to provide to the City (at Landmark's own cost and for Landmark's own account) one copy of all video coverage of the City, together with an irrevocable license and release to utilize that footage as the City may deem appropriate, if Landmark produces video footage.
- (7) Throughout the Marathon, Landmark shall exercise proper and sufficient control over all spectators, participants and other persons attending the Marathon, and shall prohibit and prevent all unauthorized persons from entering onto the race course, and shall not authorize or permit any person to do anything that would encourage any unauthorized person to enter onto the race course.
- (8) Landmark covenants to notify the City promptly of any change in the information contained provided by Landmark to the City relating to Landmark, its business plan, or the Marathon.
- (9) Landmark shall be solely responsible for the following at the Marathon and at events and programs leading up to the Marathon:
 - (a) participant transportation and parking;
 - (b) spectator parking;
 - (c) spectator and participant garbage removal and toilette facilities;
 - (d) assembly and removal of stands, refreshment pavilions and similar temporary structures;
 - (e) assembly and removal of traffic control devices, including the use of cones or barriers for this purpose;
 - (f) after Marathon clean-up.
- (10) Landmark shall solely be responsible for all costs associated with the administration, promotion, marketing, security, traffic control, race execution and post race clean-up, including but not limited to, the costs of meeting the obligations and responsibilities identified in Sections 4 to Section 5 (2) of this Agreement.

(11) Landmark shall comply fully with all federal, provincial and municipal laws, regulations, orders, policy guidelines and directives of any and every kind relating to the planning and holding of the Marathon, including the use of public streets and lands, and all reasonable directions as may be issued from time to time by the Commissioner of Community Services, Commissioner of Transportation & Works, Police Chief, and Fire Chief.

(12) Landmark shall obtain and maintain all permits and licenses required to hold each Marathon, and shall comply strictly with all terms and conditions relating thereto, and shall at all times exercise reasonable care when carrying out any authority or exercising any permission conferred under any such permit or license.

(13) Landmark shall exercise due diligence to maintain in place and in functional condition throughout the Marathon, all advisable fencing, barriers, bridges, crowd control and crowd movement measures and devices, transportation, accommodation, food and beverage concession, medical, security, safety, emergency, disaster control, and sanitary requirements as is reasonably necessary to provide properly for a crowd (including in each case all qualifications and trials relating thereto).

(14) Landmark and the City shall submit details of the Marathon to Peel Police Services and shall meet as necessary to assist Peel Police Services in developing a detailed plan for police security and traffic control in relation to the Marathon.

(15) On the days of the Marathon, Landmark shall ensure that there are on-site

- (a) water stations and first aid personnel stationed along the route in accordance with the requirements of the Ontario Roadrunners Association, and all first aid personnel shall have all necessary medical supplies and equipment, and all such personnel shall be recognizable, their whereabouts shall be known to Landmark at all times during the course of the Marathon, and shall be publicly evident to all persons attending the Marathon, and each team of such personnel shall have direct communication links to race officials and the staff of the City's Emergency Services Department;
- (b) race officials, traffic control and marshalling along the race route, in accordance with the requirements of the Ontario Roadrunners Association;
- (c) such number of private security guards or other suitable persons, in each case the same being stationed along the route as the Police Chief may from time to time reasonably require in order to ensure proper crowd control.

Appendix 1

(16) Race officials shall have an adequate communications system in place to enable them to be in constant contact with other officials along the race course, and an adequate signalling system shall be in place so that all participants may be notified of the need to discontinue or suspend the race as may appear necessary or advisable to the race officials, or to the Police Chief or Commissioner.

(17) A pre-race organization check list (to be approved by the Police Chief and Commissioner) shall be provided to all race officials stationed along the route, and no part of the Marathon shall commence unless and until it has been confirmed that all requirements identified on that list are satisfied in full.

(18) Upon request of the City from time to time and at any time, Landmark shall provide reasonable proof of its progress in implementing the measures required under the covenants set out in this section and of Landmark's timely performance of its other obligations under this Agreement, with reasonable notice.

(19) At each bend or turn in a road along which the Marathon proceeds, Landmark shall put into place suitable safety devices to prevent participants from colliding with any wall, fence, gate, barricade, spectator seating or viewing area, temporary or permanent pylon, lamp post, telephone pole, plate glass window or other safety hazard at that bend or turn.

(20) Landmark shall plan each segment of the Marathon, and shall hold each segment in such a way, so as to minimize all risks to the spectators, participants, crew and race officials, and the residents of the City, and at a minimum, all safety measures shall comply with all applicable standards set by the Ontario Roadrunners Association.

(21) On or before the dates specified in the Table to this paragraph or as otherwise determined by the Commissioner, Landmark shall provide to the City the following information:

Item	To Be Provided No Later Than
A critical path for the holding of the Marathon, identifying milestones and setting completion dates.	January 31 of each year
Monthly routine reports indicating which of the above milestones have been satisfied during the previous month, identifying any deficiencies and indicating a plan of action for the correction of each deficiency identified.	15 th day of each month

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Item	To Be Provided No Later Than
A Parking and Traffic Control Plan satisfactory to the Commissioner of T&W and to the Police Chief.	March 15 of each year
A road closure and lane restriction plan satisfactory to the Commissioner of T&W and to the Police Chief.	March 15 of each year
A plan for managing crowds at each segment of the Marathon, including seating or other viewing arrangements, transportation to and from such areas.	March 15 of each year
A plan for ancillary transportation requirements (including media, competitors, VIP travel, pedestrian crossings, and emergency services).	March 15 of each year
A detailed operational plan with parking operations.	March 15 of each year
A detailed and comprehensive safety and emergency services plan.	March 15 of each year
A comprehensive marketing plan for the promotion of the Marathon.	March 15 of each year
A comprehensive plan for Landmark obtaining all required insurance coverage on a timely basis, and if necessary ensuring sufficient lead time to contact specialty risk markets, in order to enable insurance representatives to assess inherent liability risk exposures, along with loss control measures and to provide Landmark with premium quotations and bind coverage.	Immediately upon signing this agreement in 2011 and annually thereafter no later than March 15
Proof of insurance to be submitted to the City's Risk Management Services Department, for review and approval.	<u>Each of the following concurrent upon signing of the agreement:</u> (a) commercial general liability; (b) directors and officers insurance; (c) all perils property insurance with respect to the Assets

Item	To Be Provided No Later Than
	Proof of all other coverage required under this Agreement.
Such additional documentation as the City may from time to time request relating to the organization of the Events, including copies of necessary contract, critical path plans, and planning documents.	Within a reasonable time (not to exceed three business days) of the date of making the request in question, or within three days of the preparation of that document, whichever is later.

and each of the above shall be subject to the approval of the City, and Landmark shall meet all reasonable requirements and conditions that the City may specify from time to time and at any time with respect to each of them, and the City shall not be liable to Landmark or any other person for any costs thereby incurred or arising as a result thereof.

(22) Landmark shall, by means of fences, guards, signs, security guards, police officers and other suitable safety measures, take all available steps to secure safe and proper control over crowds (including spectators entering or leaving the race area), in particular to prevent crowds from encroaching upon or damaging any private property, or interfering directly or indirectly with any race related Marathon, so as to create a danger to persons or property, and Landmark shall employ all reasonable safeguards and precautions to prevent any accident or injury to any person or property.

(23) Landmark shall at all times exercise all reasonable care to ensure that all devices, equipment, stands, shows, ways, machinery and equipment used by Landmark or any subcontractor to Landmark are safe, in proper order and good repair, and are fit for the purposes for which they are used.

(24) Landmark shall carry out any direction given to it by the Police Chief, the Fire Chief or the Commissioner, that in the opinion of one of them either is reasonably necessary in interests of public or participant safety and Landmark shall not be entitled to any prior notice or reasons for any such direction, and neither the City, nor its staff, as the case may be, shall be liable to Landmark or to any other person by reason of giving any such direction and through the negligence of Landmark.

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(25) Each of the covenants set out in this section shall be performed by Landmark at its sole cost and expense.

SECTION 5 - REPRESENTATIONS AND WARRANTIES

Landmark expressly warrants as follows:

(1) Landmark is a duly incorporated, organized and subsisting corporation, and has all requisite powers, capacities, licenses and permissions under its governing legislation and the other laws applicable to it, and under its articles of incorporation, bylaws and governing resolutions to,

- (a) own the assets which Landmark has represented as belonging to Landmark in any financial statement or representation made by Landmark to the City,
- (b) carry on all businesses in which Landmark is engaged, including the holding of the Marathon,
- (c) enter into, exercise its right and perform and comply with its obligations under this Agreement,
- (d) and that all actions, conditions and things have been done, taken or fulfilled with respect thereto, that are required by law, contract or otherwise.

(2) Landmark is not a party to any agreement under the terms of which Landmark is prohibited or restricted from entering into any of the obligations assumed, liabilities imposed, or restrictions accepted by Landmark under this Agreement.

(3) No litigation, arbitration or administrative proceeding is current or pending, so far as Landmark is aware, in respect of Landmark or any of its subsidiaries, which appears reasonably likely to have a material adverse effect on Landmark and its subsidiaries taken as a whole.

(4) There are no outstanding judgments, injunctions, or administrative or regulatory directives, writs of execution, encroachments, rights-of-way, licenses, deed restrictions, leases or tenancies, or other agreements, mortgages, work orders, against Landmark or its assets that might reasonably be seen to have a materially adverse impact upon Landmark's prospects or its ability to operate the Marathon in accordance with this Agreement.

SECTION 6 - EVENTS OF DEFAULT

(1) Upon the occurrence of any of the following events (or acts of default) the City may withdraw its consent to the Marathon and declare this agreement to be null and void:

- (a) where Landmark defaults in the timely and proper observance or performance of anything required to be done by it under this Agreement, any other agreement with the City, or the By-law;
- (b) where any formal or informal proceeding for the dissolution of, liquidation of, or winding up of, the affairs of Landmark is instituted by or against Landmark, or
- (c) where a resolution is passed or any other act undertaken for the winding up of Landmark;
- (d) where proceedings are taken to enforce any other encumbrance on the Assets or any of them;
- (e) where Landmark ceases or threatens to cease to carry on its business, or where Landmark makes or agrees to make a bulk sale of its assets;
- (f) where Landmark is adjudged bankrupt or becomes insolvent, or a petition in bankruptcy is filed against Landmark, or where Landmark makes an assignment for the general benefit of creditors or applies for relief under the *Companies Creditors Arrangement Act*, or where proceedings of any type are instituted in any jurisdiction in respect of the alleged insolvency or bankruptcy of Landmark.

(2) Upon any breach by Landmark of any of the provisions contained in this Agreement or upon any act or event of default by Landmark in the observance of any covenant or condition required to be observed or performed by Landmark under the terms of this Agreement, the City may waive such breach or default by written notice to that effect, whether given before or after the default or breach, and where the City so waives the breach or default, the position of the parties, shall be as if the breach or default had not occurred.

(3) A waiver of a breach or default shall not extend to, or be taken in any manner whatsoever to affect the rights of the City with respect to, any subsequent breach or default, whether similar or not.

SECTION 7 - REMEDIES

(1) Where an event or act of default occurs, the City may, despite anything in this Agreement, where in the reasonable opinion of the City, there has been a violation of any applicable law or relevant safety standard by Landmark, the City at its election may take immediate action to rectify that violation and to ensure the safety of any person or property, and may charge the cost of so doing to Landmark, which shall pay that amount in full immediately upon demand.

SECTION 8 - INDEMNIFICATION AND INSURANCE

(1) Landmark agrees to save the City harmless and to indemnify the City, its elected officials, officers, employees, agents and contractors, from and against, any loss of, or damage to, property, personal injury or death, or any other losses, actions, claims, causes of action, damages, both direct or indirect, and such other costs and expenses, howsoever and whatsoever incurred, suffered or sustained by Landmark, its officers, directors, members, employees, servants, agents or contractors, or any of Landmark's permitted and non permitted invitees, guests or registrants, during or otherwise in relation to or in connection with Landmark's use of the Licensed Lands and all activities relating to such use or any other matters under this Agreement, including that which has been caused or contributed to by any negligence, breach of the *Occupiers' Liability Act* or breach of statutory duty on the part of the City or on the part of anyone for whom the City is in law responsible by the presence upon the Licensed Lands, or breach by Landmark of any term or condition governing its license to hold the Marathon, the condition or state of repair of the Licensed Lands and the breach of any of the provisions of this Agreement by Landmark and including, without limiting the foregoing, any negligent act or omission of Landmark, its officers, directors, members, employees, servants, agents or contractors, or any of Landmark's permitted and non permitted invitees, guests or registrants, which causes or contributes to any such injury, damage or loss.

(2) Landmark, its officers, directors, members, guests, registrants, servants, employees, agents and contractors and all others having access to the Licensed Lands by reason of the Marathon thereof and using the said Licensed Lands and the approaches thereto, shall do so at his, her and their own risk and under no circumstances shall the City be liable for any personal injury (including personal injury causing death or psychological trauma) and for any property damage, loss, including financial, or theft suffered by any person, firm or corporation while upon the Licensed Lands or the approaches or appurtenances thereto, it being understood and acknowledged that all such liability, if any, is assumed by Landmark.

(3) Landmark covenants that it shall take out and keep in full force and effect throughout the term of this Agreement and any renewals thereof:

(3.1) Commercial general liability insurance in respect to the Licensed Lands and the operations of Landmark thereon against claims for personal injury, death or property damage or loss, indemnifying and protecting the City, their respective elected officials, officers, employees, servants, agents, invitees or licensees and contractors, to the inclusive limit of not less than Five Million (\$5,000,000.00) Dollars. Such insurance shall specifically state by its wording or by endorsement that:

- (a) The City is added as an additional insured under the policy;
- (b) The policy shall have provisions for cross liability and severability of interests as between the City and Landmark;
- (c) Includes advertising liability insurance;
- (d) Includes non-owned auto liability of not less than Five Million (\$5,000,000.00) Dollars, Spf 6, Sef 99, Sef 94, and an all perils limit of not less than Fifty Thousand(\$50,000.00) Dollars;
- (e) Includes liquor liability of not less than Two Million (\$2,000,000.00) Dollars;
- (f) Includes spectators legal liability;
- (g) Includes participant to participant coverage and bodily injury to participants of not less than Five Million (\$5,000,000.00) Dollars per occurrence; and
- (h) Includes proof shown to the City of incidental medical malpractice liability for any Doctors or Nurses.

(3.2) Property insurance coverage to adequately cover Landmark's property, equipment and other such property in the care, custody and control of Landmark, which policy contains a waiver of rights of subrogation against the City.

(3.3) Event cancellation insurance coverage to adequately cover Landmark in the event that the event is cancelled, postponed, rescheduled or abandoned.

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(3.4) Automobile insurance coverage of not less than Two Million (\$2,000,000.00) Dollars per occurrence without an annual aggregate limit.

(3.5) Such policies shall not be terminated, cancelled or materially altered unless written notice of such termination, cancellation or material is given by the insurers to the City at least thirty (30) days written notice before the before the effective date thereof.

(3.6) Upon execution of this Agreement, Landmark shall deliver to the City evidence of the insurance required under this Agreement. The certificate of insurance shall be delivered to: City of Mississauga, Community Services, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario L5B 3C1 Attention: Pat Craigmile, Manager, Sports.

SECTION 9 - SPECIAL UNDERTAKINGS, ETC.

(1) Landmark acknowledges that by entering into this Agreement, the City is assuming no responsibility or liability whatsoever for any contract, undertaking, action, inaction, negligence or deliberate wrong-doing on the part of Landmark vis-a-vis any other person, and Landmark further acknowledges that it is not an agent of the City and undertakes not to present itself as an agent of the City to any other person.

(2) Landmark hereby releases the City, its elected officials, officers and employees, volunteers and representatives from all claims, demands, actions, causes of action, damages, costs, expenses or losses that Landmark may suffer or be put to, that arise out of or relate to the holding or non-holding of either of the Marathon, including any claim for indirect or consequential damages.

(3) For the sake of greater certainty, and without limiting any other provision of this Agreement, Landmark acknowledges that legal proceedings (including class action proceedings) may be brought against the City, its elected officials, officers and employees by dissatisfied residents of the City or other persons claiming to be prejudiced,

- (a) to secure an injunction to prohibit or restrict the holding the Marathon;
- (b) to recover damages (including consequential damages) arising by virtue of the holding of the Marathon;
- (c) to secure an award of punitive damages,

and in such case, in addition to all other indemnities provided for in this Agreement, Landmark:

Appendix 1

(i) hereby indemnifies and shall defend and save the City, its elected officials, officers and employees harmless from and against any and all liability or costs (including legal costs on a solicitor and client basis) in respect of any such proceeding;

(ii) undertakes where so requested by the City, to mediate or arbitrate (or to join with the City in mediating or arbitrating) any such claim promptly so as to achieve an expeditious resolution of that claim, to offer fair and reasonable amounts in settlement where any meritorious claim is thereby determined to have been brought; and

(iii) and to make prompt payment of any amount so offered, where that offer is accepted.

(4) Landmark shall secure at its own cost and for its own account the services of such competent professional advisors as may reasonably be considered necessary or advisable by the City to identify and mitigate all risks to health, safety and welfare of the residents of Mississauga which may arise from or otherwise relate to the holding of the Marathon, and Landmark shall implement the recommendations of those advisors.

SECTION 10 - PAYMENT FOR SERVICES RENDERED BY CITY

(1) Landmark shall reimburse the City for such amounts incurred by the City by reason of or relating to,

- (a) signage related to the closing or restricting access to or use of any road;
- (b) providing emergency or police services of a nature or extent different from that ordinarily provided by the City, including costs relating to traffic and crowd control, security and the creation of temporary emergency service centres;
- (c) redirecting public transportation from its normal route;
- (d) printing, posting and removing traffic and similar signs;
- (e) preparation of special access roads or ramps, the installation of temporary fences or other barricades, temporary road engineering work, and other installation of materials and labour;

- (f) overtime work by City staff in order to provide garbage collection and other vital City services outside the normal hours for the provision of such services in the event that Landmark defaults on its obligations to remove garbage as set out in this agreement;
- (g) additional garbage removal, the removal of any solid or liquid waste from temporary or permanent public toilettes, damage to municipal or other property caused by crowds at or participants in either of the Marathon;
- (h) all other expenditures of an extraordinary or exceptional nature where and to the extent that those costs are directly or indirectly attributable to the staging of the Marathon, and in the absence of manifest error, the certificate of the City Manager shall be conclusive evidence as to the amount of those costs.

(2) The City shall implement the road closures and restrictions as provided for in the By-law for the purposes of the Marathon, and Landmark shall have use of the roads concerned at the agreed times, for the purposes of holding the Marathon, but any such closure shall be subject to:

- (a) satisfactory arrangement being made for pedestrian traffic and public transport into and out of affected areas;
- (b) the provision of emergency services;
- (c) compliance by Landmark with such other terms and conditions as may be set out in or provided for under the By-law.

(3) There shall be no fee payable to the City by Landmark for the use of the roads under subsection (2).

SECTION 11 - NOTICE

(1) Any notice, document or thing required or permitted by law or this Agreement to be given or delivered to or served upon any of the parties shall be sufficiently served if given personally or if sent by telex or fax (where the intended recipient is equipped to receive such a form of telecommunication) or by prepaid courier or certified or registered mail,

- (a) in the case of the City, to the address set out below, to the attention of the Commissioner of Community Services, 201 City Centre Drive, 9th Floor, Mississauga, Ontario L5B 2T4 fax (905) 615-4440.

- (b) in the case of Landmark, to the most recent address of Landmark according to the records of the City, to the attention of the President, Landmark Sport Group Inc., 1 City Centre Drive, Suite 605, Mississauga, Ontario L5B 1M2 fax (905) 949-4984.

and either party may by notice given in accordance with this section, change its address for the purposes of this Agreement.

(2) Any such notice shall be deemed (in the absence of evidence of prior receipt) to have been received by the intended recipient the same day if personally served, the next business day if sent by telex or fax, and on the third business day next following where sent by prepaid courier or by registered or certified mail.

SECTION 12 - FORCE MAJEURE

(1) Where any of the following occurs or appears imminent, the City may direct the cancellation of the Marathon, and shall not be liable to Landmark or any other person by reason of so doing:

- (a) in the interests of national or provincial security, including where there are serious threats of terrorist act, or war;
- (b) where an emergency is declared under the *Emergency Plans Act*, whether in Mississauga or elsewhere in Ontario, such as to require the diversion of emergency resources and other vital municipal services or facilities from the City to another municipality;
- (c) in compliance with an order issued by any court or administrative tribunal, or by a federal or provincial authority;
- (d) where Landmark is in default under this Agreement; or
- (e) in the public interest, including where necessary or advisable for the protection of public safety or private property, the prevention of crime, or the safety of the participants.

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(2) Neither party shall be liable to the other by reason of one or both of the Marathon failing to be held, to the extent that such failure is attributable to a cause occurring without the fault or negligence of either party respectively, including the following:

- (a) acts of God;
- (b) acts of the Queen or her enemies; civil war; insurrections or riots;
- (c) fire; flood; explosion, earthquakes or serious accidents; unusually severe weather;
- (d) epidemics or quarantine restrictions;
- (e) governmental priorities or allocation regulations or orders affecting materials, labour, equipment and facilities;
- (f) fuel shortages; freight embargoes; strikes or labour troubles causing cessation, slowdown or interruption of work; and other similar events.

SECTION 13 - ASSIGNMENT

This Agreement and all its provisions shall enure to the benefit of the City, its successors and assigns, and shall be binding upon Landmark, its successors and assigns.

SECTION 14 - TIME OF THE ESSENCE

Time shall be deemed to be of the essence with respect to the performance of all of the obligations of Landmark under this Agreement.

SECTION 15 - GOVERNING LAW

This Contract is subject to and shall be construed in accordance with the laws of Ontario, and any action or other legal proceeding arising under this Contract or any other agreement between the parties pertaining to the Marathon (including any motion or other interlocutory proceeding) shall be brought in the Superior Court of Ontario sitting in Mississauga, in the Region of Peel.

SECTION 16 - SEVERANCE WHERE PROVISION ILLEGAL, ETC.

Where one or more provisions of the Agreement are found to be invalid, unenforceable or void by any court or tribunal of competent jurisdiction, the remaining terms and provisions of this Agreement shall be deemed to be severable from the part so found and shall remain in full force and effect, but this provision shall apply only insofar as the effect of that severance is not to change the fundamental nature of the obligations assumed respectively by each of the parties.

SECTION 17 - RELATIONSHIP OF THE PARTIES

The parties hereby confirm and declare that:

- (a) they are neither partners nor in joint venture, nor is there an employment relationship between them, and nothing in the Agreement shall be deemed or construed to as creating any such relationship;
- (b) in no event shall either party be held liable or accountable for any debt, liability, duty or other obligation incurred by the other party or to which that other party is subject.

SECTION 18 - ACKNOWLEDGEMENT OF RECEIPT

Each of the parties acknowledges receipt of a copy of this Agreement.

SIGNED, SEALED AND DELIVERED, as of the date first above written

LANDMARK SPORT GROUP INC.

Per: _____

Name: Elliott Kerr

Title: President

I have the authority to bind the corporation.

THE CORPORATION OF THE CITY OF MISSISSAUGA

Per: _____

2w

Appendix 1

Name: Paul A. Mitcham

Title: Commissioner of Community Services

Per:

Name: Crystal Greer

Title: City Clerk

SCHEDULE "A"

Course InformationMississauga Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
South on Duke of York
West on Burnhamthorpe Road
South on Mississauga Road
West on Indian Road
South on Lorne Park Road
West on Truscott Drive
South on Southdown Road (loop)
East on Orr Road
North on Meadow Wood Road
East on Lakeshore Road
South on Parkland Avenue
Follow Waterfront Trail around Jack Darling Park
East on Lakeshore Road
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East of Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Half Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
South on Duke of York
West on Burnhamthorpe Road

2y

South on Mississauga Road to Waterfront Trail
Follow Waterfront Trail through J.C. Saddington Park
East on Lakeshore Road
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Mississauga 10K

Start – Lakeshore Road and Johnson's Lane,
East on Lakeshore Road,
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Hazel's 5K

Start – on Front Street, north of Lakeshore Road
East on Lakeshore Road
South on Stavebank Road

Along Waterfront Trail
Finish – Lakefront Promenade

Mississauga 2K Family Fun Run/Walk /MaraFun

Start – Hiawatha Parkway and Cumberland Drive
Along Waterfront Trail
Finish – Lakefront Promenade Park

Student 10K Relay

Start – on Front Street, north of Lakeshore Road
East on Lakeshore Road
South on Stavebank Road
Along Waterfront Trail
Finish – Lakefront Promenade

SCHEDULE "B"

City of Mississauga
Community Services Department

1. Marathon - 26.2 Miles (42.2 kilometres)
Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
2. Half Marathon - 13.1 Miles (21.1 Kilometres)
Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
3. 10 Kilometre Race
Starting at Lakeshore Road and Johnston's Lane and ending at Lakefront Promenade.
4. 5 Kilometre Race (Hazel's 5 Kilometre)
Starting on Front Street, north of Lakeshore Road and ending at Lakefront Promenade.
5. Mississauga 2K Family Run / Walk
Starting at Hiawatha Parkway and Cumberland Drive and ending at Lakefront Promenade.
6. Corporate Relay Challenge
Starting at City Centre Drive and Robert Speck Parkway and ending at Lakefront Promenade.
7. 10K Student Relay
Starting on Front Street, north of Lakeshore Road and ending at Lakefront Promenade.

Race Course Information

Mississauga Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Living Arts Drive
 West on Burnhamthorpe Road
 South on Mississauga Road
 West on Indian Road
 South on Lorne Park Road
 West on Truscott Drive
 South on Southdown Road (loop)
 East on Orr Road
 North on Meadow Wood Road
 East on Lakeshore Road
 South on Parkland Avenue
 Follow Waterfront Trail around Jack Darling Park
 East on Lakeshore Road
 South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
 Follow Waterfront Trail through J.C. Saddington Park
 Past Port Credit Lighthouse
 South on Stavebank Road
 East on Port Street to Waterfront Trail entrance
 Follow Waterfront Trail
 North on Elmwood Avenue
 East on Wanita Road
 East of Cumberland Drive
 Through Adamson Estate
 Through McMillan Park
 East along Lake Ontario
 Finish – Lakefront Promenade Park

Half Marathon

Start – City Hall (City Centre Drive and Robert Speck Parkway)
 South on Living Arts Drive
 West on Burnhamthorpe Road
 South on Mississauga Road to Waterfront Trail
 Follow Waterfront Trail through J.C. Saddington Park
 Past Port Credit Lighthouse
 South on Stavebank Road

East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Mississauga 10K and Student Relay

Start – Lakeshore Road and Johnson’s Lane,
East on Lakeshore Road,
South on Ben Machree Drive to new section of Waterfront Trail (Pine Avenue)
Follow Waterfront Trail through J.C. Saddington Park
Past Port Credit Lighthouse
South on Stavebank Road
East on Port Street to Waterfront Trail entrance
Follow Waterfront Trail
North on Elmwood Avenue
East on Wanita Road
East on Cumberland Drive
Through Adamson Estate
Through McMillan Park
East along Lake Ontario
Finish – Lakefront Promenade Park

Hazel’s 5K

Start – on Front Street, north of Lakeshore Road
East on Lakeshore Road
South on Stavebank Road
Along Waterfront Trail
Finish – Lakefront Promenade

Mississauga 2K Family Fun Run/Walk /MaraFun

Start – Hiawatha Parkway and Cumberland Drive
Along Waterfront Trail
Finish – Lakefront Promenade Park

Temporary Road Closures and Restrictions:

Sunday, May 5, 2013

- City Centre Drive between Rathburn Road and Robert Speck Parkway from 2:30 am to 10:00 am;
- City Centre Drive between Robert Speck Parkway and Living Arts Drive from 7:00 am to 10:00 am;
- Square One Drive between Hwy 10 and City Centre Drive from 6:00 am to 10:00 am;
- Robert Speck Parkway between Hwy 10 and City Centre Drive from 2:30 am to 10:00 am;
- Burnhamthorpe Road between Hwy 10 and Mavis Road from 6:30 am to 9:30 am;
- Burnhamthorpe Road between Mavis Road and Mississauga Road from 7:00 am to 10:00 am; westbound lanes open;
- Mississauga Road between Burnhamthorpe Road and Dundas Street from 7:30 am to 10:00 am;
- University of Toronto, internal roadways from 7:30 am to 10:00 am;
- Intersection of Dundas Street and Mississauga Road from 7:30 am to 10:00 am;
- Mississauga Road between Dundas Street and the QEW from 7:30 am to 10:30 am;
- Mississauga Road between the QEW and Lakeshore Road from 8:00 am to 11:00 am;
- Indian Road/Lorne Park/Truscott between Mississauga Road and Southdown Road, from 8:00 am to 11:30 am;
- Southdown Road between Truscott Drive and Lakeshore Road from 8:30 am to 12:00 pm, after 12:00 pm, North bound curb lane only;
- Intersection of Southdown Road and Lakeshore Road from 8:30 am to 12:00 pm;
- Southdown Road between Lakeshore Road and Orr Road from 8:30 am to 12:00 pm;

- Meadow Wood Road between Lakeshore Road and Orr Road, from 9:00 am to 1:00 pm;
- Lakeshore Road between Meadow Wood Road and Ben Machree Drive, from 9:00 am to 2:00 pm, Eastbound curb lane only;
- Intersection of Mississauga Road and Lakeshore Road from 8:00 am to 10:30 am; and
- Lakefront Promenade from 6:00 am to 6:00 pm

Saturday, May 4, 2013

- Lakeshore Road between Meadow Wood Road and Lorne Park Road from 6:00 pm to 7:00 pm;
- Lakeshore Road between Lorne Park Road and Ben Machree Drive from 6:00 pm to 7:30 pm, eastbound lanes only;
- Front Street between Lakeshore Road and Park Street from 5:00 pm to 6:30 pm; and
- Lakefront Promenade from 5:00 pm to 8:00 pm.

Temporary Road Closures and Restrictions:

Sunday, May 5, 2013

- City Centre Drive between Rathburn Road and Robert Speck Parkway from 2:30 am to 10:00 am;
- City Centre Drive between Robert Speck Parkway and Living Arts Drive from 7:00 am to 10:00 am;
- Square One Drive between Hwy 10 and City Centre Drive from 6:00 am to 10:00 am;
- Robert Speck Parkway between Hwy 10 and City Centre Drive from 2:30 am to 10:00 am;
- Burnhamthorpe Road between Hwy 10 and Mavis Road from 6:30 am to 9:30 am;
- Burnhamthorpe Road between Mavis Road and Mississauga Road from 7:00 am to 10:00 am;
westbound lanes open;
- Mississauga Road between Burnhamthorpe Road and Dundas Street from 7:30 am to 10:00 am;
- University of Toronto, internal roadways from 7:30 am to 10:00 am;
- Intersection of Dundas Street and Mississauga Road from 7:30 am to 10:00 am;
- Mississauga Road between Dundas Street and the QEW from 7:30 am to 10:30 am;
- Mississauga Road between the QEW and Lakeshore Road from 8:00 am to 11:00 am;
- Indian Road/Lorne Park/Truscott between Mississauga Road and Southdown Road, from 8:00 am to 11:30 am;
- Southdown Road between Truscott Drive and Lakeshore Road from 8:30 am to 12:00 pm, after 12:00 pm, North bound curb lane only;
- Intersection of Southdown Road and Lakeshore Road from 8:30 am to 12:00 pm;
- Southdown Road between Lakeshore Road and Orr Road from 8:30 am to 12:00 pm;
- Meadow Wood Road between Lakeshore Road and Orr Road, from 9:00 am to 1:00 pm;

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- Lakeshore Road between Meadow Wood Road and Ben Machree Drive, from 9:00 am to 2:00 pm, Eastbound curb lane only;
- Intersection of Mississauga Road and Lakeshore Road from 8:00 am to 10:30 am; and
- Lakefront Promenade from 6:00 am to 6:00 pm

Saturday, May 4, 2013

- Lakeshore Road between Meadow Wood Road and Lorne Park Road from 6:00 pm to 7:00 pm;
- Lakeshore Road between Lorne Park Road and Ben Machree Drive from 6:00 pm to 7:30 pm, eastbound lanes only;
- Front Street between Lakeshore Road and Park Street from 5:00 pm to 6:30 pm; and
- Lakefront Promenade from 5:00 pm to 8:00 pm.



Corporate Report

Clerk's Files

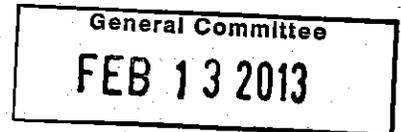
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MG.23.REP

3.

DATE: January 28, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013



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

SUBJECT: **Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation (EBR Registry Number 011-7552)**

RECOMMENDATION: That the report dated January 28, 2013 from the Transportation and Works Department entitled “*Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation*” be endorsed for submission as comments in response to the Ontario Ministry of Transportation regarding EBR Registry Number 011-7552.

**REPORT
HIGHLIGHTS:**

- The Ontario Ministry of Transportation recently issued a policy proposal for an Ontario Cycling Strategy (Appendix 1). A consultation process is underway seeking comments on the proposal.
- This report outlines comments from City staff and members of the Mississauga Cycling Advisory Committee.
- The proposed Ontario Cycling Strategy is a positive first step in defining the Province’s mandate to support cycling, but it requires considerable strengthening and the identification of actions and targets to reinforce implementation. In particular, the following actions are recommended:

- The Province should take the lead on not only identifying a province-wide cycling network, but also establishing such network, including fully funding the additional costs of including a cycling component on provincial highway construction projects that are identified as part of a province-wide cycling network.
- The Province should do more to assist municipalities in ensuring provincial infrastructure is not a barrier to existing and planned municipal cycling routes, including policy, design and funding support to improve cycling facilities at these locations.
- The Ontario Cycling Strategy should identify additional funding sources to assist municipalities with building cycling infrastructure, along with a target level of investment.
- The Province should adopt legislative changes to the *Highway Traffic Act*, including accommodating crossride facilities, the use of bicycle signals and clarity on the rules for e-bikes.
- The Province should play a greater role with regard to cycling education, including the incorporation of cycling skills education into the Ontario school curriculum.
- The Province is encouraged to consider assigning a senior-level official in the Ministry of Transportation to have overall responsibility for implementation of this Strategy.
- The Province is encouraged to report back on its progress in implementing the actions and targets of the Ontario Cycling Strategy.

BACKGROUND:

On November 30, 2012, the Ontario Ministry of Transportation (MTO) issued a policy proposal for an Ontario Cycling Strategy. The Strategy is intended to replace the Ministry's Bicycle Policy, issued in 1992. As such, the Ontario Cycling Strategy will be the first update to the Province's policies on cycling in two decades.

The draft Ontario Cycling Strategy includes information about the role of the Province and initiatives the Ontario Government is presently working on with regard to cycling, as well as identifies what MTO plans to do to further encourage cycling across the province.

The Policy Proposal indicated that “the Strategy aims to provide a policy framework that will:

- Enhance cycling infrastructure in the province;
- Enhance cycling safety through education and legislation; and
- Ensure relevancy through monitoring, research and coordination.”

The Cycling Strategy is intended to further define the role of MTO on cycling issues and assist MTO in working with other stakeholders, such as municipalities. It indicates that “The Cycling Strategy will guide the Ministry of Transportation’s management of, and support for cycling, in order to improve the safety and accessibility of this mode of transportation. The Strategy lays the foundation for partnerships between the Ministry, other ministries and agencies, municipal governments and other stakeholders that will work to improve the conditions for cycling in the province.”

In addition, MTO indicates that “the recommendations of the recently released Cycling Death Review from the Chief Coroner of Ontario have been considered, and a number of them have been incorporated into the Strategy.”

Municipalities, along with members of the public and other stakeholders, have been requested to provide comments on the draft Cycling Strategy. Transportation and Works Department staff has reviewed the draft Strategy in collaboration with the Mississauga Cycling Advisory Committee and provide the following comments for endorsement by Council. As responses through the EBR Registry are to be submitted by January 29, 2013, only initial comments have been submitted by staff pending Council endorsement.

COMMENTS:

As a general comment, the City supports MTO for their recognition that the Province has an important role to play in setting policy direction and allocating resources for cycling as a mode of transportation in this province.

The City supports the bold vision that MTO has identified in this strategy, which is listed as follows:

“Our vision is for a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get on a bicycle in Ontario. Our strategy will serve as a map for how we make that vision a reality” (p. 2).

The Minister acknowledges that in order to achieve this vision “we know we need to do more” and that “there is no question that cycling is a mode of transportation that the government should continue to support” (p. 2).

Specific comments on the proposal are outlined according to their section within the Strategy.

Section 1 - Context

The section on context addresses the current role of the MTO and existing initiatives that are underway. In setting the context for the Strategy, the MTO indicates that “while most cycling takes place on municipal roads, the Province still has an important role to play in increasing both the number and safety of cyclists” (p. 4).

Staff recommend that the context of the strategy acknowledge that provincial infrastructure frequently intersects with municipal roads and trail systems, and as such the Province also has an important role to play with regard to cycling infrastructure.

MTO identifies several benefits that cycling offers, including promoting active and healthy lifestyles, reducing emissions of greenhouse gases and other pollutants, reducing congestion and providing economic development opportunities (p. 4).

Staff recommend that the following additional benefits be considered:

- the potential savings to health care costs related to adoption of active lifestyles;
- the economic potential of cycling infrastructure to attract residents, employers and cycling-related businesses to a community.

Context: Infrastructure

The Strategy indicates that MTO is in the process of updating its bikeways planning and design guidelines (p. 6). In addition to including guidelines for designing bicycle facilities on Ministry highways, it is our understanding that these guidelines will also include guidelines for improving bicycle facilities on municipal road crossings of provincial highways. The City looks forward to MTO's completion of these guidelines to assist municipalities in working with MTO staff on this issue.

Context: Planning

The City is a contributing partner to the *Ontario Traffic Manual Book 18: Bicycle Facilities* that is mentioned in the Strategy (p. 7), as well as an update to *Book 12: Traffic Signals* involving bicycle signals. It is critical that MTO continues to be a committed partner to the completion and adoption of these manuals, including the recommended legislative changes to the *Highway Traffic Act*.

Context: Research

The City supports the MTO in its ongoing research towards a province-wide cycle tourism network (p. 7). This work has identified hundreds of on-road and off-road cycling routes across the province. MTO indicates that it intends to publish maps of existing routes through the Ministry of Natural Resources Land Information Ontario online database. Based on successes in neighbouring jurisdictions like the Province of Quebec and the State of New York, staff recommend that provincial cycling routes should be well-marked with signage and that maps of the routes be printed and made available to the public through tourism agencies.

It is noted in the Strategy that MTO undertook a Bicycle Survey for the Greater Golden Horseshoe in 2011 to better understand cyclists and cycling routes and improve MTO's ability to forecast cycling for infrastructure planning and investment (p. 7). The City is pleased to learn that MTO plans to share this information with municipal partners and looks forward to reviewing data.

Section 2.1 – A Cycling Strategy: Enhancing Cycling Infrastructure
Province-Wide Cycling Network

The Strategy indicates that MTO "will identify a province-wide cycling route network to connect cycling destinations to create recreational cycling and tourism opportunities" (p. 8). The City strongly supports MTO's commitment to this significant action.

It is noted that there are several opportunities for routes within the City of Mississauga to form part of a province-wide network, including the Waterfront Trail and the Etobicoke Creek Trail. Staff recommend that this action be revised to read that MTO will lead the establishment of a province-wide cycling network, rather than simply identifying the network.

The Strategy identifies several criteria that would assist the Province in evaluating if the addition of cycling infrastructure would be warranted as part of highway construction and rehabilitation projects funded in the future. It is requested that MTO also consider giving projects priority for warrant where they are consistent with locally planned cycling networks (i.e. within a Cycling Master Plan). It is noted that some of the criteria identified for determination of project priority may be difficult to measure in the context of cycling infrastructure i.e. "have no viable alternative route" and "have a demonstrated demand for cycling".

In addition, it is noted that MTO would take steps to minimize crossings of provincial highways in the identification of a province-wide cycling network. As there are already too few crossings of provincial highways that are safe for cyclists, the network should ensure consistency with locally planned cycling networks and include improvements to provincial highway crossings where necessary.

MTO has indicated that projects would also be evaluated on whether cycling facilities can be accommodated without substantially altering the scope of the provincial highway project. Based on experience at the City of Mississauga to date, the inclusion of cycling facilities in highway projects has generally been considered by MTO to be out of scope.

For the benefit of improved safety for all road users and the cost-effective coordination of infrastructure projects, it is requested that MTO work with municipalities to identify highway projects where cycling facilities are a priority in order for future project scopes to be developed accordingly. Further, MTO should consider adopting a complete streets approach to all MTO construction and rehabilitation projects where cycling infrastructure is included, except where exclusion is warranted.

The City strongly supports MTO's consideration of partnership agreements to fund the additional costs of a cycling component to a provincial highway construction project. However, if the project is noted to be part of the province-wide cycling network, it should follow that the cycling component would be fully funded by the Province.

Supporting Municipalities in the Development of Local Cycling Networks

The Strategy indicates that MTO "provides support for municipalities in developing and enhancing their cycling routes. The Ministry does not want its infrastructure to be a barrier to existing municipal routes" (p. 9). The City acknowledges this support and seeks MTO's cooperation in ensuring that their infrastructure will not be a barrier to planned municipal routes in addition to existing routes.

The Strategy is an opportunity to provide policy support to strengthen cooperation and partnership between MTO and municipalities with regard to proposed cycling routes that cross provincial rights-of-way. For example, the MTO should expedite the approvals needed for the planned Etobicoke Creek Trail crossings under the Queen Elizabeth Way and under Highway 410/407, which would provide inter-municipal connectivity among Brampton, Mississauga and Toronto.

MTO indicates that the funding for redesign and construction of cycling-related infrastructure that would cross or otherwise touch upon provincial infrastructure will continue to be assessed on a project-by-project basis and that funding of incremental costs related to adding cycling facilities to provincial bridges or other structures will be the responsibility of the municipality (p. 9).

In 2010, Council approved a Cycling Master Plan which identifies a comprehensive network of cycling facilities in the form of on-road bicycle lanes, boulevard multi-use trails and additional off-road trails, as well as a series of major structures crossing freeways and rivers. A listing of these proposed major structures as well as additional locations where planned cycling infrastructure is proposed to cross provincial infrastructure is attached as Appendix 2.

It will not be feasible for municipalities to build these major structures without funding from higher levels of government. The Strategy notes that access to funding for municipalities for cycling investments that have been integrated into asset management plans will be made available through the Municipal Infrastructure Investment (MII) Strategy (p. 9). Earlier this year, the City of Mississauga applied for MII funds for rehabilitation of a cycling and pedestrian bridge over the Queen Elizabeth Way at Ogden Avenue. The application is currently in the pre-screening phase of the process.

The inclusion of cycling infrastructure in the eligibility for MII funds is a good start, but in order to complete municipal cycling networks additional funding will be needed from the Province. *The Big Move* Regional Transportation Plan identified the need for commitment from the province of up to \$20 million per year for active transportation infrastructure for municipalities.

The Strategy references the *Provincial Policy Statement* on land use planning and the need to create healthy, active communities (p. 4). Short cycling trips often necessitate crossing provincial highways within communities. Improving the viability of these trips would have a positive impact on public health and daily living. The Province needs to make greater effort in supporting municipalities in completing cycling networks in order to encourage communities that support active transportation, as aligned with the *Provincial Policy Statement* on land use planning.

Staff recommend that one of the actions of the Ontario Cycling Strategy should be the identification of additional funding sources to assist municipalities with building cycling infrastructure, along with a target level of investment.

Section 2.2 - Enhancing Cycling Safety through Education and Legislation

The Strategy indicates that MTO has completed stakeholder consultation on an update to the series of Driver Handbooks to enhance the information provided about sharing the road with cyclists (p. 6 and p. 10). The City had previously provided input into this consultation. The City supports MTO's plans to include this much-needed information about cycling pavement markings, signage and safety guidance in future updates to the handbooks. The Strategy should provide an update as to when the new books will be available.

In addition, given that it is mostly new drivers that would be expected to be reading the new handbooks, MTO should consider the means to educate drivers seeking renewal of their license on how to share the road with cyclists in mixed traffic, on dedicated cycling lanes and shared travel lanes.

With regard to the education of cyclists, the Strategy indicates that there are cycling skills guides available on its website and that the Ministry has funded specific road safety campaigns (p. 6 and p. 10). It is recommended that MTO should play a greater role in cycling skills education programs, such as financial and administrative support for delivery of the CAN-BIKE program (or similar) in Ontario. In order to ensure that the next generation is taught safe cycling skills, the MTO should work with the Ministry of Education to incorporate cycling skills education into the Ontario school curriculum.

The Strategy identifies a new initiative that MTO intends to pilot in Spring 2013 to provide purchasers of new bicycles with cycling safety information at the point of sale (p. 7). This is an excellent idea and it is recommended that MTO consider making such information available to those who visit retailers for bike maintenance, as well as new bicycle purchases. Staff recommend that MTO consider incorporating features such as a mobile "app" to make the information easy to refer to on an ongoing basis.

In addition, the MTO is strongly encouraged to consider incentives such as a discount that could be offered to purchasers of bicycles and related safety equipment (bells, lights, helmets etc.). Prior to the introduction of HST, bicycles and bicycle safety equipment were exempt from Provincial Sales Tax. As such, when the HST was introduced, the incentive that was in place to purchase bicycle safety equipment was effectively cancelled. Encouraging the purchase of safety equipment results in a safer riding environment for everyone, including pedestrians and motorists.

The Strategy identifies a consultation process underway regarding proposed updates to the *Highway Traffic Act* (p. 1 and p. 10). The City will be an active participant in this process. In addition to the potential legislative changes identified with regard to helmets and a one-metre passing rule, it is recommended that MTO consider what legislative changes may be needed to provide greater clarity and consistency on the rules for e-bikes across the province, particularly with regard to the distinction between conventional bicycles with a power-assist and those resembling motor scooters. In Mississauga, both styles of e-bikes are allowed on bicycle lanes, but due to safety concerns along shared trails, only conventional bicycles with a power assist are permitted on multi-use trails.

Section 2.3 Ensuring Relevancy through Monitoring, Research and Coordinating

The Strategy indicates that MTO will continue to gather and analyze data related to cycling collisions, as well as other research activities aimed at improving knowledge about cycling in Ontario (p. 11). The role of MTO in collecting and sharing this data and research is of significant value to municipalities. This information would assist in planning improvements to local cycling infrastructure in a manner that proactively reduces collision rates and provides for cycling infrastructure that people will use. The City strongly supports MTO's continued work in this area and looks forward to MTO strengthening communication with municipalities through the sharing of this information.

With regard to the Ministry's role in coordinating cycling initiatives across relevant provincial ministries and agencies (p. 11), as well as the ongoing implementation of this Strategy, it is suggested that MTO consider assigning a senior level ministry official to have overall responsibility for inter-ministerial coordination and Strategy implementation. It is recommended that the Ministries of Health, Education, Infrastructure, Justice and Tourism and agencies such as Infrastructure Ontario and Metrolinx be engaged in the implementation of this Strategy.

It is noted that MTO will monitor the implementation of the Strategy (p. 11). It is not clear at this time if the draft Strategy is intended to be updated following the consultation that is currently underway. MTO is also encouraged to clarify how the Strategy is intended to be used: whether the Strategy is intended to form the basis of an approved policy document for the Province as a whole, or will remain as a strategy document specifically for the Ministry of Transportation. Further, it is unclear as to whether the Strategy will inform cycling policies to be included in the upcoming Provincial Policy Statement on transportation.

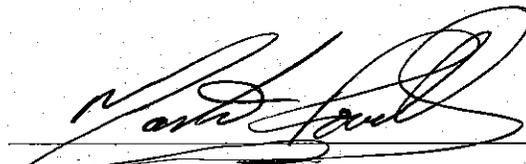
Finally, the MTO is encouraged to report back on its progress in implementing the actions and targets of the Strategy.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: The proposed Ontario Cycling Strategy is a positive first step in defining the Province's mandate to support cycling, but it requires considerable strengthening and the identification of actions and targets to reinforce implementation.

ATTACHMENTS:

- Appendix 1: *Ontario Ministry of Transportation – Draft Cycling Strategy for Consultation*
- Appendix 2: Listing of proposed major structures and provincial highway crossings identified in Mississauga's Cycling Master Plan



Martin Powell, P. Eng.

Commissioner of Transportation and Works

*Prepared By: Jacquelyn Hayward Gulati, Manager, Cycling Office
Transportation Asset Management*

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Ontario Ministry of Transportation

DRAFT

Ontario Ministry of Transportation

Cycling Strategy

for Consultation
on the Environmental Registry
November 30, 2012

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Ontario Ministry of Transportation's Draft Cycling Strategy

Cycling is an increasingly popular means of transportation, exercise and recreation. Our latest statistics estimate that 630,000 Ontarians ride a bicycle on a daily basis, and that 48 per cent of almost 13 million Ontarians ride at least once a week during the spring, summer and fall.

There has been some recent discussion about the different types of bikes that are found on Ontario's roads (see Appendix A for clarification), but what is not in question are the benefits that bikes can deliver. Cycling has a tremendous effect on our environment, reducing GHG emissions by getting cars off of our roads and easing gridlock. Cyclists also reap significant health benefits, which in turn save money for our health care system. There is no question that cycling is a mode of transportation that the government should continue to support.

The rate of cycling-related injury and fatality has dropped considerably over the last few decades; comparing 2009 to 1988, cyclist fatalities are down 70 per cent and major injuries are down 64 per cent. Ontario has the safest roads in North America, bar none, and the second safest in Canada for cyclists. Despite this, we know we need to do more.

We also recognize the potential economic benefits of cycling tourism through the development of a provincial cycling network. The Province of Quebec, for example, estimates that their network, known as "La Route Verte", generates an annual economic return of about \$30,000 per kilometre, amounting to more than \$100 million each year.

Our vision is for a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get on a bicycle in Ontario. Our cycling strategy will serve as a map for how we make that vision a reality.

This draft Strategy addresses a number of the recent Coroner's recommendations directed at the Ontario Ministry of Transportation (see Appendix B). It outlines our plans for infrastructure, education and legislation, including a separate consultation on potential legislative amendments to the *Highway Traffic Act* aimed at improving cycling safety, such as those proposed by the Coroner (i.e. mandatory helmets for all riders regardless of age and a minimum one-metre passing rule for vehicles passing cyclists)¹.

The enclosed plan sets out a map for ongoing work and describes in detail the government's plan and priorities. We recognize the important role of our many partners, and look forward to your feedback.

Sincerely,

The Honourable Bob Chiarelli
Minister of Transportation

¹ Consulting on these items would be a first step in evaluating recommendations 11 and 12 from the Coroner of Ontario's "Cycling Death Review" (the Coroner's Report), to make helmets mandatory for cyclists of all ages and introduce a one meter/three foot passing rule for vehicles when passing cyclists.

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SECTION 1 – CONTEXT

Cycling in Ontario

Research commissioned by the Ontario Ministry of Transportation (the Ministry) in 2011 found that 48 per cent of Ontarians ride a bicycle at least once a week during the spring, summer and fall. Exercise and recreation are the main reasons that Ontarians ride their bicycles, but around 50 per cent of Ontario cyclists also do so as a mode of transportation – to ride to work or school, for shopping, to run errands, or to visit family and friends.

While most cycling takes place on municipal roads, the Province still has an important role to play in increasing both the number and safety of cyclists.

Benefits of Cycling

Cycling offers many potential benefits, including:

- Promoting active and healthy lifestyles – in *Enhancing Cycling Safety in Ontario* (2011), the Ontario Medical Association advocates that people increase their daily physical activity through cycling in response to concerns about obesity and related chronic disease. Cycling is an activity that can be incorporated into the daily tasks of life, and is a cost-efficient means to meet recommended physical activity guidelines.
- Reducing emissions of greenhouse gases and other harmful pollutants – according to the Environmental Commissioner of Ontario (2010), the transportation sector contributes over one-third of Ontario's greenhouse gas emissions and energy consumption. Passenger vehicles account for around 75 per cent of Ontario's greenhouse gas emissions from transportation, which makes encouraging people to choose cycling particularly compelling.
- Reducing congestion – like many urban areas, traffic congestion in the Greater Toronto and Hamilton areas costs billions of dollars to the economy each year. Increasing commuter cycling has the potential to reduce passenger vehicle traffic during peak periods.
- Providing economic development opportunities – the economic potential of cycling tourism is increasingly being recognized. For example, the Province of Quebec estimates that its province-wide cycling network, known as "La Route Verte", generates an annual economic return of about \$30,000 per kilometre, totalling more than \$100 million each year.

Creating an environment for encouraging cycling is a shared responsibility between the provincial government, municipalities, not-for-profit organizations and cycling associations.

What We Are Doing at the Provincial Level

The Ontario Government has established broad provincial planning objectives that encourage and support cycling and walking in Ontario. These objectives have been communicated through legislation such as the *Planning Act* (1990) and its supporting policy document the *Provincial Policy Statement* (2005).

The *Provincial Policy Statement* represents the government's policy direction on land use planning. It provides direction for the entire province on matters of provincial interest related to land use

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planning and development, and promotes a provincial "policy-led" planning system. The Provincial Policy Statement encourages healthy, active communities through the planning of public streets, spaces and facilities that meet the needs of pedestrians and non-motorized movement (such as cycling). A revised draft Provincial Policy Statement is being developed. More information is available from the Ministry of Municipal Affairs and Housing's website at:
<http://www.mah.gov.on.ca/>.

Across the Ontario Government several ministries have taken actions to support cycling. For example:

- The Ministry of Tourism, Culture and Sport (MTCS) as the government lead for trails planning and coordination, currently oversees the implementation of the *Ontario Trails Strategy* (2005), which seeks to encourage on- and off-road cycling in order to promote sport/recreation, tourism and active transportation. MTCS has provided support for a range of cycling-related projects through its various funding programs towards achieving national physical activity targets.
- Through the Healthy Communities Fund Provincial Grants, the Ministry of Health and Long Term Care has provided funding to Green Communities Canada to support *Walking and Wheeling: Healthy, Happy, Active School Travel*, a project to promote walking and cycling to Ontario schools through key activities that build on the foundation of Active and Safe Routes to School.
- Under the Ontario Public Health Standards, public health units are required to deliver initiatives and programs related to healthy weights, physical activity, and prevention of injuries. This work includes active transportation (including cycling), access to recreation, and bike safety. As part of the Healthy Communities Fund Partnership Stream, public health units and host agencies are also developing policies to increase physical activity. In addition, cycling organizations, such as Share the Road Cycling Coalition have received \$90,000 in funding through the Healthy Communities Grants Project Stream to deliver cycling promotion activities.

What We Are Doing at the Ministry of Transportation

The Ministry of Transportation's vision is "to be a world leader in moving people and goods safely, efficiently and sustainably, and to support a globally competitive economy and a high quality of life." Achieving this vision requires that we encourage cycling and improve the safety of cyclists in the Province.

The Ministry's support for cycling is consistent with its commitment to become a more sustainable organization, as described in its sustainability framework – *Sustainability InSight*. Through *Sustainability InSight*, the Ministry has established seven strategic sustainability goals, four of which relate to cycling - improving mobility choices, applying a context sensitive approach to Ministry projects, optimizing infrastructure design, and driving a cultural shift toward sustainability. Copies of *Sustainability InSight* can be downloaded at:

http://www.mto.gov.on.ca/english/sustainability/strategy/MTO_sustainabilityreport-en.pdf

The actions the Ministry has taken to encourage cycling and improve safety can be grouped into the following four categories: infrastructure, safety, planning, and research.

Infrastructure

In 2008 Metrolinx, the Ministry's agency, released *The Big Move*, a 25-year regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). That plan sets out a

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vision for a sustainable, multi-modal transportation system across the GTHA, and includes cycling infrastructure within the definition of a transportation and/or transit system. The Big Move outlines active transportation targets, the need for a commitment of up to \$20 million per year for active transportation infrastructure, which includes cycling, as well as measures to promote the development of communities that are pedestrian, cycling and transit-supportive. This includes the need for an integrated walking and cycling network in the GTHA, creating pilot bike-sharing programs in major urban centres, the inclusion of bicycle carrying devices on transit vehicles, and establishing bicycle storage facilities at major rapid transit stations. Metrolinx is developing an investment strategy to support The Big Move. More about The Big Move can be found at:

<http://www.metrolinx.com/thebigmove/en/default.aspx>.²

The Ministry is in the process of updating its bikeways planning and design guidelines. This document contains a set of guidelines for designing bicycle facilities on Ministry highways.

For the benefit of all road users, the Ministry has paved a minimum one metre shoulder on Highway 6 for 46 kilometres on Manitoulin Island and 66 kilometres on the Bruce Peninsula, as a pilot project. The Ministry is planning on monitoring and collecting information over the next few seasons on the results of this pilot, in order to inform its decisions on how its transportation network can accommodate and support active transportation.

Safety

New Beginner Driver Education curriculum standards were introduced in September 2009 to provide a solid foundation for safe and responsible driving and to help develop positive driving attitudes and behaviours in new drivers. Driving schools are required to include information about courteously sharing the road with cyclists in their curriculum and during in-vehicle practice. New drivers are further tested when obtaining a class G2 or G driver's licence.

The Ministry has completed a stakeholder consultation on its suite of Driver Handbooks with a view to enhancing its "share the road with cyclists" section of the handbooks. Cycling safety groups were consulted as were representatives from enforcement, the insurance industry and the medical community. The Ministry plans to add new information and illustrations on bike lanes, road markings and right-of-way in future copies of the handbooks.

Specific to cycling, the Ministry publishes *Cycling Skills: Ontario's Guide to Safe Cycling* and the *Young Cycling Guide* that are strongly focused on safety. These can be found at <http://www.mto.gov.on.ca/english/pubs/#cycling>.

The Ministry also partners with, and provides funding to, local road safety organizations through its Road Safety Challenge and Road Safety Community Partnership Programs. These educational activities are tailored to the specific needs of communities and can involve public health units, police and members of the community working with Ministry staff to assist with the development and implementation of cycling safety initiatives across the province. A recent example is the Ministry's collaboration with the Share the Road Cycling Coalition and the Canadian Automobile Association, to develop a provincial multimedia public education campaign that rolled out in summer 2012. Other Ministry-supported cycling safety initiatives include a public education campaign by EnviroCentre and the City of Ottawa in spring 2012. The campaign features a video series promoting cycling training and safe riding practices, including how to properly use bike boxes and cycling lanes. Cycling

² Under The Big Move a transportation plan must (among other things) take into consideration all modes of transportation, including highways, railways, local transit systems, the regional transit system, cycling and walking.

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safety was also a priority theme for the 2012 Road Safety Challenge which enabled the Ministry to support 27 community groups to promote cycling safety in their communities.

In Spring 2013, the Ministry will be piloting a new initiative to provide purchasers of new bicycles with cycling safety information at the point of sale.³

Planning

Led by the Ontario Traffic Council, the Ministry continues to work in partnership with municipalities, engineering and planning consultants, and tourism organizations to update *Ontario Traffic Manual Book 18: Bicycle Facilities*. Book 18 will serve as a primary reference document for engineers, planners and designers throughout Ontario. The Book contains information on legal requirements, standards, best practices, procedures, guidelines and recommendations for the justification, design, timing and operation of bicycle facilities and control measures.

The Ministry has also published its *Transit-Supportive Land Use Planning Guidelines* to share strategies, best practices, and case studies on building communities that support cycling and the integration of cycling with transit services with municipalities.

Research

The Ministry has led a comprehensive review of existing and planned cycling touring routes in the province, as well as consulting with key cycling and tourism stakeholders on the key elements of a potential province-wide cycle touring network. This research shows hundreds of on-and off-road routes across the province, most of which are maintained by municipalities. The Ministry will publish maps of existing cycling routes through the Ministry of Natural Resources Land Information Ontario online database.

The Ministry also undertook a Bicycle Survey for the Greater Golden Horseshoe to determine who is cycling, why and how useful the existing facilities are. The results will enhance the Ministry's forecasting for cycling, enabling the Ministry to produce more accurate forecasts in support of cycling, safe roads, and infrastructure planning and investment. The Ministry will share this information with municipal partners.

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³ Providing the purchasers of bicycles with cycling safety information would address recommendation 5 from the Coroner's Report. See Appendix B for further details.

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SECTION 2 – A CYCLING STRATEGY FOR ONTARIO'S MINISTRY OF TRANSPORTATION

The Ministry is taking a three-pronged approach to its cycling strategy in order to increase the number of people cycling in Ontario and improve the safety of all road users. Some of this work is ongoing or underway, but enshrining this approach into the Strategy ensures that it will be a part of the Ministry's ongoing business.⁴

2.1 Enhancing Cycling Infrastructure in the Province

In Ontario, roads and highways are either owned by the provincial or the municipal/regional levels of government. Cyclists are allowed on all roads throughout the province, except those where cycling is expressly prohibited and where "no bicycling" signs have been erected (e.g. 400-series highways). In general, most utilitarian or daily cycling occurs on municipal roads, while long-range recreational cycling mostly takes place on provincial roads. Creating an environment for encouraging cycling is a shared responsibility between both provincial and municipal governments.

Cycling can be accommodated in many ways, including bike lanes, shoulder bikeways, off-road trails or paths, and through simple signage where traffic volume and speed is low enough.

Leading the Identification of a Province-Wide Cycling Network

The Ministry will identify a province-wide cycling route network to connect cycling destinations to create recreational cycling and tourism opportunities.

Using data collected on existing municipal or regional local cycling routes, the Ministry will identify how connections can be made between local cycling routes to form a province-wide cycling route network in order to maximize existing municipal investments. The Ministry will focus its cycling infrastructure investments on closing the gaps between existing cycling routes to create a provincial cycling network.⁵

When the Ministry plans infrastructure projects for future funding – either constructing new provincial highways or rehabilitating existing provincial highways – it will evaluate on a case-by-case basis whether the addition of a cycling component⁶ is warranted based on outlined criteria and whether it can be accommodated without substantially altering the scope of the project. Priority will be given to projects that:

- Could form part of a province-wide cycling network.
- Have no viable alternative route.

⁴ Developing the Cycling Strategy addresses recommendation 2 from the Coroner's Report. See Appendix B for further details.

⁵ Leading the identification of a province-wide cycling network partially addresses recommendation 1 of the Coroner's Report. "Complete-streets" is a planning approach applied to urban settings to guide the redevelopment of existing communities and the creation of new communities, therefore the recommendation was jointly directed at the Ministry of Transportation (MTO) and Ministry of Municipal Affairs and Housing (MMAH).

⁶ Examples of the ways that cycling can be accommodated include bike lanes in urban areas, shoulder bikeways in rural areas, off-road trails or paths, and, where traffic volume and speed is low enough, simple signage. Providing paved shoulders where appropriate could also improve the safety of all road users. While paving shoulders on provincial highways responds to recommendation 3 of the Coroner's Report, the *Highway Traffic Act* currently restricts driving on paved shoulders. It is the Ministry's intention to initiate consultation on legislative and/or regulatory changes regarding cycling on paved shoulders as part of its consultation on other legislative and/or regulatory changes.

- Would connect with other existing or planned cycling routes.
- Are consistent with local tourism goals.
- Connect population centres and/or places of interest.
- Allow access to services and accommodation.
- Have a demonstrated demand for cycling.
- Are, or can, reasonably be made safe.
- Have strong local support.
- Are cost effective.

When a municipality or stakeholder group requests the addition of a cycling component to a provincial highway construction project, the Ministry will consider partnership agreements with municipalities or other stakeholder groups for the additional costs, subject to available funding.

For the safety of all road users, the Ministry will prioritize the use of off-road trails or lower speed, low volume roads where possible, and will take steps to ensure that crossings of provincial highways are minimized when identifying the network.

When a provincial road project is within municipal boundaries, the Ministry's regional offices will consult with municipalities during the design of provincial highway rehabilitation and/or new construction projects to discuss cycling and other road issues.

Supporting Municipalities in the Development of Local Cycling Networks

The Ministry provides support for municipalities in developing and enhancing their cycling routes. The Ministry does not want its infrastructure to be a barrier to existing municipal routes.

Assisting with Infrastructure Design

Municipalities planning on developing municipal cycling networks work in partnership with the Ministry when that proposed route would cross or otherwise touch upon Ministry infrastructure. The Ministry works with municipalities to identify the most appropriate design to accommodate all road users safely in these situations.

In these circumstances, funding for the redesign and construction of cycling-related portion of the agreed-upon treatment will continue to be assessed on a project-by-project basis taking into account the impact of the redesign on overall project costs. Given the magnitude of the expenses entailed, where bridges or other structures need to be expanded to better accommodate cycling, incremental costs associated with the expansion will be the responsibility of the requesting municipality.

Providing Guidance Documents

The Ministry provides technical and guidance documents, including guidelines for designing cycling infrastructure, that can be used by municipalities.

Access to Funding for Municipalities

The Ministry recognizes that most cycling occurs on municipal infrastructure and encourages municipalities to ensure that their proposed cycling infrastructure investments are integrated into their asset management plans. Asset management is a cornerstone of the government's Municipal Infrastructure Strategy and helps prioritize needs to ensure the right investments are made at the right time. In this

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context, the province has made cycling infrastructure eligible under the Municipal Infrastructure Investment Initiative, and will explore options to include cycling within other provincial funding programs.

2.2 Enhancing Cycling Safety through Education and Legislation

The Ministry seeks to improve the safety of road users, including cyclists.

Travelling safely on roads and highways in Ontario is the shared responsibility of all road users, including cyclists. The Ministry recognizes it has an important role to play in improving road safety.

In Ontario, cyclists are officially recognized in the *Highway Traffic Act* as legitimate road users. This includes all cyclists – from young children to seniors, occasional users, to experienced commuters. Cyclists have similar rights and responsibilities to other vehicle operators.

Public Education for Cyclists and Drivers

The Ministry publishes guides for the public on cycling skills that are focused on safety.

The Ministry partners with, and provides funding to, local road safety organizations to provide educational activities that assist with the development and implementation of cycling safety initiatives across the province.⁷

The Ministry updates its series of Driver Handbooks regularly to enhance the safety of all road users, including cyclists.⁸

Legislation that Provides for the Safety of Cyclists

The Ministry regularly reviews and updates the *Highway Traffic Act* and other relevant Ministry legislation and policies to improve cycling safety.⁹

In determining the need for updates to the *Highway Traffic Act*, regulations or policy, the Ministry will undertake its own research, review the approaches of other jurisdictions, listen to the comments and concerns of stakeholders, including the Coroner, and consider the recommendations of other government bodies. The overall objective of any amendments will be to improve the safety of Ontario's cyclists and other road users.

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⁷ Public education for drivers and cyclists, in collaboration with road safety organizations, addresses elements of recommendation 4 from the Coroner's Report. See Appendix B for further details.

⁸ Updating the Driver Handbooks to enhance the safety of all road users, including cyclists, addresses recommendation 7. See Appendix B for further details.

⁹ Reviewing and updating the *Highway Traffic Act* to improve cycling safety addresses recommendation 8 from the Coroner's Report. See Appendix B for further details.

2.3 Ensuring Relevancy through Monitoring, Researching and Coordinating

The Ministry will review the effectiveness of this Strategy on a timely basis to determine how it can be improved and updated.

Monitoring and Research

The Ministry will monitor the implementation of this Cycling Strategy, as well as the cycling policies of other leading jurisdictions to ensure that the Ministry follows best practices.

The Ministry will continue to gather and analyze data related to collisions involving cyclists and motor vehicles which in turn will help inform planning and policy decisions. Cycling related collision data will continue to be published each year in the *Ontario Road Safety Annual Report*.

The Ministry monitors and supports research aimed at improving knowledge related to cycling in Ontario. This may include activities that lead to improved cycling safety, provide a better understanding of the current cycling mode share and cycling usage across the province, or identify barriers to cycling in Ontario. This research will help determine additional actions that can be taken to reduce or eliminate barriers to cycling. It will also serve to identify opportunities and strategies to connect existing cycling routes together across the province.

The Ministry will encourage municipalities to collect cycling-related data within their jurisdiction and to share this data with interested parties, including the Ministry, in order to better understand the needs, patterns and barriers to cycling in the province.

Co-ordination

The Ministry will continue to coordinate cycling initiatives and share cycling information through regular meetings of the Ministry's Active Transportation Working Group, which includes representatives from all relevant Ministry divisions, including those with responsibility for road user education and highway design standards.

In addition, the Ministry will continue to share cycling information and coordinate cycling-related activities across all relevant provincial ministries and provincial agencies through regular meetings of the Inter-Ministerial Active Transportation Working Group.

The Ministry will continue to liaise with cycling stakeholders and organizations across the province on both local issues and broader Ministry activities as they relate to cycling as a mode of transportation.

30 Glossary

Below are definitions of terms as used in the draft Cycling Strategy.

Highway or Road – The term “highway” is interchangeable with the term “road.” A highway consists of the roadway itself and any adjacent land that lies between the lateral property lines.

Provincial Highway – A highway under the jurisdiction and control of the Ministry of Transportation. There are approximately 16,500 km of provincial highway in Ontario. Cycling is prohibited on about 2,000 kilometres of this network, mostly on controlled access (e.g. 400 series) highways. In addition to these, Ontario municipalities control a separate, much larger network of roads.

Municipal Highway – A highway under the jurisdiction and control of a municipality.

Roadway – The part of a highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder.

Shoulder – The portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use.

Infrastructure – Examples of the ways that cycling can be accommodated include bike lanes in urban areas, shoulder bikeways in rural areas, off-road trails or paths, and, where traffic volume and speed is low enough, simple signage. Providing paved shoulders where appropriate could also improve the safety of all road users. While paving shoulders on provincial highways responds to recommendation 3 of the Coroner’s Report, the *Highway Traffic Act* currently restricts driving on paved shoulders. It is the Ministry’s intention to initiate consultation on legislative and/or regulatory changes regarding cycling on paved shoulders as part of its consultation on other legislative and/or regulatory changes.

Appendix A – Types of Bikes in Ontario

Bicycles

Can be operated on roads in Ontario, except those that are expressly prohibited and “no bicycling” signs have been erected (such as 400 series highways).

Under the *Highway Traffic Act* (HTA), the definition of bicycle includes tricycles, unicycles and power-assisted bicycles, but not motor-assisted bicycles. You do not need a driver's licence to operate a bicycle in Ontario.

Traditionally, a bicycle is a vehicle that:

- Has steering handlebars and is equipped with pedals;
- Is designed to be propelled by muscular power;
- Has no age restriction for operators;
- Can be operated on most roadways (e.g., not allowed to travel on 400 series highways); and
- Cannot be operated across a roadway within a pedestrian cross-over.

An operator must wear a bicycle helmet if under 18 and operating the bicycle on the road. If the operator is under 16 it is the duty of the operator's parent or guardian to ensure that he/she wears a helmet. If the person is 16 or 17 it is his/her personal responsibility to wear a helmet. No passengers are allowed if the bicycle is only meant for one person. When going slower than the rest of traffic, cyclists should stay as close to the right edge of the road as is practicable. Cyclists are allowed to safely use the full lane if staying close to the right edge of the road is unsafe.

Electric Bicycles ("e-bikes")

Can be operated on roads in Ontario except those that are expressly prohibited and “no bicycling” signs have been erected (e.g. 400 series highways).

Are considered a “bicycle” for the purposes of the HTA, but are defined as “power-assisted bicycles” under the HTA.

The HTA defines a power-assisted bicycle as:

- Having affixed to it pedals that are operable;
- Capable of being propelled solely by muscular power; and
- Meeting the federal definition of a power-assisted bicycle (*for the full definition, please see subsection 2(1) of the Motor Vehicle Safety Regulations under the Motor Vehicle Safety Act*), which includes:
 - Has steering handlebars and is equipped with pedals;
 - Is designed to travel on not more than three wheels;
 - Has an electric motor that has a power output rating of 500W or less. (Note: the motor is electric, and is incapable of propelling the cycle at speed of 32 km/h or greater on level ground, without pedaling); and
 - Bears a permanently affixed label by the manufacturer stating in both official languages that the vehicle conforms to the federal definition of a power-assisted bicycle.

Since October 3, 2009, e-bikes (both those resembling conventional bicycles and those resembling motor scooters) have been allowed on roads and highways where conventional bicycles are

By currently permitted. They must follow the same rules of the road as set out in the HTA that currently apply to cyclists, with some exceptions.

In order to operate an e-bike:

- Operators must be 16 years of age or older; and
- All operators must wear an approved bicycle or motorcycle helmet at all times.

In addition:

- No person who is the owner or is in possession or control of an e-bike shall permit a person who is under the age of 16 years to ride on, drive or operate the e-bike on a highway.
- An e-bike must not be ridden on, driven or operated unless it is in good working order.
- Similar to bicycles and mopeds, power-assisted bicycles are prohibited from use on certain provincial controlled-access highways.
- Any municipal by-law prohibiting bicycles from highways under their jurisdiction also apply to e-bikes. Municipalities may also pass by-laws specific to e-bikes that prohibit them from municipal roads, sidewalks, bike paths, bike trails and bike lanes under their jurisdiction.

To operate an e-bike on Ontario roads, an e-bike must meet the following equipment requirements:

- Have a maximum unladen weight of 120 kg (includes the weight of vehicle and battery).
- Must be equipped with at least two independent braking systems that applies force to each wheel and is capable of bringing the e-bike, while being operated at a speed of 30 km/h, to a full stop within 9 metres from the point at which the brakes were applied.
- Must have wheels with a minimum diameter and width of 350 mm and 35 mm, respectively.
- Must have all electrical terminals completely insulated or covered and, along with the battery and motor, must be securely fastened to the bicycle to prevent them from moving while the bicycle is in motion.
- No modifications to the motor of an e-bike to permit it to exceed the federal requirements for motor output or speed for an e-bike (500W and a speed greater than 32 km/h) are allowed.

Motor-Assisted Bicycles (Mopeds)

Like limited-speed motorcycles, mopeds can be operated on roads in Ontario.

A restricted Class M licence for limited-speed motorcycle (LSM) and moped drivers was introduced on November 28, 2005. This restricted Class M licence has a condition that allows licence holders to drive limited-speed motorcycles and mopeds only. New moped drivers will be required to take road tests.

A motor-assisted bicycle is a bicycle that:

- Is fitted with pedals that are operable at all times to propel the bicycle;
- Weighs not more than 55 kg;
- Has no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel;
- Has a piston displacement of not more than 50 cubic centimetres; and
- Does not attain a speed greater than 50 km/h on level ground within a distance of two km from a standing start.

To operate these vehicles on the roadway:

- The driver must hold the new restricted class M licence for limited-speed motorcycles/mopeds (Class M2 with L restriction or M with L restriction or a valid motorcycle licence (Class M1, M2 or M);
- Approved motorcycle helmet is required;
- The vehicle must be insured and registered and have a valid licence plate;
- No passengers are allowed;
- They must meet federal safety standards for a limited speed motorcycle; and
- Motor-assisted bicycles are not allowed to travel on 400 series highways.

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Appendix B – Recommendations from the Chief Coroner of Ontario’s “Cycling Death Review” Directed at the Ministry of Transportation¹⁰

Recommendations on Infrastructure

1. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing

A “complete streets” approach should be adopted to guide the redevelopment of existing communities and the creation of new communities throughout Ontario. Such an approach would require that any (re-)development give consideration to enhancing safety for all road users, and should include:

- Creation of cycling networks (incorporating strategies such as connected cycling lanes, separated bike lanes, bike paths and other models appropriate to the community.)
- Designation of community safety zones in residential areas, with reduced posted maximum speeds and increased fines for speeding.

2. To the Ministry of Transportation and the Ministry of Municipal Affairs and Housing

An Ontario Cycling Plan should be developed, building upon the 1992 Provincial Bicycle Policy. This Plan would establish a vision for cycling in Ontario, and would guide the development of policy, legislation and regulations and commitment of necessary infrastructure funding pertaining to cycling in Ontario. This plan should be publicly available.

3. To the Ministry of Transportation

The Ministry of Transportation should identify the development of paved shoulders on provincial highways as a high priority initiative.

Recommendations on Education

4. To the Ministry of Transportation

A comprehensive public education program should be developed to promote safer sharing of the road by all users. This initiative should be facilitated by the Ministry of Transportation, in collaboration with key stakeholder groups, including but not limited to, the Canadian Automobile Association, Share the Road Cycling Coalition, local cycling organizations and the Ontario Association of Chiefs of Police. Such a program should include:

- A targeted public awareness campaign, in the spring/summer months, with key messages around cycling safety. This could include changes arising from other recommendations from this Review (such as changes to the *Highway Traffic Act*).
- Education targeted at professional truck drivers regarding awareness and avoidance of cycling dangers.
- Education / regulation directed towards Beginning Driver Education (BDE) courses and driving instructors to include sharing the road and bicycle safety. This should be introduced in both classroom curricula and on-road training.
- Public safety campaigns around the dangers of distracted and impaired cycling (headphone use; carrying unsafe loads; cycling while under the influence of drugs or alcohol).

¹⁰ Note: the numbers of the recommendations correspond to the Coroner’s Report. Not all of the Coroner’s recommendations are listed here since a number of them were not directed at the Ministry of Transportation (MTO).

5. To the Ministry of Transportation and the Ministry of Consumer Services

It should be a requirement that important bicycle safety information (such as rules of the road and helmet information) be provided to purchasers of any new or used bicycle. Such information could be included in a "hang tag" information card attached to the handlebar of every bicycle at the time of purchase which would include critical information and a reference to the Ministry of Transportation website and Service Ontario for additional bicycle safety information and publications.

7. To the Ministry of Transportation

The Official Driver's Handbooks (Driver's Handbook; Truck Handbook; Bus Handbook; Motorcycle Handbook) should be updated to provide expanded information around sharing the road with cyclists, and include cycling-related scenarios in driver examinations.

Recommendations on Legislation

8. To the Ministry of Transportation

A comprehensive review and revision of the *Highway Traffic Act* (HTA) should be conducted to ensure that it is consistent and understandable with respect to cycling and cyclists and therefore easier to promote and enforce.

11. To the Ministry of Transportation

The *Highway Traffic Act* should be amended to make helmets mandatory for cyclists of all ages in Ontario. This should occur in conjunction with an evaluation of the impact of mandatory helmet legislation on cycling activity in Ontario. Such an evaluation strategy should be developed and carried out in collaboration with the Ministry of Health and Long-Term Care and Public Health Ontario.

12. To the Ministry of Transportation

The *Highway Traffic Act* should be amended to include a one (1) meter / three (3) foot passing rule for vehicles when passing cyclists. This change in legislation should be reflected in the Ontario Driver's Handbook, Beginning Driver Education curricula and the driver's licence examination process.

Listing of Proposed Major Structures and Provincial Highway Crossings identified in Mississauga's Cycling Master Plan

Proposed Major Structures:

- Second Line & Hwy 401 – North/South (Ward 11)
- Stavebank Road & Queen Elizabeth Way – North/South (Wards 1 & 7)
- Queen Elizabeth Way & Credit River – East/West (Wards 1, 2, 7 & 8)
- Indian Road / Mineola Road & Credit River – East/West (Wards 1 & 2)
- Queensway & Credit River – East / West (Wards 7 & 8)
- Mississauga Road & Hydro Corridor south of Dundas Street - East / West (Wards 7 & 8)
- Highway 403 Utility Corridor & Credit River – East/West (Wards 6 & 8)
- Highway 403 Utility Corridor & GO Milton Line – East/West (Wards 6 & 8)
- Credit River & Fletchers Creek – East / West (Ward 11)

Additional Provincial Highway Crossings:

- Queen Elizabeth Way at:
 - Etobicoke Creek (proposed off-road trail underpass)
 - Dixie Road (interchange improvements)
 - Ogden Avenue Cycling and Pedestrian Overpass (existing structure, requires rehab)
 - Cawthra Road (interchange improvements)
 - Mississauga Road (minor interchange improvements for bicycle lanes)
 - Winston Churchill Boulevard (interchange improvements)
- Highway 410 / 403 at:
 - Derry Road (interchange improvements)
 - Courtneypark Drive (interchange improvements)
 - Hurontario Street (interchange improvements / new overpass)
 - Creditview Road (improvements to overpass to accommodate multi-use trail)
 - Mississauga Road (improvements to overpass to accommodate bicycle lanes)
 - Mullet Creek (proposed off-road trail underpass)
 - Glen Erin Drive (improvements to overpass to accommodate bicycle lanes)
 - Winston Churchill Boulevard (interchange improvements)
 - Bunhamthorpe Road (improvements to overpass to accommodate multi-use trail)
- Highway 401 at:
 - Tomken Road (proposed multi-use trail underpass)
 - Kennedy Road (improvements to overpass to accommodate multi-use trail)
 - Hurontario Street (interchange improvements)
 - Creditview Road (improvements to overpass to accommodate multi-use trail)
 - Credit River (proposed off-road trail underpass)
 - Derry Road (improvements to underpass to accommodate multi-use trail)
- Highway 427 at:
 - Airport Road (improvements to underpass to accommodate multi-use trail)
 - Goreway Drive (improvements to underpass)



Corporate Report

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Files

MG.23.REP
RT.10.Z-20, 27

4.

DATE: January 14, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013

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

SUBJECT: **Proposed Speed Limit Changes
(Ward 3)**

General Committee

FEB 13 2013

RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to extend the existing 40 km/h speed zones in Ward 3 on the following roadways:

1. Willowbank Trail between Forest Fire Lane and Emerald Gate
2. Golden Orchard Drive between Greybrook Crescent (north intersection) and Willowbank Trail
3. Flagship Drive between Klaiman Drive and Rymal Road

BACKGROUND: The Transportation and Works Department is in receipt of a request from the Ward Councillor to review 40 km/h speed limit zones within various residential neighbourhoods in Ward 3. As a result, a comprehensive review was conducted by the Transportation and Works Department, specifically focusing on areas where 40 km/h speed limits are currently in effect. Based on the outcome of the review, the Transportation and Works Department recommends that the existing 40 km/h zones on Willowbank Trail, Golden Orchard Drive and Flagship Drive be extended.

4a

COMMENTS:

In order to provide continuity and consistency with respect to the existing 40 km/h speed zone, the following changes are recommended.

1. Willowbank Trail between Forest Fire Lane and Emerald Gate is a two-lane local residential roadway and is curvilinear in nature. A review of the physical characteristics of Willowbank Trail confirmed that a reduced speed limit of 40 km/h is warranted between Forest Fire Lane and Emerald Gate.
2. The section of Golden Orchard Drive between Greybrook Crescent (north intersection) and Willowbank Trail is recommended to have the current speed limit reduced to 40 km/h, as this is a logical extension of the existing 40 km/h zone currently found on Golden Orchard Drive.
3. The section of Flagship Drive between Klaiman Drive and Rymal Road is also recommended to have the current speed limit reduced to 40 km/h, as this is a logical extension of the existing 40 km/h zone currently found on Flagship Drive.

FINANCIAL IMPACT:

Costs for the sign installation can be accommodated in the 2013 Current Budget.

CONCLUSION:

The Transportation and Works Department recommends that the regulatory speed limit be reduced from 50 km/h to 40 km/h on the following roadways:

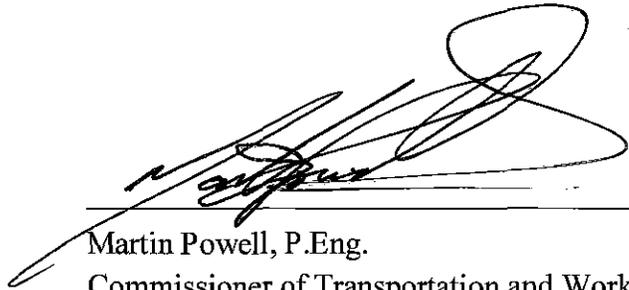
1. Willowbank Trail between Forest Fire Lane and Emerald Gate
2. Golden Orchard Drive between Greybrook Crescent (north intersection) and Willowbank Trail
3. Flagship Drive between Klaiman Drive and Rymal Road

ATTACHMENTS:

Appendix 1: Location Map - Proposed Speed Limit Changes Willowbank Trail (Ward 3)

Appendix 2: Location Map - Proposed Speed Limit Changes
Golden Orchard Drive (Ward 3)

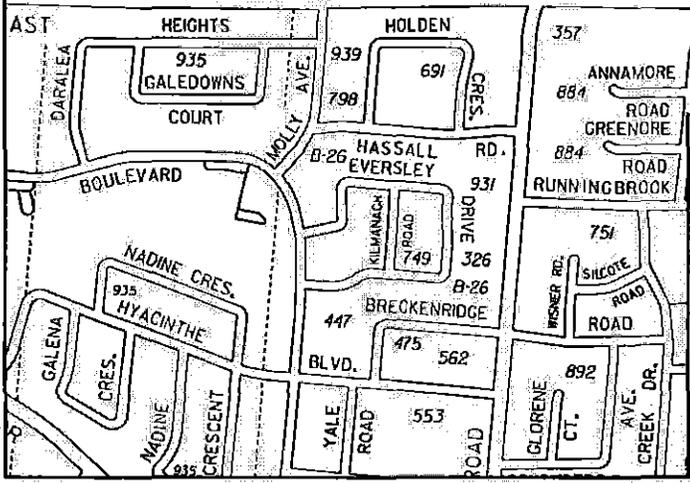
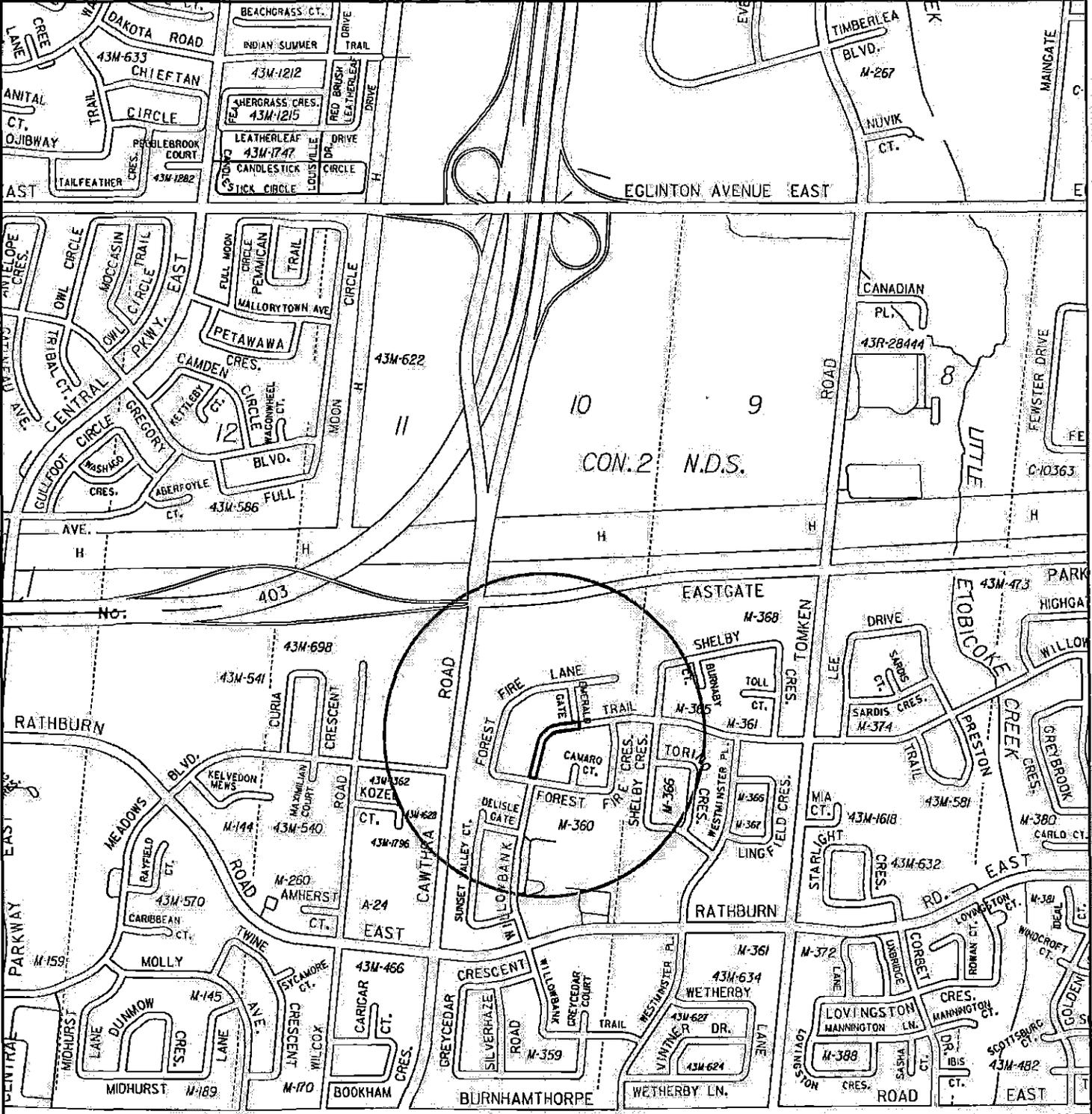
Appendix 3: Location Map - Proposed Speed Limit Changes
Flagship Drive (Ward 3)



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

Prepared By: Alex Liya, Traffic Operations Technician

40



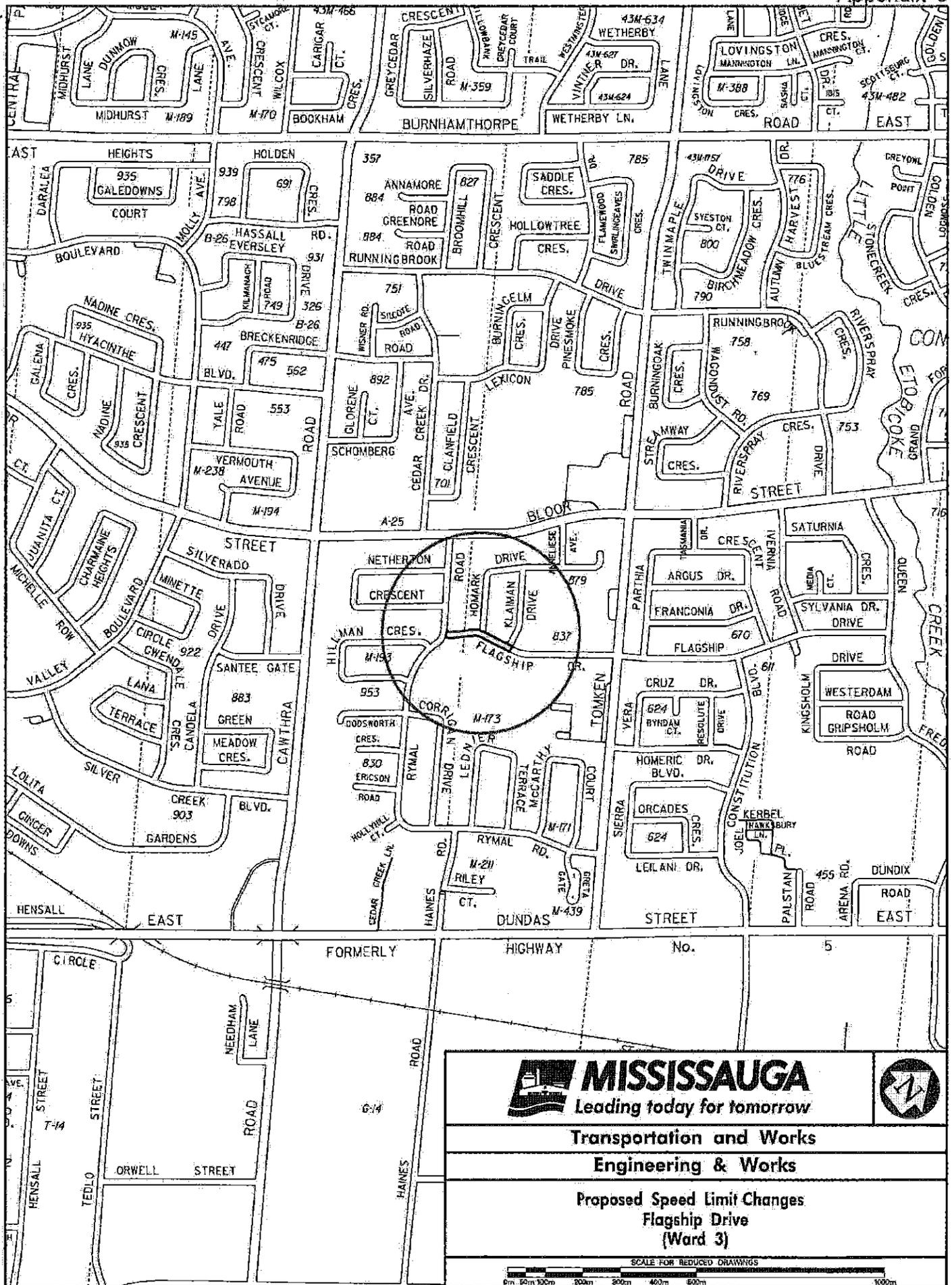
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**Transportation and Works
 Engineering & Works**

**Proposed Speed Limit Changes
 Willowbank Trail
 (Ward 3)**

SCALE FOR REDUCED DRAWINGS
 0m 50m 100m 200m 300m 400m 600m 1000m

4e



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Proposed Speed Limit Changes
 Flagship Drive
 (Ward 3)





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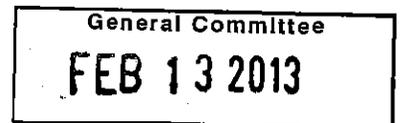
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DATE: January 21, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013

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

SUBJECT: **Lower Driveway Boulevard Parking
Credit Woodlands Court (Ward 7)**



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on Credit Woodlands Court (north side).

BACKGROUND: The Transportation and Works Department has received a completed petition from an area resident to implement lower driveway boulevard parking on Credit Woodlands Court (north side). A sidewalk is present on the north side of Credit Woodlands Court. Lower driveway boulevard parking between the curb and sidewalk is currently prohibited.

COMMENTS: To determine the level of support for lower driveway boulevard parking between the curb and sidewalk, a parking questionnaire was distributed to the residents of Credit Woodlands Court on December 7, 2012.

Twelve (12) questionnaires were delivered and 6 (50%) were returned; 5 (83%) supported the implementation of lower driveway boulevard parking and 1 (17%) was opposed.

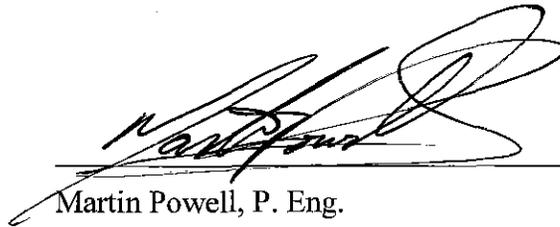
Since greater than 66% of the total respondents support lower driveway boulevard parking, the Transportation and Works Department recommends implementing lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north side of Credit Woodlands Court.

The Ward Councillor supports the proposal for lower driveway boulevard parking.

FINANCIAL IMPACT: Costs for the sign installations can be accommodated in the 2013 Current Budget.

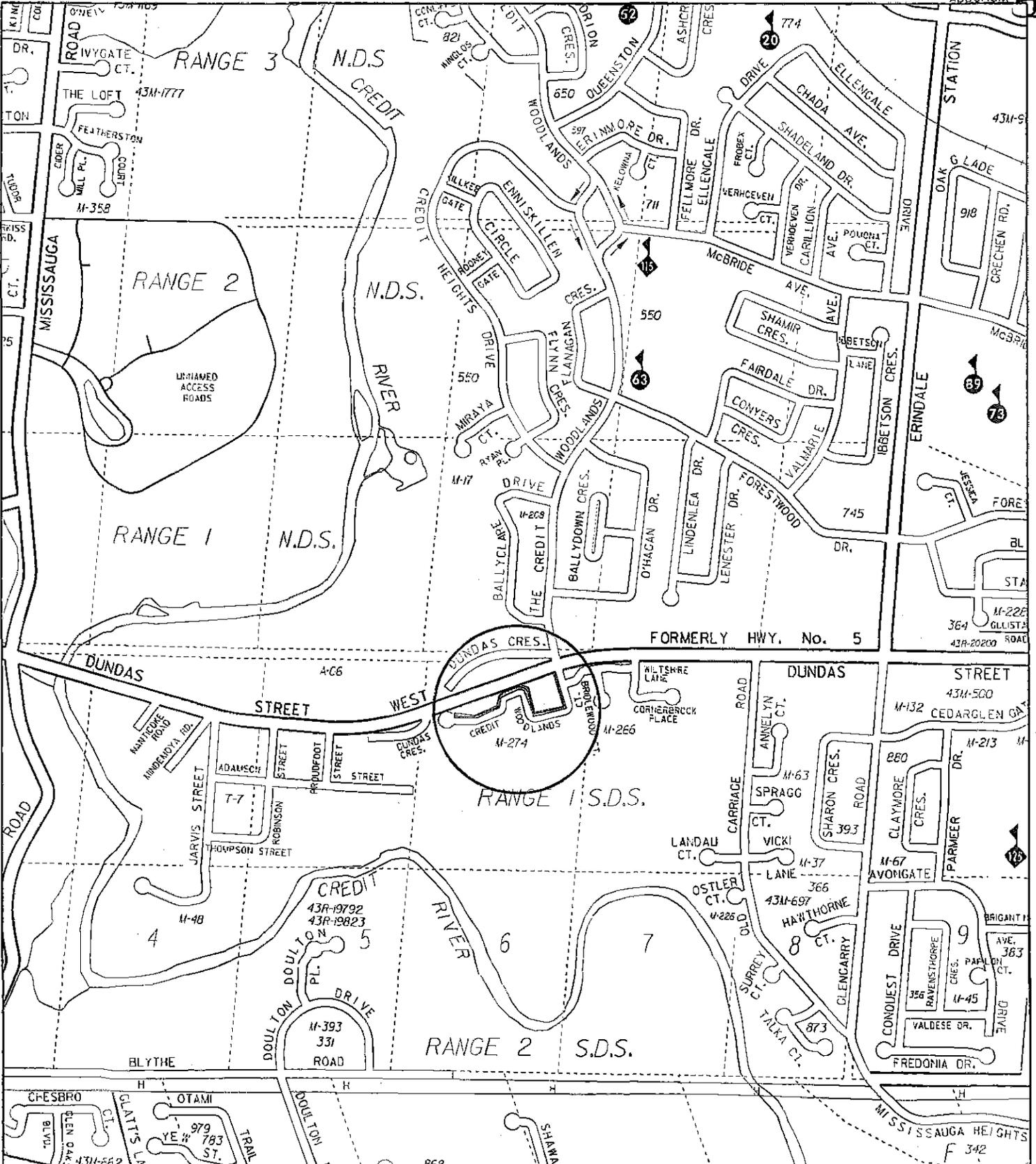
CONCLUSION: Based on the results of the questionnaire, the Transportation and Works Department supports lower driveway boulevard parking between the curb and sidewalk, at any time, on the north side of Credit Woodlands Court.

ATTACHMENTS: Appendix 1: Location Map: Lower Driveway Boulevard Parking Credit Woodlands Court (Ward 7)



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

Prepared By: Dino Castronovo, Traffic Operations Technician





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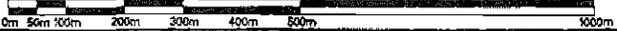
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T&W-Engineering & Works

Lower Driveway Boulevard Parking
Credit Woodlands Court
Ward 7

SCALE FOR REDUCED DRAWINGS





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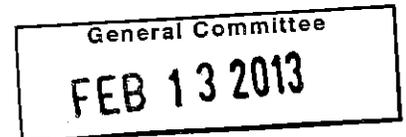
6.

DATE: January 15, 2013

TO: Chair and Members of General Committee
Meeting Date: February 13, 2013

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

SUBJECT: **U-Turn Prohibition**
Forest Park Drive between Trelawny Circle and Juneberry
Road/Wintermoor Gate
(Ward 10)



RECOMMENDATION: That a by-law be enacted to amend By-law 555-2000, as amended, to implement a U-turn prohibition, at anytime, for northbound and southbound motorists on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate.

BACKGROUND: The Transportation and Works Department is in receipt of a safety concern from the Traffic Safety Council for the students attending Our Lady of Mount Carmel School located at 3700 Trelawny Circle, regarding northbound and southbound U-turns on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate. The Site Inspection Sub-Committee of Traffic Safety Council revealed that motorists often perform U-turns on this section of Forest Park Drive during the morning and afternoon dismissal times at Our Lady of Mount Carmel School.

6a

COMMENTS:

It was determined that these U-turns are being performed during times of increased traffic volumes at Our Lady of Mount Carmel School as a means of avoiding vehicle queues within the school property. Designating a U-turn prohibition on this section of Forest Park Drive would not negatively impact traffic on Forest Park Drive and may increase the overall level of safety in the area. The Transportation and Works Department therefore supports a U-turn prohibition on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate.

FINANCIAL IMPACT:

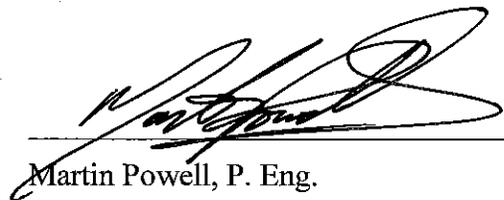
Costs for the sign installations can be accommodated in the 2013 Current Budget.

CONCLUSION:

The Transportation and Works Department supports the implementation of a U-turn prohibition for northbound and southbound motorists on Forest Park Drive between Trelawny Circle and Juneberry Road/Wintermoor Gate. The prohibition would also allow for enforcement by the Peel Regional Police.

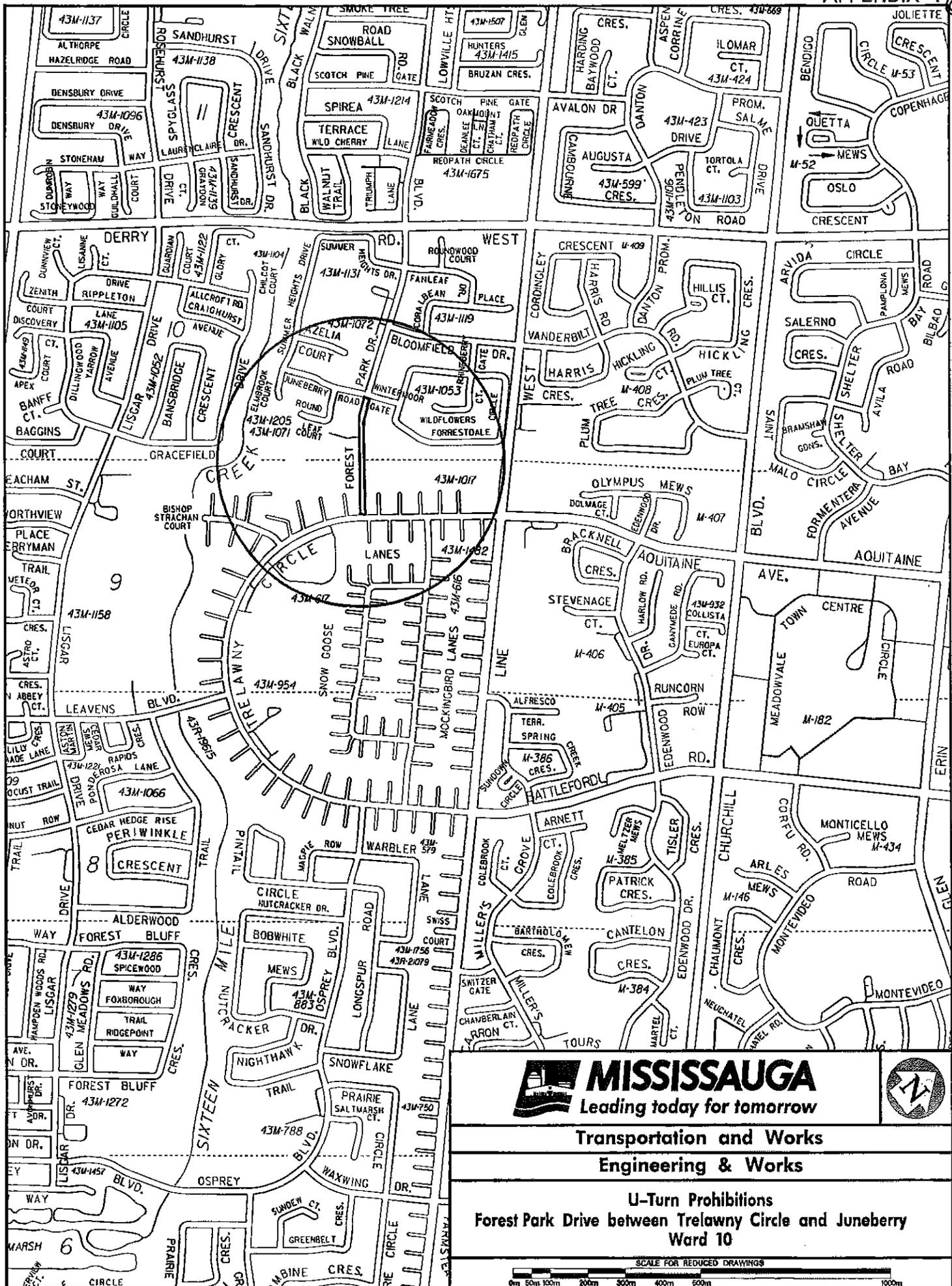
ATTACHMENTS:

Appendix 1: Location Map: U-Turn Prohibition
Forest Park Drive between Trelawny Circle and
Juneberry Road/Wintermoor Gate (Ward 10)



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

Prepared By: Denna Yaunan, A.Sc.T., Traffic Technician





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U-Turn Prohibitions

Forest Park Drive between Trelawny Circle and Juneberry

Ward 10

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