

City of Mississauga
Corporate Report



<p>Date: March 15, 2021</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: March 31, 2021</p>

Subject

MiWay Infrastructure Growth Plan (MIGP)

Recommendation

1. That the report to General Committee entitled "MiWay Infrastructure Growth Plan (MIGP)" dated March 15, 2021 from the Commissioner of Transportation and Works be received.
2. That the study outcomes and infrastructure recommendations for future capital projects be approved.

Report Highlights

- The MiWay Infrastructure Growth Plan (MIGP) study was initiated to identify and address existing gaps in transit infrastructure required to support the MiWay Five service plan.
- The study focussed on MiWay's terminals/stations and stops along MiExpress corridors, with the intent to address operating issues and enhance the customer experience through transit infrastructure improvements.
- A new stop and terminal classification system, as well as new/updated infrastructure standards clearly identified the infrastructure gaps and requirements at our terminals and on-street MiExpress stops.
- Stop and terminal improvements (e.g., enhanced shelters, transit priority infrastructure) were prioritized based on feasibility and ease of implementation with preliminary concepts being prepared in advance for funding opportunities.
- Enhanced shelter recommendations from the MIGP are in receipt of the Investing in Canada Infrastructure Program (ICIP) funding, while transit priority infrastructure improvements are currently under review.
- Capital projects, not submitted through ICIP or are not approved by ICIP, will be submitted in the annual City Business Plan and Budget process.

Background

In 2014, MiWay initiated the MiWay Five study to prepare a five year service plan to streamline routes, expand the express network, strengthen service quality and achieve better service delivery. MiWay Five (2016-2020) identified opportunities and strategies to grow transit ridership and to direct service hours to achieve the best return on the City's investment. Investments in transit infrastructure were also identified as key elements in making the plan successful as they would assist in maximizing the benefits of MiExpress service, facilitating route connections, making transit more reliable and enhancing the customer experience. To this end, the MiWay Infrastructure Growth Plan (MIGP) was initiated in the summer of 2018 to identify these infrastructure needs and provide MiWay with a road map for its capital program.

Comments

MiWay's network covers almost 80 routes, with over 3300 stops and multiple terminals/stations. To ensure a fulsome understanding of gaps and needs, this first iteration of the MIGP focussed on MiWay's terminals/stations and MiExpress corridors. With the Hurontario Light Rail Transit (LRT) project well underway along Hurontario Street, this corridor was excluded from the study. Similarly, as the City is currently undertaking the Transit Project Assessment Process (TPAP) for Bus Rapid Transit (BRT) along Dundas Street, this corridor was also excluded from recommendations.

The study began with a review of existing City-wide initiatives, which included policy directions, land use and transportation projects and improvements, and the 10-year capital program. This was then followed by a detailed inventory of existing conditions at terminal and the on-street MiExpress stops to identify infrastructure gaps and issues/concerns. The vision/goal for transit infrastructure was established through the following infrastructure direction:

MiWay intends to undertake strategic investments to provide comprehensive barrier-free transit infrastructure that enhances the customer experience, attracts new passengers and strengthens the connection between land use and transit.

Four guiding principles laid the foundation for developing and prioritizing the infrastructure solutions both at on-street MiExpress stops and at MiWay's terminals. They were:

Guiding Principle #1: Accessibility and Pedestrian-friendliness

Barrier-free access that improves the safety and attractiveness of the system, and can reduce dwell times.

Guiding Principle #2: Consistency

A look and feel for terminals, stops and amenities that creates a stronger identity for MiWay and makes the use of transit easier and more intuitive.

Guiding Principle #3: Transit Competitiveness

Better infrastructure and amenities to improve the overall customer experience and perception of transit.

Guiding Principle #4: Placemaking

Terminals and stops that are sensitive to existing surrounding land uses and can connect future land uses with the transit system.

- Each of these guiding principles was addressed through four key outcomes of the study:
- Updated stop standard design drawings;
- Classification system for both stops and terminals;
- MiExpress stop infrastructure improvements; and
- MiWay terminal improvements.

Updated Stop Standard Design Drawings:

MiWay's standard drawings were established in 2010. With the creation of new policies and guidelines since that time, the MIGP undertook the opportunity to update MiWay's standard drawings to incorporate current best practices in transit, confirm consistency with City of Mississauga and Region of Peel standards, while maintaining compliance with AODA Integrated Accessibility Standards Regulations. New standards were also prepared to include transit priority infrastructure and to incorporate active transportation into bus stop designs to enhance multimodal access to MiWay services. These standard drawings are currently in draft, pending final approval by the City's Standards Committee.

Classification System:

With the evolution of the City's transit system, from Mississauga Transit in its early years to now MiWay, there has been minimal distinction on the type of infrastructure being provided at on-street stops regardless of whether the stop is being serviced by a single route or multiple routes, MiLocal or MiExpress. The MIGP took the opportunity to develop a classification system for both stops and terminals to create a hierarchy and differentiate infrastructure requirements to support each class. The classification system will allow MiWay to create a more consistent "look and feel" at stops and terminals, improve the customer experience by addressing amenity deficiencies, and attract more riders through integration with adjacent land uses.

MiExpress Stop Infrastructure Improvements:

Infrastructure deficiencies as per the new classification system and estimations of passenger-delays experienced along the MiExpress corridors assisted in prioritizing improvements for on-street MiExpress stops. Improvements included transit priority infrastructure, stop relocation, pedestrian connectivity and multimodal integration, accessibility compliance and passenger amenities. Preliminary design concepts were prepared for the highest ranked locations along Dixie Road, Derry Road and Erin Mills Parkway with a focus of on in-boulevard and on-street improvements to limit disruptions to service and improve constructability.

MiWay Terminal Improvements:

Each of MiWay's terminals were assessed with respect to operating conditions, existing and planned adjacent land uses, pedestrian connectivity and multimodal integration, passenger and operator amenities and site constraints. Terminal improvements were prioritized based on ease of implementation and feasibility for change. Preliminary design concepts were prepared for the highest rank locations and included infrastructure changes to address operational challenges, maximize the transit investment, facilitate route connections and create a more reliable transit network.

Assembling all the identified improvements, the prioritization framework reviewed the feasibility of each improvement and its ease of implementation, ensuring collaboration with concurrent City or Regional projects to guarantee the effective and efficient use of resources. The implementation strategy focussed on smaller capital investments that would change the customer experience through amenity enhancements and improve operational efficiencies along MiExpress corridors. MiWay now has a handbook to guide changes to transit infrastructure and direction to continue with the design and construction of individual projects. Any financial considerations will be presented to Council prior to project initiation through normal approval processes (i.e., annual City Business Plan and Budget, other funding opportunities, etc.).

The executive summary of the MIGP report is provided in Appendix 1.

Strategic Plan

The MIGP contributes to the strategic pillar of Developing a Transit Oriented City and the strategic goals of:

- Build a reliable and convenient transit system
- Increase transportation capacity
- Connect our City
- Develop environmental responsibility
- Provide mobility choices
- Build and maintain infrastructure

Financial Impact

At the time of this report, MiWay is in receipt of \$28.2M ICIP funding between 2021 and 2027 for the following shelter projects. In addition, the City is contributing \$10.2M from the capital tax reserve fund.

- 88 enhanced on-street shelters –total funding of \$36.8M of which the City is contributing \$9.8M.
- 4 (four) enhanced terminal shelters –total funding of \$1.6M of which the City is contributing \$0.4M.

These project are premised on recommendations from the MiWay Infrastructure Growth Plan (MIGP). Appendix 2 provides a map of proposed locations for the shelters.

An additional ICIP funding request is currently under review for the construction of transit priority infrastructure at 25 locations throughout the City. Requesting funding of \$12.5M of which the City would be contributing \$3.3M from the capital reserve fund between 2021 and 2027. Appendix 3 provides a map of the proposed transit priority infrastructure and terminal improvement locations.

Conclusion

The MiWay Infrastructure Growth Plan (MIGP) is a multi-year plan that will be used to direct the effective allocation of the city's capital investments to transit infrastructure. In other words, it provides MiWay with a road map on the type of infrastructure that is required, the associated costs and the timing for those improvements. The implementation strategy prioritizes items that can be implemented now without requiring major capital investments and capitalizes on upcoming City or Regional projects to minimize throw-away costs while achieving the City's direction of becoming a transit-oriented city. With the blueprint clearly defining transit infrastructure requirements throughout MiWay's network, MiWay will be able to and has been able to take advantage of funding opportunities and implement improvements immediately.

Attachments

Appendix 1: MiWay Infrastructure Growth Plan Executive Summary

Appendix 2: ICIP Approved Customer Amenities (Enhanced Shelters)

Appendix 3: Transit Priority Infrastructure Locations (Pending ICIP Funding)



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