

City of Mississauga

Memorandum



Date: 2020/08/28

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Alice Ho

Meeting Date: 2020/09/08

Subject: Kipling Bus Terminal - Update

Background:

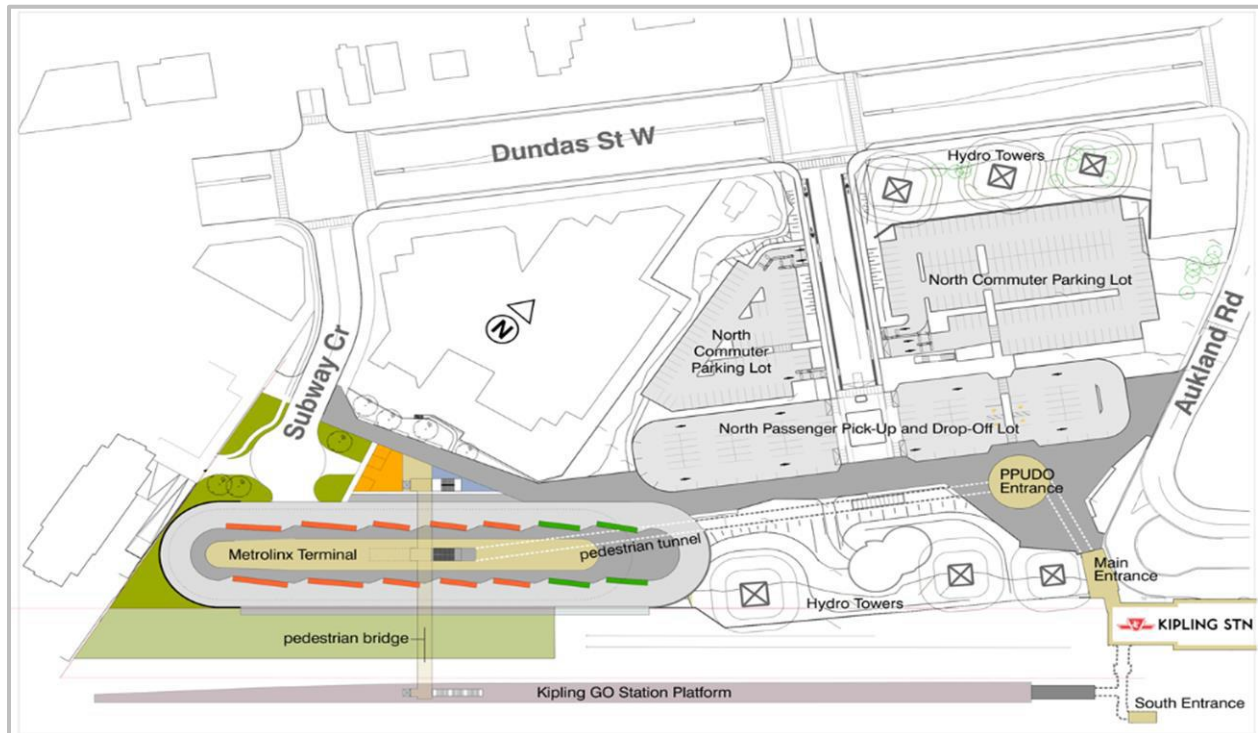
Since the inauguration of MiWay, formerly Mississauga Transit, Islington Station has played an important role in connecting the City of Mississauga to the City of Toronto. With the Toronto Transit Commission's (TTC) east-west subway line terminating at Islington Station until 1980, Islington Station was the obvious east end terminus point for many MiWay routes. However, once the TTC extended its east-west subway line one station further west to Kipling Station in November 1980, numerous discussions were initiated to determine the feasibility of moving MiWay's routes from Islington Station to Kipling Station. In order to achieve this, a new bus terminal would be required to accommodate all of MiWay's routes.

In 2008, Kipling Station, also referred to as Etobicoke Centre, was identified as one of the 49 mobility hubs in Metrolinx's Regional Transportation Plan, *The Big Move*. Subsequently, a Kipling Mobility Design Concept Development Study was undertaken in 2009-2010 to identify a design concept for this new terminal; however, changing restrictions from Hydro One, a key landowner at the site, resulted in a new study being completed in 2015, the Kipling Bus Terminal Feasibility Study. The proposed design for the terminal included key features such as: the bus terminal, bus access, pedestrian access, cyclist access, place-making, passenger pick-up/drop-off (PPUDO) and taxis, commuter parking, development potential and consideration for a future subway extension.

Description of the project:

Upon completion of the feasibility study, a partnership was formed between Metrolinx, the TTC, the City of Toronto and the City of Mississauga to continue the detailed design and construction of the new Kipling Bus Terminal. EllisDon was the successful proponent for the project which commenced in 2018 and was premised on the site plan prepared as part of the feasibility study, and as shown in **Figure 1**.

Figure 1. Kipling Bus Terminal Site Plan



Source: Regional Express Rail: Kipling Station Project Update (2017)

Key elements to the Kipling Bus Terminal include the following:

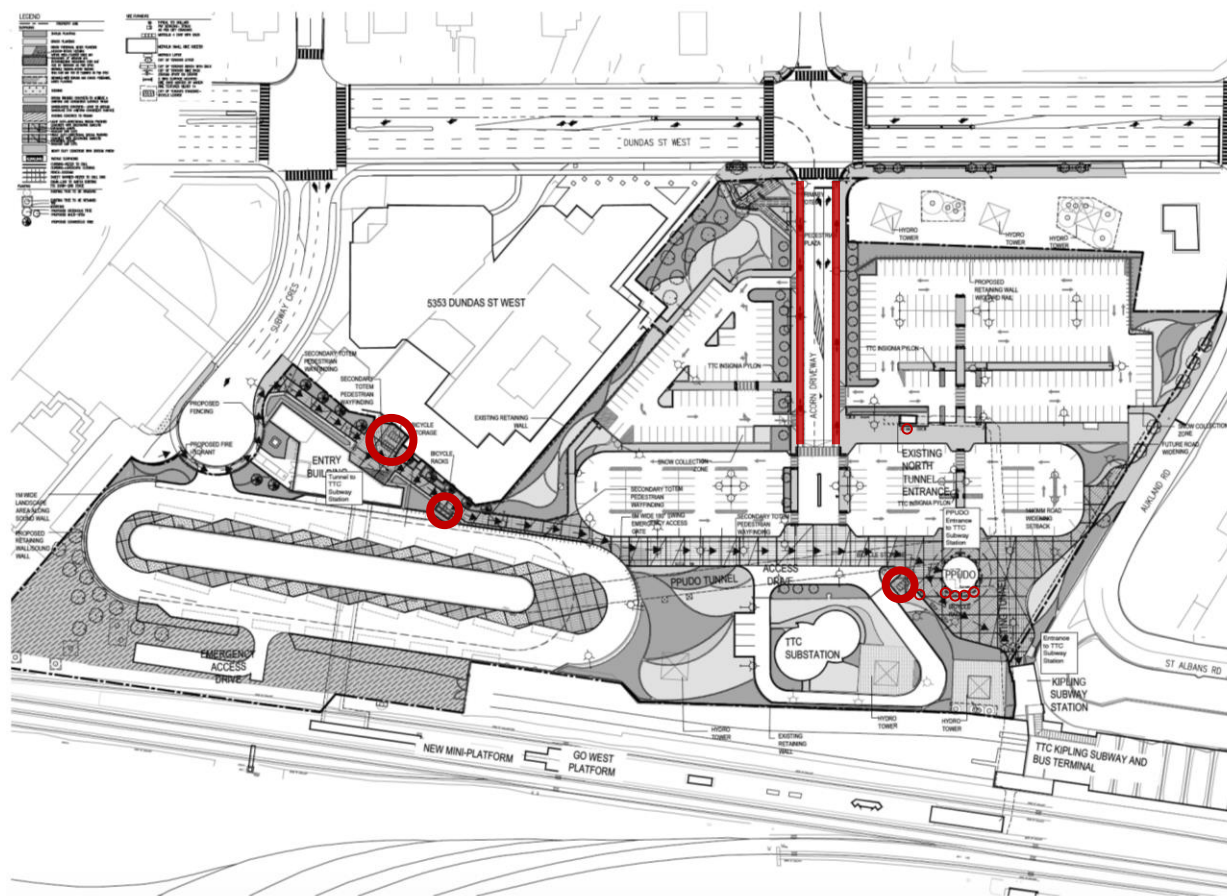
- Bus access to the terminal via Subway Crescent for MiWay and GO Transit buses;
- A 14-bay/platform terminal with a covered terminal building, of which 10 are dedicated for MiWay's exclusive use;
- A main entry building for walk-in customers;
- Surface features including pedestrian and cycle routes and a redesigned PPUDO and commuter parking lot;
- A pedestrian bridge connecting the main entry building and the terminal building with the GO rail platforms;
- A tunnel from the main entry building to the terminal building and a tunnel from the terminal building to TTC's Kipling subway station;
- Washrooms, transit control room and lounge area assigned for exclusive use by MiWay; and
- Customer amenities including washrooms, waiting area with seating, charging stations and digital schedules within the terminal building and also at each of the bus platforms.

Cycling aspects:

The Kipling Bus Terminal includes aspects in its design to support cyclists and cycling infrastructure, as shown in **Figure 2** and highlighted in red. These include:

- Bicycle lanes along the Kipling Station main access road into the parking lot (south end of Acorn Avenue); and
- Bicycle infrastructure that includes bike shelters and bike racks located in front of and adjacent to the Kipling Bus Terminal main entry building and also at TTC's PPUDO.

Figure 2. Cycling Provisions at Kipling Bus Terminal



Source: Metrolinx Community Update: Kipling Transit Hub – February 6, 2020
(For illustrative purposes only – subject to change)

The City of Toronto will also be providing bicycle lanes along Dundas Street between Aukland Road and Subway Crescent and a bicycle traffic signal at the intersection of Dundas Street and Acorn Avenue. The date for this initiative has yet to be confirmed. A photo of the recently re-configured intersection is shown in **Figure 3**.

Figure 3. South View of New Signalized Intersection to Kipling Station (at Acorn Avenue)



Present Day Status:

The construction of the Kipling Bus Terminal is scheduled to be completed by late 2020. MiWay will shift bus operations from TTC's Islington Station to the new Kipling Bus Terminal at that time.

Other complementary City of Toronto cycling improvements:

Six Points Interchange Reconfiguration:

(<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/etobicokecentre/>)

The City of Toronto has been reconstructing the Six Points intersection to the east of TTC's Kipling Station. As part of this project, complete Streets will be implemented that includes improved pedestrian facilities, wide boulevards, street furniture, improved access to Kipling Subway Station, cycling facilities and separated bike lanes installed on major streets.

Separated bicycle lanes/bicycle lanes are being implemented at the following locations:

- Dundas Street West: between Summerland Terrace and Aukland Road (see **Figure 4**);
- Bloor Street West: between Resurrection Road and Beamish Drive;
- Kipling Avenue: between Bloor Street West and Dundas Street West; and
- Dunbloor Road: between Dundas Street West and Bloor Street West.

Figure 4. Newly Constructed Bicycle Lanes on Dundas Street West



City of Toronto Cycling Network Plan (2019-2021):

(https://www.toronto.ca/wp-content/uploads/2019/07/9146-Etobicoke_2019-2021.pdf)

Toronto City Council approved the Cycling Network Plan Update in July 2019 which included both a longer-term proposed network and a detailed three-year rolling implementation program (2019-2021). As part of this three-year rolling program, the following north-south roads would provide a cycling connection to the new Kipling Bus Terminal:

- Martin Grove Road: between Rathburn Road and Bloor Street West;
- Bloor Street: between Martin Grove Road and Wilmar Road;
- Wilmar Road: between Bloor Street West and Montessori Street;
- Montessori Street: between Wilmar Road and Acorn Avenue; and
- Acorn Avenue: between Montessori Street and Dundas Street West.

The locations of City of Toronto cycling improvements are highlighted on **Figure 5**.

Figure 5. City of Toronto Cycling Improvements



Sources: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/etobicokecentre/>
https://www.toronto.ca/wp-content/uploads/2019/07/9146-Etobicoke_2019-2021.pdf