



November 14, 2011

Carol Reid
Regional Clerk and Director of Clerk's
Region of Peel
Brampton, ON

Peter Fay
City Clerk & Director of Council and
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City of Brampton
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Director of Administration and Town Clerk,
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LEGISLATIVE SERVICES	
COPY TO:	FOR:
Chair	Committee
CAO	
Corporate Services	Council
Public Works	Dec. 8, 2011
Employee and Business Services	RC
Health Services	File
Human Services	
Peel Living	

Re: Comments on the Regional Arterial Road Rationalization Review (Phase 2)

Please be advised that the General Committee of Mississauga City Council on November 2, 2011 considered the following recommendation regarding the Regional Arterial Road Rationalization Review:

GC-0682-2011

1. That the City of Mississauga endorse in principle Option 4A of the Regional Arterial Road Rationalization Review (Phase 2) and that Option 4A be implemented following an agreement by Mississauga City Council on the provision of road maintenance, traffic operational and traffic planning services on all Regional roads within the City of Mississauga as outlined in the Corporate Report dated October 17, 2011 from the Commissioner of Transportation and Works.
2. That staff of the Transportation and Works Department participate in the next phase of the Arterial Road Review regarding the optimization of the road network in Peel under the direction of the Region's Arterial Roads Review Ad hoc Steering Committee.
3. That a copy of the report dated October 17, 2011 from the Commissioner of Transportation and Works titled *Comments on the Regional Arterial Road Rationalization Review (Phase 2)* be forwarded to the Region of Peel, the City of Brampton and the Town of Caledon for information.

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(Copies of Appendices 1-3 to the City of Mississauga report are available from the Office of the Regional Clerk)

REFERRAL TO ARRASC
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

RECEIVED

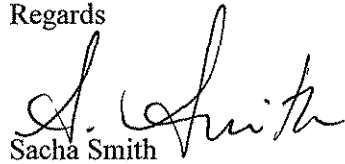
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REGION OF PEEL
CLERKS DEPT.

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This recommendation was adopted by City Council on November 9, 2011. A copy of the subject report is enclosed herewith for information.

Regards



Sacha Smith

Legislative Coordinator, Office of the City Clerk

City of Mississauga

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cc: Martin Powell, Commissioner, Transportation and Works
Robert Sasaki, Manager, Transportation Planning



Corporate Report

Clerk's Files

Originator's Files

RT.01.ART
MG.23.REP

DATE: October 17, 2011

TO: Chair and Members of General Committee
Meeting Date: November 2, 2011

General Committee
NOV 02 2011

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

SUBJECT: **Comments on the Regional Arterial Road Rationalization Review (Phase 2)**

- RECOMMENDATION:**
1. That the City of Mississauga endorse in principle Option 4A of the Regional Arterial Road Rationalization Review (Phase 2) and that Option 4A be implemented following an agreement by Mississauga City Council on the provision of road maintenance, traffic operational and traffic planning services on all Regional roads within the City of Mississauga as outlined in the Corporate Report dated October 17, 2011 from the Commissioner of Transportation and Works.
 2. That staff of the Transportation and Works Department participate in the next phase of the Arterial Road Review regarding the optimization of the road network in Peel under the direction of the Region's Arterial Roads Review Ad hoc Steering Committee.
 3. That a copy of the report dated October 17, 2011 from the Commissioner of Transportation and Works titled *Comments on the Regional Arterial Road Rationalization Review (Phase 2)* be forwarded to the Region of Peel, the City of Brampton and the Town of Caledon for information.

BACKGROUND:

In November 2005 Regional Council directed staff, working in conjunction with area municipal staff, to review the criteria for designating a road as upper tier and to undertake a review to rationalize the arterial road network.

The Arterial Road Rationalization Review has been carried out in two phases. Phase 1, which was completed in June 2007, produced a set of criteria for defining major arterial roads and resulted in a list of roads which met the criteria.

Phase 2 involved the identification of nine jurisdictional options, which were endorsed by Regional Council on July 3, 2008, and the evaluation of the options. The consulting firm, Delcan, was retained to assist staff by developing an evaluation methodology, coordinating data collection and producing a final report summarizing the information.

The Phase 2 work was conducted under the direction of a staff steering committee, including the relevant commissioners and directors from Peel and the area municipalities. A staff working committee was also established to work with the consultant. During the Phase 2 study, staff provided progress reports to the Region's Arterial Road Rationalization Ad hoc Steering Committee (ARRASC).

Using the information provided by Delcan, staff completed the evaluation of the nine jurisdictional options and recommended Option 4A. Option 4A received the endorsement of ARRASC at its meeting on June 16, 2011.

At its meeting on July 7, 2011, Regional Council adopted the following recommendations from the Arterial Roads Review Ad hoc Steering Committee:

That Delcan Corporation's Final Report on Phase II of the Arterial Road Rationalization Review Project attached as Appendix II to the report of the Commissioner of Public Works, dated June 7, 2011, titled "Arterial Road Rationalization Review Phase II Project Update, Capital Project 08-4325 – All Wards", be received;

And further, that the recommendation of Option 4A as identified in the Arterial Road Rationalization Review Phase II Project as the major arterial roads jurisdictional option to be implemented be endorsed;

And further, that staff be directed to report back to Regional Council on the implementation details of Option 4A and on a process to review opportunities to streamline specific road and related infrastructure operations;

And further, upon adoption of the recommendations from the Commissioner of Public Works contained in the subject report, that the mandate of the Arterial Roads Review Ad hoc Steering Committee be considered complete as it relates to the Phase II Project;

And further, that the Arterial Roads Review Ad hoc Steering Committee continue to meet to provide advice and direction to staff on the optimization of the road network in the Peel;

And further, that a copy of the subject report be forwarded to the City of Mississauga, the City of Brampton and the Town of Caledon for information and endorsement of Option 4A in principle, subject to agreement on detailed implementation matters. (2011-681)

COMMENTS:

The Arterial Road Rationalization Review Phase 2 study evaluated nine jurisdictional options, which had been endorsed by Regional Council. The three basic options were Option 1 (status quo), Option 2 (all major arterial roads under the Region's jurisdiction) and Option 3 (all major arterial roads under local area municipal jurisdiction). The remaining options were variations of these three basic options.

Regional Council did not endorse, for the purposes of evaluation, the Mississauga proposal as outlined in the report dated June 27, 2006 by the Mississauga City Manager and Chief Administrative Officer, titled *Modernizing Roads Service Delivery and Cost Allocation Methods in the Region of Peel*, which was adopted by City Council on July 5, 2006. That report contained the following proposal:

"That the Cities of Mississauga and Brampton and the Town of Caledon each have jurisdiction and financial responsibility over all roads within their boundaries, excluding those under provincial jurisdiction and those rural arterial roads in Caledon deemed truly regional following a rationalization review."

Option 4A, which has been endorsed by Regional Council, is a "status quo" option with a few minor changes. The changes involve transferring roads which do not meet the criteria for a major arterial road from the Region of Peel to local jurisdiction – Kennedy Road, (Steeles Ave. to Bovaird Dr.) and Embleton Road (Mississauga Rd. to

Winston Churchill Blvd). Mavis Road (south Brampton boundary to Steeles Ave.), which is a short isolated section, would also be transferred to the area municipal level. Option 4A also includes transferring to the Region of Peel roads which would enhance the connectivity and continuity of the Regional Road network – Winston Churchill Blvd. (Dundas St. to Hwy 401), Castlemore Road (Hwy 50 to Airport Rd.) and Coleraine Drive.

The only change resulting from Option 4A within Mississauga is the section of Winston Churchill Blvd. from Dundas Street to Hwy 401, which would be transferred to the Region. The adjoining sections of Winston Churchill Blvd. south of Dundas Street and north of Hwy 401 are already under the jurisdiction of the Region. For further details on this option and the other jurisdictional options refer to Appendix 1, which is a copy of the Regional staff report dated June 7, 2011 that was presented to ARRASC on June 16, 2011, and Appendix 2 which is a map showing the changes in jurisdiction for Option 4A. Appendix 3 is a map showing the existing jurisdiction of arterial roads in Mississauga.

Regional Council has requested the area municipalities to endorse Option 4A in principle, subject to agreement on detailed implementation matters.

Staff from the Region and the area municipalities has already initiated discussions on the process for implementing Option 4A and has agreed that endorsement in principle from the area municipalities should be obtained prior to developing the implementation plan and timetable.

In addition to seeking endorsement in principle for Option 4A, Regional Council has given the Arterial Roads Review Ad hoc Steering Committee the mandate to continue to meet to provide advice and direction to staff on the optimization of the road network in Peel. Currently Councillors Starr and Saito are the Mississauga Councillors on this Regional Ad Hoc Committee. Councillor Saito is the current Chair.

Staff from the Region and the area municipalities has also initiated discussions on identifying issues and priorities related to operational, maintenance and planning matters that would support ARRASC in carrying out its new mandate to optimize the road network in Peel. In this regard, it would appear that traffic signals and systems will be a

high priority for consideration. Other issues that will be considered for optimization include sidewalks, street lighting, storm sewers and traffic planning matters related to development, such as access control, and signage. Staff will be preparing a work plan on the optimization items for presentation to ARRASC later this year.

As the next phase of the Arterial Road Review will be considering how to optimize the delivery of road maintenance, traffic operational and traffic planning services on arterial roads, it would be prudent to await the outcome of that review prior to finalizing the detailed implementation plan for Option 4A. For example, the City of Mississauga currently provides maintenance services, on a contract basis with the Region, on selected Regional roads within the City of Mississauga, including the southern portion of Winston Churchill Blvd. It would be desirable to know if this practice is to be continued or possibly expanded to include the northerly section of Winston Churchill Blvd. proposed to be transferred to the Region, prior to entering into an agreement to transfer the jurisdiction to the Region.

STRATEGIC PLAN: N/A

FINANCIAL IMPACT: The transfer of Winston Churchill Blvd. between Dundas Street and Hwy 401 to the Region of Peel will result in transferring the costs of operations, maintenance and road rehabilitation for this section of road to the Regional tax base. The net impact to the property tax payers of Mississauga will be examined in detail in the implementation phase.

CONCLUSION: The Arterial Road Rationalization Review Phase 2 is now complete and Regional Council has endorsed in principle Option 4A, which is a "status quo" option with a few minor changes in jurisdiction. Under Option 4A, Winston Churchill Blvd. from Dundas Street to Hwy 401 would be transferred to the Region of Peel.

Staff from the Region and area municipalities is developing a work plan regarding the issues and priorities to support ARRASC in carrying out their new mandate related to optimizing the road network in Peel.


Prior to developing the implementation plan and schedule for Option 4A, endorsement from the area municipal councils for option 4A is being sought.

As a next step, Regional staff is expected to prepare a report on the work plan for the next phase of the arterial road review regarding optimization, and to outline a process for the implementation of Option 4A.

Prior to entering into an agreement to transfer the remaining portion of Winston Churchill Blvd. to the Region, it would be prudent to await the outcome of the next phase of the Arterial Road Review, particularly as it relates to how the delivery of road maintenance, traffic operational and traffic planning services will be optimised on all Regional roads within the City of Mississauga.

ATTACHMENTS:

- Appendix 1: Report by Dan Labrecque, Commissioner of Public Works for Peel, dated June 7, 2011, titled "Arterial Road Rationalization Review Phase II Project Update".
- Appendix 2: Map showing the recommended Option 4A from the Arterial Road Rationalization Review (Phase 2)
- Appendix 3: Map showing arterial roads in Mississauga by existing jurisdiction.



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

*Prepared By: Robert Sasaki
Manager, Transportation Planning*