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TRANSIT STUDY:

Mississauga transport system gets under way

A public transport system linking Mississauga with Metro Toronto may get under way next September 1, provided legal difficulties don't stand in the way and the details

are sorted out soon. The system as proposed in the Mississauga Transit Study last week received approval in principle from town council's general committee.

Town solicitor Len Stewart said, however,

the public transport proposal may have to go to the public to decide on a vote.

He said it may be possible to swing the deal by private bill, in which case a plebiscite would not be needed.

Committee has also urged council to authorize Mr. Stewart to acquire a legal consultant to investigate how the proposal may be put into effect.

The main bone of contention in committee was whether the system should be run in conjunction with the Toronto Transit Commission or with a private bus line such as Charterways.

The so far undisclosed routes are designed to tie the town system into that of Metro public transport facilities including bus lines and the subway.

quire a public vote to get the system started.

Several councillors pointed out that a survey made last year indicated the public did not want a public transport service.

Mayor Robert Speck said, however, the system would be mainly beneficial to newcomers to the ever-growing town as most residents of Mississauga have already made arrangements for transport.

The report suggests that town council sets aside \$200,000 in its 1969 budget to buy up vested interests in public transport in Mississauga.

It indicates that a system as proposed would not raise enough revenue to keep it going on its own and that an area levy be imposed to pay the overheads.

Routes would be based on population densities.



PRIVATE...

Town operation idea rejected

General committee turned down a suggestion from councillor Caye Killaby last week that town council operates its own bus service for Mississaugans.

Mrs. Killaby suggested the setting aside of \$200,000 or \$300,000 a year to build up a fund to get it going. Committee was told it would probably cost the town \$1 million for equipment to get started.

Engineer William Anderson, who headed the Mississauga Transit Study team, said it would be better for the town to provide the administrative side which would then involve the hiring of more personnel.

Councillors agreed with Mayor Robert Speck that to take over such a service from scratch would cost too much and decided it would be best to get it started via either the Toronto Transit Commission as the Study recommends or a local private firm.

Committee decided it would be better to start the public bus service on that basis and then take it over on a town operated basis a few years later.

Dean Henderson told committee it was best not to go directly into the bus business. He warned that other towns had tried it to little avail and wound up having it operated by private enterprise or a lease system.



...OR TTC?

The Transit Study report, compiled by the town engineering department, under William Anderson, recommends the immediate establishment of the service and that the system should tie in with Metro and GO Transit facilities.

He suggests that the system be under constant review and that changes be made where necessary. The transit study also recommends setting up an agreement with Port Credit to operate over the boundary lines.

CONTRACT
The report recommends council to provide a contract for the network, favoring an agreement with the TTC and engage a supervisor for the transit system.

"Certain legal aspects remain unclear," the report adds.

Mr. Anderson's opinion was that it would not re-

He suggests that the system be under constant review and that changes be made where necessary.

The transit study also recommends setting up an agreement with Port Credit to operate over the boundary lines.

Connecting Malton with other areas in the town is one of the features in the report, as well as a direct connection with the Islington subway.

TARGET
Mr. Anderson said the system should be established at the earliest possible date and recommended next Sept. 1 as a target deadline.

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