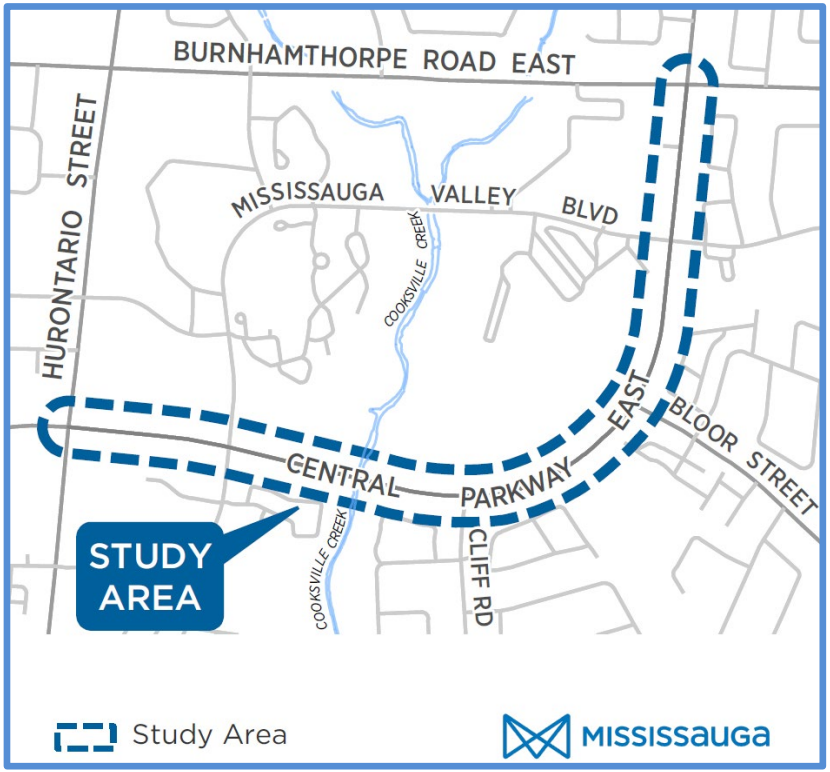
Central Parkway East Integrated Road Project

Community Meeting
June 3, 2025

MISSISSAUGA

Study Area

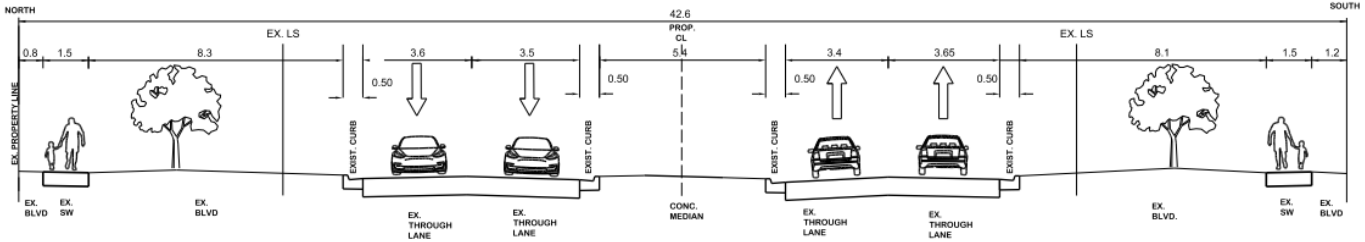
Central Parkway East from Hurontario Street to Burnhamthorpe Road East



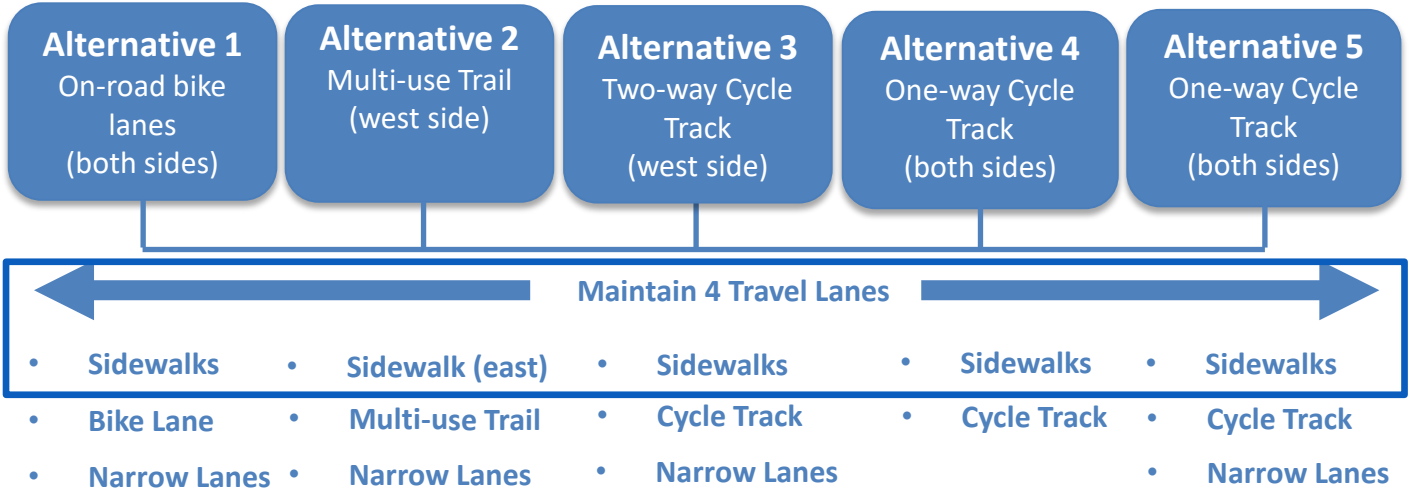
What is an Integrated Road Project?

- Create a complete street that is safe for all road users, including pedestrians, cyclists, transit users and motorists
- Minimize resident disruptions by improving coordination of City road renewal projects and other planned improvements
- Implement corridor improvements while considering existing and future land use, to provide sustainable, healthy travel options

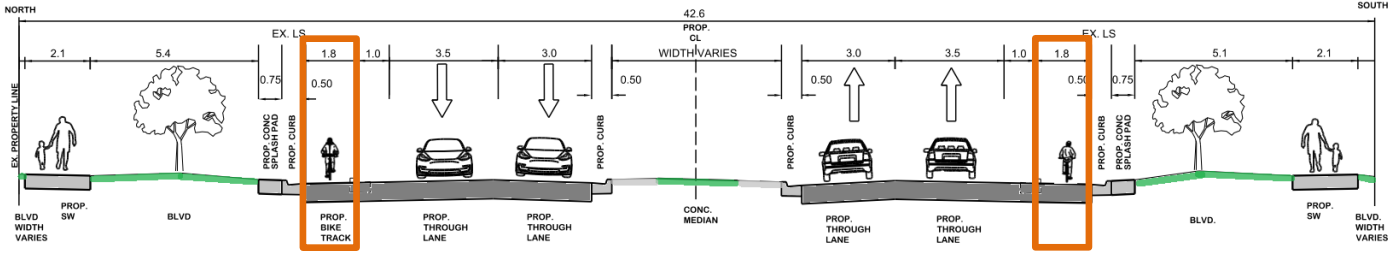
Existing Cross-Section – Central Parkway East



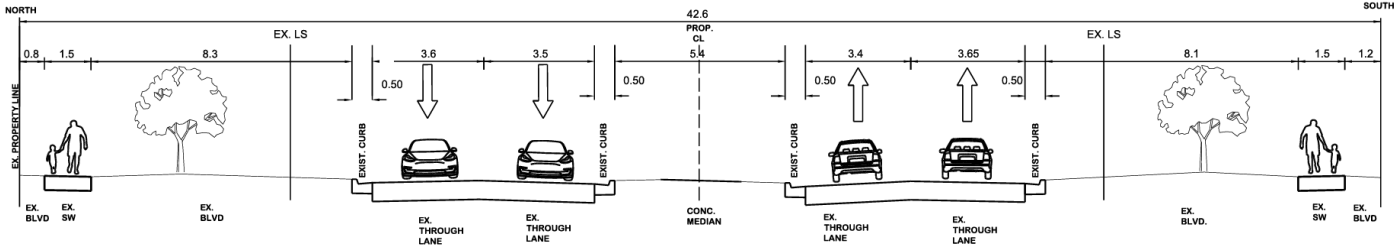
Central Parkway East – Alternatives Considered



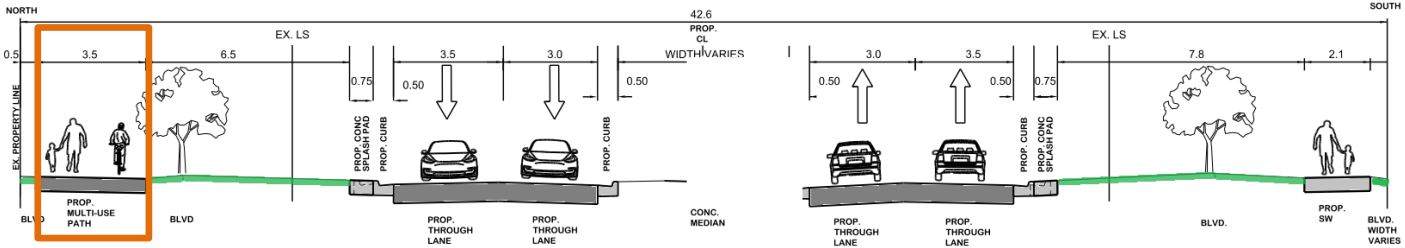
Alternative 1: On-road Bike Lanes (both sides)



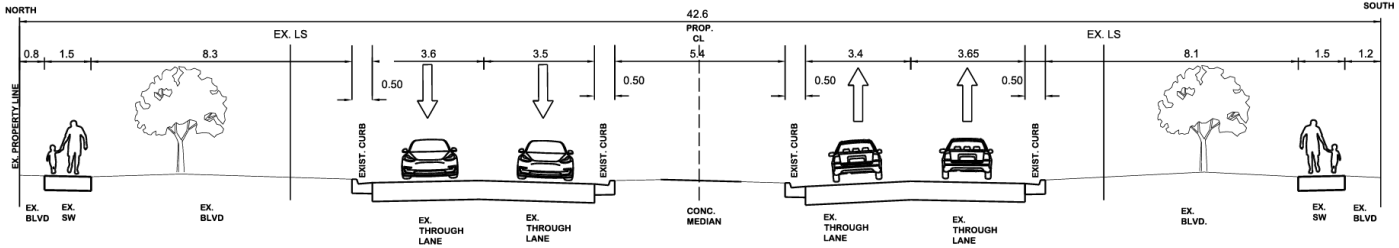
Existing Cross-Section



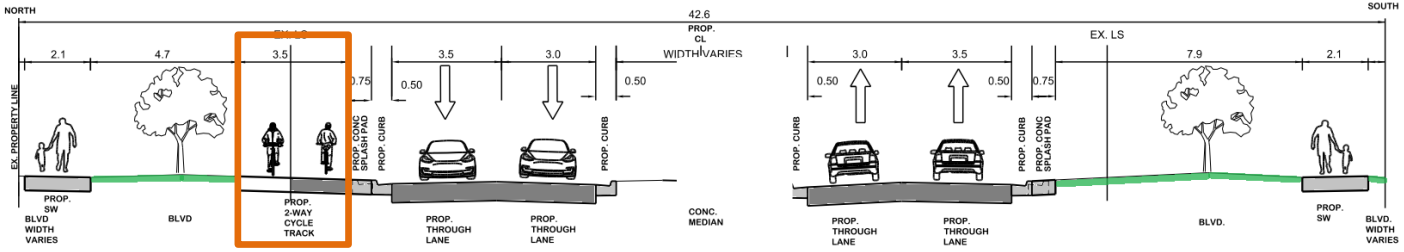
Alternative 2: Bi-Directional Multi-use Trail (west side)



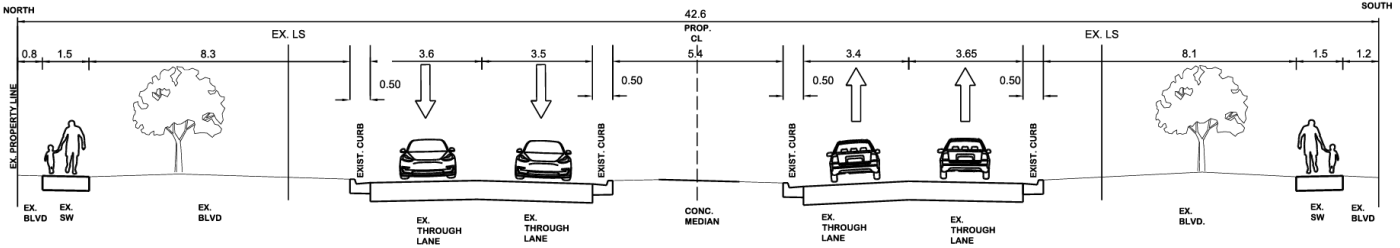
Existing Cross-Section



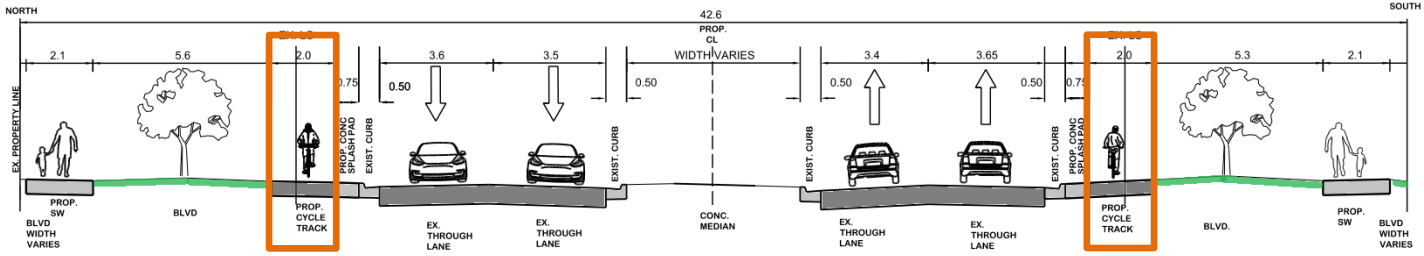
Alternative 3: Two-way Cycle Track (west side)



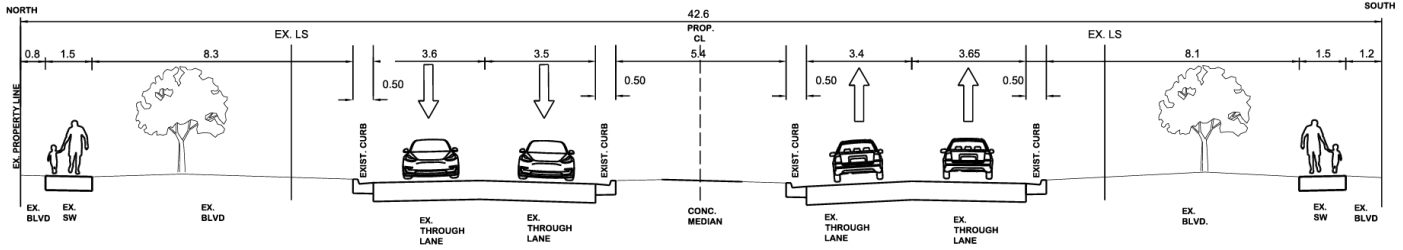
Existing Cross-Section



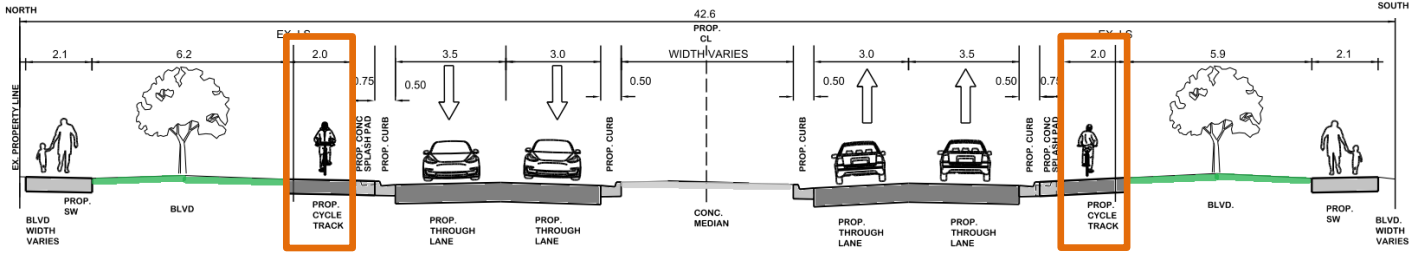
Alternative 4: One-way Cycle Track (both sides)



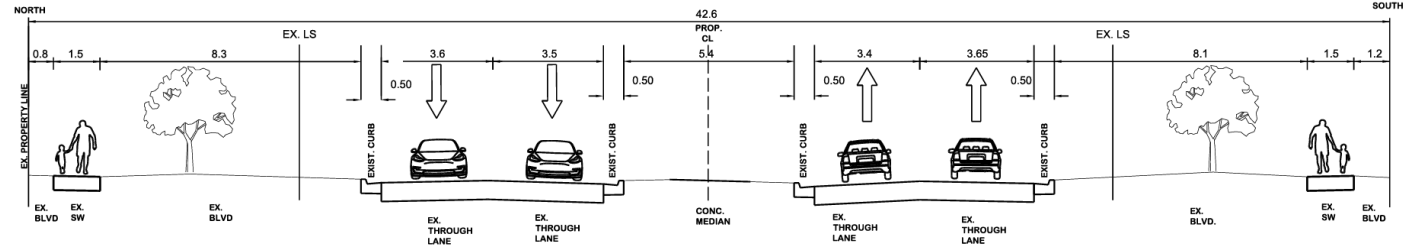
Existing Cross-Section



Alternative 5: One-way Cycle Track (both sides)



Existing Cross-Section



Evaluation Criteria for Alternative Solutions

Separate AT Facilities

Traffic/Transit Operations

Reduce Vehicle Speeds

Preserve Existing Vegetation and Public Realm

Safety for all Users

Utility Impacts

Capital Costs

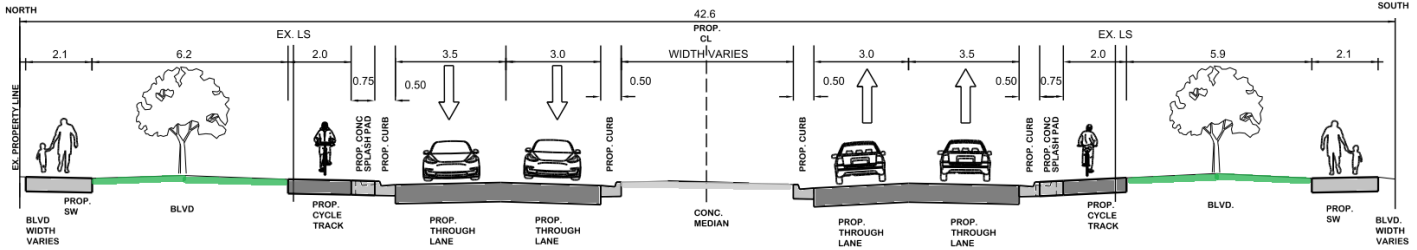
Evaluation of Alternatives

Criteria	Alternative 1 (Bike Lane)	Alternative 2 (MUT)	Alternative 3 (Two-way CT)	Alternative 4 (One-way CT)	Alternative 5 (One-way CT)
Separate AT Facilities	Acceptable	Less Preferred	Acceptable	Preferred	Preferred
Traffic & Transit Ops.	Less Preferred	Preferred	Preferred	Preferred	Preferred
Reduce Vehicle Speeds	Preferred	Acceptable	Acceptable	Less Preferred	Preferred
Safety for all Users	Less Preferred	Less Preferred	Less Preferred	Acceptable	Preferred
Utility Impacts	Less Preferred	Acceptable	Acceptable	Less Preferred	Acceptable
Preserve Existing Veg./Public Realm	Acceptable	Acceptable	Preferred	Acceptable	Acceptable
Capital Costs	Acceptable	Acceptable	Acceptable	Preferred	Acceptable

Preferred

Preferred Alternative

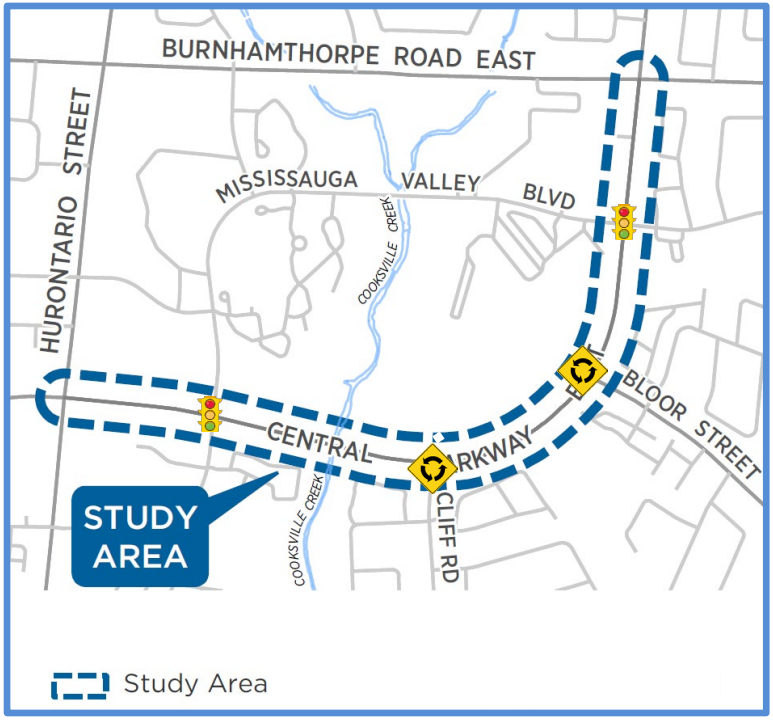
Alternative 5: One-way Cycle Track (both sides) with Narrowed Travel Lanes



- **Narrowed travel lane widths** to meet complete street recommendations.
- **Widened sidewalks** for AODA-compliance.
- **Comfort -** Cyclists often feel more comfortable and relaxed riding on paths that are exclusively for bikes.
- **'Low' impact to existing trees** located in the boulevard.
- **Safety -** Separate paths provide a dedicated space for cyclists, reducing the likelihood of collisions and injuries.
- **Accessibility -** Separate bike paths can make cycling more accessible to a wider range of people, including children, elderly individuals, and those with disabilities.

Intersection Control – Recommendations

New Roundabouts at Bloor Street and Cliff Road intersections



*Exploring protected intersection treatments at both Mississauga Valley Blvd. intersections.

Collision History

Between 2018 – 2022, within the study corridor:

80

TOTAL COLLISIONS

11%

INJURY PROPORTION

52

INTERSECTION COLLISIONS

2

CYCLIST COLLISIONS

28

MID-BLOCK COLLISIONS

2

PEDESTRIAN COLLISIONS

Data Limitations

The City of Mississauga obtains collision data from the Peel Regional Police. This data is limited to collisions that have been reported to the police and may contain incorrect or missing information.

Road Safety

Central Parkway East between Hurontario Street and Cliff Road North

35%

AVERAGE SPEED COMPLIANCE

85th PERCENTILE SPEED AVERAGING

12 km/h

ABOVE LEGAL POSTED SPEED LIMIT

Speed Study Results (2017 & 2018)

Location*	Posted Speed Limit	85th Percentile Speed	Speed Compliance
Between Hurontario St. & Mississauga Valley Blvd.	50 km/h	59 km/h	45%
Between Mississauga Valley Blvd. and Cliff Road North	50 km/h	65 km/h	25%

**both directions*

How was Road Safety Considered

VISIONZERO Mississauga

Adopted by Mississauga in 2018

Goal of Vision Zero:
Eliminate all serious injuries and fatal collisions

Action Plan 2021

City Council approved 99 Actions to advance road safety

Vision Zero Action Plan (2021)

VISIONZERO Mississauga

Actions grouped by the 5 E's of road safety:

Evaluation – Tracking and monitoring incidents to improve future conditions.

Engineering – Prioritizing the safety of vulnerable users through road design.

Enforcement – Ensuring there are consequences for breaking rules of the road.

Education – Fostering concern for community members who are at risk or have been harmed while travelling.

Empathy – Learning and to follow best practices, including outreach and education.

Vision Zero – Engineering Actions

- **Action 11 (Lane Widths)**
  Implement narrower lane widths where possible to improve speed compliance

- **Action 13 (Channelized Right Turn Lanes)**
  Avoid channelized right turns at intersections and look for opportunities to remove

- **Action 16 (Roundabouts)**
  Roundabouts should be considered where appropriate to reduce the severity of collisions and improve traffic flow while maintaining the safety of vulnerable road users. Ensure new roundabouts have a robust education campaign.

- **Action 17 (Protected and Dedicated Cycling Infrastructure)**
  Continue to implement the approved Mississauga Cycling Master Plan. Strive for protected and dedicated infrastructure

- **Action 19 (Protected Pedestrian Crossings)**
  Prioritize protected crossings for pedestrians

- **Action 57 (Bicycle Signals)**
  Install bicycle signals at appropriate locations to provide additional guidance for cyclists at intersections

Noise Walls

- A Noise Assessment completed for both existing and future (2041) traffic volumes
- To confirm the Noise Assessment results, traffic volumes will be confirmed during detailed design.
- For qualifying noise locations, individual property owners/condominium corporations will be contacted directly
- As part of the construction phase, there may be an opportunity to advance the noise walls prior to road works

Mississauga Standard Concrete Noise Wall

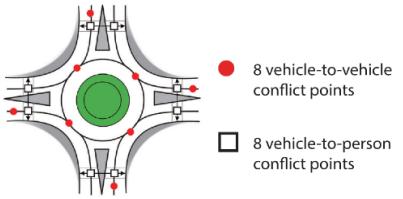
Noise Walls – Qualifying Locations*

*Qualifying noise wall alignments are approximate and to be confirmed with property owner.

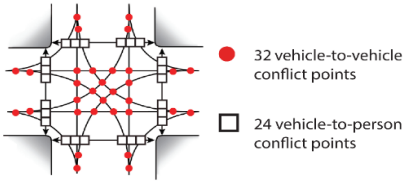
Roundabout vs. Traffic Signal

	Roundabout	Traffic Signal
Traffic Safety	• Fewer conflict points for both vehicle-vehicle and vehicle-pedestrian	• Greater potential for severe collisions (i.e. right-angle or head-on)
Pedestrian / Cyclist Safety	• Circular geometry/splitter islands lower speeds	• More explicit priority for pedestrians/cyclists
Traffic Operations	• Typically accommodates greater vehicle capacity • Can accommodate high left turn volumes	• Typically accommodates lower vehicle capacity, longer delays and queuing
Environmental	• Continuous traffic flow leads to lower fuel consumption, noise pollution and emissions • May require more space at the approaches	• Requires energy consumption • May require more space to accommodate turn lanes
Cost	• Typically higher construction costs • Typically lower maintenance and operating costs	• Typically lower construction costs • Typically higher maintenance and operating costs

Roundabout Conflict Points



Traffic Signal Conflict Points



Source: AARP Livable Communities & Walkable and Livable Communities Institute

How Motorists use Roundabouts

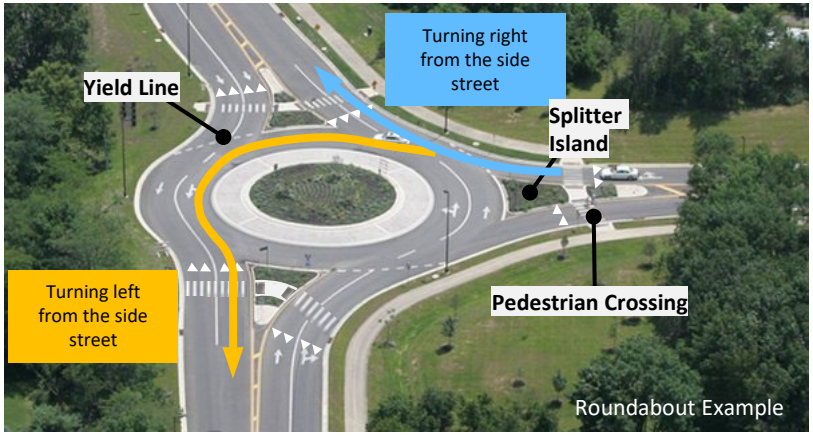
How to Drive in a Roundabout

- Slow down when approaching the roundabout
- Observe lane signs and choose the correct entry lane
- Yield to pedestrians in the cross-walk before entering the roundabout
- Wait for a gap in traffic before entering the roundabout
- Yield to traffic in the roundabout as they have the right-of-way
- Do not pass other vehicles in the roundabout and give large vehicles extra space

Know Your Roundabout Signs

Yield to all traffic in the roundabout including pedestrians at crosswalks.

There are two entry lanes to the roundabout. Choose the correct lane for your destination.



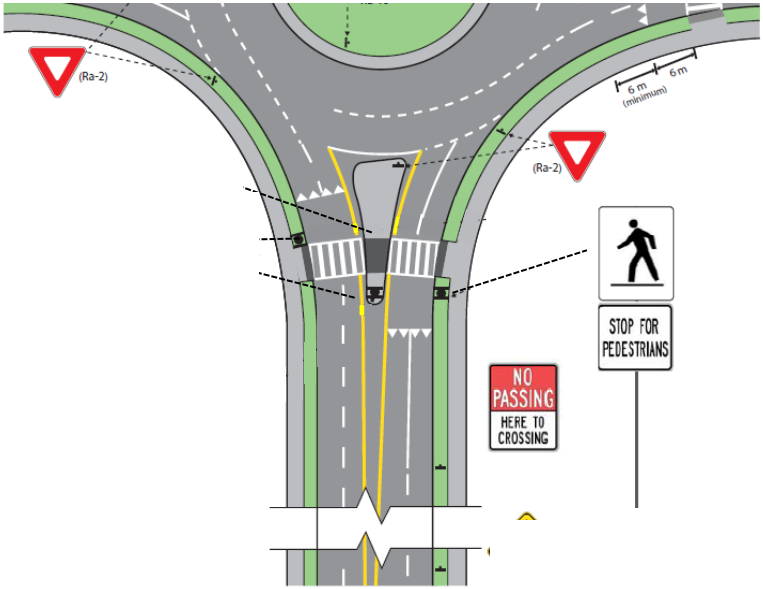
How Pedestrians use Roundabouts

Pedestrians have the right-of-way at Roundabouts

Dedicated crosswalks will be provided along each leg of the roundabout

How to walk in a roundabout:

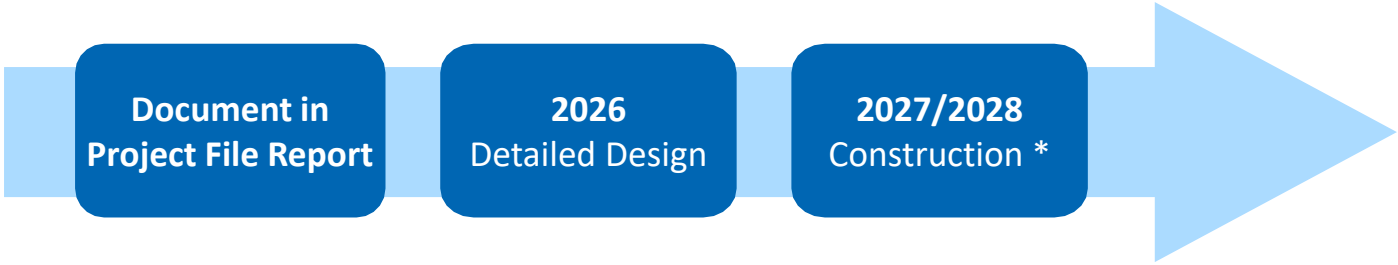
1. Step to the curb
2. Look and listen for a safe gap in traffic flow
3. Keep and make eye contact with drivers
4. Cross to the splitter island
5. Repeat Steps 1-3 to fully cross the street



OTM Book 15 – Pedestrian Crossover (Level 2 Type D)

Photo Rendering

Next Steps



* Construction timing to be confirmed during detailed design and subject to budget approval by Council.

Additional Comments / Questions?

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Call 311

Please complete a comment sheet before you leave