

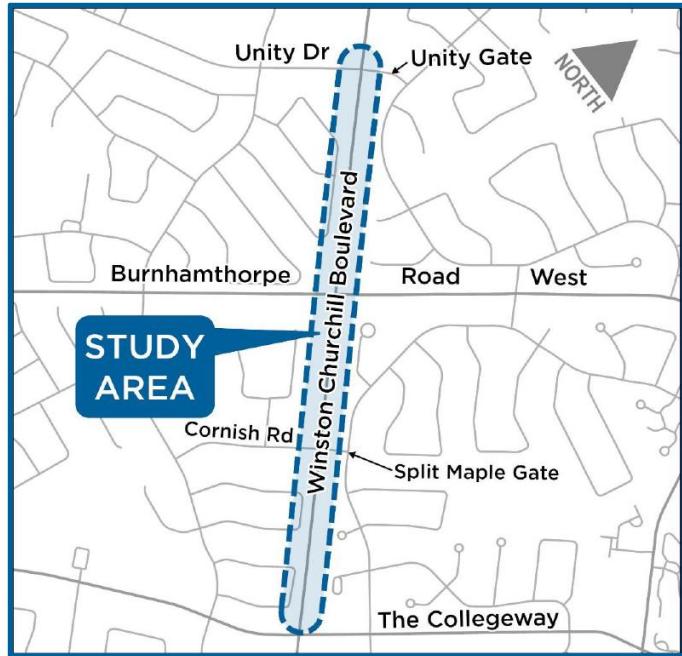


Winston Churchill Boulevard Integrated Road Project

Community Meeting
December 2, 2025

Study Area

- Winston Churchill Boulevard from north of The Collegeway to Unity Drive/Unity Gate
- Resurfacing has already been completed in 2024 between north of The Collegeway and south of Cornish Road/Split Maple Gate as part of the City's Road Rehabilitation Program



Purpose of 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



Road Safety – Vision Zero



Adopted by Mississauga in 2018



Goal of Vision Zero:

Eliminate all serious injuries and fatal collisions



City Council approved 99 Actions to advance road safety

Existing Conditions



1.4 km north-south arterial roadway



35m Official Plan Right-of-Way Width Designation



60 km/hr posted speed limit



MiWay Routes 36 and 45
Oakville Route 24



4 travel lanes (two lanes per direction)



Street lighting (on both sides)



Urban cross-section (curb and gutter)



Cycling facilities include a partial Multi-Use Trail (on west side)



Land use includes low-density residential, with some commercial uses



Sidewalks (on east side)

Safety Review

Collision data collected between January 2019 to July 2024 was analyzed as part of this project*



157

TOTAL COLLISIONS



8%

INJURY PROPORTION



114

INTERSECTION COLLISIONS



0

CYCLIST COLLISIONS



43

MID-BLOCK COLLISIONS



1

PEDESTRIAN COLLISIONS

*The City of Mississauga obtained reported collision data from Peel Regional Police.

Safety Review

Speed data collected in June 2018 was analyzed as part of this project



39%
AVERAGE SPEED
COMPLIANCE



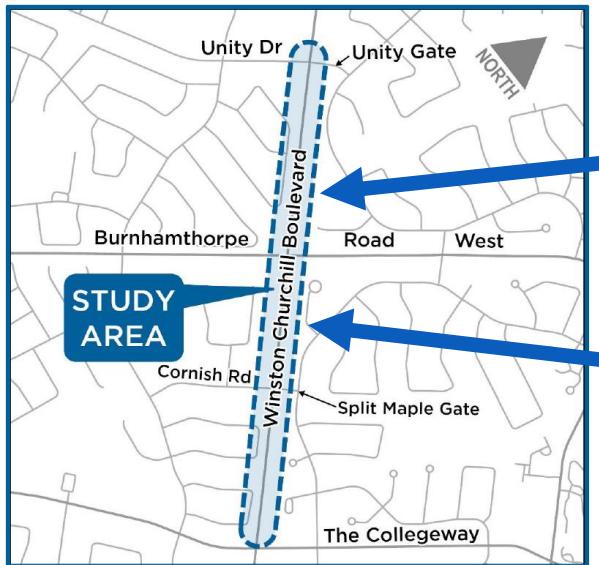
**85th PERCENTILE
SPEED AVERAGING**
16 km/h
ABOVE POSTED
SPEED LIMIT

Segment along Winston Churchill Boulevard*	Posted Speed Limit	85 th Percentile Speed	Speed Compliance
Between Cornish Road and Burnhamthorpe Road	60 km/h	77 km/h	44%
Between Burnhamthorpe Road and Unity Drive/Gate	60 km/h	76 km/h	34%

* both directions



Design Alternatives Considered



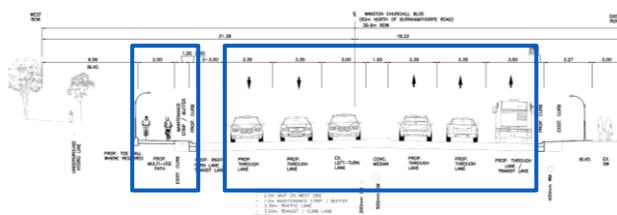
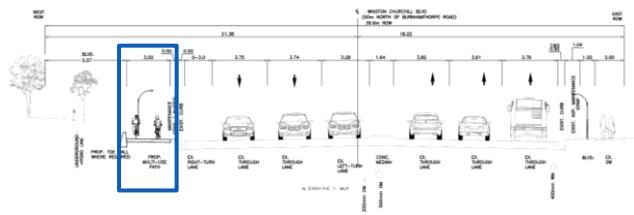
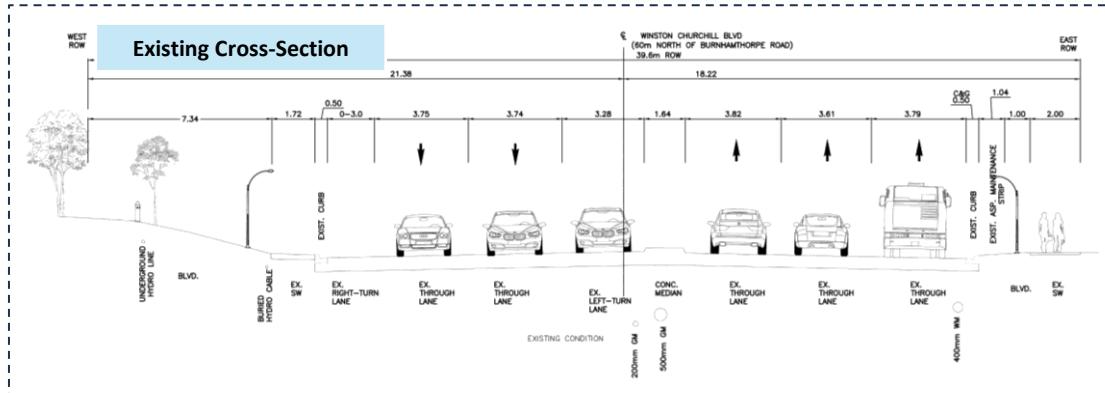
Location #1:
Burnhamthorpe
Road to Unity
Drive/Gate

**Alternatives
Considered:**
1a and 1b

Location #2:
Cornish Road to
Burnhamthorpe
Road

**Alternatives
Considered:**
2a, 2b and 2c

Design Alternative: Location #1 – Burnhamthorpe Road to Unity Drive/Gate



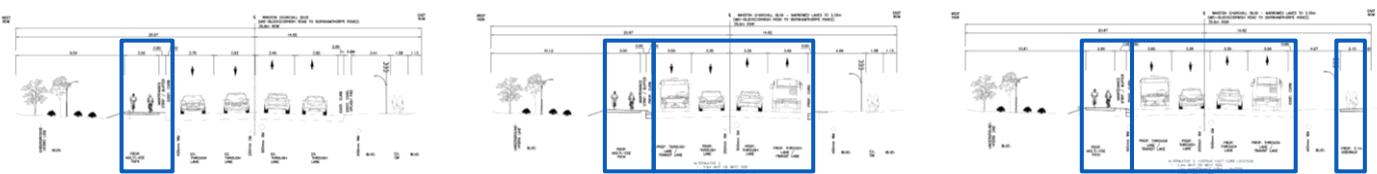
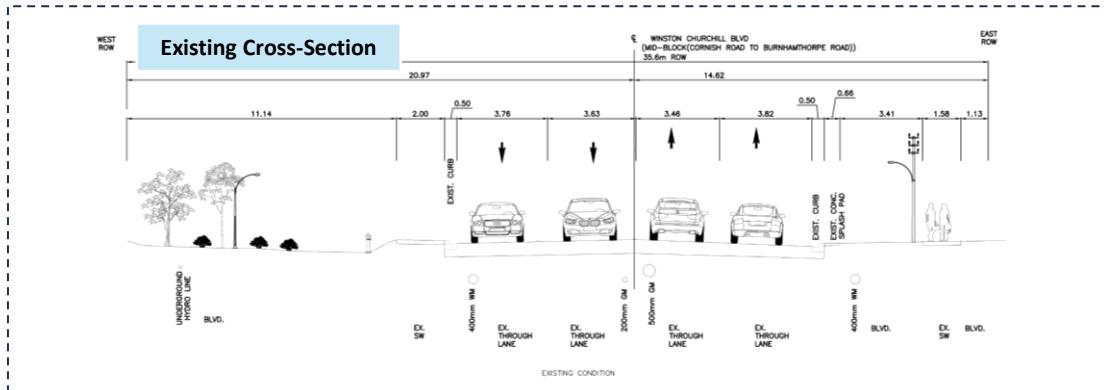
Alternative 1a

- Maintain 4 travel lanes, including existing widths.
- Replace existing sidewalk with a 3.0m MUT (west side).
- Maintain existing 2.0m sidewalk (east side).

Alternative 1b

- Maintain 4 travel lanes, with narrowed widths.
- Replace existing sidewalk with a 2.5m MUT (west side).
- Maintain existing 2.0m sidewalk (east side).

Design Alternative: Location #2 – Cornish Road to Burnhamthorpe Road



Alternative 2a	Alternative 2b	Alternative 2c
<ul style="list-style-type: none"> Maintain 4 travel lanes, including existing widths. Replace existing 2.0m sidewalk with a 3.0m MUT (west side). Maintain existing 1.58m sidewalk (east side). 	<ul style="list-style-type: none"> Maintain 4 travel lanes, with narrowed widths. Replace existing 2.0m sidewalk with a 3.0m MUT (west side). Maintain existing 1.58m sidewalk (east side). 	<ul style="list-style-type: none"> Maintain 4 travel lanes, with narrowed widths. Replace existing 2.0m sidewalk with a 2.5m MUT (west side). Widen existing 1.58m sidewalk to 2.1m (east side).

Evaluation Criteria for Alternatives

AT Separation
from Vehicles



Curb Impacts/
Reconstruction



Reduce Vehicle
Speeds



Woodlot/Tree
Preservation



Safety for All
Users



Drainage and
Stormwater



Capital
Costs



Evaluation of Alternatives

Criteria	Location #1: Burnhamthorpe Road to Unity Drive/Gate		Location #2: Cornish Road to Burnhamthorpe Road		
	Alt #1	Alt #2	Alt #1	Alt #2	Alt #3
	Alt #1	Alt #2	Alt #1	Alt #2	Alt #3
Active Transportation Separation from Motor Vehicles	Acceptable	More Preferred	Acceptable	Acceptable	Acceptable
Curb Impacts and Reconstruction	Acceptable	Less Preferred	More Preferred	Less Preferred	Acceptable
Reducing Vehicular Speeds	Less Preferred	More Preferred	Less Preferred	More Preferred	More Preferred
Woodlot/Tree Preservation	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable
Safety for All Users	Less Preferred	More Preferred	Less Preferred	More Preferred	More Preferred
Drainage and Stormwater Management	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable
Capital Costs	Acceptable	Less Preferred	More Preferred	Less Preferred	Less Preferred

Preferred Alternative

Preferred Alternative

Preferred Alternative Solution

Winston Churchill Boulevard Improvements



Reduce Lane Widths



New Traffic Signal



Continuous Cycling
Infrastructure



Creating Safer Intersections



Improved Walking Facilities



Drainage & Stormwater
Improvements



Transit Stop Improvements



Low Anticipated Impact to
Trees

Noise Wall Recommendations

- A noise assessment has been completed for the Winston Churchill Boulevard corridor
- Both existing and future (2041) noise levels were assessed
- Recommendations:
 - Complete replacement of Noise Barrier **A** and **D** with wooden walls
 - Minor repairs to improve the condition of Noise Barrier **C** and **I**

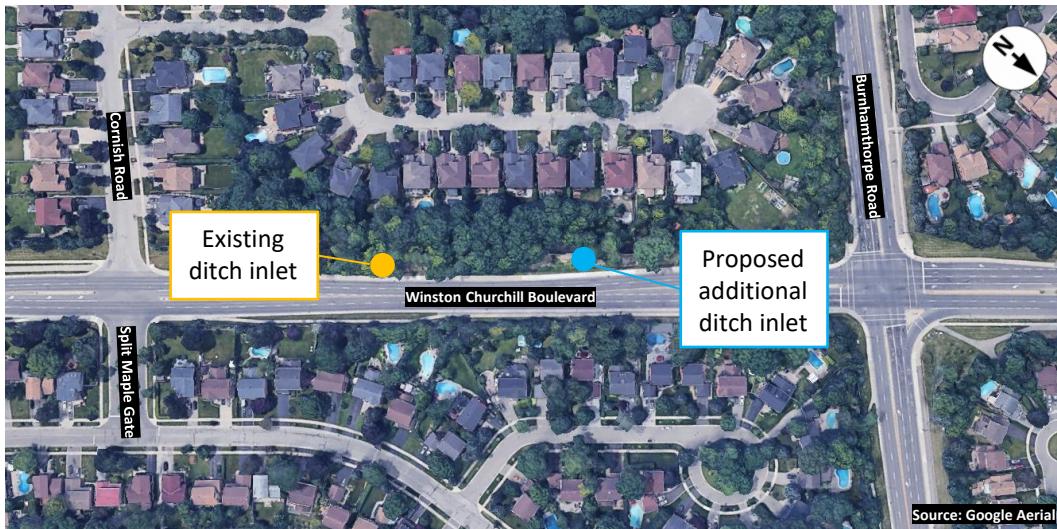


Source: Google Aerial

Draft

Stormwater Management Recommendations

- Drainage and stormwater management improvements on the west side of the corridor south of Burnhamthorpe Road by uncovering the existing swale catch basin and adding an additional ditch inlet, as shown below.



Draft

New Traffic Signal Recommendation

Winston Churchill Boulevard at Cornish Road/Split Maple Gate



Photo Rendering:
Southwest corner of the
Winston Churchill Boulevard /
Cornish Road /
Split Maple Gate
intersection,
looking north



Draft

Next Steps

Proceed with
Recommended
Solution

2027/2028
Detailed Design

TBD
Construction*

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

Please scan the QR Code below
to provide your comments



Alternatively, the Project Team has
comment sheets available upon request.

Additional Comments / Questions?



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