

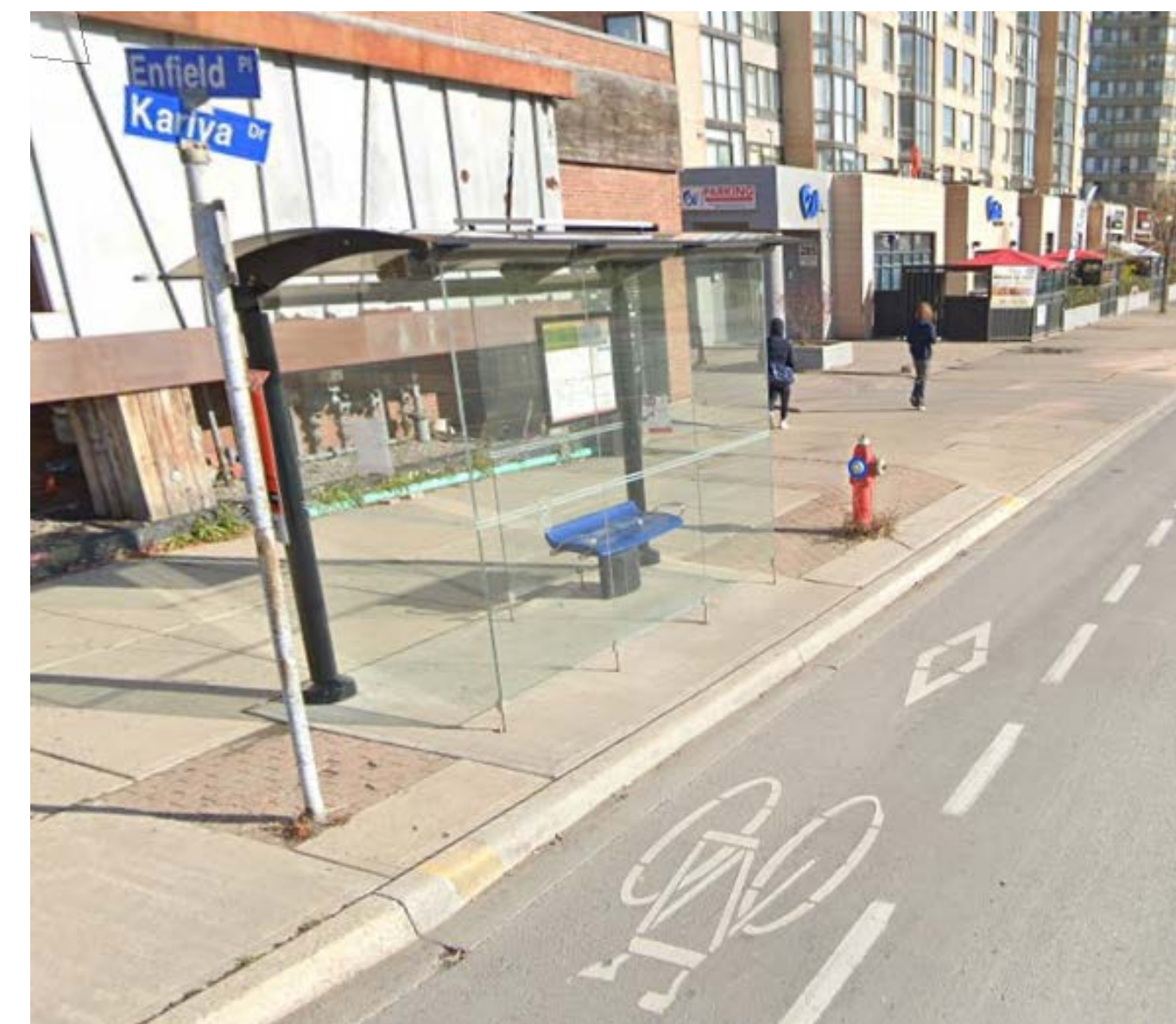
Kariya Gate/ Kariya Drive Integrated Road Project

Community Meeting
June 3, 2026



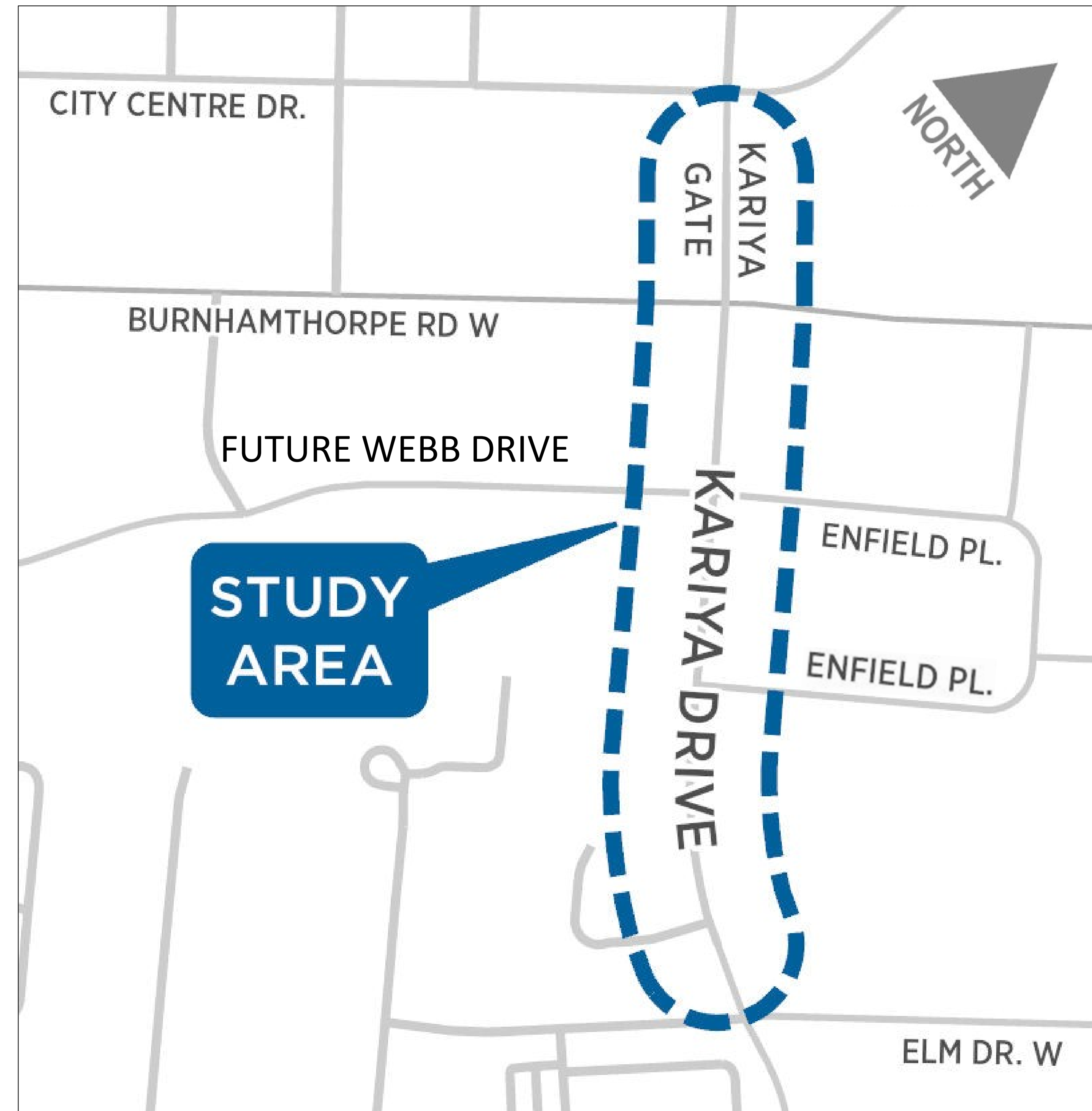
What is an Integrated Road Project?

- 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






Study Area

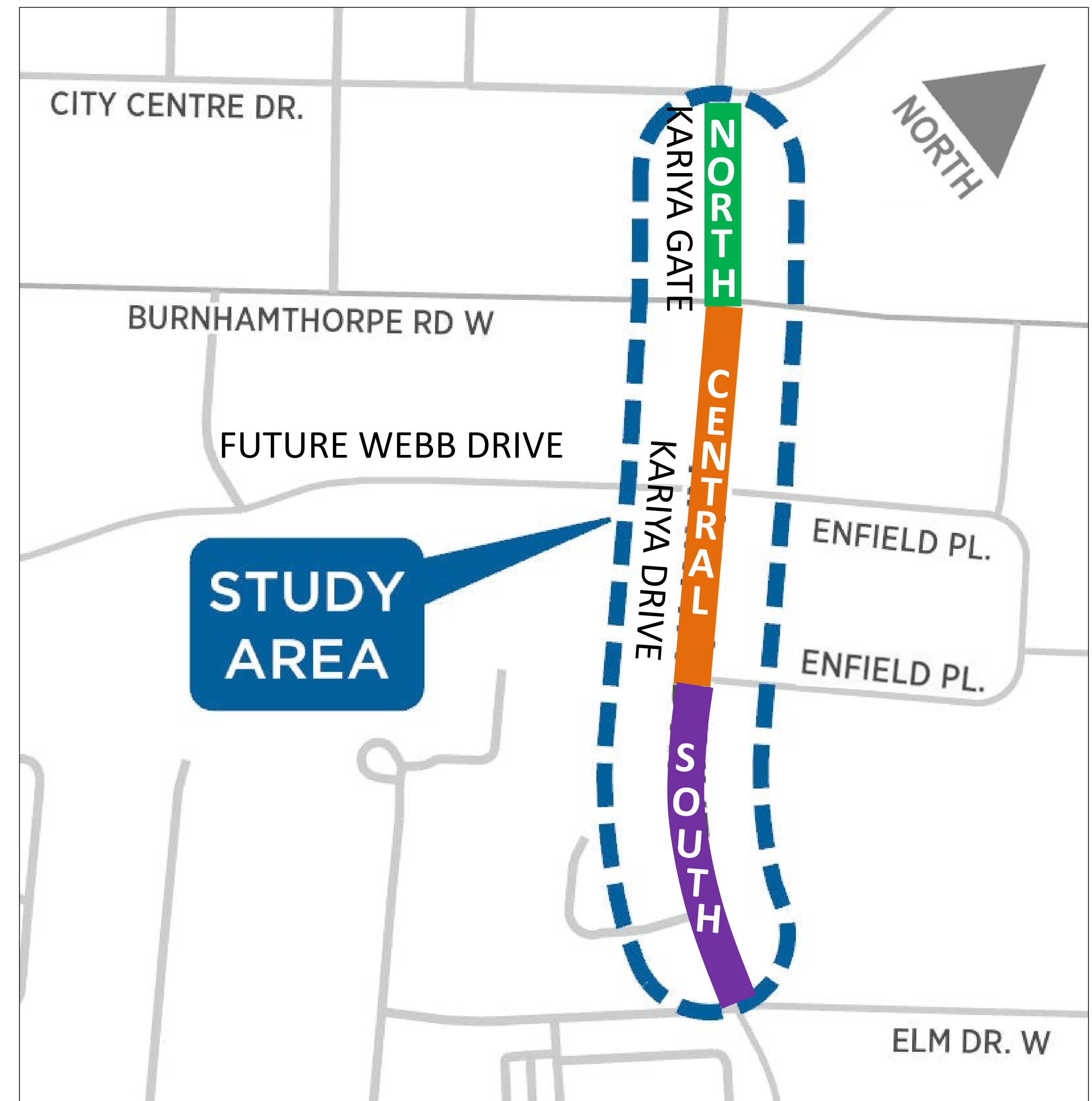
Kariya Gate/
Kariya Drive from City
Centre Drive to Elm
Drive West



Character Areas

The study area includes three (3) distinct sections.

-  **North Section**
(City Centre Drive to Burnhamthorpe Rd)
-  **Central Section**
(Burnhamthorpe Rd to Enfield Place (south))
-  **South Section** (Enfield Place (south) to Elm Drive)



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

Vision Zero Action Plan (2021)



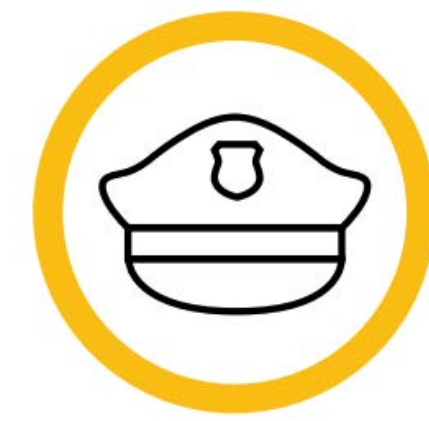
Actions grouped by the 5 E's of road safety:



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.

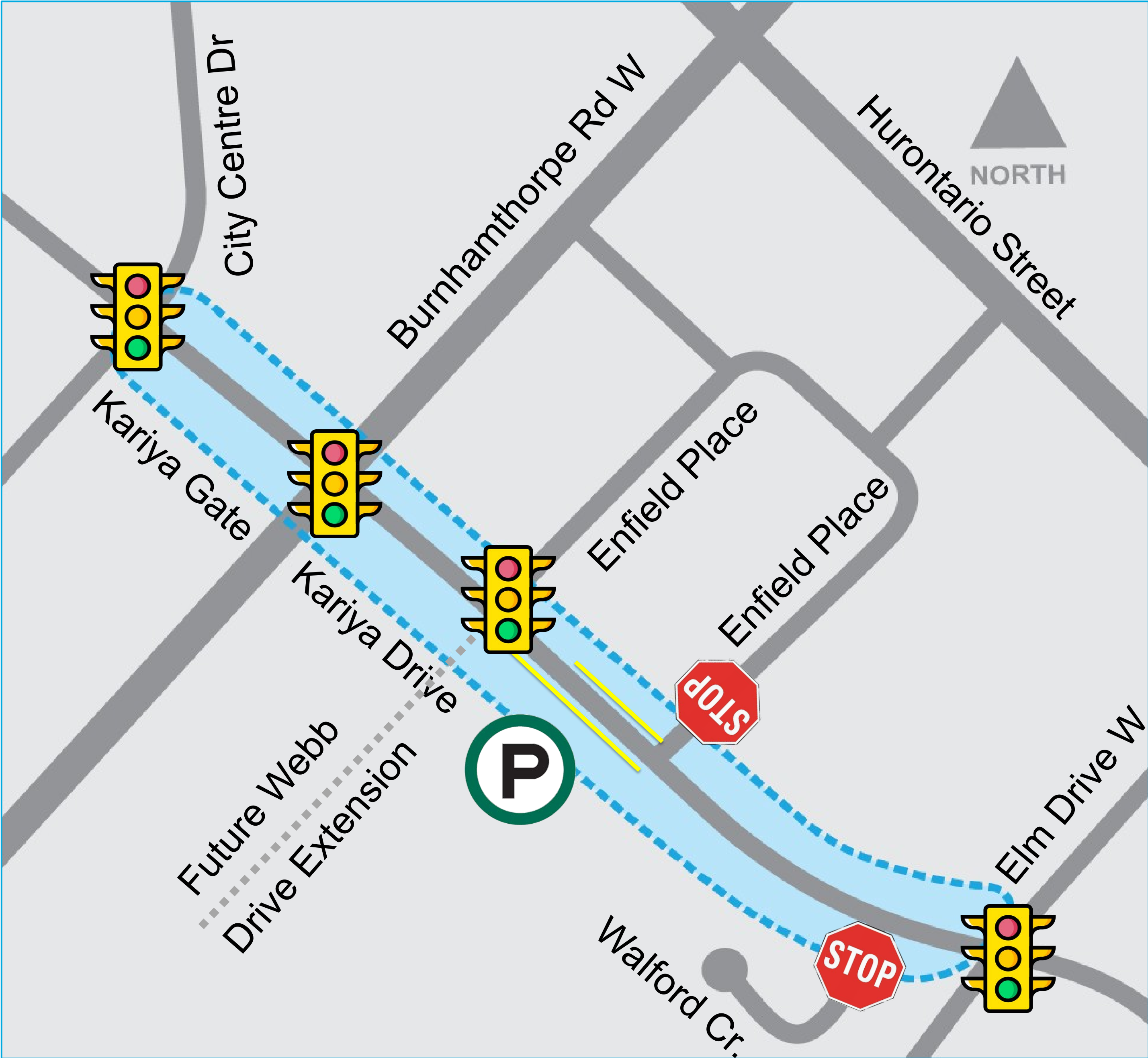
Existing Conditions

Study Area Characteristics

-  **600m** long minor collector roadway
-  **40 km/h** speed limit (Kariya Gate)
50 km/h speed limit (Kariya Drive)
-  **4 travel lanes** (Kariya Gate)
2 travel lanes (Kariya Drive)
-  **Urban** cross-section (curb and gutter)
-  **Land use** includes high and medium density residential, parkland and commercial uses
-  **26-30m** Official Plan Right-of-Way Width Designation
-  **MiWay Routes** 3, 8
-  **Street lighting** (both sides)
-  **Cycling facilities** combination of on-road bike lanes and sharrows
-  **Sidewalks** (both sides)
-  **Traffic Control** 4 signalized intersections

Existing Conditions

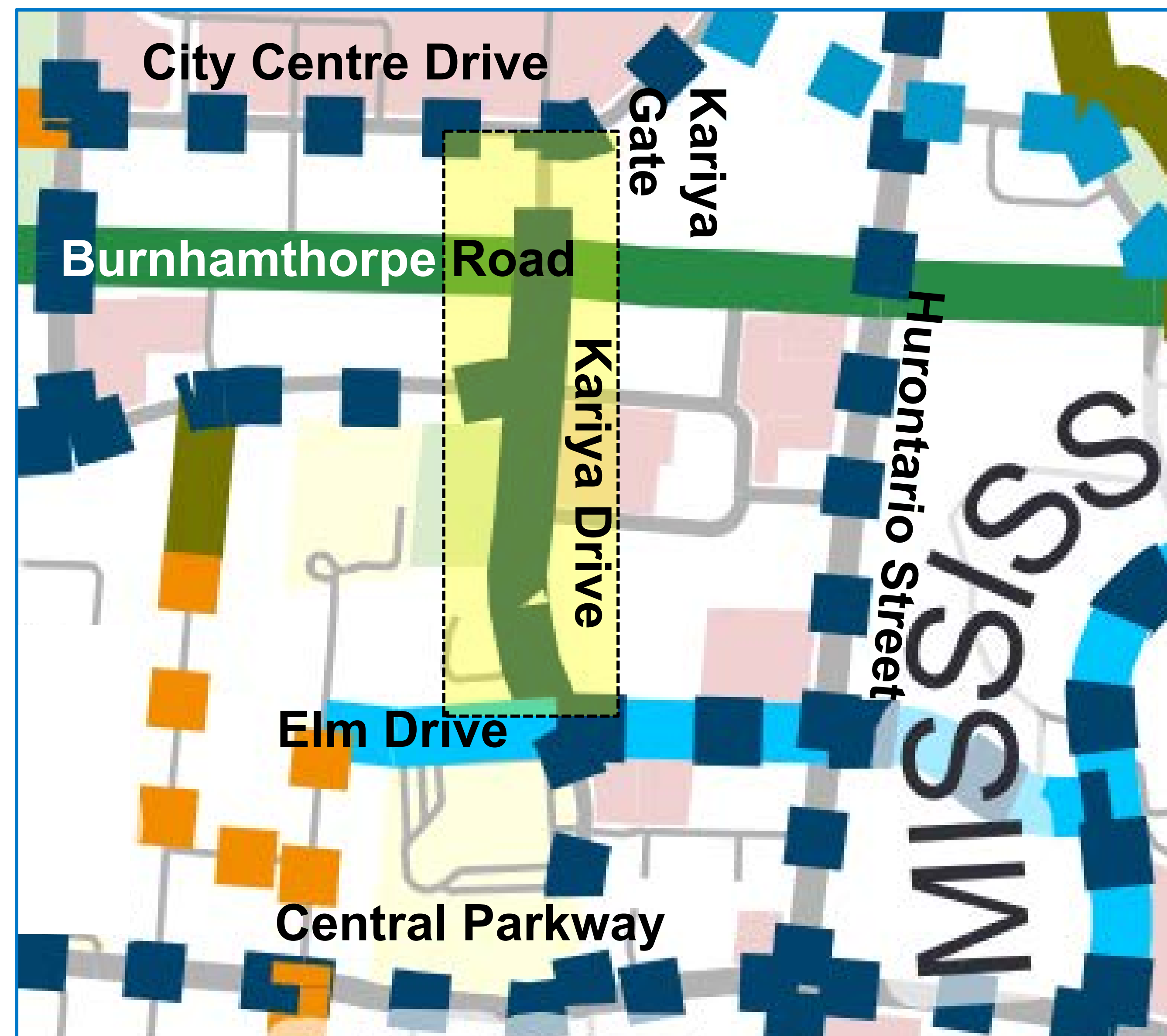
Traffic Control



-  Signalized Intersection
-  Unsignalized Intersection
-  On-Street Parking

Mississauga Cycling Master Plan (2025)

9



 Study Area

Existing Facilities

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

Upgrade / Proposed Facilities

- Multi-Use Pathway
- Off-Road Trail
- Protected Bike Lane / Cycle Track
- Bike Lane - Buffered
- Painted Bike Lane
- Neighbourhood Bikeway
- Shared Route

The Cycling Master Plan update (not yet approved) recommends protected bike lanes/cycle tracks on Kariya Gate/ Kariya Drive.

Competing Demands and Considerations



Right-of-Way 26m to 30m



Separate cycling facilities from travel lanes



Amended boulevard treatment requirements



Sidewalk on private property (north of Burnhamthorpe Road)



Bill 60 prohibits municipalities from reducing existing travel lanes to install new bike infrastructure

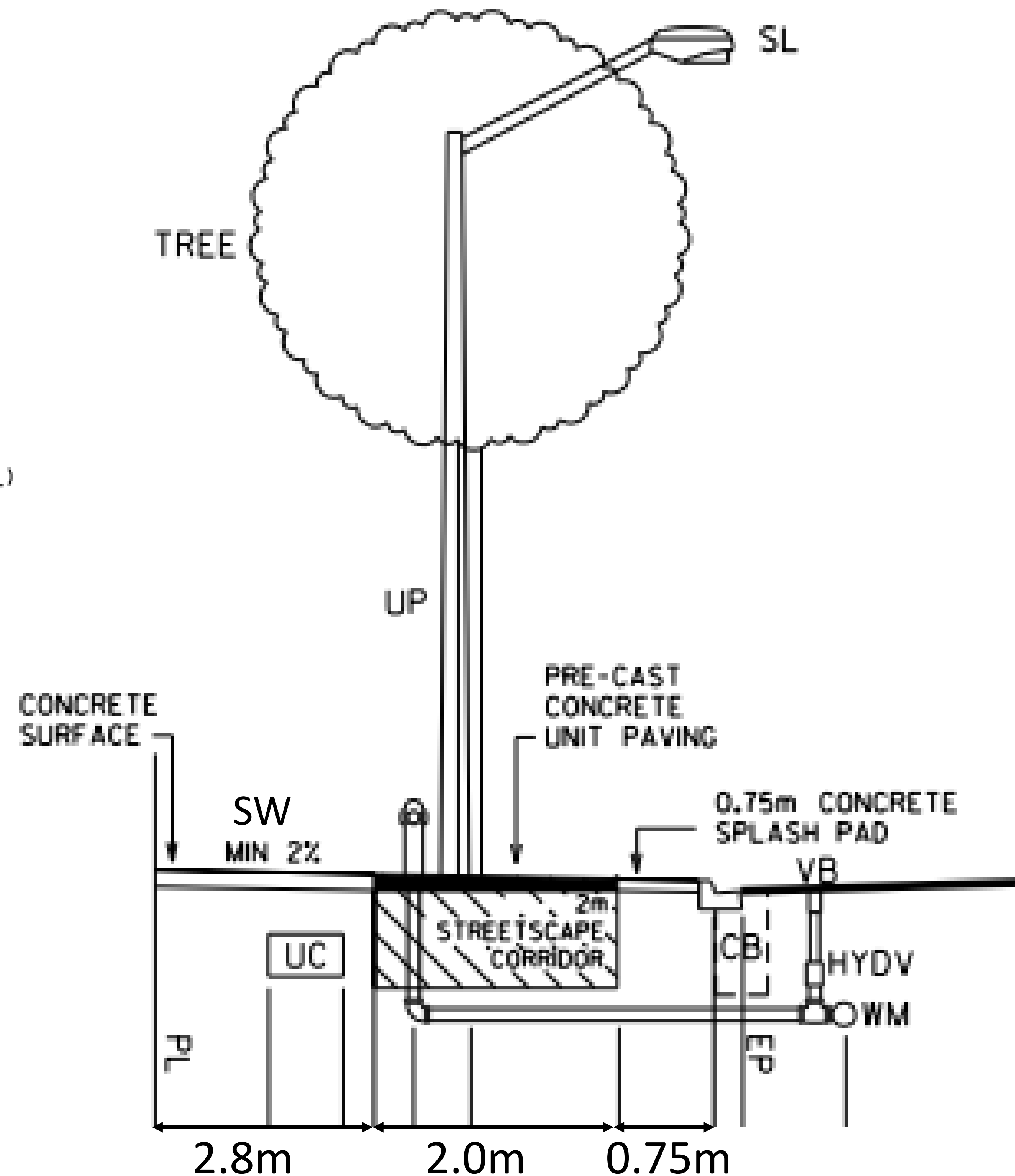


Lane widths and corner radii requirements for MiWay

Amended Boulevard Treatment – Standard

LEGEND

- EP - EDGE OF PAVEMENT
- CB - CATCH BASIN
- CURB - CURB OR CURB AND GUTTER
- C/L - CENTRELINE
- GAS - GAS MAIN
- HYD - FIRE HYDRANT
- HYDV - FIRE HYDRANT VALVE
- PWV - PRIVATE WATER VALVE
- PL - PROPERTY LINE
- SL - STREETLIGHT
- SW - SIDEWALK
- SAN - SANITARY SEWER
- STM - STORM SEWER
- UB - UTILITY BOX (HYDRO, TELECOMMUNICATIONS)
- UC - UTILITY CORRIDOR (HYDRO, TELECOMM, GAS, SL)
- UP - UTILITY POLE
- WM - WATERMAIN



 MISSISSAUGA Leading today for tomorrow			
STANDARD CROSS SECTION SPECIFIC TO CITY CENTRE 14.5m ROAD ON 26m ROW			
EFF. DATE	2003-01-22	SCALE	N.T.S.
REV.		STANDARD No. 22II.153	





Intersection Crossing Treatments

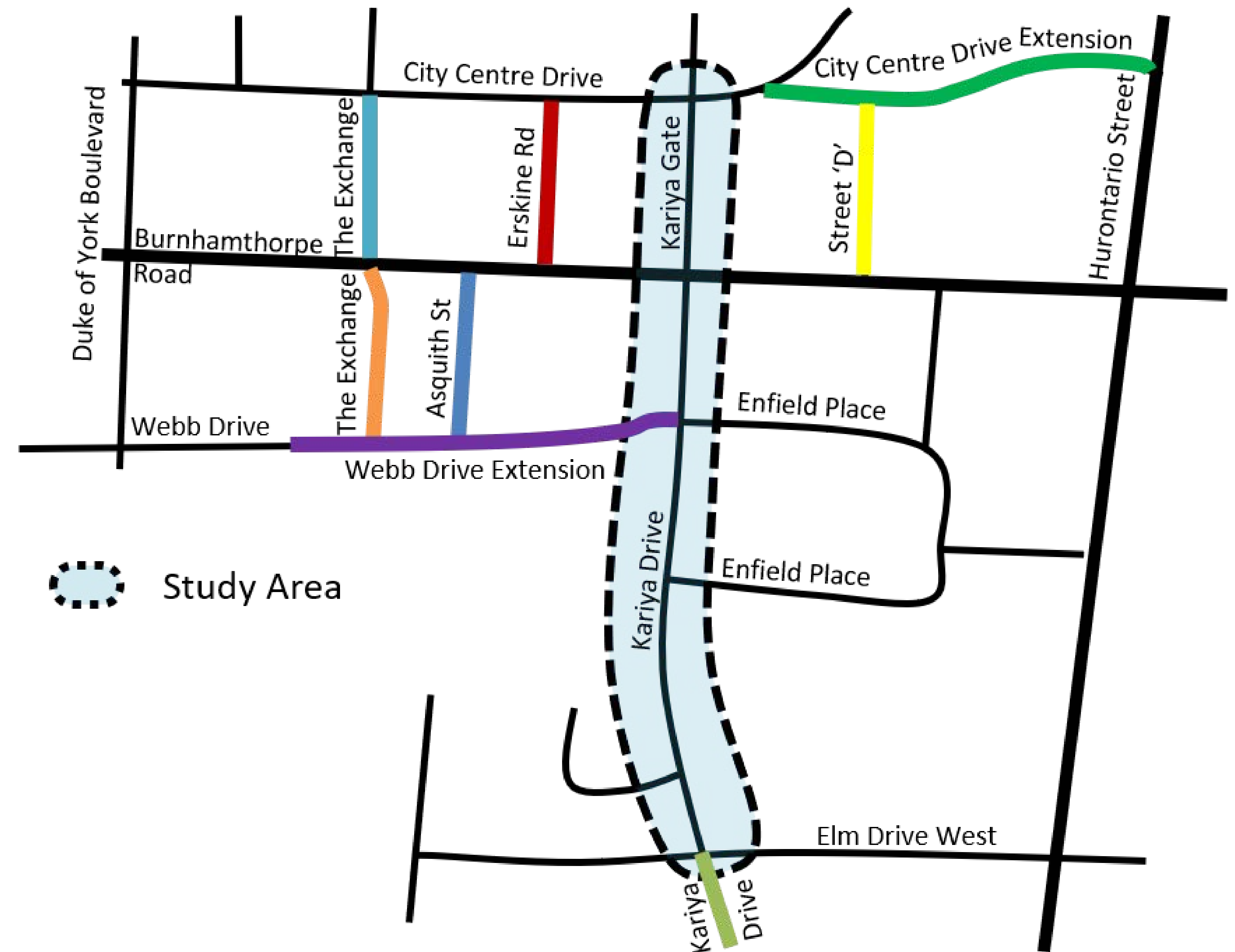


Crossride Treatments to be considered as they increase visibility and dedicated space to accommodate pedestrians and cyclists.



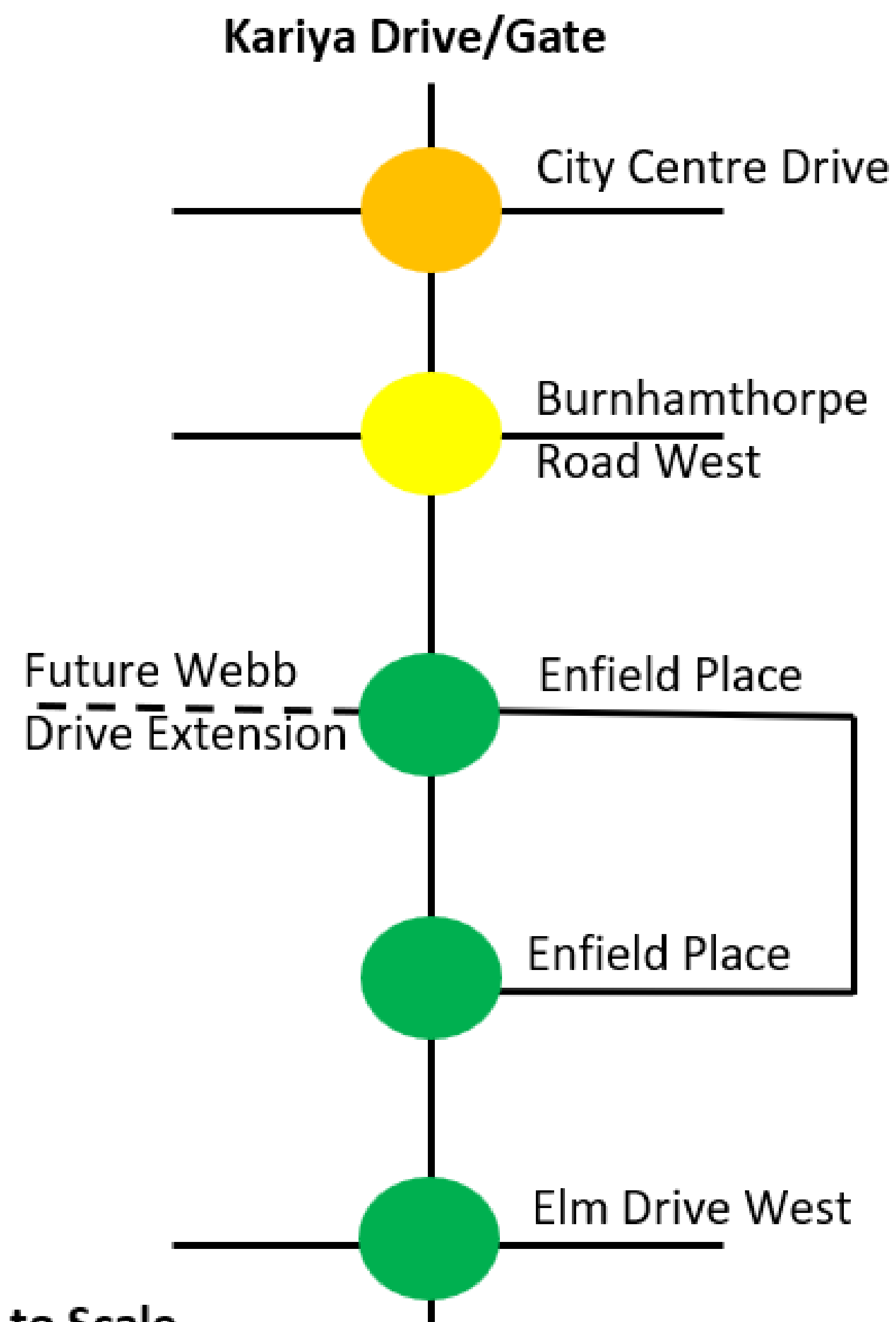
Official Plan Road Network

	New Street	Timing of Road Construction
	Street 'D'	Based on development (timing to be confirmed).
	The Exchange (south leg)	Top asphalt projected for ~2027 (timing to be confirmed).
	Erskine Road	Based on development (timing to be confirmed).
	Webb Drive Extension	Based on development (timing to be confirmed).
	Asquith Street	Top asphalt projected for ~2027 (timing to be confirmed).
	The Exchange (north leg)	Top asphalt projected for December 2028.
	Kariya Drive Extension	In detailed design (nearing 60%).
	City Centre Drive Extension	EA Study to be completed in 2027.



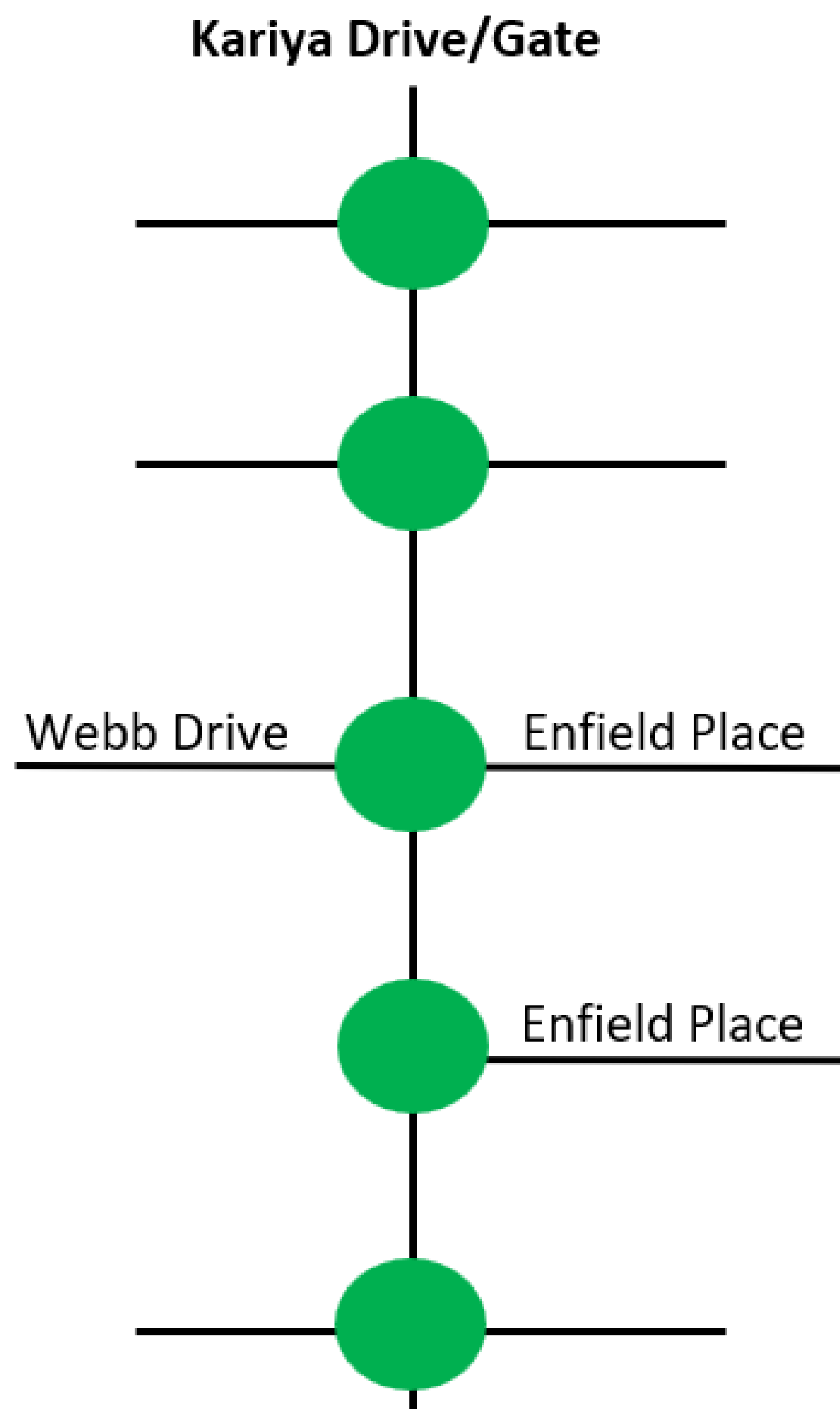
Traffic Analysis – PM Peak Hour

Existing (2025)

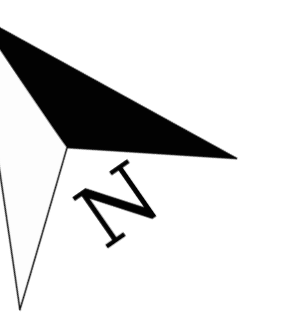


Not to Scale

Future (2041)



- Existing intersection LOS is approaching/at capacity at City Centre Drive and Burnhamthorpe Road West
- Future intersection LOS is forecast to improve by 2041 due to additional capacity and redistribution within transportation network



Legend

Intersection Level of Service (LOS)

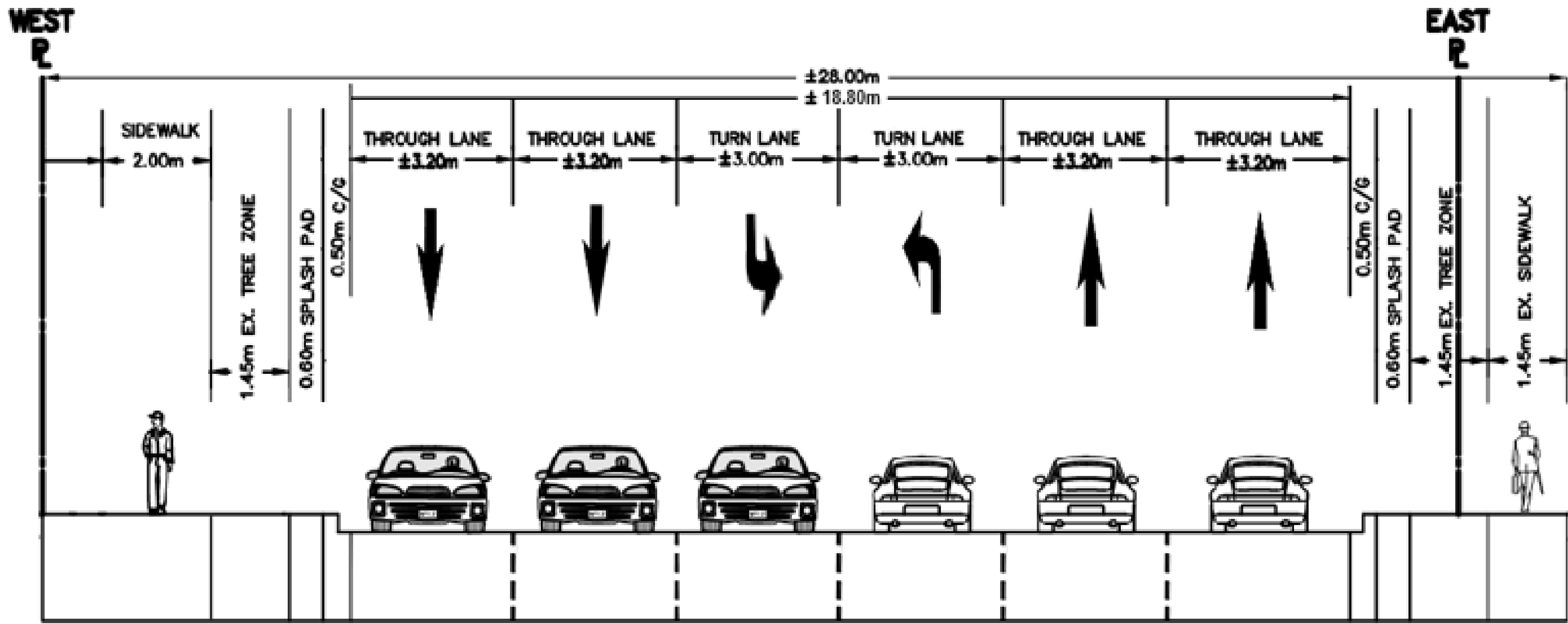
- LOS A/B - Below Capacity
- LOS C/D - Approaching Capacity
- LOS E/F - At or Exceeding Capacity

Existing Cross-Section – North Section



**Kariya Gate
between City
Centre Drive and
Burnhamthorpe
Road**

Source: Google Streetview

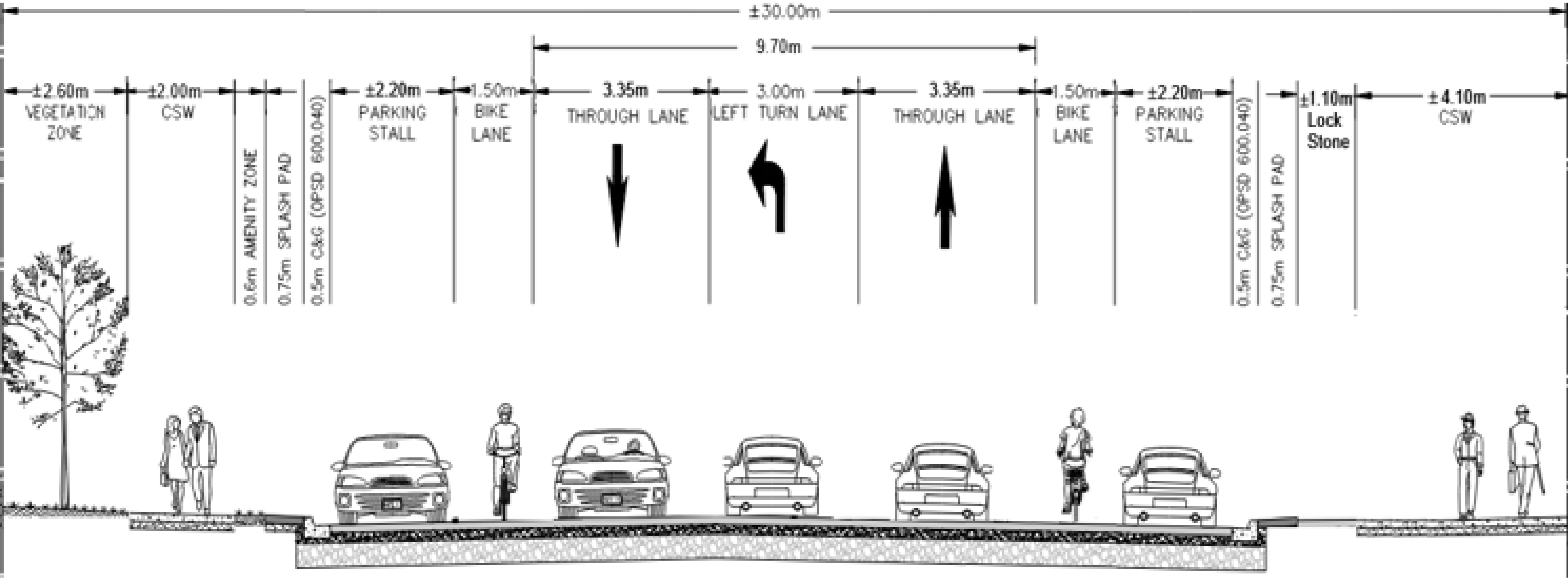


Existing Cross-Section – Central Section



**Kariya Drive
between
Burnhamthorpe
Road and Enfield
Place (south)**

Source: Google Streetview

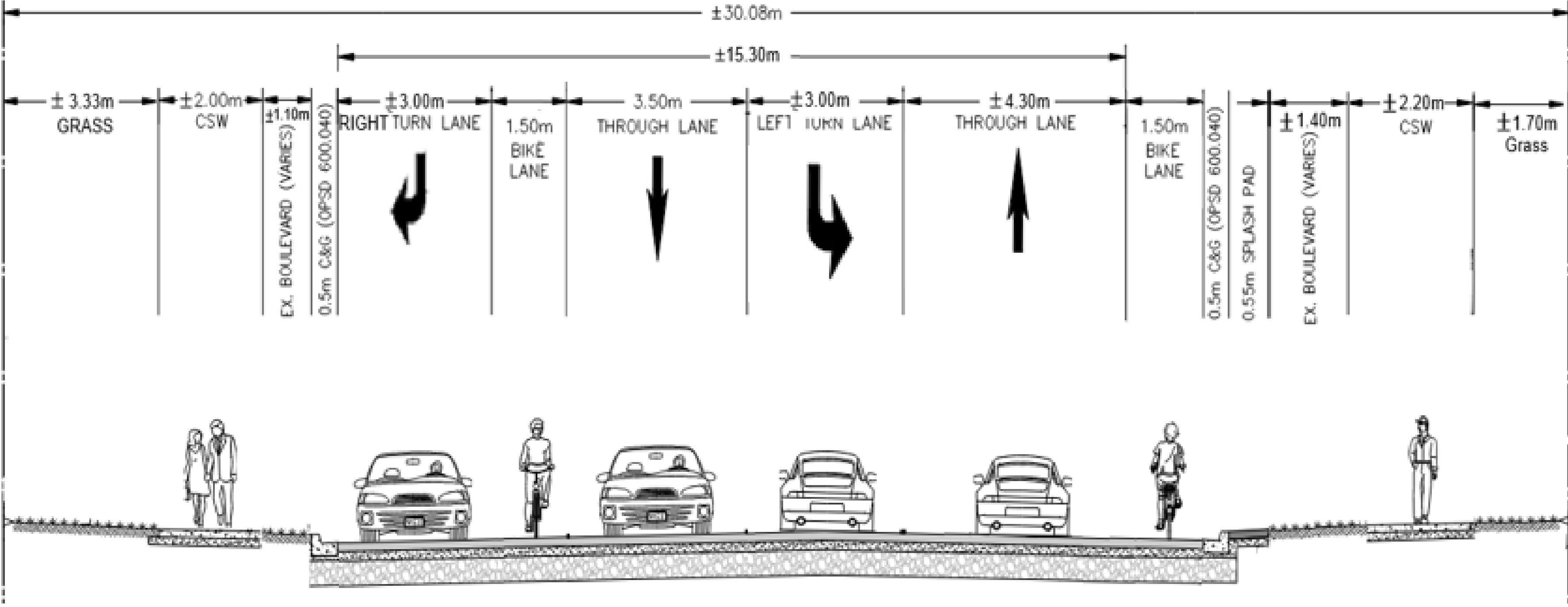


Existing Cross-Section – South Section

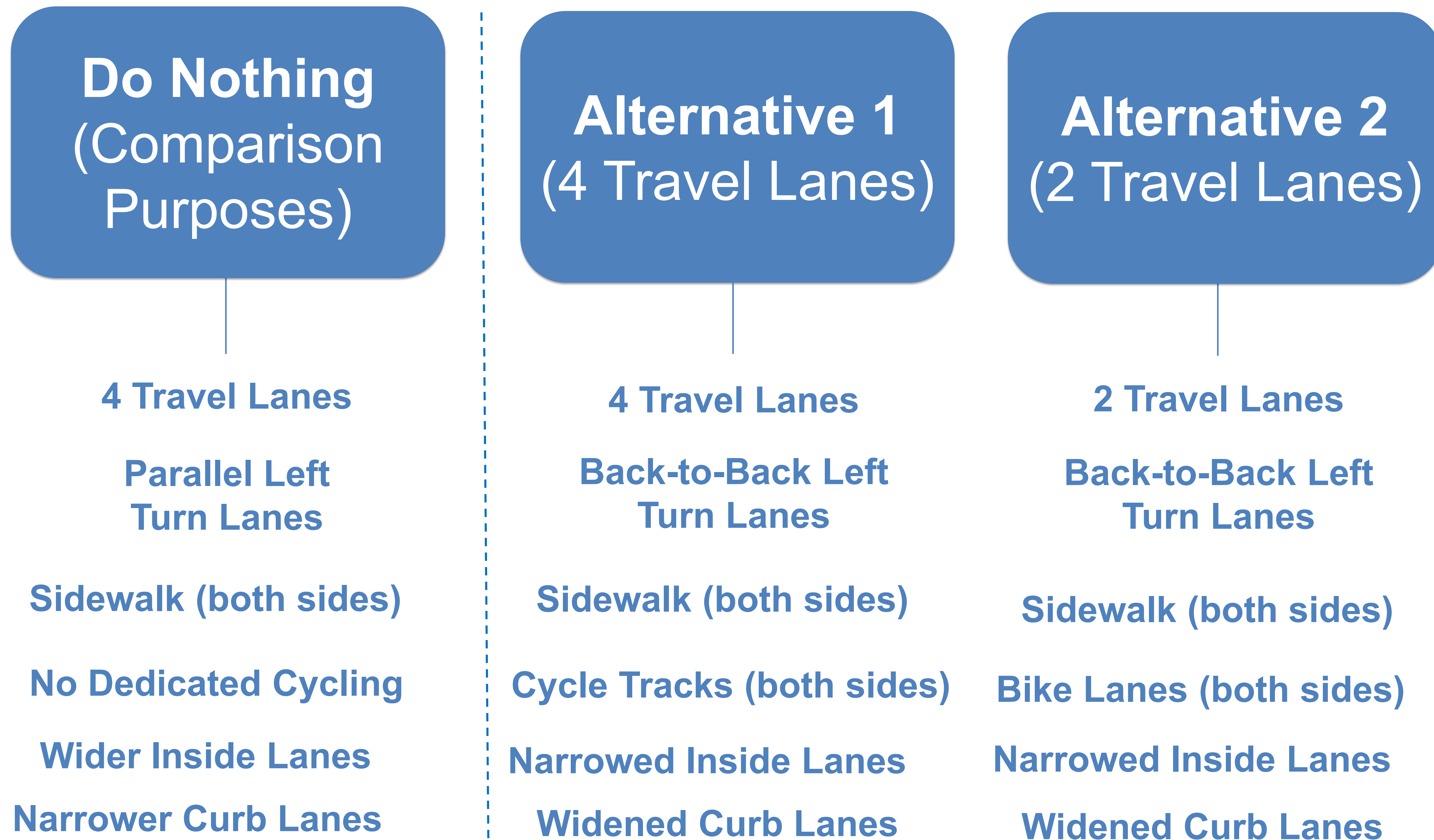


**Kariya Drive
between Enfield
Place (south) and
Elm Drive**

Source: Google Streetview



Alternatives Considered – North Section



Alternatives Considered – Central Section

Do Nothing
(Comparison Purposes)

2 Travel Lanes
+
Left Turn Lane

On-street Parking (both sides)

Sidewalk (both sides)

Bike Lanes (both sides)

Curb Lanes (3.35m)

Alternative 1
(Cycle Tracks Both Sides)

2 Travel Lanes
+
Left Turn Lane

On-street Parking (both sides)

Sidewalk (both sides)

Cycle Tracks (both sides)

Curb Lanes (3.5m)

Alternative 2
(Bike Lanes Both Sides)

2 Travel Lanes
+
Left Turn Lane

On-street Parking (both sides)

Sidewalk (both sides)

Bike Lanes (both sides)

Curb Lanes (3.5m)

Alternative 3
(Cycle Track/
Bike Lane)

2 Travel Lanes
+
Left Turn Lane

On-street Parking (both sides)

Sidewalk (both sides)

Cycle Track/Bike Lane

Curb Lanes (3.35m)

Alternatives Considered – South Section

Do Nothing
(Comparison Purposes)

2 Travel Lanes
+
Left Turn Lane

No On-street Parking

Sidewalk (both sides)

Bike Lanes (both sides)

Curb Lanes (3.5m-4.3m)

Alternative 1
(Cycle Tracks Both Sides)

2 Travel Lanes
+
Left Turn Lane

No On-street Parking

Sidewalk (both sides)

Cycle Tracks (both sides)

Curb Lanes (3.5m)

Alternative 2
(Bike Lanes Both Sides)

2 Travel Lanes
+
Left Turn Lane

No On-street Parking

Sidewalk (both sides)

Bike Lanes (both sides)

Curb Lanes (3.5m)

Alternative 3
(Cycle Track/ Bike Lane)

2 Travel Lanes
+
Left Turn Lane

No On-street Parking

Sidewalk (both sides)

Cycle Track/Bike Lane

Curb Lanes (4.3m)

Evaluation Criteria for Alternative Solutions



Evaluation of Alternatives – North Section

Criteria	Do Nothing (Comparison Purposes)	Alternative 1 (4 Travel Lanes)	Alternative 2 (2 Travel Lanes)
Reduce Vehicle Speeds	Less Preferred	Acceptable	Preferred
Tree Preservation	Preferred	Preferred	Less Preferred
Safety for all Users	Less Preferred	Preferred	Acceptable
Active Transportation Separation from Vehicles	Less Preferred	Preferred	Acceptable
Utility Impacts	Preferred	Acceptable	Less Preferred
Capital Costs	Preferred	Less Preferred	Less Preferred
Bill 60	Acceptable	Acceptable	Unacceptable

RECOMMENDED

DRAFT

Evaluation of Alternatives – Central Section

Criteria	Do Nothing (Comparison Purposes)	Alternative 1 (Cycle Tracks Both Sides)	Alternative 2 (Bike Lanes Both Sides)	Alternative 3 (Cycle Track/ Bike Lane)
Reduce Vehicle Speeds	Less Preferred	Acceptable	Preferred	Less Preferred
Tree Preservation	Acceptable	Less Preferred	Less Preferred	Preferred
Safety for all Users	Less Preferred	Preferred	Acceptable	Acceptable
Active Transportation Separation from Vehicles	Less Preferred	Preferred	Acceptable	Less Preferred
Utility Impacts	Preferred	Less Preferred	Less Preferred	Less Preferred
Capital Costs	Preferred	Less Preferred	Less Preferred	Less Preferred
Bill 60	Acceptable	Acceptable	Acceptable	Acceptable

RECOMMENDED

DRAFT

Evaluation of Alternatives – South Section

Criteria	Do Nothing (Comparison Purposes)	Alternative 1 (Cycle Tracks Both Sides)	Alternative 2 (Bike Lanes Both Sides)	Alternative 3 (Cycle Track/ Bike Lane)
Reduce Vehicle Speeds	Less Preferred	Acceptable	Preferred	Less Preferred
Tree Preservation	Acceptable	Preferred	Preferred	Preferred
Safety for all Users	Less Preferred	Preferred	Acceptable	Acceptable
Active Transportation Separation from Vehicles	Acceptable	Preferred	Acceptable	Acceptable
Utility Impacts	Preferred	Acceptable	Acceptable	Acceptable
Capital Costs	Preferred	Less Preferred	Less Preferred	Less Preferred
Bill 60	Acceptable	Acceptable	Acceptable	Acceptable

RECOMMENDED

DRAFT

Road Safety

Vision Zero Improvements



Improve safety at intersections



Separate cycling facilities from through traffic



Support vulnerable users and update accessibility features



Widen sidewalks (where feasible)



Narrow vehicle travel lanes (where possible)



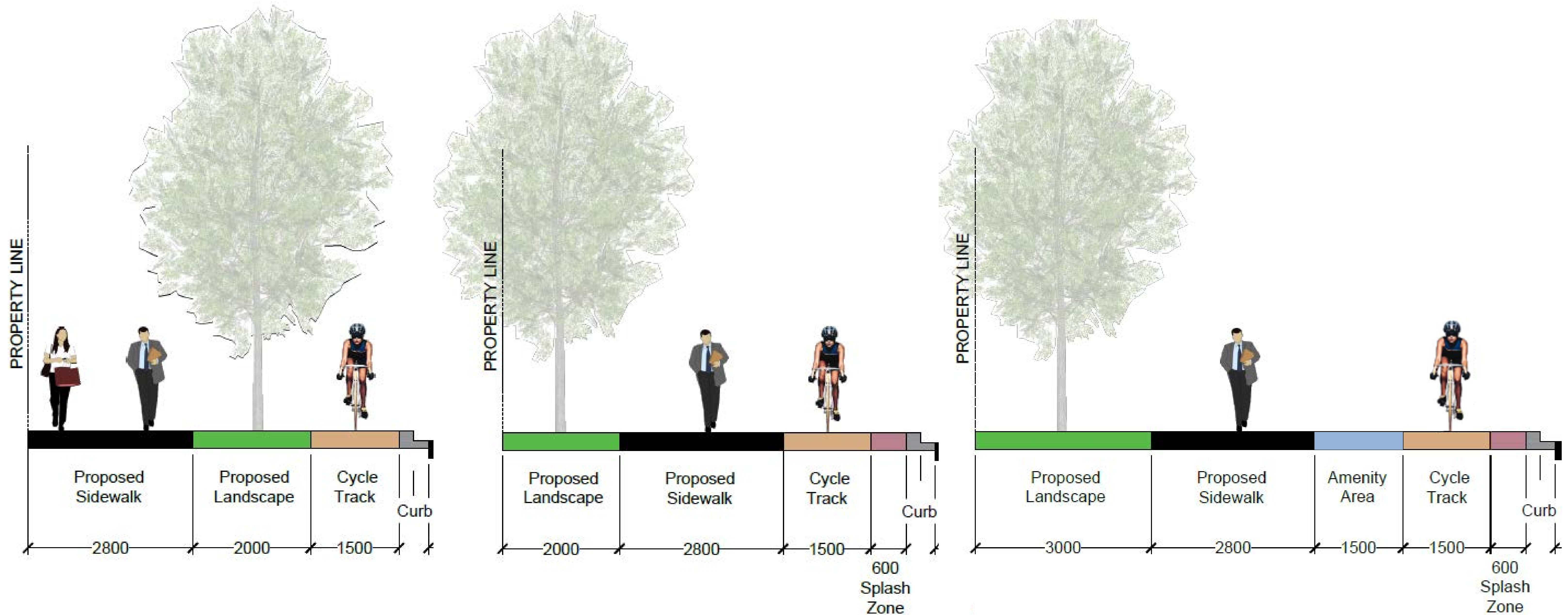
Enhance transit stops

Accommodation of Amended Boulevard Treatment

North Section

Central Section

South Section



Preferred Alternative – North Section

Existing Conditions



Looking northbound at Burnhamthorpe Road

Alternative 1: Maintain 4 Travel Lanes



Photo Rendering: Preferred Alternative – North Section

Preferred Alternative – Central Section

Existing Conditions



Looking northbound at Enfield Place (south)

Alternative 1: Cycle Tracks (both sides)



Photo Rendering: Preferred Alternative – Central Section

Preferred Alternative – South Section

Existing Conditions



Looking southbound, north of Walford Court

Alternative 1: Cycle Tracks (both sides)



Photo Rendering: Preferred Alternative – South Section

Project Timeline and Next Steps



Next Steps



Review Feedback from Public



Complete Preliminary Design



Confirm Preferred Alternative



Study Completion

Additional Information/Questions

Thank you for attending!



Project Website:
Mississauga.ca/Kariya

Project Contact:

Tom Kalogiannis, P.Eng., DPA
Engineer, Transportation Projects
City of Mississauga



tom.kalogiannis@mississauga.ca



Call 311



Community Meeting comment
period will be available for a
two-week period (until June
19, 2026)