

The Credit Woodlands Integrated Road Project

Overview of Alternatives Considered

September 11, 2024

Alternatives with One Rotary or Roundabout

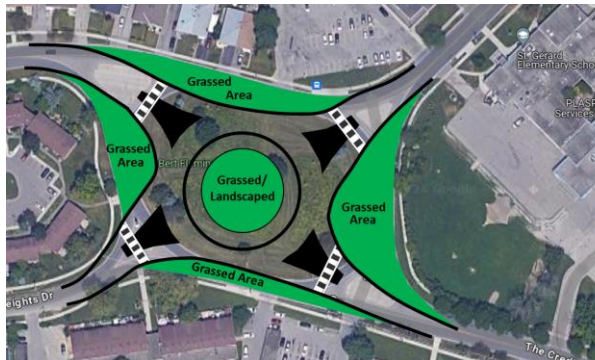
1) Original Lane Configuration (Rotary) with modified yield control



Configuration” memo, dated September 11, 2024.

- This alternative represents the original configuration of the roadway; however, the yield control would be modified so vehicles entering the rotary always yield to vehicles in the rotary.
- This alternative is not acceptable and does not meet the objectives developed based on resident feedback as it does not meet modern-day design guidelines and introduces significant safety and operational concerns for vehicles, pedestrians, and cyclists.
- For more details, please see the “Feasibility Assessment of Reinstating the Original Intersection

2) Roundabout that meets Modern-Day Design Requirements



- This alternative represents a roundabout that meets modern-day design guidelines.
- Though this alternative meets safety and operational requirements, several existing accesses/driveways would be made inaccessible; therefore, this alternative is not acceptable.
- This alternative would also have the highest construction cost and would have significant impacts to natural heritage and trees.
- This alternative is not technically feasible and does not meet the objectives developed based on resident feedback; therefore, it is not acceptable.

Alternatives with All-Way Stop Control

3) Modification of the Original Configuration with All-Way Stops on West Leg



- This alternative modifies the original configuration by closing the east leg and placing all-way stop control on the west leg.
- This alternative meets safety requirements; however, pedestrian safety at stop-controlled intersections depends on vehicles coming to a complete stop and yielding the right away.
- This alternative is not acceptable and does not meet the objectives developed based on resident feedback as it interrupts free-flow traffic, adds additional delay, and impacts existing accesses/driveways.

4) Modification of the Original Configuration with All-Way Stops on East Leg



- This alternative modifies the original configuration by closing the west leg and placing all-way stop control on the east leg.
- This alternative meets safety requirements; however, pedestrian safety at stop-controlled intersections depends on vehicles coming to a complete stop and yielding the right away.
- This alternative is not acceptable and does not meet the objectives developed based on resident feedback as it interrupts free-flow traffic and adds additional delay.

5) Modification of the Original Configuration with All-Way Stops on All Legs



- This alternative modifies the original configuration by placing all-way stop control on both the west and east legs.
- This alternative meets safety requirements; however, pedestrian safety at stop-controlled intersections depends on vehicles coming to a complete stop and yielding the right away.
- This alternative is not acceptable and does not meet the objectives developed based on resident feedback as it interrupts free-flow traffic, adds additional delay, and impacts existing accesses/driveways.

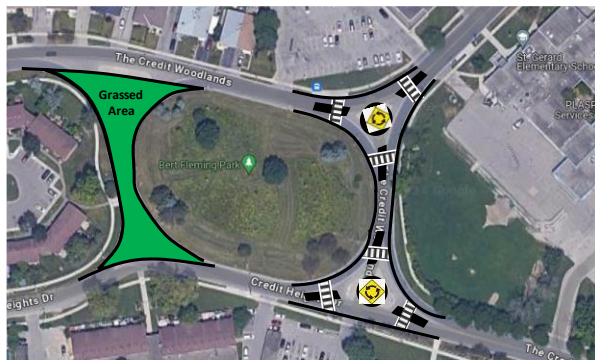
Alternatives with Mini-Roundabouts

6) Modification of the Original Configuration with Mini-Roundabouts on West Leg



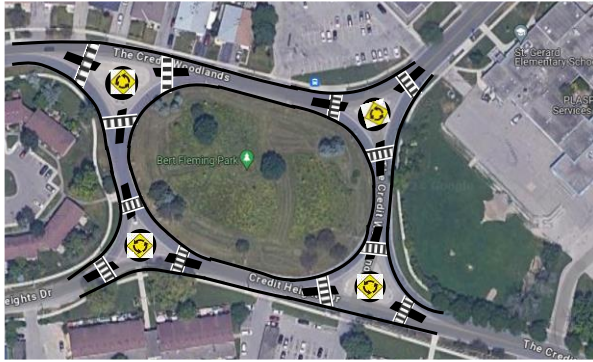
- This alternative modifies the original configuration by closing the east leg and placing mini-roundabouts on the west leg.
- This alternative meets safety and operational requirements; however, it is not acceptable and does not meet the objectives developed based on resident feedback as it introduces access impacts to existing accesses/driveways.

7) Modification of the Original Configuration with Mini-Roundabouts on East Leg



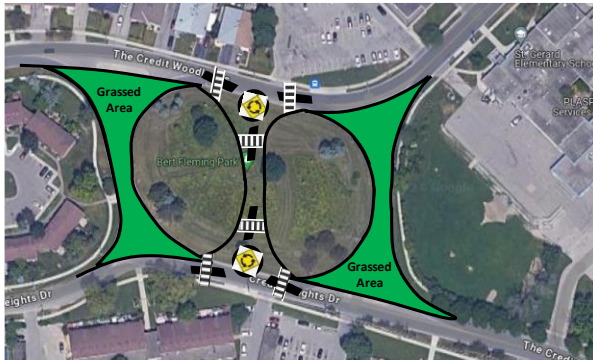
- This alternative modifies the original configuration by closing the west leg and placing mini-roundabouts on the east leg.
- This alternative is preferred as it meets safety and operational requirements and does not encroach on Bert Fleming Park.
- This alternative appropriately balances the community's desire for free-flow traffic conditions, appropriate traffic speed, and safe pedestrian crossings.
- This alternative meets the objectives developed based on resident feedback; therefore, this is the recommended alternative.

8) Modification of the Original Configuration with Mini-Roundabouts on All Legs



- This alternative modifies the original configuration by placing mini-roundabouts on both the west and east legs.
- This alternative meets safety and operational requirements; however, it is not acceptable and does not meet the objectives developed based on resident feedback as it introduces access impacts to existing accesses/driveways.

9) New Leg with Mini-Roundabouts Intersecting Bert Fleming Park



- This alternative modifies the original configuration by closing both the west and east legs and by constructing a new leg with mini-roundabouts through Bert Fleming Park.
- This alternative meets safety and operational requirements; however, it is not acceptable and does not meet the objectives developed based on resident feedback as it introduces access impacts to existing accesses/driveways.
- This alternative would also have significant impacts to natural heritage and trees.

Alternative with One-Way Stop-Controlled Intersections

10) Modification of the Original Configuration with T-Intersections on East Leg



- This alternative modifies the original configuration by closing the west leg and placing one-way stop-controlled T-intersections on the east leg; vehicles on The Credit Woodlands would have right-of-way over vehicles turning from McBride Avenue and Credit Heights Drive.
- Though this alternative allows free-flow traffic on The Credit Woodlands, it interrupts free-flow traffic from McBride Avenue and Credit Heights Drive.
- This alternative is not acceptable and does not meet the objectives developed based on resident feedback as it introduces significant safety concerns

for pedestrians and cyclists looking to cross The Credit Woodlands as no dedicated crossings would be present. This alternative also exacerbates concerns about high vehicle speeds on The Credit Woodlands.

Note: drawings are for illustrative purposes only and do not purport to conform to technical design requirements.