Creditview Road Implementation Strategy

Community Meeting
June 12, 2024

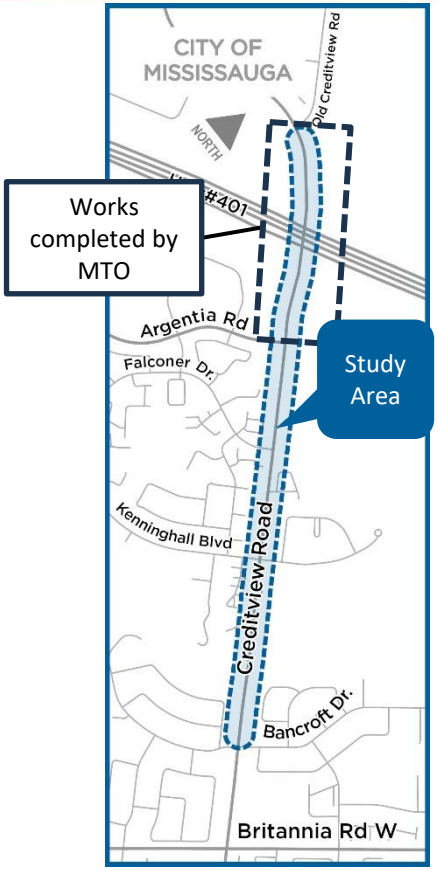
MISSISSAUGA

Project Overview

- The City completed the Creditview Road (Bancroft Drive to Old Creditview Road) Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) Study, in 2016

- Several improvements were identified for Creditview Road, including a future widening (2 to 4 lanes), pavement rehabilitation, new roundabouts, new cycling facilities, noise walls and transit infrastructure

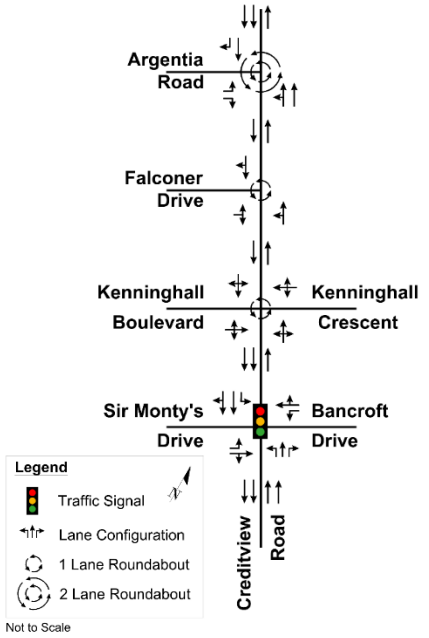
- The MTO has recently widened Creditview Road (2 to 4 lanes) from Argentia Road to Old Creditview Road, including the new bridge over Highway 401



Creditview Road MCEA Study Recommendations

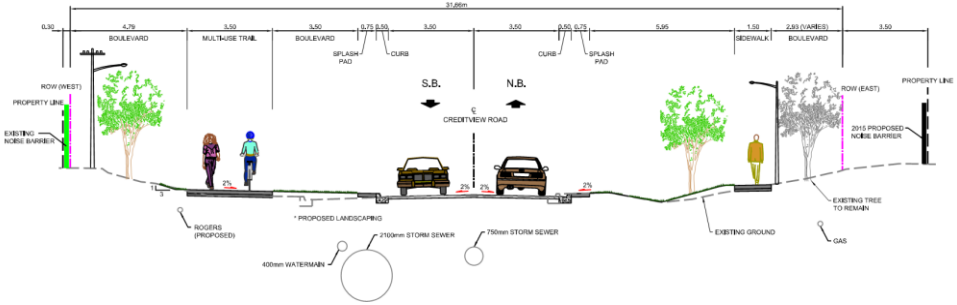
The approved Creditview Road MCEA Study recommended both an 'Interim Preferred Alternative' and 'Long-Term Solution'.

Interim Preferred Alternative



- Maintain two travel lanes between Bancroft Drive and Argentia Road;
- One-lane roundabouts at Creditview Road intersections with Kenninghall Boulevard and Falconer Drive;
- Two-lane roundabout at Creditview Road and Argentia Road; and
- Multi-use trail (west side) and sidewalk (east side).

Typical Cross-Section: Interim Preferred Alternative



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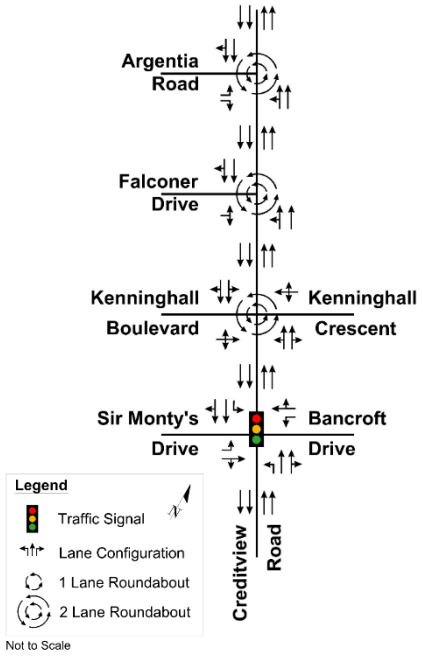
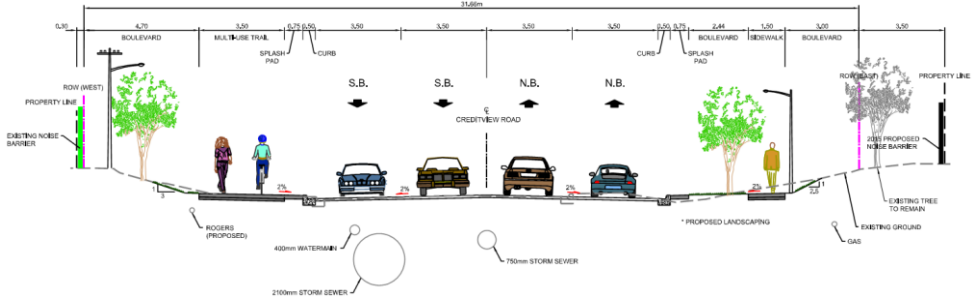
Long-Term Solution

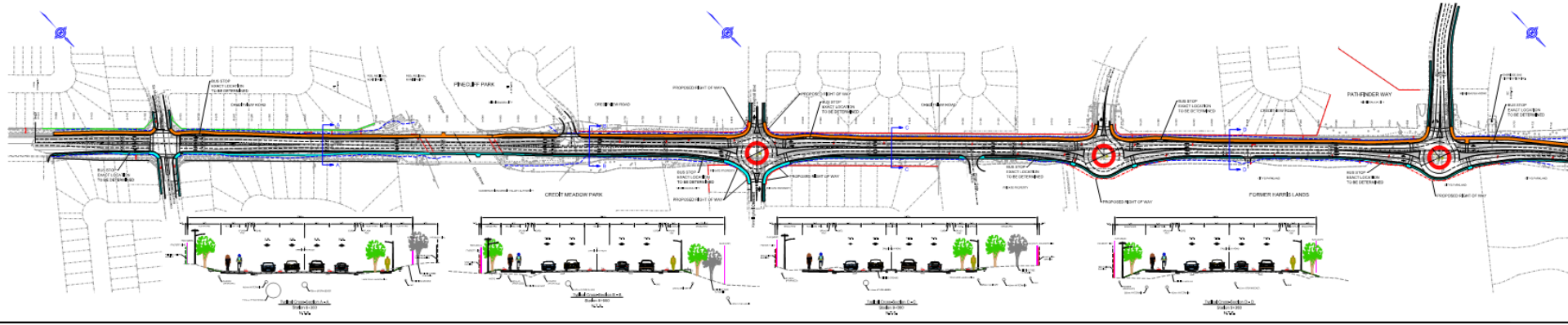


- Widen to four travel lanes between Bancroft Drive and Argentia Road;
- Two-lane roundabouts at Creditview Road intersections with Kenninghall Boulevard, Falconer Drive and Argentia Road, and
- Multi-use trail (west side) and sidewalk (east side).

Typical Cross-Section: Long-Term Solution



Creditview Road MCEA Study: Long-Term Solution

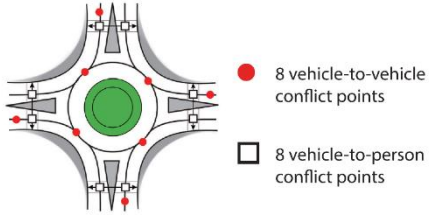


* Noise walls to be confirmed during detailed design.

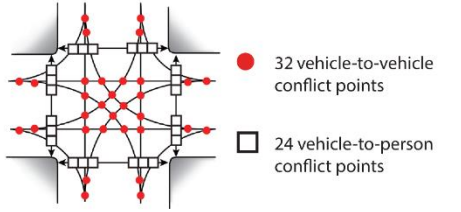
Roundabout vs. Traffic Signal

	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

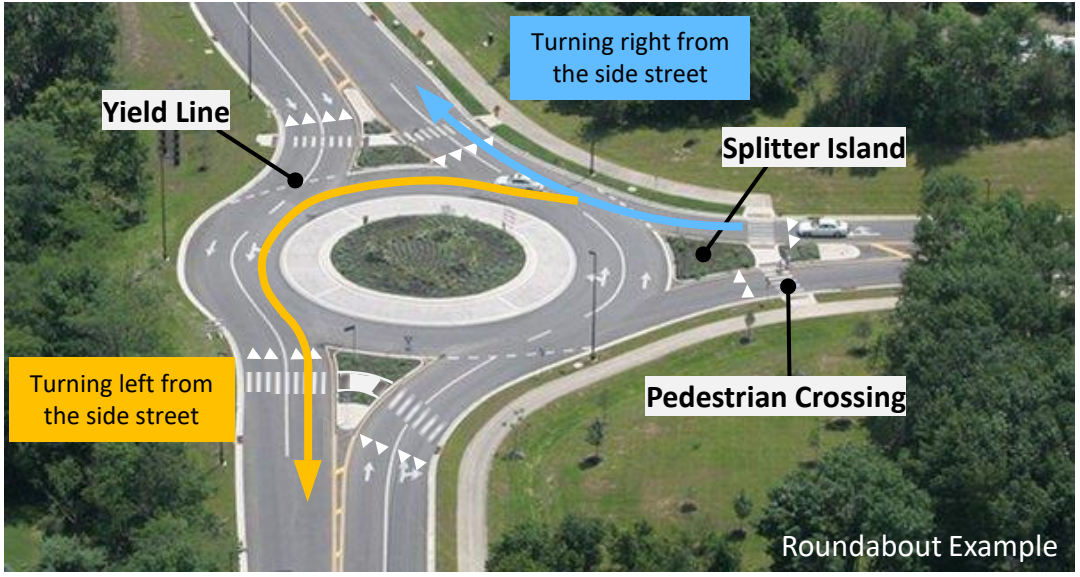
How to Drive in a Roundabout

- 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.



Roundabout Example

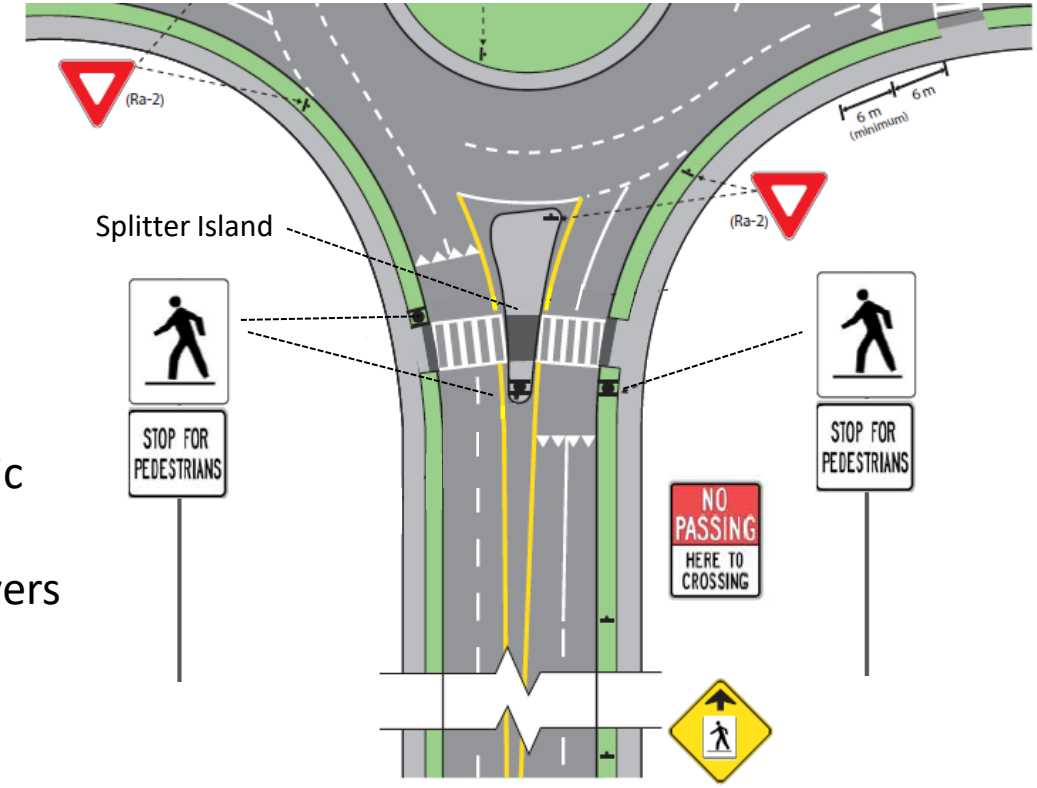
How Pedestrians use Roundabouts

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:

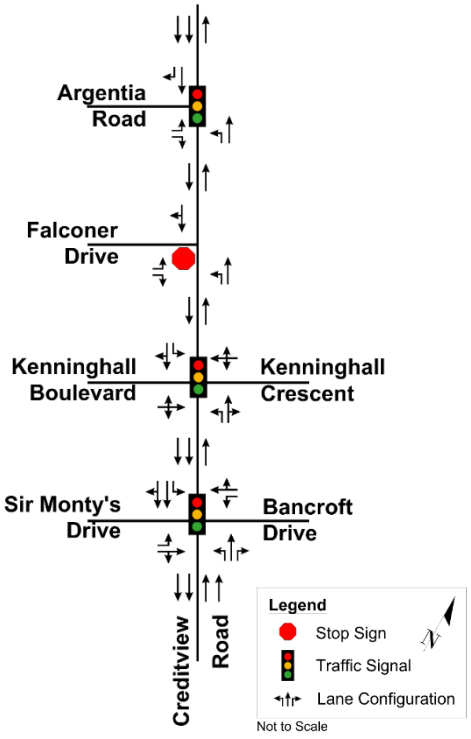
1. Step to the curb
2. Look and listen for a safe gap in traffic flow
3. Keep and make eye contact with drivers
4. Cross to the splitter island
5. Repeat Steps 1-3 to fully cross the street



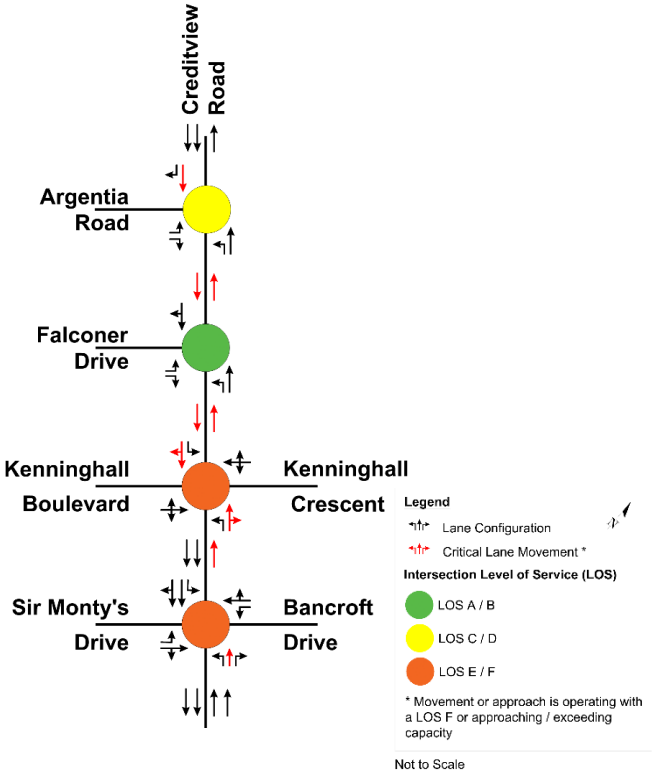
OTM Book 15 – Pedestrian Crossover (Level 2 Type D)

Existing Traffic Analysis

Existing Lane Configuration



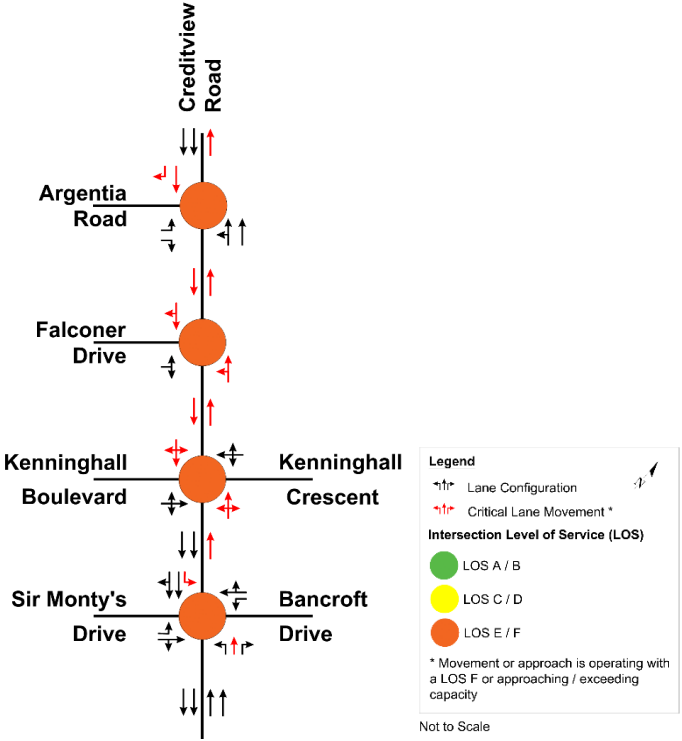
Existing Operations



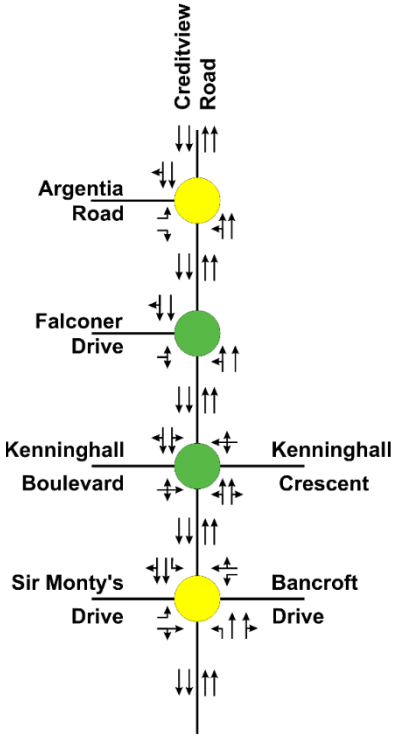
- Traffic analysis based on Spring 2024 PM peak hour
- Midblock volumes along the study corridor are already approaching/exceeding capacity
- Two existing intersections are currently operating at approaching/exceeding capacity
- Drivers observed queue jumping using the northbound right turn lane at Bancroft Road/Sir Monty's Drive

Future Traffic Analysis

Interim Preferred Alternative by 2031



Long-Term Solution by 2031 and 2041



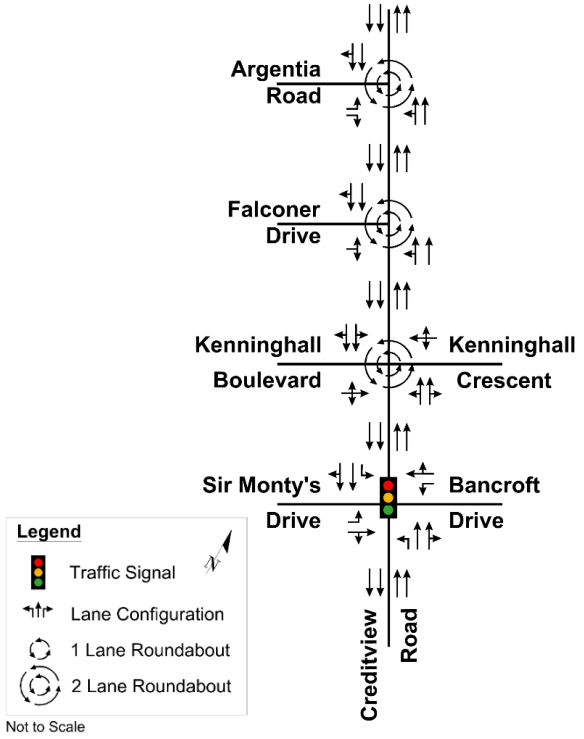
- Future traffic was projected for 2031 and 2041 midblock and intersection traffic volumes
- Implementation of the proposed Interim Preferred Alternative (i.e., maintaining 2 lanes along Creditview Road) is insufficient to meet the demands of the corridor
- Early implementation of the Long-term Solution is preferred from a traffic operations perspective

Recommended Implementation Strategy

- Travel demands require the implementation of the Long-Term Solution along Creditview Road by 2031

- Directly implementing the Long-Term Solution will:
  - Meet 2031 and 2041 travel demands;
  - Reduce construction costs (approximately $4.5 million in savings) with one phase of implementation;
  - Reduce community impacts due to construction activities; and
  - Provide safety and operational benefits as a result of the roundabouts.

Recommended Implementation Strategy
Long-Term Solution by 2031



Noise Walls

- The MCEA Study (2016) completed an initial Noise Assessment
- To confirm the Noise Assessment results, the City will update the noise analysis with future (2041) traffic volumes. This will be completed 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

Next Steps

Proceed with Long-Term Solution

2025-2026
Detailed Design

2027-2029
Construction *

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

Additional Comments / Questions?

Jeffrey Reid, LET, C.E.T.
Manager, Transportation Projects
City of Mississauga
jeffrey.reid@mississauga.ca

Call 311

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