

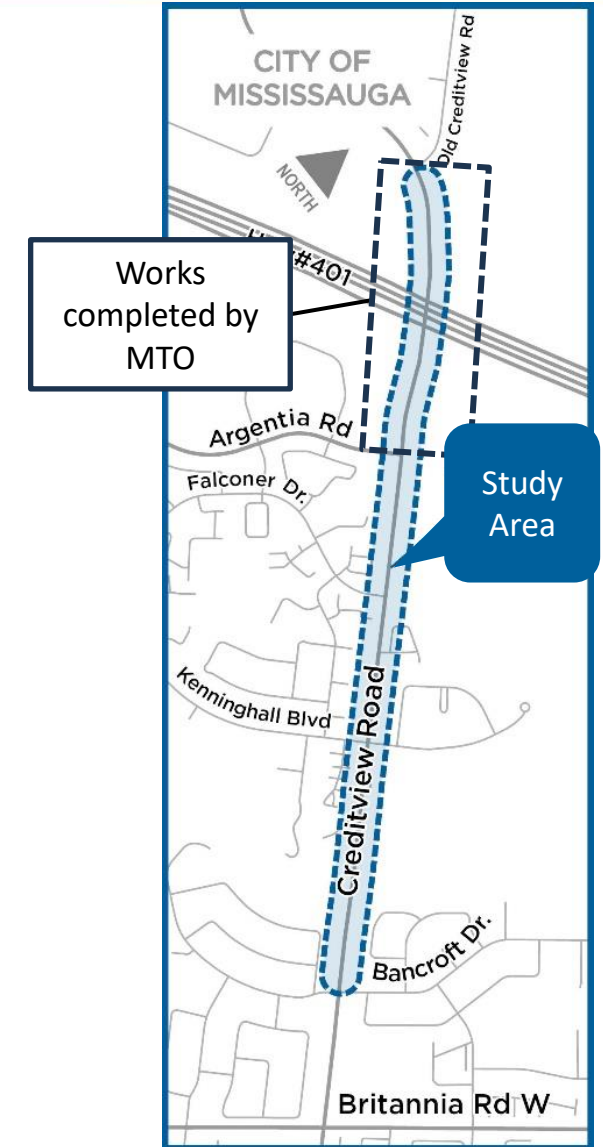
Creditview Road & Kenninghall Blvd./Cres.

Community Meeting
November 12, 2024



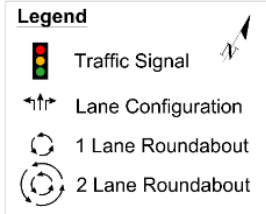
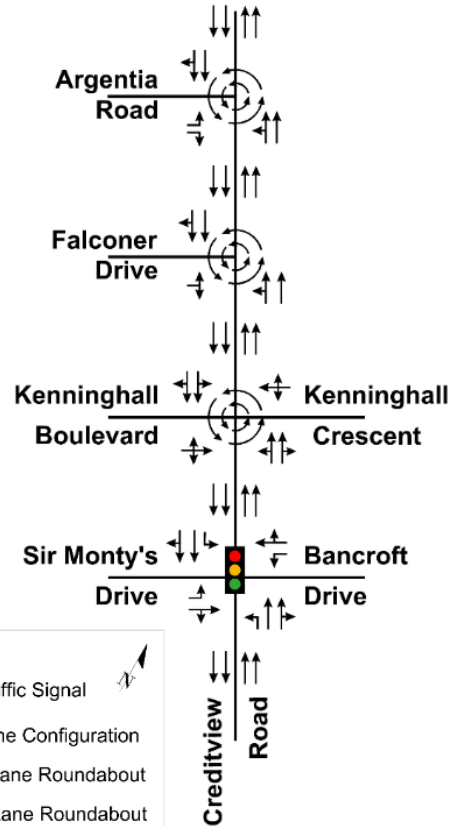
Project Background

- The City completed the Creditview Road (Bancroft Drive to Old Creditview Road) Schedule 'C' Municipal Class Environmental Assessment (MCEA) Study, in 2016. It identified two solutions:
 - Interim Preferred Alternative
 - Long-Term Solution
- In 2023, the MTO completed the widening of Creditview Road (2 to 4 lanes) from Argentia Road to Old Creditview Road, including the new bridge over Highway 401
- To confirm the timing of improvements, the City completed an Implementation Strategy and hosted a Community Meeting on June 12, 2024. The analysis confirmed that the Long-Term Solution will be implemented



Creditview Road Long-Term Solution

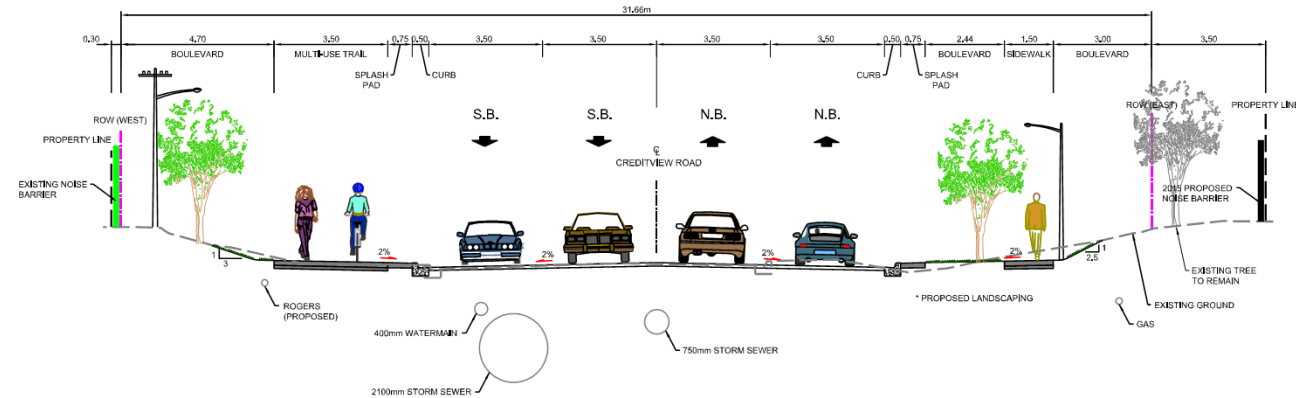
Long-Term Solution



Not to Scale

- 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



Why are we here?

At the Implementation Strategy Community Meeting on June 12, there were several comments received related to the intersection at Creditview Road & Kenninghall Blvd./Cres.

Purpose of today's meeting is to address the following questions:

- Advantages of Roundabouts
- How to Navigate a Roundabout
- Pedestrian Accommodation at Roundabouts
- Traffic Operations at Roundabouts



Creditview Road and Kenninghall Boulevard/ Crescent Intersection Improvements

Presenter

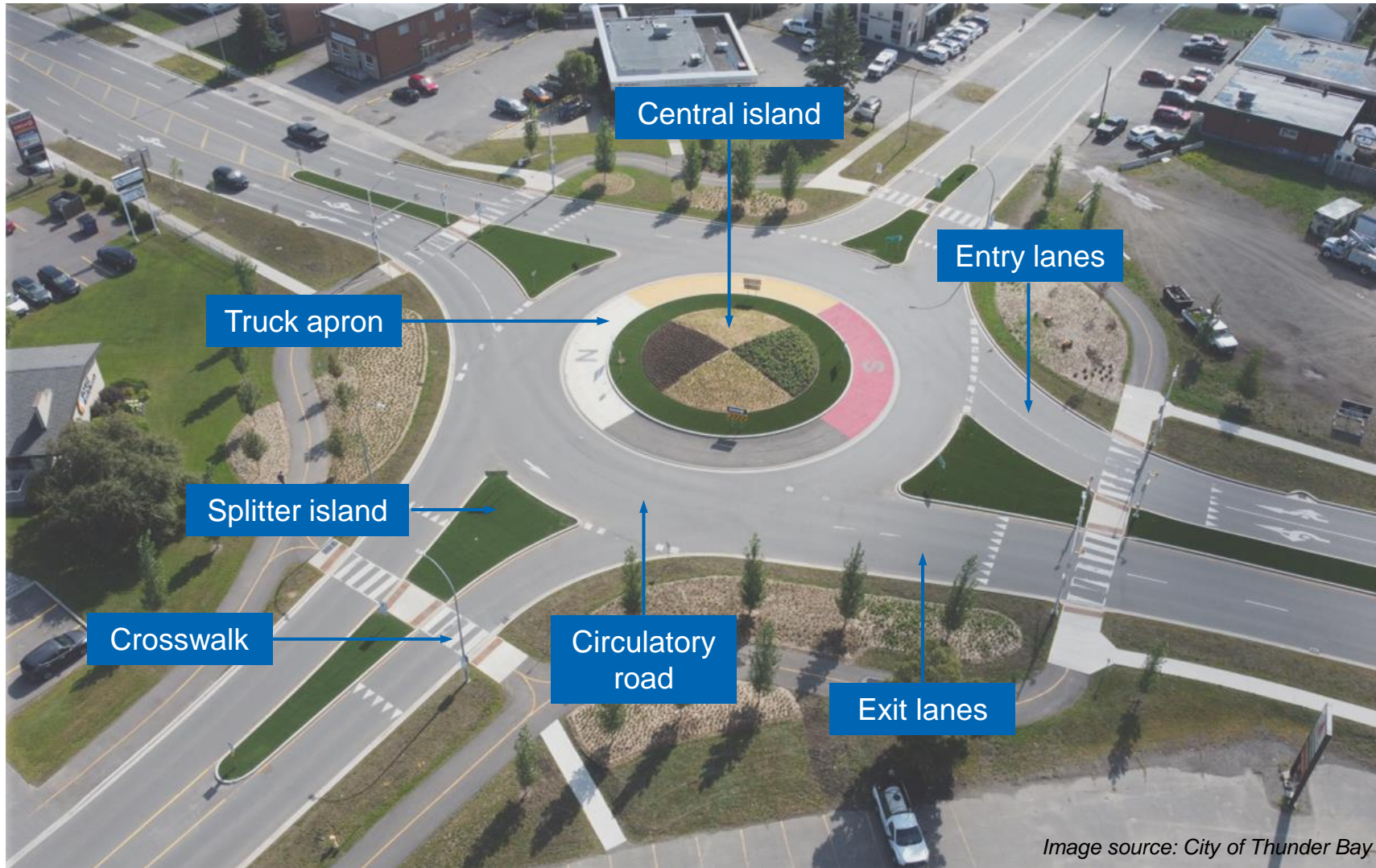
Phil Weber, P.Eng. | **CIMA+**

Creditview Road Online Community Meeting

City of Mississauga

November 12, 2024

Parts of a Roundabout



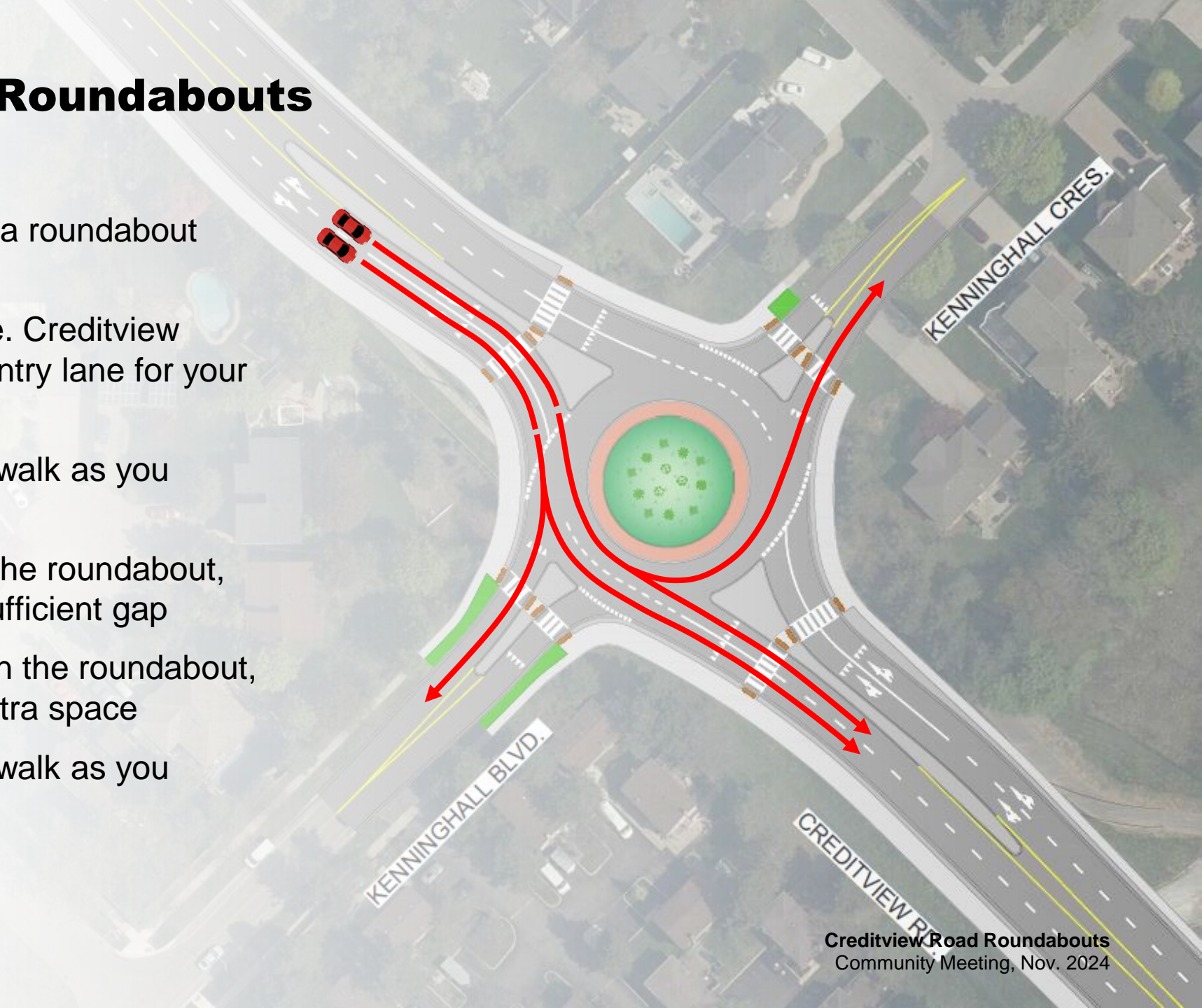
01

How to Navigate a Roundabout



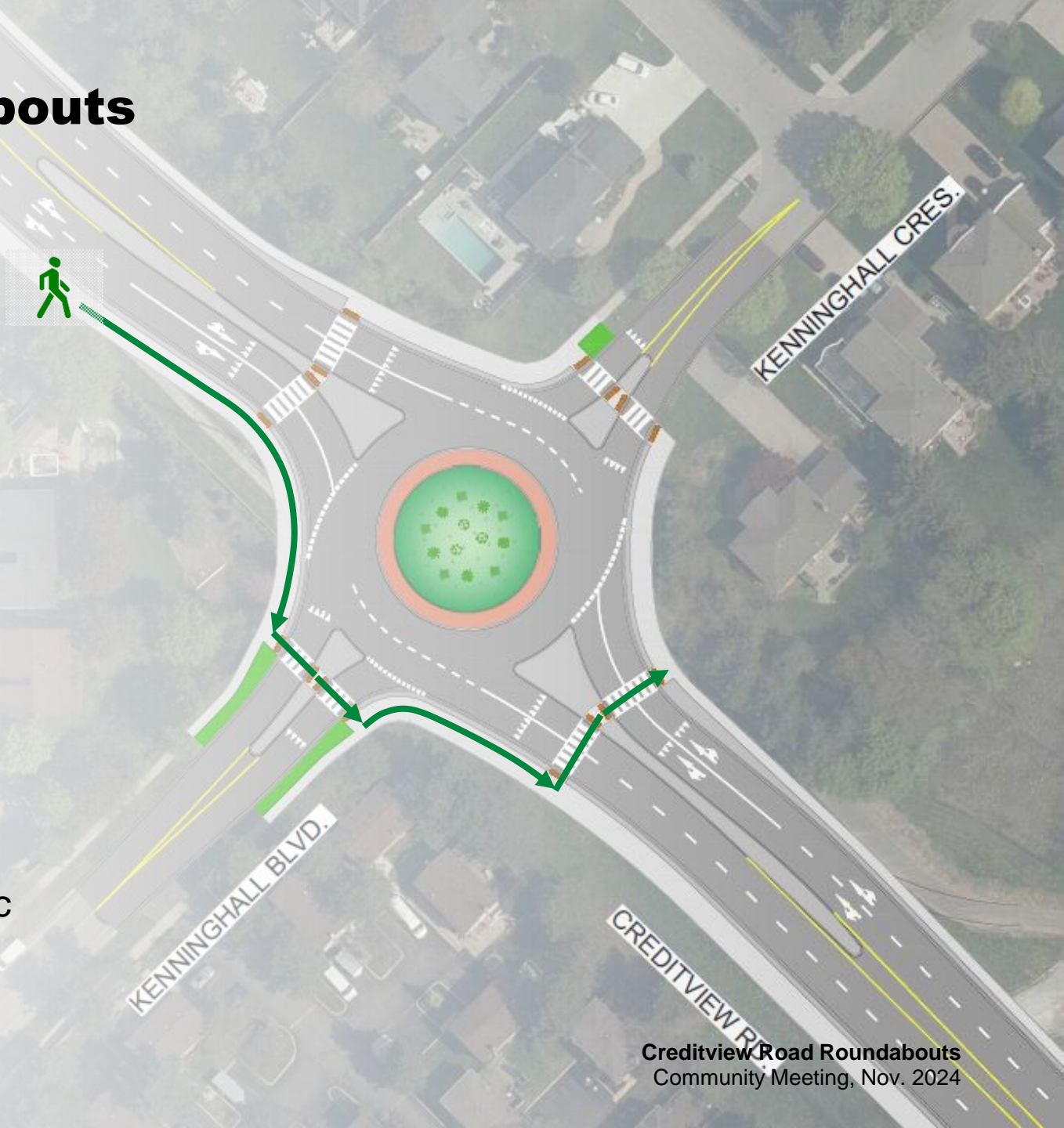
How Motorists Use Roundabouts

- Start slowing when you see a roundabout ahead
- On two-lane approaches (i.e. Creditview Road), choose the correct entry lane for your destination
- Yield to anyone in the crosswalk as you approach
- Yield to circulating traffic in the roundabout, and enter when there is a sufficient gap
- Do not pass other vehicles in the roundabout, and give any large trucks extra space
- Yield to anyone in the crosswalk as you depart



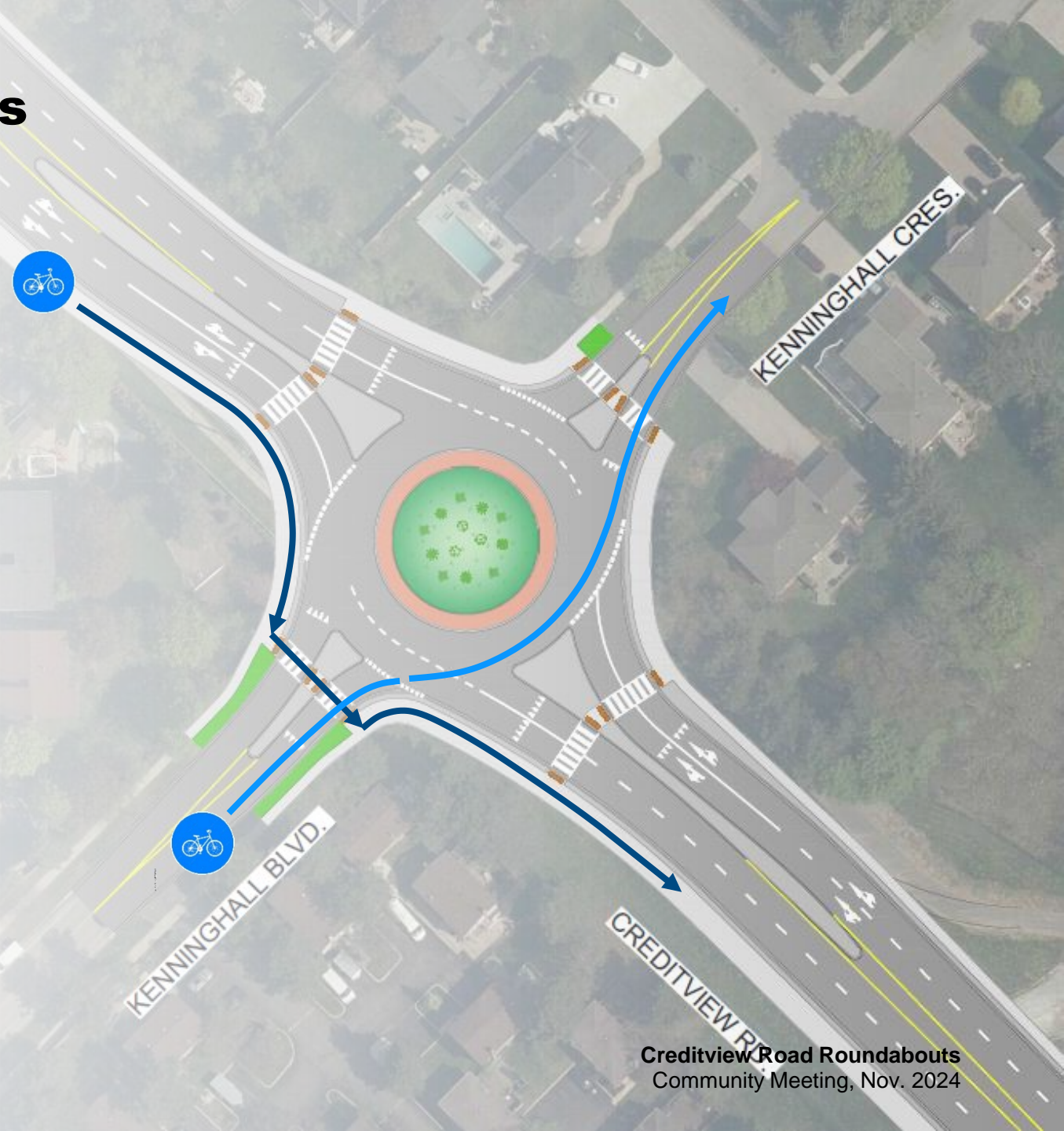
How Pedestrians Use Roundabouts

- Step up to the curb
- Look and listen for a sufficient gap in traffic (although you have the right-of-way at a roundabout crosswalk, you still need to give drivers time to react)
- Make and keep eye contact with drivers, and cross to the splitter island
- Repeat these steps to cross to the other side
- If the crosswalk has flashing beacons, then you may push the button to actuate the beacons and provide extra warning to drivers that you are about to cross
- Crossing distances are longer than with traffic signals, but waiting times will be shorter



How Cyclists Use Roundabouts

- In the case of Creditview Road, if you are riding on the multi-use trail on the west side then you can cross the side streets using the crosswalks
- If you are on a side street, you can cross Creditview Road either by using the crosswalks or by cycling on the street
- Vehicle speeds are lower through roundabouts than with traffic signals
- Legally, you need to dismount and walk your bike (i.e. become a pedestrian) if using the crosswalks
- Again, crossing distances are longer but waiting times will be shorter








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Roundabouts vs. Traffic Signals



Roundabouts vs. Traffic Signals

	Roundabout	Traffic Signal
 Traffic Safety	<ul style="list-style-type: none"> • Safer because of lower vehicle speeds and fewer conflict points 	<ul style="list-style-type: none"> • Potential for higher-speed T-bone and head-on crashes
 Conditions for Pedestrians and Cyclists	<ul style="list-style-type: none"> • Safer for pedestrians and cyclists because of lower speeds, two-stage crossings and traffic only coming from one direction at a time 	<ul style="list-style-type: none"> • May feel safer even though actual level of safety is less
 Traffic Operations	<ul style="list-style-type: none"> • Typically higher capacities and shorter delays for the same number of lanes • Can accommodate high left-turn volumes 	<ul style="list-style-type: none"> • Typically longer delays, especially during off-peak periods
 Environmental	<ul style="list-style-type: none"> • Lower vehicle noise, fuel consumption and emissions through more uniform speeds with less starting and stopping and less idling • May require more space at the intersection 	<ul style="list-style-type: none"> • Higher energy consumption, and does not function well during power failures • May require more space on the approaches to accommodate turn lanes
 Cost	<ul style="list-style-type: none"> • Typically higher construction costs • Lack of traffic signals means typically lower maintenance and operating costs 	<ul style="list-style-type: none"> • Typically lower construction costs • Typically higher maintenance and operating costs

03

**Speeding and Traffic Operations
with Roundabouts**



Speeding Along Creditview Road

- With a roundabout there is deflection around a central island, so you have to slow down to enter and circulate
- This means that roundabouts can function as traffic calming measures
- They typically reduce speeds to 40 km/h or less
- The City has committed to reducing the posted speed limit along Creditview Road from 60 km/h to 50 km/h

Roundabout Capacity

- The roundabouts will have two-lane entries and exits on Creditview Road, and single-lane entries and exits on side streets like Kenninghall Boulevard/Crescent
- Even with significant future traffic growth, drivers will be delayed less at a roundabout than with traffic signals
- A roundabout with two-lane entries on Creditview Road was selected because single-lane entries would not provide enough capacity

Delays from Side Streets

- During peak periods drivers turning onto Creditview Road from Kenninghall Boulevard/Crescent (as well as from Argentia Road and Falconer Drive) will experience similar or reduced wait times during peak periods
- During off-peak periods wait times will be lower with roundabouts than with traffic signals



Truck Accommodation

- Creditview Road is signed as a No Heavy Trucks route
- If a large truck does travel on Creditview Road then it can be accommodated at the roundabouts
- Multi-lane roundabouts are designed to accommodate large trucks by allowing some encroachment into adjacent lanes
- Vehicles such as buses and fire trucks will be able to travel through without encroaching into the adjacent lane

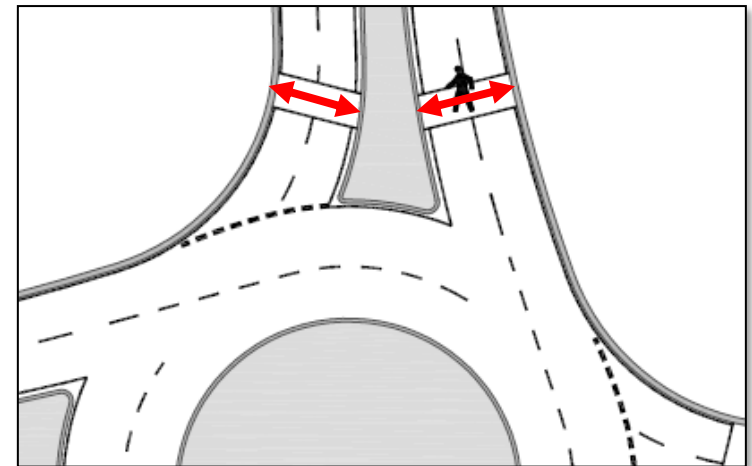
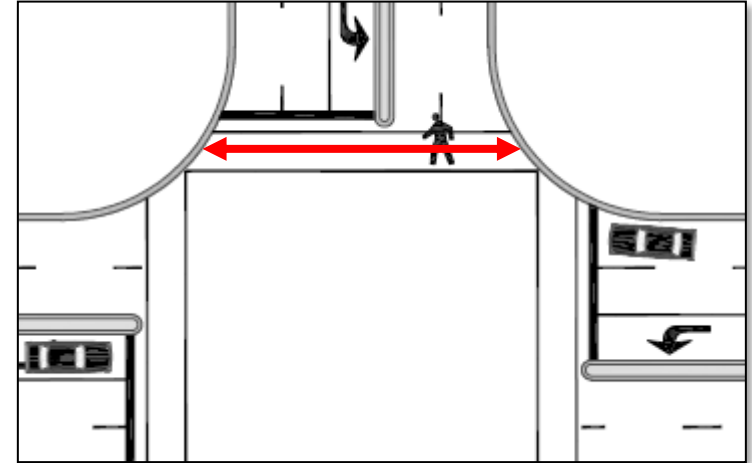
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Pedestrian Accommodation at Roundabouts



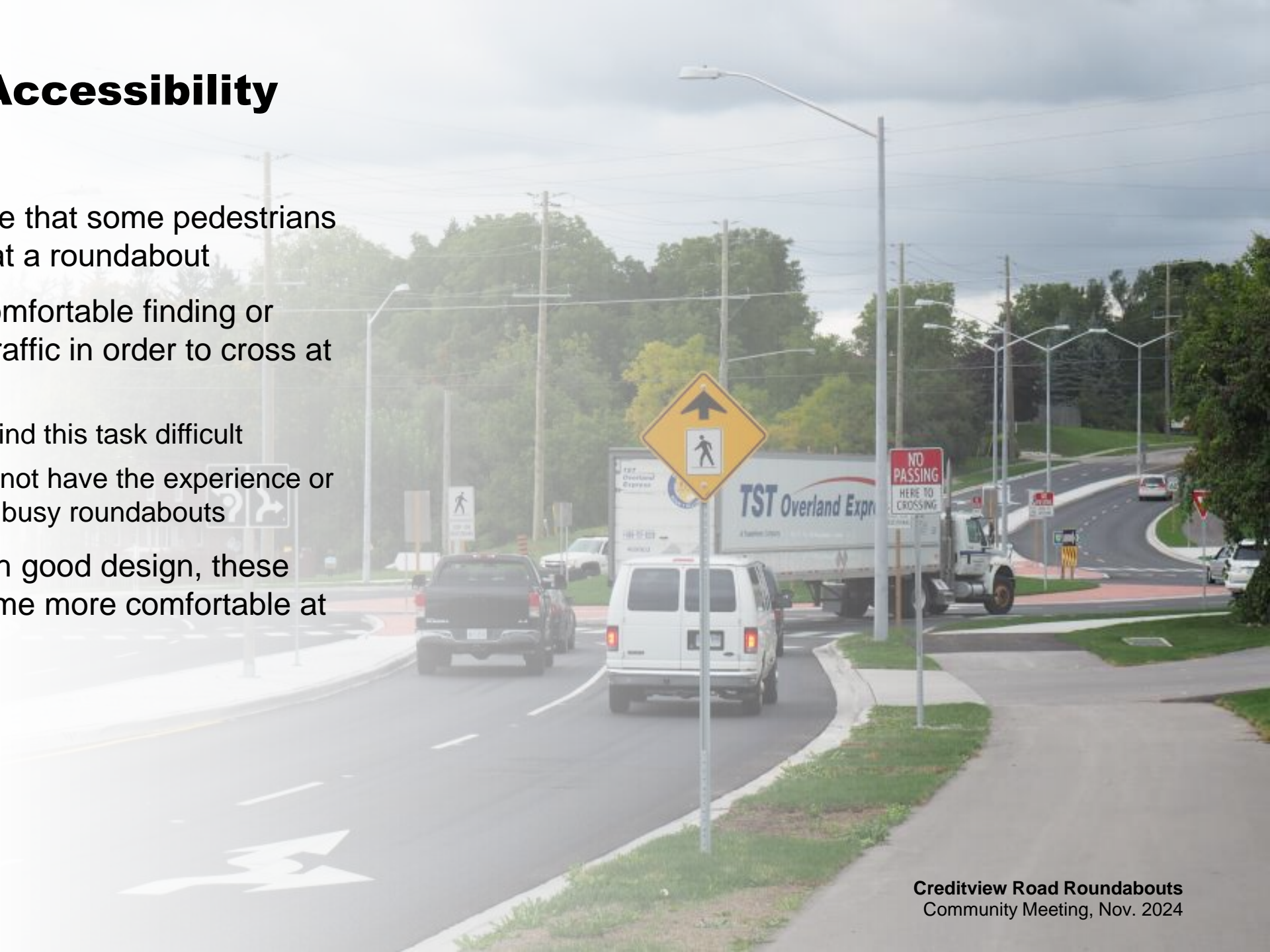
Pedestrian Safety at Roundabouts

- Level of safety is good, because
 - Traffic speeds are lower, giving pedestrians and drivers more time to judge gaps and react to each other
 - The crossing distance is shorter
 - Two-stage crossings, where pedestrians need to only watch for traffic in one direction at a time
 - Drivers are more likely to be looking in the direction of pedestrians, instead of up at signals or left while turning right
- However, people don't always feel as safe at a roundabout because they don't receive a Walk indication



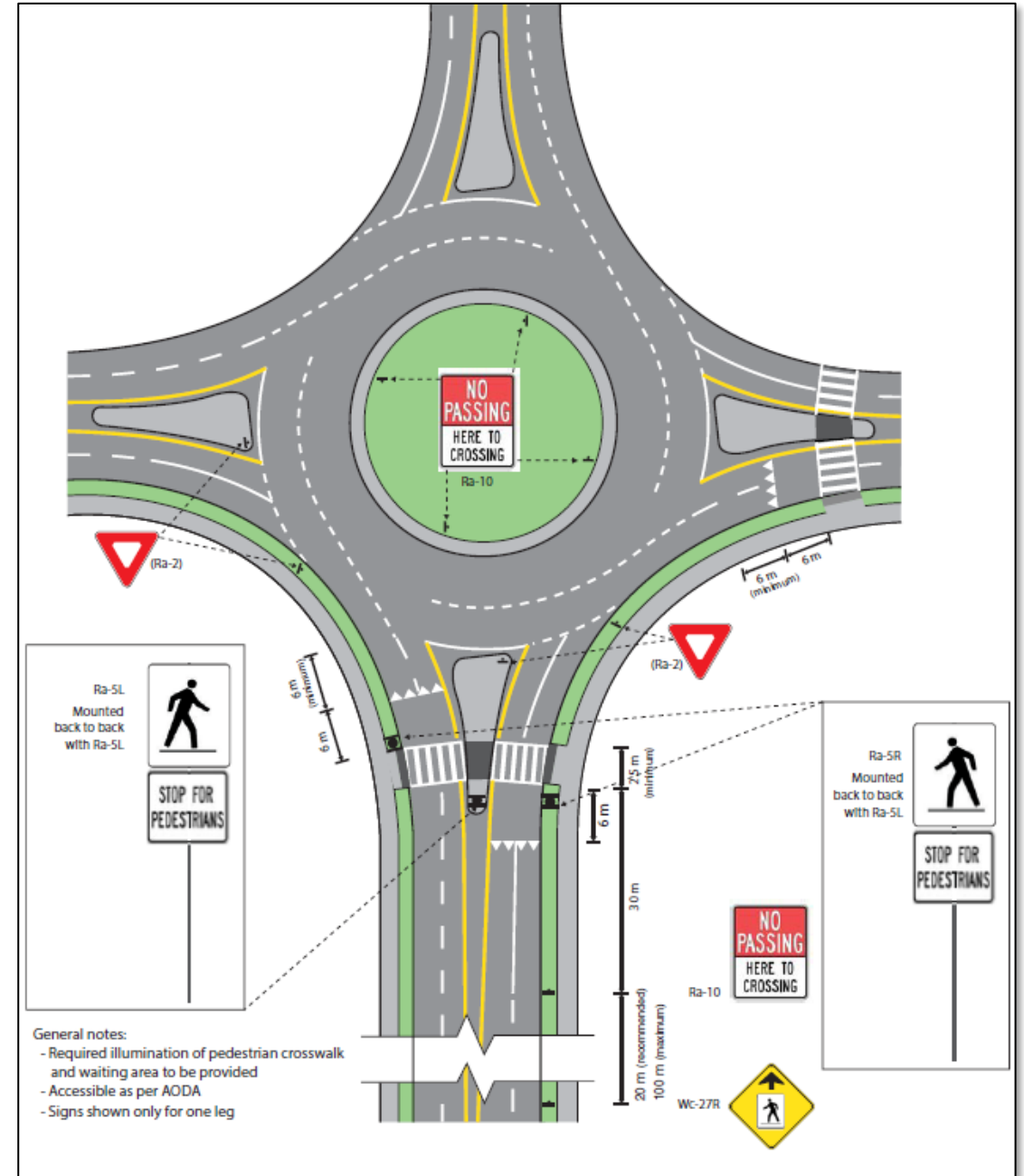
Security and Accessibility

- It is understandable that some pedestrians don't feel as safe at a roundabout
- Not everyone is comfortable finding or creating a gap in traffic in order to cross at a roundabout
 - Seniors may find this task difficult
 - Children may not have the experience or confidence at busy roundabouts
- Over time, and with good design, these people often become more comfortable at a roundabout



Additional Optional Treatments

- The regulatory pedestrian crosswalk signs at the crosswalks of a roundabout may be supplemented with flashing beacons overtop
- Pedestrians can actuate the beacons to alert drivers that they are about to cross
- It is important to note that pedestrians have the right-of-way in a pedestrian crosswalk regardless of whether beacons are present, or whether they are flashing, because of the regulatory pedestrian crosswalk signs
- All signage, pavement marking and pedestrian treatments will be confirmed during detailed design



Additional Optional Treatments

- Raised crosswalks at the two-lane exits can also help slow drivers as they leave a roundabout
- Raised traffic calming measures such as speed humps and raised crosswalks can affect bus passengers, emergency response times and winter maintenance operations, so good design is essential to minimize their impacts
- Inclusion of raised crosswalks to be confirmed during detailed design in consultation with WOM (Works, Operations & Maintenance), MiWay and Emergency Services

Thank you.
Questions?

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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?



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Call 311