

Appendix D

Question and Answer Session Summary

Table D-1: Question and Answer Session Summary

Question/Comment	Response
Rather than accommodating traffic congestion during peak hours, a better solution would be to encourage employers to stagger hours.	Comment noted. The City will also continue to work with businesses to reduce traffic demands/implement transportation demand management measures.
<p>What is this a solution to?</p> <p>There is no existing traffic flow problem so why are we spending money on this now?</p>	<p>Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further by 2031. Hourly traffic volumes collected in 2013 demonstrate that a considerable number of vehicles travel along Creditview Road not only during peak hours, but also during off-peak hours in both directions. If no modifications to the roadway are undertaken, an overall deficiency in traffic operations will occur and result in significant queuing and potential safety concerns.</p> <p>Pending EA Approval and construction of the Preferred Plan, the Transportation and Works Department will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community.</p> <p>The City will also continue to work with businesses to reduce traffic demands/implement transportation demand management measures.</p>
Speeding is the problem and the roundabouts are an excellent solution.	Thank you for your input. Roundabouts act as speed management measure.
The roadway is aesthetic already.	Comment noted. As part of this project, the City is planning to enhance the existing natural features of the surrounding area. Trees will be planted at a 2:1 ratio and opportunities for enhanced landscaping will be available within the central islands of the roundabouts.
How is the City going to enforce drivers to keep pedestrians and children safe? This is a concern in a residential area.	Comment noted. Roundabouts provide safe crossings for pedestrians. The City will explore additional measures to enhance the pedestrian crossings during detailed design. The City's traffic and safety operations staff will also be involved as part of the design.
The noise wall is not desired by some members of the community.	Comment noted.

Appendix E

Display Panels

WELCOME

Community Information Sharing Session

**Saturday June 20, 2015
9:00 am to 11:30 am**

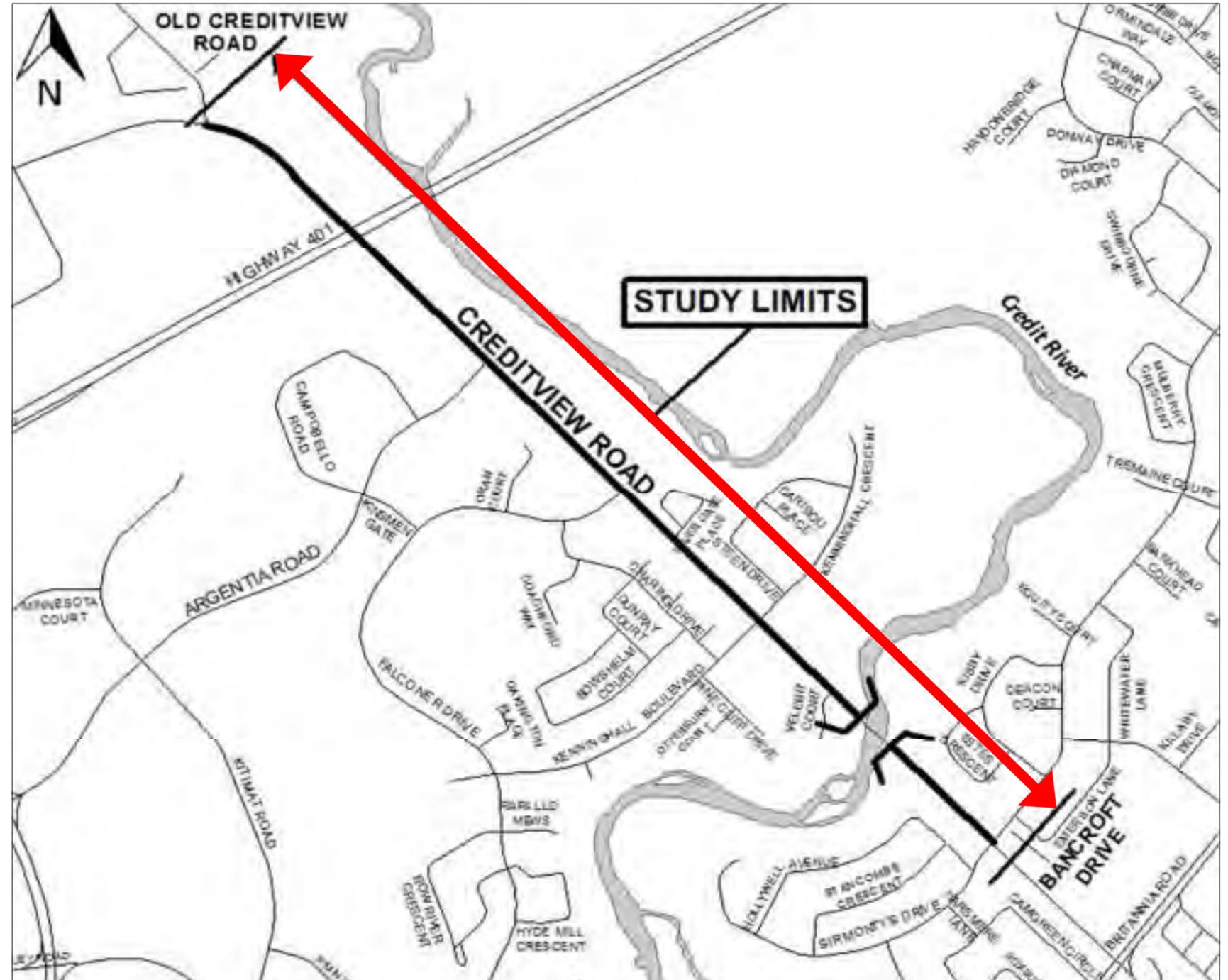
Please sign in

**Direct any questions or comments to Study Team
Members**

Agenda

- Opening Remarks
- Study Update
- Presentation
- AIMM Exercise
- Rating Exercise for Future Consideration
- Next Steps/Closing Remarks
- Information Stations (Display Boards)

Study Area



Study Purpose and Background

The purpose of this study is to investigate the need for additional north-south road capacity, intersection and safety improvements for Creditview Road, taking into consideration:

- Creditview Road is classified as a Major Collector within the Official Plan;
- Roadway is identified as a scenic route from Britannia Road to north of Highway 401 in the City's Cultural Heritage Inventory;
- Creditview Road bridge structure improvement opportunities over Highway 401;
- Preservation, restoration and enhancement of the existing natural heritage features;
- Adjacent land uses;
- Consideration of existing and future travel demands;
- Future plans for an active transportation corridor, including a multi-use trail with connections to other facilities in the adjacent neighbourhoods;
- Streetscaping and landscaping improvement opportunities; and,
- Local community interests.

A separate Class EA study was completed by the City in 2013 for the Creditview Road Bridge over the Credit River. The construction for the bridge is expected to occur in 2016.

Our Creditview Road

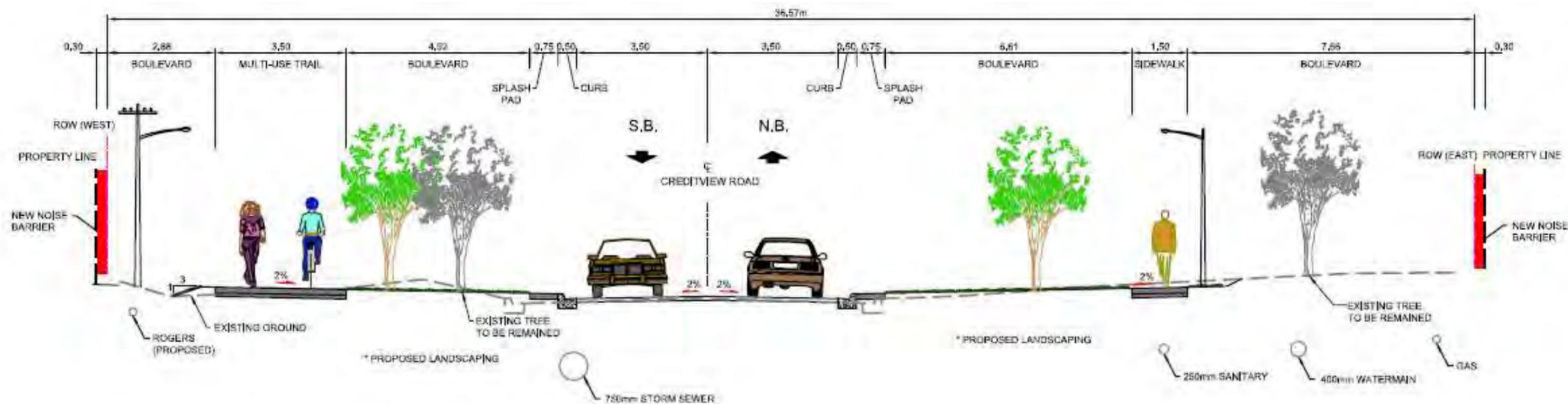
- Following a context sensitive design approach;
- Implementing roundabouts as a unique solution to addressing existing and future traffic demands;
- Maintaining Creditview Road as 2 lanes between Bancroft Drive and Argentia Road;
- Providing opportunities to enhance landscaping and community features;
- Minimizing property impacts; and,
- Providing facilities for pedestrians and cyclists.



Preferred Alternative

To address the future needs of the corridor, an evaluation of five alternatives was undertaken and the preliminary preferred alternative was selected and includes the following key elements:

- Maintaining 2 lanes from Bancroft Drive to Argentia Road;
- Widening to 4 lanes from Argentia Road to Old Creditview Road;
- Maintaining Bancroft Drive and Old Creditview Road as signalized intersections;
- Proposing 1-lane roundabouts at Kenninghall Boulevard and Falconer Drive;
- Proposing a 2-lane roundabout at Argentia Road;
- Implementing a continuous multi-use trail along the west side of the corridor; and,
- Implementing a continuous sidewalk along the east side of the corridor.



Impacts and Mitigation

Preferred Alternative

Trees

- Expected to impact +/-250 trees, many of which are in poor to fair condition.
- A Tree Protection Zone will be established prior to construction to protect the remaining trees.
- Trees that are removed will be replaced at a 2:1 ratio along the corridor as much as possible and additional trees may be planted in nearby parks and natural areas.

Air Quality

- The improvements to Creditview Road will reduce traffic congestion (e.g. delays, idling).

Speed and Safety

- Incorporate roundabout design to manage speeds and facilitate safe pedestrian crossing.

Noise

- Based on findings of the traffic noise assessment, similar to today, noise levels are mostly above 60 dBA, which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.
- New noise barriers will be installed where none currently exist.

Property and Construction

- Approximately 2,158 m² of additional right-of-way will be required for the preferred alternative, 132 m² of which is private property.
- The City will negotiate the property requirements with private owners during Detail Design.
- A Construction Management Plan will be developed during Detailed Design.

Long-term Solution

The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially beyond.

The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community. If and when additional capacity is required, community consultation at that stage will take place prior to the implementation of the long-term solution.

The **long-term solution** includes the following key elements:

- Widening to 4 lanes from Bancroft Drive to Argentia Road; and,
- Proposing 2-lane roundabouts at Kenninghall Boulevard and Falconer Drive.

