

Conceptual Design



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Study Area Context

Creditview Road is a Major Collector Road:

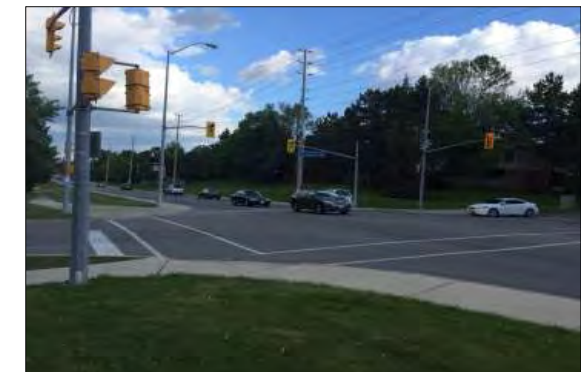
- Collects and distributes traffic between local streets, other collector roads and arterial roads.

Primary Function:

- Major north-south route that currently consists of a 2-lane cross-section.
- Carry through traffic between neighbourhoods, provide vehicular and pedestrian access to abutting businesses, and indirectly to residential properties via minor collector and local streets.
- Provides north-south connectivity for existing and future modes of transportation, linked with east-west connectivity via intersecting arterials and major collectors.
- Major transit route (MiWay) for northbound and southbound travel on Bus Route 38 (weekdays) and 38A (weekends).

Features:

- Utilities are present along both sides of Creditview Road.
- A concrete sidewalk exists on the west side and a partial sidewalk exists on the east side.
- Construction of a multi-use trail on the west side from Britannia Road to Velebit Court was approved in 2013.
- Signalized Intersections at Old Creditview Road, Argentia Road, Kenninghall Boulevard and Bancroft Drive.
- Creditview Road bridge over Highway 401.
- Creditview Road bridge over the Credit River (not included as part of this study).



Needs and Opportunities

Traffic:

- Traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further within the planning horizon (2031).
- Capacity improvements are required.
- Opportunity for safety improvements.
- Intersection geometric improvements (i.e. dedicated turning lanes) are required.

Active Transportation:

- City of Mississauga Cycling Master Plan designates Creditview Road as a Primary Boulevard Route.
- Opportunity to enhance sidewalk and cycling route connectivity.
- Buffer pedestrians and cyclists from traffic.
- Balance the functional requirement of pedestrians, cyclists, transit and vehicles.

Streetscaping:

- Enhance existing Cultural and Natural Heritage features.
- Enhance the natural and scenic route qualities along Creditview Road with new tree species and vegetative planting.

Other:

- Increase transit reliability.
- Coordinate improvements to the Creditview Road bridge structure with Highway 401 expansion project.

Problem / Opportunity Statement

The City of Mississauga Official Plan identifies Creditview Road as a Major Collector Road. Existing traffic volumes have reached or exceeded the available road capacity. There is projected traffic growth which will exacerbate existing conditions.

An opportunity exists to address the capacity and operational deficiencies on Creditview Road. It allows for the implementation of City-wide strategic objectives which promote sustainable multi-modal transportation options that provide residents with opportunities to walk, cycle, or use public transit to reach their destinations. Improvements to Creditview Road will facilitate safer operations along the corridor and coordinate bridge capacity across Highway 401 as well as enhancing cultural and natural heritage of the corridor.

Summary of Comments Received at PIC #1

Category	Comment	Response/How Concern Will Be Addressed
Safety	<ul style="list-style-type: none"> Increased traffic will impact pedestrian safety. Safety concerns at the Creditview Road/Kenninghall Boulevard intersection as school bus drop off/pickup requires students to cross Creditview Road. Concerns on speeding (particularly north of Kenninghall Boulevard). 	Both the City and the Project Team understand and appreciate the importance of safety. The Project Team welcomes all input from residents who reside within the area that can provide important local knowledge on current problems, as well as the types of mitigation measures they would like to see implemented. The Project Team has undertaken a comprehensive traffic safety study, which has been considered in the evaluation of the alternatives.
	<ul style="list-style-type: none"> The right turn lane to Bancroft Drive from Creditview Road north is not being used as intended. Many drivers continue north on Creditview Road which is a safety issue. 	The transition lane has been removed north of Bancroft Drive on Creditview Road. The right turn lane will be used as intended.
	<ul style="list-style-type: none"> Greater enforcement by police is required to enforce the truck restriction. 	Issue requires additional enforcement and will be brought to the attention of Peel Police and the City of Mississauga By-Law Officers.
Traffic	<ul style="list-style-type: none"> Turning out of Velebit Court is difficult, especially during rush hour. 	All of the noted concerns and suggestions have been considered in the evaluation of the alternatives.
	<ul style="list-style-type: none"> Review traffic signal synchronization. The left turn signal from northbound Creditview Road to Kenninghall Boulevard should be at least between 4 pm and 7 pm. Remove the left turn prohibition from southbound Creditview Road to Bancroft Drive during morning rush hour. Add left turn signal for northbound Creditview Road/Sir Monty's Drive. Left turns at this intersection are dangerous in the evening. 	The existing traffic operation concerns will be reviewed with the City's Traffic Engineering and Operations Section.
	<ul style="list-style-type: none"> If improvements are made, use the centre lane as a reversible flow lane. 	Reversible lanes work best when the peak traffic direction changes between the morning and afternoon peak travel periods. This does not occur on this road where the traffic directions remain constant throughout the day; and providing reversible lanes requires the installation of extensive wiring and signals above the road to control the directions of traffic, and this would have a significant impact on the scenic value of the road.
Wildlife Concerns	<ul style="list-style-type: none"> Both turtle and deer have been observed crossing the roadway. Bird nesting (heron, owl, and hawk) has also been observed in the vicinity of the roadway. Wildlife habitat within and in the vicinity of the Credit River and adjacent natural areas needs to be preserved. How will improvements to Creditview Road factor in concerns for wildlife? 	The Project Team has undertaken wildlife and terrestrial assessments to identify any impacts to species and their habitats as a result of improvements to Creditview Road. Although the limits for this study are from Bancroft Road to Old Creditview Road, we anticipate minor, if any impact on the Credit River. Comments received at the PIC regarding wildlife in the vicinity of the Creditview Road Bridge over the Credit River have been forwarded to the project team responsible for the detail design of the bridge.
Vegetation	<ul style="list-style-type: none"> Concern over potential for loss of vegetation, including existing trees lining roadway and effects on Natural Areas in the vicinity of the Credit River. How will improvements to Creditview Road lessen effects to existing vegetation? 	A tree inventory and assessment has been completed as part of this Class EA study. A tree protection and planting plan will be established. Tree protection fencing will be maintained during construction.

Summary of Comments Received at PIC #1

Recreation	<ul style="list-style-type: none"> • The multi-use trail looks like a “sea of concrete” – it should be picturesque. • Off-road cycling lanes are a better option than on-road due to speeding. • Existing sidewalks are dangerous, especially on the Creditview Bridge. 	The Mississauga Cycling Master Plan outlines a strategy to develop both on and off-road cycling routes in the city over the next twenty years. A primary boulevard cycling route in the form of a multi-use trail is identified along Creditview Road. The City is proposing to construct a multi-use trail for the section between Bancroft Drive and Kenninghall Boulevard, as well as Kenninghall Boulevard and Old Creditview Road. Further information can be found on the City of Mississauga website: http://www.mississauga.ca/portal/residents/mississaugacyclingplan .
Property Impacts	<ul style="list-style-type: none"> • There is no room for 4 lanes. Properties will be severely impacted, especially the townhomes on Falconer Drive backing onto Creditview Road. 	Should the need for 4 lanes be recognized beyond 2031, the recommended design for the long term solution is expected to require approximately 874.9 m ² of additional right-of-way, only 60.9 m ² of which is private property. In addition, based on the proposed preliminary design for the long term/4 lane design, no additional property is required on the north side of Falconer Drive/Creditview Road. It should be noted that property requirements will be confirmed during detailed design, at which time property owners will be further contacted.
	<ul style="list-style-type: none"> • Concern about the devaluation of properties with the potential reduction of natural features and proximity of potentially widened roadway to homes. 	The City of Mississauga will confirm the landscape restoration and streetscape plan, as well as tree protection and planting plan (i.e. enhanced street tree planting) during detailed design. In addition, opportunities to plant additional trees and improve the diversity of age and species will be explored as part of this project.
Noise and Pollution	<ul style="list-style-type: none"> • Pollution in the community will increase as a result of construction, and ultimately, increased traffic. • If the road is to be widened/traffic increased, noise barriers should be considered, especially if speed is not being reduced. 	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.
Cultural Heritage	<ul style="list-style-type: none"> • The areas unique cultural environment should be preserved. 	The City recognizes the cultural heritage importance of Creditview Road. A Heritage Impact Assessment, including recommendations for appropriate mitigation measures, has been prepared for the preferred alternative.
Transit	<ul style="list-style-type: none"> • Shelters for bus stops should be considered. 	The Project Team has considered bus shelters in the development of the Preferred Alternative and the Long-term Solution. According to the current ridership, the existing bus stops do not warrant for bus shelters. However, the City will monitor the ridership for future needs of bus shelters.
Need for Improvements	<ul style="list-style-type: none"> • Divert traffic to parallel arterials (McLaughlin Road, Mavis Road, Winston Churchill Boulevard, and Erin Mills Parkway). • The proposal benefits other areas of the City, not the local community. 	The need for improvements to Creditview Road has been established at the planning level through numerous policies/ studies. In addition, traffic on Creditview Road currently operates at or beyond capacity and is forecasted to increase further within the planning horizon (2031).

Evaluation Criteria

The following criteria and factors were used in the assessment and evaluation of the Alternative Designs:

Transportation

- Traffic Operations
- Traffic Safety
- Road Network Compatibility
- Accommodation of Transit/Pedestrians/Cyclists
- Response Times / Access for Emergency Vehicles

Engineering Considerations

- Utilities
- Cost
- Construction Staging

Cultural Environment

- Archaeological resources
- Cultural Landscape
- Built Heritage Resources

Socio-Economic Environment

- Planning Policies
- Noise Impacts
- Aesthetics
- Property Impacts

Natural Environment

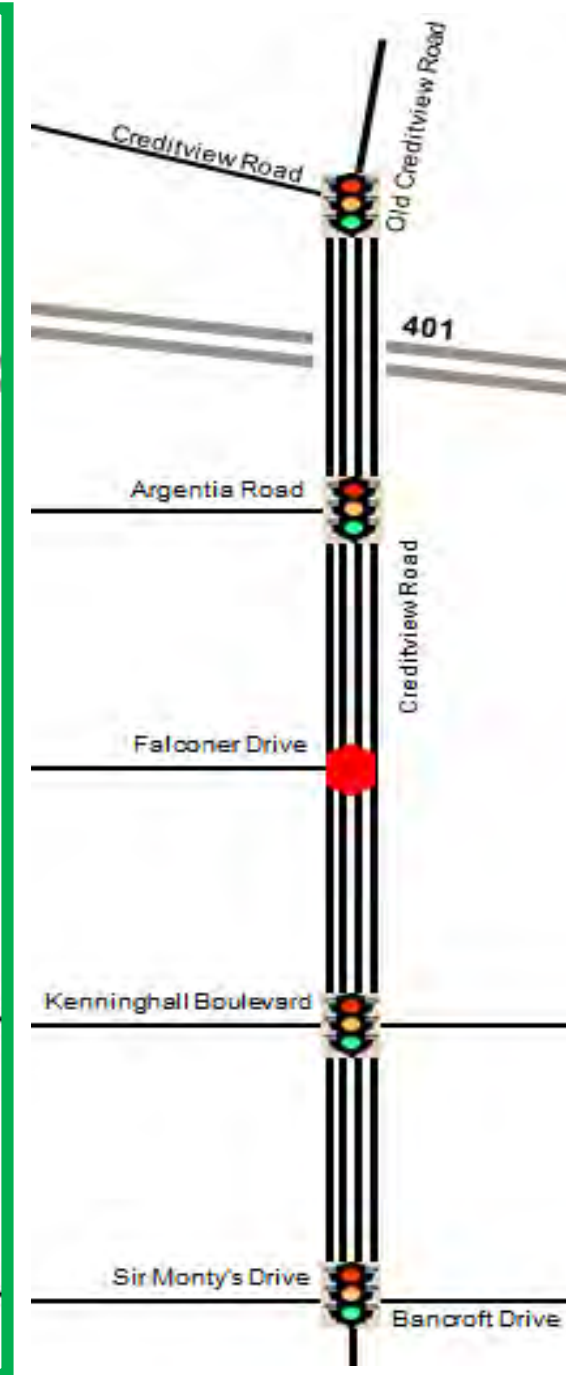
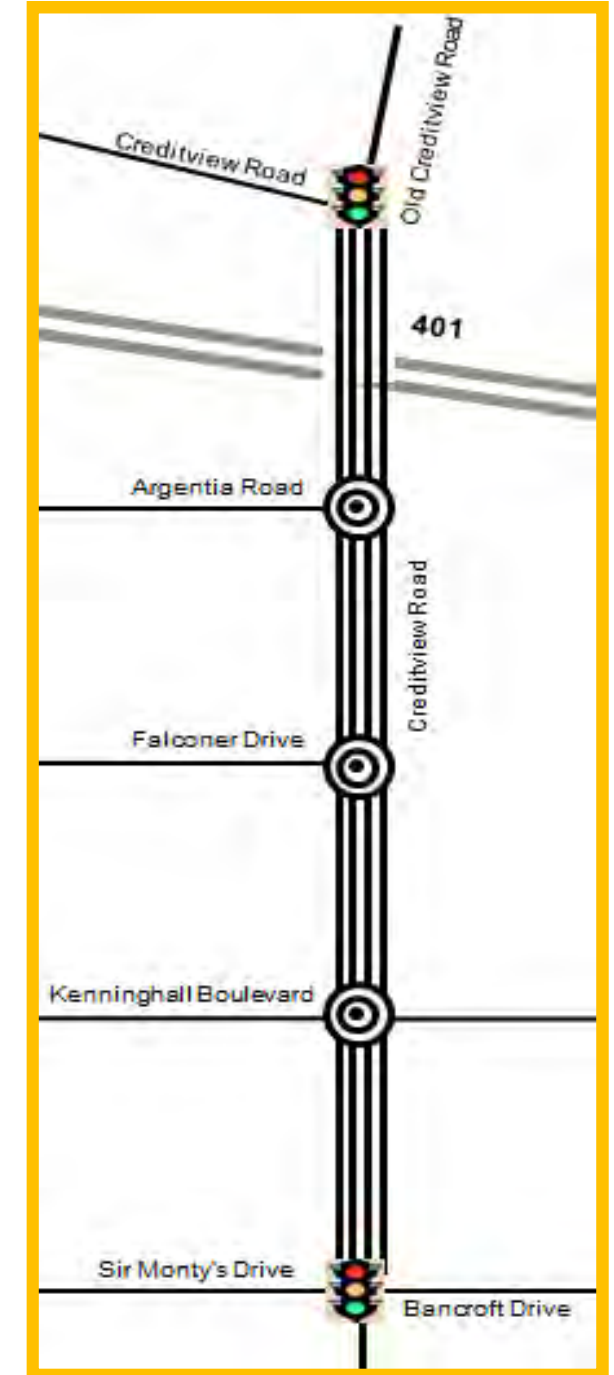
- Vegetation and Wildlife
- Trees
- Surface Drainage and Groundwater

Design Alternatives

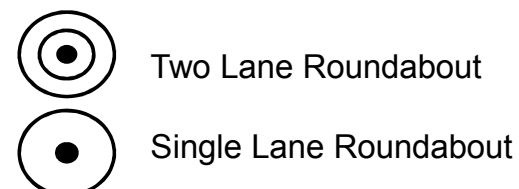
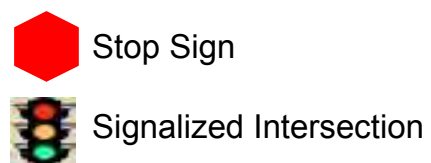
Alternative #1

Alternative #2
















Alternative #3

Preferred Alternative
Alternative #4

Alternative #5

Long-Term Solution

LEGEND



Evaluation of Alternatives

Evaluation Criteria and Sub-Factors	Criteria Indicators	Unit of Measure	MUNICIPAL CLASS EA FOR CREDITVIEW ROAD DESIGN ALTERNATIVES EVALUATION				
			Alternative #1 (2-lane with existing signals)	Alternative #2 (2-lane with 1 roundabout)	Alternative #3 (2-lane with 3 roundabouts)	Alternative #4 (4-lane with existing signals)	Alternative #5 (4-lane with 3 roundabouts)
			4-lane design between Argentia Road and Old Creditview Road				
TRANSPORTATION							
Traffic Operations	Ability to accommodate future traffic demands	Overall Corridor Traffic Performance	Unacceptable <ul style="list-style-type: none">Mix of stable and unstable flow with major delays by 2021.Many of the individual turning movements at the intersections are operating poorly and experiencing long delays by 2021.Kenninghall Boulevard intersection has exceeded its capacity by 2021 in the PM peak period.A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history.Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place, Falconer Drive) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road.	Unacceptable <ul style="list-style-type: none">Mix of stable and unstable flow by 2021.Kenninghall Boulevard intersection is approaching its capacity by 2021 in the PM peak period.Falconer Drive intersection is operating poorly with major delays by 2021 due to upstream roundabout at Argentia Road.A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history.Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place, Falconer Drive) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road.	Preferred <ul style="list-style-type: none">Stable flow and no major delays with intersections operating well to 2031.Although the movements are approaching capacity by 2031 due to the function of roundabouts, motorists are able to travel through the roundabout with minimal delay.Refuges at unsignalized intersection (e.g. Velebit Court, Rivergate Place) to facilitate a 2-stage left turn to minimize the left turn delay onto Creditview Road.	Acceptable <ul style="list-style-type: none">Mix of stable and unstable flow to 2031.Many of the individual turning movements at the intersections are operating poorly and experiencing long delays by 2031.Kenninghall Boulevard intersection is approaching its capacity by 2031 in the PM peak period.Falconer Drive intersection is operating poorly with major delays by 2031.A traffic signal at the Falconer Drive intersection is not warranted based on the traffic volumes, pedestrian volumes and collision history.	Preferred <ul style="list-style-type: none">Stable flow and no delays with intersection operating well beyond 2031.All three roundabouts have residual capacity.
Traffic Safety	Ability to improve traffic safety for all users.	Potential for Conflicts and Speed Management	Acceptable <ul style="list-style-type: none">Although signal-controlled crossings are provided, pedestrians/cyclists are required to be aware of vehicles making turns (multiple conflict points).Potential for pedestrians (including transit users) to cross Creditview Road at the unsignalized Falconer Drive intersection.Collision types between vehicles are typically more severe at signalized intersections (i.e. right-angle collision due to running a red light).No speed management measures proposed resulting in no change to operating speeds.	Acceptable <ul style="list-style-type: none">Similar to Alternative 1 with the exception of the Argentia Road intersection.Reduced severity of collisions due to the reduced vehicular travel speed at the Argentia Road roundabout.In the absence of auditory cues at the Argentia Road roundabout, other measures may be required to accommodate the visually-impaired pedestrians.Minor speed management effect on the operating speed at Argentia Road due to use of a roundabout at the intersection.Multi-lane roundabout at the intersection of Argentia Road may result in additional conflict points between vehicles, as compare to single lane roundabout, due to the additional travel lanes and increased pedestrian/cyclist crossing complexity.At the intersection of Argentia Road, pedestrians/cyclists are required to be aware of only one direction of traffic at a time when crossing through a roundabout and have a refuge at the median splitter island.	Preferred <ul style="list-style-type: none">Pedestrians/cyclists are required to be aware of only one direction of traffic at a time when crossing through all three roundabouts and have a refuge at the median splitter island.Reduced severity of vehicle-pedestrian/cyclists collisions as the vehicular travel speed is typically slower at roundabouts.In the absence of auditory cues at roundabouts, other measures may be required to accommodate the visually-impaired pedestrians.Multi-lane roundabout at the intersection of Argentia Road may result in additional conflict points between vehicles, as compare to single lane roundabout, due to the additional travel lanes and increased pedestrian/cyclist crossing complexity.Reduced severity of collisions due to the reduced vehicular travel speed at roundabouts (i.e. rear-end).Moderate speed management effect on the operating speed due to use of a series of roundabouts at three consecutive intersections.	Acceptable <ul style="list-style-type: none">Similar to Alternative 1.Pedestrians (including transit users) are required to cross a 4-lane Creditview Road at the unsignalized Falconer Drive intersection.	Acceptable <ul style="list-style-type: none">Similar to Alternative 3.Increased pedestrian/cyclist crossing complexity due to multi-lane roundabouts at all three intersections.
Road Network Compatibility / Connectivity	Consistency with Other Road Network Improvements	All modes of transportation	Acceptable <ul style="list-style-type: none">Creditview Road is a major collector and provides a key role as part of the City's transportation network. Although the proposed alternative improves the connectivity and movement for all modes of transportation, it does not support future travel demands beyond 2021.		Preferred <ul style="list-style-type: none">Creditview Road is a major collector and provides a key role as part of the City's transportation network. Therefore, the proposed alternative improves the connectivity and movement for all modes of transportation.		
Accommodation of Transit	Ability to Accommodate Transit	Transit Operation and Infrastructure	Less Desirable <ul style="list-style-type: none">Reduced reliability of service as this alternative does not support future travel demands beyond 2021.	Less Desirable <ul style="list-style-type: none">Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">Improved reliability of service as this alternative supports future travel demands to 2031.	Acceptable <ul style="list-style-type: none">Similar to Alternative 3.	Preferred <ul style="list-style-type: none">Improved reliability of service as this alternative supports future travel demands beyond 2031.
Accommodation of Cyclists	Ability to Accommodate Cyclists	Cycling Facilities	Acceptable <ul style="list-style-type: none">All options provide a multi-use trail along the west side of the corridor.Operation of cyclists traveling through the intersections is similar for all options.				
Accommodation of Pedestrians	Ability to Accommodate Pedestrians	Pedestrian Facilities	Less Desirable <ul style="list-style-type: none">Facilities (sidewalk and multi-use trail) provided.No crosswalks provided across Creditview Road at the Falconer Drive intersection.	Less Desirable <ul style="list-style-type: none">Similar to Alternative 1.	Preferred <ul style="list-style-type: none">Facilities (sidewalk and multi-use trail) providedRoundabout at Falconer Drive will facilitate a crossing of Creditview Road.	Less Desirable <ul style="list-style-type: none">Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">Similar to Alternative 3.Increased pedestrian/cyclist crossing complexity due to multi-lane roundabouts.
Response Times / Access for Emergency Vehicles	Potential to Improve Emergency Service Response Time	Emergency Services Operation	Less Desirable <ul style="list-style-type: none">There would be more delay and queuing approaching the intersections that must be negotiated; this may be particularly challenging along segments with 2-lane cross-section.	Less Desirable <ul style="list-style-type: none">Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">There would be less delay and queuing approaching the roundabouts, facilitating faster emergency vehicle travel.	Acceptable <ul style="list-style-type: none">Similar operations to Alternative 3, however, a passing lane is provided with the 4-lane cross-section.	Preferred <ul style="list-style-type: none">Better operations when compared to Alternatives 3 and 4.Additional passing lane is provided with the 4-lane cross-section.
TRANSPORTATION – OVERALL							
ENGINEERING CONSIDERATIONS							
Utilities	Impact to Existing and Future Utilities	Type of Impact	<ul style="list-style-type: none">No Significant difference between the alternatives.Relocation of some hydro poles and underground utilities (e.g. Bell, gas and hydro) may be required.				
Costs	Capital Construction and Maintenance Cost (roadway, utilities, etc.). Excludes property costs.	Estimated Present Value Cost	Acceptable <ul style="list-style-type: none">Moderate capital cost and high maintenance.	Acceptable <ul style="list-style-type: none">Moderate capital cost and high maintenance.	Preferred <ul style="list-style-type: none">Moderate capital cost and low maintenance.	Less Desirable <ul style="list-style-type: none">High capital cost and high maintenance.	Acceptable <ul style="list-style-type: none">Highest capital cost and low maintenance.
Construction Staging	During Construction (Traffic Management Requirements)	Complexity	Preferred <ul style="list-style-type: none">Low Complexity.	Acceptable <ul style="list-style-type: none">Low to Moderate Complexity.Requires potential detouring of traffic due to the construction of the roundabout.	Acceptable <ul style="list-style-type: none">Low to Moderate Complexity.Requires potential detouring of traffic due to the construction of the roundabouts.	Acceptable <ul style="list-style-type: none">Low to Moderate Complexity.	Less Desirable <ul style="list-style-type: none">Moderate to High Complexity.Requires potential detouring of traffic due to the construction of the roundabouts.
ENGINEERING CONSIDERATIONS – OVERALL							
CULTURAL							
Archaeological Resources	Potential for loss of archaeological resources	Area impacted beyond ROW	Preferred <ul style="list-style-type: none">Not anticipated to impact area identified as having archaeological potential.	Preferred <ul style="list-style-type: none">Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">Grading activities may encroach onto portion of land identified as having archaeological potential.Stage 2 Archaeological Assessment would be completed to confirm presence/absence of archaeological resources, if required.	Acceptable <ul style="list-style-type: none">Similar to Alternative 3.Roadway widening has potential to impact a greater area of land identified as having archaeological potential.	Acceptable <ul style="list-style-type: none">Similar to Alternative 3.Multi-lane roundabout and associated roadway widening has potential to impact a greater area of land identified as having archaeological potential.
Cultural Landscapes	Maintain/Enhance Character of the Roadway	Subjective	Acceptable <ul style="list-style-type: none">Limited opportunities to compliment the overall cultural landscape of the roadway and scenic qualities.	Acceptable <ul style="list-style-type: none">The Argentia Road roundabout improves the views and vistas of the overall cultural landscape of the roadway and scenic qualities.	Preferred <ul style="list-style-type: none">Roundabouts improve the views and vistas of the overall cultural landscape of the roadway and scenic qualities.	Less Desirable <ul style="list-style-type: none">Similar to Alternative 1.Roadway widening further reduces the opportunities to compliment the overall cultural landscape of the roadway and scenic qualities.	Less Desirable <ul style="list-style-type: none">Roundabouts improve the views and vistas of the overall cultural landscape of the roadway and scenic qualities.Multi-lane roundabout and associated roadway widening has potential to impact a greater area of land identified as having archaeological potential.Roadway widening further reduces the opportunities to compliment the overall cultural landscape of the roadway and scenic qualities.
Built Heritage Resources	Potential for displacement of built heritage features	Area impacted beyond ROW	<ul style="list-style-type: none">No Significant difference between the alternatives.No impact to built heritage resources identified and/or expected to be impacted by alternatives.				
CULTURAL – OVERALL							

Evaluation of Alternatives

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			4-lane design between Argentia Road and Old Creditview Road				
SOCIO-ECONOMIC ENVIRONMENT							
Planning Polices	Supports Planning Policies	Yes/No	<ul style="list-style-type: none">• No Significant difference between the alternatives.• Each alternative will be designed to support local and regional planning policies.				
Noise Impacts	Proximity to Residences	Noise Level	Acceptable <ul style="list-style-type: none">• No significant change in traffic noise levels.• Noise mitigation measures would be implemented, where warranted.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 1.• Noise mitigation measures would be implemented, where warranted.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 1.• Noise mitigation measures would be implemented, where warranted.	Acceptable <ul style="list-style-type: none">• Moderate potential increase in traffic noise levels due to the increase of travel lanes.• Noise mitigation measures would be implemented, where warranted.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 4.• Noise mitigation measures would be implemented, where warranted
Aesthetics	Potential to enhance area aesthetics	Subjective	Less Desirable <ul style="list-style-type: none">• Midblock potential for aesthetics are similar for all alternatives.• Anticipated to provide least opportunities to implement enhanced landscaping and community features.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 1.• Streetscape elements will be considered within the central island of the roundabout.	Preferred <ul style="list-style-type: none">• Similar to Alternative 1.• Streetscape elements will be considered within the central island of the three roundabouts.	Less Desirable <ul style="list-style-type: none">• Similar to Alternative 1.• Roadway widening reduces midblock potential for aesthetics.	Less Desirable <ul style="list-style-type: none">• Similar to Alternative 3.• Roadway widening reduces midblock potential for aesthetics.
Property Impacts	Impacts on Residential / Commercial/Parkland	Property access during normal operation	Preferred <ul style="list-style-type: none">• No impact to existing property accesses.	Preferred <ul style="list-style-type: none">• Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">• Existing access (1) impacted to private property on Kenninghall Crescent; however, potential to mitigate impact will be further reviewed.	Preferred <ul style="list-style-type: none">• Similar to Alternative 1.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 3.
	Additional Right-of-Way	Area (m ²) of Private/ City Park Lands Property	Less Desirable <ul style="list-style-type: none">• Largest area of private property required to accommodate modifications• Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.	Preferred <ul style="list-style-type: none">• Smallest area of private property required to accommodate modifications• Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.	Preferred <ul style="list-style-type: none">• Smallest area of private property required to accommodate modifications• Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.	Less Desirable <ul style="list-style-type: none">• Largest area of private property required to accommodate modifications.• Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.	Acceptable <ul style="list-style-type: none">• Moderate area of private property required to accommodate modifications.• Private property predominantly occupied/owned by developers, commercial/retail land uses and/or utilities.
SOCIO-ECONOMIC ENVIRONMENT – OVERALL							
NATURAL ENVIRONMENT							
Vegetation and Wildlife	Impact to vegetation, wildlife and wildlife habitat	Vegetation and habitat impacts	Acceptable <ul style="list-style-type: none">• Expected to impact the smallest area of vegetation, when compared to the other alternatives.• Potential impacts to habitat limited to edge effects.• Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows.	Acceptable <ul style="list-style-type: none">• Expected to impact a moderate area of vegetation, when compared to the other alternatives.• Impacts limited to habitat edge effects.• Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows.	Less Desirable <ul style="list-style-type: none">• Expected to impact a large area of vegetation, when compared to the other alternatives.• Impacts limited to habitat edge effects.• Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows.	Less Desirable <ul style="list-style-type: none">• Similar to Alternative 3.	Less Desirable <ul style="list-style-type: none">• Expected to impact the largest area of vegetation, when compared to the other alternatives.• Impacts limited to habitat edge effects.• Impacts will be mitigated through vegetation restoration and/or enhancement, as well as habitat compensation planting and limiting construction to appropriate timing windows.
Trees	Impact to Trees	Number of trees to be removed	Acceptable <ul style="list-style-type: none">• Expected to impact +/-210 trees, many of which are in poor to fair condition.• Tree planting will be undertaken to mitigate impacts to existing trees.	Acceptable <ul style="list-style-type: none">• Expected to impact +/-190 trees, many of which are in poor to fair condition.• Tree planting will be undertaken to mitigate impacts to existing trees.	Less Desirable <ul style="list-style-type: none">• Expected to impact +/-250 trees, many of which are in poor to fair condition.• Tree planting will be undertaken to mitigate impacts to existing trees.	Less Desirable <ul style="list-style-type: none">• Expected to impact +/-310 trees, many of which are in poor to fair condition.• Tree planting will be undertaken to mitigate impacts to existing trees.	Less Desirable <ul style="list-style-type: none">• Expected to impact +/-300 trees, many of which are in poor to fair condition.• Tree planting will be undertaken to mitigate impacts to existing trees.
Surface Drainage and Groundwater	Stormwater Quality and Quantity	Additional Paved Area	Less Desirable <ul style="list-style-type: none">• Stormwater treatment required to accommodate roadway modifications.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 1.• Roundabout provides opportunity to implement Low Impact Development strategies to mitigate water quality, quantity and groundwater recharge (e.g. bioretention areas, infiltration galleries, soakways or permeable pavement).	Preferred <ul style="list-style-type: none">• Similar to Alternative 2.• Additional opportunities to implement Low Impact Development strategies at three roundabouts.	Less Desirable <ul style="list-style-type: none">• Similar to Alternative 1.• Roadway widening increases pavement area.	Acceptable <ul style="list-style-type: none">• Similar to Alternative 3.• Roadway widening increases pavement area.
NATURAL ENVIRONMENT – OVERALL							
OVERALL SUMMARY AND CONCLUSIONS			 NOT RECOMMENDED <ul style="list-style-type: none">• Does not support future travel demands beyond 2021.• A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided.• Although this alternative can be implemented at a moderate capital cost it is expected to incur high maintenance costs.• Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities.• Encroaches onto the largest area of private property.• Least natural environment impacts compared to all other alternatives, however, limited opportunity for landscaping.	 NOT RECOMMENDED <ul style="list-style-type: none">• Does not support future travel demands beyond 2021.• A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided.• Similar to Alternative 1 in terms of capital costs; however, implementation of the roundabout at Argentia Road will result in a lower maintenance cost.• Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadway and scenic qualities.• Similar to Alternative 1 in terms of natural environment.	 PREFERRED <ul style="list-style-type: none">• Provides significant improvements to traffic operations to 2031.• Reduces severity of collisions due to the reduced vehicular travel speed at roundabouts (i.e. rear-end).• Designated cross-walk is provided at Falconer Drive crossing Creditview Road.• A higher capital cost when compared to Alternatives 1 and 2; however, the maintenance cost is expected to be lower as maintenance of signal infrastructure and powering of signals at Kenninghall Boulevard and Argentia Road is not required.• Roundabouts improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities.• Encroaches onto the smallest area of private property.• Slightly higher natural environment impacts compared to Alternatives 1 and 2, however, increase opportunity for landscaping within the roundabouts.	 NOT RECOMMENDED <ul style="list-style-type: none">• Although the corridor is widened to 4-lanes, it doesn't provide any improvement to traffic operations compared to Alternative 3.• A traffic signal at the Falconer Drive intersection is not warranted as a result no designated cross-walk provided.• Expected to incur high capital cost and highest maintenance costs.• Limited opportunity to improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities.• Encroaches onto the largest area of private property• Higher natural environment impacts compared to Alternative 3 and limited opportunity for landscaping.	 PREFERRED LONG-TERM SOLUTION <ul style="list-style-type: none">• With a widened 4-lane corridor with roundabouts, it provides significant improvements to traffic operations beyond 2031.• Similar to Alternative 3, reduces severity of collisions, however multi-lane roundabouts increases complexity.• Designated cross-walk is provided at Falconer Drive crossing Creditview Road.• Highest capital cost when compared to all alternatives; however, similar to Alternative 3, the maintenance cost is expected to be low.• Roundabouts improve the views and vistas of the overall cultural landscape of the roadways and scenic qualities.• Encroaches onto a moderate area of private property.• Higher natural environment impacts compared to all other alternatives, however, increase opportunity for landscaping within the roundabouts.

RATING / SCORING:  Preferred  Acceptable  Less Desirable  Unacceptable

Next Steps

- Review all comments and suggestions received from the public, stakeholders and agencies, before, during and following this event.
- The preliminary preferred alternatives will be reviewed taking into consideration the comments received and the design will be confirmed or modified.
- Prepare the Environmental Study Report and issue the Notice of Study Completion (30-day public review process).
- Upon approval of the Environmental Study Report, proceed to Detail Design.

Remain Involved in the Project

Thank you for attending this Community Information Sharing Session and participating in the study process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax or email your comments by **Monday, July 13, 2015**, to the individuals listed below:

**Jessica Lee, P.Eng.
Project Manager
City of Mississauga**

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Mississauga, ON L5B 2T4
Tel: 905-615-3200, Ext. 3170
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**Tammy Dow, M.Sc.Eng, P.Eng., CVS
Consultant Project Manager
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Kitchener, ON N2P 0A4
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**Mirjana Osojnicki, BES
EA and Public Consultation Lead
AECOM**

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Fax: 905-501-0181

Email: creditviewprojectteam@aecom.com

Public comments will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you would like more information on the Creditview Road Class EA
please visit the project website at:

<http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy>

Appendix F

Priority Rating Exercise Forms



Priority Rating Exercise

Community Information Sharing Session

Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Enhancing aesthetics/streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Minimizing Property Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (please describe): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Please complete the following information for our record (Optional):

Name: _____

Address: _____

Email: _____

Mirjana Osojnicki, BES
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Email: creditview.projectteam@aecom.com

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Priority Rating Exercise

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Enhancing aesthetics/streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Minimizing Property Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (please describe): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Please complete the following information for our record (Optional):

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Improving traffic flow along Creditview Road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Minimizing Property Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Other (please describe): <u>up</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>I DISAGREE BUILDING OF COMMUNICATION TOWERS.</u>							

Please complete the following information for our record (Optional):

Name:

Address:

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road					X		
Meeting walking and cycling needs				X			
Improving safety for pedestrians, cyclists and vehicles						X	
Enhancing aesthetics/streetscaping					X		
Minimizing Property Impacts						X	
Other (please describe): <u>Slowing traffic</u>						X	

Please complete the following information for our record (Optional):

Name:

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Minimizing Property Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (please describe): <i>Connecting the areas in front and behind the 401 bridge for cyclists.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Please complete the following information for our record (Optional):

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Thank you for your participation in this Project.



Municipal Class Environmental Assessment Study for Creditview Road
from Bancroft Drive to Old Creditview Road



Priority Rating Exercise

Community Information Sharing Session

Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority	Least Important	1	2	3	4	5	Most Important
* Improving traffic flow along Creditview Road						X	
Meeting walking and cycling needs					X		
Improving safety for pedestrians, cyclists and vehicles					X		
Enhancing aesthetics/streetscaping					X		
Minimizing Property Impacts						X	
Other (please describe): * RATING BASED ON "IMPROVING MEANING SLOWING DOWN! IF IT MEANS MORE VOLUME THEN RATING IS 1							

Please complete the following information for our record (Optional):

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Using a scale from 1 to 5, where 1 means 'lower importance' and 5 means 'higher importance,' please identify the level of importance you would give to each of the following factors when implementing the preferred alternative (simply place an 'x' in the box that best corresponds with your opinion).

Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		X					
Meeting walking and cycling needs				X			
Improving safety for pedestrians, cyclists and vehicles				X			
Enhancing aesthetics/streetscaping				X			
Minimizing Property Impacts						X	
Other (please describe): <u>Noise, pollution</u>						X	

Please complete the following information for our record (Optional):

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road			<input checked="" type="checkbox"/>				
Meeting walking and cycling needs						<input checked="" type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles						<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping		<input checked="" type="checkbox"/>					
Minimizing Property Impacts						<input checked="" type="checkbox"/>	
Other (please describe): <i>Maintaining the "community"</i>						<input checked="" type="checkbox"/>	

Please complete the following information for our record (Optional):

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road						<input checked="" type="checkbox"/>	
Meeting walking and cycling needs							
Improving safety for pedestrians, cyclists and vehicles						<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping						<input checked="" type="checkbox"/>	
Minimizing Property Impacts						<input checked="" type="checkbox"/>	
Other (please describe): <u>I LOVE THE IDEA</u>							

Please complete

Name:

Address:

Email:

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Minimizing Property Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Other (please describe): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Please complete the following information for our record (Optional):

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meeting walking and cycling needs		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Improving safety for pedestrians, cyclists and vehicles		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Enhancing aesthetics/streetscaping		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Minimizing Property Impacts		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Other (please describe): <u>USE ALTERNATIVE</u> <u>ROUTES FIND BETTER</u> <u>SOLUTION. TO OTHER MAJOR RD,</u>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Please complete the following information for our record (Optional):

Name: _____

Address: _____

Email: _____

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		X					
Meeting walking and cycling needs			X				
Improving safety for pedestrians, cyclists and vehicles				X			
Enhancing aesthetics/streetscaping				X			
Minimizing Property Impacts						X	
Other (please describe): <u>LEAVE AS 2 LANES</u>						X	

Please complete the following information for our record (Optional):

Name:

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		X					
Meeting walking and cycling needs		X					
Improving safety for pedestrians, cyclists and vehicles				X			
Enhancing aesthetics/streetscaping				X			
Minimizing Property Impacts						X	
Other (please describe): _____							

Please complete the following information for our record (Optional):

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Priority	Least Important	1	2	3	4	5	Most Important
Improving traffic flow along Creditview Road		X					
Meeting walking and cycling needs						X	
Improving safety for pedestrians, cyclists and vehicles						X	
Enhancing aesthetics/streetscaping				X			
Minimizing Property Impacts					X		
Other (please describe): _____							

Please complete the following information for our record (Optional):

Name: _____
Address: _____
Email: _____

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Appendix G

Comment Sheet Summary and Response Tables

Table G-1: Preliminary Preferred Alternative

Comment	Response	
Advantages		
Aesthetics/Landscaping		
Looks good. We like the trees and the multi-use trails. Landscaping much more in keeping with community. Improved aesthetics. Less environmental impact.	Your comments are noted and thank you for your input.	
Roundabouts		
Love the roundabouts! It will slow traffic and make the road safer and nicer. Roundabouts are safer for cars. Roundabouts will help even out traffic flow while reducing speeds. Improves traffic flow. Easier access off of Creditview Road from roundabout. Improvements to safety and speed, also aesthetics with roundabouts. Easily obey merge factor. Continuous movement through intersection. Roundabouts doing away with stop lights and a steady flow of traffic (less noise and gas fumes), in particular where trucks are concerned.		Your comments are noted and thank you for your input.
Active Transportation		
Pedestrian and cycle traffic integration a great idea. The multi-use trail finally gives us a safe option to bike-ride all the way to Old Meadowvale or up to Financial Drive to get some cafes or restaurants. Better for pedestrians on bridge - multi-use trail retains width of path, as opposed to narrowing as it does currently. Improvements to pedestrian safety at Falconer Drive and Creditview Road with roundabout. Safer for pedestrians because traffic has slowed down.		
Traffic Operations		

Comment	Response
<p>Reduces traffic speeds and hopefully reduces growth in traffic volumes.</p> <p>The two lanes for the majority of Creditview Road will discourage trucks from using Creditview Road.</p> <p>It doesn't call for 4 lanes!</p> <p>Pleased that widening to 4 lanes along entire corridor is not being recommended for the preliminary preferred solution.</p>	<p>Thank you for your comments.</p> <p>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.</p>
General	
Cheaper solution.	Your comments are noted and thank you for your input.
Less impact on traffic during construction.	The City will be preparing a construction staging plan during detail design, with the intention of minimizing traffic impacts during construction.
It is the perfect solution, even permanently.	
Impediments	
Trees and Vegetation	
<p>Maintaining trees and grass.</p> <p>Tree removal.</p> <p>Trees in the roundabout will obscure views. I would suggest lower vegetation to lessen shadows from trees.</p>	<p>Thank you for your input.</p> <p>It is understood that the mature trees lining the roadway contribute to the character of the area. A tree inventory and assessment was completed as part of this study and identified 550 trees within and adjacent to the ROW. A number of trees will have to be removed to accommodate the recommended design; however, many were assessed to be in fair to poor condition. Remaining trees will be protected from construction activities and the City will replace any trees that will be removed or damaged at a 2:1 ratio. In addition, significant trees (e.g. Sugar Maple, Red Oak, Bur Oak, Shagbark Hickory and Black Walnut) will be planted, where appropriate. Opportunities to plant additional trees and improve the diversity of age and species will also be explored as part of this project. The central islands of the roundabout will also provide landscaping opportunities. Incorporating tree planting into the central island of roundabouts will provide an opportunity for enhancing the natural and scenic route qualities of the street.</p> <p>Tree planting within the central island of a roundabout, is used to break the forward view for through vehicles entering the roundabout, thereby contributing to speed reductions and reducing oncoming headlight glare. Landscape treatments within the roundabouts will be confirmed during detailed design.</p>
Transportation Planning	
Door is open for 4 lanes.	Thank you for your input. The Preliminary Preferred Alternative is expected to support traffic operations to Year 2031 and potentially beyond. The Long-term

Comment	Response
	Solution will only be considered by the City if and when additional capacity is required. The City will implement a monitoring program on Creditview Road to ensure the road continues to meet the needs of the community.
Noise Mitigation	
<p>The noise barriers sound like a nice idea - but I find that most of the noise pollution is coming from the 401, a bit also from air traffic during humid days.</p> <p>The noise walls will impede our current views of a natural setting. Can you plant trees instead of noise barriers?</p> <p>Dislike appearance of noise walls.</p> <p>I love the sound walls. Please don't remove them from the plan. If the noise walls are wood, they will not impact the aesthetics.</p>	<p>Thank you for your input. Based on the findings of the noise assessment completed as part of this study, it was concluded that future noise levels are expected to be similar to present-day conditions (typically above 60 dBA), which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.</p> <p>New noise barriers will be installed where none currently exist. The type and exact location of noise mitigation measures will be determined during detailed design, in consultation with affected property owners. However, it should be noted that trees do not provide sufficient noise attenuation.</p>
Traffic Operations	
<p>Traffic infiltration will continue from Financial Drive.</p> <p>Concerns with resulting traffic delays (passing via centre lane).</p> <p>Traffic flow will be affected by change/'bottleneck' from 4 to 2 lanes at the 4-lane roundabout.</p>	<p>Thank you for your input. Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network. The proposed improvements to Creditview Road will improve operations at the Argentia Road intersection, reducing infiltration on more minor streets (e.g., Falconer Drive). In addition, the multi-use pathway is being planned to provide an alternative mode of transportation for commuters and other travellers in and out of the area.</p> <p>Vehicles using the centre lane for passing is not anticipated as the centre lane would not be continuous along this segment of Creditview Road. The centre lane would only be present near Velebit Court and River Gate Place to support access in and out of these streets. The Preliminary Preferred Alternative is projected to reduce delay compared to existing conditions, particularly at the Argentia Road intersection, because of the increased capacity that the proposed roundabouts will provide.</p> <p>The reduction from 4 to 2 lanes south of Argentia Road has been analyzed using traffic modelling as part of the traffic analysis for the study. The lane reduction will occur 140 m south of the intersection, which will enable traffic to merge. The traffic analysis demonstrates that traffic would not spill back into the intersection of Argentia Road and Creditview Road.</p>
Transit	

Comment	Response
No bus bays in current design.	Thank you for your input. The implementation of bus bays were discussed with Mississauga Transit and it was determined that it was not appropriate for the corridor as it can be difficult for a bus to re-enter traffic, which impacts transit reliability. Currently, on the one lane/direction section of Creditview Road, this requires traffic to wait behind a stopped bus. Where two lanes are provided, the traffic has the option of passing a stopped bus on the left. In addition, implementing bus bays would require more property and reduce the ability to provide landscaping opportunities.
Property Impacts	
Concerns with property impacts.	Thank you for your input. Approximately 2,158 m ² of additional right-of-way will be required for the preferred alternative, 132 m ² of which is private property. Impacts to private property will be confirmed during detailed design, at which time the City will negotiate the property requirements with private owners.
Maybes	
Pedestrian Safety	
<p>A proper crosswalk is needed.</p> <p>I would suggest pedestrian signals at the crossings.</p> <p>What about night visibility? Will pedestrians be seen at nighttime?</p> <p>Will there be splitter islands for all legs of each roundabout?</p>	<p>Thank you for your input. Pedestrians and cyclists crossing the roadway will be accommodated by the designated crossings provided at each leg of the roundabout.</p> <p>The implementation of street lighting has been reviewed as part of this study. At this time, street lighting is being proposed on both sides of the roadway. In addition, lighting is being proposed along the multi-use path being planned as part of the project.</p> <p>The crossings are being planned to include a 'splitter island' (median) that ensure pedestrians and cyclists cross only one direction of traffic at a time when traversing the roadway.</p>
Project Need	
<p>Traffic is moving well now so why do anything at all?</p> <p>Is this project really necessary?</p>	Thank you for your input. 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. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The preferred plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.
Project Staging	

Comment	Response
How will the project be constructed?	<p>Thank you for your interest in this study. During construction, traffic would be shifted to one side of the existing roadway, with localized temporary widening provided to accommodate travel (if required). Once construction of one side of the roadway is complete, traffic would be shifted to the completed side and construction activities would be undertaken on the remaining side. Construction staging plans will be confirmed during detail design.</p> <p>Note that two lanes of traffic will be maintained during the construction period.</p>
<p>Is construction dependent on 401 widening?</p> <p>When will noise walls be constructed?</p> <p>What is the project duration from start to finish?</p>	<p>Thank you for your input. The construction of Creditview Road is not dependent on the Highway 401 widening. However, in order to efficiently construct and reduce construction time along Creditview Road, the City will explore coordinating the construction of the Creditview Road bridge as part of future Ministry of Transportation (MTO) works.</p> <p>The noise walls will be constructed as part of this study.</p> <p>It is anticipated that the project will take 2 to 3 construction seasons. However, this will be determined during detail design.</p>
Project Design	
<p>Will road widenings (Kenninghall Boulevard) be required?</p> <p>Are sidewalks on either side of Creditview Road the same width? Or is the bicycle path wider to allow pedestrians to walk as well? If walking (bike) paths are the same width why not have the bike path on the east side of Creditview Road?</p> <p>Other than Kenninghall Boulevard roundabout, any cyclist or walker would have fewer intersections to negotiate (as well as less traffic turning in that direction) when crossing a roundabout.</p> <p>I did not understand if there will be a connection between Creditview Road (near Argentia) and Meadowvale Village through Sanford Farms.</p>	<p>Thank you for your input. Modifications to other roadways in the study area are not being planned as part of this project.</p> <p>A 1.5 m sidewalk and 3.5 m multi-use trail are being planned along the east and west sides of Creditview Road, respectively.</p> <p>The multi-use trail can accommodate both cyclists and pedestrians and will connect with the existing multi-use trail to the south on Creditview Road, which is consistent with the City's Cycling Master Plan.</p> <p>A connection between Creditview Road and Meadowvale Village, through Sanford Farms, is not being planned as part of this project.</p>
Landscape Design	
Large vegetation will impact views when approaching intersection. I would suggest smaller shrubs in a roundabout.	<p>Thank you for your input. Tree planting within the central island of a roundabout is used to break the forward view for through vehicles entering the roundabout, thereby contributing to speed reductions and reducing oncoming headlight glare. Landscape treatments within the roundabouts will be confirmed during detailed design.</p>
Vegetation/Trees	
Will the 42 year old pine on the west side of Creditview Road and Kenninghall Boulevard be removed as part the	<p>Thank you for your input. It is understood that you are concerned with the Austrian Pine Tree situated at the</p>

Comment	Response
<p>Preliminary Preferred Alternative?</p> <p>Why are so many trees being removed for the roundabouts?</p> <p>Replacement of trees should be 5:1 rather than the 2:1 being proposed by the City.</p> <p>Larger trees should be planted during replacement/planting activities.</p> <p>Can the trail be designed around trees to reduce the number of trees that will have to be removed?</p>	<p>southwest portion of the intersection of Creditview Road and Kenninghall Boulevard. As presented at the CISS, a Tree Inventory and Assessment (TIA) was completed as part of this study. Trees along the municipal right-of-way were identified, sized and assessed for condition, and each tree was given a subjective condition rating of Excellent, Good, Fair and Poor. According to the information collected at the time of the TIA, the Austrian Pine Tree is 49.5 cm in diameter (at 1.4 m above the base height) and assessed to be in fair condition.</p> <p>Based on the preliminary design for the Preliminary Preferred Alternative, it appears that the trees situated at the southwest portion of Kenninghall Boulevard and Creditview Road, including the Austrian Pine Tree, may be impacted by grading activities; however, this will be confirmed during detailed design.</p> <p>Approximately +/-250 trees are anticipated to be impacted by the Preliminary Preferred Alternative, many of which have been assessed to be in poor to fair condition.</p> <p>A Tree Protection Zone will be established prior to construction to protect the remaining trees. In addition, 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.</p> <p>Opportunities to plant additional trees and improve the diversity of age and species will be explored as part of the implementation of this project.</p> <p>Plans for landscape restoration, the streetscape and tree protection and planting plan (i.e., enhanced street tree planting) will be confirmed during detailed design.</p> <p>Opportunities to avoid impacts to trees will be further reviewed during detailed design.</p>
Project Costs	
<p>What is the approximate cost?</p>	<p>Thank you for your input. The approximate cost to implement the Preliminary Preferred Alternative is \$31.4 M. The project will be fully funded by the City of Mississauga as part of capital projects implementation.</p> <p>Roundabouts have been proven to reduce maintenance costs overtime as they do not have signal maintenance and power operation costs.</p>
Property Impacts	
<p>What will impacts be to my backyard features?</p>	<p>Thank you for your input. Impacts to private property will be confirmed during detailed design, at which time the City will negotiate the property requirements with private owners.</p>

Comment	Response
Traffic Operations	
Roundabouts going from 401 to Britannia - what's the traffic volume like? Will there be backlogs because of the roundabouts?	Thank you for your input. Two traffic volume scenarios were evaluated for both interim and long-term solutions. Based on the results of the traffic analyses, traffic operations under the Preliminary Preferred Alternative are expected to improve, when compared to the Do Nothing and/or signalized design. However, some capacity issues are still expected in the southbound direction at the Kenninghall Boulevard and Falconer Drive intersections with Creditview Road. The findings of the traffic analyses also indicated that the Long-term Solution would accommodate the anticipated future traffic volumes with no vehicular queuing at intersections within the study area.
Noise Mitigation	
<p>What are the design options?</p> <p>Shouldn't there be plantings next to the barriers so that there isn't a long corridor of bare 6' or higher fencing?</p> <p>What good is a sound barrier behind townhouses backing on Creditview Road south of Kenninghall Boulevard? Those townhouses are on top of a relatively high incline from the road. Would owners of those townhouses have a say in whether a barrier goes up or not? How much of a sound barrier will be put up between Bancroft and Argentia?</p> <p>Wouldn't a reduction in noise be expected since vehicle speeds are expected to decrease? A reduction would mean that no noise wall would be required and trees wouldn't have to be cut down. I would rather have trees than a concrete wall.</p> <p>Construct the noise wall after the roadway modifications have been completed.</p>	<p>Thank you for your interest in this study. Based on the findings of the noise assessment completed as part of this study, it was concluded that noise levels in the future are expected to be similar to present-day conditions (typically above 60 dBA), which is the threshold for noise barrier installation under the City's Noise Attenuation Barrier on Major Roadways Policy.</p> <p>The City will mitigate any additional noise impacts through the installation of new noise barriers. It should be noted that all new noise barriers will be located on City property. Further review of the noise barriers proposed will be finalized and documented as part of the ESR.</p> <p>The type and exact location of noise mitigation measures will be determined during detailed design, in consultation with affected property owners.</p> <p>Tree planting along the barriers will be reviewed during detail design; however, it should be noted that trees alone do not provide sufficient noise attenuation. The City will confirm the landscape restoration and streetscape plan, as well as the tree protection and planting plan (i.e., enhanced street tree planting) as part of this project.</p>
Transportation Planning	
Is it possible for a roundabout at Bancroft Road and Creditview Road?	Thank you for your input. The Creditview Road intersection with Bancroft Road is located within an existing developed portion of the study area. A roundabout at this intersection would impose great property impacts.
Aren't there challenges associated with accessing Credit Meadow Park (i.e., turning left onto Creditview Road from the park)? What about a 'No Left Turn' sign from Credit Meadow Park?	Thank you for your input. This segment of Creditview Road would have a 3.5 m lane in the centre, between the northbound and southbound travel lanes. This refuge would facilitate this turn. A driver wishing to turn left out of the park could use this lane after northbound traffic clears and wait until southbound traffic clears.
Why build Creditview Road as a Local Road?	Thank you for your input. Creditview Road is designated a Major Collector in the City's Official Plan. Creditview

Comment	Response
	Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.
Mitigation	
Transit Stops	
<p>Possibility for bus bays, however low frequencies.</p> <p>Locate bus bay locations to suit ideal concepts.</p>	<p>Thank you for your input. The implementation of bus bays were discussed with Mississauga Transit and it was determined that it was not appropriate for the corridor as it can be difficult for a bus to re-enter traffic, which impacts transit reliability. Currently, on the one lane/direction section of Creditview Road, this requires traffic to wait behind a stopped bus. Where two lanes are provided, the traffic has the option of passing a stopped bus on the left. Implementing bus bays would require more property and reduce the ability to provide landscaping opportunities.</p>
Traffic Operations	
<p>Roundabouts would help as safety measure to discourage cut-through traffic.</p> <p>Addition of roundabout at Kenninghall Boulevard splits the current traffic all flowing to existing Falconer Drive signalized access.</p>	<p>Your comments are noted and thank you for your input.</p>
<p>More lanes across the 401 bridge will eliminate the 4:00 pm to 5:30 pm congestion on bridge.</p>	<p>Your comments are noted and thank you for your input. Please note that the preliminary preferred alternative for the street includes widening the existing Highway 401 bridge to 4 lanes.</p>

Table G-2: Long-term Solution

Comment	Response
Advantages	
Planning/Transparency	
Provides future home-buyers with benefit of transparency and knowing long-term plans. Continuous monitoring of plan important prior to making decisions.	Thank you for your input. 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.
Aesthetics	
Still continues to maintain the same aesthetic qualities (via roundabouts). Multi-use path and sidewalk.	Thank you for your input. As part of this project, the City envisages a balance the functional and aesthetic requirements of pedestrians, cyclists, transit, vehicles and the natural environment by: <ul style="list-style-type: none">- Incorporating plantings into the central island of roundabouts as a means of enhancing the natural and scenic route qualities; and,- Restoration of the natural environment using appropriate tree, shrub and herbaceous species throughout the corridor.
Impediments	
Aesthetics/Tree Removal	
Loss of trees (42 year old at Creditview Road and Kenninghall Boulevard). Removal of landscaping buffer between roads and sidewalk.	Thank you for your input. An additional +/- 50 trees would be impacted if the long-term solution was implemented, many of which were assessed as part of this project to be 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. In general, the landscaped boulevard will be retained along the east side of roadway. In addition, a median is proposed between the multi-use trail and the roadway along the west side of the roadway.
Pollution/Noise Impacts	
Noise.	Thank you for your input. No additional noise mitigation is required as new noise walls will be installed as part of the preferred alternative.
Truck Use	
Truck traffic. Truck traffic restrictions should be enforced. Once the road is widened to 4 lanes, trucks will eventually be permitted to use the road as well. Will truck traffic continue to be discouraged along the	Thank you for your input. Trucks are currently restricted from using Creditview Road. The City of Mississauga is planning to continue this restriction after the project has been implemented.

Comment	Response
roadway?	
Transportation Planning	
<p>I'm concerned that this will become a short cut/benefit for drivers coming from elsewhere.</p> <p>No benefit; the roadway would become a main thoroughfare.</p> <p>Discourages alternative modes of traffic - money should be used on transit improvements.</p>	<p>Thank you for your input. 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. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p>
Maybes	
Transportation Planning	
<p>Why can we only look toward 2031?</p> <p>How are models determined? There are limitations on modelling, should operate at a B.</p>	<p>Thank you for your input. The models used in this assessment are standard software suites that are typically used in planning for a project of this nature. Projected traffic volumes have been determined based on the expected growth in population and employment and associated traffic growth.</p> <p>Level of Service (LOS) measures the average vehicle delay on a turning movement and intersection basis. The LOS is measured on a scale from A (low delay) to F (high delay). In urbanized areas, the study reviews this measures considering context striving to balance the objective of achieving manageable congestion levels during the peak while avoiding having excessive unused capacity off-peak.</p>
Public Consultation	
<p>Is there another PIC re: Long-term Solution?</p> <p>How much will the residents' concerns be regarded? Process is limited by public input.</p>	<p>Thank you for your input. 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.</p> <p>Please note that public consultation is a key component of this study and the EA process. As part of this process, the City has reviewed and taken into consideration all comments received and has responded, and will continue to consider and respond to future comments received.</p>
Transportation Demand Management	
<p>Why is multi-use trail being built if the City is already looking into developing another path from Lake Ontario to Brampton?</p>	<p>Thank you for your input. The Mississauga Cycling Master Plan (2010) outlines a strategy to develop both on and off-road cycling routes in the city over the next twenty years. As part of the master plan a primary boulevard</p>

Comment	Response
<p>Improve public transit to reduce road traffic.</p>	<p>cycling route in the form of a multi-use trail is identified along Creditview Road. The City is proposing to construct a multi-use trail for the section between Bancroft Drive and Kenninghall Boulevard, as well as Kenninghall Boulevard and Old Creditview Road. In addition, the multi-use trail will connect with the existing multi-use trail to the south on Creditview Road. Further information can be found on the City of Mississauga website: http://www.mississauga.ca/portal/residents/mississaugacyclingplan.</p> <p>Major transit route (MiWay) for northbound and southbound travel on Creditview Road is Bus Route 38 (weekdays) and 38A (weekends). In addition, Mississauga Transit is currently undertaking the plan (MiWay Five) for evolving public transit in Mississauga over the five years from 2016 to 2020. It will provide a comprehensive review of where transit operates, when it operates, and how frequently. Once completed, the plan will define MiWay's service standards for the next five years and set the stage for future transit expansion. For more information, please visit the following website: http://www.mississauga.ca/portal/miway/miwayfive.</p> <p>The proposed modifications are expected to increase transit reliability along the corridor.</p>
Transportation Planning	
<p>Why not under another roadway?</p> <p>Can something be done on other already busy roads? Improvements needed elsewhere e.g. Britannia.</p> <p>Deal with traffic on other roads.</p> <p>Preliminary should be the permanent solution.</p> <p>Potential for 401 Interchange.</p> <p>Creditview Road is identified as collector in Official Plan.</p>	<p>Thank you for your input. 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. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.</p> <p>The preliminary preferred alternative is expected to support traffic operations to Year 2031 and potentially</p>

Comment	Response
	<p>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.</p> <p>Interchanges with Highway 401 are already in place to the east and west of Creditview Road, at Mississauga Road and Mavis Road, respectively. There is no intersection/interchange being planned at Creditview Road and Highway 401.</p> <p>It should be noted that the Ministry of Transportation is currently completing the detail design phase for the widening of Highway 401, between the Highway 401/403 Interchange and the Credit River and recently completed preliminary design and environmental assessment for the section for Highway 401 from the Credit River to Trafalgar Road.</p> <p>Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.</p>
Economic Impacts	
<p>Concerned about impact on property prices.</p> <p>My biggest concern is that my property value will be blighted all the time the 4 lane option is on the table as it appears to significantly impact the property.</p>	<p>Thank you for your input. Creditview Road is designated a Major Collector in the City's Official Plan. Creditview Road has an important role within the City's network of streets to provide mobility for all users to move people from the surrounding communities to their destinations via the surrounding local and arterial streets. Each street is currently playing its assigned role in the City's street network.</p> <p>The City of Mississauga will confirm the landscape restoration and streetscape plan, as well as tree protection and planting plan (i.e. enhanced street tree planting) during detailed design. In addition, opportunities to plant additional trees and improve the diversity of age and species will be explored as part of this project.</p>

Table G-3: General Comments and Responses

Comment	Response
Other Comments	
Public Consultation	
Was not aware that it was a workshop session. Not clearly communicated.	<p>Thank you for your input. The notice of the Community Information Sharing Session (CISS) was published in the Mississauga News on May 28 and 29 and June 4 and 5, 2015. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned event. In addition, the Notice was mailed to residences situated within 300 m of the study area and mailed or emailed to those included on the project contact list, which has been maintained throughout the duration of the study, approximately 2 weeks in advance of the event.</p> <p>As part of the CISS, a formal presentation was offered by members of the project team, followed by a workshop activity, question and answer session and open house/informal discussion. The CISS provided an opportunity for members of the public to view the display material and ask questions and/or provide comments to members of the project team. The information is posted on the City of Mississauga website: http://www.mississauga.ca/portal/residents/creditviewroadenvironmentalassessmentstudy</p> <p>We apologize that the workshop component of the session was not clearly communicated to you.</p>
Thank you for preparing this presentation! We appreciate you taking the time to listen to our concerns.	Thank you for your interest in this study.
Not happy with meeting being a Saturday.	<p>Thank you for your input. The first public consultation event (Public Information Centre #1) was held on a weekday evening as an 'open-house' format , however responses received at/following the PIC indicated that some respondents disagreed with the timing of this event. It is understood that weekday schedules can be demanding for some. As such, the City held the workshop on Saturday, June 20, 2015, to accommodate weekday schedules and ensure that members of the public had an opportunity to attend prior to the beginning of summer vacation. In addition, as the event was held as a workshop, a Saturday session allowed participants to attend for a 2-3 hour duration, which is challenging to do on a weeknight.</p>
Will there be another meeting covering concerns from this meeting as well as a more final solution?	Thank you for your interest in this study. This is the last of two public consultation events planned as part of this study. However, this CISS summary report documents the comments, questions and concerns discussed at/following the meeting.

Comment	Response
	<p>If you have any additional questions or concerns, please do not hesitate to contact the project email address (creditviewprojectteam@aecom.com) or telephone one the following project team members:</p> <p>City of Mississauga: Dana Glofcheskie, Project Manager (905) 615-3200, ext. 8243</p> <p>AECOM: Tammy Dow, Consultant Project Manager (519) 650-8656</p> <p>Mirjana Osojnicki, EA and Public Consultation Lead (905) 712-6987</p> <p>Subject to comments received, the City plans to proceed with planning for this project. The Environmental Study Report (ESR) is currently being prepared and documents the planning and decision-making process for this project. As per the requirements of the Municipal Class Environmental Assessment process, the ESR will be placed on the public record for a minimum 30 day review period. Members of the public, interest groups and review agencies may request a Part II Order from the Minister of Environment within the 30 day review period.</p>
Transportation Planning	
<p>There is going to be an Islamic Centre (addition to current one) on Argentia Road, close to Creditview Road. Has the traffic flow been studied?</p>	<p>As part of the traffic analysis undertaken for this study, the traffic modelling considers the development of Mississauga based on the City's growth forecasts.</p> <p>As part of the development application for the Meadowvale Islamic Centre, the applicant's consultant has undertaken a traffic impact study, which is under review by the City.</p>

Comment	Response
<p>I believe that widening Creditview Road between Bancroft Road to Old Creditview Road is:</p> <ul style="list-style-type: none"> not required; would not be good use of taxpayers money; and would be detrimental to the cultural heritage landscape. <p>Widening Creditview Road will only serve to invite more traffic, making it busier, thereby defeating the purpose.</p> <p>The previous introduction of traffic lights at Argentia Road and Kenninghall Boulevard, and a left hand turn lane at Argentia Road and Falconer Drive greatly improved the flow of traffic.</p> <p>It is a lovely refreshing drive, across the Credit River and along the tree lined Creditview Road, beautiful in each season. We live down Creditview Road south of Britannia Road, and would hate to see this small section of road ruined for the sake of waiting a few minutes in rush hour traffic. I imagine that we are not the only local residents that feel this way. Hopefully our tax dollars will be used for something more useful.</p> <p>Keeping the road to a single lane is ideal.</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. Improvements are proposed in order to ensure the street provides the level of service needed for all users. The preferred plan for Creditview Road is to improve transportation conditions along the street for all users and enhance the scenic route qualities of the street.</p> <p>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.</p>
Noise Mitigation Measures	
Suggest that some consideration be given to living wall sound barriers along the road as an alternative to treated wood or manufactured materials.	Thank you for your input. Noise mitigation treatments will be confirmed during detailed design, in consultation with affected property owners.
Roundabout Safety	
The City of Mississauga should consult with Niagara Police/ Niagara Region regarding the two-lane roundabout at Argentia Road. Niagara has constructed a two-lane roundabout the end of Highway 406 and a few near-misses while driving through the round-about. The City would benefit from Niagara's experience to teach people to adjust their driving.	<p>Thank you for your suggestion to contact Niagara Region.</p> <p>It is understood that the introduction of a roundabout is a potential learning curve to some drivers, particularly occasional drivers, as roundabouts may be an unfamiliar traffic control measure. The City has successfully implemented a few roundabouts including the roundabout at Square One Drive and Duke of York Boulevard.</p>
Active Transportation	
<p>There is a City Park (P505 former Harris Lands) that is located on the east side of Creditview Road between Falconer Drive and Argentia Road. It is currently in the process of development for public use. You can see the Credit River Parks Strategy Plan for the site here: http://www7.mississauga.ca/Departments/Rec/parks/crps/pdf/P505_former_harris_lands.pdf. Getting in and out of this public park space/connecting trails, etc., will be another traffic need on Creditview Road over the coming years, but I don't see that entrance indicated on your planning maps.</p>	<p>Please note that as part of the City's preferred alternative, it is proposed that Creditview Road will be maintained as 2 lanes between Bancroft Road and Argentia Road. As a result, the street will not be widened in the vicinity of the future park. As such, the entrance to the park will be maintained as part of the proposed modifications (please refer to snapshot of portion of preferred alternative below). The future development of the park lands will be further considered by the City under separate planning. The preferred alternative also includes widening Creditview Road to 4-lanes from Argentia Road to Old Creditview Road. The Preliminary Preferred Alternative is</p>

Comment	Response
<p>Can you provide some information on (a) how the proposed road widening will impact the development of the park site, (b) how the bike path along the roadway will connect with the bike trails proposed inside the park and (c) how the needs for pedestrians etc. to cross the road from the residential neighbourhoods to the west and enter the park will be accommodated?</p>	<p>expected to support traffic operations to Year 2031 and potentially beyond.</p> <p>In addition, a continuous sidewalk will be provided along the east side of Creditview Road, as well as a continuous multi-use trail along the west side of roadway.</p> <p>Pedestrians and cyclists crossing the roadway will be accommodated by the designated crossings provided at each leg of the roundabout. The crossings are being planned to include a 'splitter island' (median) that ensure pedestrians and cyclists cross only one direction of traffic at a time when traversing the roadway.</p>