

Municipal Class Environmental Assessment

Binbrook Road - Trinity Church Road - White Church Road

Intersection Improvements

Public Information Centre #2
Glanbrook Municipal Service Centre
May 21, 2026

Welcome to Public Information Centre #2

Binbrook Road - Trinity Church Road - White Church Road Intersection Improvements



Please sign in at the table or by QR code to receive future project notices



Review display materials

All slides will be posted to project webpage



Meet with Study Team Members



Please fill out a comment sheet. You can also share your comments on the project webpage or email your comments by June 11, 2026.

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.



A Municipal Class Environmental Assessment (MCEA) is being completed to evaluate a recommended solution for intersection improvements.

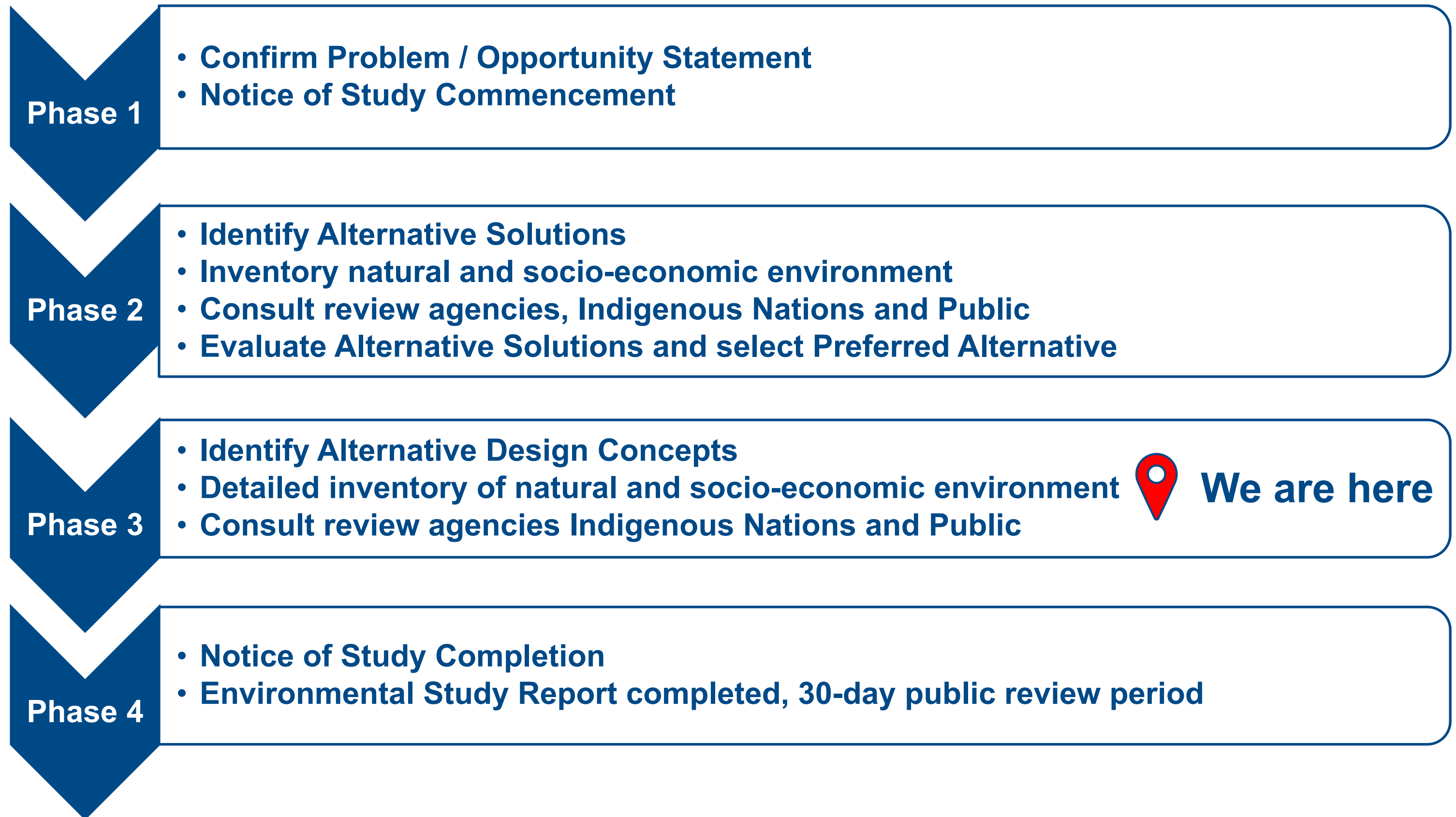
The primary objective of the study is to **improve public safety for all road users including pedestrians and cyclists.**

The goals of this study are to:

- Improve operational issues at the intersection
- Maintain or improve community connectivity, including active transportation
- Improve conditions for traffic and truck circulation and goods movement
- Address long-term transportation needs



This project is being completed as a Schedule C Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class Environmental Assessment (2024) document.

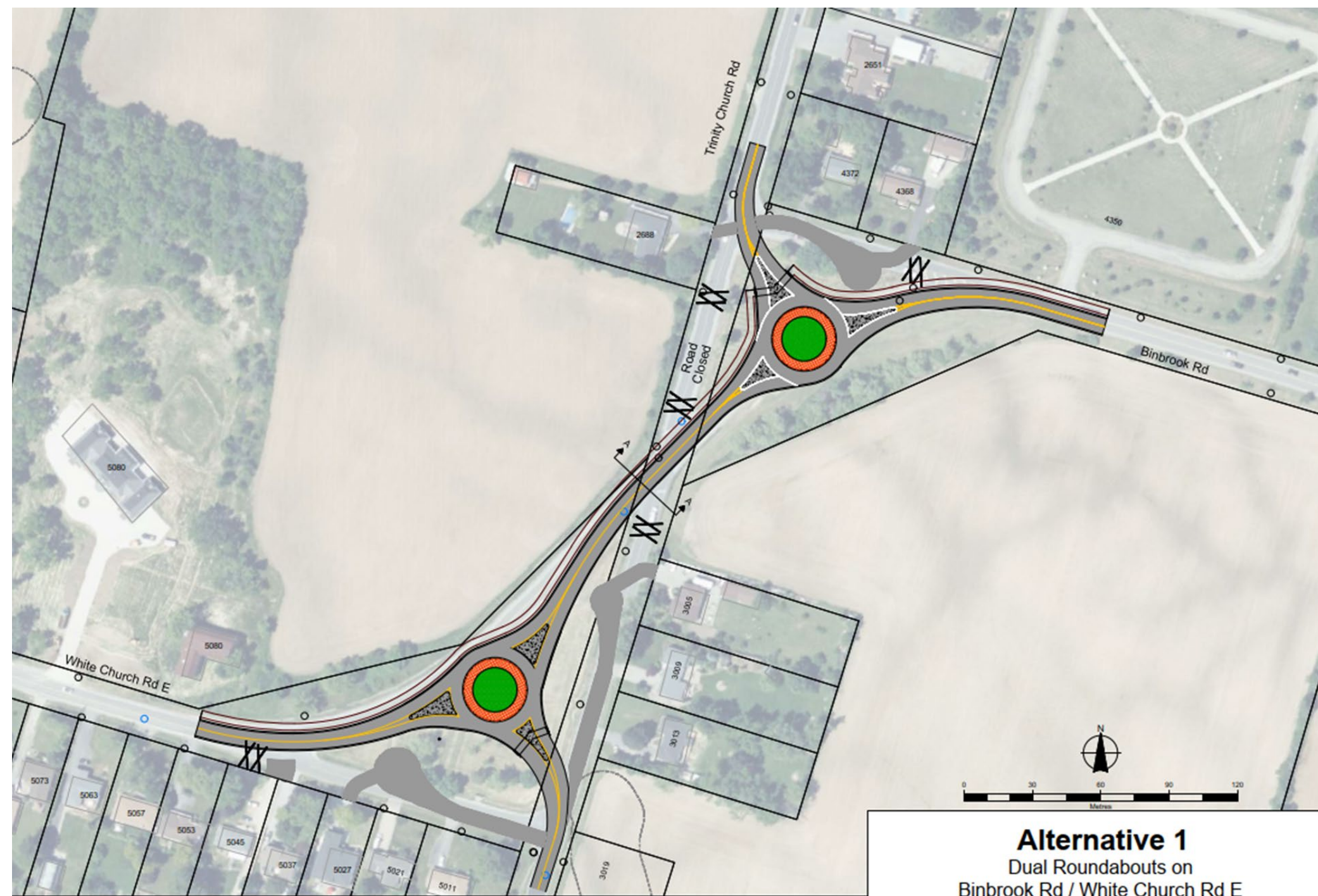


At the first Public Information Centre in November 2025, we heard:

- Support for the Preliminary Preferred Solution (Alternative Solution 3: Two Intersections)
- Interest in roundabouts for consideration in design concepts
- Concerns about safety in the study area
- Desire that the preferred alternative will slow vehicle speed
- Interest in quick completion of implementation
- Interest in eliminating S bend
- Suggestions for implementation of rumble strips and turn lane signage

Comments and study team responses are documented in the PIC#1 summary available on the project webpage.

Alternative 1: Two Roundabouts with realigned road



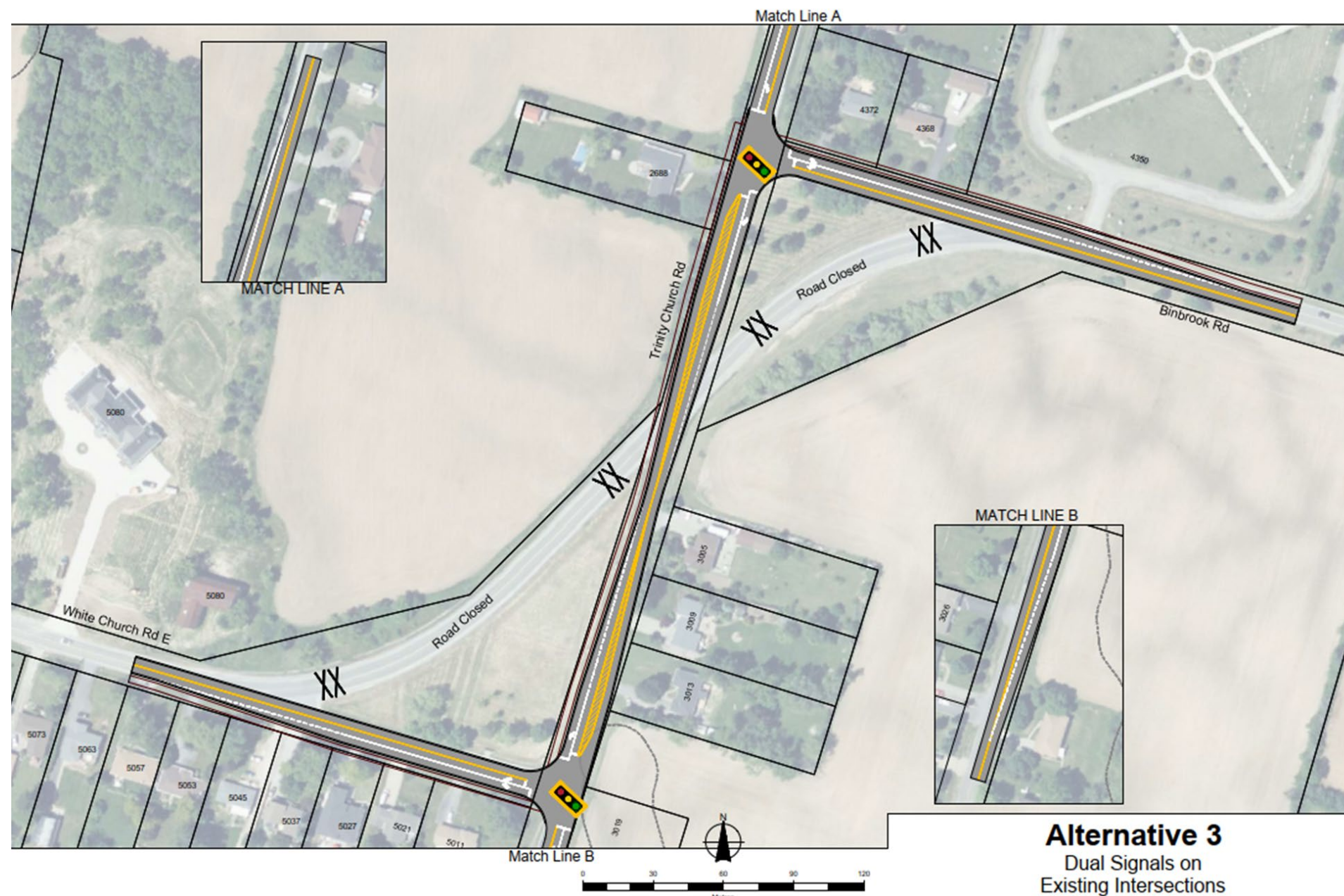
This alternative involves the development of two roundabouts connected by a road.

Alternative 2: Two Signalized Intersections



This alternative involves the development of two signalized intersections connected by a road.

Alternative 3: Two Signalized Intersections on existing road alignment



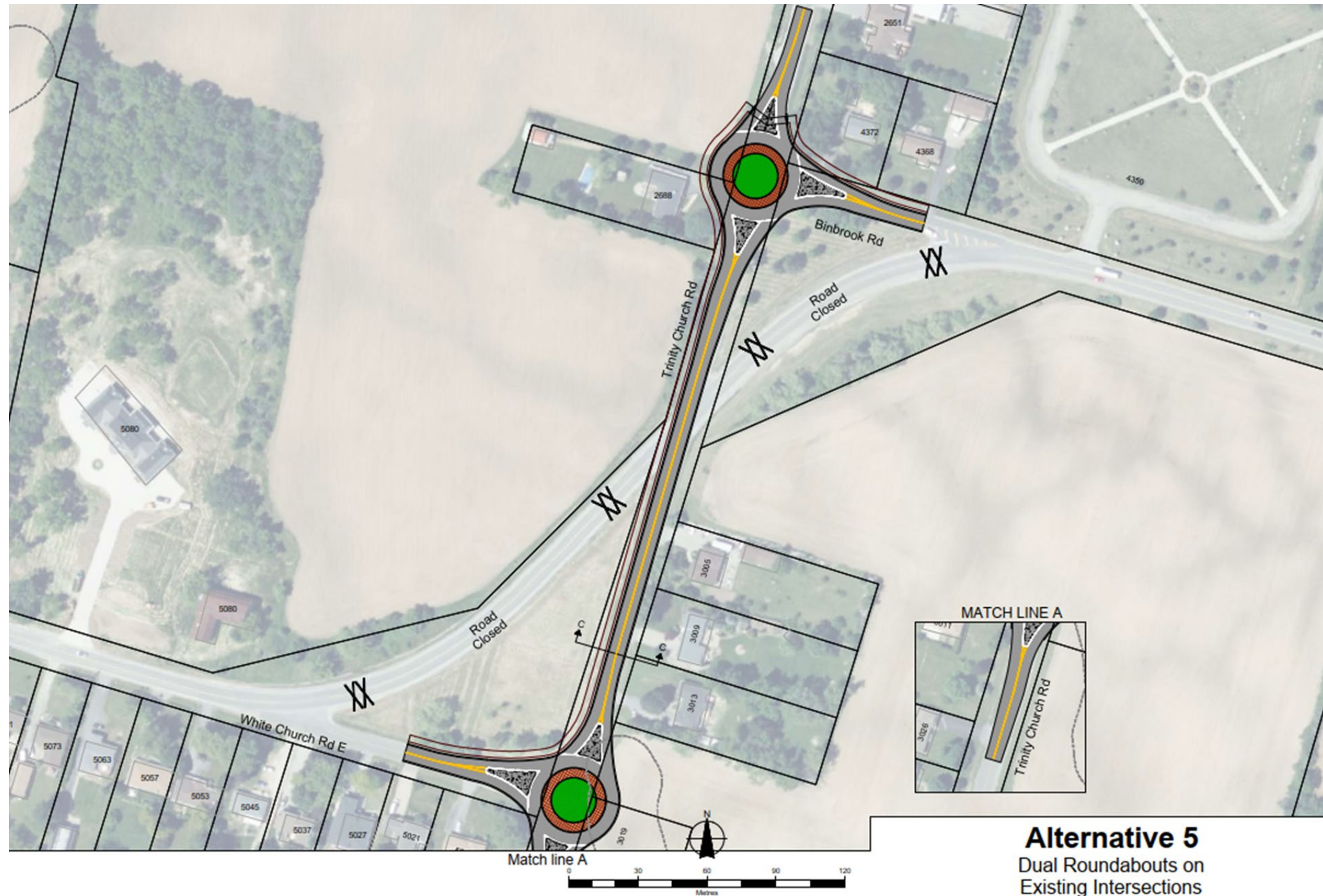
This alternative maintains the existing Trinity Church Road and involves the development of two signalized intersections.

Alternative 4: Peanut-shaped roundabout



This alternative involves the development of a peanut-shaped roundabout.

Alternative 5: Two roundabouts on existing road



This alternative maintains the existing Trinity Church Road and involves the development of two roundabouts.



The Natural Environment category considers potential impacts of each solution to:

- Vegetation and wildlife habitat
- Terrestrial habitat
- Species at risk and habitat of species at risk
- Groundwater resources and drainage
- Climate change impact and resilience



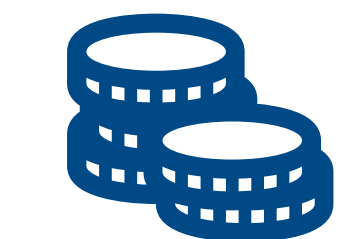
The Socio-Cultural Environment category considers potential impacts of each solution to:

- Built heritage and landscape cultural heritage features
- Archaeological resources
- Conformity to municipal and agency policy
- Land acquisition, impacts to property access
- Nuisance impacts during construction












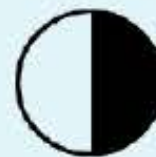










The Technical Environment category considers how each solution may impact:

- Design constraints, complexity of construction
- Level of service (traffic congestion, goods movement, community connectivity)
- Multi-Modal Transportation connectivity and safety including pedestrian and cyclist needs
- Operational safety, roadside safety, speed management
- Accommodation of snow storage
- Utilities in the study area

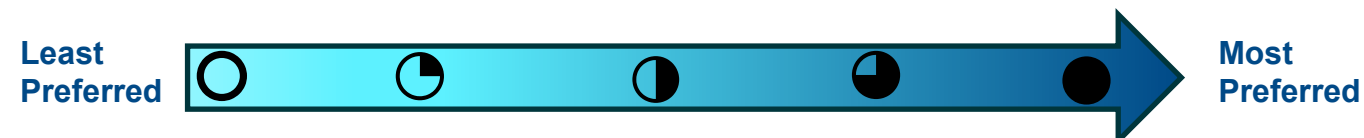


The Financial Environment category considers estimated costs for each solution for:

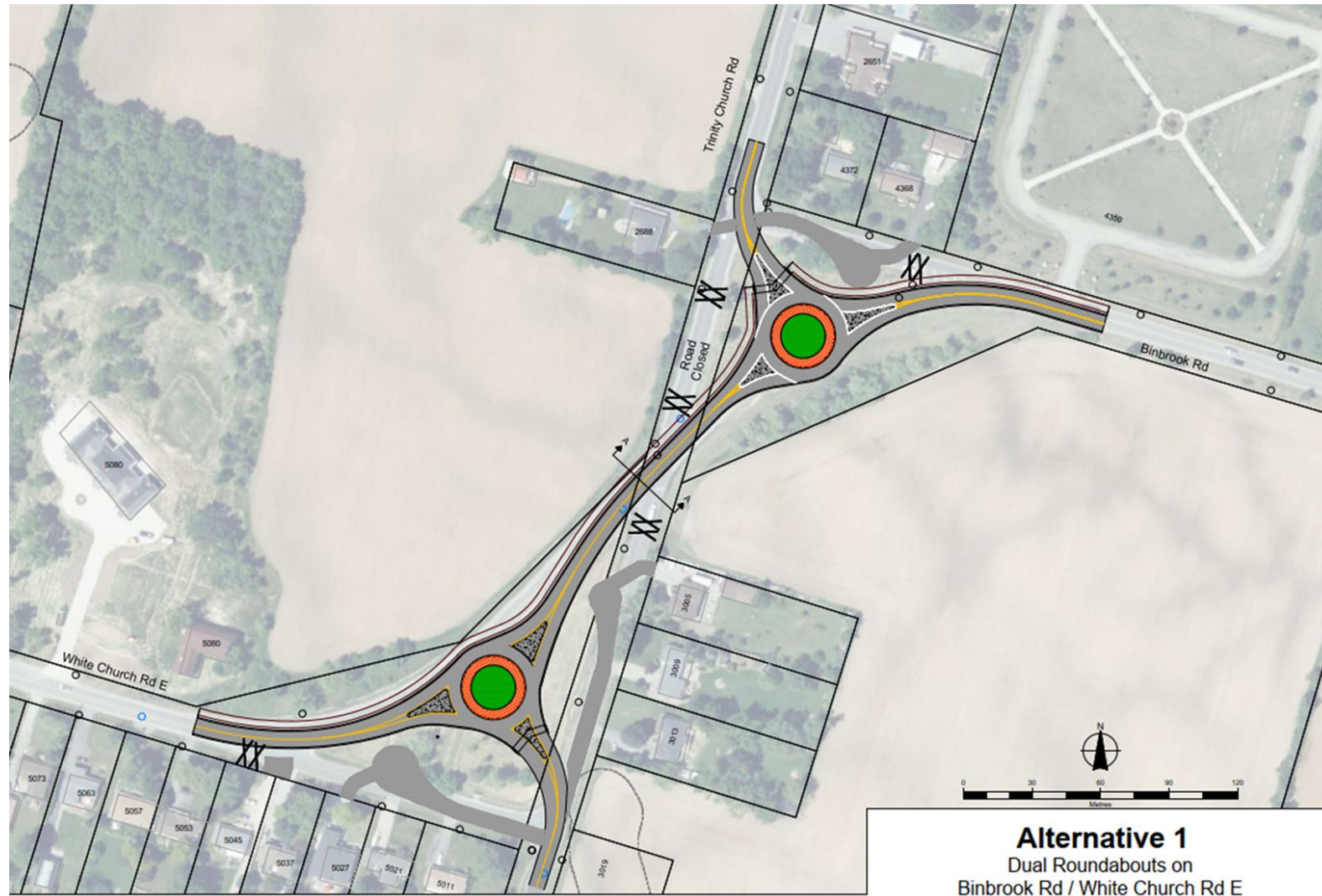
- Capital costs
- Operation and maintenance costs
- Property acquisition costs

	Alternative 1: Two Roundabouts with Road Realignment	Alternative 2: Two Signalized Intersections with Road Realignment	Alternative 3: Two Signalized Intersections within Existing Alignment	Alternative 4: Peanut-shaped roundabout	Alternative 5: Two Roundabouts within Existing Road Alignment
Natural environment					
Socio-Cultural environment					
Financial					
Technical					

The Preliminary Preferred Design Concept is
Alternative 1: Two Roundabouts with Road Realignment



Preliminary Preferred Design Concept 1: Two Roundabouts with Road Realignment



Financial Environment

- No property acquisition costs
- Moderate capital cost, low maintenance costs

Key Summary:

Natural Environment

- Minor impact to vegetation to accommodate roundabout footprint
- Minor anticipated impact to terrestrial habitat and Species at Risk

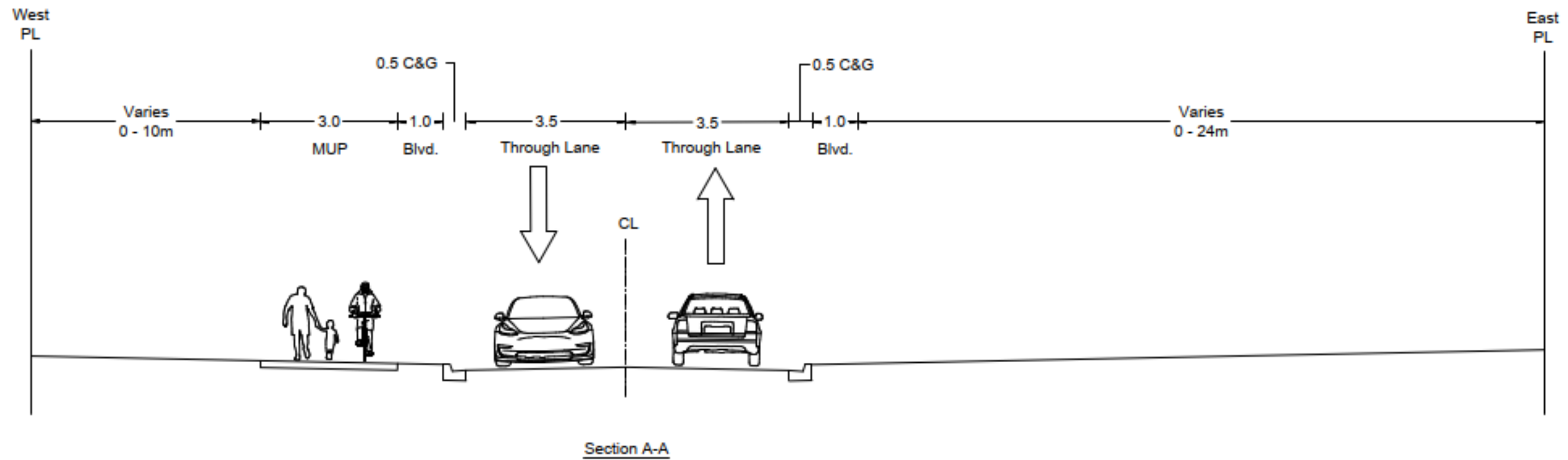
Socio-Cultural Environment

- A Stage 2 Archaeological Assessment will be required during the Detailed Design phase
- No anticipated impact to the heritage property
- No anticipated impact to potential Built Heritage Resource or Cultural Heritage Landscapes

Technical Environment

- Roundabouts provide the best operational safety and speed management
- Road realignment allows for improvement of the skew angle at the existing intersection

Preliminary Preferred Design Concept 1: Two Roundabouts with Road Realignment



Alternative 1
Dual Roundabouts on
Binbrook Rd / White Church Rd E

Spring/Summer 2026

- Public Information Centre #2 (today)
- Review and Consider Feedback following PIC#2 (21-day comment period)
- Confirm Preferred Design Concept

Fall/Winter 2026

- Complete Environmental Study Report
- Notice of Study Completion and 30-day public review period

If you would like to receive the Notice of Study Completion including a link to the Environmental Study Report, please ensure you have joined the mailing list.

You are invited to provide comments by completing a comment sheet and submitting it to the comment box today, using the comment section on the project webpage, or emailing one of the Project Team members below by **June 11, 2026**

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Visit the project webpage for more details: Hamilton.ca/BinbrookRdEA

Please note that display boards are available on the project webpage.

