The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more liveable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

The purpose of this PIC is to:
• Introduce the Binbrook Village NTMP study
• Provide an overview of the study process and work completed to date
• Present preliminary designs for initial review and comments before creating detailed plans
• Answer questions and gather input into the NTMP

Please take a comment form and a pen. We encourage you to ask questions and provide feedback.

Together we can make a difference!
The Neighbourhood Traffic Management Plan

Ensuring the safety of all who use or cross our roadways, sidewalks, and cycling facilities is a top City priority.

Binbrook is changing and growing, and concerns have already been raised about the safety of its streets. By studying the problem and developing a Traffic Management Plan focused on Binbrook, the City is helping the neighbourhood’s roadways meet the needs of current and future residents.

The Neighbourhood Traffic Management Plan (NTMP) and study will:

- look at current traffic conditions in Binbrook Village (the study area);
- identify traffic-related issues discovered by staff and residents;
- identify opportunities for improvement; and
- propose ways to improve problem situations.

Where is the Study happening?
What We’ve Learned So Far

Online Survey Result Highlights: 421 survey responses

- Primary transport within the Village:
  - 85% drive
  - 18% walk
  - 1% cycle

- 50% expressed interest for signalization of Binbrook Road & Binhaven Boulevard / Royal Winter Drive

- 50% for more pedestrian crosswalks

- 50% in favour of traffic calming
  - 33% prefer speed humps / tables

- 40% preferred less on-street parking

- 40% expressed lack of traffic enforcement

- 40% commented specifically on need for parking enforcement

- 30% interest in more and wider sidewalks

- 17% for protected bike lanes

Online Survey
We asked you to share your traffic-related safety concerns. Here is what we have heard from you so far:

Respondents per Quadrant

Intersections of Concern

1. Royal Winter Drive and Binbrook Road
2. Fall Fair Way and Binbrook Road
3. Fall Fair Way and Highway 56
4. Windwood Drive and Highway 56
5. Southbrook Drive and Binbrook Road
### Traffic Safety Improvement Measures

<table>
<thead>
<tr>
<th>Pedestrian Crossover</th>
<th>Raised Intersections</th>
<th>Speed Cushions</th>
<th>Curb Extensions</th>
<th>Pinchpoint</th>
<th>Chicane</th>
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<tr>
<td>Where a crossing that is not signalized exists, such as to get to parks or schools, a pedestrian crossover can be utilized to satisfy a desired line.</td>
<td>Raised intersections create a safe, slow-speed crossing and public space at minor intersections.</td>
<td>Speed cushions are speed humps that allow for unrestricted passage of large vehicles, emergency vehicles, and bicycles while reducing the speeds of passenger cars.</td>
<td>Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians and increase the available space for street furniture and street trees.</td>
<td>A pinchpoint decreases the overall width of the road and serves as a visual cue to drivers that they are entering a neighbourhood street or area. When used in this way the pinchpoint is called a “gateway” to minor streets.</td>
<td>Chicanes consist of curb extensions on a residential or low volume street that are offset to create a two corners that slow traffic speeds considerably.</td>
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<td>Pedestrian crossovers can be raised to meet sidewalk height (see Speed Table) to slow vehicles down and increase safety and accessibility for pedestrians.</td>
<td>Similar to speed humps, raised intersections reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.</td>
<td>Since large vehicles can pass by speed cushions, a reduction in noise from suspension and shifting loads is achieved.</td>
<td>Curb extensions, when used at intersections, tighten intersection curb radii and encourage slower turning speed.</td>
<td>A pinchpoint utilizes curb extensions to add to public space and serve as a traffic calming treatment (also known as a traffic “choker”).</td>
<td>Chicanes can reduce a two lane bi-directional road to a single bi-directional passing lane.</td>
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<td>Variation of signage, signals and line painting can increase visibility of pedestrians to drivers.</td>
<td>Raised intersections are flush with the sidewalk and ensure that drivers traverse the crossing slowly.</td>
<td>Conventional curb extensions are a recommended feature when there is on-street parking.</td>
<td>Curb extensions have multiple applications ranging from traffic calming (see Chicanes) to midblock crossings (see Pedestrian Crossovers).</td>
<td>A pinchpoint utilizes curb extensions to add to public space and serve as a traffic calming treatment (also known as a traffic “choker”).</td>
<td>Chicanes increase the amount of public space available on a corridor for benches and other amenities.</td>
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<tr>
<td>Pedestrian crossovers can also be used in roundabouts.</td>
<td>Crosswalks do not need to be marked as they are at grade with the sidewalk.</td>
<td>Curb extensions have multiple applications ranging from traffic calming (see Chicanes) to midblock crossings (see Pedestrian Crossovers).</td>
<td>Pinchpoints can also facilitate midblock pedestrian crossings (see Pedestrian Crossover) on low-volume streets.</td>
<td>Pinchpoints can also facilitate midblock pedestrian crossings (see Pedestrian Crossover) on low-volume streets.</td>
<td>Chicanes may need additional signing to ensure that drivers are aware of a slight bend in the roadway.</td>
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</table>

### Share Your Thoughts

*Using the post-it notes or your comment form, please provide your input to the following question:*

**Which of these traffic safety improvement measures do you prefer? Why?**
Traffic Calming Measures for Binbrook Village

The maps on the following boards show the possible traffic calming measures and roadway changes for Binbrook Village. Use the legend here and on the maps to see what has been proposed.

Legend – Possible Roadway Cross Sections

Share Your Thoughts
Using the post-it notes or your comment form, please provide your input to the following question:

What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village outlined on the following boards?
Proposed Traffic Safety Improvement Measures

North West Quadrant

North East Quadrant

South West Quadrant

South East Quadrant

Southbrook Dr

Tangle wood Dr

Staples Ln

Binbrook Rd

Fall Fair Way

Blue Ribbon Way

Grandstand Dr

Pumpkin Pass

Kinsman Dr

Hitching Post Ridge

Royal Winter Dr

Country Fair Way

Winners Way

Pavilion Dr

Valiant Cir

Carver Dr

Bellmoore School

Fairground Community Park

Garinger Cres

Gaddye Ln

Ecker Ln

Finton Ln

Gaddye Ln

Murphy Ln

Stickland Ln

Hillgartner Ln

Wills Crescent

Wilbur Dr

Etherington Crescent

Switzer Crescent

Riverside Ct

Windwood Dr

Great Oak Trail

Bradley Ave

Magnificent Way

Downing St

Viking Dr

Topaz St

Newlove St

Kaufman Dr

Whitwell Way

Yager Dr

Binhaven Blvd

Brigham Ave

Powell Dr

Cleghorn Dr

Odonnel Dr

Cooks St

Gowland Dr

Fowler Dr

Donald Bell Dr

Voyager Passage

Regional Rd 56

Regional Rd 56

Regional Rd 56

Regional Rd 56
Proposed Traffic Safety Improvement Measures

North West Quadrant

Signalized Intersection
Cross-walk
Chicane
Raised Intersection
Speed Cushion
Enhanced Trail Crossing
Proposed Traffic Safety Improvement Measures

South West Quadrant

Signalized Intersection
Cross-walk
Chicane
Raised Intersection
Speed Cushion
Enhanced Trail Crossing

Southbrooke Dr
Binbrook Rd
Fall Fair Way
Fairground Community Park
Valiant Cir
Windwood Dr
Great Oak Trail
Bradley Ave
Magnificent Way
Downing St
Viking Dr
Topaz St
Newlove St
Donald Bell Dr
Region Rd 56
4-way Stop
3-way Stop
2-way Stop
1-way Stop

*Refer to Cross section board
Proposed Traffic Safety Improvement Measures

North East Quadrant

South East Quadrant

Signalized Intersection
Cross-walk
Chicane
Raised Intersection
Speed Cushion
Enhanced Trail Crossing
Thank you for Attending!

Following PIC#1, we will:

1. Record all comments received; improve the draft concept plans using your feedback
2. Finalize the concept plans using your feedback
3. Prepare the final Binbrook Neighbourhood Traffic Management Plan including implementation of recommendations
4. Include the recommended measures in future budgets for implementation
5. Monitor the results of any implemented measures to check their effectiveness
6. Host PIC#2 – April 25, 2017 6-8pm Glanbrook Municipal Centre

We appreciate the time you have taken to learn more about the project. We value your input to this study and encourage you to stay connected. We hope to see you at PIC#2 in a few weeks. In the meantime:

- Please visit the project website at hamilton.ca/BinbrookVillageNTMP
- Join our mailing list – leave us an email or mailing address so we can invite you to PIC#2
- Discuss the study with your friends and neighbours
- Contact the Project Manager with any additional comments or questions at any time:

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*Please remember to drop off your completed comment form in the comment box*