Quality information

Prepared by
Ashton Taylor, M.Sc.
Transportation Planner

Checked by
Daniel Kucharczuk, M.Pl., EIT
Transportation Planner

Approved by
Wali Memon, M.Eng., MBA, PMP,
LEED AP, P.Eng.
Senior Project Manager

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1. Introduction

The City of Hamilton regularly receives questions and concerns from Binbrook residents about the negative impact of traffic infiltration, speeding, and mode conflicts within the community. AECOM has been retained by the City to perform an analysis that proposes traffic calming measures that address the needs of the community; this will be accomplished through the creation of a Neighbourhood Traffic Management Plan (TMP).

The project requires an assessment of current conditions, identification of specific problems and opportunities for improvement, development, and assessment of alternative treatments, and the recommendation and functional design of infrastructure measures to provide and enhance safety for all road users including pedestrians, cyclists, and motorists of all ages and abilities.

The “menu” from which appropriate traffic calming measures will be selected includes:

- Speed humps, speed tables, raised crosswalks, raised intersections;
- Textured pavement;
- Traffic circles, roundabouts;
- Chicanes;
- Re-aligned intersections;
- Knockdowns, centre island narrowing, chokers;
- Full closures, half closures, diagonal diverters, median barriers;
- Enhanced pavement markings and signing;
- Traffic control devices (e.g., turn restriction signs, traffic signals, etc.);
- Speed display or speed limit signage;
- Lighting;
- Gateway feature using natural and man-made materials; and
- Other site-specific measures that may be identified during the study.

Through community engagement and consultation, an understanding among interested community members of the impact and effectiveness of possible street modifications was developed. Using this information, a suite of measures that address the issues present in the Binbrook neighbourhood are proposed.
2. Existing Conditions

AECOM reviewed various data sources to select appropriate measures for Binbrook. Data received and collected as part of this study include:

- Existing turning movement counts, link volume, and speed data;
- Collision history and characteristics;
- A survey of residents to identify areas of concern; and
- A site visit with video recording of all streets in the study area.

This data was used to examine the characteristics of key streets and intersections within the study area. Using this information, an understanding of the existing conditions was developed that allowed for more effective targeted interventions.

2.1 Road Network

Binbrook’s road network largely consists of bi-directional streets with speed limits of 40 km/h. Analysis of the major arterial roads in the community, Binbrook Road and Highway 56, are outside of the scope of this study and only intersections with these roads will be considered. Major collector roads within the study area include:

- Binhaven Boulevard/ Royal Winter Drive,
- Fall Fair Way/ Maggie Johnson Drive,
- Great Oak Trail,
- Tanglewood Drive,
- Southbrook Drive,
- Windwood Drive, and
- Pumpkin Pass.

Many roads in the study area have wide lane widths and lack painted lines and other pavement markings, though some occupied residential roads are still under construction and are without top coat asphalt. The clear, wide roadway may act to encourage speeding; however, clear and straight roadways with painted laneways can have a similar affect. Most intersections in the neighbourhood are controlled by roundabouts or stop controls. In the past, most of the concerns that the City of Hamilton has received are in regards to speeding and disobeying of traffic laws. In response, City Traffic Engineering staff have conducted over 56 individual traffic studies and completed additional reviews including School Safety Audits throughout the Village since 2010. The Village has received a great deal of attention which has resulted in numerous enhancements in recent years, including:

- 10 Pedestrian Crossovers (PXOs),
- 40 km speed limit reduction of all roads within the Village (53 roads total),
- 14 Ladder Crosswalks,
- 13 “Slow Down, Safety Zone” Gateway Features,
- 4 Permanent Dynamic Radar Feedback Signs (on approaches to Village),
- 3 temporary Speed Humps; and
- 6 new All-Way stop locations.
2.1.1 Traffic conditions and Parking Facilities

Existing traffic conditions were assessed using data obtained and made available by the City of Hamilton. Data obtained included:

- Volume, Class, and Speed Data for 3 locations within the Village;
- Speed Data for 11 locations within the Village;
- 20 TMCs for 10 locations within the Village;
- 17 Short Turning Movement Counts for 13 locations within the Village; and,
- Collision data identifying approximate location, point of initial impact, and type of collision between 2012 and 2016.

See Appendix A for a list of the traffic data considered within this study.

Despite repeated reports of speeding in Binbrook, the speed data revealed that many motorists in the Village are obeying the speed limits. As shown in Table 1, the 85th percentile speed\(^1\) at many locations in the study area was found, at various dates, to be below the posted speed limit. The highest 85th percentile speed was only 6km/h over the posted limit (on Royal Winter Drive).

It should be noted that speed counts may not reflect present day conditions as development in the town and interventions, such as reduced speed limits, may have been implemented after the data was collected. However, the data still suggests that the speeding problem many residents have expressed concerned about may be a perceived issue rather than a systemic issue. As such, measures proposed in this study have been tailored to address the perception of speeding and reinforce, through structural cues, the lower speed limits that have already been posted.

Table 1: 85th Percentile Speeds at Key Locations within the Study Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Year</th>
<th>Time</th>
<th>Posted Speed at Time of Study</th>
<th>85th Percentile Speed (km/h)</th>
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<tbody>
<tr>
<td>Great Oak Trail at Viking (NB)</td>
<td>2007</td>
<td>PM</td>
<td>50</td>
<td>51.1</td>
</tr>
<tr>
<td>Great Oak Trail at Viking (NB)</td>
<td>2007</td>
<td>PM</td>
<td>50</td>
<td>54.7</td>
</tr>
<tr>
<td>Great Oak Trail – Binbrook to Voyager*</td>
<td>2010</td>
<td>AM</td>
<td>40</td>
<td>53.1</td>
</tr>
<tr>
<td>Fall Fair Way – Binbrook to Traffic Circle</td>
<td>2012</td>
<td>AM</td>
<td>50</td>
<td>53.5</td>
</tr>
<tr>
<td></td>
<td>2012</td>
<td>PM</td>
<td>50</td>
<td>52.6</td>
</tr>
<tr>
<td>Gowland – Binhaven to Bradley</td>
<td>2012</td>
<td>PM</td>
<td>50</td>
<td>43.2</td>
</tr>
<tr>
<td>Southbrook – Etherington to Riverside</td>
<td>2012</td>
<td>PM</td>
<td>50</td>
<td>40.9</td>
</tr>
<tr>
<td>Royal Winter – Binbrook to Pumpkin</td>
<td>2013</td>
<td>AM</td>
<td>50</td>
<td>56.3</td>
</tr>
<tr>
<td></td>
<td>2013</td>
<td>PM</td>
<td>50</td>
<td>52.8</td>
</tr>
<tr>
<td>Tanglewood – Maggie Johnson to Binbrook</td>
<td>2013</td>
<td>AM</td>
<td>50</td>
<td>47.8</td>
</tr>
<tr>
<td></td>
<td>2013</td>
<td>PM</td>
<td>50</td>
<td>43.5</td>
</tr>
<tr>
<td>Windwood – Regional Road 56 to Voyager</td>
<td>2013</td>
<td>PM</td>
<td>50</td>
<td>48.1</td>
</tr>
<tr>
<td>Great Oak Trail – Viking to Binbrook</td>
<td>2015</td>
<td>AM</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>2015</td>
<td>PM</td>
<td>50</td>
<td>48.2</td>
</tr>
</tbody>
</table>

\(^1\) The 85th percentile speed is that 85% of all vehicles are observed to travel under free-flowing conditions.
* The posted speed was recorded at 40 km/h in the data file; however, it is believed that the speed at the time of study was actually 50 km/h. This conclusion is supported by other speed studies at the same location, taken both before and after the study in question, noting a speed limit of 50 km/h.

A cursory analysis of the collision data revealed that there have been relatively few collisions in Binbrook over the past 5 years\(^2\). Within the years assessed, none of the collisions in Binbrook have caused fatal injuries and there have been a maximum of four accidents per year resulting in personal injury, as can be seen in Figure 1. The number of non-fatal injury collisions has also remained the same or decreased in the last 5 years. As shown in Figure 2, the majority of accidents in Binbrook were single motor vehicles striking unattended vehicles; speaking to the potential hazard caused by the quantity of on-street parking in Binbrook. A key takeaway is that there has only been one incident over the past five years (0.02% of all accidents) involving a pedestrian. It should be noted that this record may be a result of the low number of pedestrians within Binbrook or communicate a positive message about the relationship of motorists and pedestrians in the community. Additionally, only three of the incidents over five years (0.07%) were recorded as being a result of speeding, supporting the conclusions regarding speeding from the speed study data.

Figure 1: Collision Class of Collisions in Binbrook (2012-2016)\(^3\)

\(^2\) Due to the small sample size, a detailed analysis of the collisions following TAC guidelines would not reveal any substantive conclusions.

As a residential community, every home built in Binbrook includes private parking facilities for the residents (for single detached homes, by-laws require at least 2 spaces for each dwelling). In addition to private parking spaces, on minor streets there are small designated parking areas consisting of a few spaces allocated for visitor parking. On-street parking is permitted on most streets, either on both sides of the road or on alternating sides of the road based on time of year, as indicated by posted signage. Additionally, near attractions and destinations in the neighbourhood, including the Fresh Co. grocery store, strip mall on Regional Road 56, fairgrounds, library, and community schools, there are sizeable parking lots available for use.

2.2 Active Transportation Infrastructure

The active transportation network within Binbrook consists of pedestrian facilities, bike lanes, and unpaved off-road multi-use paths.

Most roadways within Binbrook have paved pedestrian sidewalks along one or both sides of the road, often accompanied by boulevards separating the pedestrian space from motorists. Collector roads have existing or planned paths on both sides of the road, whereas most of the smaller local roads have sidewalks on one side only. Some streets or blocks of local roads do not have pedestrian facilities. There are also few signalized or marked pedestrian crossings at intersections, roundabouts, or walkable destinations, including both of the schools within the community. Some of these aspects of the pedestrian network impact walkability of the Village.

Binbrook has a multi-use path running through the neighbourhood along the creek from the northwest corner to the southeast corner of the community. There are a few connection points between this multi-use path and the paved roadway; however, some of these spots lack integration into the roadway (through curb-cuts) or wayfinding material.

Cycling facilities can be categorized based on the level of separation from motor vehicle traffic.

- **Shared bike lanes** exist where cyclists share the roadway with motorists. They are often identified by posted signs or painted sharrows along the roadway.
- **Designated facilities** exist where cyclists are provided their own space delineated by a painted line.
- **Separated facilities** exist where cyclists are provided physical or spatial separation from the vehicle right-of-way, using a painted buffer, a barrier such as bollards or planters, or through a boulevard along the roadway that establishes a cycle track.

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4 Hamilton By-Law 494
On-road cycling facilities within the Binbrook Village consist of:

- Designated bike lanes along the south side of Fall Fair Way between Regional Road 56 and Pumpkin Pass, located in the second lane of traffic between parked cars and vehicle right of way;
- Sharrows and a designated lane on both sides of Fall Fair Way between Pumpkin Pass and Binbrook Road;
- Designated lanes along both sides of Bradley Avenue, where there is a connection to the multi-use trail just south of Whitwell and to St. Matthew Catholic Elementary School; and
- Sharrows indicating more lanes on Bradley Avenue south of Windwood Drive, and Windwood Drive east and west of Bradley Avenue, but no indication that cycling space continues along Windwood Drive or south on Bradley Avenue.
3. **Summary of Public Engagement**

The public outreach program was developed and implemented to understand the traffic-related concerns of community members, educate the community about possible street improvements, gain feedback about the range of available measures, and inform the recommended priorities. Public consultation for the Binbrook TMC included a web-enabled survey and two Public Information Centres (PICs).

### 3.1 Resident Survey

A web-enabled survey was distributed to gain an understanding of the concerns of community members related to traffic-related issues in Binbrook. Information material about the survey was delivered to each household in the study area (door-hanger format). The material provided a brief project overview (what's happening and why) and a link to the project web page on the City website where individuals could complete the survey on-line. Lawn signs with a link for the survey and information about the public information centers were installed at strategic locations in the community.

The survey was available for residents to complete between March 9, 2017 and April 4, 2017.

The survey included a number of questions aimed to identify resident’s traffic concerns. In addition to demographic details, this included:

- Rating traffic issues of concern;
- Rating the perception of safety when driving or participating in active transportation;
- Identifying locations within the village where residents use active transportation to get to;
- Identifying intersections that are most utilized and concerning; and
- Space to identify individual concerns.

A copy of the survey can be found in **Appendix B**.

#### 3.1.1 Survey Results

There was a total of 559 responses to the survey (555 online and 4 completed at PIC #1).

**Figure 3** summarizes the location within the neighbourhood where respondents reside.

**Figure 3: Respondents Divided into Quadrants**
Table 2 summarizes the primary and secondary modes of travel for the respondents.

Table 2: Survey Respondents Mode of Travel

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Percent of Respondents</th>
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<tr>
<td>Driving</td>
<td>85%</td>
</tr>
<tr>
<td>Walking</td>
<td>18%</td>
</tr>
<tr>
<td>Cycling</td>
<td>1%</td>
</tr>
</tbody>
</table>

3.1.1.1 Common Concerns

It was found that most respondents were concerned about speeding; 315 of the 559 respondents were either extremely concerned or very concerned about speeding as can be seen in Table 3. Violations of traffic controls were the second area of concern, considering level of concern and frequency of responses. This concern was also reflected in the comment section of the survey, where approximately 40% of respondents that commented expressed a need for more traffic enforcement. Many respondents also expressed that they were extremely concerned regarding pedestrian crossings and illegal parking. Respondents expressed least concern about an inadequate provision of facilities for cyclists, though a total of 327 still expressed some level of concern for cyclist facilities.

Table 3: Areas of Traffic Concerns

More respondents expressed feeling safe on all in all modes of transport than expressed feeling unsafe, see Table 4. Unsafe or very unsafe were selected most frequently for biking.

Table 4: Safety Associated with Different Modes

Intersection specific results revealed respondents concerns about individual intersections, which included:

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5 Includes primary and secondary modes of travel
• 256 respondents expressing the most concern about the intersection of Royal Winter Drive/ Binhaven Boulevard and Binbrook Road.

• 43% of residents, in the written comments, expressing a need for a controlled or signalized intersection at Binbrook Road and Royal Winter Drive/ Binhaven Boulevard.

• 142 respondents expressing concern for the second most frequently selected intersection, Fall Fair Way and Binbrook Road.

A complete list of all intersection rankings can be found in **Table 5**.

**Table 5: Intersections of Concern**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Winter/Binhaven and Binbrook Road</td>
<td>256</td>
</tr>
<tr>
<td>Fall Fair/Bridgeley and Binbrook Road</td>
<td>142</td>
</tr>
<tr>
<td>Fall Fair/Maggie Johnson and Hwy 55</td>
<td>111</td>
</tr>
<tr>
<td>Windwood/Southbrook and Hwy 56</td>
<td>102</td>
</tr>
<tr>
<td>Viking Drive and Binbrook Road</td>
<td>97</td>
</tr>
<tr>
<td>Kauffman and Binbrook Road</td>
<td>91</td>
</tr>
<tr>
<td>Tanglewood/Binbrook Road</td>
<td>78</td>
</tr>
<tr>
<td>Southbrook and Binbrook Road</td>
<td>68</td>
</tr>
</tbody>
</table>

Based on written responses in the comment sections provided on the survey, additional conclusions drawn from the surveys include the following:

• 50% of respondents are in favour of traffic calming, 33% of which stated a preference for speed humps/tables;

• 40% commented specifically on a need for parking enforcement;

• 37% expressed a preference for less on-street parking;

• 26% of respondents expressed an interest in more and wider sidewalks; and

• 15% of respondents were in support of protected bike lanes.

### 3.2 Public Information Centre 1: Saturday April 1, 2017

The purpose of the first PIC was to share and confirm preliminary results of the survey, while presenting and obtaining feedback on the initial (60%) design of mitigation measures. PIC boards with the initial design were on display at Glanbrook Community Centre between 11:00 AM and 1:00 PM accompanied by AECOM staff, the City of Hamilton Project Manager, and local Councillor Brenda Johnson.

Approximately 30 residents attended the PIC and provided significant feedback on the initial design. The sign in sheet for PIC #1 can be found in **Appendix C** and comment sheets and additional commentary posted directly onto the PIC boards is documented in **Appendix D**.
The comments received at PIC #1 requested:

- Traffic and enforcement measures proposed to reduce speed;
- Reduction of on-street parking or the limiting of parking to one side of the street, including at specific locations of Voyager Pass, Royal Winter Drive, and Country Fair Way;
- Speedbumps;
- Red light cameras;
- Crosswalks and crossing guards at key intersections; and
- A traffic light at Royal Winter Drive/ Binhaven Boulevard and Binbrook Road.

### 3.3 Public Information Centre 2: Tuesday, April 25, 2017

The completed design and preliminary recommendations were presented at the second PIC after being further developed from discussion with the City and feedback from PIC #1; further feedback received at PIC #2 helped to confirm the final recommendations. PIC boards with the proposed design were on display at Glenbrook Community Centre between 6:00 PM and 8:00 PM accompanied by AECOM staff, City of Hamilton Project Manager, and local Councillor Brenda Johnson.

Approximately 50 residents attended the PIC and provided significant feedback on the initial design. The sign in sheet for PIC #2 can be found in Appendix E and comment sheets are documented in Appendix F.

Comments received at PIC #2 touched on similar concerns to those received at PIC #1. Attendees requested:

- A controlled intersection at Royal Winter Drive/ Binhaven Boulevard and Binbrook Road;
- Traffic calming measures to address speeding;
- Limiting of on-street parking limited to one side of the street (with multiple attendees specifically referring to Southbrook Drive); and
- Consideration for bike lanes.
4. Development and Analysis of Alternatives

4.1 Opportunities and Constraints

The opportunities and constraints within Binbrook encompass the potential for traffic safety improvements as well as the limitations confronted in the implementation of some improvements.

4.1.1 Traffic Conditions

There are a number of opportunities for improving traffic conditions in Binbrook, as there is few traffic safety measures currently in place. The limited pavement markings, an attribute of the relatively new roads in the Village, create a blank canvas on which to place the new measures. Wide roads without markings, while they potentially encourage speeding, also provide space for the implementation of calming measures and beautification. Additional room for measures can also be made by removing on-street parking. Considering the number of private parking spaces including spots available for visitors, there is the potential to limit on-street parking without significantly impacting residents and guests.

4.1.2 Active Transportation

There is also opportunity to enhance the active transportation facilities within the community. As the number of destinations within and in close proximity to the residential neighbourhood has increased the potential to and interest in walking and cycling has also increased, thereby justifying improvements to the network. There are only a few bike lanes in Binbrook presently and therefore it is possible to expand the network to improve connections to a number of destinations, such as the community schools. There is also potential to improve walkability of the neighbourhood by enhancing pedestrian facilities, especially at intersections as there are currently few marked pedestrian crossings in the Village. Additionally, due to the number of locations where the multi-use paths cross the roadway, there is opportunity to expand the pedestrian and cyclist network by improving the connections at these crossings. Refining the active transportation network will also provide an opportunity to improve the safety of users.

Some attributes of the community pose limitations to the effectiveness of traffic safety improvement measures. Existing road widths, while an opportunity in some areas, can limit the measures that can be implemented where the roads are narrow. Overall, the built form can create various constraints. For example the existing setbacks in most of the neighbourhood make it virtually impossible to install a separated cycle track without completely reconfiguring the roadway and road network. Public perception of traffic measures, such as a negative opinion regarding speed cushions, can also impact the implementation and success of the measures.

4.2 Traffic Management Measures Considered

The following measures were considered based on the road conditions and traffic concerns in Binbrook revealed from the data and public consultation.

4.2.1 Bike lanes

Bike lanes are a defined portion of the roadway reserved for cyclists without interference from other road users. Bike lanes can be implemented with different levels of separation, including shared facilities, designated facilities, and protected facilities, as defined in Section 2.2.

Selecting the optimal type of bike facility is based on:

- Existing roadway width: designated bike lanes require a minimum width of 1.5m, or a road approximately 9.6m wide.

- Traffic volumes and speed: it may be inappropriate to install a bike lane along a roadway where volumes and speed limits for vehicular traffic are too high

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6 Ontario Traffic Manual, Book 18
On-street parking: installing bike lanes that are adjacent to parking facilities is not ideal, but can be configured to improve the interaction between motor vehicles and cyclists.

The installation of cycling facilities have been proven to increase cycling participation and, where utilized, cause motorists to drive more cautiously. See Figure 4 for examples of cyclist facilities.

**Figure 4: Shared, Designated, and Separated Cyclist Facilities**

4.2.2 Curb Extensions

Curb extensions physically and visually narrow the roadway, compelling drivers to be more cautious when driving through them. Curb extensions have multiple applications ranging from traffic calming to midblock crossings. They create a shorter and safer path for pedestrians and increase space available for street furniture and trees. When used at intersections (a tool referred to as a “bump-out”), they tighten intersection curb radii and encourage slower turning speed. Conventional curb extensions are a recommended feature when there is on-street parking, as they increase visibility for pedestrians utilizing adjacent sidewalks.

**Figure 5: Curb Extensions**
4.2.3 Pinchpoints

Pinchpoints consist of two mid-block curb extensions at the same location on opposite sides of the road that reduce a two lane bi-directional road to a single bi-directional passing lane, or a four lane bi-directional road to a two lane bi-directional road. This traffic calming treatment is also known as a traffic “choker”. By decreasing the overall width of the road, they serve as a visual cue to drivers to slow down. They can also be used at the entrance of a neighbourhood street or area to indicate a minor street; this is referred to as a “gateway”. Pinchpoints can also facilitate midblock pedestrian crossings on low-volume streets by reducing crossing distances and provide additional public space for aesthetic elements and street furniture.

Figure 6: Pinchpoints in Hamilton

4.2.4 Medians

Medians are barriers, often raised or depressed, that separate opposing directions of traffic. They curtail the space available for vehicles by narrowing the travelled way and therefore act as a visual cue for drivers to slow down. Medians provide refuge space for pedestrians as they cross the street by splitting up a wide roadway. They also offer aesthetic benefit as additional public space for amenities and landscaping.

Figure 7: Median in a Residential Setting
4.2.5 Speed Cushions

Speed cushions are speed humps that allow for unrestricted passage of large vehicles, emergency vehicles, and bicycles while reducing the speeds of passenger cars. Since large vehicles can pass by speed cushions, a reduction in noise from suspension and shifting loads is achieved. Speed cushions can be designed to be removable so that snow ploughing operations are unaffected during the winter when traffic speeds tend to be slower anyways.

Figure 8: Speed Cushion in Hamilton

4.2.6 Raised Intersections

Raised intersections are flush with the sidewalk and therefore facilitate pedestrian crossing while encouraging drivers to drive cautiously by mimicking the effect of a speed table, a vertical traffic calming device similar to a speed bump. Raised intersections reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk. Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Crosswalks at raised intersections do not need to be marked as they are at grade with the sidewalk.

Figure 9: Raised Intersection in Ajax

4.2.7 Pedestrian Cross-overs

In locations where right of way is to be given to pedestrians over cyclists and vehicles at uncontrolled crossings, such as to get to parks or schools, a pedestrian cross-over (PXO) can be utilized to satisfy a desired line. Pedestrian crossovers require both vehicles and cyclists to yield to pedestrians until they have cleared the entire roadway. It is likely that any PXO warranted in the study area would only need to be constructed to the Type D specification\(^7\). Enhanced styles of pedestrian crossings are not justifiable/ permitted based on existing pedestrian and motor vehicle volumes as defined by OTM. PXOs can be raised, like raised intersections, to meet sidewalk height to slow vehicles down and increase safety and accessibility for pedestrians. Pedestrian cross-overs use a variation of signage,

\(^7\) See Ontario Traffic Manual, Book 15 for diagram of Type D specification
signals, and line painting to increase visibility of pedestrians to drivers. Pedestrian cross-overs can also be used at roundabouts. A traffic measure matrix compares the traffic problems against the “menu” of traffic measures.

**Figure 10: Pedestrian Crossing in Sudbury**

![Pedestrian Crossing in Sudbury](image)

### 4.3 Traffic Measure Matrix

A traffic measure matrix compares the traffic problems against the “menu” of traffic measures. In choosing appropriate measures for different locations, problems were identified at a given site based on the data and especially comments received from residents. Consideration was also given to multimodal functionality of each measure. The matrix is included in Figure 11.

**Figure 11: Traffic Measure Matrix**

<table>
<thead>
<tr>
<th></th>
<th>Speeding</th>
<th>Parking</th>
<th>Distracted Driving</th>
<th>Traffic Congestion</th>
<th>Pedestrian Safety</th>
<th>Facilities for Cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Extensions</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Pinchpoints</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Median Islands</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Speed cushions, raised crosswalks or intersections</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Crossings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Roundabouts</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhanced pavement markings and signing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Traffic Control Devices</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Speed Limit Signage</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
5. Concept Plan for Proposed Infrastructure Measures

Each of the selected TMP elements proposed to address the traffic concerns were developed first to a concept level, then to a functional design as per City of Hamilton standards. The final proposed plans and their aspects of their implementation, including the potential impact on utilities and cost are described below.

5.1 Selected Measures

The proposed traffic safety improvement measures selected for each quadrant of Binbrook Village are depicted in Figure 13, Figure 14, and Figure 15, and are listed in Table 6, Table 7, Table 8, and Table 9. A complete list of the improvement measures is included in Appendix G. A legend of the Possible Roadway Cross Sections precedes the maps of the traffic safety improvement measures in Figure 12.

5.1.1 Northwest Quadrant

Table 6: List of Proposed Measures in the Northwest Quadrant

<table>
<thead>
<tr>
<th>Measure</th>
<th>Location Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Restrictions</td>
<td>Country Fair Way between Royal Winter and Hitching Post Ridge (one side)</td>
</tr>
<tr>
<td></td>
<td>Country Fair Way at two bends</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle between Fall Fair Way and Valiant Circle (one side)</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle at all three bends</td>
</tr>
<tr>
<td></td>
<td>Garinger Crescent at two bends</td>
</tr>
<tr>
<td></td>
<td>Pumpkin Pass, west end to Blue Ribbon Way parking restriction on the south side</td>
</tr>
<tr>
<td></td>
<td>Pumpkin Pass, Blue Ribbon Way to Fall Fair Way parking restriction on the south side</td>
</tr>
<tr>
<td></td>
<td>Fall Fair Way, between Binbrook Road and north of Valiant Circle</td>
</tr>
<tr>
<td>Pedestrian Cross-over</td>
<td>Royal Winter Drive and Pumpkin Pass</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle at Fall Fair Way</td>
</tr>
<tr>
<td>Stop-Controlled Intersection</td>
<td>Royal Winter Drive and Festival Way</td>
</tr>
<tr>
<td></td>
<td>Blue Ribbon Way and Pumpkin Pass</td>
</tr>
<tr>
<td>Median Island</td>
<td>Fall Fair Way at Valiant Circle</td>
</tr>
<tr>
<td>Speed Hump</td>
<td>Pumpkin Pass between Royal Winter Drive and Blue Ribbon Way</td>
</tr>
<tr>
<td></td>
<td>Pumpkin Pass between Blue Ribbon Way and Fall Fair Way</td>
</tr>
</tbody>
</table>
### 5.1.2 Southwest Quadrant

**Table 7: List of Proposed Measures in the Southwest Quadrant**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Location Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Restrictions</td>
<td>Lynch Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Fowler Drive at both bends</td>
</tr>
<tr>
<td></td>
<td>Donald Bell Drive at the bend</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Binbrook Road to Whitwell Way parking restricted on the east side</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Whitwell Way to Magnificent Way parking restriction on the west side</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Magnificent Way to Windwood Drive parking restriction on the east side</td>
</tr>
<tr>
<td></td>
<td>Windwood Drive, Bradley to Great Oaks Trail parking restricted on the north side</td>
</tr>
<tr>
<td></td>
<td>Yager Drive, Binhaven Boulevard to Cooks Street parking restricted on the south side</td>
</tr>
<tr>
<td></td>
<td>Cooks Street, Yager Drive to Tinlin Drive parking restricted on the west side</td>
</tr>
<tr>
<td></td>
<td>Tinlin Drive, Binhaven Boulevard to Cooks Street restricted on the north side</td>
</tr>
<tr>
<td></td>
<td>Binhaven Boulevard, Yager Street to Tinlin Drive restricted on the east side</td>
</tr>
<tr>
<td></td>
<td>Viking Drive, between Great Oak Trail and Rhinestone Court (one side)</td>
</tr>
<tr>
<td><strong>Dependent on Petition:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Odonnel Drive between Whitwell Way and Voyager Passage</td>
</tr>
<tr>
<td></td>
<td>Gowland Drive</td>
</tr>
<tr>
<td></td>
<td>Whitwell Way</td>
</tr>
<tr>
<td></td>
<td>Voyager Passage</td>
</tr>
<tr>
<td></td>
<td>Fowler Drive</td>
</tr>
<tr>
<td></td>
<td>Kaufman Drive</td>
</tr>
<tr>
<td>Pedestrian Cross-over</td>
<td>Bradley Avenue and Magnificent Way</td>
</tr>
<tr>
<td></td>
<td>Windwood Drive east of St. Matthew Catholic Elementary School</td>
</tr>
<tr>
<td></td>
<td>Windwood at the multi-use trail connection west of Magnificent Way</td>
</tr>
<tr>
<td></td>
<td>Great Oak Trail at Downing Street</td>
</tr>
<tr>
<td>Raised Intersection</td>
<td>Great Oak Trail and Windwood Drive</td>
</tr>
<tr>
<td>Median Island</td>
<td>Windwood Drive between Voyager Passage and Highway 56</td>
</tr>
<tr>
<td>Speed Hump</td>
<td>Bradley Avenue between Windwood Drive and Magnificent Way</td>
</tr>
<tr>
<td></td>
<td>Kaufman Drive between both intersections of Fowler Drive</td>
</tr>
<tr>
<td></td>
<td>Great Oak Trail between Binbrook Road and Viking Drive</td>
</tr>
<tr>
<td></td>
<td>Viking Drive between Newlove Street and Donald Bell Drive</td>
</tr>
<tr>
<td>Traffic Signal</td>
<td>Binhaven Boulevard and Binbrook Road</td>
</tr>
</tbody>
</table>
**Enhanced Trail Crossing**
- Bradley Avenue
- Whitwell Way
- Great Oak Trail

### 5.1.3 Northeast Quadrant

**Table 8: List of Proposed Measures in the Northeast Quadrant**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Location Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Restrictions</td>
<td>DeGrows Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Willis Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td><strong>Dependent on Petition:</strong></td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive, between Maggie Johnson Drive and Binbrook Road</td>
</tr>
<tr>
<td>Pedestrian Cross-over</td>
<td>Maggie Johnson Drive and Tanglewood Drive</td>
</tr>
<tr>
<td>Speed Humps</td>
<td>Maggie Johnson Drive between Regional Road 56 and Tanglewood Drive, east of the entrance to the Fresh Co. parking lot</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive between Maggie Johnson Drive and DeGrows Crescent</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive Maggie Johnson Drive and Wills Crescent</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive south of the north intersection of Tanglewood Drive and  Wills Crescent</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive north of the south intersection of Tanglewood Drive and  Wills Crescent</td>
</tr>
</tbody>
</table>

### 5.1.4 Southeast Quadrant

**Table 9: List of Proposed Measures in the Southeast Quadrant**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Location Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Restrictions</td>
<td>Switzer Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Southbrook Drive to the northwest, west and southwest of Southbrook Park</td>
</tr>
<tr>
<td></td>
<td>Etherington Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td><strong>Dependent on Petition:</strong></td>
</tr>
<tr>
<td></td>
<td>Southbrook Drive, between Binbrook Road and Southbrook Park</td>
</tr>
<tr>
<td>Enhanced Trail Crossing</td>
<td>Southbrook Drive</td>
</tr>
</tbody>
</table>
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
TRAFFIC MANAGEMENT PLAN FOR BINBROOK VILLAGE
NORTH WEST QUADRANT
CITY OF HAMILTON
Project No.: 60537607
Date: 2017-08-11

EXISTING FEATURE
Signalized Intersection

PROPOSED FEATURES
Cross-walk / PKO
Future Traffic Signal
Parking Restrictions

All-way Stop

Binbrook Rd
Binbrook Rd
Maggie
Regional Rd 86

Grandstand Dr
Royal Winter Dr
Festival Way
Pavilion Dr
Pavilion Dr
Fall Fair Way
Fall Fair Way
Valiant Cir
Carver Dr

3-way Stop
3-way Stop
3-way Stop

Garinger Cres
Gaddye Ln
Hillgartner Ln
Finton Ln

250
100m
0
25
50

0 25 50 100m

Figure: 13
5.1.5 Traffic Conditions and Parking Facilities

It is proposed that parking be removed around parks, on tight corners of smaller streets and at the intersection of larger streets and smaller streets such as Great Oak Trail and Viking Drive, where parked cars act as a blind spot to vehicles turning onto the smaller street. The reduction of on-street parking was request by many residents of Binbrook during both PIC events as well as in the survey. Where parking has been retained, it is utilized as a method of traffic calming though narrower roadways. If residents wish you pursue further on-street parking restrictions, it can be requested through a petition of residents of the affected street.

Speed humps are proposed at locations where a significant amount of speeding has been noted by residents, such as along Great Oak Trail, Maggie Johnson Drive, Tanglewood Drive and Pumpkin Pass. Speed humps have been selected more frequently than other traffic calming measures due to their performance and cost effectiveness.

Medians have also been proposed along larger roadways such as Fall Fair Way and Windwood Drive to narrow the travelled portion and act as a visual cue to slow drivers where the current road width and design facilitates speeding.

5.1.6 Active Transportation

Painted crosswalks are proposed to improve walkability of the neighbourhood and encourage drivers to be cautious around intersections. Crosswalks have been recommended at all roundabouts, as well as at key attractions, including Bellmore Public School, St. Matthew Catholic Elementary School, and Fairground Community Park to ensure safe crossing.

A single raised intersection is proposed at the corner of Windwood Drive and Great Oak Trail due to the volume of pedestrians as a result of the proximity to the school and park. Though the raised intersection is a larger installation than speed cushions, it has been selected because the goal of this tool is not only to reduce speed, but also to draw attention to and better facilitate pedestrian crossing.

Cycling facilities have been proposed throughout the neighbourhood in accordance with the City’s Cycling Master Plan. Designated bike lanes have been proposed along the widest collector roads, Fall Fair Way and part of Windwood Drive to provide a safer area for cyclists to travel as well as visually narrowing the road for motorists.

Enhanced trail crossings, proposed at Southbrook Drive south of Etherington Crescent has been identified as an additional feature meant to improve the existing connection of the multi-use trail and the road network. Though Binbrook is unlikely to see a large shift from driving to walking and cycling, improving active transportation facilities can have a positive impact on the active transport mode share while reducing the automobile mode share. Additionally, when routes are utilized by more cyclists, drivers are required to be more cautious while sharing the road with these other uses and the facility has the potential to have an indirect impact on traffic volume and speed.

5.1.7 Intersection Controls

Two stop-controlled intersections have been proposed as part of this plan. A three-way stop has been proposed at Festival Way and Royal Winter Drive at the request of residents to slow traffic on the approach to the intersection. Another three-way stop is proposed for Pumpkin Pass and Blue Ribbon Way as it is adjacent to Bellmoore School and has a high number of pedestrians that use the intersection to get to school.

A traffic signal at the intersection of Binhaven Boulevard/Royal Winter Drive and Binbrook Road was also highly requested by respondents to the survey and PIC attendees. It is being recommended that one be installed in the near future to alleviate the delay for vehicles exiting Royal Winter Drive and Binhaven Boulevard as well as provide a safer crossing for pedestrians.

A Pedestrian Crossover (PXO) is proposed for the intersection of Great Oak Trail and Binbrook Road to improve walkability and provide a safer crossing for pedestrians and should be reviewed and prioritized for installation based on the City’s PXO ranking system.
5.2 Impact on Utilities

The majority of the traffic measures proposed are expected to have no impact on utilities. All changes are above grade and do not add width to the roadway in a way that would impact utility infrastructure such as hydro poles.

In the installation of permanent measures using concrete medians, there may be potential to impact drainage. While temporary versions should not cause any change, concrete medians may interfere with the location and function of sewers or catch basins. Further assessment should be completed on the potential impact at the time of confirming the proposed measures to ensure minimal impact.
6. Prioritized Implementation Plan and Recommendations

6.1.1 Short-Term Actions

The implementation plan is divided into short-term and long-term actions in order to prioritize important interventions that can be completed quickly and leave interventions that require significant construction for more study and tendering. Short term measures may also include some temporary versions of permanent traffic calming measures proposed within the plan.

One short-term focus is on painted features. This includes painted lanes, pedestrian crossings, and shared or designated cycling facilities.

Some traffic calming measures can also be painted; usually to serve a temporary or short-term purpose to acclimatize residents to the change before permanent implementations are installed. Painting sections of pavement encourages motorists to avoid the area and can be very effective when combined with flex posts or bollards to create a physical barrier. Traffic calming measures that can be established using paint and posts include separated bike lanes and medians, which are depicted in Figure 16 reducing the width of the roadway and narrowing available space for motorists along Fall Fair Way. Additional tools can be used to create traffic calming measures that cannot be established with paint alone. This includes custom-made features such as rubber speed humps which could be used at many locations in the study area.

Additionally, signage can be easily installed to assist in designating cycling facilities, establishing no-parking areas, and improving wayfinding at the connection of multi-use paths to the roadway and paved pedestrian facilities.

Figure 16: Short-Term Measures on Fall Fair Way

![Image of Fall Fair Way with painted lanes, flex posts, bollards, planters, and trees]

Figure 17: Short-Term Measures on Tanglewood Drive

![Image of Tanglewood Drive with painted lanes, flex posts, bollards, planters, and trees]
6.1.2 Long-Term Actions

The long-term suggestions focus on the installation of permanent features, including the replacement of some temporary traffic calming measures.

The long-term proposal involves the installation of concrete and landscaped features, including:

- Landscaped medians are proposed for Fall Fair Way at Valiant Circle as shown in Figure 20;
- Concrete medians on Windwood Way as shown in Figure 21;
- Raised intersections as proposed at Great Oak Trail and Windwood Drive; and
- Permanent concrete speed humps.

Additionally, the long-term plan includes the completion of enhanced trail crossings. This involves completing any physical changes, such as curb cuts or pavement markings, at the connections between trails and the roadway.

Some of the proposed long-term measures are shown in detail below. Long-Term measures proposed on Pumpkin Pass include permanent concrete speed humps in front of Bellmoore Public School and between Pavilion Drive and Winners Way in order to encourage caution from drivers along this street. Many residents of Binbrook expressed concern for the number and speed of vehicles around the school.

Figure 18: Long-Term Measures on Pumpkin Pass
Most of the comments received about Tanglewood Drive identified concerns about speeding and on-street parking. Some residents noted that they believed that the existing speed humps encouraged drivers to slow down. In the TMP, permanent concrete speed humps are recommended to replace the existing temporary rubber humps. Parking could be restricted along one side of the roadway if a petition were brought forth from the residents, which may assist with the concerns and maintaining the benefit that parked cars can provide for slowing traffic.

Figure 19: Long-Term Measures on Tanglewood Drive

Some residents expressed concern about speed along the wide roadway on Fall Fair Way, especially between Highway 56 and Pumpkin Pass. To address speeding, the TMP proposed adding a centre median at Valiant Circle to provide a refuge area for pedestrians crossing the roadway to the Fairground Community Park and to encourage motorists to be more cautious.

The plan sought to effectively utilize the space provided on Fall Fair Way by proposing designated bike lanes and parking lanes along the majority of either side of the street. Bike lanes provide a safe space for residents who currently cycle and may encourage residents who expressed an interest in more bike lanes to cycle.

Figure 20: Long-Term Measures on Fall Fair Way
Windwood Drive, between Highway 56 and Voyager Pass is another wide roadway and some residents expressed concerns about speeding along this portion of the road. The TMP proposes a centre median and bike lanes in order to reduce space available for vehicles and encourage motorists to slow down. An all-way stop is also proposed at the intersection of Windwood Drive and Magnificent Way.

**Figure 21: Long-Term Measures on Windwood Drive**
7. Conclusion

AECOM has developed a traffic management plan for Binbrook Village that proposes traffic calming measures that suit the needs of the community. Developing the plan began with a review of data available for traffic conditions in Binbrook. However, there have not been many collisions recorded or speed studies completed in Binbrook; there was only a small data sample and that data does not reflect the impact of traffic calming measures that were implemented in the Village in 2016 as most of the data was collected prior to these changes. Available data provided some insight into the traffic issues in Binbrook, but did not provide sufficient evidence of a significant speeding issue or other serious traffic concern in the Village.

Considering the data available is too limited to confirm the issues expressed by the residents of Binbrook and supports the conclusion that the issues in the town are likely perception based, many of the measures proposed were based on the responses received within the public consultation process to directly address the perceived issues. The web-enabled survey provided feedback that shaped the first iteration of the proposed plan presented at PIC #1. The survey provided insight into Binbrook demographics as well as the residents’ opinions on traffic related issues. Most respondents expressed concerns about speeding, on-street parking, disobeying of traffic laws, and safety of pedestrians. Comments received from PIC #1 and PIC #2 were then used to refine the plan. Issues discussed at the PICs were consistent with those from the survey; many attendees provided specific examples of where on-street parking should be removed, pedestrian safety should be a priority, and further traffic measures, like signalized intersections, are a necessity.

Proposed measures, therefore, focused on traffic calming, the removal of on-street parking, and improving pedestrian and cyclist facilities. Measures include the addition of speed humps and centre median islands to address speeding. Proposed enhancements to the active transportation network can contribute to the reduction of speed, but also encourage cyclist and pedestrian activity and safety. The plan also proposes the removal of some existing on-street parking at the request of residents, while also maintaining some on-street parking where it has potential to reduce speeding. Additional parking restrictions may be implemented if residents of the affected street provide a petition.

The proposed plan is comprised of short-term and long-term actions. Short-term actions include painted features and other temporary measures, whereas long term actions focus on measures that will require greater time to implement, such as concrete traffic calming measures and physical changes at enhanced trail crossings and curb-cuts.

Based on the findings from the available data and the community engagement and consultation process, the traffic calming measures proposed within this Traffic Management Plan will address the concerns of the Village and improve the safety of all Binbrook residents.
Appendix A

Traffic Data
### Table A-1: Summary of Received Traffic Data by Location

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume, Class, and Speed Data</th>
<th>Speed Data</th>
<th>Turning Movement Counts</th>
<th>Short Turning Movement Counts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Midblock</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall Fair Way north of Valiant Circle</td>
<td>2011</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pumpkin Pass between Blue Ribbon Way and Fall Fair Way</td>
<td>2014</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tanglewood Drive</td>
<td>2016</td>
<td>2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall Fair Way between Binbrook Road and the Traffic Circle</td>
<td>2012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Oak Trail at Viking</td>
<td>2007</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Oak Trail at Viking between Binbrook and Voyager</td>
<td>2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Oak Trail between Binbrook and Viking Drive</td>
<td>2015</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southbrook Drive between Etherington Crescent to Riverside</td>
<td>2012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gowland between Binhaven Boulevard and Bradley Avenue</td>
<td>2012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal Winter Drive between Binbrook Road and Pumpkin Pass</td>
<td>2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windwood Drive between Regional Road 56 and Voyager Pass</td>
<td>2013</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windwood Drive between Magnificent Way and Voyager Pass</td>
<td>2016</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Intersections</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Road 56 at Southbrook Drive</td>
<td>2008, 2014</td>
<td>2007</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall Fair Way at Pumpkin Pass</td>
<td>2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fall Fair Way at Valiant Circle</td>
<td>2010</td>
<td>2010, 2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Binbrook Road at Great Oak Trail</td>
<td>2015</td>
<td>2007, 2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Volume, Class, and Speed Data</td>
<td>Speed Data</td>
<td>Turning Movement Counts</td>
<td>Short Turning Movement Counts</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------------------------------</td>
<td>------------</td>
<td>-------------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Binbrook Road at Royal Winter Drive</td>
<td></td>
<td>2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Binbrook Road at Southbrook Drive</td>
<td></td>
<td>2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Binbrook Road at Tanglewood Drive</td>
<td></td>
<td>2015</td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>Binbrook Road at Kaufman Drive</td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>Great Oak Trail at Viking Drive</td>
<td></td>
<td>2007</td>
<td>2007, 2010</td>
<td></td>
</tr>
<tr>
<td>Regional Road 56 at Maggie Johnson Drive</td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>Viking Drive at Newlove Street</td>
<td></td>
<td></td>
<td>2012, 2016</td>
<td></td>
</tr>
<tr>
<td>Tanglewood Drive at Wills</td>
<td></td>
<td></td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Voyager Pass at Windwood Drive</td>
<td></td>
<td></td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Great Oaks Trail at Magnificent Way</td>
<td></td>
<td></td>
<td>2015</td>
<td></td>
</tr>
<tr>
<td>Pumpkin Pass at Festival Way</td>
<td></td>
<td></td>
<td>2016</td>
<td></td>
</tr>
</tbody>
</table>
Appendix B

Resident Survey
Introductory Statement

The City of Hamilton is undertaking a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village. Your assistance in completing this survey will help us to identify existing neighbourhood transportation concerns and issues to make your neighbourhood even better. The information collected from this survey will be reviewed and analyzed with the aim of addressing those concerns and issues through the NTMP in an effort to make your neighbourhood even better.

Survey Questions

1. Do you live in the Binbrook Village?
   - No □
   - Yes □

2. Tell us about yourself - Your responses to the survey will become part of the public record, your personal information will not.

   Name (first and last) (optional) ____________________________________________

   Address or nearest intersection (optional)____________________________________

   Email (optional)__________________________________________________________
3. How many people, including yourself as the designated household representative for this survey, live in your household?
   - 1 □
   - 2 □
   - 3 □
   - 4 □
   - 5 or more □

4. What is your primary method of transportation within Binbrook Village?
   - Car □
   - Walk □
   - Bicycle □
   - Other (please specify) □

5. Please rate your level of concern about each of the following traffic issues in Binbrook on a scale of 1-5, 1 being an issue you are least concerned with and 5 being an issue you are very concerned with.

<table>
<thead>
<tr>
<th>Traffic Issue</th>
<th>1 (least concerned)</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5 (very concerned)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distracted Driving</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illegal Parking (on or off street)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic congestion</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speeding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Violations of traffic controls (stop signs, yields, traffic signals)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossings (inadequate or need for more)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inadequate provision for cyclists</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
6. Please identify how safe you feel when doing each of the following in Binbrook:

<table>
<thead>
<tr>
<th></th>
<th>Very Unsafe</th>
<th>Unsafe</th>
<th>Somewhat Safe</th>
<th>Safe</th>
<th>Very Safe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jogging</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biking</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

7. Do you walk or cycle to the following destinations? Please respond ‘yes’ or ‘no’

- Bellmore Elementary School
- St. Matthew Catholic Elementary School
- Binbrook Gym
- Commercial area near Regional Road 56, north of Binbrook Road

<table>
<thead>
<tr>
<th>Destination</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellmore</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elementary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Binbrook</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gym</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8. Please indicate in which quadrant of the Village you reside.
   - Northwest Quadrant  
   - Northeast Quadrant  
   - Southwest Quadrant  
   - Southeast Quadrant

9. Using the ID numbers 1-13 in Figure 1, please select which intersection you usually use to get out of your neighbourhood. If other, please specify.
   ____________

10. Using the ID letters A-D in Figure 1, please select the location you usually pass through to get out of Binbrook Village? If other, please specify.
    ____________
11. Using the ID numbers 1-18 and letters A-D in Figure 2, please identify all areas that you believe need improvements to enhance the safety and comfort for all users.

_________________________________________________________________

_________________________________________________________________
12. Are there any locations within the Village that you believe need improvements to safety and what would you do to correct the issue?

<table>
<thead>
<tr>
<th>Location (Intersection/Block)</th>
<th>Observed Problem/Concern</th>
<th>Suggested Action</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

13. Do you have any other suggestions about what residents can do to improve traffic/pedestrian safety in Binbrook?

14. Do you have any additional comments or concerns that you would like to share with City staff about traffic issues in Binbrook?
Appendix C

PIC #1 Sign-In Sheet
# Table C-1: PIC #1 Sign-in Sheet

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Organization</th>
<th>E-mail Address</th>
<th>Mailing Address</th>
<th>Town/City</th>
<th>Postal Code</th>
<th>Would you like to be added to the contact list?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray &amp; Dene Mawson</td>
<td>Resident</td>
<td><a href="mailto:dene.mawson@gmail.com">dene.mawson@gmail.com</a></td>
<td>112 Valiant Circle</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Jean &amp; Rick Brown</td>
<td>Resident</td>
<td>--</td>
<td>102 Southbrook Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Edward &amp; Mary Kras</td>
<td>Resident</td>
<td>--</td>
<td>28 Wilbur Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Jania &amp; Jason Smye</td>
<td>Resident</td>
<td><a href="mailto:Jania.smye@yahoo.ca">Jania.smye@yahoo.ca</a></td>
<td>59 Great Oak Trail</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Nyle Nelson</td>
<td>Resident</td>
<td><a href="mailto:nyles.young@gmail.com">nyles.young@gmail.com</a></td>
<td>--</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Young &amp; Ron Wessel</td>
<td>Resident</td>
<td><a href="mailto:youngwessel@gmail.com">youngwessel@gmail.com</a></td>
<td>40 Tanglewood Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Russel Sharp</td>
<td>Resident</td>
<td><a href="mailto:russsharp1015@hotmail.com">russsharp1015@hotmail.com</a></td>
<td>37 Viking Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Doug Curtis</td>
<td>Resident</td>
<td><a href="mailto:dougcurtis@sympatico.ca">dougcurtis@sympatico.ca</a></td>
<td>38-34 Southbrook Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>C Billinghurst</td>
<td>Resident</td>
<td><a href="mailto:cliffandjill@me.com">cliffandjill@me.com</a></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Ken Foerez</td>
<td>Resident</td>
<td>--</td>
<td>--</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>--</td>
</tr>
<tr>
<td>Gary Birch</td>
<td>Resident</td>
<td><a href="mailto:garybirch13@hotmail.com">garybirch13@hotmail.com</a></td>
<td>2145 Hall Road</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Donna Crooks</td>
<td>Support Person</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Ziggy Kleinav</td>
<td>Resident</td>
<td><a href="mailto:ziggyk38@gmail.com">ziggyk38@gmail.com</a></td>
<td>2800 Library Lane</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>--</td>
</tr>
<tr>
<td>Worron Téah</td>
<td>--</td>
<td>--</td>
<td>104 Wills</td>
<td>Binbrook</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Gord Eaves</td>
<td>--</td>
<td>--</td>
<td>42 Toraz</td>
<td>Binbrook</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Ron &amp; Rosemary Paqueete</td>
<td>--</td>
<td>--</td>
<td>50 Grandstand Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Josh DiBartolo</td>
<td>--</td>
<td>--</td>
<td>349 Festival Way</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Appendix D

PIC #1 Board Comments and Comment Forms
### Table D-1: PIC #1 Board Comments

<table>
<thead>
<tr>
<th>Board Comment was Posted on</th>
<th>Comment</th>
</tr>
</thead>
</table>
| **Overview Board**         | - Fall Fair Way and Valiant: lighted crosswalk for pedestrian park access  
- Eliminate parking on curbs within the subdivision  
- Valiant and Fair Way: One sided parking as two sided impacts turning capabilities  
- Concerns with high speeds along Tanglewood  
- Cannot Cross at Maggie Johnson Drive and Tanglewood: vehicles do not slow down around roundabout |
| **North/ South East Quadrant** | - Put line beside the bike zone (referring to configuration green and a separated bike lane)  
- Concerned about condo being built at the south end of Tanglewood Dr and Binbrook  
- “Only way to stop speeding is fines”  
- Fall Fair Way and Highway 56: Red light Camera  
- Tim Hortons at Binbrook and Highway 56: Parked truck blocks sightline out of parking lot |
| **Southwest Quadrant**      | - Traffic light at Binbrook Road and Binhaven  
- Great Oak: Traffic Calming Speed Bump  
- Voyager Pass: eliminate parking on inside curbs and street intersections if you cannot do the proposed one sided parking |
| **North West Quadrant**     | - Do not like integrate bike lane (green configuration)  
- Remove parking along Royal Winter Drive, and add a parking inset, like in front of the school, along Royal Winter south of County Fair Way  
- Need sidewalk on both sides of the road  
- Pumpkin and Festival: there’s a school bus stop, no sidewalk on 1 side, provide refuge; SE and NE corners  
- Parking on County Fair Way on North Side only. Rez Accepted.  
- No parking on Country Fair Way from Hitching Post to Royal Winter  
- Sign on how to enter and exit a traffic circle (Fall Fair Way and Binbrook Rd)  
- Provide parking for the park, cars spill out into aide street  
- Valiant Circle: Eliminate parking from inside curves – snow removal and safety issue  
- Raised intersection at school (where continental currently proposed)  
- At school: Crossing guard to stay until kids show up. They leave early.  
- Chicane east of Royal Winter Drive on Binbrook Rd |
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: RICHARD
Last Name: BROWN
Address: 102 SOUTHBRIDGE ON
Postal Code: LOR 1C0
City: BINBROOk
Email: rbrown40@rogers.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

☐ Viewing the information display boards
☐ Talking with the Project Team
☐ Providing feedback regarding the Project
☐ Other, please specify: ________________________________________________

2. Did you find the information provided at this PIC helpful and informative?

☐ Yes ☐ No

3. If not, what additional information would you like to receive?

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

☐ Yes ☐ No

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: Russell  
Last Name: Sharp  
Address: 37 Viking Dr  
Postal Code: L0R 1C0  
City: Binbrook  
Email: russellsharp1015@hotmail.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - [x] Viewing the information display boards
   - [x] Talking with the Project Team
   - [ ] Providing feedback regarding the Project
   - [ ] Other, please specify: __________________________________________  

2. Did you find the information provided at this PIC helpful and informative?
   - [x] Yes  
   - [ ] No

3. If not, what additional information would you like to receive?
   __________________________________________  
   __________________________________________  
   __________________________________________

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - [x] Yes  
   - [ ] No

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

TRAFFIC CALMING ON VIKING DRIVE
SPEED CUSHIONS NOT ONLY ON OUR STREET BUT OTHERS AROUND THE VILLAGE

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

GREAT EFFORT KEEP IT UP

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

I BELIEVE IT IS NECESSARY TO HAVE A SIGNALLED INTERSECTION @ ROYAL WINTER BINHAUER / BINDOUGH ROAD INTERSECTION

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: Matthew
Last Name: Hilton
Address: 123 Main St.
Postal Code: L0R 1C0
City: Binbrook
Email: 

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   
   ✔ Viewing the information display boards
   ☐ Talking with the Project Team
   ☐ Providing feedback regarding the Project
   ☐ Other, please specify: 

2. Did you find the information provided at this PIC helpful and informative?

   ✔ Yes  ☐ No

3. If not, what additional information would you like to receive?

   
   
   
   
   

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

   ✔ Yes  ☐ No

   If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

   (Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

   - Speed Bumps - Slow traffic in surveys
   - Pinchpoint -

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

   Traffic light at Binbrook Rd. and Bingham Blvd.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: [Jean] Last Name: [Hicks-Brown]
Address: [102 Southbrook Dr] City: [Binbrook]
Postal Code: [L0R 1C0] Email: [jewel@hicksbrown.com]

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - [✓] Viewing the information display boards
   - [ ] Talking with the Project Team
   - [ ] Providing feedback regarding the Project
   - [ ] Other, please specify: ________________________________

2. Did you find the Information provided at this PIC helpful and Informative?
   - [✓] Yes  [ ] No

3. If not, what additional information would you like to receive?
   ______________________________________________________
   ______________________________________________________
   ______________________________________________________

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - [ ] Yes  [X] No

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at [hamilton.ca/BinbrookVillageNTMP] before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

- Crossovers not feasible for Binbrook
- Curb extension look good and would be useful.
- Pinchpoint and chicanes may not be helpful to us and may impede traffic flow.

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

- Agree with proposed safety improvements.

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

- We need a red light camera at the intersection of Hall Pkwy and 56 Hwy.
- We have witnessed numerous times, people running the red lights here.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: [hamilton.ca/BinbrookVillageNTMP](http://hamilton.ca/BinbrookVillageNTMP)

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: Dene
Last Name: Mawson
Address: 112 Valiant Circle
City: Binbrook
Postal Code: L6R 1C0
Email: dene.mawson@gmail.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

☐ Viewing the information display boards
☐ Talking with the Project Team
☐ Providing feedback regarding the Project
☐ Other, please specify: ________________________________

2. Did you find the information provided at this PIC helpful and informative?

☐ Yes ☐ No

3. If not, what additional information would you like to receive?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

☐ Yes ☐ No

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

Pinchpoints & curb extensions in area of Fall Fair Way & Valiant Circle on an excellent idea to help pedestrians crossing to park in that area. You need to realign the west sidewalk ramp to match line up with crossing signage.

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

Binbrook Village (as an example) Voyage Park Hill curve right hand intersection need signage restructuring parking on either side. The road needs to be sufficient enough to allow full visibility going around curve plus ample space for turning car, turnouts on people side of road.

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

Parking is needed to accommodate the vehicle increase in the area, of Fall Fair Way & Valiant Circle due to increased usage of the community park during the summer. Suggest a second parking lot on park grounds in this area.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: Edward (Mary)  Last Name: Kras
Address: 28 W. Hill Dr.  City: Binbrook
Postal Code: LORICO  Email:

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

- [X] Viewing the information display boards
- [ ] Talking with the Project Team
- [X] Providing feedback regarding the Project
- [ ] Other, please specify: Speaking @ Brenda Johnson

2. Did you find the information provided at this PIC helpful and informative?

- [X] Yes  [ ] No

3. If not, what additional information would you like to receive?

I would like to be updated on all projects in progress and future projects to be addressed

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

- [ ] Yes  [X] No

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

6. What do you think of the locations and proposed traffic safety improvement measures for Binbrook Village? What comments or concerns do you have?

7. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

There should be a second crossing guard at the circle at St. Matthews School at the circle Bradley and Windwood.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person,
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities.

Please Print Your Name and Contact Information Below:

First Name: Tania  
Last Name: Smye  
Address: 59 Great Oak Trail  
City: Binbrook  
Postal Code: L0R 1C0  
Email: tania.smye@yahoo.ca

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

- [ ] Viewing the information display boards
- [ ] Talking with the Project Team
- [ ] Providing feedback regarding the Project
- [ ] Other, please specify: speaking with Brenda Johnson.

2. Did you find the information provided at this PIC helpful and informative?

- [ ] Yes  
- [ ] No

3. If not, what additional information would you like to receive?

   Although my answer above is “yes”, I can’t help but feel frustrated that our comments/suggestions will not get acted upon. Residents are speaking what they feel is best for the community through first hand experiences.

4. Have you shared your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

- [ ] Yes  
- [ ] No paper copy.

If you have not yet completed the Traffic Survey please complete one today (copies are available at the welcome desk) or online at hamilton.ca/BinbrookVillageNTMP before April 3, 2017.

(Please complete both sides of this form)
5. Which of the traffic safety improvement measures outlined today (pedestrian crossovers, raised intersections, speed tables, curb extensions, pinchpoints and chicanes) do you prefer? Why?

________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________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Appendix E

PIC #2 Sign-In Sheet
Table E-1: PIC #2 Sign-in Sheet

<table>
<thead>
<tr>
<th>Full Name</th>
<th>Organization</th>
<th>E-mail Address</th>
<th>Mailing Address</th>
<th>Town/City</th>
<th>Postal Code</th>
<th>Would you like to be added to the contact list?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ray &amp; Dene Mawson</td>
<td>--</td>
<td><a href="mailto:dene.mawson@gmail.com">dene.mawson@gmail.com</a></td>
<td>112 Valiant Circle</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Betty Sole</td>
<td>--</td>
<td></td>
<td>39 Gaddye Lane</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>George and Audrey Anderson</td>
<td>--</td>
<td></td>
<td>153 Kinsman Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Peter Ferrier</td>
<td>--</td>
<td></td>
<td>51-130 Southbrook Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Steve Colley</td>
<td><a href="mailto:scolley@outlook.com">scolley@outlook.com</a></td>
<td></td>
<td>55 Gaddye Lane</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Cynthia Palumbo</td>
<td><a href="mailto:cynthia@3inc.ca">cynthia@3inc.ca</a></td>
<td></td>
<td>40 Lynch Cr.</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Theresa Meldenhergue</td>
<td>--</td>
<td></td>
<td>--</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Bill and Grace Maven</td>
<td>--</td>
<td></td>
<td>51 Etherington Cres.</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Vicky Ringuette</td>
<td><a href="mailto:vickyringuette@yahoo.ca">vickyringuette@yahoo.ca</a></td>
<td></td>
<td>253 Southbrook Dr.</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Don and Joy Schweitzer</td>
<td><a href="mailto:dschweitzer@yahoo.ca">dschweitzer@yahoo.ca</a></td>
<td></td>
<td>184 Magnificent Way</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Mark Morris</td>
<td><a href="mailto:mark.morris@rogers.com">mark.morris@rogers.com</a></td>
<td></td>
<td>122 Pumpkin Pass</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Vicky and Kevin Kerr</td>
<td><a href="mailto:missvicky55@yahoo.com">missvicky55@yahoo.com</a></td>
<td></td>
<td>92 Viking drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Bob Heap</td>
<td><a href="mailto:bheap337@gmail.com">bheap337@gmail.com</a></td>
<td></td>
<td>53 Gaddye Lane</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Martyn Trimmings</td>
<td><a href="mailto:martyn@sympatico.ca">martyn@sympatico.ca</a></td>
<td></td>
<td>46 Grandstand Ave</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Lothal Steller</td>
<td>--</td>
<td></td>
<td>61 Degrow Sr.</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Leanne Smith</td>
<td><a href="mailto:leanne2122@gmail.com">leanne2122@gmail.com</a></td>
<td></td>
<td>36 Degrow</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Terry and Dorothy Mckibbin</td>
<td>--</td>
<td></td>
<td>13-45 Royal Winter Drive</td>
<td>Binbrook</td>
<td>LOR1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Victoria Frank</td>
<td><a href="mailto:victoriafrank@rogers.com">victoriafrank@rogers.com</a></td>
<td></td>
<td>1546 Fletcher Rd.</td>
<td>LOR1P0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michelle and Gerry Schaefer</td>
<td>--</td>
<td></td>
<td>136 Royal Winter Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td></td>
</tr>
<tr>
<td>Shirley Jones</td>
<td><a href="mailto:shirl.jones@live.ca">shirl.jones@live.ca</a></td>
<td></td>
<td>12 Wills Cres.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Full Name</td>
<td>Organization</td>
<td>E-mail Address</td>
<td>Mailing Address</td>
<td>Town/City</td>
<td>Postal Code</td>
<td>Would you like to be added to the contact list?</td>
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</tr>
<tr>
<td>Phil Percy</td>
<td></td>
<td><a href="mailto:phil.percy@gmail.com">phil.percy@gmail.com</a></td>
<td>68 Kinsman Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Douglas and Susan Dance</td>
<td></td>
<td></td>
<td>130 Southbrook Dr. #25</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Shirley Smith</td>
<td></td>
<td><a href="mailto:shirleysmith13@rogers.com">shirleysmith13@rogers.com</a></td>
<td>57-34 Southbrook Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Greg Moon</td>
<td></td>
<td><a href="mailto:gregory.moon@gmail.com">gregory.moon@gmail.com</a></td>
<td>38-130 Southbrook Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Bob VanFleet</td>
<td></td>
<td><a href="mailto:bvanfleet@rogers.com">bvanfleet@rogers.com</a></td>
<td>39-130 Southbrook Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Brian Carter</td>
<td></td>
<td></td>
<td>2 Hillgartner Lane</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td></td>
</tr>
<tr>
<td>Kevin Birnie</td>
<td></td>
<td><a href="mailto:kevinbirnie@gmail.com">kevinbirnie@gmail.com</a></td>
<td>157 Powell Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Gabriela Fuchs</td>
<td></td>
<td><a href="mailto:gfuchs@dfx.at">gfuchs@dfx.at</a></td>
<td>125 Odonnel Dr</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Jacqueline Goit</td>
<td></td>
<td><a href="mailto:mamie61@hotmail.com">mamie61@hotmail.com</a></td>
<td>28 Great Oak Trail</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Jim Sherwood</td>
<td></td>
<td></td>
<td>17-45 Royal Winter Drive</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td></td>
</tr>
<tr>
<td>Vanessa Mildenberger</td>
<td></td>
<td><a href="mailto:yritucci89@gmail.com">yritucci89@gmail.com</a></td>
<td>5329 Chippewa Rd E Mount Hope</td>
<td>Mount Hope</td>
<td>L0R1W0</td>
<td>Yes</td>
</tr>
<tr>
<td>Maria Fortunito</td>
<td></td>
<td><a href="mailto:vitamariaf@gmail.com">vitamariaf@gmail.com</a></td>
<td>87 Cleghorn Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
<tr>
<td>Adam Mildenberger</td>
<td></td>
<td><a href="mailto:adam.mildenberger@gmail.com">adam.mildenberger@gmail.com</a></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>Yes</td>
</tr>
<tr>
<td>Tracy and Mike Kelly</td>
<td></td>
<td></td>
<td>173 Powell Dr.</td>
<td>Binbrook</td>
<td>L0R1C0</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Appendix F

PIC #2 Comment Sheets
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities. To gather input from the community a survey was completed from March 8 to April 3 and a Public Information Centre (PIC) was held on April 1.

Please Print Your Name and Contact Information Below:

First Name: Terri
Last Name: McKibbon
Address: 13-45 Royalwinter
Postal Code: L0Z 1G0
City: Binbrook
Email: 

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

☐ Viewing the information display boards
☒ Talking with the Project Team
☐ Providing feedback regarding the Project
☐ Other, please specify: 

2. Did you find the information provided at this PIC helpful and informative?

☒ Yes ☐ No

3. If not, what additional information would you like to receive?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

☒ Yes ☐ No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
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________________________________________________________________________
________________________________________________________________________

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities. To gather input from the community a survey was completed from March 8 to April 3 and a Public Information Centre (PIC) was held on April 1.

Please Print Your Name and Contact Information Below:

First Name: JOY
Last Name: SCHWEITZER
Address: 184 MAGNIFICENT WAY
City: BINBROOK
Postal Code: L0R 1C0
Email: dschweitzer26@yahoo.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

☐ Viewing the information display boards
☐ Talking with the Project Team
☐ Providing feedback regarding the Project
☐ Other, please specify: ____________________________________________

2. Did you find the information provided at this PIC helpful and informative?

☐ Yes ☐ No

3. If not, what additional information would you like to receive?

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

☐ Yes ☐ No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

I would like to see the City offer a discussion group whereby all the information is given to the residents and the residents have the opportunity to respond/ask questions. This eliminates duplicate questions and allows residents to hear all concerns.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities. To gather input from the community a survey was completed from March 8 to April 3 and a Public Information Centre (PIC) was held on April 1.

Please Print Your Name and Contact Information Below:

First Name: BILL
Last Name: MAVER
Address: 51 EATHERINGTON CR.
Postal Code: LORICO
City: BINBROOK
Email: GBMAVER@GMAIL.COM

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - Viewing the information display boards
   - Talking with the Project Team
   - Providing feedback regarding the Project
   - Other, please specify: ____________________________

2. Did you find the information provided at this PIC helpful and informative?
   - Yes
   - No

3. If not, what additional information would you like to receive?
   ______________________________________________
   ______________________________________________
   ______________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - Yes
   - No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

Southbrook Dr. should be parking side only.
It is currently a safety problem.
All in favour of your proposal.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

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We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities. To gather input from the community a survey was completed from March 8 to April 3 and a Public Information Centre (PIC) was held on April 1.

Please Print Your Name and Contact Information Below:

First Name: Grace
Last Name: Mayer
Address: 57 Ethelton Ave
City: Binbrook ON
Postal Code: L0R 1C0
Email: 

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- Viewing the information display boards
- Talking with the Project Team
- Providing feedback regarding the Project
- Other, please specify: 

2. Did you find the information provided at this PIC helpful and informative?

- Yes
- No

3. If not, what additional information would you like to receive?

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

- Yes
- No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

1. Maybe there should be another traffic circle.
   Royal Winn Dr / Binbrook Dr & Binbrook Rd - need to be across.

2. Southbrook Dr should only have alternating parking on one side only.

3. Should have a bike lane on Binbrook Rd. through the village, east to west.

Please submit your written comments* before leaving the meeting today.

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Please Print Your Name and Contact Information Below:

First Name: Don
Last Name: Schweitzer
Address: 184 Magnificent Way
Postal Code: L0R 1C0
City: Binbrook
Email: dschweitzer24@yahoo.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - [ ] Viewing the information display boards
   - [X] Talking with the Project Team
   - [X] Providing feedback regarding the Project
   - [ ] Other, please specify: __________________________________________

2. Did you find the information provided at this PIC helpful and informative?
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   __________________________________________
   __________________________________________
   __________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - [X] Yes  [ ] No

(Please complete both sides of this form)
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My main concern at this point is the addition of the new plaza apt. complex on Binbrook Rd E of 56 Hwys now a new proposed project west of 56 Hwys with a proposed 10 story apt. bldg. First of all 10 stories is out of touch with the Binbrook by-laws 2 secondly the added traffic congestion will be a nightmare at Binbrook Rd & 56 Hwys. This traffic is already bad at this intersection.

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Please Print Your Name and Contact Information Below:

<table>
<thead>
<tr>
<th>First Name:</th>
<th>Kevin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>92 Viking Drive</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>L0G 1C0</td>
</tr>
<tr>
<td>Last Name:</td>
<td>Kerr</td>
</tr>
<tr>
<td>City:</td>
<td>Binbrook</td>
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<tr>
<td>Email:</td>
<td><a href="mailto:missnixxy55@yahoo.com">missnixxy55@yahoo.com</a></td>
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   - [ ] No

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Please Print Your Name and Contact Information Below:

First Name: Kevin
Last Name: Birnie
Address: 157 Powell Dr
City: Binbrook
Postal Code: LOR 1C0
Email: kevinbirnie@gmail.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)

- [x] Viewing the information display boards
- [x] Talking with the Project Team
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- [ ] Other, please specify: __________________________________________

2. Did you find the information provided at this PIC helpful and informative?

- [x] Yes
- [ ] No

3. If not, what additional information would you like to receive?

____________________________________________________________________
____________________________________________________________________
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4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

- [ ] Yes
- [x] No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

- Would love to see a round-a-bout put in on Binbrook Rd.
- @ BinHaven/Royal Winter.
- I live on Powell Dr and would love parking on one side only throughout the year, (not just winter). It’s much easier to see the kids and cars & school buses already speed down these streets even though only one car can fit between cars parked on both sides. I would be open for speed bumps too since buses use this street to turn around from St. Matthews and avoid Bradley.

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Please Print Your Name and Contact Information Below:

First Name: Mock
Last Name: Morris
Address: 122 Pumphale Ave.
Postal Code: L8E 3K8

City: Email:

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☐ Yes ☐ No

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4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

☐ Yes ☐ No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

- A "Temporary" Away Stop at Park Binbrook & Royal Winter Dr.
  - Would be Appreciated

- Lines on the Road for the Stop
  - Would Help Cars Crowding the Live Lane.

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Please Print Your Name and Contact Information Below:

First Name: Gerry
Last Name: Schaefer
Address: 136 Royal Winter Dr
Postal Code: LOR 1EC
City: Binbrook
Email: gerryschaefer@me.com

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☐ Providing feedback regarding the Project
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☐ Yes ☐ No

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- Parking concerns in front of Bellmore and on Royal Winter are well addressed by recommendations.

- Entrance to private drive south of Valiant a fall fair way. Many drivers (southbound) cross into opposing traffic to avoid having to go around the roundabout to access their driveway.

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Please Print Your Name and Contact Information Below:

First Name: Tracey Kelli  Last Name: 
Address: 173 Power Ave  City: Binbrook
Postal Code: L0L 1C0  Email: levainsquare@yahoo.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
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   - [x] Talking with the Project Team
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I think treating the question of what time people actually walk would affect the numbers skewing the data. If you walk at 1 pm vs. 6 pm there is a huge difference in traffic patterns and how people would perceive the safety aspect of walking.
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**Please Print Your Name and Contact Information Below:**

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<tr>
<th>First Name:</th>
<th>Shirley</th>
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<tbody>
<tr>
<td>Last Name:</td>
<td>Smith</td>
</tr>
<tr>
<td>Address:</td>
<td>57-34 Southbrook Dr</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>L0R 1C0</td>
</tr>
<tr>
<td>City:</td>
<td>Binbrook</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:shirleysmith13@rogers.com">shirleysmith13@rogers.com</a></td>
</tr>
</tbody>
</table>

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- [ ] Yes  
- [x] No

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   ______________________________________________________

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- [ ] Yes  
- [x] No

*(Please complete both sides of this form)*
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

[Handwritten text]

Concern about Hwy 56 from Repulse to Cemetery Rd

Please submit your written comments* before leaving the meeting today.

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<table>
<thead>
<tr>
<th>First Name:</th>
<th>VICKY</th>
<th>Last Name:</th>
<th>Ringuette</th>
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</thead>
<tbody>
<tr>
<td>Address:</td>
<td>253 Southbrook</td>
<td>City:</td>
<td>Binbrook</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>108 1C0</td>
<td>Email:</td>
<td><a href="mailto:vicky.ringuette@gmail.com">vicky.ringuette@gmail.com</a></td>
</tr>
</tbody>
</table>

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   - [ ] Viewing the information display boards
   - [X] Talking with the Project Team
   - [X] Providing feedback regarding the Project
   - [ ] Other, please specify: Talking with Brenda

2. Did you find the information provided at this PIC helpful and informative?

   - [X] Yes  
   - [ ] No

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   ____________________________________________
   ____________________________________________
   ____________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?

   - [ ] Yes  
   - [X] No

*(Please complete both sides of this form)*
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

1) Bike lanes or paths from Binbrook Village to the Conservation area.
2) Bike lanes or paths from Binbrook Village to Glenbrook Arena and city services (township municipal centre).
3) Crossing guard at Royal Winter and Binbrook Road to safely get across the street for those who wish to bike or walk their kids to school (Bellm). 
4) Bike lanes or paths on Highway 50 all the way from Binbrook Village to Fortinos. This would also help provide a safe path for families who wish to bike or walk their kids to Michælle Jean French Immersion School.

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Please Print Your Name and Contact Information Below:

First Name: Ray & GERALDINA
Last Name: MAWSON
Address: 112 VALIANT CIRCLE
Postal Code: LOR-100
City: BINBROOK
Email: dana.mawson@gmail.com

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☑ Yes ☐ No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

On Voyager Park, which is proposed for single-side parking, if parking is on north side, eliminate parking on curved inside corners.

Excellent work. Happy with all your proposals 😊

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Please Print Your Name and Contact Information Below:

First Name: [Handwritten Name]
Address: 123 Main St
Postal Code: A1B 2C3
City: Binbrook
Email: [Email Address]

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Please Print Your Name and Contact Information Below:

First Name: Betty  Last Name: Soley
Address: 39 Gaddys Lane  City: Binbrook
Postal Code: L0R1C0  Email:

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Please Print Your Name and Contact Information Below:

First Name: Vanessa                               Last Name: Hildenberger
Address: 5329 Chippewa Rd                         City: Mount Hope
Postal Code: L0R 1W0                                Email: jviticris@gmail.com

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   - [ ] Other, please specify: ____________________________

2. Did you find the information provided at this PIC helpful and informative?
   - [x] Yes   [ ] No

3. If not, what additional information would you like to receive?
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - [ ] Yes   [x] No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?


Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the Project website: hamilton.ca/BinbrookVillageNTMP

* Under the Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and will be released, if requested, to any person.
We want to hear from you! The City of Hamilton is developing a Neighbourhood Traffic Management Plan (NTMP) for Binbrook Village to enhance safety and create a more livable and walkable community for all road users – pedestrians, cyclists and motorists of all ages and abilities. To gather input from the community a survey was completed from March 8 to April 3 and a Public Information Centre (PIC) was held on April 1.

Please Print Your Name and Contact Information Below:

<table>
<thead>
<tr>
<th>First Name:</th>
<th>GABRIELA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last Name:</td>
<td>FUCHS</td>
</tr>
<tr>
<td>Address:</td>
<td>125 DONALDSON DR</td>
</tr>
<tr>
<td>Postal Code:</td>
<td>LORI CO</td>
</tr>
<tr>
<td>City:</td>
<td>BINBROOK</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:GFUCHS@DFX.AR">GFUCHS@DFX.AR</a></td>
</tr>
</tbody>
</table>

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - [X] Viewing the information display boards
   - [X] Talking with the Project Team
   - [ ] Providing feedback regarding the Project
   - [ ] Other, please specify: ________________________________________________________________

2. Did you find the information provided at this PIC helpful and informative?
   - [X] Yes
   - [ ] No

3. If not, what additional information would you like to receive?
   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________

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   - [X] Yes
   - [ ] No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

Donnel Drive is like a race track. The road is almost 1 km long and passes by 2 other
roads, Yager Drive, Without any stop signs
or restrictions.
I have witnessed people driving 60 km.
We have many children on our streets
and we urgently need something done.
In discussions with the neighbors, everyone
agrees that speed bumps would be the
best solution.
Also, we do not currently have any parking
enforcement, cars are parked on both
sides of the road, and sometimes even facing
the wrong way, should emergency vehicles
need to come it would be very hard for
them to get by.

Please submit your written comments* before leaving the meeting today.

Additional Project information is available on the project website: hamilton.ca/BinbrookVillageNTMP

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Please Print Your Name and Contact Information Below:

First Name: MARIAM  Last Name: FORTE
Address: 87 Eghorn Dr  City: Binbrook
Postal Code: ON  Email: vitamariafo@gmail.com

1. What was the most valuable part of the Public Information Centre (PIC) to help your understanding of the NTMP for Binbrook Village? (please check all that apply)
   - Viewing the information display boards  
   - Talking with the Project Team  
   - Providing feedback regarding the Project  
   - Other, please specify: Talking with Councillor

2. Did you find the information provided at this PIC helpful and informative?
   - Yes  
   - No

3. If not, what additional information would you like to receive?
   Overall information of project scope and plan to understand what boards illustrate.

4. Did you share your traffic-related safety concerns in Binbrook Village through the online Traffic Survey?
   - Yes  
   - No

(Please complete both sides of this form)
5. Do you have any other comments you would like to share as we move forward with the Binbrook Village Neighbourhood Traffic Management Plan?

- BINHAVEN DR & BUNGELOK RD: Need stoplight or roundabout.
- ROYAL WINTER DR & BUNGELOK RD.

In these corners drivers are not able to turn left due to traffic congestion, especially during school and work peak times. Could be used by pedestrians more as population grows to cross.

Please submit your written comments* before leaving the meeting today.

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Appendix G

Compiled Proposed Traffic Improvement Measures
### Table G-1: List of Proposed Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Location Employed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Restrictions</td>
<td>Country Fair Way between Royal Winter and Hitching Post Ridge</td>
</tr>
<tr>
<td></td>
<td>Country Fair Way at two bends</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle between Fall Fair Way and Valiant Circle</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle at all three bends</td>
</tr>
<tr>
<td></td>
<td>Gariner Crescent at two bends</td>
</tr>
<tr>
<td></td>
<td>Royal Winter Drive, parking restrictions on east side</td>
</tr>
<tr>
<td></td>
<td>Festival Way, parking restrictions on north side</td>
</tr>
<tr>
<td></td>
<td>Pumpkin Pass, west end to Blue Ribbon Way parking restriction on the north side</td>
</tr>
<tr>
<td></td>
<td>Pumpkin Pass, Blue Ribbon Way to Fall Fair Way parking restriction on the south side</td>
</tr>
<tr>
<td></td>
<td>Fall Fair Way, between Binbrook Road and north of Valiant Circle</td>
</tr>
<tr>
<td></td>
<td>DeGrows Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Willis Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive, Maggie Johnson Drive to Wills Crescent parking restricted on the west side</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive, Wills Crescent to Binbrook parking restricted on the west side</td>
</tr>
<tr>
<td><strong>Dependent on Petition:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive, between Wills and Wills Crescent</td>
</tr>
<tr>
<td></td>
<td>Switzer Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Southbrook Drive to the northwest, west, and southwest of Southbrook Park</td>
</tr>
<tr>
<td></td>
<td>Etherington Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Southbrook Drive, parking restricted on east side</td>
</tr>
<tr>
<td></td>
<td>Lynch Crescent at both bends</td>
</tr>
<tr>
<td></td>
<td>Fowler Drive at both bends</td>
</tr>
<tr>
<td></td>
<td>Donald Bell Drive at the bend</td>
</tr>
<tr>
<td></td>
<td>Magnificent Way at the bend</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Binbrook Road to Whitwell Way parking restricted on the east side</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Whitwell Way to Magnificent Way parking restriction on the west side</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue, Magnificent Way to Windwood Drive parking restriction on the east side</td>
</tr>
<tr>
<td></td>
<td>Windwood Drive, Bradley to Great Oaks Trail parking restricted on the north side</td>
</tr>
</tbody>
</table>
**Binbrook Village Neighborhood Traffic Management Plan**

Prepared for: City of Hamilton

AECOM

<table>
<thead>
<tr>
<th><strong>Binhaven Boulevard</strong></th>
<th>parking restricted on the east side</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yager Drive</strong></td>
<td>parking restricted on the south side</td>
</tr>
<tr>
<td><strong>Cook Street</strong></td>
<td>parking restricted on the west side</td>
</tr>
<tr>
<td><strong>Tinlin Drive</strong></td>
<td>parking restricted on the north side</td>
</tr>
<tr>
<td><strong>Whitwell Way, Cooks Street to Fowler Drive</strong></td>
<td>parking restricted on north side</td>
</tr>
<tr>
<td><strong>Great Oak Trail</strong></td>
<td>parking restricted on west side</td>
</tr>
<tr>
<td><strong>Viking Drive</strong></td>
<td>parking restricted on the north side</td>
</tr>
<tr>
<td><strong>Viking Drive, between Great Oak Trail and Rhinestone Court</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Dependent on Petition:**

- Odonnel Drive between Whitwell Way and Voyager Passage
- Voyager Passage
- Fowler Drive
- Kaufman Drive

<table>
<thead>
<tr>
<th><strong>Pedestrian Cross-over</strong></th>
<th>Royal Winter Drive and Pumpkin Pass</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pumpkin Pass, west of Blue Ribbon Way</td>
</tr>
<tr>
<td></td>
<td>Country Lane at Fall Fair Way</td>
</tr>
<tr>
<td></td>
<td>Valiant Circle at Fall Fair Way</td>
</tr>
<tr>
<td></td>
<td>Maggie Johnson Drive and Tanglewood Drive</td>
</tr>
<tr>
<td></td>
<td>Bradley Avenue and Magnificent Way</td>
</tr>
<tr>
<td></td>
<td>Windwood Drive east of St. Matthew Catholic Elementary School</td>
</tr>
<tr>
<td></td>
<td>Windwood at the multi-use trail connection west of Magnificent Way</td>
</tr>
<tr>
<td></td>
<td>Great Oak Trail at Downing Street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Stop-Controlled Intersection</strong></th>
<th>Royal Winter Drive and Festival Way</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Raised Intersection</strong></td>
<td>Great Oak Trail and Windwood Drive</td>
</tr>
<tr>
<td><strong>Pinch Point/ Narrowing</strong></td>
<td>Royal Winter Drive north of Binbrook Road</td>
</tr>
<tr>
<td><strong>Curb Extensions or Bump-Outs</strong></td>
<td>At both entrances to turn-around at Bellmore Public School</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive, between speed cushions north and south of Wills Crescent</td>
</tr>
<tr>
<td></td>
<td>Windwood Drive and Voyager Passage</td>
</tr>
<tr>
<td><strong>Speed Cushion</strong></td>
<td>Maggie Johnson Drive between Regional Road 56 and Tanglewood Drive, east of the entrance to the Fresh Co. parking lot</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive between Maggie Johnson Drive and DeGrows Crescent</td>
</tr>
<tr>
<td></td>
<td>Tanglewood Drive Maggie Johnson Drive and Wills Crescent</td>
</tr>
</tbody>
</table>
### Binbrook Village Neighborhood Traffic Management Plan

| Tanglewood Drive south of the north intersection of Tanglewood Drive and Wills Crescent |
| Tanglewood Drive north of the south intersection of Tanglewood Drive and Wills Crescent |
| Bradley Avenue between Windwood Drive and Magnificent Way |
| Kaufman Drive just south of the north intersection of Fowler Drive and Kaufman Drive |
| Kaufman Drive just north of the south intersection of Fowler Drive and Kaufman Drive |
| Great Oak Trail just south of Binbrook Road |
| Great Oak Trail between Viking Drive and Topaz Street |
| Viking Drive between Newlove Street and Donald Bell Drive |

#### Enhanced Trail Crossing

- Royal Winter Drive
- Southbrook Drive
- Bradley Avenue
- Whitwell Way
- Great Oak Trail

#### Curb-cut Removed

- Binbrook Road and Southbrook Drive
- Riverside Crescent
- South bend of Fowler Drive

#### Signage Reduction

- Great Oak Trail