

APPENDIX E
Notices to Public
Summary of Public Information Centres #1 and #2

TOWN OF WHITBY

NOTICE OF PUBLIC OPEN HOUSE #1

Downtown Brooklin Transportation Study

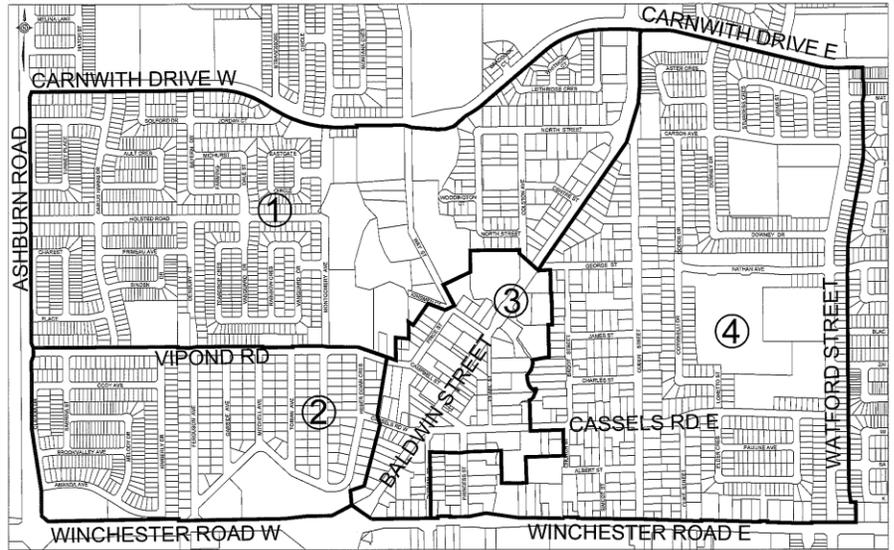
THE STUDY:

The Town of Whitby has retained Cole Engineering Group to complete a Transportation Study for Downtown Brooklin. The purpose of the study is to identify existing and future near-term (< 5 years) transportation issues, and to develop solutions to address any existing or anticipated needs.

STUDY AREA:

The study area is bounded by Winchester Road to the south, Carnwith Drive to the north, Ashburn Road to the west and Watford Street to the east. Within the Study area, zones have been defined for detailed assessment, as shown in the figure:

- Zone 1: Northwest Area
- Zone 2: Southwest Area
- Zone 3: Central Area
- Zone 4: East Area



PUBLIC CONSULTATION:

Public consultation is a key component of this study. The first round of public meetings is intended to introduce the study and obtain public input. All interested citizens are invited to attend the Open House and share their ideas and concerns on this project. Each zone will have its own specific Open House timeslot. Please refer to the table below to identify and attend the Open house timeslot(s) specific to your zone of interest.

Dates:	Tuesday December 6, 2011	Session 1: 6:00 PM – 7:30 PM Session 2: 7:30 PM – 9:00 PM	Zone 1 Zone 2
	Wednesday December 7, 2011	Session 1: 6:00 PM – 7:30 PM Session 2: 7:30 PM – 9:00 PM	Zone 3 Zone 4
Location:	Brooklin United Church, 19 Casse's Road East, Brooklin (CE Hall)		

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Personal information is collected under the authority of Section 11 of the Municipal Act, SO 2001 and will be used for information purposes only for this project. Questions regarding the collection and use of personal information should be directed to the Town of Whitby Freedom of Information and Protection of Privacy Office, Telephone (905) 430-4300.

TOWN OF WHITBY

NOTICE OF PUBLIC OPEN HOUSE #2

Downtown Brooklin Traffic Study

THE STUDY:

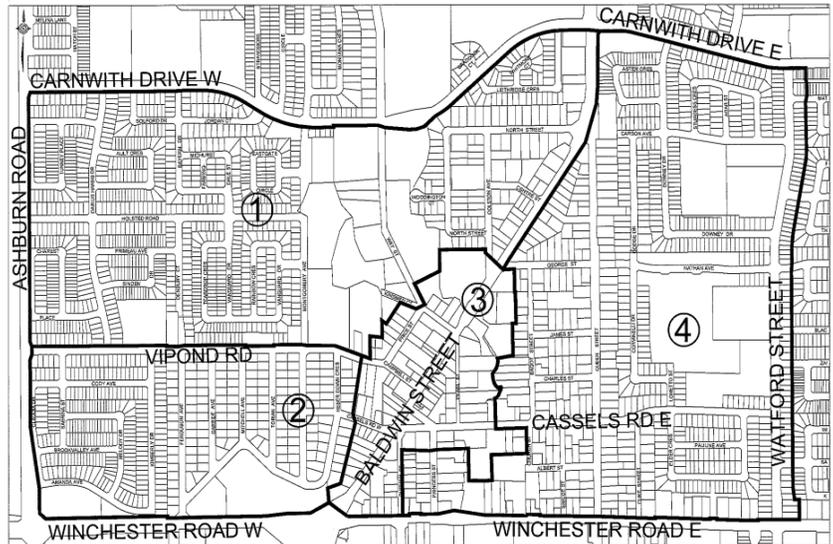
The Town of Whitby, and their consultant, is currently undertaking a Traffic Study for Downtown Brooklin. The purpose of the study is to address specific existing and future near-term (< 5 years) traffic concerns, and to develop solutions to address any existing or anticipated needs.

STUDY AREA:

The focus of the study has been on specific sections within the Downtown, namely:

- Montgomery Ave/Vipond Rd Area
- Ferguson Avenue/Highway 7 Area
- Baldwin Street Downtown
- East of Baldwin Street

The overall study area that was considered for traffic analysis purposes is bounded by Winchester Road to the south, Carnwith Drive to the north, Ashburn Road to the west and Watford Street to the east. Within this Study Area, specific zones were established for the review of the specific sections being assessed.



PUBLIC CONSULTATION:

The second round of public meetings is to provide the public with a status update of the work completed to date and obtain feedback on the traffic issues and problems identified and the various alternative solutions. All interested citizens are invited to attend the Open House. Those that cannot attend are invited to submit their comments to the Town by June 17, 2013.

Please refer to the table below to identify and attend the Open House timeslot(s) specific to your zone of interest. If you can not attend the Open House comments may be submitted by mail/e-mail.

Dates:	Tuesday May 28, 2013	Open House: 6:00 PM – 9:00 PM Presentation at 6:30 PM	Zone 1 & Zone 2
	Wednesday May 29, 2013	Open House: 6:00 PM – 9:00 PM Presentation at 6:30 PM	Zone 3 & Zone 4
Location:	Brooklin United Church, 19 Cassels Road East, Brooklin (CE Hall)		

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PUBLIC INFORMATION CENTRE #1: RESIDENTS' COMMENTS/QUESTIONS

Downtown Brooklin Transportation Study

Date/Time: Tuesday 6th and Wednesday 7th, December 2011; 6:00 – 9:00 p.m.

Location: Brooklin United Church, 19 Cassels Road East, Brooklin (CE Hall)

ZONE 1 – Northwest Area

Location	Issues	Comments/Questions
Baldwin Street (Highway 12)	Speed	Posted speed changes from 70km/h north of Carnwith to 50km/h just south of Carnwith Drive, within the downtown area. However, many drivers continue to drive over the speed limit in spite of the posted signs.
Baldwin Street(Highway 12) – Carnwith Drive - New school on the northeast quadrant	New School Traffic Impact	There is a new high school planned for the site at the northwest area of Baldwin Street (Highway 12) – Carnwith Drive. Residents are concerned about the impacts that this would have on traffic, where the access would be located – either on Carnwith Drive or Baldwin Street.
Carnwith Drive	Pedestrian Connectivity / Missing Sidewalk	There is no continuous sidewalk on the south side of Carnwith Drive between Montgomery Avenue and Way Street. It currently ends about 50m east of Montgomery Avenue (termination point of an existing trail), and resumes east of Way Street.
	Public Transit	Residents would like buses to run from 7:00 a.m. – 11:00 p.m. into Brooklin, and suggested that the Carnwith Drive bus go to Montgomery Avenue to pick up more passengers.
Montgomery Avenue	Traffic Flow and Speed	<p>Some residents are concerned that the street is too narrow.</p> <p>Residents mentioned regulation/enforcement of street parking to enhance traffic flow along Montgomery Avenue.</p> <p>Speed is more of an issue than volume for some residents and some residents suggested a posted speed of 40km/h on entire Montgomery Avenue, more stop signs, or speed bumps. However, some are concerned about speed bumps (if they were to be implemented) and service vehicle access.</p>

Location	Issues	Comments/Questions
		<p>Motorists travelling southbound on Montgomery Avenue (from Carnwith Drive) cannot see vehicles waiting to exit from the side roads.</p> <p>Resident on Montgomery Avenue indicated that it is difficult to back out of driveway.</p>
	Public Transit	<p>Transit on Montgomery Avenue was discussed. One resident was for it, one was against it. Discussion evolved into where transit may be beneficial – Carnwith Drive, Ashburn Road, Baldwin Street and Vipond Road (loop).</p> <p>Expansion of transit services (between 8:30 a.m. and 3:00 p.m.) is in the proposed budget for transit and likely will be passed.</p>
	Truck Traffic	<p>A resident expressed concern with truck traffic. Residents reported that heavy truck movements often conflict with the desired movements of pedestrians and cyclists and create additional congestion within the downtown corridor, thus impacting the “small town” atmosphere of the area.</p>
	School Operations	<p>School buses associated with Meadowcrest Public School are observed to stop on the east side of Montgomery Avenue.</p> <p>Resident noted that the amount of parents parking on both sides of this small section of Montgomery when collecting their children at the end of the school day is quite concerning, especially in inclement weather. Resident recommended that these parents can use the new parking lot to wait for their kids.</p>
	Pedestrian Crossing Opportunities	<p>Residents want more crosswalks on Montgomery Avenue for children and other pedestrians. They reported a lot of pedestrian activity in the area. There is no crosswalk at Vanguard Drive, but there is one at Vipond Road, in order for pedestrians to get to the east side of Montgomery Avenue. There is a green trail that connects to the downtown core.</p> <p>Resident would like painted lines at the intersection of Vanguard Drive and Montgomery Avenue. Children cross at Vanguard Drive as it is the most direct route, and do not walk to the adult crossing guard at Vipond Road. Resident feels that painted lines would enable children to put their hand out to indicate desire to cross and vehicles will stop for them. Resident walks with his children and they cross at Vanguard Drive.</p> <p>Resident suggested that demographics have changed and the pedestrian study should be</p>

Location	Issues	Comments/Questions
		updated as there are more young children in the neighbourhood. Resident asked what the criteria was for pedestrian signals.
	Parking	Enforcement of on-street parking – some extend out of driveway into the street.
	Safety	There was a collision at Montgomery Avenue/Carnwith Drive last night (December 5, 2011).
Way Street	Operations	A few residents expressed desire to reopen Way Street to alleviate traffic on Montgomery Avenue. Another resident would like it to remain closed as it is a good biking route/trail.
Denbury Court	Path	Resident noted that there is a path leading to Denbury Court but it is currently restricted with a snow fence. Construction appears to be complete, so resident would like to know when the fence be removed.

ZONE 2 – Southwest Area

Location	Issues	Comments/Questions
Ferguson Avenue – Winchester Road West	Traffic Operations	<p>Gas station on south side of Winchester Road at Ferguson Avenue – clearance issue since pumps are located close to road.</p> <p>Residents discussed the potential access possibilities at Ferguson Avenue and Winchester Road when FUDA is developed.</p> <p>Long delays.</p> <p>Questions regarding possible changes to the configuration of the intersection:</p> <ul style="list-style-type: none"> ▪ Will this intersection be signalized in the future? (It was noted that signals are currently not warranted, and if signalized, the intersection will only be signalized on the south side.) ▪ Will this intersection be closed in the future? ▪ Will this intersection be limited to right-in right-out?
Ferguson Avenue	Speed and Traffic Flow	<p>This is a straight road, which encourages high speeds and volumes.</p> <p>A yellow line down the centre, children playing sign were suggested.</p> <p>Concern with “cut-through” traffic via Ferguson Road to Columbus Road West.</p>
Winchester Road	Winchester Road widening	Resident noted that the expansion on Highway 7 from Brock Road to Brooklin completely failed to consider the impact on traffic patterns in Brooklin, and that a bypass of downtown Brooklin, likely utilizing Ashburn Road, should be considered.
	Pedestrian	Lack of sidewalk.
Montgomery Avenue (between Vipond Road and Cassels Road)	Speed and Traffic Flow	Resident noted that there has been a significantly increasing amount of traffic using Montgomery Avenue and Cassels Road as a "shortcut" to access Baldwin Street without passing through the school and community centre area. Often these drivers are quite aggressive in turning onto and accelerating through these once quiet sidestreets. Resident concerned that conditions may become worse when traffic and access to Montgomery/Heber Down from the row housing project at the southern end is added to the equation. Resident recommended placing stop signs along these roads for traffic en route to Baldwin Street to slow drivers or encourage them to use alternate routes like Carnwith or Ashburn (which have been designed to handle this).

Location	Issues	Comments/Questions
Municipal Parking Lot	Traffic Operations	Some drivers observed to shortcut through the Municipal Parking Lot.
Cassels Road/Baldwin Street	Traffic Operations	<p>Resident suggested left turn restriction (NB) at Cassels Road by time of day. Shortcutting is happening due to vehicle queue.</p> <p>Resident suggested cul-de-sac of Cassels Road just west of dentist (separates commercial and residential).</p>
Heberdown Crescent	Parking	Resident suggested removing parking on Baldwin Street so vehicles are able to travel more freely along the highway, and allow parking on Heberdown Crescent for visitors of the Community Centre, and possibly avoid paying to park at the municipal parking lot.
Campbell Street/Price Street	Traffic Operations	Resident expressed concerns about visibility issues at Campbell Street/Price Street.

ZONE 3 – Central Area

Location	Issues	Comments/Questions
Baldwin Street/Highway 12	Truck Traffic	<p>Residents suggested that the Town of Whitby needs to take/obtain jurisdiction over Baldwin Street/Highway 12 from the Province. They want truck (heavy) traffic off of Baldwin Street/Highway 12 before downtown Brooklin can be pedestrian-friendly, and encourage a comfortable retail shopping environment. They expressed that it is difficult to have conversations on the street and intimidating to walk when trucks are present. They say that there is a need for a truck bypass and re-routing of truck traffic out of the Brooklin downtown area to alternate north-south routes, e.g. Thickson Road to the east or Lake Ridge Road to the west.</p>
	Traffic Operations	<p>Baldwin Street/Highway 12 changes from two lanes south of Winchester Road to one lane north of Winchester Road. This causes a lot of merging and bottlenecks at this area for northbound traffic on Baldwin Street/Highway 12.</p> <p>Resident concerned about future Highway 407 traffic. There will likely be shortcutting through Brooklin as motorists exit the highway at Baldwin Street.</p> <p>Resident concerned about visibility (to/from the north) for vehicles exiting Colston Avenue/North Street, due to curve in the road, and speed of vehicles.</p> <p>There is a wall that interferes with sight lines as a driver exits the Home Hardware at 64 Baldwin Street to turn onto Baldwin Street/Highway 12.</p> <p>OPP performs speed exercises twice a month.</p>
	Parking	<p>It was suggested that Baldwin Street/Highway 12, north of Winchester Road should be made a "No Parking" zone, while more use should be made of the town parking lot. At present, a bottleneck is experienced for north and southbound traffic at this location, and some attribute this to the on-street parking.</p> <p>Free parking is available on Baldwin Street/Highway 12 as well as the Brooklin Library at 8 Vipond Road. However, there is a pay-parking lot southwest of Baldwin Street/Campbell Street, which is hardly used, except when there are special events being held in the area, and parking supply becomes scarce.</p>
	Pedestrian Safety and	Residents would like more ways of crossing Baldwin Street/Highway 12. Currently, from

Location	Issues	Comments/Questions
	Convenience	<p>Winchester Road to Carnwith Drive, there exists only one place where a pedestrian can by right cross Baldwin Street/Highway 12 (which is at Campbell Street). This makes it very inconvenient to cross Baldwin Street, and unsafe for those who choose to cross elsewhere along the street. They see this as a major limitation for their downtown community, and compared it to other "downtowns".</p> <p>Pedestrians attempting to cross Baldwin Street/Highway 12 to and from the south side of Campbell Street are in grave danger of being run over by drivers who do not stop at the red signal before proceeding with their right turn onto Baldwin Street/Highway 12. It seems that pedestrians are not given the right-of-way even when they are "allowed" to cross, based on the signals. Note: new signals have been implemented very recently at this intersection that would control all movements.</p>
Baldwin Street (Highway 12) - Cassels Road and Roebuck Street Intersections	Intersection Improvements	This arrangement creates problems for many drivers making left turns onto Baldwin Street or from Baldwin Street onto either Roebuck Street or Cassels Road. Introducing a median to prohibit left-turning vehicles was discussed. The intersection of Roebuck Street and Cassels Road is very skewed and can be dangerous for pedestrians as drivers attempt to maneuver through this area. There were recommendations to introduce a "one way" scenario on either or both of these streets.
Baldwin Street/Highway 12/Campbell Street - Queues	Intersection Improvements	There are queues on eastbound Campbell Street at Baldwin Street/Highway 12.
Baldwin Street/Highway 12/Way Street	New Development	New destination on Baldwin Street/Highway 12 includes a wine bar (proposed) at Baldwin Street/Highway 12/Way Street.
Baldwin Street/Highway 12/Winchester Road	New Development Traffic Impact	There is interest in the development at the northeast area of Baldwin Street/Highway 12 and Winchester Road. There is planned retail and residential space, and residents in the area are concerned about the transportation issues including traffic and parking in the area.
	Intersection Improvements / Pedestrian Crossing	<p>Resident expressed concerns about the pedestrian crossing at Winchester Road/Baldwin Street/Highway 12, due to advance green going eastbound from southbound Baldwin Street/Highway 12. A kid was hit in this area last week (1st week December).</p> <p>Another resident noted that southbound drivers on Baldwin Street/Highway 12 who want to make a left turn at the intersection with Winchester Road usually attempt to avoid this situation</p>

Location	Issues	Comments/Questions
		<p>due to lengthy queues as a result of no left advance, and take the alternate route of Baldwin Street/Highway 12 (south) to Cassels Road (east) to Princess Street (south) in order to exit at Winchester Road.</p> <p>Resident noted that an advance green signal at this intersection for those wishing to turn left from Baldwin Street and continue east on Winchester Road should be introduced. Currently, there is insufficient time for those wishing to turn east onto Winchester Road, before the light turns red. This results in 2, 3, 4 or more automobiles making this turn while the light is red. These individuals do so at their own risk and place those wishing to travel east/west on Winchester in danger when the light turns green in their favour. However, without this action depending on the time of day there is not enough room in the left hand turn lane to hold the number of cars wishing to make this turn.</p> <p>There were complaints that the east-west movement/signal timings along Winchester Road should be investigated. It was suggested that the original timings were not yet reinstated after changes were made to accommodate recent construction activity on Winchester Road.</p>
Winchester Road/Durham Street	Intersection Improvements	<p>The intersection of Winchester Road and Durham Street (just east of Baldwin Street) is problematic for northbound drivers on Chelmsford Drive. Sight lines are a major issue, and vehicles need to be further out onto Winchester Road in order to see approaching traffic and determine if it is safe to complete their movement – either right turn onto Winchester Road, through onto Durham Street, or left onto Winchester Road. It was suggested to close Durham Street at the south end.</p>

ZONE 4 – East Area

Location	Issues	Comments/Questions
Baldwin Street/Highway 12 - Nathan Avenue and George Street		Residents inquired about a possible connection of Nathan Avenue and George Street.
Baldwin Street/Highway 12/Winchester Road - Widening		Residents suggested that the Town of Whitby should work with Region to move the process along to widen Winchester Road east of Baldwin Street/Highway 12, and across creek (EA in progress). There were concerns about widening Winchester Road due to impacts to property owners with little frontage.
Carnwith Drive - Pedestrian Safety and Convenience/Truck traffic		Residents expressed concerns regarding the number of heavy trucks using Carnwith Drive between Highway 12 and Thickson Road. This is a residential area with two school crossings on Carnwith Drive and three schools in the immediate area. Main culprits were identified to be Wayne James Haulage and Brooklin Concrete trucks. Wayne James Haulage trucks travel south on Baldwin Street/Highway 12 from north of Brooklin, make a left turn from Baldwin Street/Highway 12 onto Carnwith Drive, then east to Thickson Road, and south on Thickson Road. This route is reversed when they are going northbound. A possible solution was proposed: Trucks could enter/exit Thickson Road at Baldwin Street/Highway 12 and continue south or north on Thickson Road. It was not understood why trucks would make left turns onto Carnwith Drive from Baldwin Street/Highway 12 or Thickson Road. Residents have also expressed concerns with respect to eastbound trucks from Thickson Road, tracking dirt and mud into the town via Carnwith Drive.
Watford Street - School crossing guards	Offsetting school hours	St. Leo Catholic School (120 Watford Street) and Winchester Public School (70 Watford Street) are located in the same vicinity. St. Leo Catholic School start time is 25 minutes earlier than Winchester Public School, and a crossing guard is located on the south and east approaches of the Watford Street/Waring Avenue intersection to assist children in crossing from the north side of Waring Avenue and the east side of Watford Street to the west side where the school is located. Unfortunately, this crossing guard is not available when students of Winchester Public School are walking to their school. These children sometimes attempt to cross at the St. Leo Catholic School crossing, which is dangerous. However, there is a crossing guard located south of the Winchester Public School entrance who assists children crossing from east to west again, using the crosswalks at Watford Street/Blackfriar Avenue. Children coming from north of the school probably engage in crossing unsafely at the St. Leo Catholic School crosswalk because it would shorten their overall travel time, as it makes no sense to them to walk south on the east side of Watford Street to Blackfriar Avenue to cross and then have to walk back

Location	Issues	Comments/Questions
		north on Watford Street to get to their school entrance. Additionally, the crossing guards are only stationed at these locations during the respective arrival and dismissal times of each school. Parents are concerned about the safety of children and would like to extend the time of the crossing guard at St. Leo Catholic School crosswalk to coincide with the start and dismissal times of the Winchester Public School.
Winchester Public School	Traffic congestion	Resident concerned with traffic congestion surrounding Winchester Public School. His children participate in the modified program and are therefore not eligible for bussing.
Winchester Road/Baldwin Street/Highway 12 - New destination		Added destination (Sorbara Group). Resident noted that development in the NE quadrant of Winchester Road/Baldwin Street means shortcutting on Princess Street. Resident commented that traffic counts at Princess Street and Chelmsford Drive would probably be higher than those at Roybrook Avenue.
Princess Street	Traffic Operations	Resident suggested Princess Street should become a one-way street in the southbound direction.
Durham Street	Parking and Traffic Operations	Resident noted that Durham Street as a one-way is not working. Resident observed considerable on-street parking activities on Durham Street due to the plaza south of Winchester Road having insufficient parking.
Winchester Road/Queen Street – Realign Queen Street		The Region wanted to realign Queen Street/St. Thomas Street to remove the jog, but there was a concern with a parcel of land (Michael Kelly). This could be an alternative to Watford Street.
Winchester Road	Study area boundaries	Resident is concerned/confused about the apparently arbitrary boundaries drawn (Study area 4). The southern boundary of Area 4 appears to include the area north of Winchester, but housing, businesses, and the 407 ramps south of Winchester are and will be a significant contributors to traffic within Area 4, and Winchester is a major arterial and traffic contributor within Area 4.
Carnwith Drive/Croxall Boulevard	Speed	Resident concerned about numerous fender-benders at Carnwith Drive/Croxall Boulevard intersection. Speed is an issue and many near misses are experienced. Resident added that road is relatively narrow and that there are many children in the area and the speeding is a safety hazard. He would like to see stop signs introduced at this intersection.
Chelmsford Drive	Traffic Operations	Resident has concerns about exiting from Chelmsford Drive onto Winchester Road as visibility

Location	Issues	Comments/Questions
		is restricted.
Bagot Street	Traffic Operations	Some drivers observed to shortcut through Bagot Street.

General Comments	
Thickson Road	Fewer signals on Thickson Road. There used to be a sign directing traffic at Baldwin Street/Highway 12 to Thickson Road.
Truck traffic	It was suggested by many in attendance that heavy trucks should be encouraged to use Thickson Road instead of Baldwin Street/Highway 12.

PUBLIC INFORMATION CENTRE #2: RESIDENTS' COMMENTS/QUESTIONS

Downtown Brooklin Transportation Study

Date/Time: Tuesday 28th and Wednesday 29th, May 2013; 6:00 – 9:00 p.m.

Location: Brooklin United Church, 19 Cassels Road East, Brooklin (CE Hall)

ZONES 1 & 2 – Northwest Area and Southwest Area

Location	Issues	Comments/Questions
Darius Harns Drive / Holsted Road	Speed Safety	Resident expressed concerns about the Darius Harns Drive / Holsted Road area in relation to speed and the safety of children in the area.
Baldwin Street / Winchester Road	SBL movement	Resident would like a SBL advance at the intersection.
Montgomery Avenue / Carnwith Drive	Speed	<p>Resident expressed concerns about speeds on Carnwith Drive. Resident would like the Town to consider a roundabout as a means of utilizing the wide intersection to slow vehicles in the area. Resident does not believe traffic signals will be effective, since drivers may speed up to catch the green light.</p> <p>Resident also believes portable radar signs may only help for a short time. Resident was also doubtful that larger stop signs (as on Audley Road) would make a difference.</p>
Montgomery Avenue / Curb extensions	Pedestrian movements	Residents asked if there would be crosswalks at the proposed curb extensions for pedestrians to cross the street.
Montgomery Avenue / Vipond Road	Signals	Residents asked why traffic signals have not been introduced at this intersection.
Ferguson Avenue / Winchester Road	Speed Shortcutting Potential car dealership	Residents expressed concerns about drivers speeding on Ferguson Avenue to get to/from the subdivision to the west (making a NBL turn at Ferguson Avenue / Vipond Road). They think that the subdivision should have access via another road

Location	Issues	Comments/Questions
		<p>(i.e. Kimberly Road).</p> <p>Some residents want sidewalks; some do not. Some residents stated that they never received the last survey regarding sidewalks on their street.</p> <p>Residents think that a car dealership will cause more traffic-related problems. Residents say that neighbours are selling their houses and moving out of the area.</p> <p>Residents are open to a cul-de-sac on Ferguson Avenue (Alternative C1 or C2).</p> <p>Some residents think that it is short-sighted to close Ferguson Road.</p> <p>It was pointed out that previous documents stated that if future development occurs south of Winchester Road, access to Ferguson Avenue on the north side will be restricted.</p>
Carnwith Drive	Speed	Resident would like to see traffic calming and other speed reduction measures along the road.
Carnwith Drive	Pedestrian movements	<p>Residents asked if and where crosswalks will be placed on Carnwith Drive for school children to cross safely (to the new school).</p> <p>Residents want the Town to be proactive and put the necessary infrastructure in place (crosswalks, school crossing guards, etc.) before the school year begins in September.</p>

ZONES 3 & 4 – Downtown Area and East Area

Location	Issues	Comments/Questions
Ashburn Road / Winchester Road	Signal timing	Residents think that the signal timing at Ashburn Road / Winchester Road needs to be reviewed. They state that there are queues on Ashburn Road and drivers sometimes have to wait up to 2 cycles at the signals.
Baldwin Street	East-west travel across Baldwin Street	Residents expressed concerned about the lack of viable options to cross Baldwin Street in an east-west direction.
Baldwin Street	Turning movements along Baldwin Street	Residents were interested in having traffic signals on Baldwin Street between Carnwith Drive and Winchester Road to provide drivers with opportunities to make turning movements.
Baldwin Street	Grass Park	Resident thinks that Grass Park is no longer useful and should be closed.
Baldwin Street	Parking at Grass Park	Resident asked if the number of cars making a WBL turn at Cassels Road / Baldwin Street, with cars parked in front of Grass Park was ever counted during traffic counts.
Baldwin Street	Cassels Road	Resident noted that any changes to Cassels Road / Baldwin Street intersection will impact Cassels Road and other roads both east and west of Baldwin Street.
Baldwin Street	Truck traffic	Residents want truck traffic off of Baldwin Street. They are concerned about congestion and noise, especially during the early morning hours.
Baldwin Street	Municipal parking lot	Residents do not think the municipal paid parking lot makes sense when there is free parking available in the area. Residents say that people park on the streets and this causes major problems.
Baldwin Street	On-street parking	Resident observed many cars parked on Baldwin Street by people who attend a workout facility (operating from a house) and another nearby yoga studio.
Baldwin Street	Driveway access	Resident supports combining driveway access along Baldwin Street.
Baldwin Street / Pearl Street	Safety	Residents stated that the Baldwin Street / Pearl Street intersection is very dangerous, especially when drivers attempt to make left turns out of Pearl Street.
Baldwin Street / George Street	Signals	Resident asked if signals were being considered for Baldwin Street / George Street intersection.

Location	Issues	Comments/Questions
Baldwin Street / Cassels Road / Roebuck Street	Alternatives	Resident preferred Alternative 6.
Queen Street	Speed Traffic counts Cul-de-sac	Resident asked if portable radar signs will be on Queen Street. Resident asked if the Town had recent traffic numbers for Queen Street. Resident asked if a cul-de-sac is being considered at Baldwin Street / Queen Street.
Queen Street / Nathan Avenue	Traffic study	Resident was interested in seeing the traffic study for this area / new subdivision.
Queen Street / George Street – Nathan Avenue	Connection	Resident asked if/when Nathan Street and George Street will be connected at Queen Street.
Winchester Road	Widening	Resident asked about future Winchester Road widenings.

General Comments	
Biking	Residents support biking to school for kids, but say that there needs to be a continuous network in order for it to work.
Beltway status	Resident asked about a potential beltway around Brooklin. Town staff advised that this will be part of a long range planning study.
Communication	Resident stated that his family did not receive a notice of construction and was not notified of changes to Nathan Street.