

Appendix B.2 – Open House #1 Summary Report

*Kennedy Road Environmental Assessment between
Steeles Avenue and Major Mackenzie Drive*



Open House #1 Summary Report

Kennedy Road Schedule 'C' Class
Environmental Assessment between Steeles
Avenue and Major Mackenzie Drive

The Regional Municipality of York

August 9, 2018



Context for February 2018 Public Consultation

York Region is undertaking an Environmental Assessment Study for Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham. This study will identify possible improvements to Kennedy Road to address current and future transportation needs and opportunities for pedestrians, cyclists, transit users, and motorists. The study is being carried out in accordance with the requirements of the Schedule 'C' Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act.

Public input is an important part of the multi-phase Kennedy Road Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. An overview of the key consultation milestones is provided in **Table 1**.

Table 1: Key Consultation Milestones

| Consultation Event | Date |
|------------------------------|--------------------------|
| Notice of Study Commencement | May 18, 2017 |
| Open House #1 | February 21 and 22, 2018 |
| Open House #2 | Tentatively Spring 2019 |
| Notice of Study Completion | Tentatively Fall 2019 |

The first round of public open houses was held in two locations as follows:

- Wednesday, February 21st, 2018 at Milliken Mills Community Centre in the City of Markham, from 6:30 PM to 8:30 PM
- Thursday, February 22nd, 2018 at Angus Glen Community Centre in the City of Markham, from 6:30 PM to 8:30 PM

Each Open House included the following information:

- 40 display boards, including:
 - Overview of the study corridor and study objectives
 - Summary of the study process
 - Planning policy in the provincial, regional, and municipal context
 - Existing land uses and proposed development within the study area
 - Summary of consultation activities and feedback received to date
 - Existing traffic, transit, cycling and pedestrians conditions and opportunities
 - Physical and environmental features and constraints along the study corridor
 - Summary of problems and opportunities
 - Summary of alternative solutions considered and the preferred solution identified in York Region's Transportation Master Plan (YR-TMP)
 - Alternative design concepts for typical 43m and 36m cross-sections (including a dot exercise for attendees to indicate their preference)
 - Alternative design concepts (cross-sections) for the following physical constraints (including a dot exercise for attendees to indicate their preference):
 - Stouffville GO Rail Crossing North of Clayton Drive
 - Hagerman Cemeteries

- Miller Avenue Extension
- CN Rail Overpass
- Highway 407 ETR interchange
- VIVA Rapidway
- Rouge River Crossing
- Stouffville GO Rail Crossing North of Austin Drive
- St. Philips and Bethesda Cemeteries
- Evaluation criteria
- Schedule and Next Steps
- Roll plans showing existing conditions (aerial photographs and existing property lines) for the full corridor divided into segments on tables
 - Members of the public were encouraged to write their comments and/or concerns on the plans directly or on post-it notes
- A looping video presentation of the display boards
- Hard copies of the Survey/Comment Form
- Interactive activities where participants could build their preferred cross-section for the Kennedy Road corridor

A copy of the open house display boards is included in **Appendix A**.

Members of the York Region and HDR study team were in attendance at the open houses to answer questions, record comments, and discuss issues with the public. Members of the public filled out the sign-in sheet upon arrival and indicated if they wanted to be added to the project mailing list. Those who were not already on the mailing list were added to the mailing list following the open houses.

In addition to the two open houses, an electronic version of the display boards was posted online at www.york.ca/kennedyroad, allowing members of the public to view the open house material online at their convenience and fill out an online comment form to provide their input.

Methods of Communication

Multiple methods of communication were used to update the public about the Kennedy Road Class Environmental Assessment study and invite them to the open houses, including:

- Direct mail notice of open house to 4,353 members of the public, including property owners and residents along the study corridor
- Direct mail, email, and notice of open house to 92 agency representatives and 29 stakeholder group representatives
- Direct mail, email, and notice of open house to 16 First Nations representatives from 9 different communities
- Email notification to 45 individuals on the project email list – developed through previous responses to project notifications
- Updates to project website, including notification of open houses, open house material, and online comment form (survey) on project website: www.york.ca/kennedyroad

- Notice and Region Media Release posted on www.York.ca and www.York.ca/kennedyroad
- Newspaper advertisements (Notice of Open House) on February 8 and 15, 2018 in the following newspapers:
 - Markham Economist and Sun
 - Ming Pao
 - Sing Tao
- Social media updates: YR Twitter posts on February 21 and 22, 2018 and YR Facebook post on February 27, 2018

The communication material, including a copy of the newspaper notice, is included in **Appendix B**.

Feedback Received at Milliken Mills Community Centre – February 21, 2018

Forty-five (45) members of the public, including four (4) City of Markham staff, attended the open house at Milliken Mills Community Centre. Thirteen (13) comment forms were submitted at the open house and forty-two (42) comments were posted on roll plans. The following summary includes comment forms, comments posted on roll plans, and verbal discussions at the Open House. The most common comments received at the meeting included:

- General agreement with the preferred solution and consensus that a regional solution must be implemented to address increasing issues with traffic congestion;
- Concerns regarding noise as a result of the preferred solution;
- Local businesses and residents concerned with left-turn access if a landscaped median is implemented;
- General agreement to not impact cemeteries but prefer cycling facilities on both sides;
- Support for improvements at both Stouffville GO Rail Crossings;
- Support for continuous separated cycle tracks; and,
- Concerns about construction phasing and accuracy of timing.

Members of the Study Team recorded the comments received at the Milliken Mills Community Centre. They are summarized by topic in **Table 2** along with the project team's responses.

Table 2: Summary of Public Comments Received at Milliken Mills Community Centre

| Topic | Comments and Questions | Response |
|-----------------|--|--|
| Traffic Signals | Request for longer southbound green-time at Kennedy Road & 16 th Avenue (especially during the AM peak hour). | Study team to forward request to York Region Traffic and Safety group to review traffic signal timing. |

| Topic | Comments and Questions | Response |
|-----------------------------|--|---|
| | Request to install more traffic signals on Kennedy Road to reduce the speed of traffic during rush hours. | As part of the transportation analysis for this study, a signal warrant analysis was completed and new traffic signals will be implemented wherever warranted based on traffic and turning volumes. |
| | The traffic signal at the 407ETR eastbound terminal should be synchronized with the traffic signal at YMCA Boulevard as it currently causes traffic congestion during AM peak periods. | The project team will relay this comment to York Region internal staff for further follow-up. |
| | Traffic signals should be integrated with the rail crossing signals. | Rail crossing signals are not within jurisdiction of York Region and cannot be synchronized with traffic signals. |
| 6 Lane Cross Section | General support for widening to six lanes. | Comment noted. |
| | Concern about widening to six lanes will not solve the congestion problem. | Additional lanes are provided to promote use of transit and reduce the use single occupancy vehicles. |
| | Concern regarding a six lane cross-section at the Bridle Trail as this will not be safe for pedestrians. Existing traffic infiltration issues along the Bridle Trail will increase. | The preferred design for Kennedy Road will improve road safety for all users as there will be improvements to active transportation facilities as well. Widening Kennedy Road for Transit/HOV will reduce congestion and traffic infiltration on local collector roads. |
| | Birchview Lane and Kennedy Road intersection is poorly designed – poor sightlines have potential for accidents. | Study team to review road geometrics and traffic operations at this intersection. |

| Topic | Comments and Questions | Response |
|-------|---|--|
| | Concern about high traffic volumes during the AM peak hour at Beckett Avenue and Kennedy Road (resident cannot back out of driveway). | Comment noted. |
| | Local businesses and residents concerned with left-turn access if a landscaped median is implemented at locations throughout the corridor and specifically at properties between Denison Street and 14th Avenue, and properties north of Highway 7. | Access management is a component of the preferred design to be examined at a later stage of the study. |
| | Pedestrian crossing time should be taken into consideration for a wider roadway (i.e. Highway 7 is a poor walking experience due to 2-stage crossings at intersections). | Comment noted and will be carried forward for further consideration. |
| | A flyover should be considered at the Kennedy Road and Highway 7 intersection to solve traffic congestion. | A flyover at this location would not be feasible due to the capital costs required to raise the grade of Kennedy Road in addition to the impacts to surrounding properties. |
| | The preferred design should block left turns from Castan Avenue as it is dangerous to make left turns at this location onto Kennedy Road. If vehicles want to make a left, they can use the traffic signals at Unionville Gate just south of Castan Avenue. | The York Region Design Guidelines recommend that six lane regional roads have a raised median for traffic safety purposes. |
| | At the 407ETR bridge, the curb Transit/HOV lanes should transition to the centre as many of the buses make a left turn onto YMCA Boulevard to reach the Unionville GO Station. | The preferred design includes Transit/HOV lanes on the curb lane to serve transit stops. Transitioning the Transit/HOV lane to the centre would cause confusion for HOV vehicles that would have to transition back to the curb lane north of the 407ETR crossing. |

| Topic | Comments and Questions | Response |
|---|--|---|
| | There is a high volume of collisions at Kennedy Road at 14 th Avenue. An advanced green light is required. | An advanced green light exists at the Kennedy Road and 14 th Avenue intersection. |
| | There should be a set of traffic signals on Kennedy Road at Denby Court as the left-turn should be maintained. | The intersection spacing between Denby Court and Highway 7 does not warrant a traffic signal based on York Region Design Guidelines. |
| | There should be a traffic signal on Kennedy Road at Wilfred Murison Avenue. | As part of the traffic analysis completed for the corridor, a signal warrant analysis was completed for this intersection and will be considered as part of the preferred design. |
| | Currently the AM peak traffic congestion on Kennedy Road at Beckett Avenue is poor. Left turns onto the properties on the west side of Kennedy Road cannot be made due to the volume of southbound vehicles. | The preferred solution will address traffic concerns and reduce congestion along Kennedy Road. Interim improvements regarding intersection signal timing will be coordinated with York Region internal teams. |
| | Improvements must be made to the Kennedy Road and 16 th Avenue intersection as the signal timing currently does not allow enough vehicles through at peak periods, causing congestion. | The project team will coordinate with York Region internal teams to review signal timing at this location. |
| Active Transportation – Cyclists | Preference for separated bike lanes from sidewalks. | Comment noted. |
| | Preference to have continuous dedicated bike facilities on both sides as it is inconvenient to cross the road for discontinuous sections. | Comment noted and will be carried forward for further consideration. |
| | Request to add signage along bike lanes and sidewalks with clear demarcation of intended users. | Comment noted and will be carried forward for further consideration. |

| Topic | Comments and Questions | Response |
|--|--|--|
| | Cyclist and pedestrian safety concerns at Kennedy Road at Denison Street intersection. | Intersection improvements will be carried out as part of this study that will improve safety for all road users. |
| | There should be better connections to the Unionville GO Station from the residential subdivisions east of Kennedy Road. | The preferred solution for this corridor includes separated cycling facilities along Kennedy Road that will improve connections to the Unionville GO Station. |
| | The cyclist facilities along Austin Drive should connect directly to the Rouge River trails to the west of Kennedy Road as sometimes the cyclist trails under the Rouge River bridge are flooded when there are rainfall events. | The improvements to Kennedy Road are occurring within regional right-of-way. Any cyclist connections that are outside of the right-of-way are beyond York Region jurisdiction. |
| Active Transportation – Pedestrians | Sidewalks are too close to Kennedy Road and are often covered in snow after the roads are plowed. | Where possible, the preferred design will maximize separation between active transportation facilities and vehicular lanes. |
| | A pedestrian crossing with a pedestrian refuge in the median should be added between Castan Avenue and Avoca Drive to improve pedestrian connection between YRT stops and commercial plazas. | Additional pedestrian crossings will be considered as part of the preferred solution where there are significant gaps in intersection spacing. |
| | Request for better pedestrian crossing for residents East of Kennedy Road to walk to the GO Station. | Comment noted. |
| Access | Left-turn access to 7507 Kennedy Road should be maintained. | The York Region Design Guidelines recommend that six lane regional roads have a raised median for traffic safety purposes. |
| | There is a lack of access to the commercial plaza at the south west quadrant of Kennedy Road and Duffield Drive. | The addition of an access onto Kennedy Road would create grading issues as well as issues with the existing right-in-right-out access on Deverill Court. |

| Topic | Comments and Questions | Response |
|---|--|---|
| | There is a high volume of illegal left-turn lanes into the right-in-right-out access at Deverill Court. | The York Region Design Guidelines recommend that six lane regional roads have a raised median for traffic safety purposes. This will prevent vehicles from making a left turn into Deverill Court. |
| Illumination | There are illumination issues at Old Kennedy Road at Fresno Court | Old Kennedy Road and Fresno Court are beyond the study corridor and are out of scope of the Kennedy Road study. |
| Drainage | Widening the roadway surface will cause drainage issues along Kennedy Road, particularly at the Bridle Trail and Carlton Road. | A hydrogeology and drainage study will be completed as part of the Kennedy Road study and will identify areas where mitigation will be required as part of the preferred design. |
| Road Profile and Geometry | There are profile issues on Kennedy Road at YMCA Boulevard/Helen Avenue. | As part of the preferred solution, the roadway's geometry will be reviewed and improvements will be made wherever existing geometric conditions are noncompliant with York Region Design Guidelines. |
| | The road curvature at the Austin Drive GO Rail Crossing is a traffic hazard, particularly in the winter when visibility is low. | As part of the preferred solution, the roadway's geometry will be reviewed and improvements will be made wherever existing geometric conditions are noncompliant with York Region Design Guidelines. |
| Transit Service along Kennedy Road | York Region Transit (YRT) Route 8 should be rerouted such that it connects to Milliken GO Station instead of completing its route at Steeles Avenue. | The project team will forward this suggestion to YRT for consideration. |
| | Future transit service should run on the side of Kennedy Road at Helen Boulevard/YMCA Boulevard as transit service will increase. | Regular YRT service will be running within the curb Transit/HOV lanes while only VIVA rapid transit will be running on the proposed Rapidway along Kennedy Road between YMCA Boulevard and Highway 7. |
| Stouffville GO Rail Crossing | General support for grade separation | Comment noted. |

| Topic | Comments and Questions | Response |
|--|---|---|
| | Crossing north of Austin Drive has challenges with the proximity of the Rouge River. An underpass would have negative environmental impacts at the Rouge River, due to groundwater, and impact the trail connections under the Rouge River structure. | Comment noted. |
| | The rail crossing barriers at the Stouffville GO Rail Crossing signal and block the roadway even when there are no rail cars crossing. | The crossing barriers of the at-grade crossing are not within the jurisdiction of York Region as it is a Metrolinx crossing. These barriers are lowered for traffic safety purposes when the signals perceive a train may pass the crossing. |
| Milliken Secondary Plan | Kennedy Road at Denison Street is an area within the Milliken Secondary Plan and there are traffic concerns at this area. | The project team is aware of the Milliken Secondary Plan and is working with the City of Markham on any recent developments regarding this policy. Traffic concerns at this location will be addressed through the preferred solution. |
| Milliken Mills Community Centre | The City has plans to expand the Milliken Mills Community Centre. | The project team will follow-up with city staff on the plans for this expansion. |
| 407 ETR Crossing | Preference for the preferred design to include active transportation facilities on both east and west sides of the crossing. | Comment noted and will be carried forward for further consideration. |
| Noise | Concern that widening will add to noise, pollution, and possible flooding of homes (through loss of ground cover). | Noise impact assessment is being completed as part of the Kennedy Road EA study and will assess potential areas of concern in accordance with the guidelines set by York Region's Standard Operating Procedure (SOP) for noise mitigation. Impacts resulting from the proposed recommendations and potential mitigation measures will be identified. Impacts to air quality as a result of |

| Topic | Comments and Questions | Response |
|-----------------------------|--|---|
| | | <p>the proposed recommendations and potential mitigation measures will be identified.</p> <p>A Drainage and Storm Water Management Study will be undertaken to inform the recommended design and will be reviewed by the respective regulatory agencies, including the Ministry of the Environment and Climate Change and the Toronto and Region Conservation Authority. Low Impact Development Treatments will be considered to mitigate increased pavement areas.</p> |
| | Kennedy Road was repaved in Fall 2017, however noise concerns still exist following repaving and construction. | <p>This segment of Kennedy Road underwent a micro-surfacing treatment last year.</p> <p>Micro-surfacing is a pavement preservation technique to extend service life of pavement. The road can feel rougher and noisier after the treatment is applied. Over time, the road will become smoother and less noisy as vehicles drive over the road and knead the granular material into the asphalt.</p> |
| Cemeteries | Preference to not impact cemeteries. | Comment noted. |
| | Preference to have cycling facilities on both sides at the cemetery locations. | Comment noted. |
| Property Acquisition | Property acquisition concerns along Kennedy Road south of 14 th Avenue to Lee Avenue. | The corridor is being widened with a best fit approach to minimize the amount of property that will be required for acquisition. A property impact plan will be developed as part of Phase 4 of the study and at that time, impacted property owners will have an opportunity to meet with project staff regarding the property acquisition process. |

| Topic | Comments and Questions | Response |
|----------------------------------|---|--|
| Construction Impacts and Phasing | How accurate are the estimated construction dates (2023/2024)? | The proposed construction dates are identified based on the Region's current 2018 10-Year Road and Transit Capital Construction Program, which is updated annually by Region staff and reviewed and approved by Council. |
| | Do you foresee and have you captured how future expansion will be done? | Construction staging will be reviewed at later stages in the project. |
| | Concerns regarding recently constructed watermain under Kennedy Road at the Austin Drive at-grade crossing. | The project team will review the location of utilities during the design of the preferred solution, in particular the watermain under Kennedy Road at the Austin Drive at-grade crossing. |

Comment sheets received at Milliken Mills Community Centre are provided in **Appendix C**. The results of the dot-mocracy and roll plan comments have been reviewed and summarized and are provided in **Appendix E**.

Feedback Received at Angus Glen Community Centre – February 22, 2018

Thirty-eight (38) members of the public attended the open house at Angus Glen Community Centre. Fourteen (14) comment forms were submitted at the open house and eight (8) comments were posted on roll plans. The comment summary includes comment forms, comments posted on roll plans, and verbal discussions at the Open House. Some of the most common comments received at the meeting included the following:

- Concerns that widening Kennedy Road to 6 lanes will create more congestion and pollution, and decrease safety for vulnerable users;
- General support to reduce pedestrian conflict points at the 407ETR on/off-ramps;
- General support for an underpass at the Stouffville GO Rail crossings;
- Concern that people will not use pedestrian/cycling facilities;
- Concern that separate cycling facilities are not needed;
- Concerns regarding noise as a result of the preferred solution;
- Concerns that HOV lanes will not solve the problem;
- Concerns about cost of construction; and,
- Concerns about construction phasing/timing.

Members of the Study Team recorded the comments received at Angus Glen Community Centre. They are summarized by topic in **Table 3** along with the project team's responses.

Table 3: Summary of Public Comments Received at Angus Glen Community Centre

| Topic | Comments and Questions | Responses |
|---------------------------|--|---|
| Traffic Operations | Since the current capacity of Kennedy Road from 16 th Avenue to Major Mackenzie Drive exceeds the demand at peak times, minimal improvements should be made. | Future traffic projections indicate that future traffic volumes will exceed capacity by 2041 in this segment of Kennedy Road. Construction of the improvements for the segment from 16 th Avenue to Major Mackenzie Drive are identified to start beyond ten years as per the Region's 2018 10-Year Road and Transit Capital Construction Program. |
| | Concerns about congestion and too many traffic lights. | Comment noted. |
| | Intersection operations at Kennedy Road and 14 th Avenue intersection need to be improved as congestion begins here. | Comment noted for further consideration. |
| | Concern that left/right turn movements in/out of Denby Court will be restricted with the landscaped median implemented. If there is a median, suggestion to have U-turn spaces within the medians (examples of this in Florida). | Comment noted for further consideration. Access management is a component of the preferred design to be examined at a later stage of the study. |
| | Suggestion to relieve the congestion on Kennedy Road by allowing more cars onto local streets. | Comment noted. |
| | Concern that walkability will be low if intersections are too wide. | Comment noted and will be carried forward for further consideration. |
| | Suggestion to construct by-passes to connect residential neighborhoods to major destinations such as employment zones and GO Stations. | Comment noted. This suggestion is beyond the scope of this study. |
| | The intersection at Kennedy Road and YMCA Boulevard/Helen Avenue should be expanded to four lanes. | The preferred solution for this study does not include widening specific intersection legs (i.e. Helen Avenue). |

| Topic | Comments and Questions | Responses |
|--|---|--|
| | During AM peak periods, there is heavy traffic congestion between Carlton Road and Highway 7 in the southbound direction. | The preferred solution for the corridor (widening to six lanes for transit/HOV) will reduce congestion along Kennedy Road. |
| | There are traffic infiltration issues at Aitken Circle with vehicles using it as shortcut to bypass the Kennedy Road and 16 th Avenue intersection. | The preferred solution for the corridor (widening to six lanes for transit/HOV) will reduce traffic infiltration through local streets as it will reduce the amount of traffic congestion along Kennedy Road. |
| 6 Lane Cross Section | Widening will create more congestion and decrease safety for vulnerable users. | Widening is for Transit/HOV to increase the people-moving capacity of the corridor. Pedestrians and cyclists are proposed to have dedicated and separated space/facilities. |
| Active Transportation – Pedestrians/ Cyclists | Suggestion to keep 4-lane cross section and make HOV/transit lanes during the peak hours and improve active transportation in boulevard. | The option to not widen Kennedy Road was considered in Phase 2 however, did not address capacity requirements, as the option to maintain four lanes and re-designate the existing curb lane with Transit/HOV (during peak periods) would further reduce capacity and exacerbate congestion. The option has not been carried forward. |
| | Separate cycling facilities are not needed as usage will be minimal and not safe due to steep terrain. Safety and liability would be a huge concern during winter months. | Comment noted. |
| | Preference for multi-use path, and against the idea of placing active transportation in the middle of traffic. | Comment noted. |
| | Pedestrians and cyclists are not significant enough to accommodate on major arterial road. Consider that vehicular speed, weather, and land use patterns all pose challenges to pedestrians and cyclists. | Comment noted. |

| Topic | Comments and Questions | Responses |
|--|---|---|
| | Suggestion to have one MUP on the east side and one sidewalk on the west side. Two MUPs seems unnecessary. | Comment noted for further consideration. |
| | Concern that people will not use these facilities during the winter months. | Comment noted. |
| | Safety for pedestrians and cyclists should be the number one priority. | Comment noted. |
| Stouffville GO Rail Crossing | Preference for underpass option at rail crossing north of Clayton Drive. | Comment noted. |
| 407ETR Crossing | General consensus to reduce conflict points. | Comment noted. |
| | Preference to have dedicated cycling facilities at the 407ETR crossing. | Comment noted. |
| | Safety for pedestrians and cyclists should be the #1 priority at the 407ETR crossing. | Comment noted. |
| Noise, Vibration, and Air Quality | Concerns about already high noise levels on Kennedy Road. Request that proper noise abatement barriers be provided. | A noise impact assessment is being completed as part of the Kennedy Road EA study and will assess potential areas of concern in accordance with the York Region's Traffic Noise Mitigation Policy. |
| Transit / HOV Lanes | Concern that adding extra HOV lanes will not solve the problem. Traffic should be encouraged to use local streets. | The additional lane is proposed for Transit/HOV to increase the efficiency of the transit system as part of the Frequent Transit Network, which is to provide transit service up to every 15 minutes. |
| | Suggestions for strategic queue jump lanes for buses. | Queue jump lanes for buses in place of Transit/HOV lanes would not provide connectivity in the Transit/HOV network. |
| | Suggestion to secure transit enhancement first: improve transit service before making more space for transit. | Comment noted. |

| Topic | Comments and Questions | Responses |
|--|---|--|
| Kennedy Road between YMCA Boulevard and Highway 7 | This segment should be expanded to 8 lanes. | Comment noted. |
| | Pedestrians should be prioritized for this segment. | Comment noted. |
| | Propose to change landscaped median to emergency vehicle access and additional lane during the peak hours (i.e. Southbound for AM peak and Northbound for PM peak). | Comment noted. |
| Cemeteries | Preference to keep sidewalk and cycle track on both sides. | Comment noted. |
| | Suggestion to have wider path on either side with lower speed limit for vehicles. | Comment noted. |
| | Inquiry on whether the cemetery can be relocated further back from the right-of-way. | The intent is to minimize impacts to cemetery lands, however the feasibility to relocate existing plots is to be reviewed and confirmed. |
| | Inquiry on whether it is possible to keep unilateral cycle track and sidewalk at cemetery locations | Comment noted and will be considered if feasible. |
| Evaluation Criteria | There should be an emphasis on pedestrians. | Comment noted. |
| | Cost efficiency should be a priority. | Comment noted. |
| Developments along Kennedy Road | The school on the north-west quadrant of Kennedy Road at 16 th Avenue is undergoing expansion. | The project team and York Region staff will coordinate with the property owners at this location to ensure that the proposed expansion is compliant with the City's development approvals process. |
| Construction Phasing | Concern that 2023 is too late to start widening. | Comment noted. |
| | Concern that segments with most congestion are not the highest priority. | Comment noted. |

| Topic | Comments and Questions | Responses |
|--------------------|---|----------------|
| Construction Costs | Concerns about costs related to construction. | Comment noted. |
| | Reduce cost by not widening and change people's behavior. | Comment noted. |

Comment sheets received at Angus Glen Community Centre are provided in **Appendix D**. The results of the dot-mocracy and roll plan comments have been reviewed and summarized and are provided in **Appendix E**.

Feedback Received through Online Survey

Five (5) members of the public provided comments through the online survey during the commenting period (February 21, 2018 to March 22, 2018). The most common comments received include:

- Concerns that road widening to six lanes is not the right solution
- Concerns that Transit/HOV lanes will not be used
- Concerns about grave relocations
- Concerns about noise

The key comments received online are summarized by topic in **Table 4** along with the project team's responses.

Table 4: Summary of Public Comments Received from Online Surveys

| Topic | Comments and Questions | Responses |
|--------------------|--|--|
| Traffic Operations | Traffic would improve if the population was advised on how to properly use the passing lane. Too many people with the bad driving habit of cruising too slow in the passing lane causing unsafe passing in the right lane. | Comment noted. |
| | General support for the TMP's preferred solution of six-lane cross section with Transit/HOV. | Comment noted. |
| | Request that "no right hand turns at red lights" be allowed at all busy intersections. This would decrease accidents in a big way. Along Highway 7 and other busy intersections. | Comment noted and will be discussed with Traffic and Safety group. |

| Topic | Comments and Questions | Responses |
|-----------------------------|---|---|
| 6 Lane Cross Section | Suggestion to only widen at key locations to allow buses bypass the standing traffic. York Region should consider extending the curb lane at key intersection to allow the bus to bypass medium traffic instead of widening all the way from Steeles Avenue to Major Mackenzie Drive. | Widening is recommended to service the Frequent Transit Network for transit vehicles and HOV, not for single occupancy vehicles. Queue jump lanes would not provide connectivity in the Transit/HOV network. |
| | Traffic volume north of 16th Avenue along Kennedy Road is not as heavy as south of 16 th Avenue, which does not need 6 lanes. The needs of residents are green space, cycling facilities, and intersection safety. | Comment noted. Improvements north of Highway 7 is currently beyond the Region's 2018 10-Year Road and Transit Capital Construction Program. |
| | The increased traffic from road widening may impose higher safety risks at the school crossing at Kennedy Road and the Bridle Trail. | Comment noted. |
| | Concern about the safety of pedestrians crossing 6-lane intersection due to its width. | Comment noted and will be carried forward for further consideration. |
| 407ETR Crossing | The transit lane should be on the west side of the road for northbound traffic from the rail bridge to YMCA Boulevard as most of the buses travelling northbound will turn left at YMCA Boulevard. This should be a dedicated bus lane. | Transit/HOV curb lanes are identified on either side of the road to service north-south transit and HOV movements. A one-side unidirectional dedicated transit lane will not provide connectivity in the Transit/HOV network and provide challenges with transitioning vehicles from one-side transit to curb side locations. Curb side transit stops need to be serviced north and south of the 407ETR in both directions. |

| Topic | Comments and Questions | Responses |
|---------------------------------------|--|--|
| Noise, Vibration, and Air Quality | Concerns about noise level impacting residents along Kennedy Road. | A noise impact assessment is being completed as part of the Kennedy Road EA study and will assess potential areas of concern in accordance with York Region's Traffic Noise Mitigation Policy. |
| Transit / HOV Lanes | Concern that Transit/HOV lanes will be inconvenient for residents to turn in/out of neighborhood streets. | Comment noted |
| | Concerns that transit/HOV lanes will be underutilized. | Comment noted. Transit service is identified as part of the Frequent Transit Network along Kennedy Road for transit service up to every 15 minutes. |
| YMCA Boulevard and Highway 7 | The project team should consider having a dedicated side-running bus lane for local buses, GO bus and VIVA, given the fact that there are more than 10 buses passing though this section of Kennedy Road each hour during rush hours. | This section of the corridor is also identified as part of the Region's Rapid Transit network. A dedicated rapidway in addition to Transit/HOV lanes are under study in this portion of the corridor. |
| Transit Operations along Kennedy Road | The project team should consider having a transit signal priority along every local, VIVA, and GO transit bus route. The bus should get absolute priority as soon as the pedestrian countdown signal is finished. | Comment noted. |
| | Increase public transport to twice as often, and when the increased population comes it will make public transit the preferred way to get to the GO train or to the subway that is coming. | Implementation of Transit/HOV lanes will support the Region's Frequent Transit Network to allow for increased transit service up to every 15 minutes. |
| Cemeteries | The project team should consider not to widen this section of the road to six lanes, but to design a pedestrian-friendly environment to encourage more active transportation such as having bike share facilities and extend the bike lanes to the nearby high school. | Opportunities to minimize impacts to cemetery lands are under consideration. Not providing additional lanes for Transit/HOV in this section will create a discontinuity in the network. The need to expand this section of Kennedy Road for Transit/HOV lanes has been identified in the YR-TMP. |

| Topic | Comments and Questions | Responses |
|-------|---|---|
| | In order to have the cycling paths and pedestrian walkways that the city is committed to, a 6 lane highway would be impossible without digging up graves. This is not acceptable. | Options that require relocation of plots are under consideration; however, there are also options that do not require relocation of plots. |
| Other | Propose using the funds to widen the mid-block roads to distribute traffic. | Proposed improvements are to widen Kennedy Road for Transit/HOV lanes to support the Frequent Transit Network on Regional Roads. Widening local roads for additional capacity will not independently address the needs along the Kennedy Road corridor. |

Survey responses are summarized in **Appendix F**.

Feedback Received through Social Media

No direct comments relating specifically to the Kennedy Road study were submitted through modes of social media (i.e., Twitter, Facebook) during the commenting period.

Appendix A

Open House Display Boards

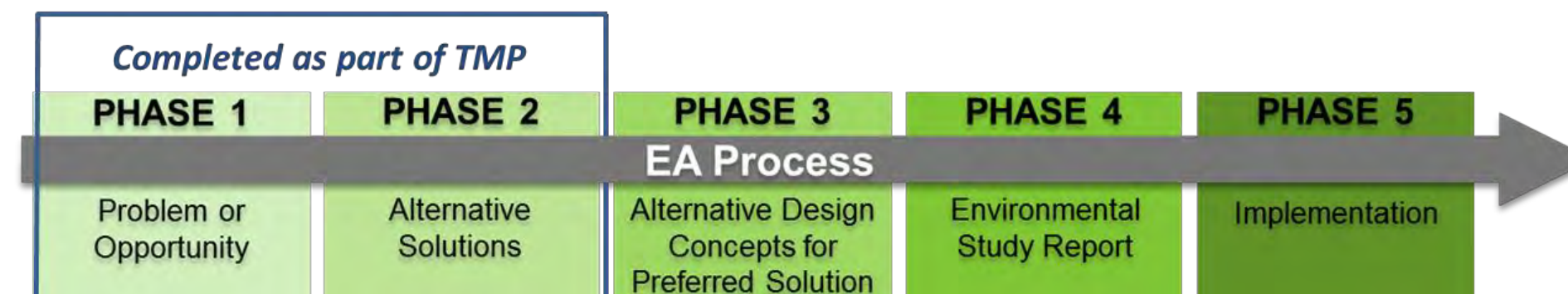
Open House #1 Framework

Station 1 - Background

Study Area and Objectives



Class Environmental Assessment Process and Planning Policy



The York Region of Tomorrow



What We've Heard So Far



Station 2 – Needs Assessment

Pedestrian Opportunities



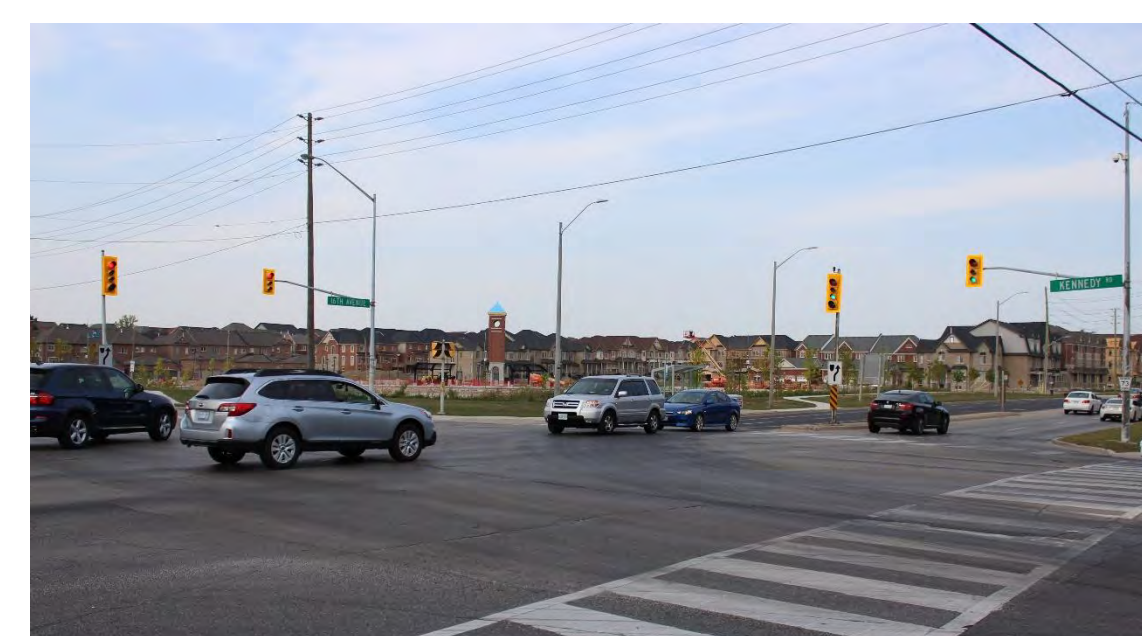
Cyclist Opportunities



Transit Opportunities



Vehicular Opportunities



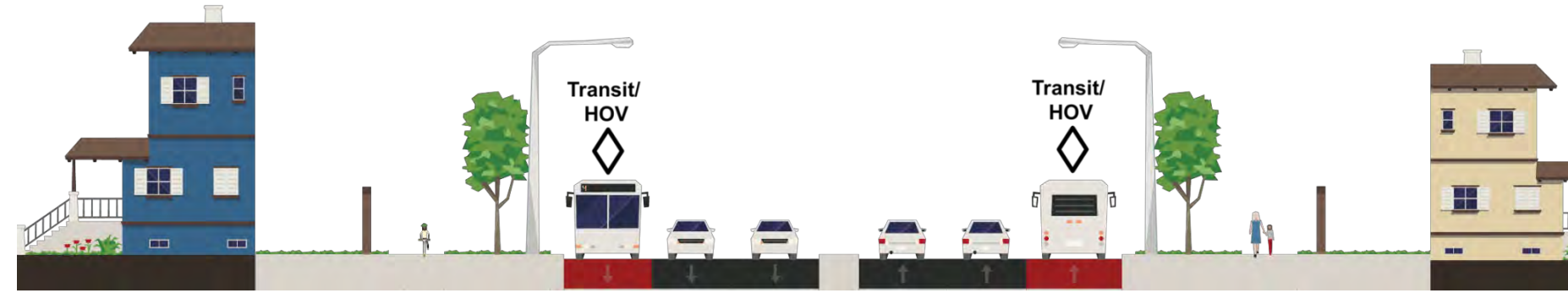
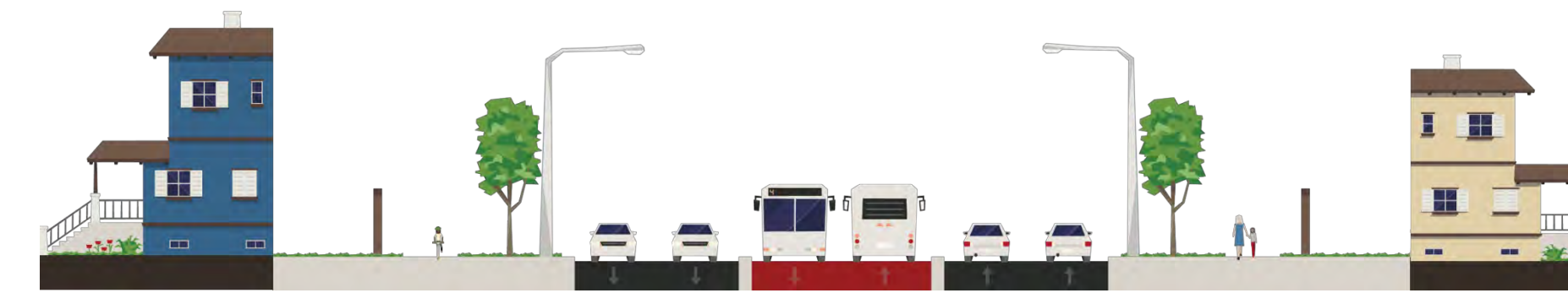
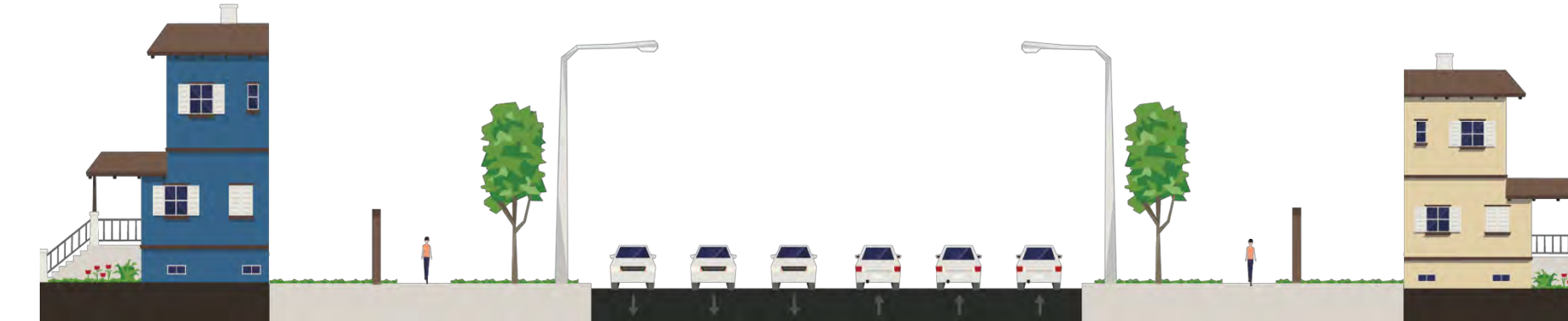
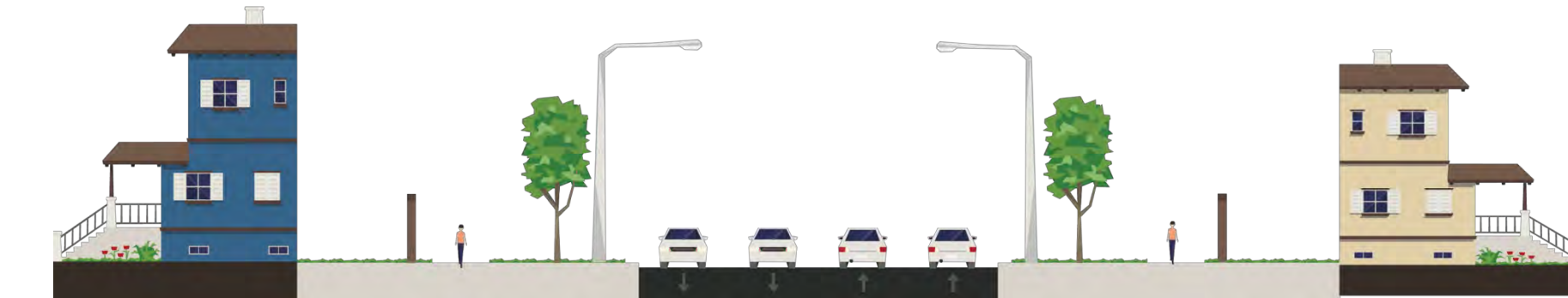
Key Features



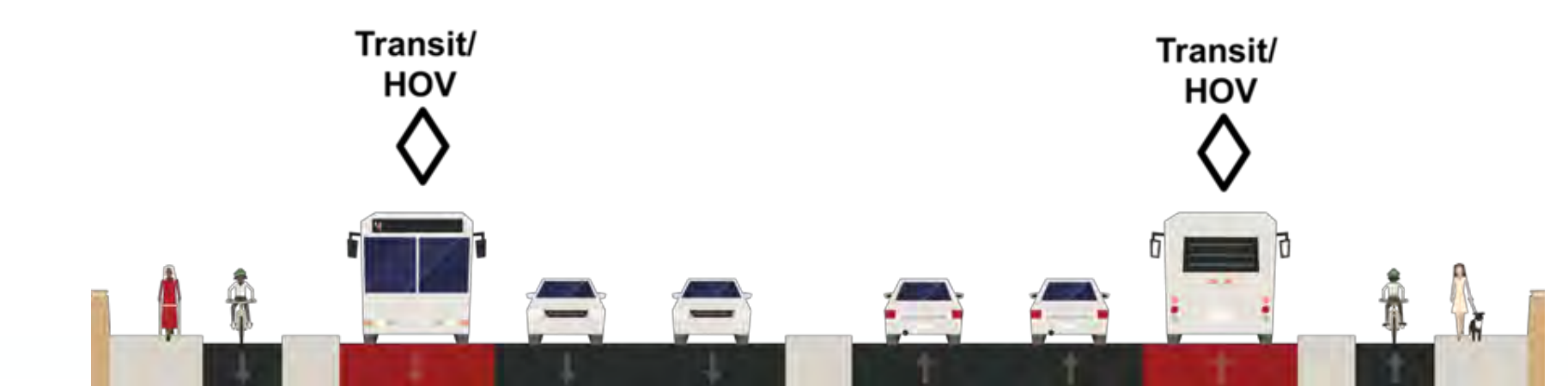
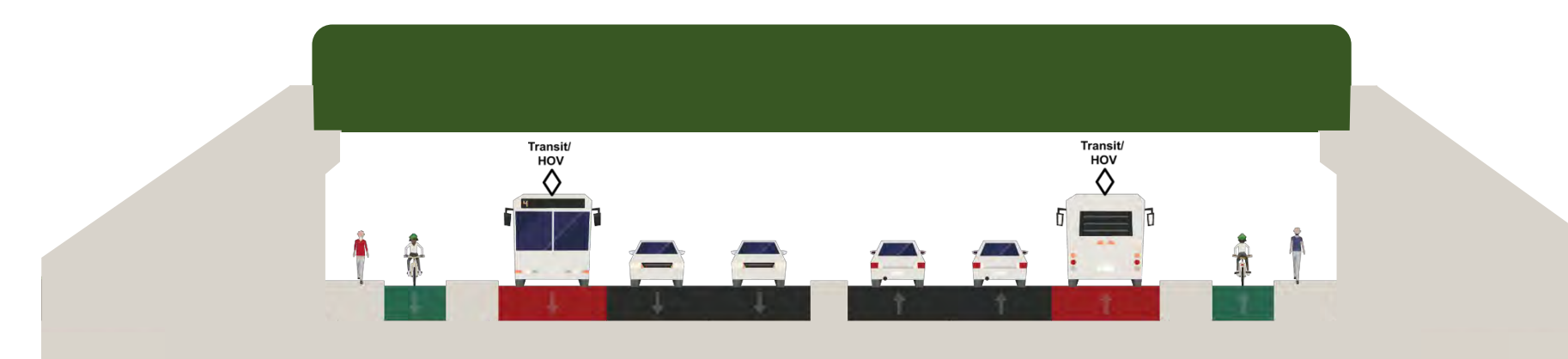
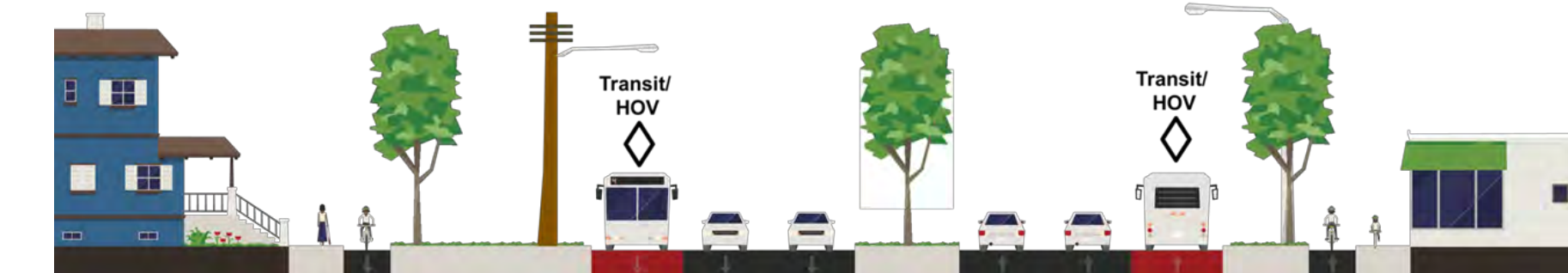
Station 3 – Alternative Solutions

Problem and Opportunity Statement

Alternative Solutions Considered



The Preferred Solution



Station 4 – Design Concepts

Design Components

Typical Sections

Roundabout Screening

Constrained Locations

Hagerman Cemeteries

Miller Avenue Extension

CN Rail Crossing

407ETR Interchange

VIVA Rapidway

Stouffville GO At-Grade Crossings

Rouge River Crossing

St. Philips and Bethesda Cemeteries

Study Area and Study Objective

Description of Project

York Region is undertaking a transportation Environmental Assessment (EA) study for improvements to **Kennedy Road from Steeles Avenue to Major Mackenzie Drive** in the City of Markham



Objectives

Accommodate current and future transportation needs for all modes



Pedestrians



Cyclists



Transit



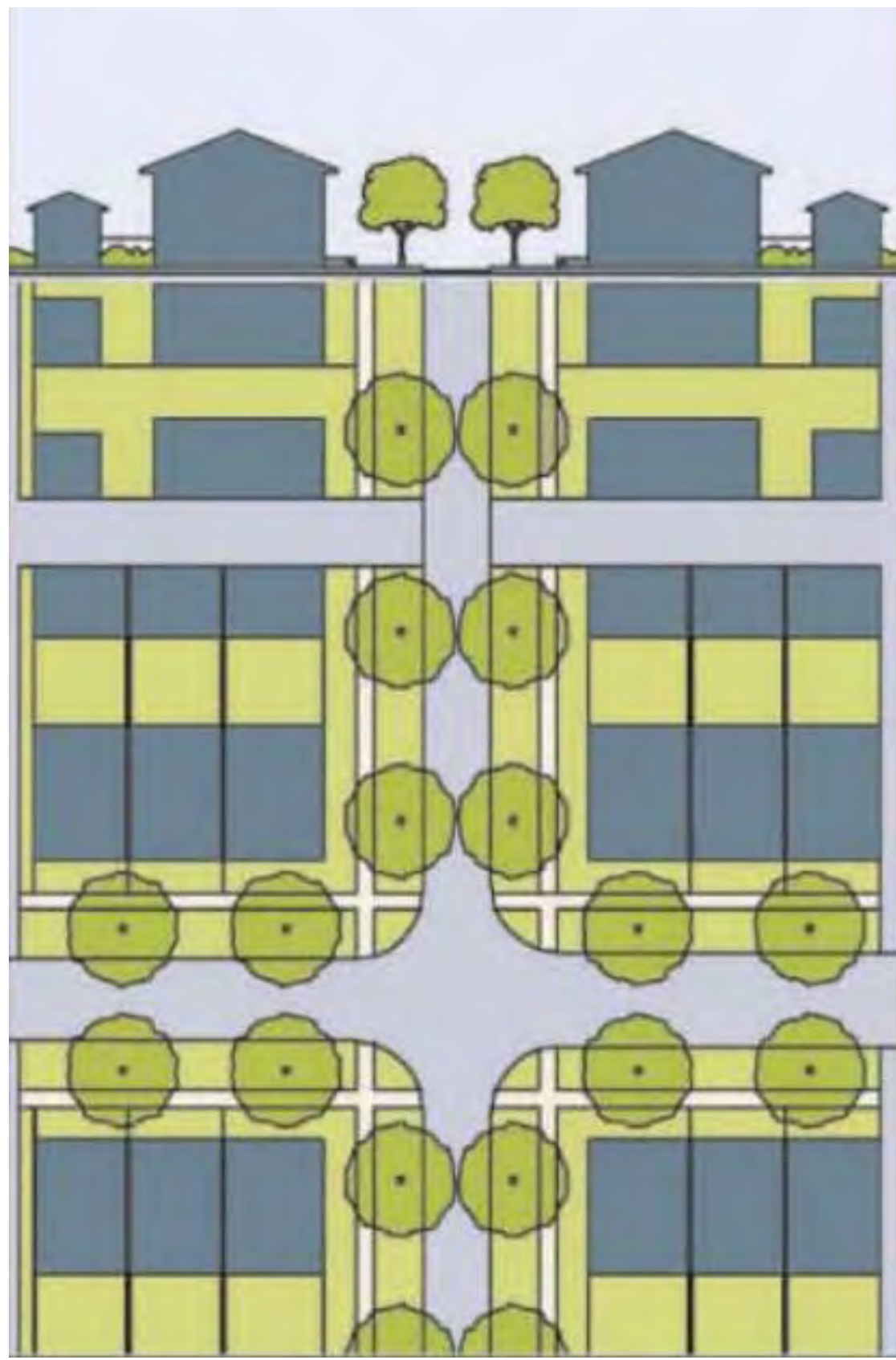
Motorists

Supplement the findings of the 2016 York Region Transportation Master Plan (YR-TMP)



- Development of a Regional Road Network that addresses future travel demand
- Identifies the need for capacity and network improvements along **Kennedy Road** to accommodate future travel demands
- Satisfies Phases 1 and 2 of the Class EA Process

Adhere to the Principles of York Region's Design Guidelines



- A context-sensitive approach that integrates planned land use and built form
- Identifies typical cross-sections for several types of Regional Roads
- Formulates a “complete streets” approach to accommodate all modes

Municipal Class EA Process and Planning Policy Context

Environmental Assessment (EA)

An EA is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act.

This EA is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended in 2007, 2011, and 2015)

York Region's 2016 Transportation Master Plan (YR-TMP)



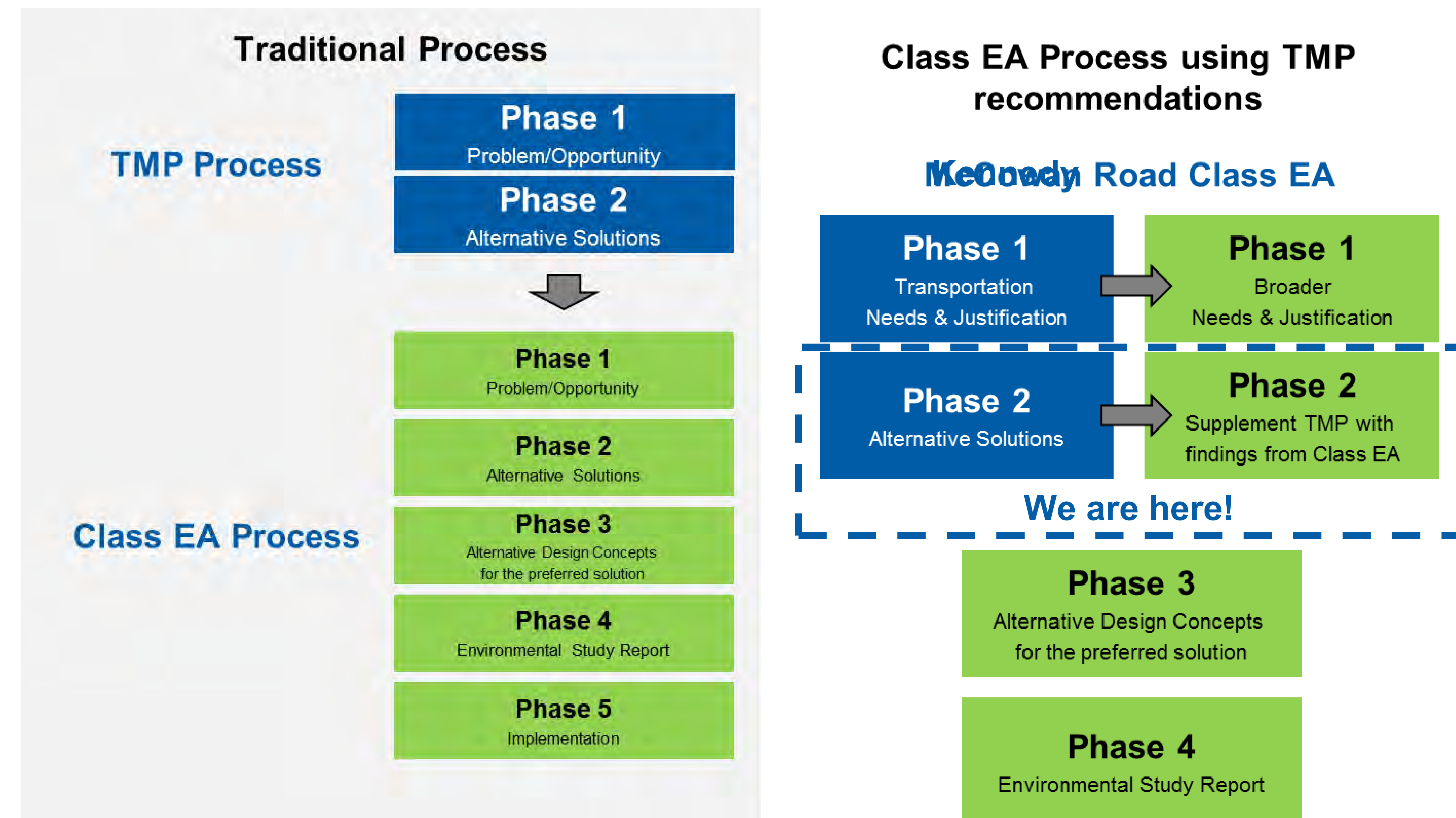
Established the **Problem and Opportunity Statement** along with the **Needs and Justification**



Developed and evaluated **Alternative Solutions** based on **TMP Objectives** and feedback from **Public Consultation Events (2014 – 2015)**



Selected a **Preferred Solution** for the Kennedy Road Corridor that was **endorsed and approved by Council**



Planning Policy and Context

The following key planning documents set the framework for the Kennedy Road EA:

Provincial



Regional



Municipal



The York Region of Tomorrow

Planned Growth

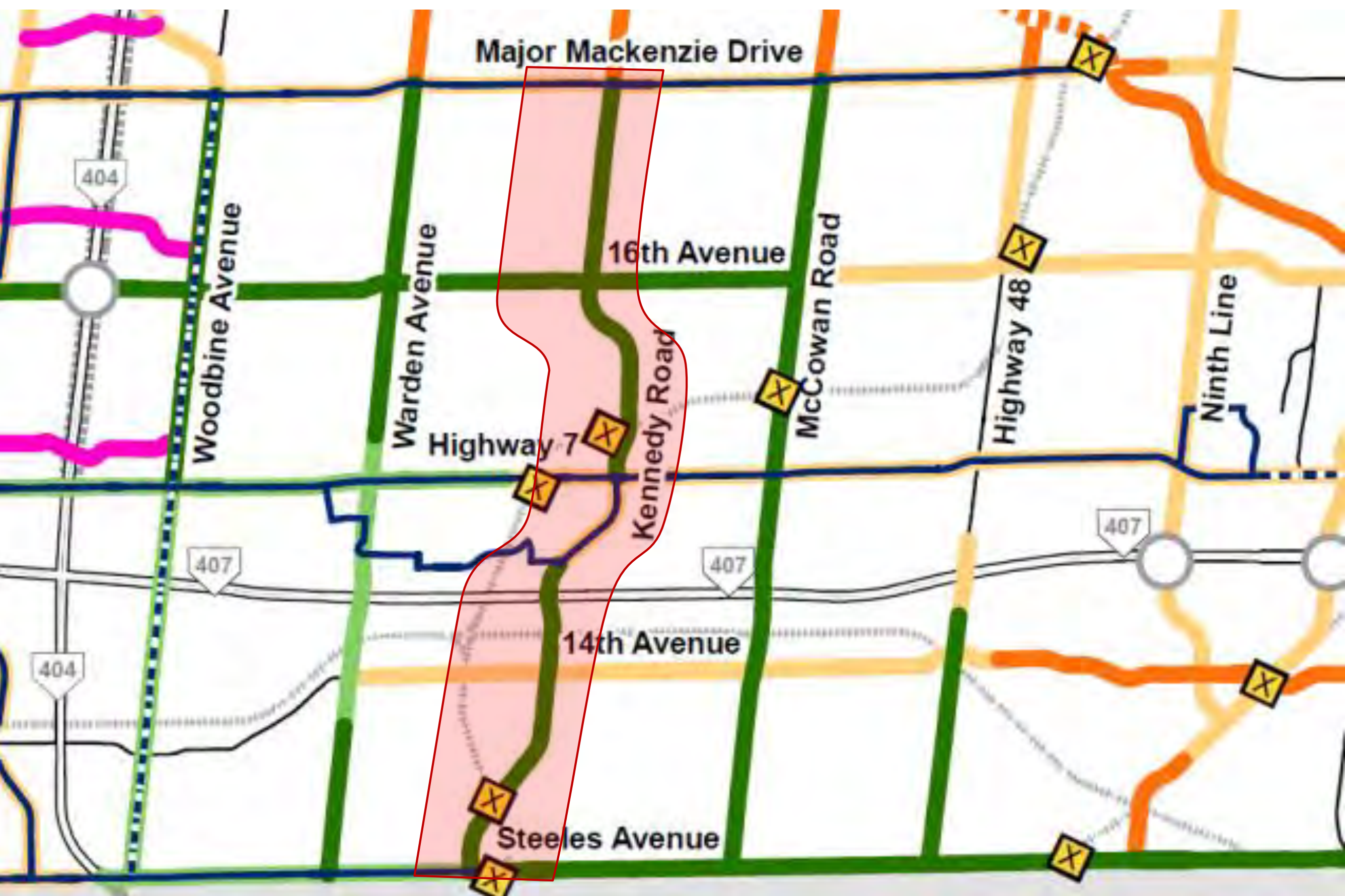
Since 1971, York Region’s population has increased nearly seven-fold. To support anticipated growth, York Region has identified the following three solutions.

50% Increase in population between 2015 and 2041

55% Increase in employment between 2015 and 2041



Development of a Road Network Fit for the Future (2041) – YR-TMP 2016 Map 8



- Legend**
- 6 Lane Networks**
 - Existing 6 Lane Road
 - New 6 Lane Road
 - Proposed 6 Lane Widening

4 Lane Networks
 - Existing 4 Lane Road
 - New 4 Lane Road
 - Proposed 4 Lane Widening

Other Improvements
 - Rapid Transit
 - Rapid Transit Subject to Further Study
 - New Midblock Crossing
 - Proposed Grade Separation (Road Classification Study to identify grade separations on collector roads)
 - Interchange Improvement
 - MTO Highway Phrasing

6 Lanes identified for Kennedy Road for Transit/HOV to maximize person-carrying capacity

Supporting the Frequent Transit Network (2041) – YR-TMP 2016 Map 7

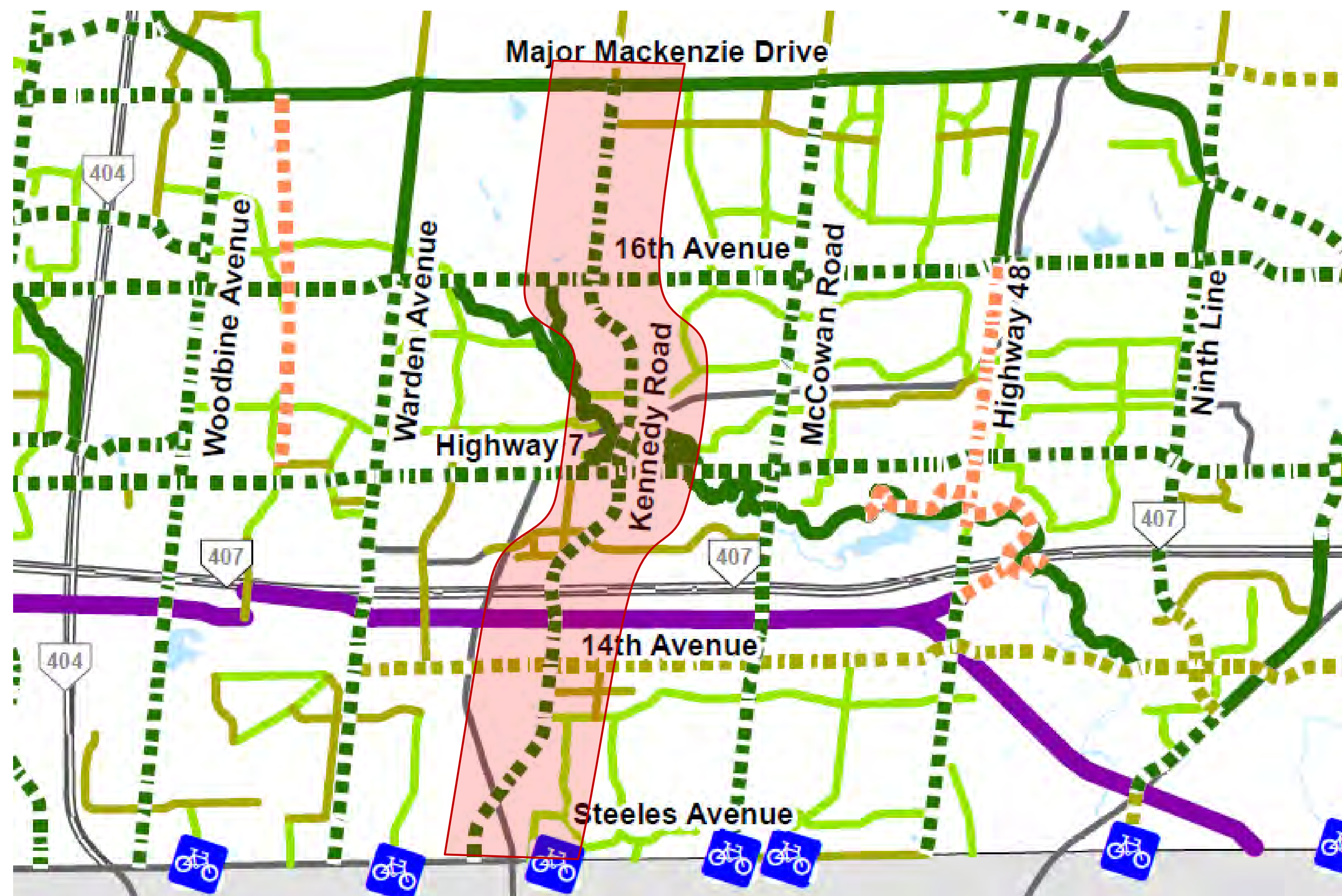


- Legend**
- Rapid Transit Corridor
 - Rapid Transit Subject to Further Study
 - Frequent Transit Network
 - Highway Bus Service (YRT/Viva, GO)
 - Transitway
 - GO Train, 15-min Two Way All Day Service
 - GO Train, Rush Hour Service

- Potential Commuter Lots
 - Existing Commuter Lots
 - Potential GO Station
 - Existing GO Station

15 Minute service between 6 AM and 10 PM during weekdays on Kennedy Road as part of the Frequent Transit Network

Growing the Cycling Network (2041) – YR-TMP 2016 Map 9



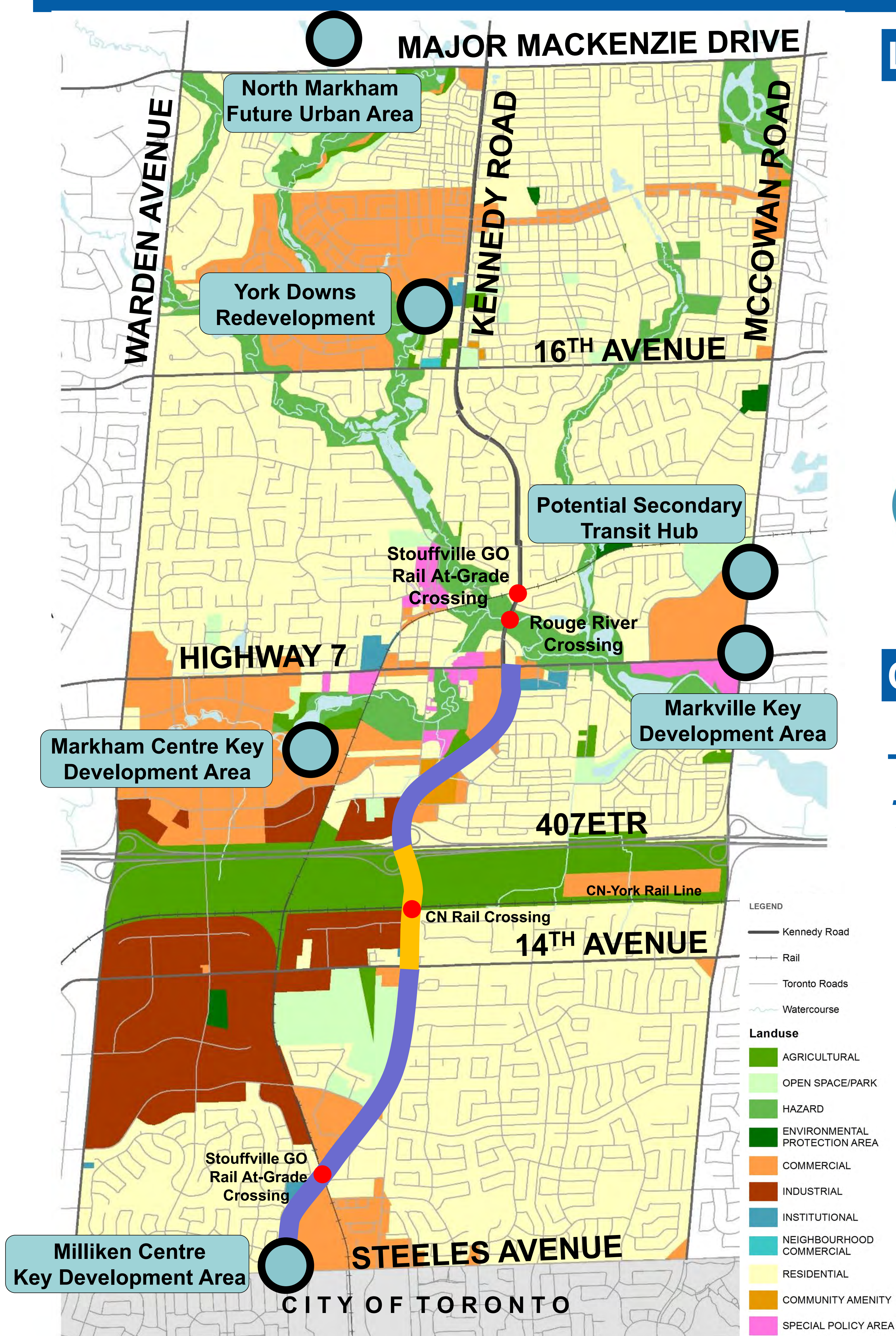
- Legend**
- Existing Cycling Network**
 - Shared Facility
 - Dedicated Facility
 - Separated Facility

Proposed Cycling Facilities
 - Local Cycling Route of Regional Significance
 - Dedicated Facility
 - Separated Facility
 - Conceptual Region-Wide Trail System
 - External Connection

GO Rail
 - Rapid Transit/GO Corridor

Separated Active Transportation facilities identified for cyclists on Kennedy Road

Land Use, Future Development, and Construction Phasing



Land Use

The proposed developments within the study area will substantially increase future traffic demand on Kennedy Road between Steeles Avenue and Major Mackenzie Drive.



Land use within the study area is predominantly residential



Lands between the Stouffville GO Rail Crossing and Highway 7 are commercial, designated as a key development area and potential Secondary Transit Hub



Hazard lands are designated as they are unsuitable for development (proximity to the Rouge River)



Raymerville Woodlot and Manhattan Woods are designated as Environmental Protection Areas

Construction Phasing

Timing of Improvements for Kennedy Road are documented in the *2018 10-Year Roads and Transit Capital Construction Program* and subjected to annual review


- **Phase 1: 14th Avenue to Highway 407 – Construction to commence 2023**
- **Phase 2: Steeles Avenue to 14th Avenue, and Highway 407 to Highway 7 – Construction to commence 2024**




What We've Heard So Far


Community Outreach


 Direct Mail Notices


 Newspaper Notices


 Open Houses

 Road Signs

 Technical Advisory Committee (TAC)

 Stakeholder Group (SHG)

 York Region Social Media (Facebook and Twitter)

 Project Website (www.york.ca/kennedyroad)

Stakeholders Identified

Ratepayers Associations

Residential Property Owners

Commercial Property Owners

General Public

Toronto and Region Conservation Authority (TRCA)

CN Rail

Ministry of Natural Resources and Forestry

Ministry of Transportation

407ETR

City of Toronto

City of Markham

Metrolinx

Community Centres

Places of Worship

Indigenous Communities

Top Concerns Regarding...



Walking



Pedestrian crossing distances



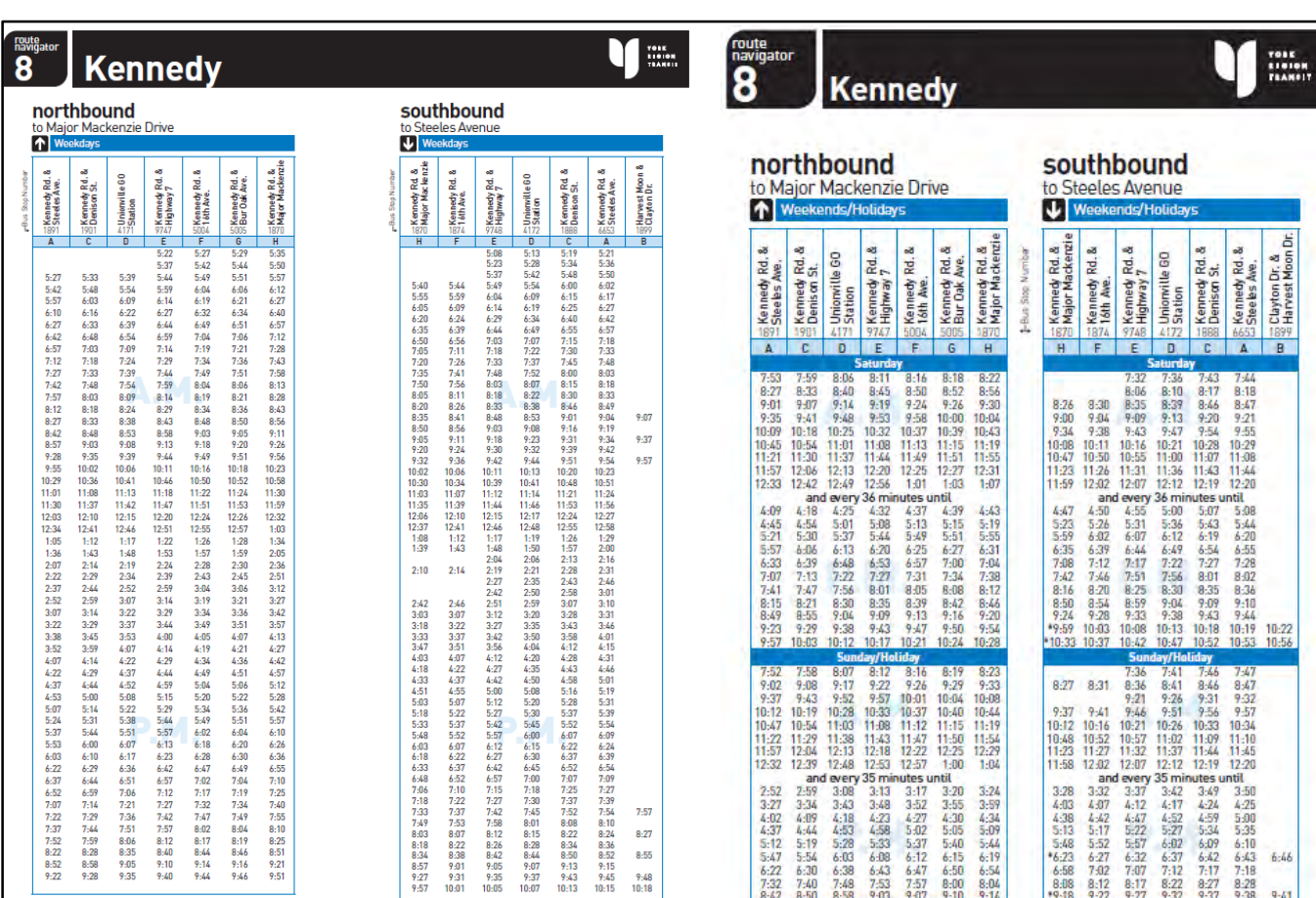
Pedestrian safety issues at the Stouffville GO Rail Crossings



Taking Transit



Frequency of service



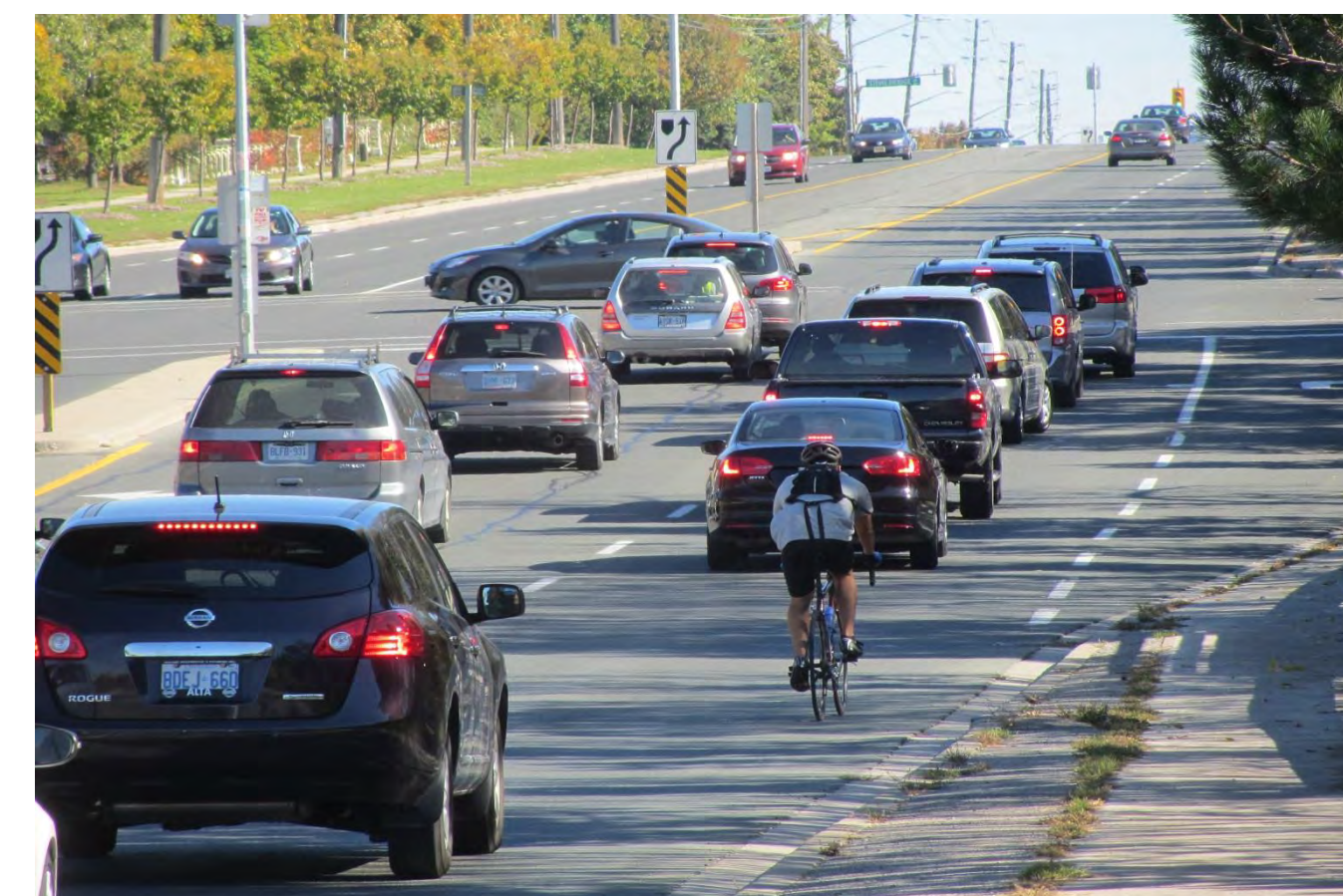
Fares and travel times



Cycling



Consistency of cycling facilities throughout the corridor



Separation of active transportation facilities and cyclist safety



Driving



Motorist safety at Major Intersections



Peak-Hour congestion along Kennedy Road and at Rail Crossings

Kennedy Road Today

Pedestrian Level of Service / Experience



Pedestrian Experience

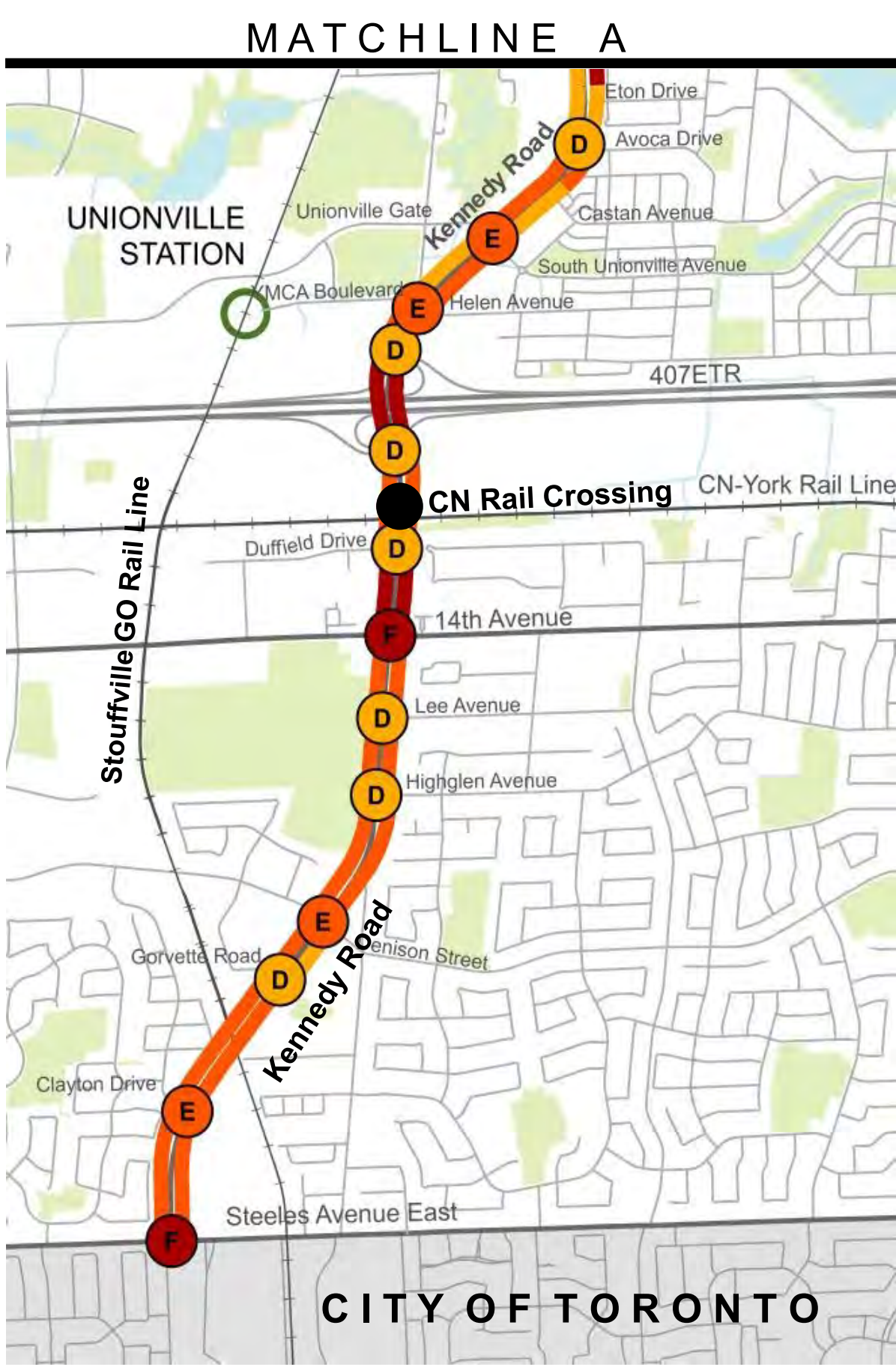
- Continuous sidewalks/Multi-Use Paths are provided on both side of the road
- Crosswalks are provided on all four legs of the intersection
- Shorter crossing at intersection
- Greater separation from high speed traffic
- Longer crossings with more conflict points with turning vehicles
- Less separation from high speed traffic
- Narrower sidewalks
- No separation from high speed traffic
- No crosswalks at intersections
- Long crossing distances without refuge

LOS

A B

C D

E F



C D Intersection Level of Service

Attractive pedestrian realm
Less attractive pedestrian realm
Least attractive pedestrian realm

Cyclist Level of Service / Experience



Cyclist Experience

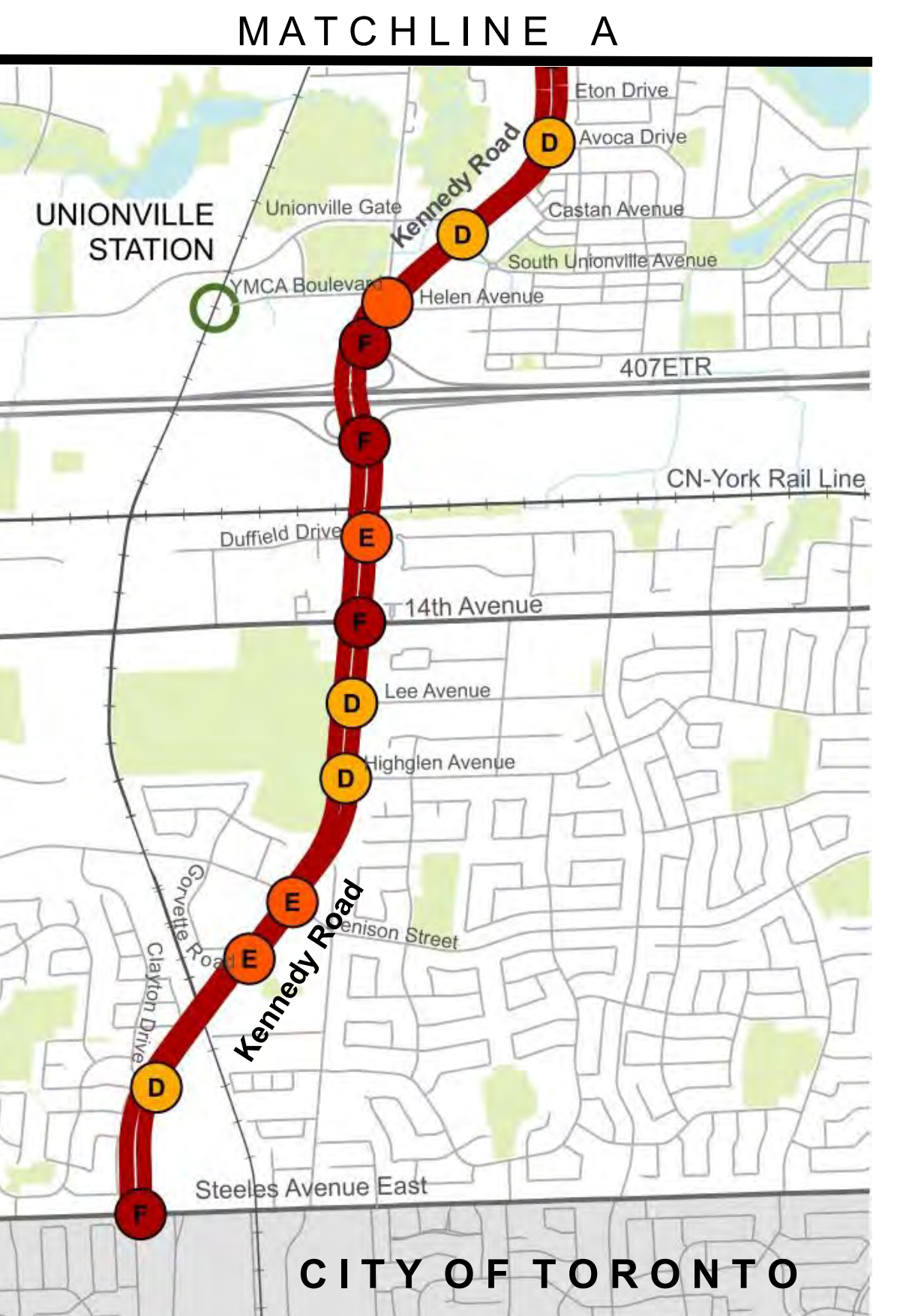
- Continuous cycling facilities are provided on both side of the road
- Greater separation from high speed traffic
- Cyclists are accommodated at intersection
- Less separation from high speed traffic
- Greater conflicts at intersections with turning vehicles
- No designated cycling facility on high volume , high speed roadways
- No accommodation at intersection

LOS

A B

C D

E F



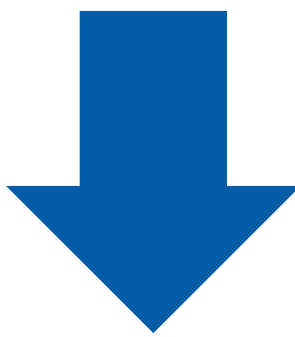
D E F Intersection Level of Service

Viable route for most cyclists levels and abilities
Deficiencies in facility may reduce appeal of route to majority of cyclists
Route not attractive to most cyclists

Opportunities for Active Transportation

8%

Of trips along Kennedy Road are 1km and shorter in length



73%

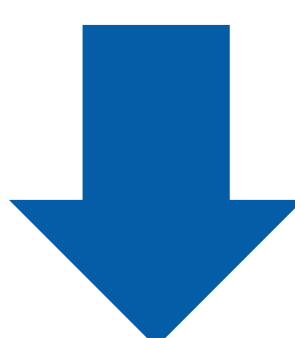
Of trips less than 1km in length are completed by car or passengers



There is a significant opportunity to encourage these trips to walk or cycle

44%

Of trips along Kennedy Road are 5km and shorter in length



86%

Of trips less than 5km in length are completed by car or passengers

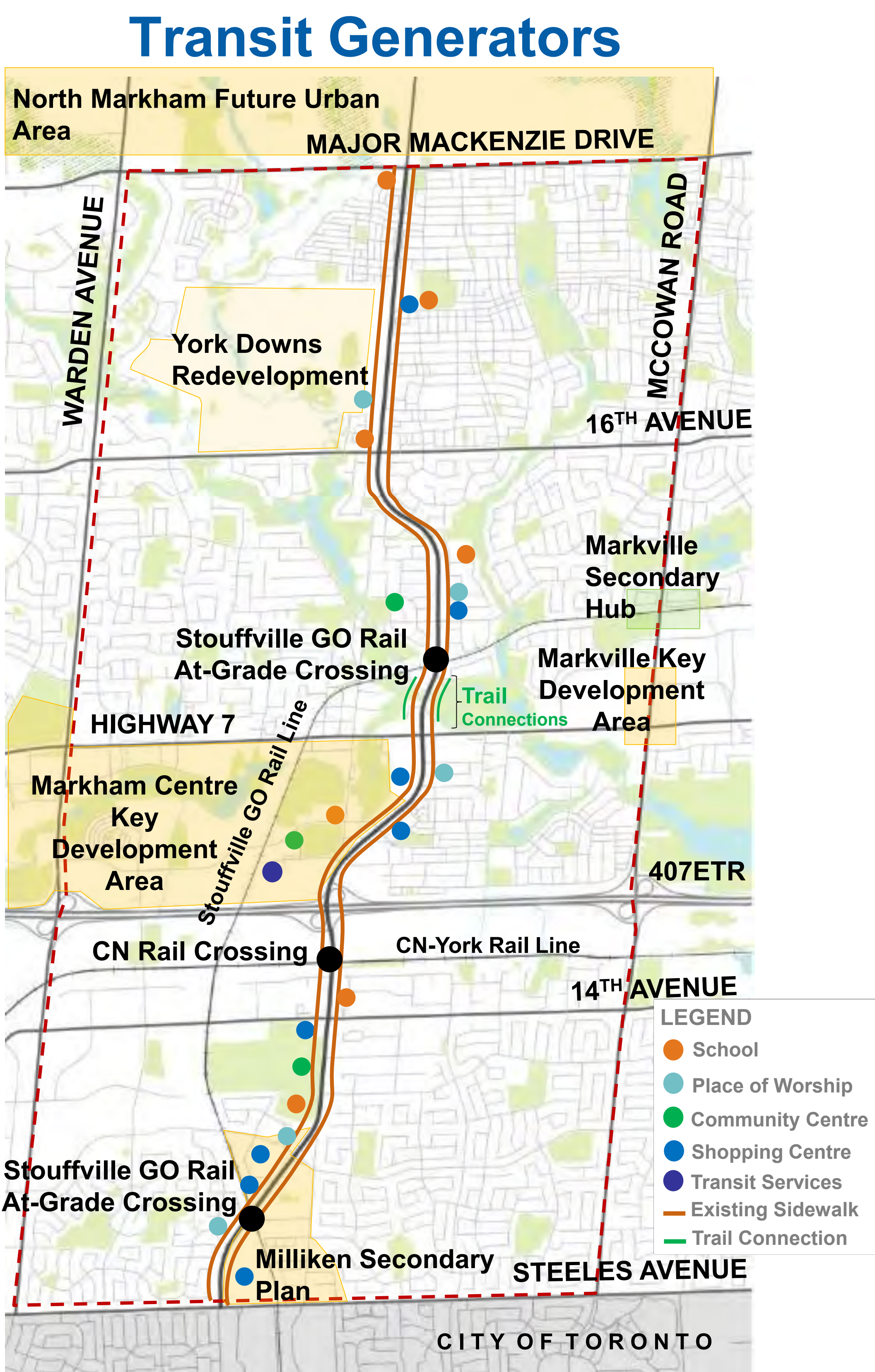


There is a significant opportunity to encourage these trips to cycle

Source: Mode sharing data was obtained from 2011 Transportation Tomorrow Survey (TTS)

Kennedy Road Today

Transit Ridership Demand



Major Transit Generators along Kennedy Road

- Pacific Mall / Market Village
- Milliken Mills High School
- Milliken Mills Community Centre
- Commercial Plazas near Kennedy Road at Highway 7
- Unionville GO Station
- Markham Centre

 Based on existing ridership and the number of major transit generators along Kennedy Road, there is an opportunity to improve transit

Traffic Safety (2011 – 2015)

Top four collision prone intersections in the study area:

1

Kennedy Road & Highway 7

2

Kennedy Road & YMCA Boulevard / Helen Avenue

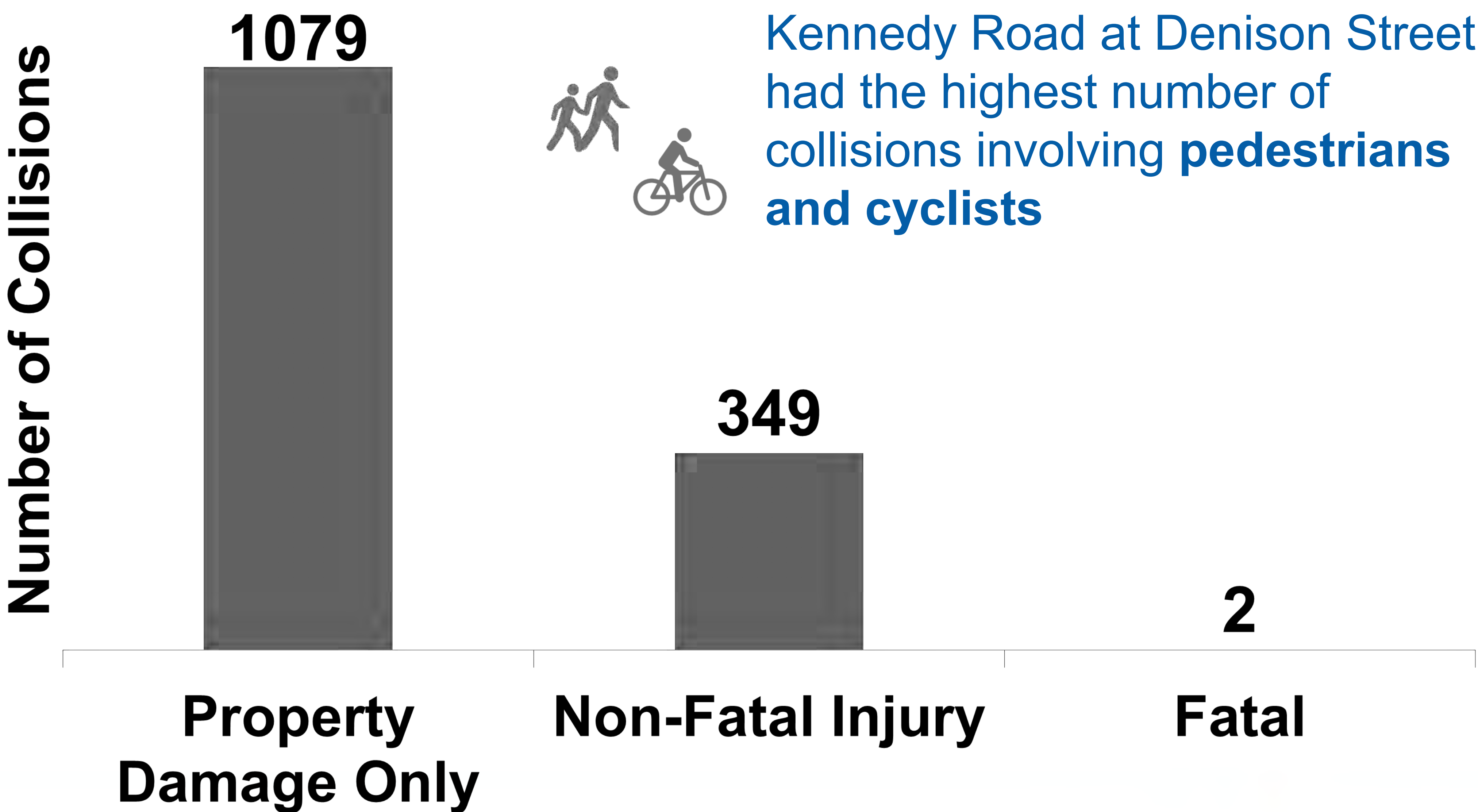
3

Kennedy Road & Lee Avenue

4

Kennedy Road & 407 ETR Off-ramp Terminal

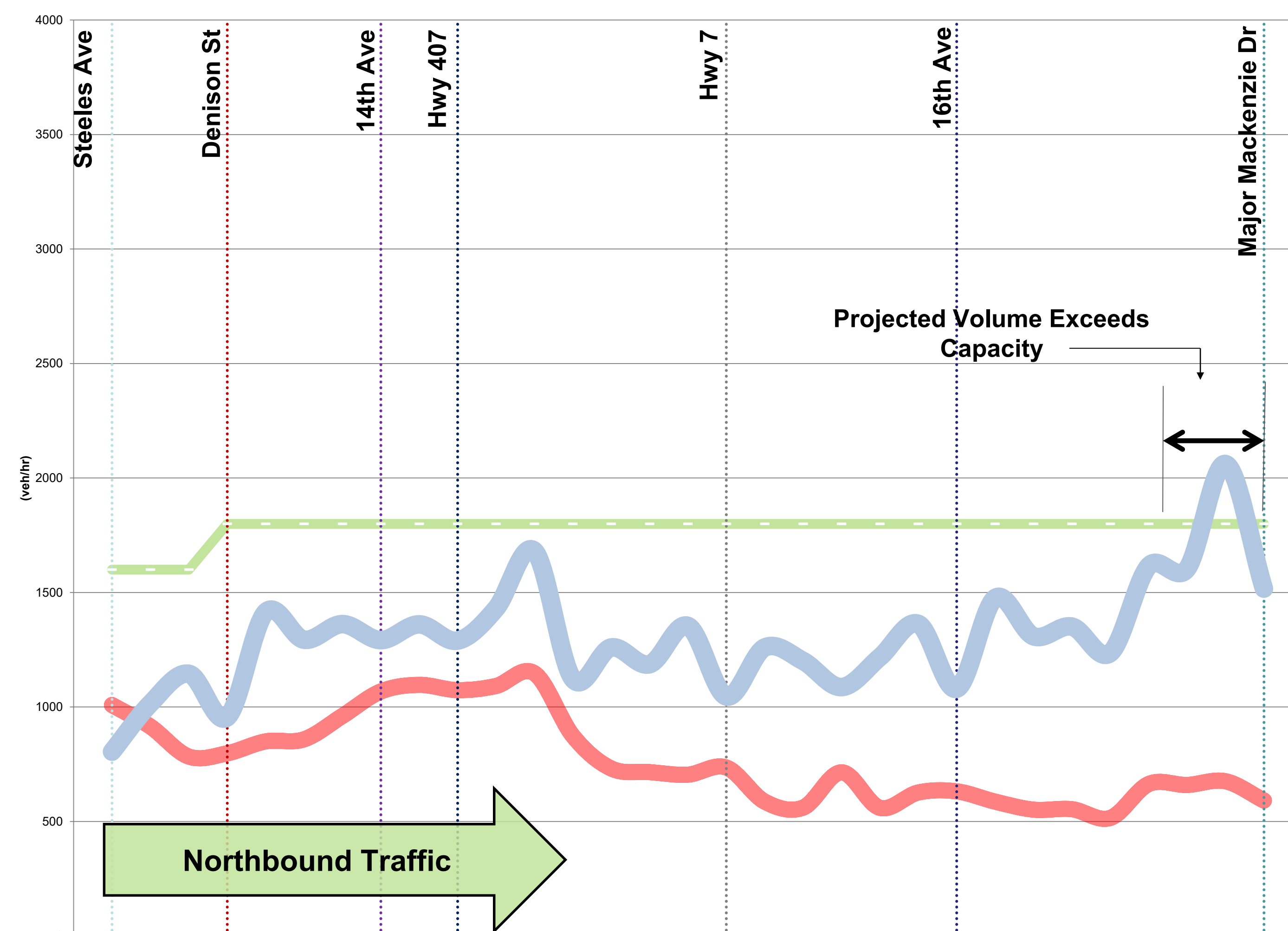
The most common impact type was rear-end collision



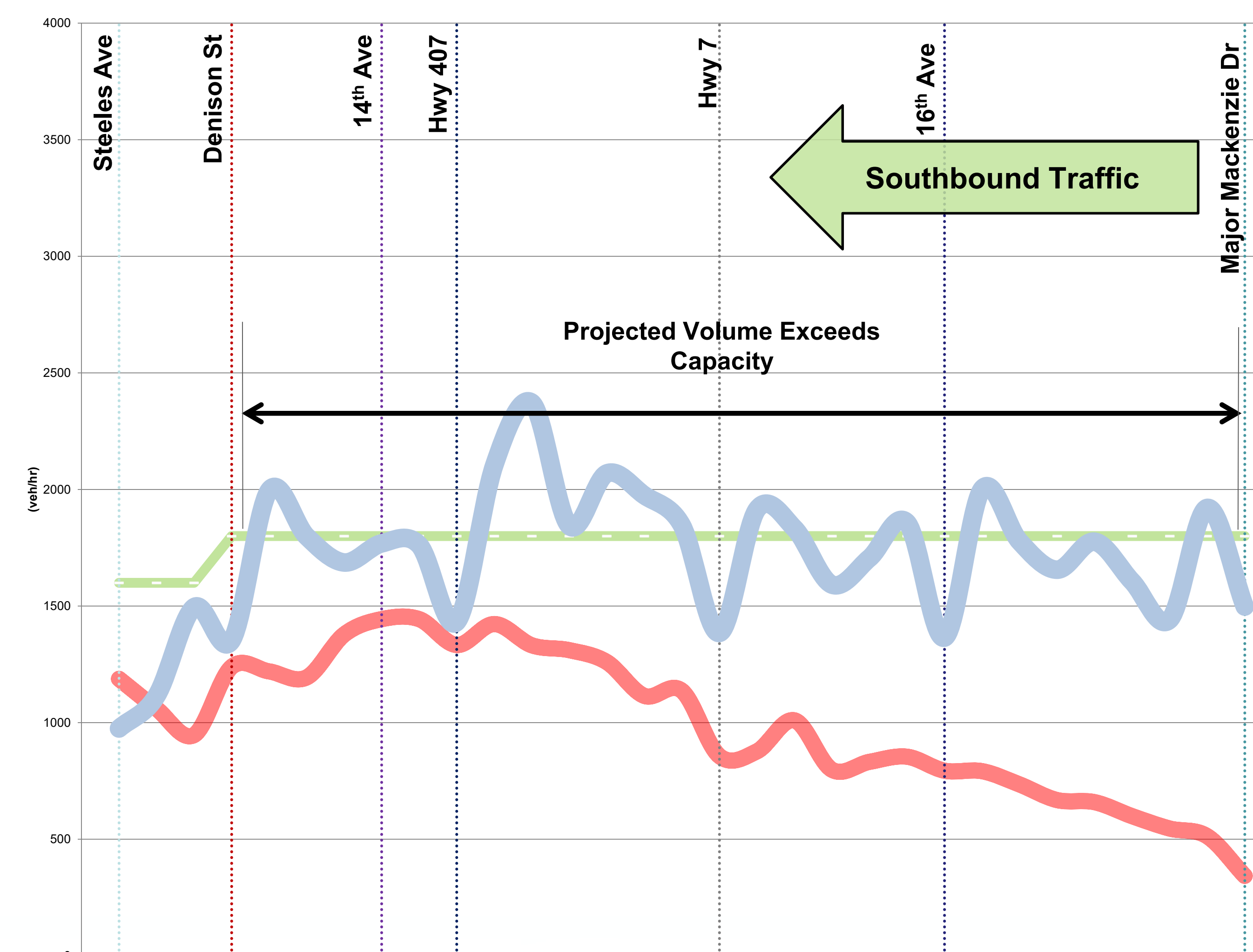
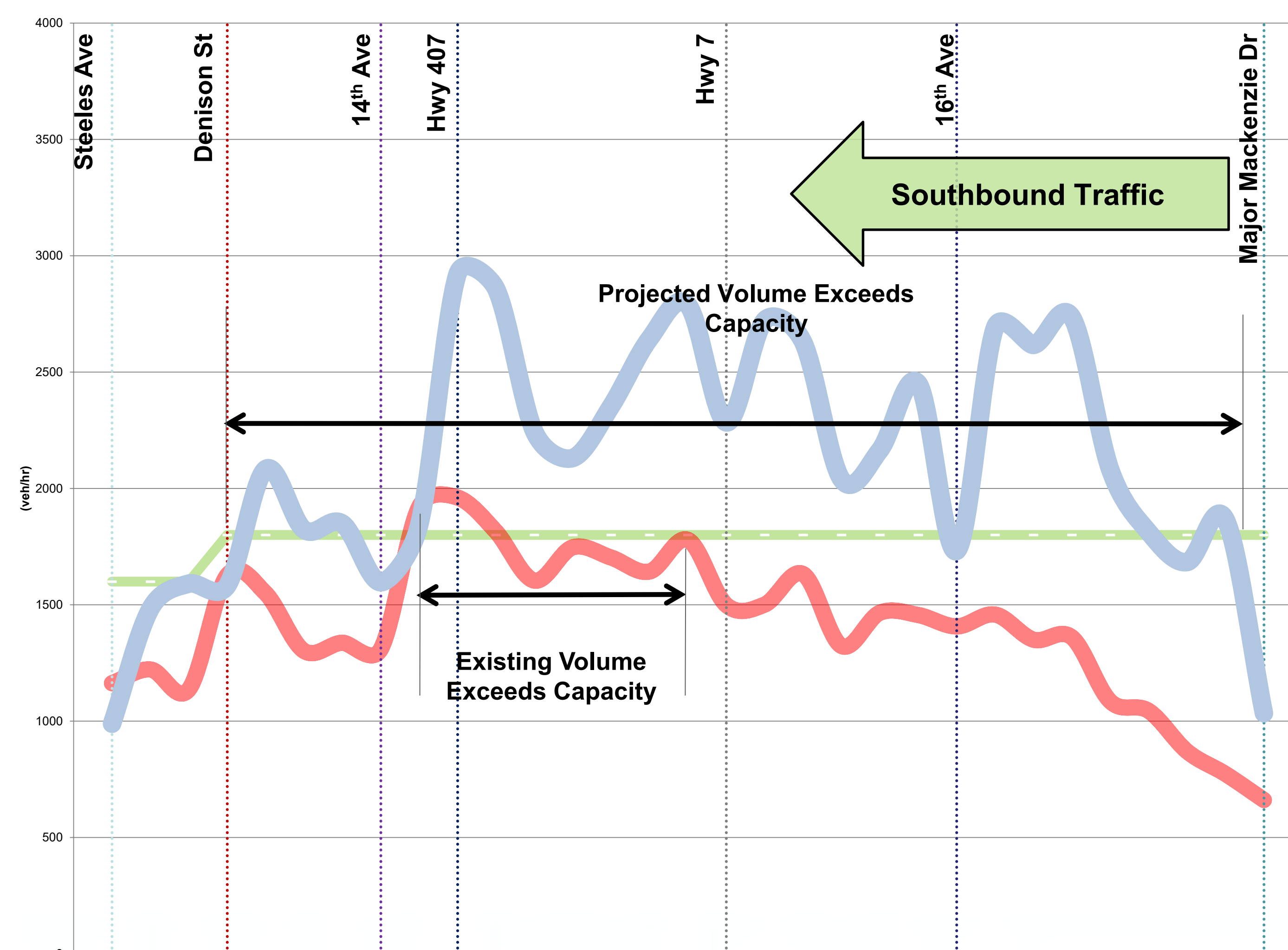
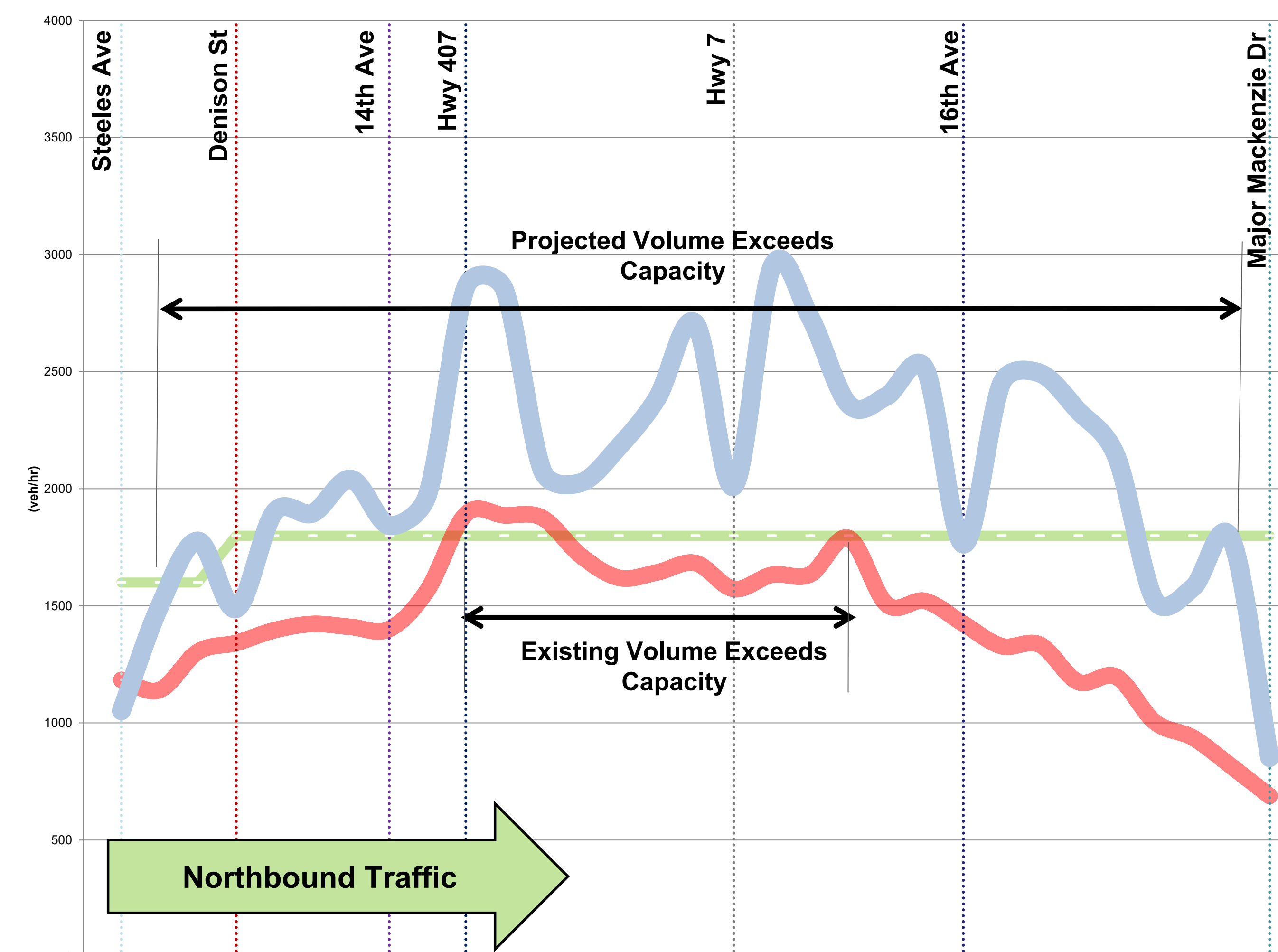
Kennedy Road –Traffic Operations

Existing and Future 2041 Traffic Volumes

AM Peak Hour Volume on Kennedy Road



PM Peak Hour Volume on Kennedy Road



Existing Traffic Volume and Capacity Issues

- Existing traffic volumes exceed capacity in the southbound direction between **north of 14th Avenue** and **south of Highway 7** in the AM Peak Hour
- Existing traffic volume exceed capacity in the northbound direction **south of 407ETR** and **north of Highway 7** in the PM Peak Hour

Future Traffic Volume and Capacity Issues

- Future traffic volumes exceed existing capacity in the AM Peak Hour generally:
 - Between **Denison Street** and **Major Mackenzie Drive**, in the southbound direction
- Future traffic volumes exceed existing capacity in the PM Peak Hour generally between:
 - Steeles Avenue** and **Major Mackenzie Drive**, in the northbound direction
 - Denison Street** and **Major Mackenzie Drive**, in the southbound direction



Physical and Environmental Features to Consider Steeles Avenue to 407ETR

