

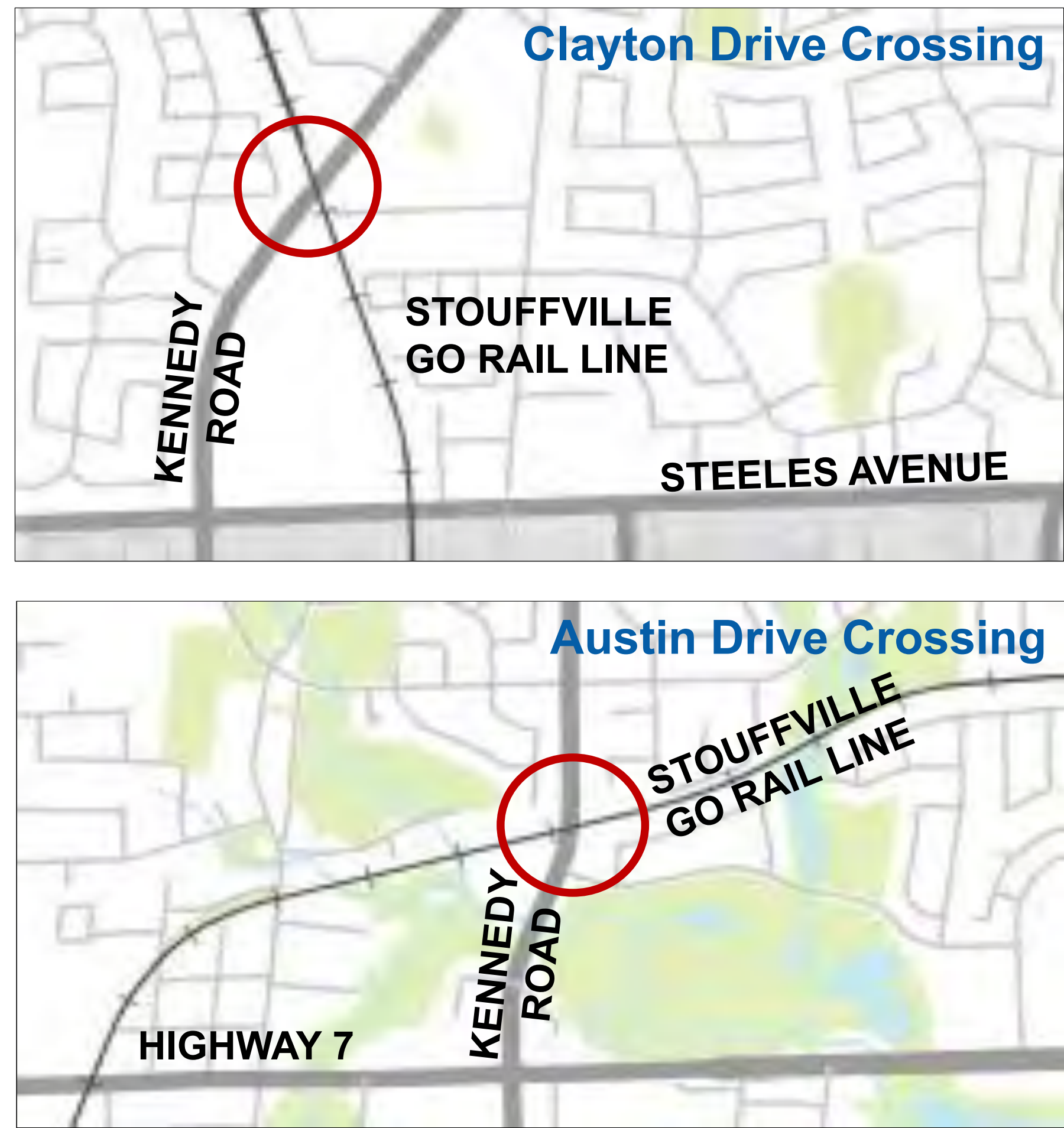
Areas of ROW Constraint and Opportunity

Locations along the Study Corridor



Stouffville GO Rail Crossings

North of Clayton Drive / North of Austin Drive



Existing Issues

- Currently, both Stouffville GO Rail Crossings do not support cycling facilities
- Safety concerns for pedestrians and less attractive pedestrian environment
- Delays to vehicles as they are required to stop for trains to cross – safety concerns for motorists due to conflicts with crossing trains

Regional Express Rail – Stouffville GO Corridor



All-day, two-way rail services between Union Station and Unionville Station in the medium to long term

Implications for the Kennedy Road EA

- Analysis on future conditions indicate increasing transportation demand for all modes
- Increased train frequency due to Regional Express Rail service
- Opportunities to review a grade separation (overpass or underpass)**

The following design alternatives were identified for both Stouffville GO Rail Crossings:

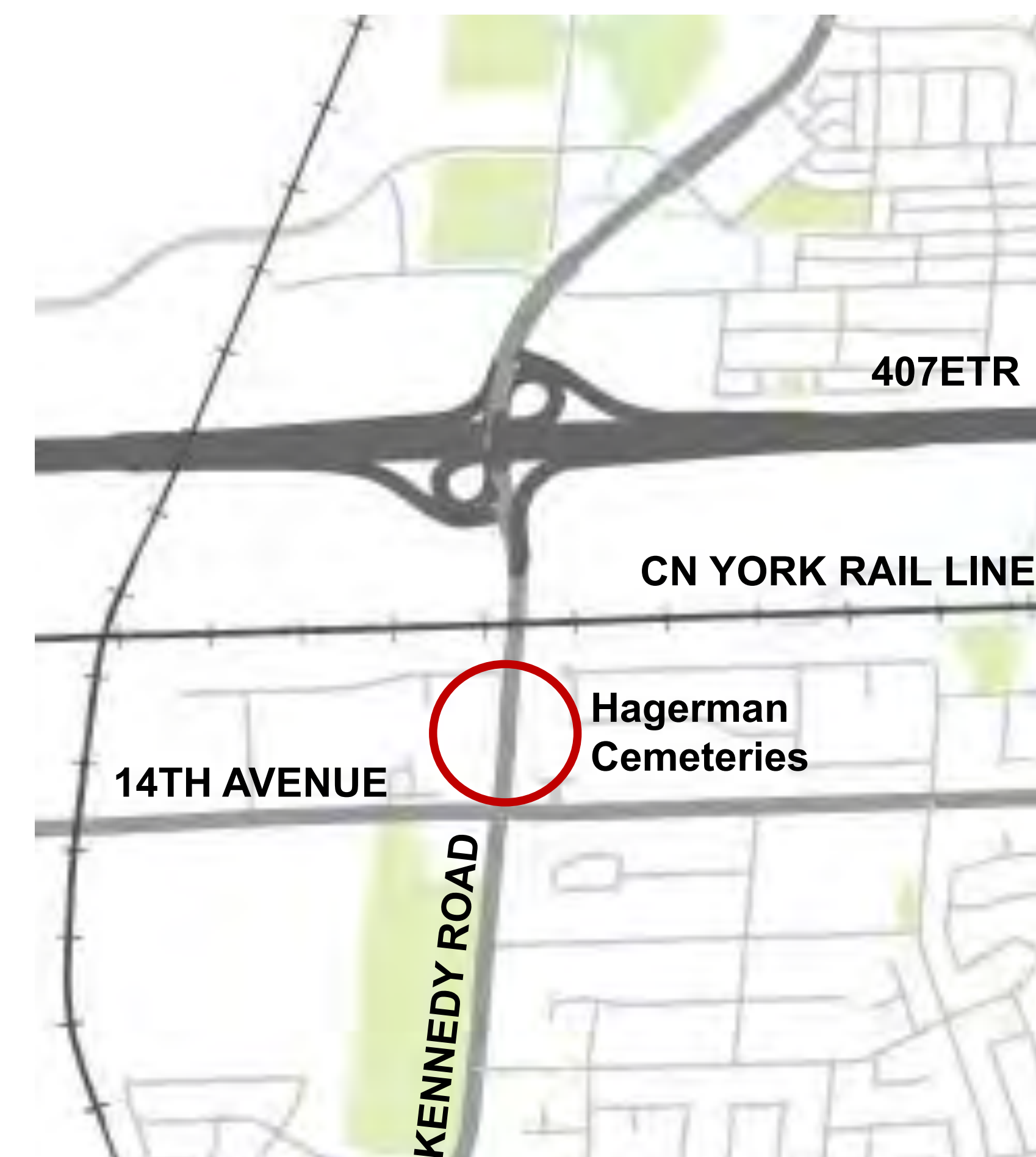
Place a dot beside your preferred image(s)

<p>Alternative 1 (Interim Solution): At-Grade Crossing with Cycle Track and Sidewalk</p>		
<p>Alternative 2: Underpass with Multi-Use Path on Both Sides</p> <p><small>*For illustrative purposes only</small></p>		
<p>Alternative 3: Overpass with Cycle Track and Sidewalk</p> <p><small>*For illustrative purposes only</small></p>		

*Cycle Track and Sidewalk shown as Active Transportation Facility is preliminary and subject to change with option of Multi-Use Path based on the evaluation of the overall corridor

Hagerman Cemeteries

North of 14th Avenue



Existing Issues



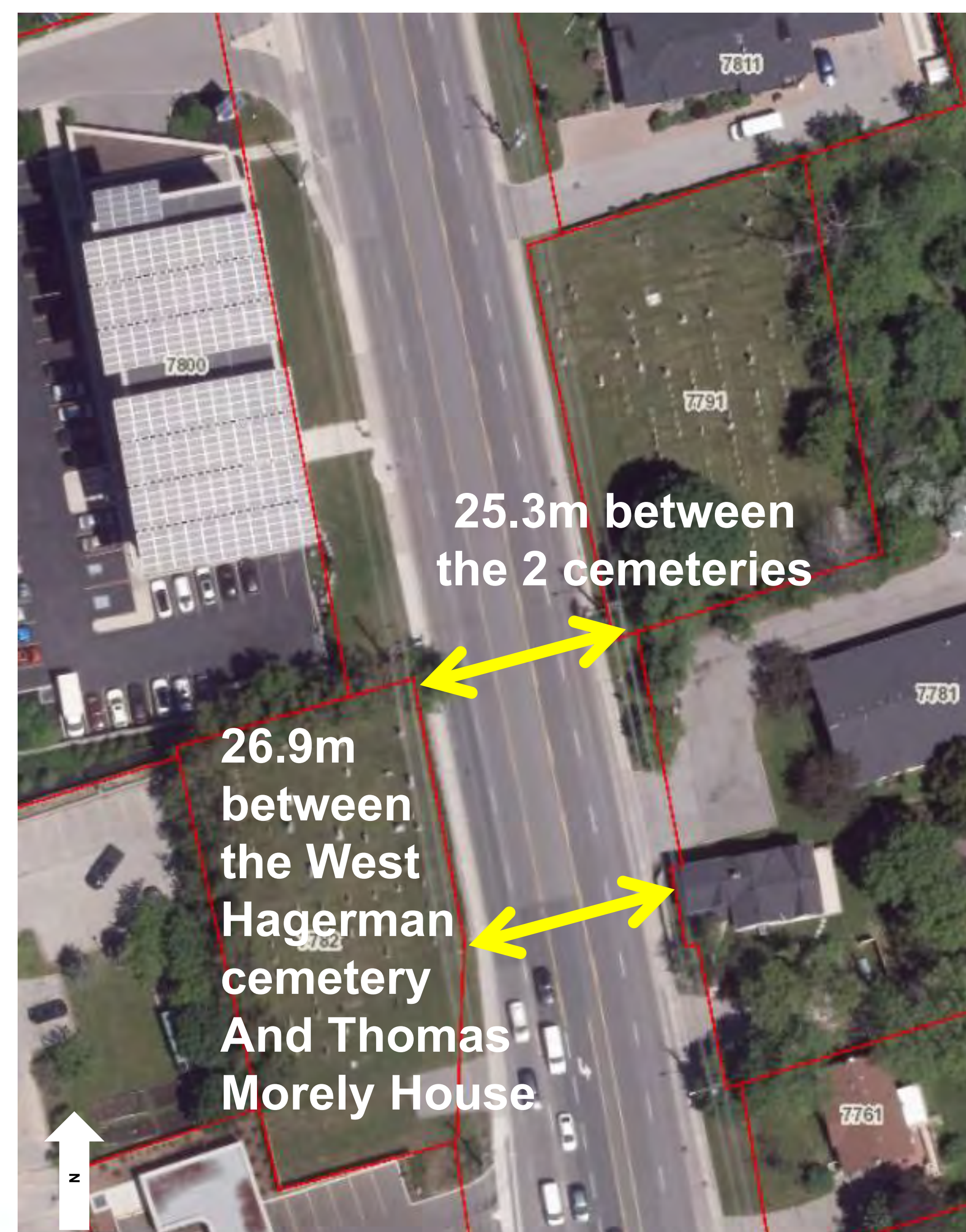
Currently, the Hagerman Cemeteries segment of the road does not support cycling facilities



Pedestrian safety issues and less attractive pedestrian environment as there is minimal separation between pedestrian facilities and vehicular traffic



Heritage considerations at this segment due to the proximity of Hagerman Cemeteries and Thomas Morely House

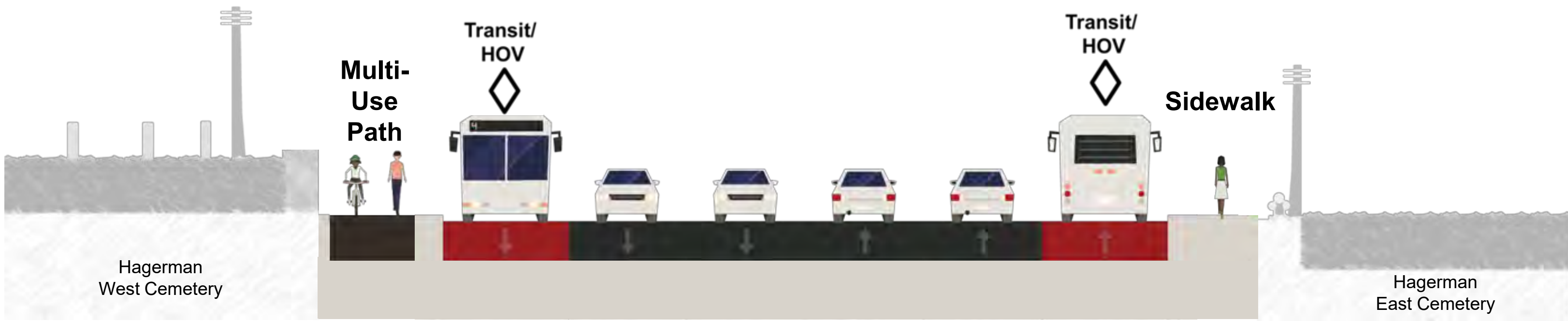

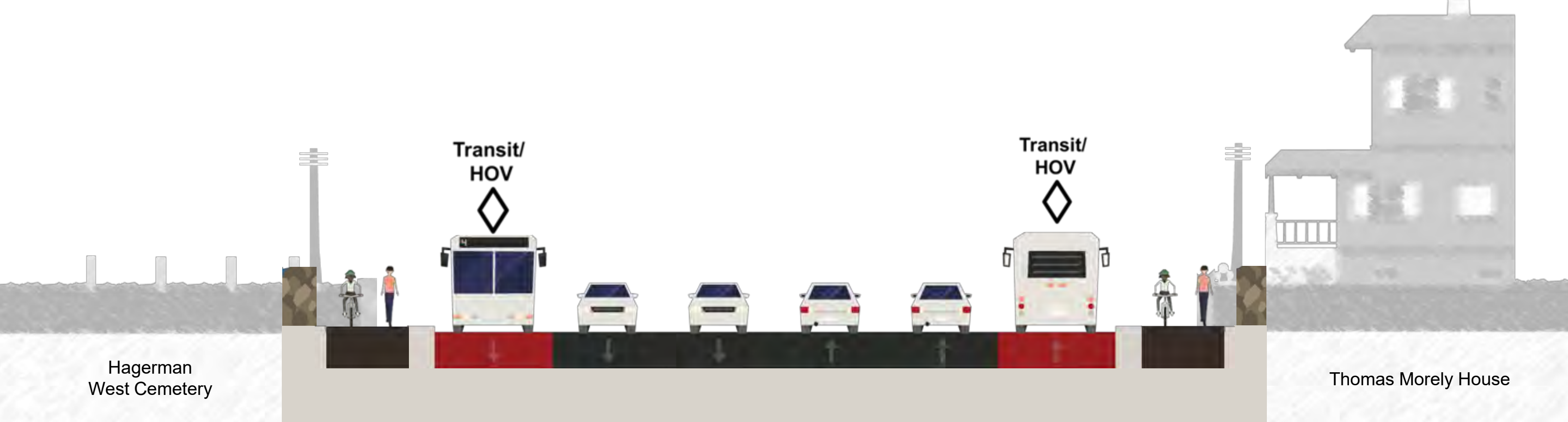


Hagerman Cemeteries

North of 14th Avenue

The following design alternatives were identified for the Hagerman Cemeteries Segment:

Place a dot beside your preferred image(s)

<div>Alternative 1: Multi-Use Path on one side and Sidewalk on the other side (Reduced Lane Width)</div> <div>(Suggested at narrowest segment to avoid impacts to the existing graves)</div>	<div>Between Hagerman Cemeteries</div> 	
<div>Alternative 2: Multi-Use Paths on Both Sides, Shift alignment west of Hagerman East, Shift alignment east at Hagerman West</div> 	<div>Between Hagerman West and Thomas Morely House</div> 	

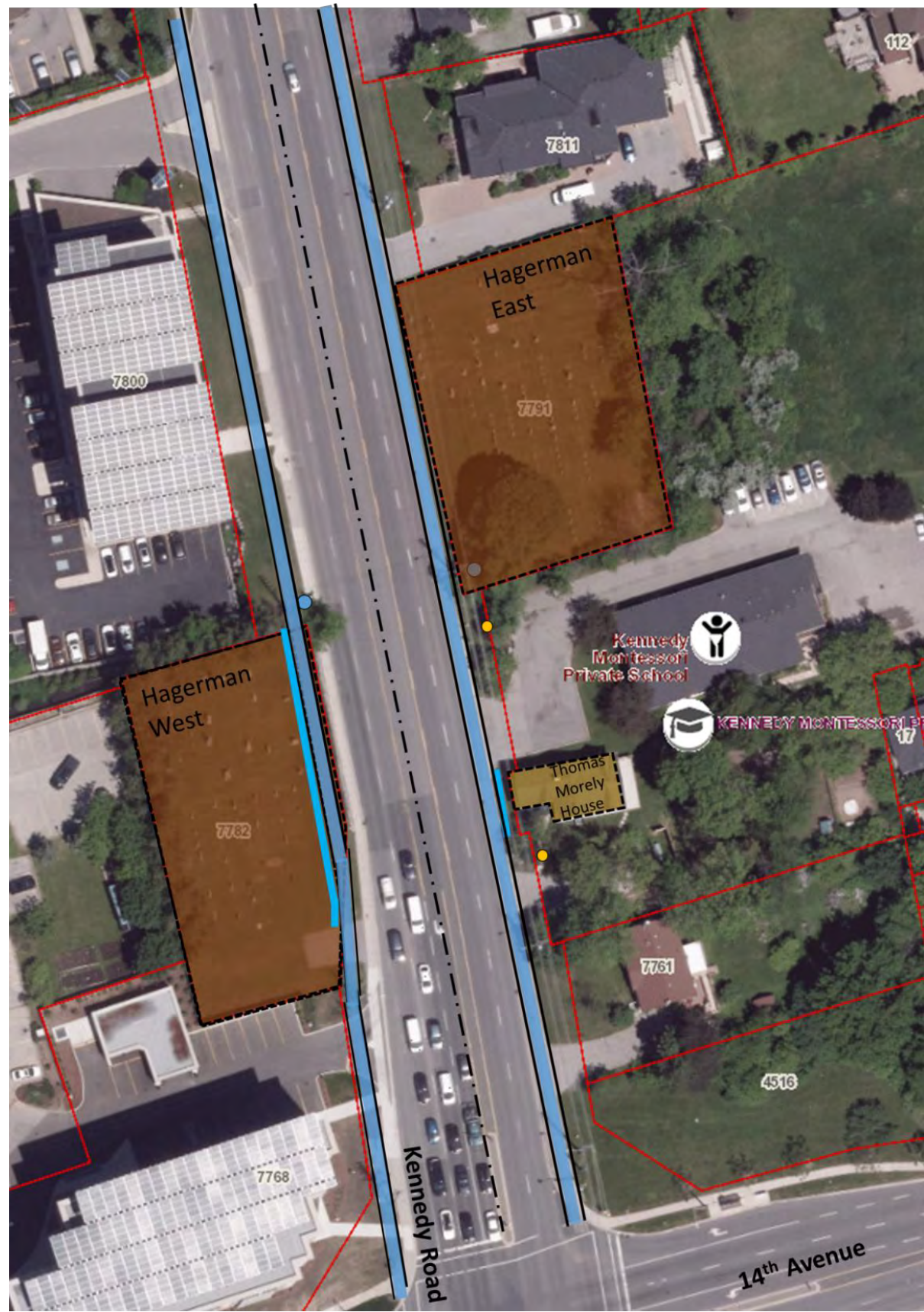
Hagerman Cemeteries

North of 14th Avenue

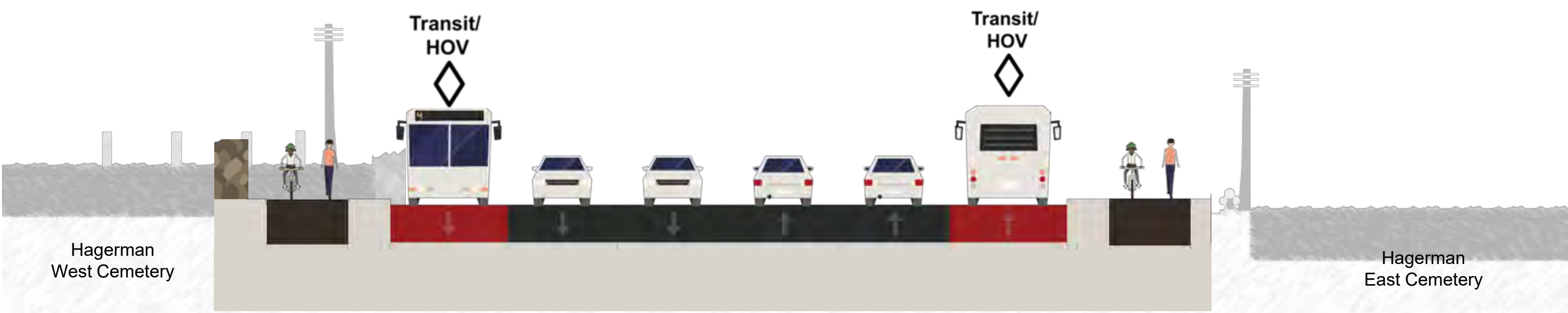
The following design alternatives were identified for the Hagerman Cemeteries Segment:

Place a dot beside your preferred image(s)

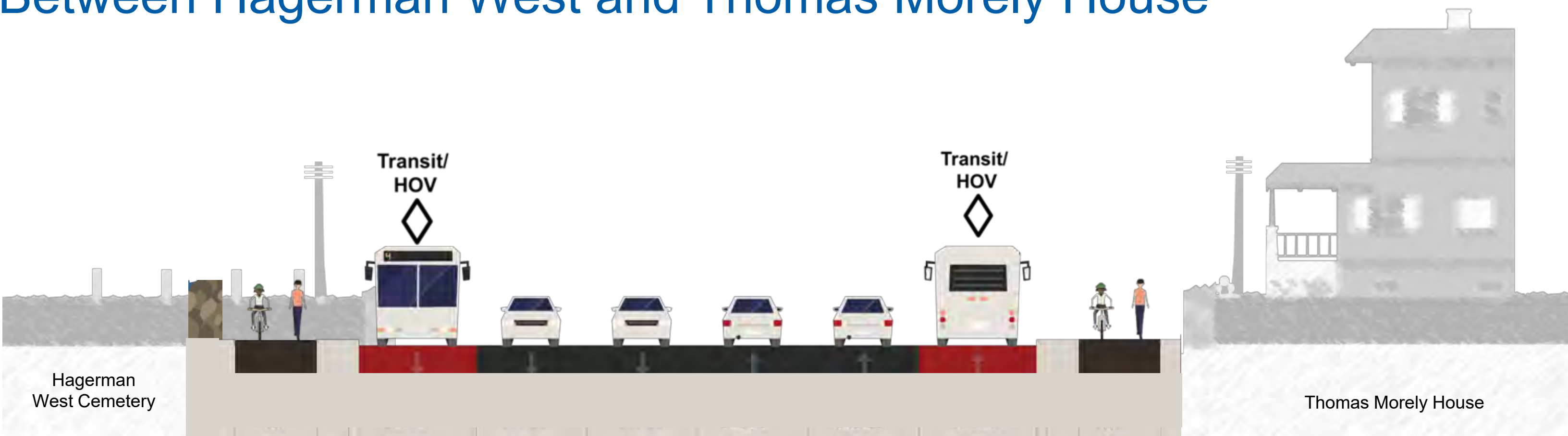
Alternative 3: Multi-Use Paths on Both Sides, Shift alignment west of Hagerman East



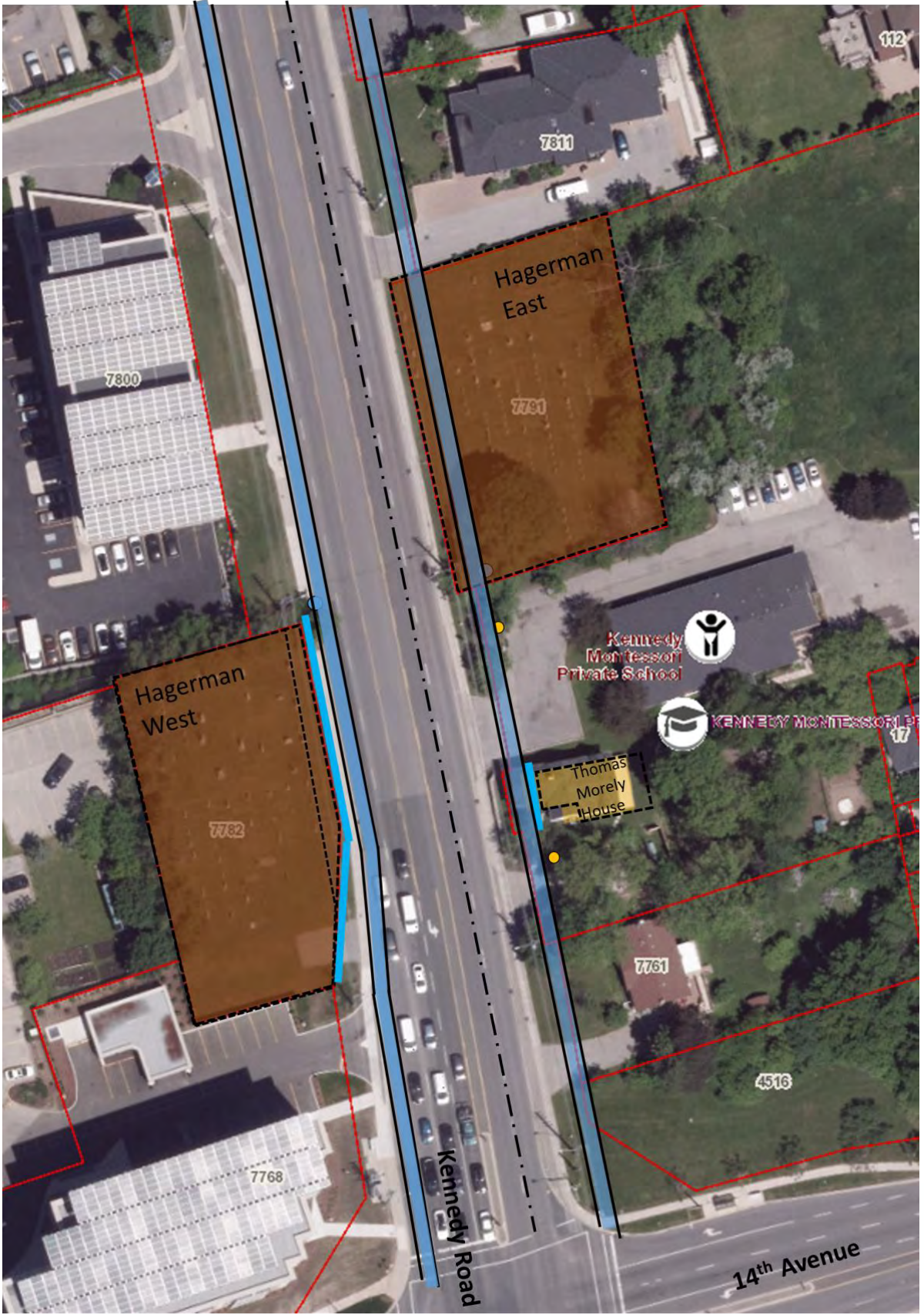
Between Hagerman Cemeteries



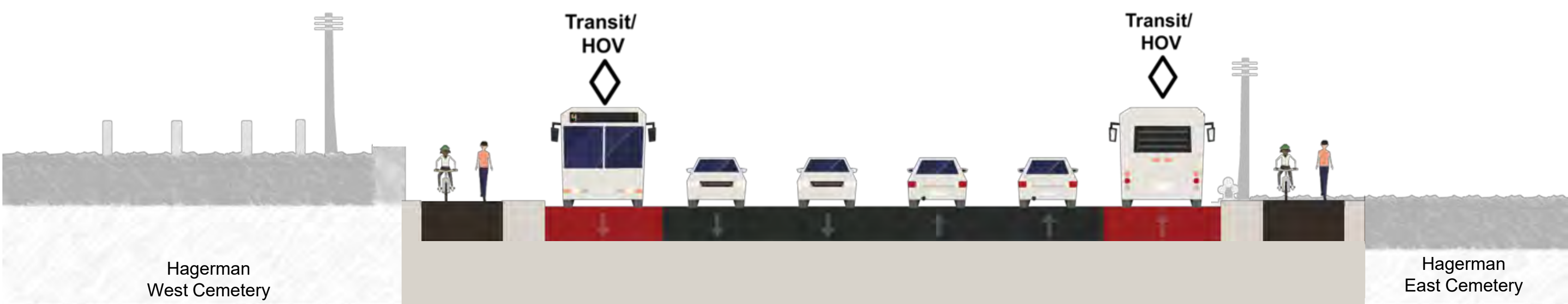
Between Hagerman West and Thomas Morely House



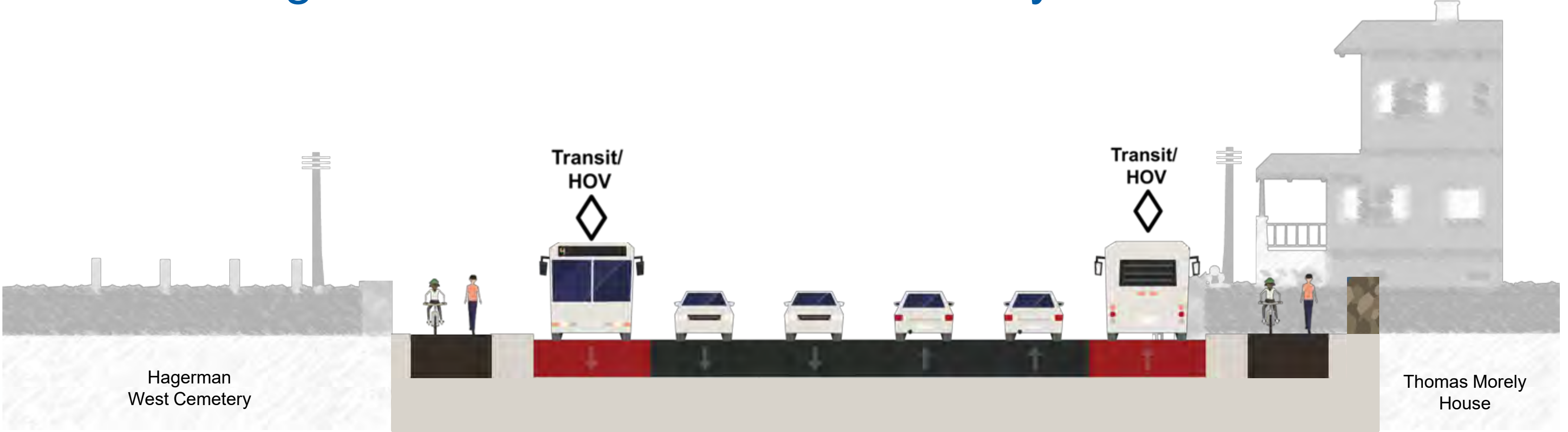
Alternative 4: Multi-Use Paths on Both Sides, Shift alignment east of Hagerman West



Between Hagerman Cemeteries



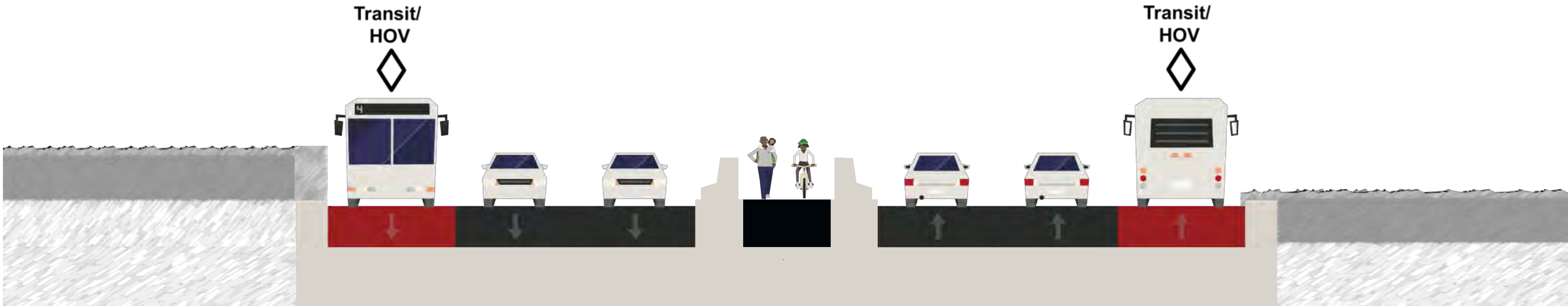
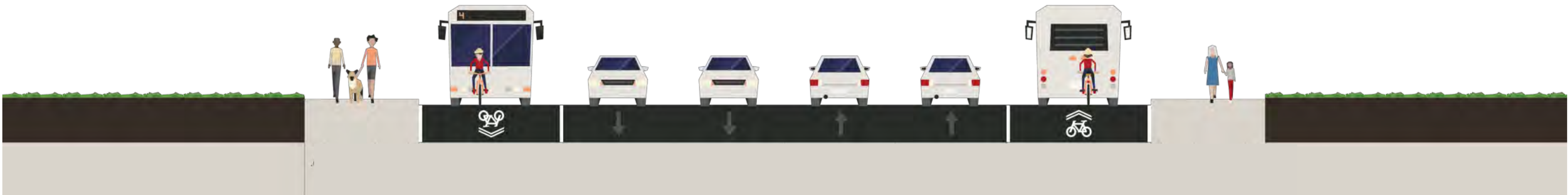
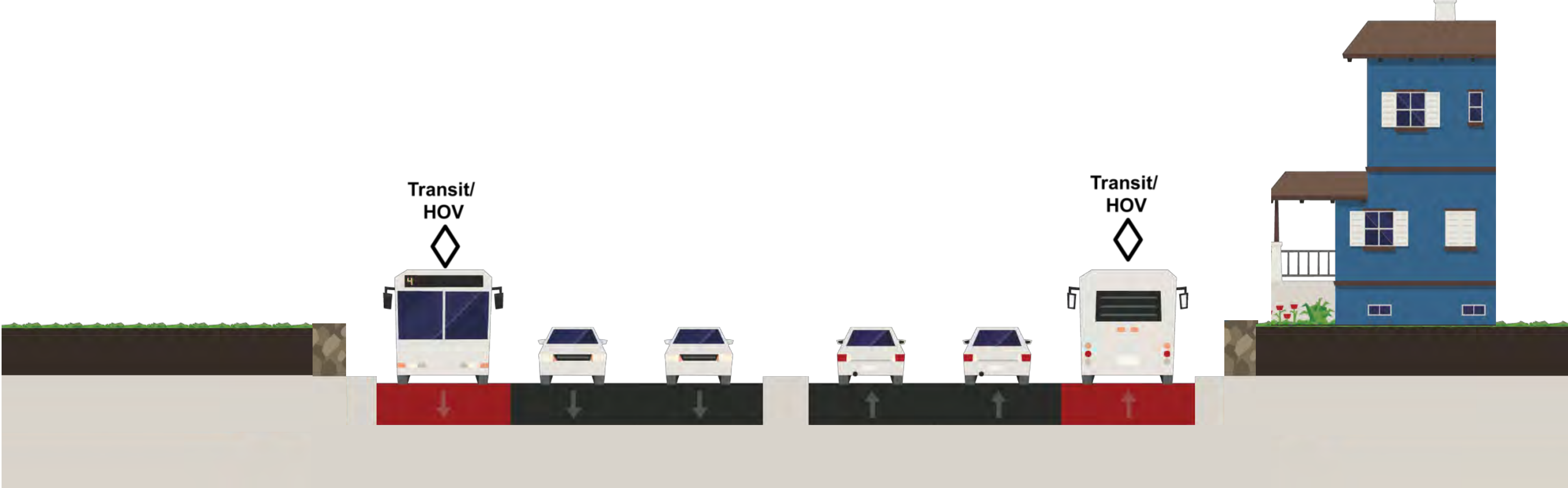
Between Hagerman West and Thomas Morely House



Hagerman Cemeteries

North of 14th Avenue

The following design alternatives were considered, but WILL NOT be carried forward:

<p>Alternative 5: 6 Lanes, with Centre Active Transportation (Multi-Use Path)</p>	 <p>Not Recommended to be carried forward due to complications for median AT access</p>
<p>Alternative 6: 6 Lanes, Shared Roadway between Cyclists and Vehicles</p>	 <p>Not Recommended to be carried forward due to non-compliance with YR Pedestrian/Cyclist Guidelines</p>
<p>Alternative 7: 6 Lanes, No Active Transportation Facilities</p>	 <p>Not Recommended to be carried forward due to impacts to AT facilities</p>

Miller Avenue Extension

- EA completed 2013 by City of Markham
- Preferred Alternative: new 4-lane urbanized section connecting to Duffield Drive
- Preferred alternative to be reviewed as part of Kennedy Road EA



CN Rail Crossing



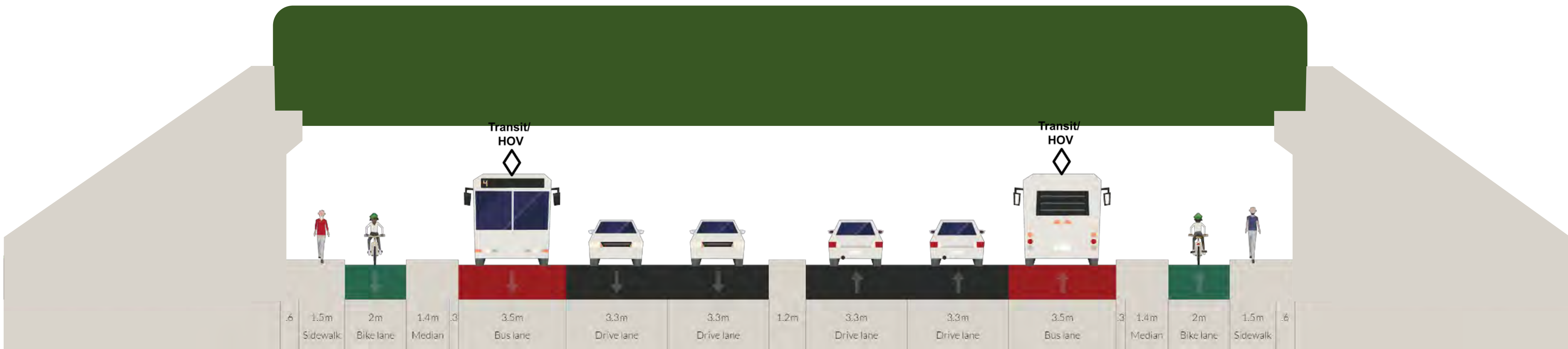
Existing Issues

-  Currently, the CN Rail Overpass does not support cycling facilities
-  Pedestrian safety issues and less attractive pedestrian environment
-  Existing structure may need to be removed and replaced

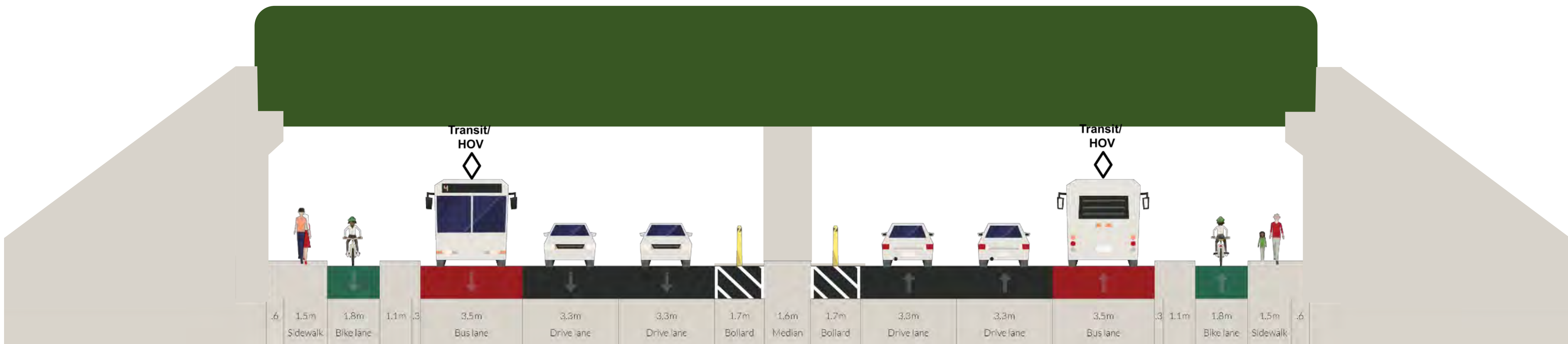


The existing CN structure must be replaced. The alternative designs, with and without a pier are under review.

Alternative 1: Without centre pier – Cycle Tracks and Sidewalks on Both Sides



Alternative 2: With centre pier – Cycle Tracks and Sidewalks on Both Sides





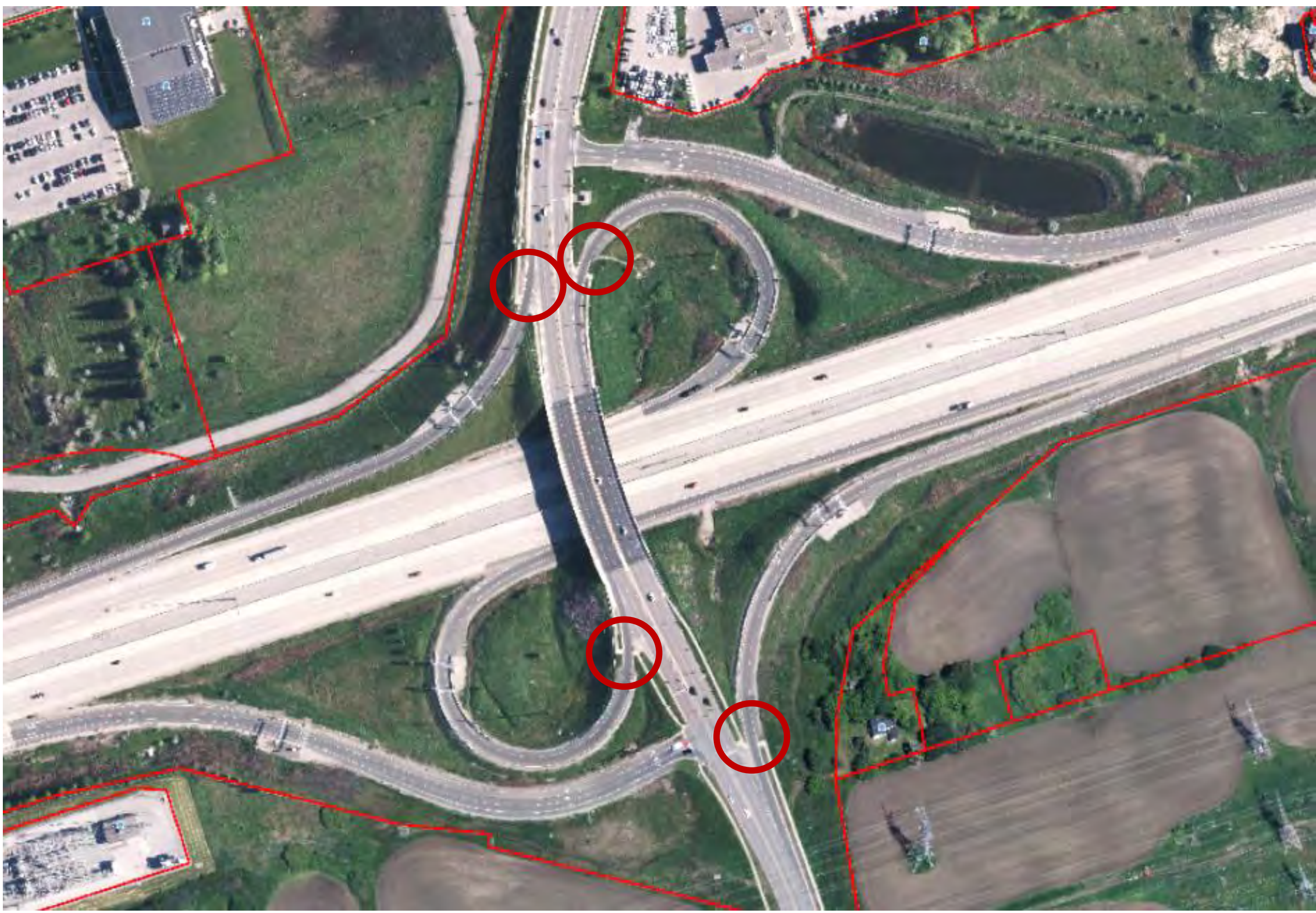
*Cycle Track and Sidewalk shown as Active Transportation Facility is preliminary and subject to change with option of Multi-Use Path based on the evaluation of the overall corridor

407ETR Interchange

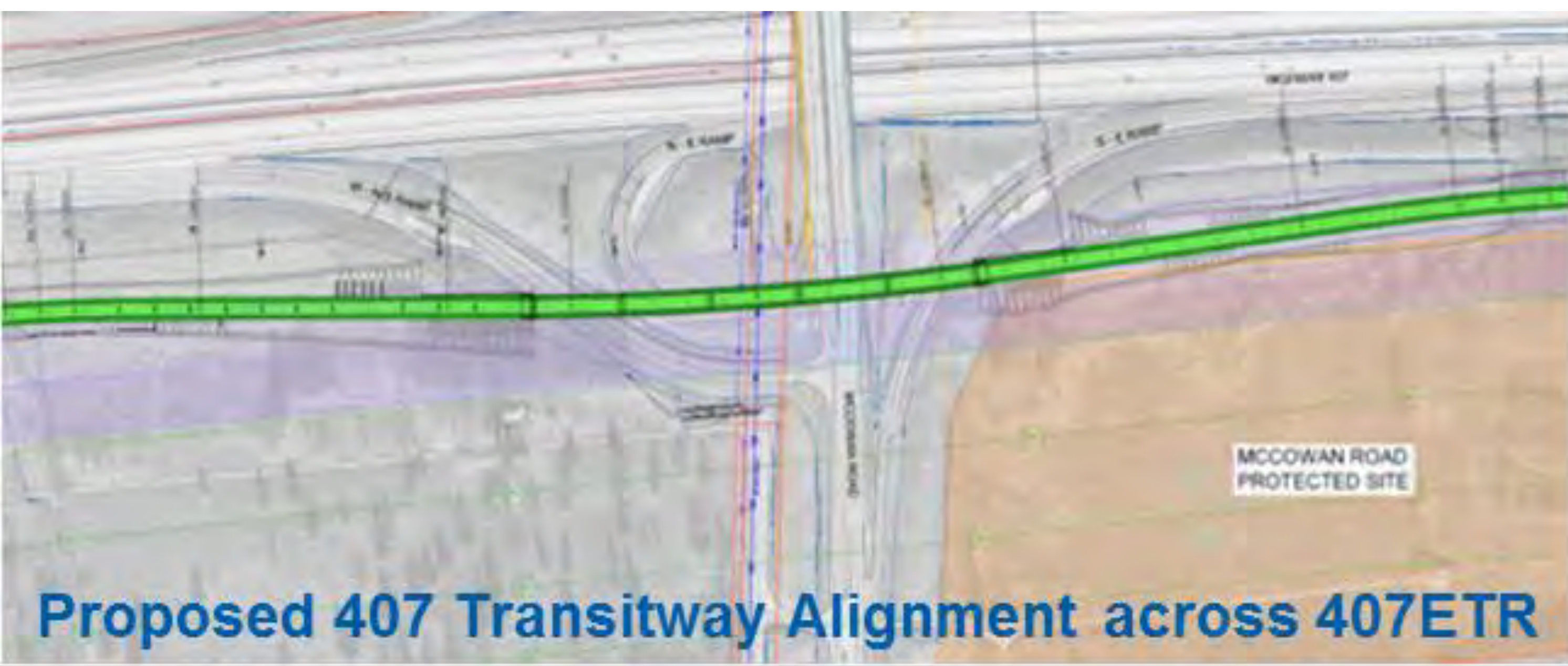


Existing Issues

-  Currently, the 407ETR Interchange does not support cycling facilities
-  The proposed design may require ramp reconfiguration to eliminate pedestrian and cyclist conflicts
-  Four conflict points exist at the ramp interchanges, affecting pedestrian and cyclist safety
-  The proposed improvements must align with the Ministry of Transportation's plans for the future 407 Transitway





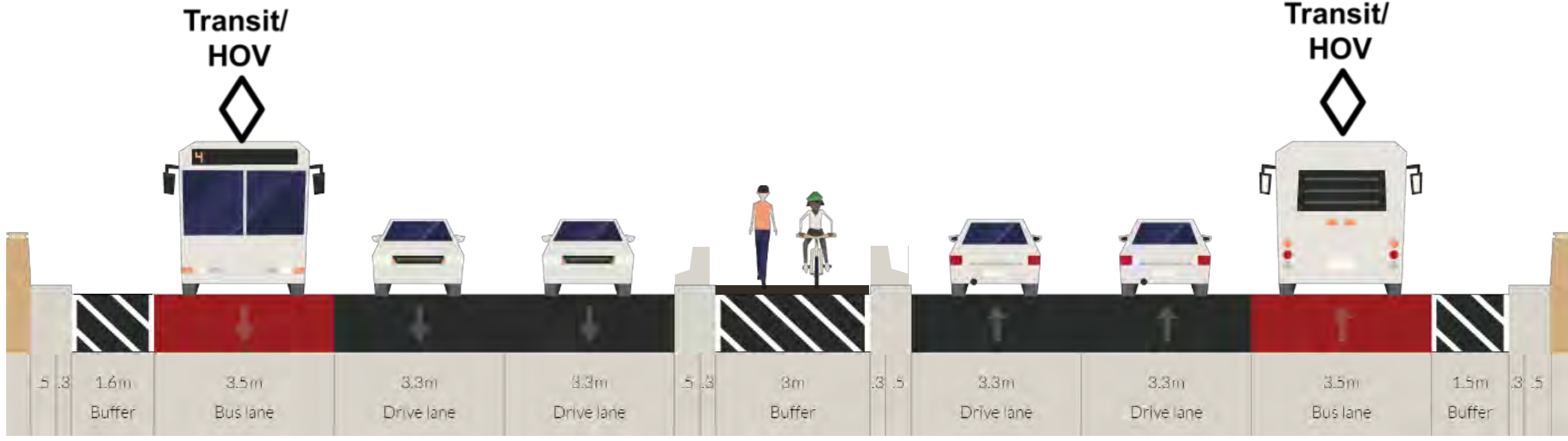

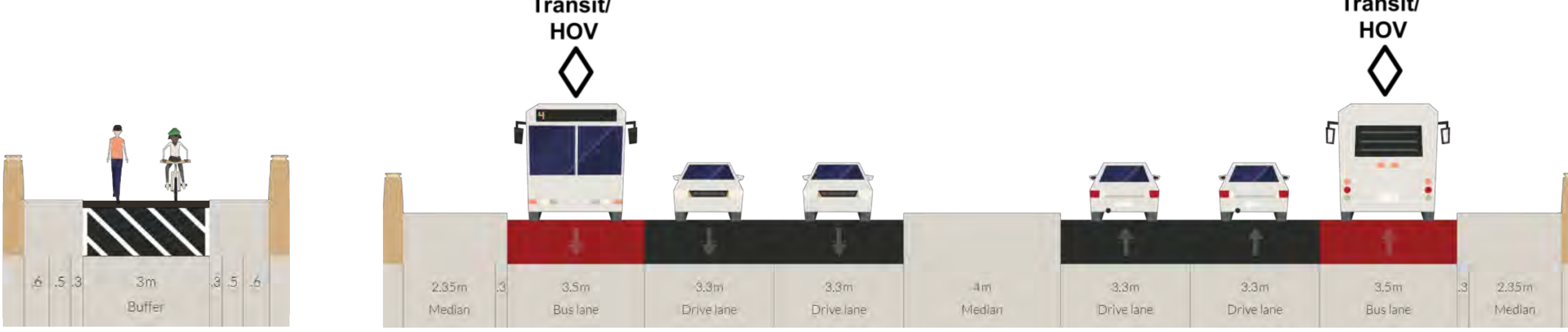
 Point of Vehicular and Pedestrian/Cyclist Conflict



407ETR Interchange

The following design alternatives were identified for the 407ETR Interchange:

Place a dot beside your preferred image(s)

<p>Alternative 1: Multi-Use Path on Both Sides</p>		
<p>Alternative 2: Active Transportation Facilities in Median – Multi-Use Path</p> 		
<p>Alternative 3: Separate AT Bridge – Multi-Use Path</p> 		

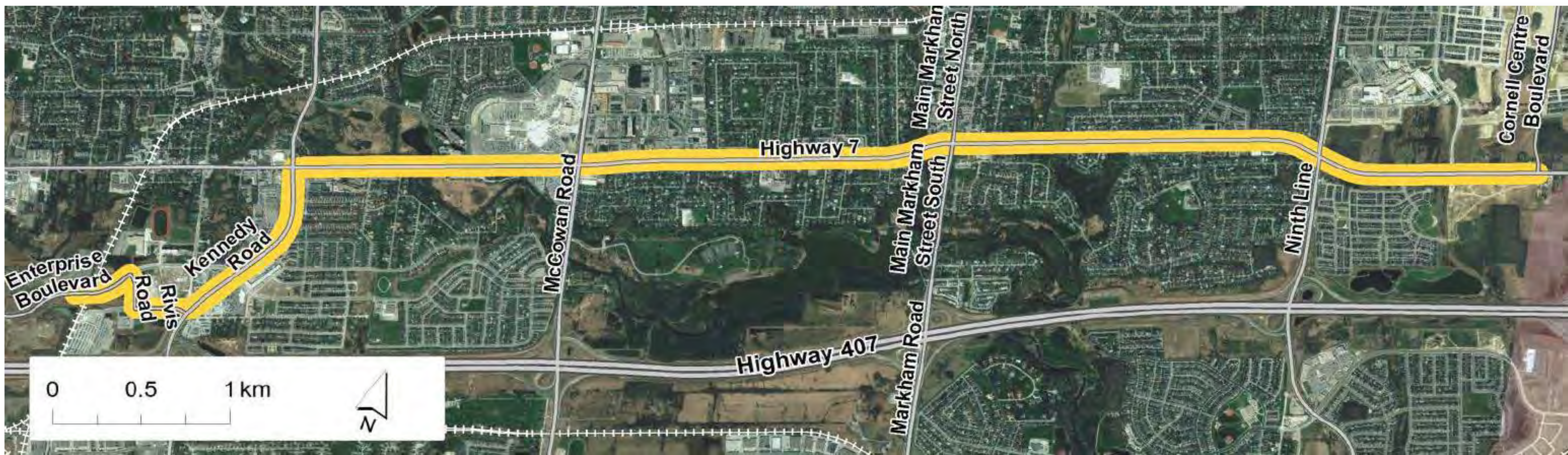
YRRTC Environmental Assessment

VIVA Rapidway – YMCA Boulevard to Highway 7





York Region's Rapid Transit Network

YR-TMP outlines York Region's Rapid Transit Network – the Highway 7 corridor contains a link through Markham Centre on Kennedy Road.

The Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment (YRRTC EA) was completed and approved in 2005.



The YRRTC EA Recommended Option C-D2 as the Preferred Alternative for this Segment based on the following rationale:

-  Future station location offers convenient access to mixed-uses on west side of Kennedy Road and residential neighbourhoods on east side
-  Transitway offers opportunity for enhancement of Kennedy Road streetscape
-  Minimal impacts to the natural environment as this alternative bypasses both Rouge River Crossings
-  Supports urban structure of area and provides good potential for increase in existing business activities along Highway 7 and Kennedy Road



VIVA Rapidway

YMCA Boulevard to Highway 7



Existing Issues



Currently, this segment does not support cycling facilities



Pedestrian safety issues and less attractive pedestrian environment



The proposed improvements must align with VIVA's Approved Plans for the Rapidway



The following design alternatives were identified for the VIVA Rapidway mid-block north of Castan Avenue:

Place a dot beside your preferred image(s)




<p>Alternative 1: Median VIVA Rapidway, Cycle Track and Sidewalk</p>		
<p>Alternative 2: Median VIVA Rapidway, Transit/HOV curb lanes, Cycle Track and Sidewalk</p>		
<p>Alternative 3: Shift VIVA Rapidway to share Transit/HOV curb lanes, Multi-Use Path</p>		

*Cycle Track and Sidewalk shown as Active Transportation Facility is preliminary and subject to change with option of Multi-Use Path based on the evaluation of the overall corridor

Rouge River Crossing

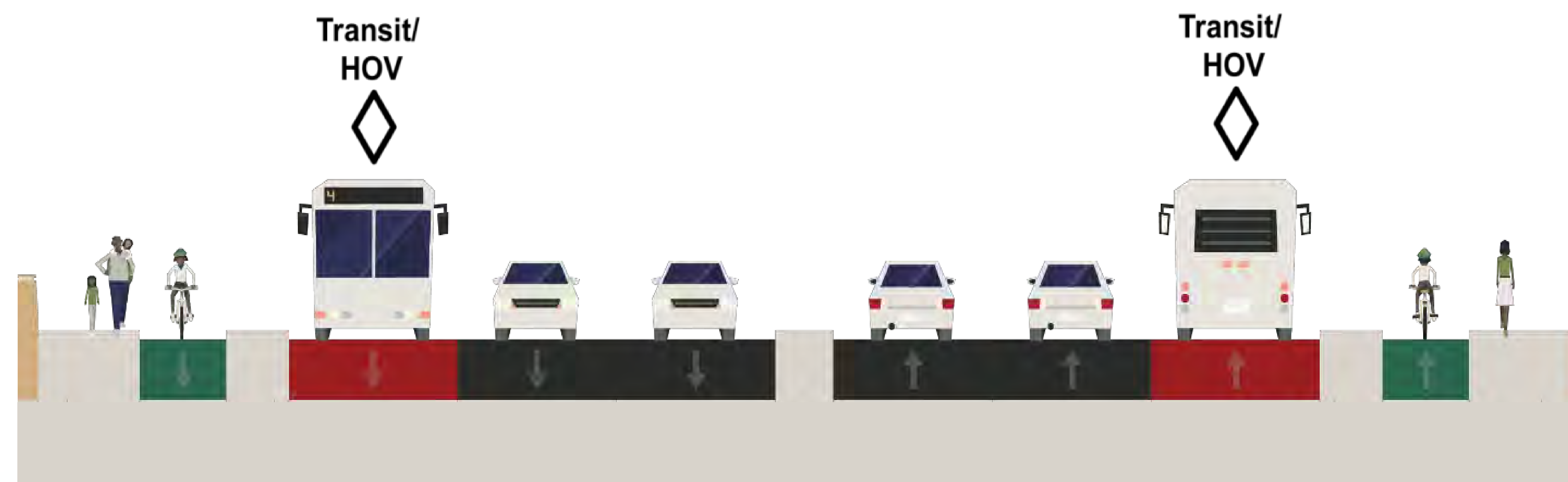


Existing Issues

-  Currently, the Rouge River Crossing does not support cycling facilities
-  Pedestrian safety issues and less attractive pedestrian environment as there is minimal separation between pedestrian facilities and vehicular traffic
-  Existing structure cannot accommodate the preferred design alternative, widening or replacement of the structure is required



The structure over the Rouge River must be widened/replaced to accommodate 6 Lanes with Active Transportation Facilities






*Cycle Track and Sidewalk shown as Active Transportation Facility is preliminary and subject to change with option of Multi-Use Path based on the evaluation of the overall corridor

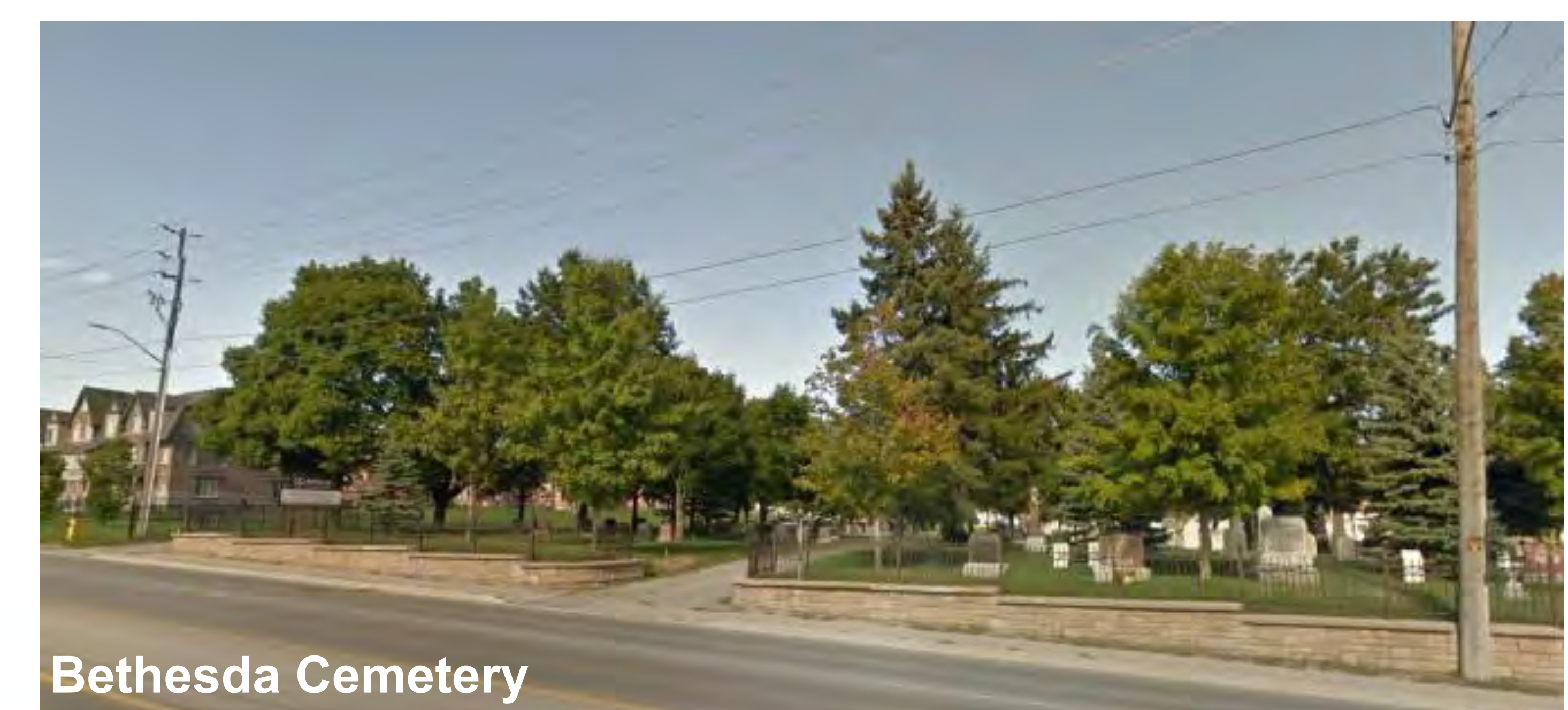
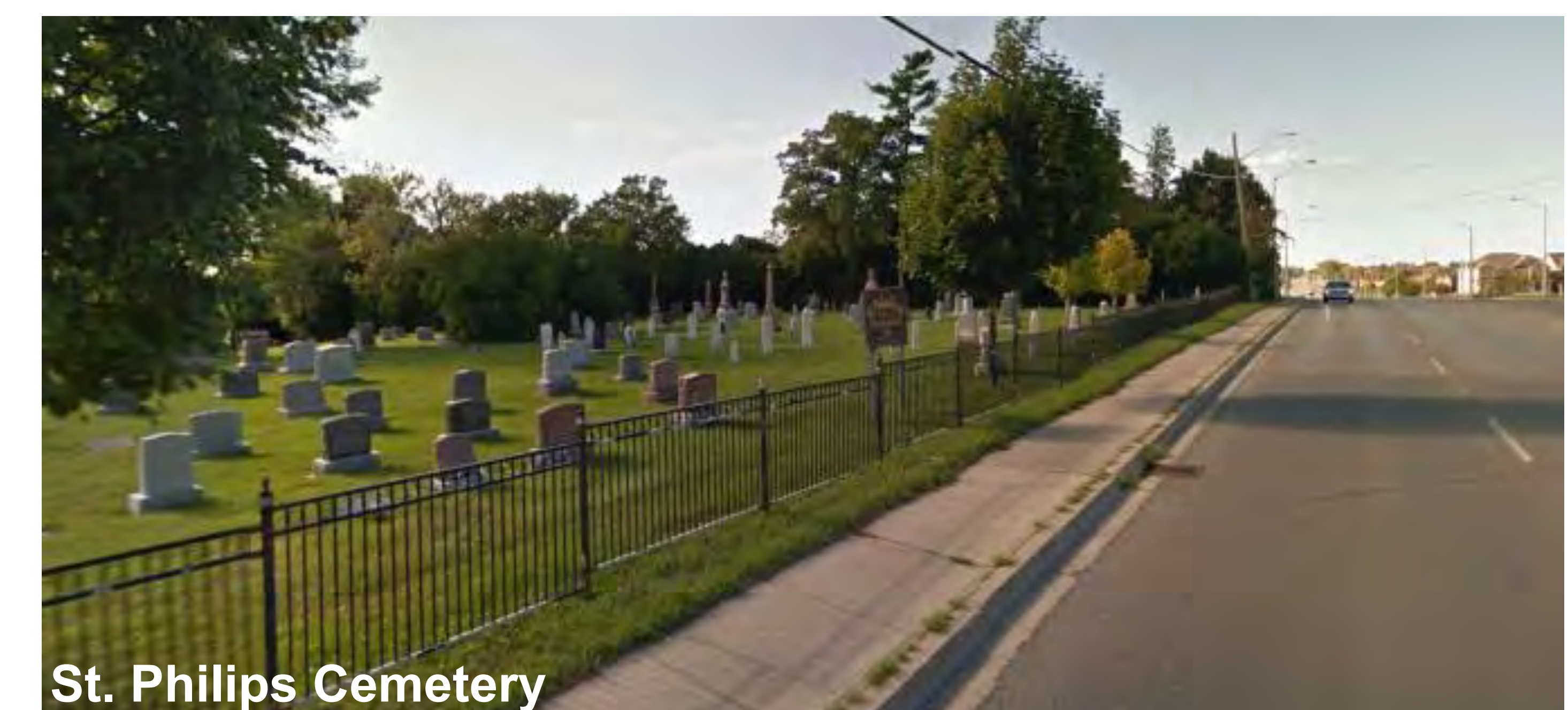
St. Philips and Bethesda Cemeteries

North of 16th Avenue



Existing Issues

-  Currently, this segment of the road does not support cycling facilities
-  Pedestrian safety issues and low level of service (LOS) as there is minimal separation between pedestrian facilities and vehicular traffic
-  Heritage considerations at this segment due to the proximity of St. Philips and Bethesda Cemeteries and Thomas Lownsbrough House



St. Philips and Bethesda Cemeteries

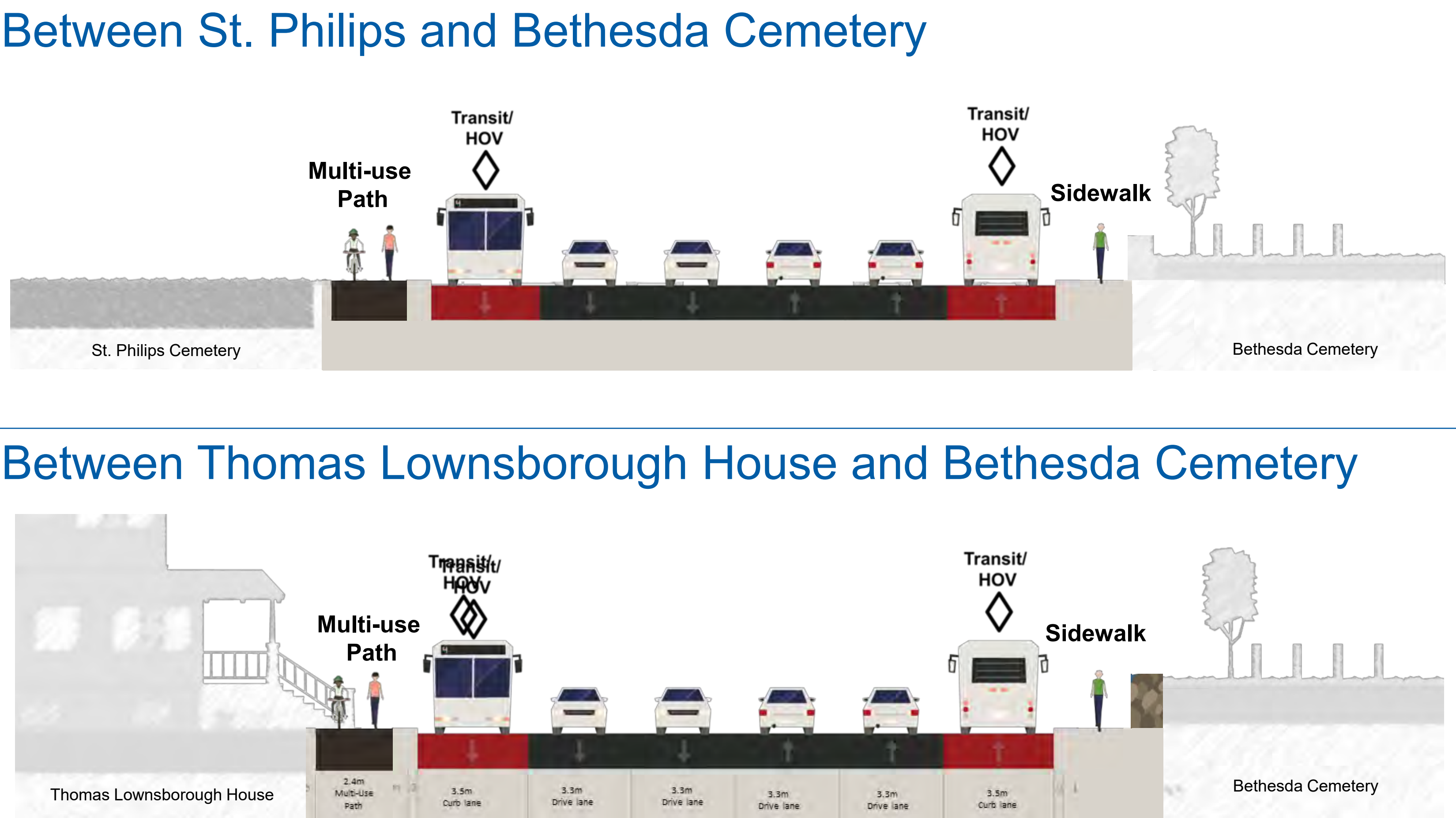
North of 16th Avenue

The following design alternatives were identified for the St. Philips and Bethesda Cemeteries Segment:

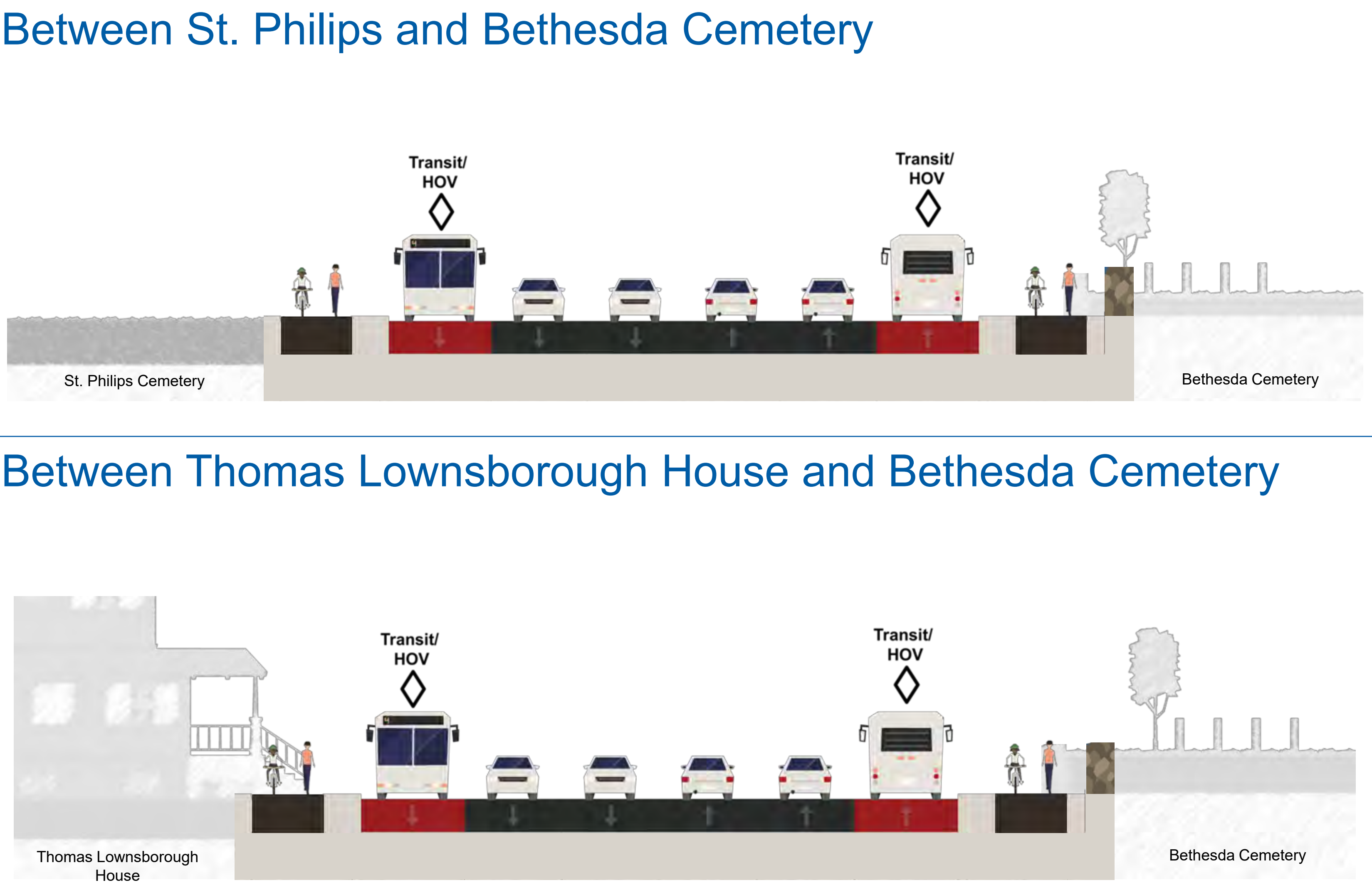
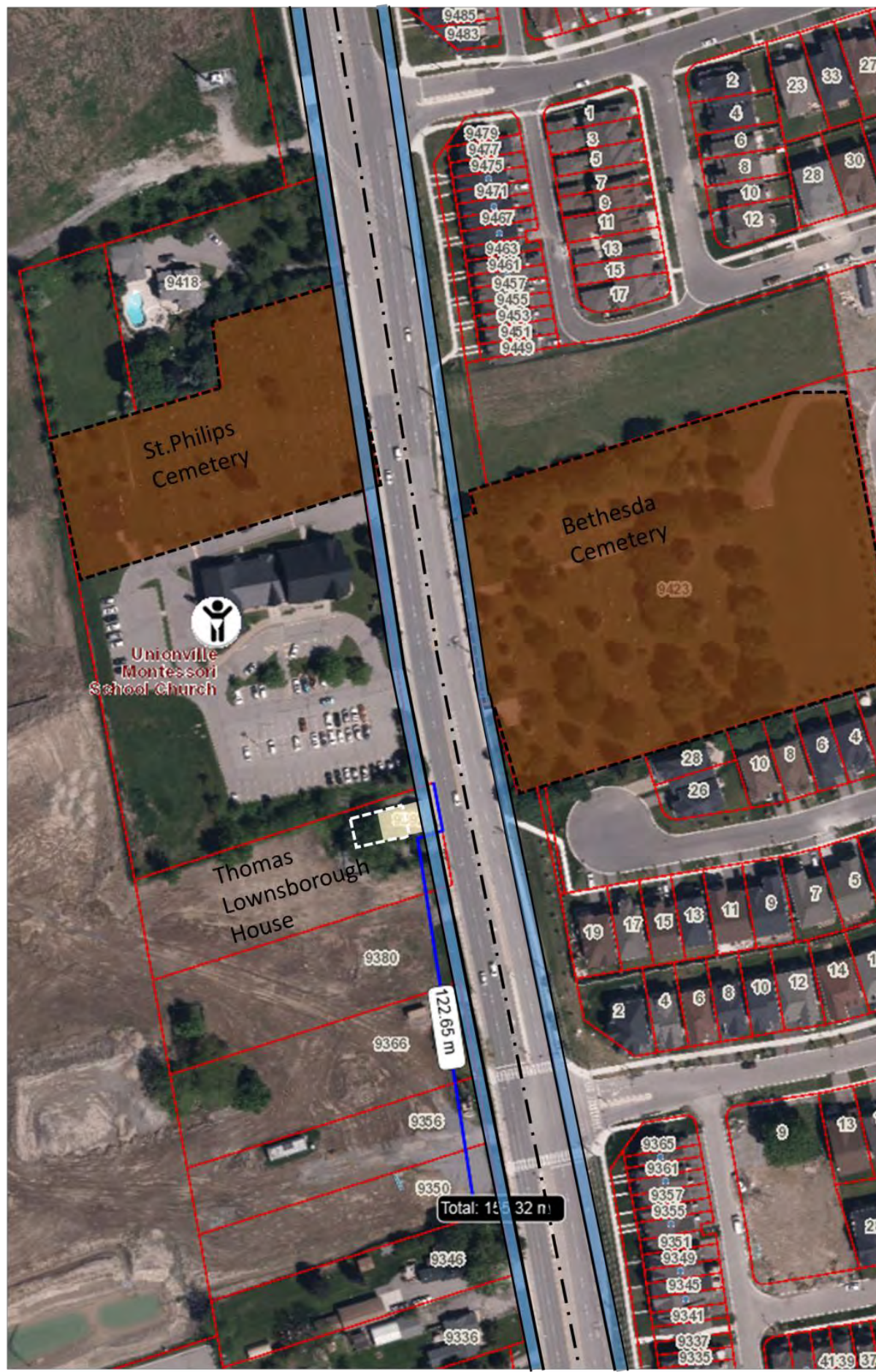
Place a dot beside your preferred image(s)

Alternative 1: 6 Lanes with Multi-Use Path and Sidewalk (Reduced Lane Width)

(Suggested at narrowest segment to avoid impacts to the existing graves)



Alternative 2: 6 Lanes with Dual Multi-Use Paths - Shift alignment to the west



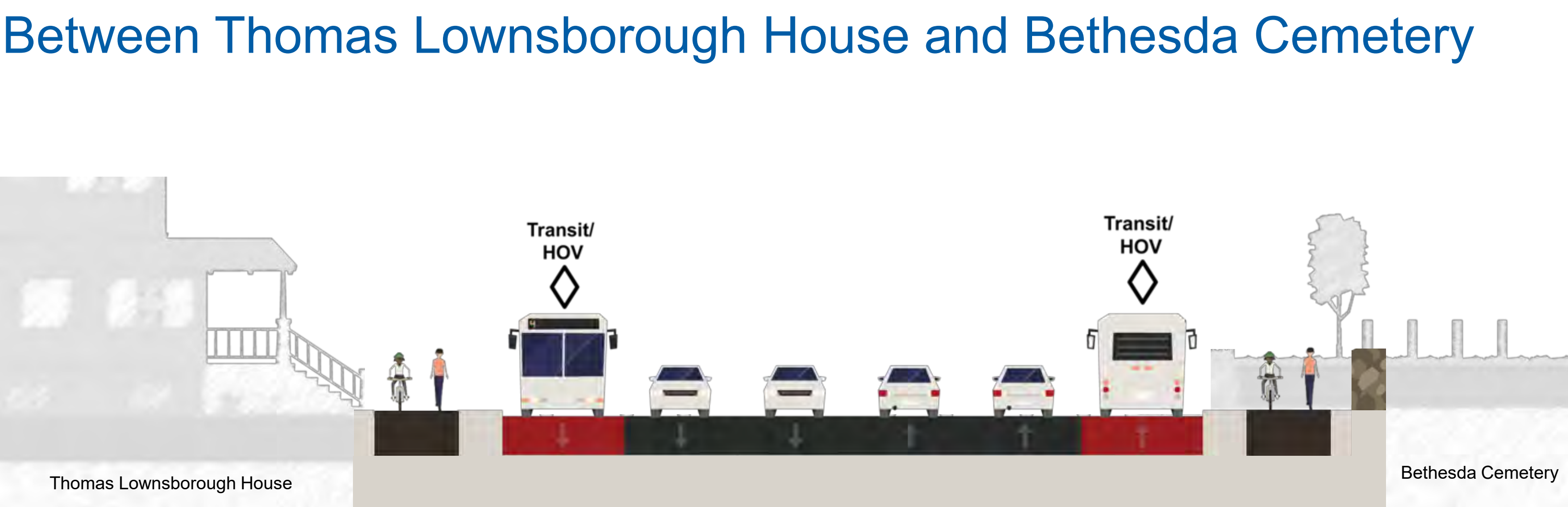
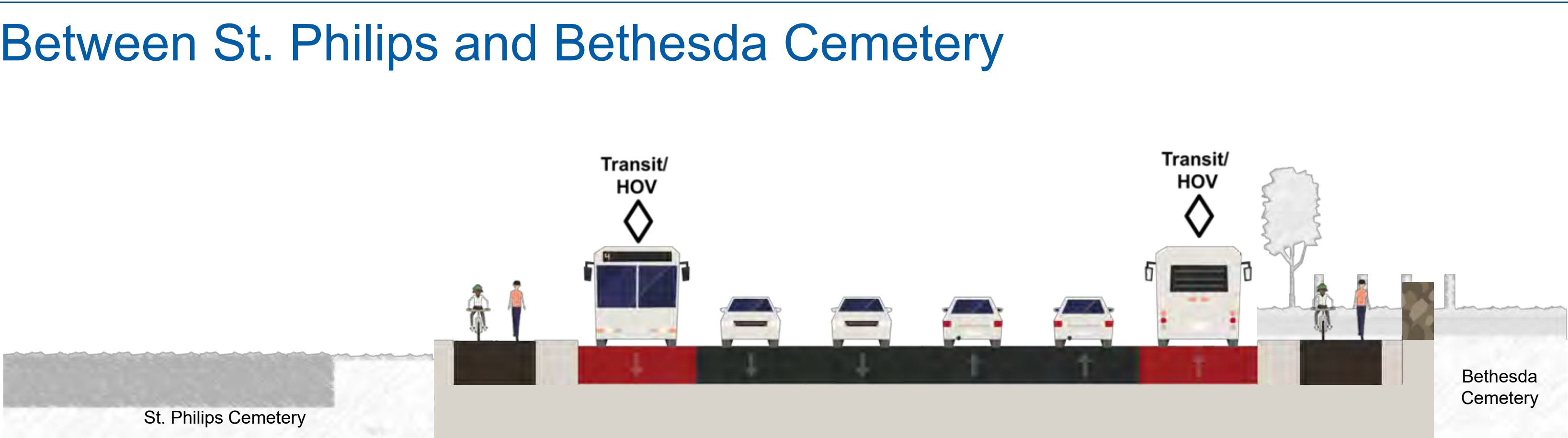
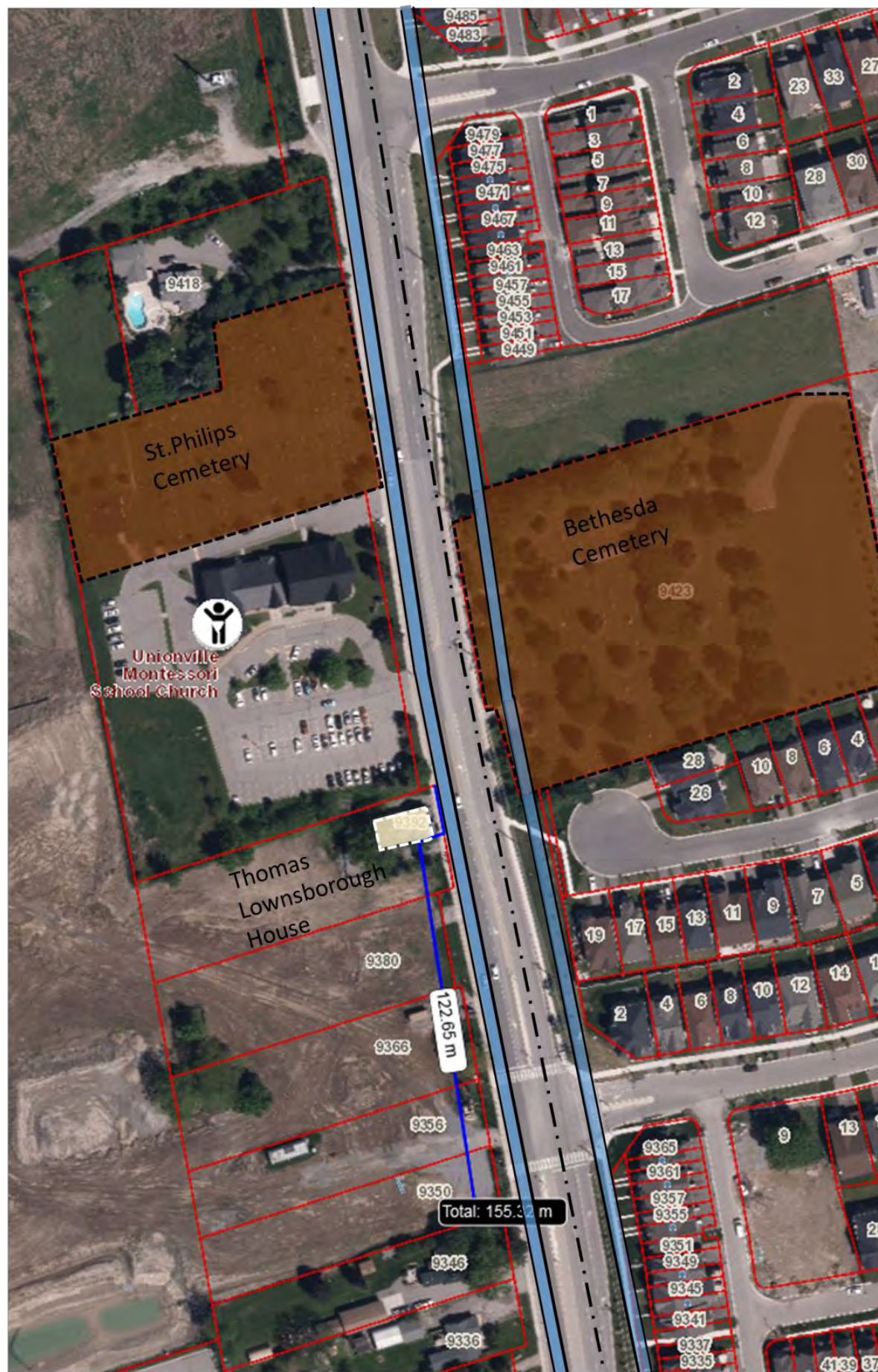
St. Philips and Bethesda Cemeteries

North of 16th Avenue

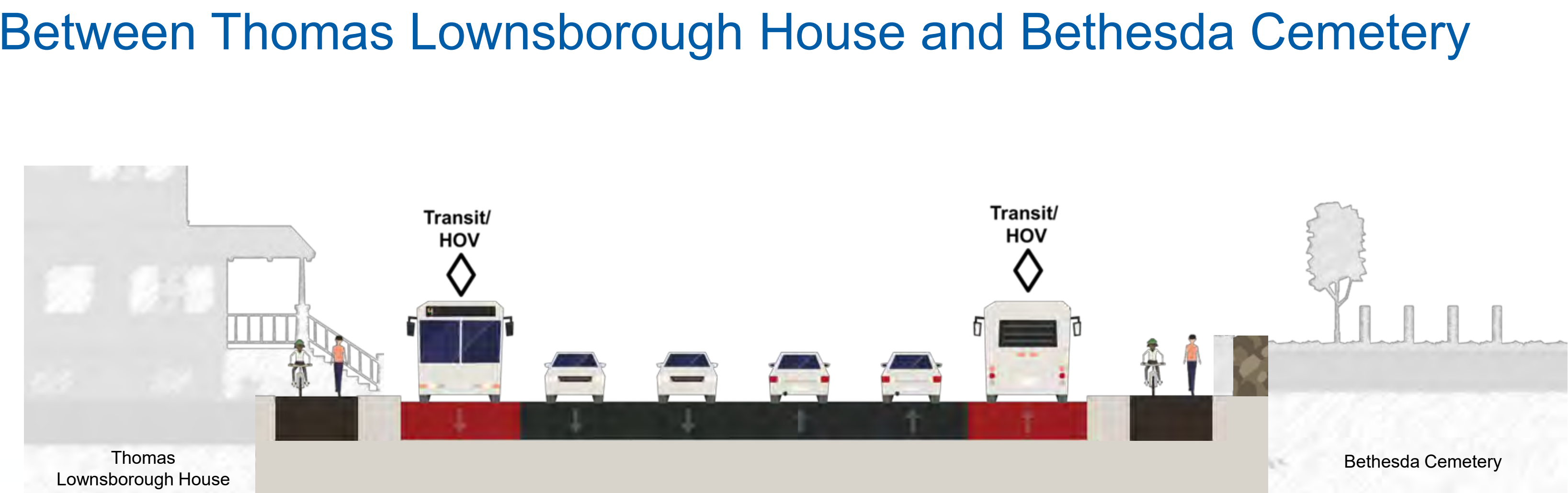
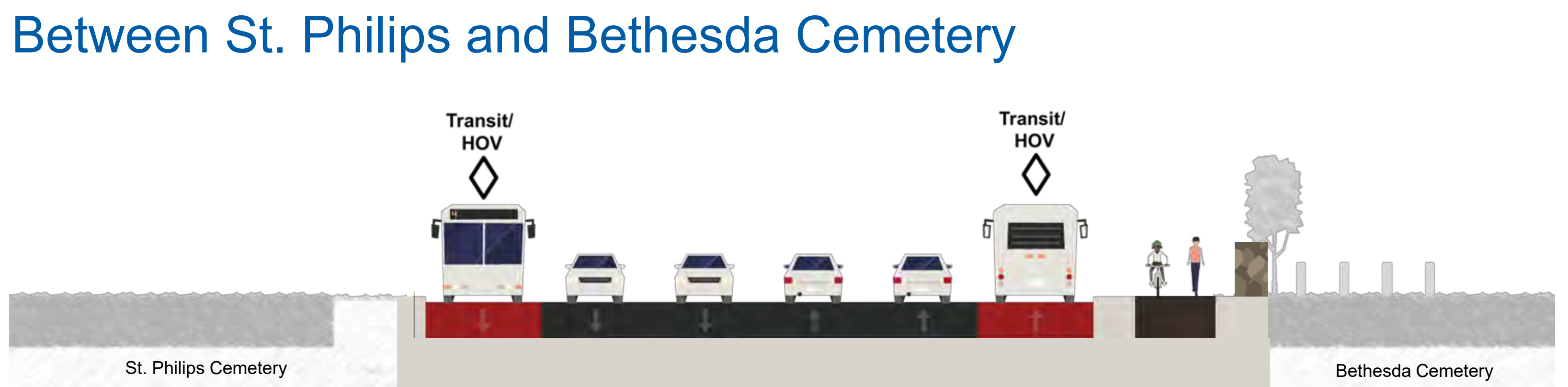
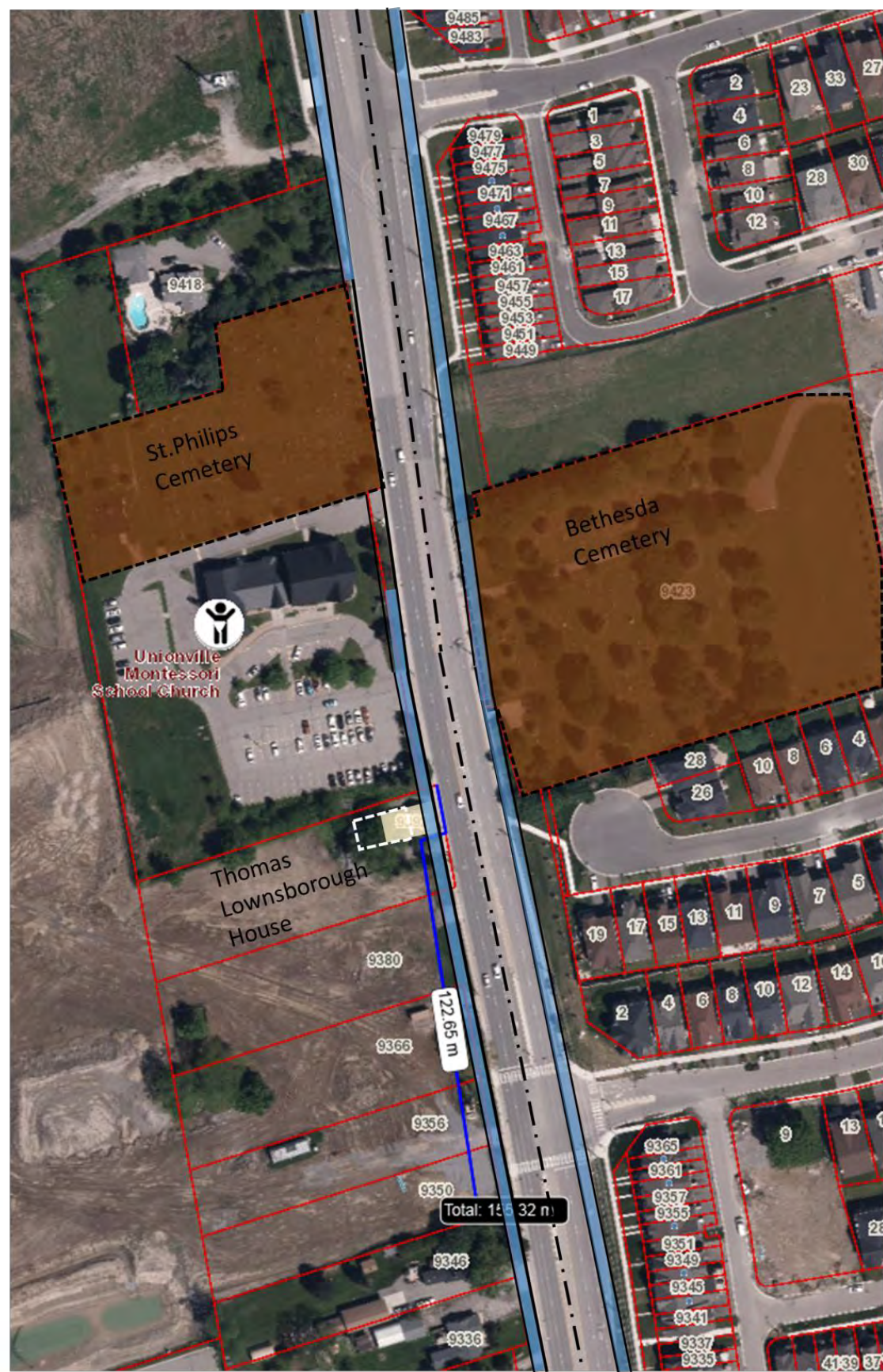
The following design alternatives were identified for the St. Philips and Bethesda Cemeteries Segment:

Place a dot beside your preferred image(s)

Alternative 3: 6 Lanes with Dual Multi-Use Paths - Shift alignment to the east




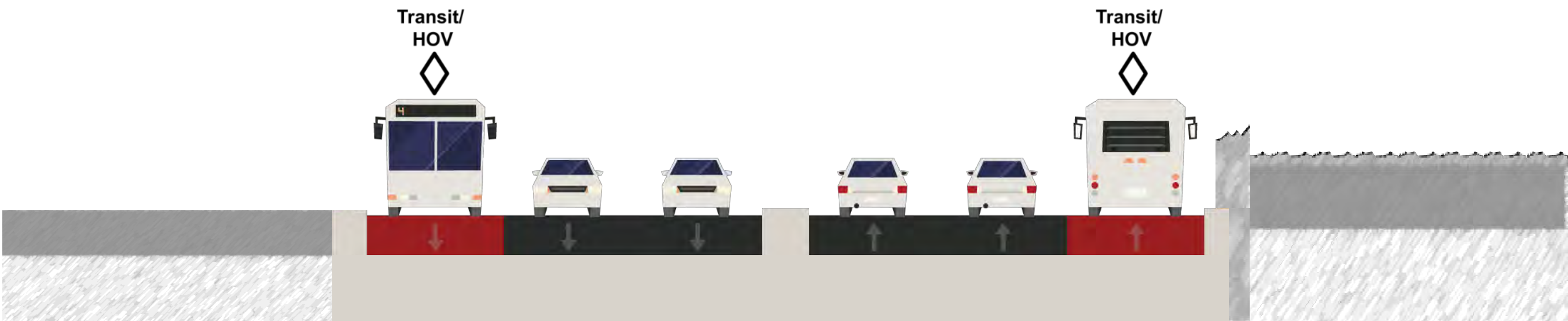
Alternative 4: 6 Lanes with Dual Multi-Use Paths - Shift alignment to the west with discontinuous AT



St. Philips and Bethesda Cemeteries

North of 16th Avenue

The following design alternatives were considered, but WILL NOT be carried forward:

<p>Alternative 5: 4 Lanes with Centre Turn Lane, Multi-Use Path on Both Sides</p>	 <p>Not Recommended to be carried forward due to impacts to Transit/HOV Lanes</p>
<p>Alternative 6: 6 Lanes, No Active Transportation Facilities</p>	 <p>Not Recommended to be carried forward due to impacts to AT facilities</p>

Preliminary Evaluation Criteria

The following criteria were developed with stakeholder and agency feedback. This will be used to evaluate the impacts and benefits of each developed design concept.



Transportation Service

- Improve Public Transit Service
- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Mode Choice



Social Environment

- Minimize Impacts on Existing Residential, Institutional and Recreational Dwellings / Properties
- Improve Access to Residential Areas, Institutional and Recreational Facilities
- Mitigate Traffic on Local Streets
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Minimize impacts to cemeteries and burial grounds
- Improve Visual Aesthetics
- Improve Community Character



Infrastructure Design

- Minimize Utility Relocation
- Minimize Disruption due to Construction
- Minimize Constructability Complexity



Economic Environment and Cost Effectiveness

- Accommodate Planned Development and Growth
- Minimize Impacts on Business Properties
- Improve Access to Businesses and Key Employment Areas
- Maximize Construction Value
- Minimize Property Requirements
- Minimize Operating Costs



Natural Environment

- Protect Designated Natural Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Protect Surface Water and Ground Water
- Improve Air Quality
- Minimizes Effects on Climate Change

Thank you for attending the open house

Contact Us

Your input is very valuable to us!



Please fill in the **comment form** and return it to us today or provide your comments by mail, email, or phone by **March 21, 2018**.



www.york.ca/kennedyroad

Please send your thoughts or opinions about the corridor by sending us an email at:

roads.ea@york.ca

Get Involved



Apply to be a member of the Stakeholder Group



Complete the Online Survey



Join the Study Mailing List

Next Steps



Review feedback from the public



Refine and Evaluate Design Concepts



Select and Develop Preferred Designs



Present the Preferred Design at Open House 2 (Spring 2019)

Appendix B

Communication Material

The Regional Municipality of York
NOTICE OF OPEN HOUSE

Municipal Class Environmental Assessment Study

Kennedy Road
between Steeles Avenue and Major Mackenzie Drive
in the City of Markham

The Regional Municipality of York is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study to review the current and future transportation needs of Kennedy Road between Steeles Avenue and Major Mackenzie Drive in the City of Markham.

You are invited to attend one of two open houses to meet the project team, learn about the study, discuss key issues and share your experiences.

The open houses will be held on:

Date: Wednesday, February 21, 2018
Time: Visit anytime between 6:30 p.m. and 8:30 p.m.
Location: Milliken Mills Community Centre
7600 Kennedy Road
City of Markham

Date: Thursday, February 22, 2018
Time: Visit anytime between 6:30 p.m. and 8:30 p.m.
Location: Angus Glen Community Centre
3990 Major Mackenzie Drive East
City of Markham

For those unable to attend in person, the information presented will be published to our online open house webpage york.ca/KennedyRoad and on York Region's Facebook and Twitter channels. This notice was issued on February 8, 2018.

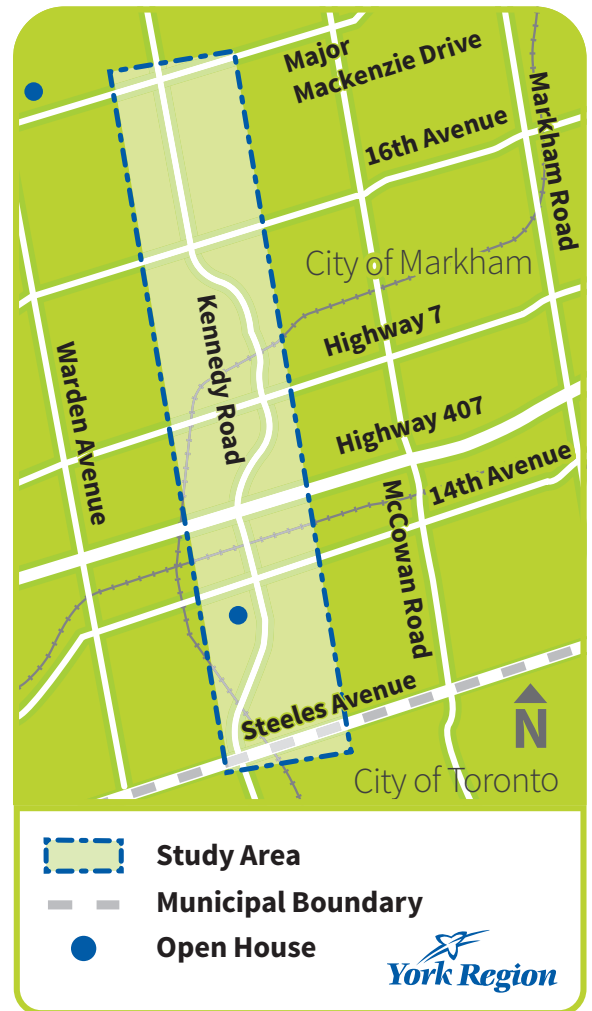
To submit a comment, question or for more information, please contact:

Christine Morrison, Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75923 Fax: 905-836-4590
Email: roads.ea@york.ca

For more information on current and upcoming road improvement projects in the City of Markham, please visit york.ca/RoadConstructionSchedule

An accessible version of this notice is available upon request.

This study is being conducted in accordance with Schedule 'C' of the *Municipal Class Environmental Assessment* document (October 2000, as amended in 2007, 2011 and 2015). Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the *Environmental Assessment Act* and the *Municipal Freedom of Information and Protection of Privacy Act* for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.



Wayne Emmerson
York Region Chairman and CEO



GREAT|STREETS
Building Roads that Build Community

York Region

Social media posts – Kennedy Road EA Open House 1

Posted February 21, 2018

**York Region**
@YorkRegionGovt

2/21/2018, 12:00 PM

We're at Milliken Mills Community Centre in @cityofmarkham tonight (Feb 21) to hear how you would improve Kennedy Road. Join us between 6:30 p.m. and 8:30 p.m.
bddy.me/2sKNmMV



 RT  DM  ...

Info Activity Macros Conversation

**Joshua Wang**
@joshuahywang

8d

@cityofmarkham friends - @YorkRegionGovt is looking at potential improvements on Kennedy Rd between Steeles & Major Mack. Come say "Hi" tonight at Milliken Mills CC or tomorrow night at Angus Glen CC. Details here: york.ca/wps/portal/yor... #markham #yorkregion



 23

Posted February 22, 2018

**York Region**
@YorkRegionGovt

7d

We're at Angus Glen Community Centre in @cityofmarkham tonight (Feb 22) to hear about how you would change Kennedy Road. Join us between 6:30 p.m. and 8:30 p.m.
bddy.me/2EKbAfl



 1 of 2 

How would you change Kennedy Road



 62

**Joshua Wang**
@joshuahywang

7d

Facebook post February 27, 2018



f York Region (The Regio... 2/27/2018, 5:33 PM
/YorkRegionGovt

We've started an Environmental Assessment study of Kennedy Road, between Steeles Avenue and Major Mackenzie Drive, in the City of Markham. Your feedback will help us decide how to enhance travel options, while balancing impacts to residents and communities in the surrounding area, and to the environment. Share your thoughts at york.ca/KennedyRoad

[Less](#) ▲



Info

Activity

Macros

Conversation