

Appendix B.4 – Public Comment- Response Tracking

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



ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
1	20170522	Email	<p>Good evening, I am writing to voice my frustration with the current state of Kennedy Road, from Major Mackenzie to Steeles Avenue. I reside in [...], just north of 16th avenue and use Kennedy Avenue every day during regular rush hour to transport my children to school near Denison Avenue.</p> <p>My first issue has to do with the recent large development on Berzy Farm without adequate infrastructure. As a result Kennedy Avenue is crawling.</p> <p>In addition, there should be a traffic cop stationed at the entrance /exit of Unionville Montessori School as cars frequently interrupt traffic to aggressively pull in and out of the school, preventing traffic from moving through a green light and exacerbating the congestion.</p> <p>I would further propose that Kennedy become a road where lane direction varies based on time of day.</p> <p>I would also like the town to review how close buildings and houses can be to Kennedy Avenue. Look at the T&T complex opposite the Mercedes dealership. It's disgusting how close the units are to the road, also meaning that no future road width can be added.</p> <p>At a minimum I would encourage the town to take measures before the York Downs development commences.</p> <p>If you would like to discuss further, please don't hesitate to contact me.</p> <p>Regards, [...]</p>	20170523	<p>Good afternoon,</p> <p>I hope this finds you well. Thanks kindly for your feedback regarding the Kennedy Road EA Study.</p> <p>We appreciate you taking the time to detail your experiences travelling in the area with all the new development now underway, as well as outlining some of the challenges related to congestion and dangerous turning practices at the Unionville Montessori School. Your notes pertaining to traffic flow and the proximity of houses to the roadway are important for us to consider. Receiving your input is an important part of this study and it has been documented for the record and shared with the Project Team.</p> <p>I have added you to our distribution list to ensure you receive all future notices regarding this project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>
2	20170521	Email	<p>Mr. [...],</p> <p>I just recently viewed the Notice of Commencement in the local Markham paper and was interested in becoming a member of the stakeholder group. I live near Kennedy and [...], and my parents live near Kennedy and [...]. Can you tell me how I go about applying, and what the expectations of the stakeholder members will be?</p> <p>Thank You, [...]</p>	20170523	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you well. We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>Your offer of involvement is appreciated, we will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps. There will be 4-5 meetings throughout the duration of the EA Study to discuss project milestones and offer feedback. All SHG members will be expected to attend every meeting.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
	20170519	Email	<p>[...]...as per the notice in the Markham Economist and Sun, I would like to apply to become a stakeholder group (SHG) member, representing [...]. As you may recall, I was recently accepted as a member of the SHG for the McCowan Rd EA.</p> <p>As fyi, here is the info I provided to the McCowan team as part of the application.</p> <p>[...]</p> <p>Markham, On Representative: [...], [...], [...]</p> <p>Initial comments/feedback: We are supportive of road widening for HOV/Transit/AT, particularly as it will support the proposed Frequent Transit Network on this street. To maximize efficiency and avoid abuse, there needs to be strong enforcement against single occupant vehicles, and there should be traffic signal priority for transit.</p> <p>In addition, here is a comment we recently submitted re the 16th Ave and Bayview EAs requesting real-life data on the benefits of HOV lanes. The same question obviously applies to McCowan. In subsequent discussions with Steve Mota of York Region, he advised that there is no current actual travel time data on York's HOV lanes. We agreed that it would be a good idea for Operations to develop some data. Steve will pursue.</p> <p>[...]...I have been following these two EAs closely. I am very interested in York Region's transportation challenges. I am also the chair of [...] transportation subcommittee.</p> <p>It seems that the preferred alternative in these two cases, and likely in other arterial road EAs upcoming, will be to widen the road to construct a HOV/Transit lane. As you know, road widenings have many negative implications. If this is indeed the preferred solution, I would like to be assured that they will work as advertised and deliver the benefits promised.</p> <p>I am aware of the traffic modeling work showing travel time savings for transit and HOV cars versus single-occupant cars. But I would like to know what our real life experience has been. We currently have HOV lanes on Yonge (Clark to Steeles) and on Dufferin (407 to Steeles). They have been in place for several years. Perhaps we also have them elsewhere in York Region. I have several questions.</p> <ol style="list-style-type: none"> 1. What are the hours where HOV 2+ is in operation on these streets? 2. Do you have traffic counts or visual evidence that the HOV lane is noticeably less crowded than the general purpose lanes during these periods? 3. What are the actual transit travel time savings during these periods, versus transit travel in the general purpose lanes? 4. What are the actual high occupancy car travel time savings during these periods, versus car travel in the general purpose lanes? 5. How much cheating is there (cars with one occupant only driving in the HOV lane)? 6. How much enforcement does YRP do on these HOV lanes? <p>Looking forward to your reply. Thank you.</p> <p>[...]</p> <p>Markham, Ontario</p>	20170523	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you very well. Thanks in advance for being a part of our McCowan Road SHG and for your interest in participating in the Kennedy Road EA Study in the same capacity. I appreciate you resending these supplemental comments and queries from your McCowan application.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
3	20191116	email	<p>Ed (and team)..... Thank you for a very informative stakeholder session on November 14. In my view, there are two areas where followup by your team is badly needed:</p> <p>1. Scope reduced lane width for entire length of project Several of us gathered after the meeting for a debrief. We all agreed that narrowing lane widths was a very promising idea coming out of the meeting and requires more exploration. You indicated that typical assumed lane widths for a York Region arterial, including for this Kennedy Rd EA, were 3.3 m for a general purpose lane and 3.5 m for an HOV/Transit lane. (I agree those appear to be good numbers, and are consistent with those assumed in the completed EA for 16th Avenue from Yonge to Woodbine).</p> <p>You indicated that in the vicinity of the cemeteries, lane widths would be reduced to 3.0 m (general purpose) and 3.2 (HOV/Transit), and that this is still a safe situation. We feel narrower lanes should be studied for the entire corridor, as they offer many benefits;</p> <p>* Reduces road speeds * Provides more room for cycle track + sidewalk option, rather than MUPs. We all agree that an MUP is not the preferred ultimate solution on a busy, intense corridor, especially in an era of e-bikes and e-scooters. * Easier crossing for pedestrians * Less disruptive to neighbourhood (noise, vibration, particulates) * Less environmental issues (salt, storm water management) due to less hard surface * Lower construction and maintenance costs</p> <p>Jennifer Keesmaat had an op-ed in the Globe and Mail on November 15 where she stated "It makes no sense to wedge highly efficient transportation choices (bikes and e-scooters) into the leftover spaces while continuing to plan for highly inefficient choices (cars) as the backbone of how we move from place to place". Wise words!</p> <p>This concept should also be looked at for McCowan Rd and 16th Avenue.</p> <p>2. Clarify width of MUP versus width of Sidewalk+Cycle Track You stated at the meeting that you selected MUPs as the preferred alternative versus sidewalk+cycle track on Kennedy Rd. due to the lower cross section width. However, at the McCowan Rd EA sessions in May 2019, it was stated that they have the same width! The display board stated "Cycle track/Sidewalk option and Multi-use path option both have the same width (3.3 m). Facility type to be consulted with the City of Markham during detailed design</p> <p>Could you please clarify?</p> <p>Thank you for your attention to these two matters. Happy to discuss further.</p> <p>[...]</p>	20191122	<p>Good afternoon [...] and [...],</p> <p>This email is a follow-up to the issues brought forth at the Stakeholders Group meeting on November 14, 2019. For your reference, case 2104909 has been created.</p> <p>McCowan Road's active transportation facility is proposed to be 3.3m wide to allow for sidewalk and cycle track in the future. As the road allowance is narrower on Kennedy Road in comparison to McCowan Road, the multi-use path (MUP) proposed on Kennedy Road will have a maximum width of 3.0m, which is not sufficient to provide a sidewalk and cycle track in the future (which requires a minimum width of 3.3m). The narrower MUP will provide more space for tree planting.</p> <p>York Region staff are proposing to use the MUP as the current and ultimate vision of the active transportation facility for Kennedy Road. Based on the comments received from the Stakeholders Group meeting, the study team will review the opportunity to widen the MUP to 3.3m to protect for sidewalk and cycle track in the future.</p> <p>Should you have any further questions, please feel free to contact us.</p> <p>Sincerely, [...]</p>
4	20191117	email	<p>Thanks for this summary [...].</p> <p>With respect to MUPs vs cycle tracks, I think that there was consensus in the room that where there is room for separated cycle tracks and sidewalks, that should be the preferred option, and that MUPs should be used only where the necessary ROW is lacking (e.g. at the cemeteries). The transition between the MUPs and the separated cycle tracks/sidewalks can be handled sufficiently with appropriate signage and paint. Consistency along the full length of Kennedy (ie MUP only for the full distance) was not supported.</p> <p>Cheers,</p>		

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5	20170519	Email	<p>Good afternoon [...]. My name is [...] and I live [...] in the [...] just east of Kennedy Road. I noticed in yesterday's Economist the Notice of Commencement for the EA of Kennedy Road. The situation on Kennedy Road affects me on a daily basis and I would be very interested in participating in the stakeholder's group.</p> <p>Many thanks, and have a wonderful Victoria Day weekend!</p> <p>[...]</p> <p>[...]</p>	20170523	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you very well. We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>
6	20170524	Email	<p>Hello [...],</p> <p>In response to your Notice of Commencement for the EA on Kennedy, I would like to participate in the public consultation as stakeholder.</p> <p>Fyi, [...] owns the property at Duffield Dr. on the west side of Kennedy Rd. Also we are in negotiation with the City of Markham regarding the eastbound Miller Ave. extension which will come down onto Duffield Dr. to terminate at Kennedy Rd.</p>	20170524	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well. We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group (SHG) and for providing the additional information regarding your property at Duffield Dr. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please contact me directly if you have any questions or require more information.</p>
7	20170524	Email	<p>We are the owners of [...]. We are deeply concerned about how current and future traffic on Kennedy road impacts on our property value.</p> <p>We would like to be informed and if possible be part of future planning.</p>	20170525	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well. We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>

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8	20170523	Email	<p>Good afternoon. Today we received the York Region Notice of Commencement for a Municipal Class Environmental Assessment Study of Kennedy Road. Thank you. It was good to learn of this work in the weeks and months ahead.</p> <p>The notice invited "resident and stakeholder feedback throughout the study and...community members to form a stakeholder group." Because our building is located on Kennedy Road, just [...] north of Steeles, we are quite interested to nominate one of our Trustees to serve as a member of the Stakeholder Group. Please alert us of what information we should forward to you in order to be considered.</p> <p>Thank you for your work to develop our roadways, while respecting the needs of the environment. We appreciate you.</p>	20170524	<p>Thanks for your email - I hope this finds you well and we appreciate your ongoing support of our local projects.</p> <p>We also appreciate your interest in having a representative from the [...] participate in the Kennedy Road EA Study as a member of the Shareholder Group (SHG). We are looking a variety of perspectives on this study from residents, businesses, property owners and the broader community that utilizes the corridor.</p> <p>Please forward us the name and email address of the Trustee you're considering putting forward for the SHG. We will be finalizing the group in the next few months. Once we've determined the SHG members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
9	20170524	Email	<p>Just received at my home the flyer for the Notice of Commencement of the subject EA on Kennedy Road between Steeles and Major Mackenzie.</p> <p>Can you please include me in your stakeholder group.</p> <p>Our Heathwood Community is deeply affected by the traffic on Kennedy Road and Steeles generated by the Asian Malls at the North East corner of Kennedy/Steeles which we understand have plans for major expansion including the addition of several residential towers.</p> <p>We are also concerned about the pressing need to build an underpass on Kennedy for the GO train as Metrolinks is currently doubling the tracks and it is obvious to us that the need for an underpass on Kennedy is as big as the one planned for Steeles.</p> <p>The Heathwood Community is located in Toronto on the South West corner of Kennedy/Steeles and includes 1400 single family residences in the quadrant from Steeles to McNichol and from Kennedy to Birchmount.</p> <p>We experience severe traffic infiltration as a result of traffic congestion on both Kennedy and Steeles.</p> <p>I will anticipate your positive response.</p>	20170526	<p>Thanks for your email - I hope this finds you very well.</p> <p>We greatly appreciate your interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG) and value the perspective of the Heathwood Ratepayers Association on this project. We are looking a variety of perspectives from residents, property owners and the broader community that utilizes the corridor.</p> <p>The EA Study is just underway and we will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project, including invitations to our Open Houses. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
	20170526	Email	<p>[...],</p> <p>Thanks for your confirmation.</p> <p>I am looking forward to an active participation to the EA.</p>	n/a	n/a
10	20170529	Email	<p>Mr. [...],</p> <p>I wish to apply to be a member of the stakeholder group that will consult in the Kennedy Road EA Study.</p> <p>Name: [...] Address: [...] Phone: [...]</p> <p>Please advise if you require any additional information.</p>	20170529	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please contact me directly if you have any questions or require more information.</p>

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11	20170528	Email	Dear [...], I am a member of Markham's Cycling & Pedestrian Advisory Committee (CPAC) and would like to apply to be a stakeholder member for the Kennedy Rd EA.	20170528	Thanks for your email - I hope this finds you well. We appreciate your and the Markham Cycling & Pedestrian Advisory Committee's interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor. We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps. I have also added you to the distribution list to receive all future notices regarding the project. Please contact me directly if you have any questions or require more information.
	20170531	Email	[...], Thank you for your reply. Really hoping for good cycling infra on the boulevard for this busy arterial road and hopefully also protected intersections, but this can be discussed later. [...]		
12	20170527	Email	Have recently received by mail a single page Notice of EA Study of Kennedy Road. It provides little information and refers reader to "york.ca.ea" to read the entire Notice of Commencement for the study. I find no report at this site with the appropriate title or publication date that I may reference to. As a home owner of forty years, with property backing onto the referenced corridor I would be extremely interested in reading this Environmental Assessment Study objectives and to view it's entirety. I may be interested to be a stakeholder group participant member. I would kindly request more information please and to be added to your email list regarding the above subject. Thank you. [...] [...] [...]	20170529	Good morning, Thanks for your email - I hope this finds you well. Forgive us for not being clear enough regarding the Environmental Assessment Study, you were unable to find the report because this project is just underway, and we are in the early stages of conducting research and producing this report. The process can take up to two years and will be available to the public once complete. We greatly appreciate your interest in the Kennedy Road EA Study, and that you may also be interested in applying to join our Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor. Thank you for identifying that your property backs on to Kennedy Road. We will be finalizing the SHG in the next few months, if you would like to be considered, please let me know. The group will meet 4-5 times over the next two years to discuss the project and provide feedback on the proposed improvements and design alternatives. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps. I have also added you to the distribution list to receive all future notices regarding the project. Please contact me directly if you have any questions or require more information.
13	20170529	Email	Dear Mr. [...], I have two concerns regarding the future use of Kennedy Road and/or increased traffic flow on this road. 1) Safety - I have witnessed at least one accident along with several narrowly avoided accidents at the lights of Kennedy Road and Bridle Trail. I think this intersection is particularly vulnerable as northbound traffic has a long straightaway leading up to the lights. This is especially concerning as this intersection serves as a busy school crossing in mornings and afternoons. 2) Traffic noise - noise from passing cars and trucks on both Kennedy and 16th Avenue is already ever-present within the neighbourhood. An increase in traffic flow on Kennedy Avenue would surely aggravate this issue. Thank you in advance for your attention to these concerns. Sincerely, Local resident	20170530	I hope this finds you well. Thanks kindly for your feedback regarding the Kennedy Road EA Study. We appreciate you taking the time to outline your safety concerns and detail your experiences with noise pollution in the area. Receiving your input is an important part of this study and it has been shared with our project team and documented for the record. I have also added you to our distribution list to ensure you receive all future notices regarding this project. Please do not hesitate to contact me directly if you have any questions or require more information.

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14	20170531	Email	<p>ATTENTION [...]</p> <p>Attached is my response to Notice of Commencement of Kennedy Road assessment study. [...]</p> <p>-----</p> <p>I have noted the newspaper notification that an Environmental Assessment Study is to review current and future transportation needs on Kennedy Road between Steeles and Major Mackenzie.</p> <p>There is reason to be concerned about this study because my 6th sense tells me it is probably a revival of a past study since we moved here in 2005... the plan being to expand Kennedy Road from 4 to 6 lanes.</p> <p>We have a personal interest in what transpires. As you can guess, we back on to Kennedy ... as do many other residents ... and our biggest concern is noise. (Pollution also but not an everyday noticeable effect.) During the last study, we requested that the town send someone to measure the noise level because there are times we cannot carry on a conversation when sitting on the patio. It was agreed...by someone at the Milliken Mills public meeting... that this could be arranged but nothing happened. Since then we have built an 8 foot high double thick solid wood fence and perhaps the sound is muffled a little but it is still noisy when visiting with friends and family in our backyard.</p> <p>My concern is if we continue to build wider roads to make motorists happy, what are we doing to encourage them to get out of their cars and use other options? And we continue to make it noisier for everyone. We can hear the roar of the 407 from our place... not to re-mention Kennedy on the other side of our fence!</p> <p>We cycle and I use Kennedy regularly. I choose not to use the road when there is a sidewalk that is seldom used by pedestrians and sometimes by dog walkers. It is crazy to venture onto the road when the sidewalk is a safe option.</p> <p>My suggestions:</p> <ol style="list-style-type: none"> 1. Do not widen the roadway. Catering to cars is "same old same old". 2. Create separated bike lanes where the sidewalks are now.. remembering that pedestrians also need to be considered. 3. Create noise barriers. 4. Speed is also an issue - creating more noise. Photo radar should be seriously considered. <p>Markham seems to be focused on improving recreational paths ...which is good. But we need to make year round destination cycling desirable. Year round cycling is doable... we know because we do it. And we will do more if the conditions are improved.</p> <p>I am sitting at my back window as I am writing this and as happens so rarely... there was no traffic .. and I looked up to see what was wrong. Silence!!! It was golden!</p> <p>I can only hope that smart and forward thinking will prevail. Drivers and cars are not # 1. They are only part of a bigger picture. Residents need other options when they choose to move into dense housing areas. My voice is only one voice but please remember all who live in Markham and think outside the box to come up with something that works fairly and sensibly.</p> <p>I have attached an interesting article by Christopher Hume in the Toronto Star, May 29, 2017 in case you missed it.</p> <p>I don't want to read a future Christopher Hume article that says... they have given in the car - again - when reworking Kennedy Road. All the real estate ads talk about 'within walking distance of Too Good Pond'. A 6 lane highway is not going to be 'walker friendly'.</p> <p>Good luck with this project. I know it is not easy... but work hard and come up with a plan that can effect the future in a positive and healthy way.</p> <p>Regards</p> <p>[...]</p> <p>[...]</p>	20170605	<p>Good afternoon,</p> <p>I hope this finds you well. Thanks kindly for your wonderful feedback regarding the Kennedy Road EA Study. We appreciate you taking the time to outline your concerns and detail your experiences with travel in the area. We are also fans of Christopher Hume's perspective on growth in the area, thanks for sharing his writing and ideas. Receiving your input is an important part of this study and it has been shared with our project team and documented for the record.</p> <p>I have also added you to our distribution list to ensure you receive all future notices regarding this project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>

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15	20170530	Email	Hello, I'm a resident in Ward 3 and am interested in joining the a stakeholder group concerning this EA. Please advise. Thanks.	20170531	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months and would appreciate if you could supply your address and contact information for consideration. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
	20170531	Email	<p>Hello [...],</p> <p>My address and contact info are as follow: [...] phone:[...] email: [...]</p> <p>Please keep me updated. Thanks. [...]</p>	20170531	Thanks! Have a nice day
16	20170531	Email	<p>I am writing to apply for membership on the stakeholder Group for the Municipal Class EA Study of Kennedy Rd.</p> <p>As way of background, I have been residing for 25 years at [...], Unionville which backs onto Kennedy Rd. I also have extensive experience in the transportation sector and environmental assessment through my work with Canadian Standards Association and Pollution Probe.</p> <p>My coordinates are as follows;</p> <p>[...] [...] [...] [...] (C) [...] (H) [...]</p>	20170531	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months and thank you for supplying your address, contact information and previous experience for consideration. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
17	20170530	Email	<p>Good afternoon [...],</p> <p>I would like to submit to be a member of the stakeholder group for Kennedy Road. My residential home backs on to Kennedy Road within the subject area.</p> <p>Please advise of the next steps</p> <p>Thank you, [...]</p> <p>Sent from my iPad</p>	20170531	<p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months and would appreciate if you could supply your address and contact information for consideration. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
	20170531	Email	<p>Thank you, my address is [...] Home Tel [...].</p> <p>[...]</p>		

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
18	20170530	Email	<p>My family and I have received the notice for the commencement of this assessment study for Kennedy Road. As requested on the letter, I would be interested in participating as a stakeholder group member for the residents of the area. I feel that I would make a committed candidate due to the proximity of my home to project. The street, Austin Drive, is a residential road that connects directly onto Kennedy Rd, and has been subject to a substantial rise in traffic due to the increased congestion around Hwy 7, Kennedy Rd, McCowan Rd, and surrounding area.</p> <p>Thanks for your consideration and information.</p> <p>Regards,</p>	20170531	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months and appreciate you supplying your contact information for consideration. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
19	20170507	Phone	n/a - see response	20170607	<p>Good morning,</p> <p>It was a pleasure to speak with you yesterday about your experiences living in the Kennedy corridor. We hope to see you at one of our public Open Houses over the next year to discuss the project further. You can also keep track of study progress at York.ca/KennedyRoad</p> <p>I have also added you to our distribution list to ensure you receive all future notices and invitations to events regarding this project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, []</p>
20	20170605	Email	<p>I wish to be a stakeholder group member of the Environmental Assessment of Kennedy Road, representing the [...] and [...].</p> <p>I would appreciate being made aware of meetings and publications.</p> <p>[...]</p> <p>[...]</p> <p>[...]</p> <p>[...]</p> <p>[...]</p>	20170607	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Shareholder Group (SHG) on behalf of the [...] and the[...]. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
21	20170606	Email	<p>Good morning,</p> <p>[...] would like to be included as part of the EA study for Kennedy Road. As a major landowner along Kennedy Road, any upcoming changes to the future transportation needs of this road it is important to consider to how it may affect our developments. Please provide us with more information regarding the upcoming public consultation.</p> <p>Thank you, and have a great day,</p>	20170607	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate the interest of [...] in the Kennedy Road EA Study. We would be happy to host you or one of your associates at one of our upcoming Open House coming up this fall, we'll let you know as soon as it has been scheduled.</p> <p>Additionally, you might consider joining our Shareholder Group that meets 4-5 times throughout the study to offer feedback on the direction of the project. We will be finalizing the SHG in the next few months.</p> <p>I have also added you to the distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>
22	20170624	Email	<p>I would like to be considered for a stakeholder group position for the recently announced Kennedy Road EA study. I believe that my perspective would be beneficial to the Region, study team, and community. My expertise/experience includes:</p> <ul style="list-style-type: none"> • 35 years of transportation planning and design experience • Led 15 provincial and municipal transportation EA studies • Project managed the EA/design assignments of Kennedy/McCowan (16th Ave to Major Mackenzie) widening projects for York Region • Lived in Unionville (property backs onto Kennedy Road) for 26 years • Have extensive anecdotal knowledge of Kennedy Road operational issues (including intersections, signals, drainage, visibility issues) and travel patterns at various times of the day from daily travel on Kennedy Road • Have extensive knowledge of major influences on EA outcome (i.e. other transportation/transit initiatives, developments, land use changes) gained from work assignments, participation in other studies, and involvement with local ratepayer association. <p>Thank you. /D</p>	20170626	<p>Good afternoon,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in participating in the Kennedy Road EA Study as a member of the Stakeholder Group (SHG). We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>We will be finalizing the SHG in the next few months. The commitment of group members will be to attend 4-5 evening meetings over the duration of the study to provide feedback at key milestones. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>If you're interested in being considered, please provide us with your address and contact information.</p> <p>I have also added you to the email distribution list to receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Thanks, [...]</p>
	20170627	Email	<p>[...]</p> <p>Address and contact information, as requested: [...]</p>		

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
23	20170609	Email	<p>Greetings. I am [...] at [...] I am writing to ask about the EA planned for our area. What is involved in being a stakeholder? How do we register to be a stakeholder? Thank you, and have a great weekend. God bless-</p>	20170613	<p>Good afternoon, Thanks for your email - I hope this finds you well. We appreciate your interest in the Kennedy Road EA Study and our Stakeholder Group. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor. The group will meet approximately 4-5 times over the coming year to discuss the project and offer feedback at different study milestones. If you're interested, please let us know as we will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps. I have also added you to the distribution list to make sure [...] receives all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information. Best,</p>
24	20170626	Email	<p>Hi</p> <p>I am a Markham resident. I just want to submit a comment regarding Kennedy Road between Steeles Avenue and Major Mackenzie Drive.</p> <p>At Steeles and Kennedy, there is a need for a space for bus route 8 to stop but not blocking the traffic. My observation is that Bus route # 8 usually uses the southbound right turn lane at Kennedy as a final stop. The bus usually blocks the cars which try to make right turn from Kennedy to Steeles.</p> <p>The slope between 14th Avenue and Duffield Drive (south of Hwy 407) is too steep. On the snow day, I did see some vehicles had difficulties to climb up the slope because the road was full of snow.</p> <p>Major intersections should have yellow strips on the ground to remind drivers of not blocking intersections.</p> <p>Thank you.</p>	20170627	<p>Good morning,</p> <p>I hope this finds you well. Thanks kindly for your feedback regarding the Kennedy Road EA Study. We appreciate you taking the time to outline some of the public transportation activity at Steeles Ave and detail your observations of seasonal travel in the area. Receiving your input is an important part of this study and it has been shared with our project team and documented for the record.</p> <p>I have also added you to our distribution list to ensure you receive all future notices regarding this project. Please do not hesitate to contact us if you have any questions or require more information.</p> <p>Thanks, [...]</p>
	20170627	Email	<p>Hi [...],</p> <p>Thanks for your reply.</p> <p>Please keep me updated about this study.</p> <p>[...]</p>		
25	20170706	Email	<p>Dear [...],</p> <p>The school year is over and I now have summer hours, and time to finally email you about the changes to Kennedy Road. Am I too late?</p> <p>I would like to find out what the plans are, and I would greatly appreciate the opportunity to share my experience with traffic in front of our school.</p> <p>Could you please let me know the best way to do that? I would be happy to come to your office if that would help.</p> <p>Sincerely,</p> <p>[...] [...]</p>	20170711	<p>Good morning,</p> <p>I hope this finds you very well – thanks for your note and your interest in the Kennedy Road EA Study. There is plenty of time to share your thoughts about travel and traffic in the area of your school with the project team, and the choice of how to do so is up to you. Your comments will be shared with the project team and our consultant group and become part of the project record.</p> <p>We are accepting comments via email to roads.ea@york.ca or we are also hosting an Open House for the Kennedy project in your area this fall, once the time/location has been confirmed we'll send you an invitation. Following this event you will also be able to view the project information and comment via our online open house form at york.ca/ea</p> <p>If you have any questions please feel free to contact us and we look forward to your comments.</p> <p>Thanks, [...]</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
26	20170609	Email	<p>[...],</p> <p>Sorry I missed your call but this is in response to your message. I am interested to be a stakeholder group member for the Municipal Class Environmental Assessment Study of Kennedy Road.</p> <p>Please provide me the info related to this project. I would prefer if the meetings related to this project are in Markham.</p> <p>Thanks</p> <p>[...]</p> <p>[...]</p> <p>[...]</p> <p>Sent from my iPad</p>	20170613	<p>Good morning,</p> <p>Thanks for your email - I hope this finds you well.</p> <p>We appreciate your interest in joining our Stakeholder Group for the Kennedy Road EA Study. We are looking a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor.</p> <p>The group will meet approximately 4-5 times over the coming year to discuss the project and offer feedback at different study milestones. If you're still interested, please let us know as we will be finalizing the SHG in the next few months. Once we've determined the group's members, a follow-up e-mail will be provided to those who have been chosen to inform about next steps.</p> <p>I have also added you to the distribution list to make sure you receive all future notices regarding the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Best, [...]</p>
27	20170825	Phone call		20170825	<p>Hello,</p> <p>Thank you for speaking with me this afternoon regarding the Kennedy Road Study.</p> <p>This is to confirm that we will be including your contact information in our Study Contact List and will be providing you notices for upcoming Open Houses, Study Completion, and any other Study notifications.</p> <p>If you have any question on this study, please feel free to contact me.</p>
28	20170704	Email	<p>Dear Mr. [...],</p> <p>I am the owner of the plaza located at [...]. I saw the notice of commencement in regard to the environmental assessment study of Kennedy Road, from Steeles Avenue to Major Mackenzie Drive. Please send me or direct me to download any previous information, studies, proposed plans. Please send me the scope document of the EAS being undertaken and where they invite for comments. If there is a mailing list for this study, please include my email address as sent. For hardcopy correspondence, my mailing address is below.</p> <p>Thanks and regards, [...]</p> <p>[...]</p>	20170907	<p>Good afternoon,</p> <p>Thank you for your interest in the Kennedy Road Class EA study.</p> <p>The study began in May 2017. As we are in the preliminary stages of the study, we don't have any details yet on what the concepts might be in the corridor, the preferred plan, or possible impacts resulting from the preferred plan. As we progress throughout the study, once the information is publicly available for review, you will be notified and invited to review the information.</p> <p>For background information, York Region Council approved an updated Transportation Master Plan (TMP) in December 2016. The TMP document is used to identify the road and transit improvements needed over the next 25 years, through to 2041. Kennedy Road has been identified as one of many corridors to be widened from 4 to 6 lanes from Steeles Avenue to Major Mackenzie Drive, with the added lane for Transit/High Occupancy Vehicles (HOV).</p> <p>York Region's 2017 10-Year Roads and Transit Capital Construction Program identifies construction along Kennedy Road in your area will begin in 2024. Please note this map is updated annually so the plan may be adjusted in future.</p> <p>Public consultation is an important part of the EA study. We are seeking interested residents, property owners and the broader community to participate as part of the Stakeholders Group (SHG). The purpose of the SHG is to provide a forum for focused discussion with community members to provide feedback to the Project Team at the key milestones. There will be 3 to 4 meetings throughout the duration of the study where the SHG will meet with the Project Team to provide input. Should you wish to participate as a member of the SHG, please let us know.</p> <p>I also like to confirm that you will be added to the email distribution list to receive notices for upcoming Open Houses, study completion and any other study notifications about the project. Please do not hesitate to contact me directly if you have any questions or require more information.</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
29	20171114	Phone call	"I'm calling to inquire about the assessment being done on Kennedy road, the Kennedy Road EA between Steeles and Major Mack, could you please give me a call at your convenience on my cell at [...], and my name is [...] thank you"	20171115	<p>Good morning,</p> <p>It was great speaking with you yesterday.</p> <p>As discussed, York Region's Transportation Master Plan (TMP), approved by Regional Council in 2016, identified the need for improvements to Kennedy Road within the next 20 years.</p> <p>The current Environmental Assessment Study for Kennedy Road, from Steeles Avenue to Major Mackenzie Drive, will review how best to provide the improvements, identified in the TMP, while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. The study is in very early stages and community input is an important part of this study.</p> <p>We appreciate your interest in participating as a member of the Stakeholder Group (SHG). The SHG provides a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor and meets at a number of intervals throughout the study. Please let me know if any of your neighbours may also be interested in participating and we can see about accommodating their requests.</p> <p>I hope this provides more information on what and why we are undertaking this study. Please feel free to contact me if you require additional information.</p> <p>Regards,</p>
30	20171207	Email	Hi there, I have been living in Markham [...] for about 17 years and see the rapid changes in the past decade. For the EA of Kennedy for future, I would like to suggest the following options for the City to take into consideration: 1. Expand one more lane in both directions as HOV lane and on top, you can add the EV car symbol to that lane in order to promote green environments too. 2. Build some by-passes to lead certain amount of cars to some communities in order to reduce the loading of Kennedy(in certain portions). 3. Build some fly-overs in certain intersections such as Kennedy/Hwy 7 to illuminate the intersections which causes traffic congestions of both roads in those main intersections. The above suggestions are my 2 cents.	20171207	<p>Good morning, Thank you for your feedback regarding the Kenney Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding HOV lanes, bypasses and flyovers. Community input is an important part of this study and your comments have been shared with the project team and documented for the record. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
31	20171213	email	I like at [...], Stouffville, for pas 30 years. I suggest to add: Two left turn lanes at major intersection. Have left turn light that actually work in all directions. From Kennedy to Steeles, add a new center lane, that be used going south in the morning and north in the evening. Just like Jarvis street in Toronto. Improved and longer right turn lanes. Having buses stop after the intersection rather than before. When cars are making right turn they should turn onto a special receiving right turn lane and then merge into traffic that's promoting more cars turning right on red lights into a special Lane the idea here is to keep traffic moving. I have seen so many projects that actually slow traffic down and has no bearing on traffic flow whatsoever these things need to stop the key here is to keep traffic moving at all times.	20171213	<p>Good afternoon, Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions for improving turn lanes and adding a centre lane. Community input is an important part of this study and your comments have been shared with the project team and documented for the record. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
32	20171208	Email	Hello, I saw the sign on the side of the road about suggestions and improvements for Kennedy rd. Honestly I am not sure what kind of improvements can be made, but i certainly know something needs to be done. That stretch of road in the morning is absolutely absurd. There are so many new subdivisions, with tons of cars coming out - and really I don't think this road was made to handle it. The back log from Major Mackezie to 16th avenue is unreal. In particular - there is always a real problem with the intersection just north of 16th ave - and especially where the entrance to that private school is. It was just a couple of weeks ago that I got into an accident because of a man who had some serious road rage - and the worst part of it all is that the police did nothing about it. That whole stretch needs a blitz of police presence for a good while just to straighten people up again! People sit in the middle of intersections, they go into the left hand turn lane way to far in advance, sometimes even going into oncoming traffic! I travel this road everyday - and have been travelling it for over 10 years now as I commute from Pefferlaw into Scarborough every day. The road now is by far the worst is has ever been. I wish I had some sort of solution to help - but one thing is for certain - police presence is required.	20171208	<p>Good afternoon, Thank you for sharing your travel experiences and feedback regarding the Kennedy Road Environmental Assessment Study. York Region Council approved an updated Transportation Master Plan (TMP) in 2016. The TMP identified road and transit improvement needs over the next 25 years, to 2041, including changes to Kennedy Road. The TMP recommended: 1. widening Kennedy Road from 4 to 6 lanes between Steeles Avenue and Major Mackenzie Drive, with the additional lanes as Transit/High Occupancy Vehicles (HOV) lane 2. enhancing active transportation travel options by improving sidewalks and adding separated bike lanes. The current Environmental Assessment Study for Kennedy Road, from Steeles Avenue to Major Mackenzie Drive, will review how best to provide the improvements, identified in the TMP, while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction. Additionally, we are reviewing problematic areas along Kennedy Road to identify interim solutions until Kennedy Road improvements can take place. Thank you for the information regarding vehicles turning at the school. If you are aware of other issues along Kennedy Road please let me know. Community input is an important part of this study, and your comments have been shared with the project team and documented for the record. Please do not hesitate to contact me directly if you have any questions or require more information.</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
33	20171121	Email	<p>Hello [...],</p> <p>I was unable to come to the first meeting because Tuesday nights are the only night that I am busy. I was told that someone would send me the minutes from the meeting. Do you know who I should contact to get the minutes?</p> <p>I am still interested in attending the other meetings.</p> <p>Best regards,</p> <p>[...]</p>	20171121	<p>Hi,</p> <p>Thanks for your email. The project team is working on the meeting minutes. It will be circulated to the stakeholder group members later this week/early next week, along with the powerpoint presentation.</p> <p>The 2nd SHG meeting is scheduled for Jan 2018. Email invitation will be sent out 2 weeks prior to the meeting date. We will try our best to arrange meetings on different nights of a week to make sure all members get an opportunity to meet with us and share their thoughts.</p> <p>Thanks,</p> <p>[...]</p>
34	20171123	Email	<p>Dear Mr. Edward Chiu, Project Manager, York Regional Roads;</p> <p>I am writing to provide comment on the Kennedy Road EA.</p> <p>With continued residential development north of 16th Ave, particularly the new York Downs Golf Club redevelopment, it is essential that Kennedy Rd be widened to accommodate the increased traffic that will inevitably result.</p> <p>Kennedy Rd is already becoming a traffic nightmare during rush hours and is significantly worse during weather events. Living on Main St, there is ever increasing traffic infiltration for drivers trying to avoid traffic on Kennedy which leads to Main St being backed up almost to my driveway in the mornings.</p> <p>It can take me 15 > 20 minutes to get from my home to Hwy 407 (2 kms) and vice versa.</p> <p>This type of traffic congestion is very bad for the environment as thousands of cars sitting in traffic idling and polluting our air and waterways.</p> <p>Kennedy Road should be widened to 3 lanes each way with left-turn lanes where space permits, and separated bike lanes should be added as well. I cycle regularly on Kennedy Road and bike lanes would be a huge safety improvement for the thousands of cyclists how use Kennedy Rd every year.</p> <p>Traffic lights should also be synchronized to reduce north-south congestion during rush-hours.</p> <p>Thank you,</p> <p>[...]</p> <p>[...]</p> <p>[...]</p> <p>[...]</p>	20171129	<p>Good afternoon,</p> <p>Thank you for your comments and interest on the Kennedy Road EA Study.</p> <p>York Region Council approved an updated Transportation Master Plan (TMP) in 2016. The TMP identified road and transit improvement needs over the next 25 years, to 2041, including changes to Kennedy Road.</p> <p>The TMP recommended:</p> <ul style="list-style-type: none"> • widening Kennedy Road from 4 to 6 lanes between Steeles Avenue and Major Mackenzie Drive, with the additional lanes as Transit/High Occupancy Vehicles (HOV) lane • enhancing active transportation travel options by improving sidewalks and adding separated bike lanes. <p>As part of the current Environmental Assessment study, we will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction as you have suggested.</p> <p>In addition, we are also reviewing problematic areas along Kennedy Road to identify interim solutions until Kennedy Road improvements can take place. If you are aware of other issues along Kennedy Road please let me know.</p> <p>Please feel free to contact me if you have any other questions or require additional information.</p>
35	20171123	Email	<p>Hello,</p> <p>I saw the web page detailing information on studying Kennedy Road.</p> <p>I was intrigued by the following:</p> <p>"Public consultation is an important part of the EA study. York Region welcomes resident and stakeholder feedback throughout the study and will also seek community members to form a stakeholder group."</p> <p>Have those community spots been filled?</p> <p>I live on [...], near Kennedy and Carlton. I use Kennedy daily as part of my commute south into work. Please let me know if I can be a part of this important study.</p> <p>[...]</p>	20171124	<p>Thank you for your interest in participating in the Kennedy Road Environmental Assessment Study as a member of the Stakeholder Group (SHG). The SHG provides a variety of perspectives on this study from residents, property owners and the broader community that utilizes the corridor and meets at a number of intervals throughout the study.</p> <p>I have shared your request with the project team and will let you know if we can accommodate your request. Please provide me with your full name and confirm the best way to contact you.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
36	20171126	Email	<p>Hi Edward</p> <p>I just wanted to drop my suggestion for the Kennedy Road study between Major Mackenzie and Steeles. I grew up near Denison and Kennedy and currently reside near 16th and Kennedy. So Kennedy is a heavily travelled route for me as my parents still do reside around Denison and Kennedy and I commute to work on Kennedy fairly often. The congestion has become quite heavy over the years and a 5 minute drive can at times take 20 to 30 mins. Thank God the arena did not get approved!</p> <p>In an ideal world, I would love to see Kennedy become a 3 lane road in both directions especially with the new York Downs development. However, I do realize that it is quite an intensive financial undertaking. So, maybe we start with more co-ordinated traffic light timing. But please, no dedicated bus lanes! But, a 3 lane will be a HUGE blessing!</p>	20171205	<p>Good morning,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your short-term and long-term suggestions for improvements as well as your experiences with travel in the area. Community input is an important part of this study and your comments have been shared with our project team and documented for the record.</p> <p>Please feel free to contact me directly if you have any questions or require more information.</p>
37	20171124	Email	<p>My suggestion is to divert traffic away from Kennedy road in the Unionville area. Too many kids have to cross such a major intersection to get to schools in the morning and afternoon during peak traffic hours. Why not make it more pedestrian friendly. Too many young families in the area to make it a major artery for north and south traffic.</p>	20171205	<p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to share your comments about pedestrians in the area. Community input is an important part of this study and your comments have been shared with the project team and documented for the record.</p> <p>Please feel free to contact me directly should you have any questions or require additional information.</p>
38	20171205	Email	<p>In response to the Kennedy Road EA Study, the only solution is rapid transit by having the proposed Kennedy Road Smartrack line from Kennedy Subway Station run up to Highway 7 at the very least. Along with including bike lanes similar to what is on the Highway 7 corridor east of Warden Ave.</p>	20171205	<p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions for transit improvements and cycling infrastructure. Community input is an important part of this study and your comments have been shared with our project team and documented for the record.</p>
39	20171124	Email	<p>Hello! This is regarding Kennedy Road & HWY 7. Eton Street & Kennedy - Please put up a sign for drivers to not block the entrance/street. This would make it easier for drivers to enter into Eton St. as well as exit. Thanks, Sent from the iPhone of [...]</p>	20171220	<p>Good morning, Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. Community input is an important part of this study, and your comments have been shared with the project team and documented for the record. The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction. Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. Thank you for the information regarding the intersection of Kennedy Road and Eton Street. If you are aware of other issues along Kennedy Road please let me know. Please do not hesitate to contact me directly if you have any questions or require more information.</p>
40	20171216	Email	<p>Hi In regards to Kennedy Road improvement here is what needed; 1. extra lanes 2. smart traffic lights that reads the volume of traffic and adjust accordingly 3. synchronize traffic lights - this can be achieved by using smart traffic light, Do not include HOV lanes. Based my experience (I am on the road all over GTA) I have noticed that the HOV lanes are not fully used because all cars have single drivers. Recently town of Markham opened up HOV lanes along Highway 7 - and I see it to be empty mostly. Therefore with all that money spend the traffic during rush hour is the same. HOV lanes on 400 series highway is fine.</p>	20171220	<p>Good morning, Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding road widening and HOV lanes as well as your experiences with travel in the area. Community input is an important part of these studies, and your comments have been shared with the project team and documented for the record. The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction. Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any issues along Kennedy Road please let me know. Please do not hesitate to contact me directly if you have any questions or require more information.</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
41	20171221	Email	<p>Dear Edward Chiu,</p> <p>I am one of the Markham resident and using Kennedy Road daily for my work.</p> <p>1) More people are moving to Markham 2) More houses and building are coming along the Kennedy road 3) There are not enough road running North to South</p> <p>As you know all the above reason the not only the Kennedy road need to expansion all the road running North to South road need to expand. The Hwy 7 expansion is not working as the road expansion they also added more signal light and it didn't help the commuters. As long the population of the Markham increase the road and the transportation need to increase. We are not looking the transportation, we are going to be like to Toronto traffic jam.</p> <p>Please look into these traffic. We need more time with our family not in the road.</p> <p>Thanks, One of the Markham resident [...]</p>	20171222	<p>Good morning,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your thoughts regarding road widening and traffic flow as well as your experiences with travel in the area. Community input is an important part of this study and your comments have been shared with the project team and documented for the record.</p> <p>Please note, we have begun the Environmental Assessment process for McCowan Road, between Steeles Avenue and Major Mackenzie Drive as well.</p> <p>The current Environmental Assessment Studies will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion, including options such as synchronizing traffic lights in the north-south direction.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any issues along Kennedy Road or McCowan Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p>
42	20171222	Email	<p>Hi I lived closed to Kennedy and used it for the past 15 years. Watching all the houses / condos built and population growth was great but not so much for traffic. Kennedy north and south bound during rush hours are the worst among all other roads that goes north and south.</p> <p>1. The left turn signals are TOO long. (Not that many cars actually turns left and time is wasted) 2. Light changes red too fast not enough cars actually get through a green light (also due to long left turn signals too long) 3. The lights at hw 7 and Kennedy is ridiculously long for hw7. Going east / west on hw7 should be shorter and people should use 407 more to lighten the traffic jams on hw7 and Kennedy during rush hours. What's the highway for if majority of the people are not using it because the priority of the light is set to smooth out hw7.</p> <p>4. The lights at 14th and Kennedy is also pretty bad , can't believe the green lights for 14th is actually longer or somewhat close to kennedys when not that many cars actually uses it and it's ALWAYS a empty green light. Please adjust the lights accordingly.</p> <p>Can't imagine what it will be like when downtown markham is close to completion or when York campus is going to be built traffic is going to be even worst is Kennedy road lights are not set as priority for its people. It's not a very favourable area to live in anymore .</p> <p>Thanks for reading From [...]</p>	20171222	<p>Good morning,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding traffic signal timing as well as your experiences with travel in the area.</p> <p>Community input is an important part of these studies, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. Thank you for providing your observations related to the intersections of Kennedy Road and Highway 7 as well as Kennedy Road and 14th Avenue. If you are aware of any issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p>

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43	20171122	Email	<p>Kennedy Road south from 16th Avenue to at least the #407 is brutal, especially during morning rush hour and on Saturday's. There have been times when construction crews have started their work before morning rush hour has ended. That of course comes with lane closure. To me that's totally unacceptable! Construction on this stretch of road should never start before 9:30 a.m. and should never go on later than 3:30 p.m.</p> <p>Case in point, last year right at the lights just north of the #407, crews had one southbound lane shut down during morning rush hour (I was there between 8:30 and 9:00 a.m.). Totally frustrating and unacceptable!</p> <p>One other suggestion. You may want to consider significantly extending the length of the right turn lane onto #7 when you're travelling south on Kennedy Road. If it were significantly longer more cars would be able to line up for that right turn onto #7.</p> <p>Thanks for listening. [...]</p>	20171205	<p>Good afternoon,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestion to extend the right turn lane as you approach Highway 7 from the north as well as your experiences with travel in the area. Community input is an important part of this study and your comments have been shared with the project team and documented for the record.</p> <p>My apologies for not responding sooner and for your experience during your morning commute on December 1. We shared your comments with City of Markham and we understand that they are working with their contractor to mitigate work during rush hour.</p> <p>Please feel free to contact me directly should you have any questions or require more information.</p>
44	20180112	Email	<p>This is in response to the public notices posted on Kennedy Road in Unionville.</p> <p>Suggestions:</p> <ol style="list-style-type: none"> 1. Start the work much earlier than 2021. The road is well beyond capacity for several hours daily, Monday-Friday. Pressure on the road's capacity has been and continues to increase due to: <ol style="list-style-type: none"> a. The creation and expansion of Unionville as a major transportation hub with cars, shuttle buses, Viva Buses, GO buses, increased numbers GO trains, the highway 407 and local buses all bringing in increasing numbers of passengers. b. The continued building of extraordinarily dense housing immediately to the West and North of the hub. Major development projects planned on all the land on the east and west sides of Kennedy road North of 16th Avenue, including York Downs. 2. Widen Kennedy Road between 14th and 16th Avenue as a priority. Midblock collectors (where they exist such as Birchmount) are limited to residential speed limits of 40 or 50 kph. In other cases they do not exist, such as Brimley or Middlefield. All adding to the pressure on Kennedy between 14th and 16th avenues. The very success of the Unionville Hub will be jeopardised if passengers simply cannot get there is reasonable time due to traffic delays on Kennedy. 3. Widen Kennedy road to 6 lanes plus turning lanes, plus bus segregated lanes (similar to those on Highway 7, West of Warden) between YMCA Boulevard and Highway 7 . 4 Widen Kennedy Road between Highway 7 and 16th avenue and between 14th Avenue and YMCA Boulevard to 6 lanes plus turns. (i.e. no segregated bus lanes or HOV lanes) 5. Include segregated bicycle lanes in both directions from Steeles to 16th Avenue. 6. Where possible reduce the number of left turns by consolidating ingress and exits into one lights-controlled intersection and otherwise building a median strip preventing such access. <p>As I have taken time to put these thoughts together, an acknowledgement would be appreciated. Many thanks!</p>	20180117	<p>Good afternoon [...],</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding road widening and HOV lanes.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction.</p> <p>The TMP recommended:</p> <ul style="list-style-type: none"> • Widening Kennedy Road from 4 to 6 lanes between Steeles Avenue and Major Mackenzie Drive, with the additional lanes as Transit/High Occupancy Vehicles (HOV) lane • Enhancing active transportation travel options by improving sidewalks and adding separated bike lanes • Implementing center median where sufficient right-of-way and traffic conditions allows to consolidate ingress and egress to signalized intersections <p>An EA, completed by York Region Rapid Transit Corporation (YRRTC) has recommended the construction of a VIVA Rapidway on Kennedy Road from YMCA Boulevard to Highway 7. This recommendation will be reviewed as part of the current Kennedy Road EA.</p> <p>With respect to construction timing, York Region has a 10-year Road and Transit Capital Construction Program that is reviewed and updated annually. Depending on budget and</p>

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			[...]		<p>community need, timing of projects may be adjusted. The current timing for construction ensures adequate time for York Region to complete an EA study, followed by detailed design. Often road widening projects involve property acquisition and utility relocation to make way for the improvements, which can take up to four years to complete, depending on the size and complexity of the project. After completing these tasks, the project is ready for construction.</p> <p>In the meantime, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any specific issues along Kennedy Road please let me know.</p> <p>Please also join us for our upcoming open houses to provide any additional thoughts and feedback on improving Kennedy Road. For information on timing, please visit york.ca/KennedyRoad. Following the open house, the information shared as part of the Open House will be posted at york.ca/KennedyRoad, should you wish to review the information at your leisure.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p>
45	20180119	Email	<p>Good Morning,</p> <p>Yesterday at the Cycling and Pedestrian Advisory Committee (CPAC) our Vice Chair, told us, by skipping phase 1 and 2 (satisfied by the TMP), we are now in the detailed design phase? Is this true? I did not understand that from our last meeting, that phase 3 is the detailed design phase.</p> <p>So, all the arterials (Kennedy, McCowan and 16th), slated for widening, are then already in the detailed design phase? Please, explain.</p> <p>Thank you,</p> <p>[...]</p>	20180124	<p>Good afternoon,</p> <p>Under the Environmental Assessment (EA) process, detailed design and construction are part of Phase 5. Phase 5 will not occur until the EA study is completed.</p> <p>The purpose of Phases 1 and 2 of the EA process is to identify the problem or opportunity of the corridor and then recommend alternative solutions for the corridor to address the identified problem.</p> <p>The recommended alternative solution identified in the Transportation Master Plan for Kennedy Road is to widen the roadway to accommodate transit/HOV lanes, promote other modes of travel by providing separated bicycle facilities and continuous sidewalk and support growth and development in the area.</p> <p>Phase 3 of the EA is to create and evaluate design concepts to determine the recommended plan. Phase 4 is the preparation of the Environmental Study Report to summarize and document the process that was followed, show the analyses that were undertaken, outline the recommended design concept, as well as present commitments by which we will abide by during detailed design and construction.</p> <p>I can confirm that Kennedy Road, McCowan Road and 16th Avenue are all currently still in the EA study phase. Detailed design has not been initiated.</p> <p>I trust this answers your question. Please feel free to contact me if you have any additional questions or comments.</p>

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46	20180130	Email	<p>Hi Mr. Edward Chiu,</p> <p>I'm writing to share my feedback on Kennedy Rd. Over the years, there have been many projects to build more housing, neighborhoods, and plazas in this area which is great. Unfortunately, it has caused huge traffic jams to the point where I consistently avoid driving in Kennedy and prefer side streets now. In particular, it's terrible during rush hour traffic, especially near Unionville Go Train station.</p> <p>My suggestion would be to increase the number of lanes if possible. Otherwise, study the traffic flow and better synchronize the lights during rush hour traffic, especially during go train arrivals.</p> <p>Please do NOT add a bus lane similar to Hwy 7. That has been a complete disaster and waste of taxpayer money. There is consistently empty buses and an unused bus lane during rush hour.</p> <p>Thanks,</p> <p>[...]</p>	20180131	<p>Good morning,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding road widening and traffic signal timing as well as your experiences with travel in the area.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p>
47	20180131	Email	<p>Hi,</p> <p>I recently noticed signs that asked for input into planning for Kennedy Road in Markham. Here are some of my thoughts in no particular order.</p> <ul style="list-style-type: none"> • I have lived in Markham for just 10 years now and it takes anywhere from 10 minutes to 30 minutes to go 2.5 kms to either the 407 or Unionville GO station • There are too many stop lights – traffic especially from some of the plazas needs to be funnelled elsewhere – some of the side streets too • Timing of the lights needs to be reviewed • My husband and I take Viva now to get to Unionville go because of congestion and parking but feel that this option should be easier – we have to cross a busy Kennedy road to take the bus – this has been looked at already by York region based on an earlier request – volume isn't there right now but could be – “build it and they will start using it” • If expansion lanes are added during rush hour for direct access to Unionville Go and for transit lanes – don't think HOV per se would work <p>Thank you for your consideration.</p> <p>[...]</p>	20180131	<p>Good afternoon Ms. [...],</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions regarding HOV lanes and traffic signal timing as well as your experiences with travel, including travelling on transit, in the area.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on Kennedy Road, including options such as synchronizing traffic lights in the north-south direction.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards</p>

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48	20180112	Email	<p>Hi Edward,</p> <p>I have a question regarding the meeting that was held last night at Milliken Mills C.C. I know you mentioned the right of way widths (ROW) along certain portions of Kennedy Rd., and was interested in the ROW width between Lee Ave. and 14th Ave. My parents live on [...], and frequently walk along Kennedy Rd. between Lee Ave. and 14th and was wondering if the ROW was the 43 m , that was the preferred width. Also, will the ROW be decreased/be affected at the proposed townhouse development, located on the east side of Kennedy Rd., between Lee Ave., and 14th Ave.</p> <p>Thanks, [...]</p>	20180116	<p>Good afternoon,</p> <p>We have reviewed the section of Kennedy Road between Lee Avenue and 14th Avenue, and the right-of-way widths currently vary between about 28m (around Lee Ave.) to about 36m (near 14th Ave.).</p> <p>Where possible, we would request for the wider width of 43m (or 21.5m on one side of the road) including in front of the proposed townhouse development. Our typical practice is to advise the developers of the right-of-way requirement identified in the Official Plan and we would expect the developer to plan their development beyond this area. If the wider 43m right-of-way width is not possible, we would then provide the narrower cross section using the typical cross section of 36m width.</p> <p>Narrower width less than 36m would generally not be considered unless we have unique areas such as across the 2 cemetery zones on Kennedy Road.</p> <p>I trust this answer your question. Please feel free to contact me if you have additional questions or comments.</p>
49	20180130	Phone call	<p>He is a resident along Longwater Chase near the Kennedy Road and 16th Avenue intersection. He expressed his dissatisfaction regarding vehicles using Longwater Chase as a by-pass to the Kennedy Road and 16th Avenue intersection during peak hours. He was wondering if part of the preferred solution for the Kennedy Road EA study would address this issue.</p> <p>He has already raised this issue with City of Markham Councillor Hamilton, and was wondering if Longwater Chase on its eastern access to 16th Avenue could be changed to a cul-de-sac. Councillor Hamilton noted that turning Longwater Chase into a cul-de-sac would not be an option.</p> <p>He inquired if a left turn restriction from Kennedy Road onto Longwater Chase during peak hours could be placed through signage</p>	20180212	<p>Good evening,</p> <p>Thank you for your participation in the Stakeholder Group meeting for the Kennedy Road Environmental Assessment (EA), as well as sharing your concerns related to vehicles using Longwater Chase as a bypass route.</p> <p>Although Longwater Chase intersection is beyond the scope of this study, the anticipation is that once improvements to Kennedy Road and 16th Avenue are in place, traffic will remain on the Regional roads. At the meantime, as part of the EA Study, York Region will be discussing interim improvements to address traffic and safety concerns along Kennedy Road. Your concerns will be discussed and, if appropriate and feasible, improvements will be provided.</p> <p>If you are aware of other issues in the area, please let us know so we can bring them to York Region's attention.</p> <p>Regards</p>
	20180221	Phone call	<ul style="list-style-type: none"> • [...] voiced his continued concerns for Longwater Chase being used as a collector function; • He noted that he brought up this issue with Councillor Don Hamilton but that Don had referred him to the project team, and now the project team is referring him back to City of Markham Staff; • He noted that he will continue to bring up his concerns at the next stakeholder meeting for Kennedy Road, and also to City of Markham staff/council. 		No further action required
	20180323	Phone call	<p>In addition to the information below, one of the residents on Longwater Chase (southeast quadrant of Kennedy and 16th) raised concerns regarding commuter using Longwater Chase to bypass the Kennedy and 16th intersection.</p> <p>They are asking if there can be turning restrictions into Longwater Chase (no westbound left turns in the AM and no northbound right turns in the PM) at both of the Longwater Chase intersections.</p>	20180323	In the past, Markham also installed speed humps on side street to discourage infiltration traffic and slow down vehicles when using local roads so that may also be an alternative, and I will pass this over to Markham for their consideration.

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50	20180206	Email	<p>Hi Edward,</p> <p>I saw the sign looking for feedback on Kennedy Road. As there becomes more traffic it is more dangerous for wildlife to cross the road without getting hit by cars, therefore I would like to suggest putting wildlife underpasses in Kennedy Road so animals can pass safely under the road.</p> <p>I've attached links of examples. https://en.wikipedia.org/wiki/Wildlife_crossing</p> <p>https://www.pc.gc.ca/en/pn-np/ab/banff/info/gestion-management/enviro/transport/tch-rtc/passages-crossings</p> <p>These systems are cheaper to put it while the road is under construction so please consider this if Kennedy rd is being widened.</p> <p>Thanks,</p> <p>[...] Tax Payer, [...]</p>	20180208	<p>Good afternoon,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestion to include animal crossings as part of the Kennedy Road improvements project.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of any issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p>
51	20180222	Email	<p>[...],</p> <p>I attended the public open house at Milliken Mills CC last night and I would like to offer specific comments related to the Heathwood Community located South West of the Steeles boundary of your study:</p> <p>1. We think that Kennedy Road should be opened 3 lanes each way from Steeles right up to Highway #7 before adding the 10,000 residential units planned in the Milliken redevelopment. The intersection of Kennedy and Steeles is extremely congested today with traffic trying to get in and out of Pacific Mall. This traffic overflows in the Markham Community West of Kennedy and also in the Heathwood Community where people are taking a shortcut to avoid the traffic jam on Steeles. We believe that you should provide much better access to these Malls before even considering expanding them and bringing more traffic. The planned expansion of Kennedy Road North of Steeles should ease the traffic in and out of these malls to access 407 ETR and Highway #7 .</p> <p>2. We think that the Underpass on Kennedy just North of Pacific Mall should be built as soon as possible for safety reasons similar to the one being built on Steeles later on this year. With the number of trains increasing drastically, the risk of a train hitting a vehicle has also increased quite a bit. It is a fact that during traffic jams, cars are observed waiting on the tracks at times and it is extremely dangerous with the train accelerating in a curve. It may explain why we hear the train horn so loud and so long now days.</p> <p>Regards, [...]</p>	20180223	<p>Good afternoon,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions related to road widening, improving access to Pacific Mall and providing an underpass at the rail crossing north of Steeles Avenue.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. Thank you for the comments related to the intersection of Kennedy Road and Steeles Avenue and for sharing your observations related to the rail crossing north of Steeles Avenue. If you are aware of other issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p>

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52	20180215	Email	<p>Edward. Comment about the EA. 1. Overpass at go train track south of Carlton. 2. Full intersection at west bound 407 exit ramp to ymca and go train parking. 3. Stop through traffic at Kennedy and Eton street. 4. Overpass go train track at north end of pacific mall.</p> <p>[...]</p> <p>Thanks</p>	20180215	<p>Good morning,</p> <p>Thank you for your feedback regarding the Kennedy Road Environmental Assessment Study. We appreciate you taking the time to outline your suggestions to include overpasses at the rail crossings and change intersections of Kennedy Road and the westbound Highway 407 off-ramp, and Kennedy Road and Eton Street.</p> <p>Community input is an important part of this study, and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. Thank you for the comments related to the intersections of Kennedy Road and the westbound Highway 407 off-ramp, and Kennedy Road and Eton Street. If you are aware of other issues along Kennedy Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p>
	20180222	Email	<p>hi, i am actually work and drive a lot on the road within the region and have a lot of comments... wonder if there is an general email i can pass on my suggestion? thanks</p> <p>[...]</p> <p>[...]</p> <p>[...]</p>	20180226	<p>Good morning,</p> <p>Thank you for your ongoing interest in the Kennedy Road Environmental Assessment study.</p> <p>Please feel free to share any further comments and suggestions you may have to improve Kennedy Road either directly with myself at christine.morrison@york.ca or to roads.ea@york.ca.</p> <p>Regards,</p>
53	20180223	Email	<p>Hi,</p> <p>To resolve the traffic issues on all the major roads in Markham. I believe we need to build a couple of mini 2 lanes highways that go from North to South...</p> <p>[...]</p>	20180223	<p>Good afternoon,</p> <p>Thank you for your feedback to improve traffic flow in the City of Markham. We appreciate you taking the time to outline your suggestion to improve north south travel.</p> <p>Community input is an important part of the McCowan Road and Kennedy Road Environmental Assessment studies which are currently underway. Your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Studies will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment. We will also be reviewing strategies to alleviate congestion on both Kennedy Road and McCowan Road.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware any issues along Kennedy Road or McCowan Road please let me know.</p> <p>Please do not hesitate to contact me directly if you have any questions or require more information.</p> <p>Regards,</p> <p>[]</p>

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54				20180308	<p>Dear [...],</p> <p>Please kindly review on the draft minutes from the meeting on February 2 and send us any comments that you may have by end of next week (March 16).</p> <p>As per your request, please contact[...] from Metrolinx ([...]) related to impacts on Steeles Avenue due to the proposed grade separation.</p> <p>Should you have any further questions, please do not hesitate to contact us.</p> <p>Thanks, [...]</p>
55	20180303	Email	<p>Hi,</p> <p>I would like to make a comment about widening Kennedy and McCowan roads. I have lived in Markham for 34 years so know what happens here. If you don't mind I will just list reasons.</p> <ol style="list-style-type: none"> 1. There is too much traffic and there will just be a bottleneck at the end 2.I live at Major Mac. and Kennedy, and it already take 20 mins. + to drive to Markville in traffic, including weekends all day. The construction would make it a nightmare. 3.The expansion of Highway 7 was just embarrassing how long it took, and it is still not complete. The construction company should have been charged huge penalties for the delay. 4. YR should halt all development because there are too many cars and people and you know it. <p>Some common sense solutions:</p> <ol style="list-style-type: none"> 5. Hardly anyone walks in Markham. Make sidewalks bike lanes on one side of all the major roads, or widen paths for dual use This could be a pilot. It is too dangerous to cycle on our roads. 6. YRT should be free for seniors, unemployed people and children after 9:30. So many busses are empty.(suggest pilot) 7. High school students should have an annual cheap \$50 bus pass, to stop parents driving them to school. Look at the cost of bussing to high school each week. I think it is \$30. 8. There should be huge discounts for university students on YRT and GO. Every way I look at using public transit, it is always more expensive than driving. I drive to Toronto and park for \$6 on a Saturday. GO would cost over \$15. 9. Subsidize YRT. It would be better to have busses running full with low fare passengers, rather than empty and more cars on the road. <p>I have common sense and I would hope that all planners would start to show common sense too.</p> <p>Thank you for taking the time to read this.</p> <p>[...]</p>	20180308	<p>Good afternoon,</p> <p>Thank you for your feedback regarding the Kennedy Road and McCowan Road Environmental Assessment Studies. We appreciate you taking the time to outline your experience with travel in the area.</p> <p>Community input is an important part of these studies and your comments have been shared with the project team and documented for the record.</p> <p>The current Environmental Assessment Study will review how best to provide the improvements, identified in the Transportation Master Plan (TMP), while balancing impacts to the residents and communities in the surrounding area, as well as to the environment.</p> <p>Additionally, we are reviewing problematic areas to identify interim solutions until road improvements can take place. If you are aware of issues along Kennedy Road or McCowan Road please let me know.</p> <p>I reached out to my colleagues at YRT to share your suggestions and provide some additional information.</p> <p>Currently, YRT offers discounted fares for seniors, children and high school students. Seniors and children receive a 37 per cent discount on tickets, and a 58 per cent discount on monthly passes compared to the adult rate. High school students receive a 21 per cent discount on tickets, and a 23 per cent discount on monthly passes compared to the adult rate.</p> <p>There are also several transit discount programs in place for individuals that require financial assistance, such as the Transit Discount Program for Ontario Works and Ontario Disability Support Program clients, as well as the new Transit Assistance Program pilot.</p> <p>Additionally, YRT staff are working with other transit agencies, including Brampton Transit and the TTC, to identify the possibility of a special post-secondary pass (referred to as a U-Pass) for students attending York University that will allow full-time graduate and undergraduate students to travel on these three transit systems with the one pass.</p> <p>In 2016, York Regional Council approved a transition strategy that would maintain a revenue-to-cost ratio target at 40 per cent for the years 2017 to 2020. YRT's annual fare review ensures balanced costs between riders and taxpayers, and is consistent with other GTA transit systems</p> <p>We appreciate you taking the time to provide us with your feedback. It has been entered into our tracking system (reference number 1443086). Should you have any further questions or concerns regarding YRT, please do not hesitate to call our Contact Centre 1-866-668-3978.</p> <p>For further information regarding the Environmental Assessment studies underway for Kennedy Road and McCowan Road, please do not hesitate to contact me directly.</p> <p>Regards</p>

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56	20180318	Email	<p>FYI (Markham Council needs to communicate to York Region, that adding lanes does not add up anymore and Sustainable Streets Plan does).</p> <p>Widening on hold in LA (Portland also got advised not to widen their roads by engineering firm WSP based in Montreal):</p> <p>https://www.citylab.com/transportation/2018/03/la-says-no-to-freeway-expansion/555353/</p> <p>And please, read this great article:</p> <p>https://sf.streetsblog.org/2015/02/20/san-mateo-adopts-vision-zero-with-its-sustainable-streets-plan/</p> <p>Cheers,</p>		
	20180319	Email	<p>Dear Mr. Chiu</p> <p>Further to our email dated Sept 1 2017, and our discussion at the Open House on February 22nd, 2018, we would once again like to bring to light our concern that the plans for Kennedy Road do not accurately reflect the current zoning status of our lands at the NW corner of Kennedy and 16th Avenue. Your documents showed the lands as being agricultural, however presently our lands are zoned for commercial/institutional and the new official Urban planning designates the land for medium and high density mixed use. We have been operating in this area as a school for over 30 years serving the Markham community prior to any development in the vicinity.</p> <p>Since the area is currently under the environmental, capital, and traffic review we want to make sure that our current development and our new addition proposed in 2013, are accommodated in your studies. In our discussion you mentioned the need of a road allowance of 21.5 meter from center line of construction to be accommodated along Kennedy Road. However, in 2005 when we developed our lands on Kennedy Rd just north of 16th Ave, the road allowance from the center line of construction at that time was 18 meters where the new building is located. This location should be included on the list of excluded sensitive areas, similar to the exclusion for St. Phillips on the Hill, located at 9400 Kennedy Road, where the 21.5 meter allowance could not be accommodated. On our property we also have a designated Heritage building that is only approx. 16 meters from the centre line. We did, however, notice that there is space on the east side of Kennedy Road to allow for the proposed expansion.</p> <p>At our pre-consultation meeting with the officials from the planning department of City of Markham, and York Region planning and development services, in 2013, we had shared plans for our proposed addition to our properties on Kennedy. Since then we started the process of the expansion by amalgamating our lands as required by the City of Markham, securing a temporary zoning to allow for a portable, paying applicable development charges, conducting geotechnical, traffic and environment studies (copies of which have been provided to the City of Markham). We have also worked with the Heritage committee to satisfy their needs to preserve the Heritage property on our lands and we are now in the process of completing all the required drawings for our application to construct a school building at the corner of Kennedy Road and 16th Avenue as an expansion of our existing School. This application was delayed due to sensitivity of Heritage building</p>	20180320	<p>Good afternoon,</p> <p>Thank you for your follow up email and the comments regarding the land use designation for your property. We will correct the information on any future displays.</p> <p>Additionally, thank you for providing detailed information on the planned expansion/development on your property. Because the planned developments have not yet been submitted for site plan application, we can only identify this location as planned development at this time.</p> <p>The Environmental Assessment Study documents will be updated accordingly depending on the timing of submission for the site plan application and the application status. Please note that even after the Study is complete, York Region will continue to work with you to resolve your concerns in relation to your planned development. The approved site plan will override the Study.</p> <p>In regards to your comments on converting your entrance to right in-right out only, this reflects typical practice when regional roads are widened to provide a six lane roadway. However, given the anticipated traffic from your site, this can be further reviewed to determine if there is an opportunity to provide full vehicle movement.</p> <p>We would be pleased to meet with you and your traffic consultant to discuss the information. I am currently available on the following days/time, please let me know what best work for you:</p> <ul style="list-style-type: none"> • Monday March 26 to Thursday March 29 in the morning • Tuesday April 3 in the afternoon • Wednesday April 4 all day

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57			<p>on our lands that delayed us by two years.</p> <p>Our concern has to do with the absence of accommodations for our requirements in your future plans for Kennedy Road expansion. The display at the Open House accounted for all the development proposed by York ton Development , however it appeared not to have taken into account or missed the traffic impact of our development. Since we intend to apply and develop our property in the very near future it would be prudent for York Region to consider and accommodate our needs within the future plans for the Kennedy Road expansion. As well please take into consideration that our school has been existing in this area for over 30 years, before any other development occurred in this area.</p> <p>Finally with regards to your comment at the open house that the median (island) on Kennedy Road north of 16th Avenue may be extended further north and may impede our existing full motion entrance on Kennedy Road and that our entrance would be accommodated with a U-turn at the lights north of us, has us concerned. If this was to occur, it would greatly compromise our entrance, especially in light of the fact that our exit/entrance at 16th Avenue was restricted to right in right out by York Region in 1997, any further restriction to our entrance/exit on Kennedy Rd. will create a traffic situation that would not be functional. Our parents coming from the west would be left with circling the property without being able to enter unless the existing left turns are accommodated. Your suggestion parents to make a U-turn at the lights would effect all the purposed developments that are being currently shown and the network of roads . We would prefer a different more reasonable solution to this issue.</p> <p>In order to facilitate this process and provide clarification, we would like our traffic engineers to meet with you and your staff at the earliest before the April 4th city of Markham Development meeting. Please let us know your availability so we can schedule a time. For your review prior to our meeting, we will also forward you a draft site plan and detail drawings that our architects and engineers have been currently working on.</p> <p>Best regards,</p> <p>[...]</p>		<p>I want to also acknowledged that we received your draft site plan and detail drawings you provided in a separate e-mail, and will be using the information to understand the implication of the Kennedy Road improvements on the planned development.</p> <p>Edward Chiu</p>
58	20180426	Email	<p>Hello, are you holding an evening public information centre for the above, if so pls provide details. The website seems to indicate you are planning to skip this step.</p> <p>Thank you,</p> <p>[...]</p> <p>Markham</p>	20180427	<p>Good morning Mr. [...],</p> <p>Thank you for your interest in the Kennedy Road Environmental Assessment (EA) Study. There are key milestones throughout the EA process to provide public open houses:</p> <ul style="list-style-type: none"> • When the recommended alternative solution has been identified • When the recommended alternative design concept has been identified <p>The recommended alternative solution was identified as part of the York Region's 2016 Transportation Master Plan (TMP) update. Community consultation was critical in updating the TMP. As part of the TMP update, York Region hosted Open Houses and Public Meetings, provided displays at shopping malls such as the Markville Mall and conducted online engagement through social media such as Facebook and Twitter. The TMP update was approved by York Region Council in the fall of 2016.</p> <p>The public consultation completed as part of the TMP update satisfied the requirement under the Municipal Class Environmental Assessment Study process for a Schedule 'C' project, and the Kennedy Road EA can proceed with generating alternative design concepts to address the preferred alternative solution identified in the TMP. This approach was confirmed by the Ministry of Environment and Climate Change.</p> <p>The first Open House for the Kennedy Road EA Study took place on Tuesday, February 21, 2018 and Wednesday, February 22, 2018. These open houses were to introduce the project, present the work completed to date and share the preferred alternative solution identified in the TMP as well as some of the alternative design concepts that will be considered for Kennedy Road.</p> <p>A second Open House is tentatively scheduled for early 2019 to present the recommended alternative design concept.</p>

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					<p>Community feedback is an important part of the Environmental Assessment process as we seek to build system capacity on our road network while balancing impacts to residents and businesses in the surrounding area, as well as to the natural environment.</p> <p>The information shared as part of the first Open House is available online at york.ca/KennedyRoad. I invite you to review the information and share your feedback and suggestions.</p> <p>Please do not hesitate to contact me directly if you have any questions or for more information.</p> <p>Regards,</p>
59				20180504	<p>Good Afternoon [...],</p> <p>I am following up to my brief email from yesterday. I understand you recently attended a public meeting for the Kennedy Road widening project and may already be aware that the project would also consider noise mitigation warrants (e.g. noise barrier fences) as part of completing the Environmental Assessment, but contemplating construction commitments is likely still premature as studies are yet to be completed. I won't be getting into the details of this part since your original inquiry was about the fence subsidy, but you can follow-up with the project team or the Region's project manager (Ed Chiu, Cc'd) for the Kennedy Road widening for any new developments on the project.</p> <p>Aside from this future possibility, the Region does have a Retrofit Noise Barrier Program designed for smaller groups of homeowners who are seeking relief from the adjacent road traffic noise, who agree and are willing to cost share (50/50) with the Region to possibly construct a noise barrier fence. The constructed retrofit noise barrier fence would be built on the residential side and would be owned and maintained by the homeowners afterwards.</p> <p>Attached with this email is the Region's retrofit noise barrier program information package. Please see the four attachments which provides basic information on the Retrofit noise barriers and regional policy, including requirements, limitations, potential costs, process steps, an application form, etc.</p> <ol style="list-style-type: none"> 1. Retrofit Noise Barrier Petitioning Brochure 2. Retrofit Noise Barrier Protocol (for Information only) 3. York Region's Noise Policy (see Retrofit section) 4. Retrofit Noise Barrier Request Application Form (please keep copies of all submitted materials) <p>Please feel free to contact myself should you have any further questions regarding the</p>
		Email		20180212	<p>Good evening [...],</p> <p>Thank you for your participation in the Stakeholder Group meeting for the Kennedy Road Environmental Assessment (EA), as well as sharing your concerns related to vehicles using Longwater Chase as a bypass route.</p> <p>Although Longwater Chase intersection is beyond the scope of this study, the anticipation is that once improvements to Kennedy Road and 16th Avenue are in place, traffic will remain on the Regional roads. At the meantime, as part of the EA Study, York Region will be discussing interim improvements to address traffic and safety concerns along Kennedy Road. Your concerns will be discussed and, if appropriate and feasible, improvements will be provided.</p> <p>If you are aware of other issues in the area, please let us know so we can bring them to York Region's attention.</p> <p>Regards,</p> <p>[...]</p>

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60	20180405	Email	<p>Edward – thanks much for your help with our concerns with the through-traffic at 16th and Longwater Chase (west intersection).</p> <p>To recap the follow-up items from our chat yesterday:</p> <p>1) While you believe there are no plans for a traffic light at this intersection, you were going to confirm with the traffic planning group. If this is the case, that would be welcome news. I also think you're right, the intersection is already so close to Kennedy and 16th that it would result in two lights not more than several hundred meters apart.</p> <p>2) The 'no-left turn' signage along on westbound 16th coupled with active police enforcement on Longwater helps reduce through-traffic during the posted hours in the morning, but as we still experience speeding through-traffic during off-hours, we're interested in speed bumps/calming strips on Longwater (for the evening reverse traffic cutting through from Kennedy to 16th). Please confirm what the requisite next steps are here. Bob Knapp, my neighbor (whom I have copied) and I are taking the lead on behalf of the residents and appreciate your guidance on this.</p> <p>3) You mentioned the longer term planning for 16th Avenue . . . Can you confirm whether these plans call for a divided median on 16th extending from Kennedy past the 16th & Longwater intersection (west intersection at least)? If so, that would probably be ideal as it would limit incoming traffic to eastbound traffic on 16th.</p> <p>4) I failed to bring it up yesterday, but as we experience evening traffic cutting through from Kennedy to 16th, is there anything else beyond the speed bumps (maybe signage) that might be contemplated?</p> <p>Again, thank-you for the help. Look forward to reconnecting with you -- Best Wishes, [...]</p>	20180426	<p>Good afternoon [...] and [...],</p> <p>Thank you for your email and your ongoing interest in the Kennedy Road Environmental Assessment Study. I apologize for the delay in responding, however, I wanted to ensure that I was able to provide you with the correct information related to all of the issues you have identified.</p> <p>Signalization at 16th Avenue and Longwater Chase intersection</p> <p>As promised, I reached out to our Traffic Safety Team. They have confirmed that at this time, the intersection does not meet the requirements to provide signalization and there is currently no plan to provide signalization at this location. If the criteria for the installation of traffic signal are met in the future, there may be a signal installed at this location.</p> <p>Traffic Calming within Longwater Chase Neighbourhood</p> <p>I spoke with City of Markham staff regarding traffic calming measure. City staff reported that due to impacts to emergency response times and winter maintenance, they no longer install speed humps on City streets. Instead, the City of Markham's Speed Management Program focuses on enforcement, education and engineering initiatives, such as speed advisory display boards, pavement marking enhancements and use of the ROAD WATCH program. The City is actively installing temporary speed advisory boards at problematic locations. A speed advisory board was installed on Longwater Chase between October 2017 and December 2017. White edge line markings were also installed on Longwater Chase to narrow the travel lanes. These initiatives, in addition to multiple all-way stops along its length, have helped keep vehicle speeds on Longwater Chase lower when compared to similar streets elsewhere in the City of Markham.</p> <p>16th Avenue EA Study</p> <p>I have attached the Recommended Plan from the 16th Avenue Environmental Assessment Study for your information. The plan shows that the Longwater Chase intersection will be maintained open to all movements of traffic, including left and right turns from 16th Avenue onto Longwater Chase and Harbord Street. Although the plan is showing the intersection as a signalized intersection, a traffic signal will not be installed unless the requirements for a signalized intersection are met.</p> <p>Turning Restriction on Longwater Chase</p> <p>In 2016, York Region adopted a policy to eliminate turning restrictions from/onto regional roads, with the exception of cases of network optimization and asset preservation purposes. As such, we would not be able to provide turning restriction at Longwater Chase.</p> <p>If you require any additional information please feel free to contact me.</p> <p>Edward Chiu</p>
61	20180619	Email	<p>Hi [...],</p> <p>Can you kindly send me the previous presentation for the Kennedy Road EA?</p> <p>Thank you, [...]</p>	20180619	<p>Good morning [...],</p> <p>Please find the summary and presentation materials from the last stakeholder group meeting for Kennedy Road. Please let me know if you have any additional questions.</p> <p>Regards, [...]</p>

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62	20180827	Email	<p>Hello</p> <p>As my previous comment, I stress the same; please synchronize the traffic lights!! This should be the case on major arteries such as Woodbine Ave, Warden Ave, Kennedy Rd, McCowan and Markham Rd.</p> <p>Any one who commute North to South in the mornings and vice-versa in the afternoon will appreciate this improvement, since at the intersections with Hwy 7 during rush hours is simply hell.</p> <p>As I said before, this will keep the traffic flowing avoiding jams, some road rages and unnecessary vehicles idling polluting the environment more than already is.</p>	20180828	<p>Good morning [...],</p> <p>Thank you for your email regarding the traffic lights on Kennedy Road.</p> <p>As mentioned, please provide us with the direction of travel and time of day when you experience this issue, and staff will investigate.</p> <p>Would the intersection of Kennedy and Highway 7 be your main concern?</p>
	20180902	Email	<p>Hello [...]</p> <p>Thanks for your prompt response.</p> <p>I frequently commute from Markham to Stouffville, Ballantrae and Aurora and vice versa, it is my experience in morning southbound and afternoon northbound rush hours to see how congested McCowan Rd is at different intersections, Hwy 7 being the worse.</p> <p>It is no rare to see traffic line ups from Hwy 407 up to Hwy 7, the lights are so bad that the traffic jumps from one red light to another creating huge jams, particularly at Heritage Rd and Bullock Dr.</p> <p>The same is to say about Kennedy Rd and Warden Ave, not so bad Woodbine Ave., these are roads I also take as options to try to avoid congestion, many times with no success.</p> <p>Another headache road is Markham Rd., the same issues apply as the others, with the added mess that when the road bottles neck northbound, right after HWY 407, when in red light the right lane merging traffic does not bother to line up in advance at the left lane and cut in front of already moving vehicles, creating back up and road rage events, many are repeating offenders I get to recognize.</p> <p>To make things worse, once the traffic hits Hwy 7 finds out another bottle neck at Main Street hitting one red traffic light after another creating more back up.</p> <p>I do not see the widening of the main roads North to South and vice versa as a feasible option, it is my believe that by keeping the traffic flowing with the synchronizing of traffic lights as well as the addition of advanced green lights at every corner may mitigate the driving headaches that we are going through, on an almost daily basis.</p> <p>On another note, I am surprised the Municipality is asking feedback from the public for road improvement, does not our counselors as well as the planners and our Mayor commute in our city?, if they do and experience all of these issues first hand, how come nothing was done already?</p> <p>Really, it is no longer a pleasure to drive in Markham, more and more people come to live in our Town, unfortunately the roads cannot keep up with the demographic explosion we are experiencing and sadly to say, it will get worse, much worse.</p>	20180904	<p>Hello [...],</p> <p>Thank you for providing those details.</p> <p>Your email has been forwarded to our Traffic Signal Operations group for investigation and follow up. If you have any further questions or concerns regarding traffic signal timing in the City of Markham, please email traffic@york.ca</p> <p>Your feedback has also been shared with our project team for the Kennedy Road and McCowan Road EA Studies. Receiving public input is an important part of the EA Study. We will add you to our distribution lists to ensure you receive all future notices regarding these projects.</p> <p>We appreciate you taking the time to outline your experiences with travel in the area. Please do not hesitate to contact us if you have any questions or require more information.</p>
63	20180705	Email	<p>Hello [...],</p> <p>Back in February, the city hosted an open house regarding the York Region EA Kennedy Rd study, between Steeles and Major Mackenzie Drive. I submitted my contact information for further discussion, as I am a commercial property owner at [...], a lot south of 14th Ave on the west side of Kennedy.</p> <p>As of today I have not received any reply. Please inform me if I could make an appointment sometime in the near future to discuss any proposals with staff that may or may not effect my property, directly or indirectly, as a result of the study.</p> <p>You can reply to this email or call me, at [...]</p> <p>Regards, [...] [...]</p>	20180709	<p>Good afternoon Mr. [...],</p> <p>I apologize for not contacting you earlier regarding your request to meet and discuss the potential impacts to your property on Kennedy Road.</p> <p>We can certainly meet with you and go over our plans on Kennedy Road specifically in front of your property. Can you advise if any of the following day/time would work? I will also confirm with our Consultant so they can provide detailed information for you.</p> <p>I am currently available on:</p> <ul style="list-style-type: none"> • Friday July 13 from 9am to 1pm • Monday July 16, Tuesday July 17, and Wednesday July 18 all day • Friday July 20 after 2pm <p>We can meet at your office as well if it is more convenient for you. Please let me know.</p>

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64	20181010	Email	<p>Hello Edward,</p> <p>I believe the problem with Kennedy to be that the traffic lights do not change according to traffic flow. This is an idea that is so easy to implement, would not cause major construction which would add more delays to everyone's daily commute.</p> <p>I drive down highway 7 and turn on Kennedy every day and the fact that cars are not moving but there is nothing but empty space past the red light is a clear indicator of a problem. In fact the only reason I am writing to you is because I was stuck on Kennedy between highway 7 and Avoca for so long that I was able to read your sign a few times over before deciding to send in my advice.</p> <p>Another problem is people not turning right at Kennedy on highway 7 coming northbound. The light is red and people are turning left coming southbound on Kennedy, so there is clearly room to go if you don't take up more than one lane with your car, but everyone seems to be too scared to go. Making better use of the right turn signal already installed would be a godsend.</p> <p>Thank you in advance for taking my ideas into consideration. Please let me know if you have any questions.</p>	20181011	<p>Good morning [...],</p> <p>Thank you for your email regarding the traffic lights on Kennedy Road.</p> <p>May you please provide us with your direction of travel and time of day when you typically experience this issue with the traffic light, on Kennedy Road at Highway 7?</p> <p>We appreciate you taking the time to outline your feedback as well as your experiences with travel in the area. Your feedback for the Kennedy Road Environmental Assessment will be shared with the project team and documented for the record. We will also add you to the distribution list to ensure you receive all future notices regarding this project.</p> <p>Sincerely,</p>
65	20181011	Email	<p>Hello [...],</p> <p>Thank you for your prompt response, I appreciate your addressing my concerns.</p> <p>I am travelling northbound on Kennedy around 4:40PM every weekday, and the traffic is often bumper to bumper from enterprise until I reach Highway 7 (and even a bit beyond). But I see that the light changes prematurely, ie, a wave of cars is just about to reach the intersection when the light turns red, and there is space after the intersection to accommodate these vehicles. This then creates a domino effect at the intersections further south.</p> <p>Last week for example, I was coming northbound later than usual, closer to 5:30PM, and I was stuck in the same position between the two 407 offramps on Kennedy for no less than 3 traffic light cycles. The lights kept changing, but the culprit was likely the Highway 7 / Kennedy intersection, or one even further north. The only reason I got home without having significantly aged is because I decided to take a shortcut through Unionville Gate and take the back streets to get to Hwy 7.</p> <p>But even when I am not commuting during rush hour, and I am on Kennedy, the traffic lights do not follow the flow of traffic. If a light in front of me turns green and I accelerate up to the speed limit, even if I am with a group of cars which should be recognized by the traffic sensors, I continue to hit red lights which not only slows down my life, creates more stop and go traffic which is the most likely to cause an accident, wastes gas unnecessarily, and creates stress.</p> <p>What's worse is that this problem is exacerbated by the population of Markham, most of which are not the best drivers. The police are sitting out there with radar guns stopping people who are slightly surpassing the (already low) speed limits, taking advantage of places where the limit decreases to quickly meet their ticket quota, when they could be doing something much more useful like directing traffic at busy intersections. I understand this is not ideal, but it would surely improve lots of lives as opposed to giving out tickets which only ruins people's day. Crime is already so low in York Region (or Markham, at least), that better allocation</p> <p>of these resources to improving the community would be a significantly better use. My final suggestion, and in my opinion, the most important of all: Do not put those awful left turn traffic lights at the intersection that require you to wait a full cycle before being able to make a left turn. These only increase traffic congestion and do not reduce accidents. Highway 7 was my favorite road to drive on in the past which has been absolutely ruined by these atrocities, and with the bus lanes that see about 1 bus per hour driving down them, it is impossible to make a U-turn.</p> <p>Thank you for making Markham roads the best in the GTA, and for taking my suggestions into consideration.</p>	20181012	<p>Good afternoon [...],</p> <p>Thank you for providing those details.</p> <p>Your email has been forwarded to our Traffic Signal Operations group for investigation and follow up. If you have any further questions or concerns regarding traffic signal timing in the City of Markham, please email traffic@york.ca</p> <p>We've also shared your comments with the project team for the Kennedy Road EA study.</p> <p>Please do not hesitate to contact us if you have any questions or require more information.</p> <p>Sincerely,</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
66	20190120	Email	<p>Ed.</p> <p>I am not sure what comments you are looking for but as a frequent user of Kennedy Road I do have come comments to share with you.</p> <p>1.0 I strongly suspect the lights on Kennedy are not in sync or timed to demand from feeder streets or train crossings. I have been on Kennedy many times stopped at a RED to allow cars from AUSTIN ave to come onto to Kennedy. I have sat thru a full RED light and there were no cars on Austin which tells me the demand on Austin is not timed or measured by the lights on Kennedy. Why have cars stopped for no reason and how hard would it be to sync the lights? Not sure but I think it is worth investigating.</p> <p>2.0 In the area that is under review there is a key train crossing with gates that stop traffic. The lights are not in sync with trains therefore you have cars sitting far too long and out of sync with trains and feeder streets.</p> <p>3.0 Kennedy is a very busy road in all hours but rush hour is simply unreal. It is only going to get worse with York Downs coming on stream soon adding another 9,000 plus cars to our roads. We need a comprehensive education program to train our citizens on car pooling. Is there a way to incent drivers to car pool? Can the leadership in this community lead the charge with education and incentives to car pool?</p> <p>4.0 I suspect your study will lead to suggestions regarding more lanes. I am not sure this is possible given the pinch points in in the road at highway 7. I do not think you can add lanes there without compromising the entire system and adding lanes to only have them merge onto a narrow part of the street does not seem to make sense. At least from my perspective.</p> <p>In the end, we like most cities in the world have far too many cars. We have too many cars with a single passenger and that is the driver. We have far too many cars during rush hours which only compounds the problem. Creative solutions like car pooling, HOV lanes, staggered rush hours and better timed traffic lights can all help. The decision to add lanes and therefore capacity is a costly one with significant enviromental issues. I hope we can explore all of the former before we restore like so many cities to the later.</p> <p>Thank you for considering this note.</p>	20190121	<p>Good morning [...],</p> <p>Thank you for your feedback regarding the Kennedy Road EA Study. We appreciate you taking the time to outline your suggestions as well as your experiences with travel in the area. Receiving your input is an important part of this study and it has been shared with the project team and documented for the record.</p> <p>We will also add you to our distribution list to ensure you receive all future notices regarding this project. Should you have any further questions, please do not hesitate to contact us.</p> <p>Sincerely,</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
67	20190307	Email	<p>Hi [...]</p> <p>I think traffic would flow better if we go rid of the multi-passenger lanes on hwy 7. No one goes out of their way to find a car pool pearson so that they can use the lane. The left hand turn lane from McGowen north to Carlton west should be made longer. People are already turning in to the centre lane illegally and causing confusion and accidents. Uou should make Kennedy rd. Wider (3 lanes each direction from 16th to the railway tracks.</p> <p>Thanks, [...]</p>	20190315	<p>Good morning [...],</p> <p>Thank you for your follow up.</p> <p>The additional lanes constructed on Highway 7, between Town Centre Boulevard and Sciberras Road, were designated as High Occupancy Vehicle (HOV) lanes by York Regional Council in April 2017. The HOV are designated for the exclusive use of transit buses and passenger vehicles with two or more persons, motorcycles, scooters and bicycles, from 7 a.m. to 10 a.m. and 3 p.m. to 7 p.m., Monday to Friday. For additional information a link to the April 2017 Council report is provided below:</p> <p>https://www.york.ca/wps/wcm/connect/yorkpublic/983a49e8-71d7-404b-9b2d-e1f5b55975ca/apr+6+hov+ex.pdf?MOD=AJPERES</p> <p>York Region's HOV strategy is intended to support a shift away from single occupant vehicles to more sustainable modes of transportation such as transit. York Region is planning a comprehensive network of HOV lanes in the most traffic congested areas. Together with expansion of HOV lanes on Provincial freeways, the Region's HOV network will provide a significant benefit to transit and other more sustainable modes. More information on HOV lanes can be found in the York Region Transportation Master Plan which can be accessed by clicking the link below:</p> <p>https://www.york.ca/wps/portal/yorkhome/yorkregion/yr/plansreportsandstrategies/transportationmasterplan/</p> <p>A number of road improvement projects are being planned by York Region to accommodate growth within the City of Markham. Before any infrastructure can be completed, an Environmental Assessment, to examine potential positive and negative effects is required.</p> <p>York Region is currently undertaking two Municipal Class Environmental Assessment Studies (EA Study) to review any future transportation needs for pedestrians, cyclists, transit users, and motorists along Kennedy Road and McCowan Road, between Steeles Avenue and Major Mackenzie Drive.</p> <p>Improvements include widening both roads to six lanes to accommodate growth, including potential for future Transit/High Occupancy Vehicle (HOV) lanes, installing cycling facilities to enhance travel options and improving pedestrian space.</p> <p>Community feedback is an important part of the Environmental Assessment process and Mr. Tamaki's comments will be documented and evaluated as part of the EA studies.</p> <p>The northbound left-turn lane on McCowan Road at Carlton Road extends for more than 70 metres and is intended to be shared between the signalized intersection at Carlton Road and the driveway access to the York Regional Police District Headquarter #5 site. We will add the location to our 2019 line painting program to refresh the lines to ensure motorists are aware of proper lane use at the intersection.</p> <p>York Region staff will continue to monitor all intersections within the Region's network for future improvements.</p> <p>Please do not hesitate to contact us if you have any further questions or concerns.</p> <p>Kind regards</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
68	20190821	email	<p>Hi Edward,</p> <p>Hope you are well.</p> <p>What are your plans to improve Kennedy Road? I've noticed that the traffic has been getting more congested throughout the years - even when it is not during rush hour. In addition, it would be great if the potholes along the road will be fixed. A separate lane for just buses would be helpful to reduce the congestion as well. Let me know your thoughts.</p> <p>Cheers</p>	20190829	<p>This email is a follow up to your inquiry regarding the Kennedy Road EA Study.</p> <p>The road improvement plans include widening Kennedy Road from the existing four lanes to six lanes, with the new lane as a transit/high occupancy vehicle lane, and improved active transportation facilities such as a sidewalk, dedicated bike lane and/or multi-use path, and landscaping treatment in both the boulevard and median.</p> <p>The second Open House for the Kennedy Road EA Study is tentatively scheduled for fall 2019. If you would like us to notify you of the upcoming Open House and future notifications on the study, we can add you to our mailing list. Please let us know if you wish to be added to the project mailing list.</p> <p>Regarding your concern about the potholes, please provide us with the locations and we will forward to Roads Maintenance staff for investigation.</p> <p>Should you have any further questions, please do not hesitate to contact us.</p> <p>Sincerely</p>
	20191110	email	<p>I assume anyone can attend this meeting. If not please register me.</p> <p>Also why are there no meetings scheduled regarding 16 th Ave.</p>		
	20191111	Email	<p>Why have there been any further meetings with the residents associations to discuss road widenings other than with the URA where it was clear the majority of residents opposed 6 lane roads through existing residential neighbourhoods. The NCRA specifically requested a meeting over a year ago as a follow up to the URA meeting.</p> <p>At the URA meeting the health risks associated with road widenings were clearly articulated. Can you please provide me with the Region's detailed analysis on the incremental health risks to people living close to these expanded roadways.</p> <p>Surely there is a better option than putting people's health at risk with road widenings through existing residential communities.</p>		<p>Hi [...],</p> <p>I received your concern regarding 16th Avenue meeting. As you may know there is an ongoing EA at 16th Avenue between Woodbine Avenue to York Durham Line. I will be happy to talk to you more about the project, let me know if I could give you a call or we can arrange a meeting in person if required.</p>
69	20191113	email	<p>Yes I would like to review your analysis of the incremental health risks of these expanded roadways through existing residential communities and then schedule a follow up meeting with residents of the impacted existing residential communities to discuss the plans and issues.</p>		
	20191124	Email	<p>To Whom It May Concern,</p> <p>As residents of Redwood Lane, our family is deeply concerned about the prospect of widening Kennedy Road, thus increasing the amount of traffic passing by our property. If the noise, confusion, mess and delays caused by recent construction (e.g., the implementation of new sewer pipes, the reconstruction of the bridge) has been any indication, it does not bode well for what we would have to expect in the future. Recent chaos has been caused by the widening and addition of bus lanes on HW 7, and we are most certainly NOT happy about the prospect of this sort of ordeal beginning all over again.</p> <p>We live in a residential neighbourhood, and have done so for over 20 years. Enjoyment of our property is extremely important to us, and we want to be able to live in an area where the raucous din of traffic and public transit blasting by does NOT happen directly behind our back fence. We are concerned about the safety of children walking to and from school: we already have grave difficulty keeping a crossing guard in employ on the corner of Bridle Trail and Redwood Lane, due to the fact that vehicles routinely blast through the yellow and red lights of this intersection. Increasing the amount of traffic that passes through our area at one time most certainly does NOT provide a solution to this problem.</p> <p>As long standing residents of Markham-Unionville, we demand that the health, well-being and comfort of the local citizens be considered in this process. We require green space, trees, clean, unpolluted air, safety, and QUIET in our neighbourhood.</p> <p>Construction of more than four lanes of traffic blasting through our community is completely unacceptable to us.</p>	20191124	<p>Hi [...],</p> <p>Thanks for this email. Regional road widening is a huge issue. Markham Council will be holding an education session on the topic early in the new year. It will be open to the public. The issue will then come to the Development Services Committee and City Council for public input.</p> <p>However, we really have only influence over whether to accelerate widening or not. The real decision making authority lies with York Region. I have cc'd the Regional Councillors and the Mayor on this email. Tomorrow evening the Region is holding a public open house on the Kennedy Road widening at the Milliken Mills Community Centre from 6:30 to 8:30. A similar event will also take place on December 2 at the Pan Am Centre from 6:30 to 8:30 pm . I encourage you to attend one of them.</p> <p>Best regards,</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
70				20191126	<p>Good afternoon [...] and [...],</p> <p>Thank you for your email regarding proposed improvements to Kennedy Road, in the City of Markham.</p> <p>Your concerns has been forwarded to York Region staff for review and we will provide a response once the review is complete.</p> <p>For your reference, case number [...] has been created.</p>
				20191209	<p>Good afternoon [...] and [...],</p> <p>This email is a follow-up to your concerns regarding proposed improvements to Kennedy Road, in the City of Markham.</p> <p>Improvements to Kennedy Road include an additional transit and high occupancy vehicle lane in each direction. The plan was approved by York Region Council in 2016 as part of the Transportation Master Plan.</p> <p>With the expected growth in the City of Markham, improvements to Kennedy Road are necessary to accommodate future transportation needs of pedestrians, cyclists, transit users and motorists.</p> <p>As part of the study, we will be reviewing the noise impact along Kennedy Road between Steeles Avenue and Major Mackenzie Drive. Locations currently without noise barrier will be reviewed based on our noise policy. If the noise level warrants a noise barrier, we will contact affected residents to provide further information.</p> <p>Please note, this is only a conceptual plan to understand the requirements and impacts to the area and construction for this project is not currently included a part of York Region's 10-Year Roads and Transit Capital Construction Program.</p> <p>We appreciate you taking the time to provide feedback.</p> <p>Should you have any questions or concerns, please feel free to contact us.</p>
71	20191127	email	<p>Hello,</p> <p>I was at the Open House 2 Monday Nov 25 at Miliken Mills and was I have concerns about the proposed blocking(Centre median) of Kennedy Road at Denby Court(just north of Hwy 7). I am a resident of Deny Court.</p> <p>If Kennedy Rd has a centre median put in, and when seconds count, how does EMS get onto Denby Court if they can't turn onto the street? Not every ambulance, fire engine and police car only travel south on Kennedy. There is an aging number of residents and an increase of EMS vehicles on the street in the last few years.</p> <p>Also, this also does not allow the residents of Kennedy Rd to turn onto our street going north on Kennedy. I don't understand the logic in this decision - we had the exact same issue about 10-12 years ago when this same expansion was proposed. Why should every resident of Kennedy Rd have to go north and turn around or around the block to enter the street? That is illogical. It also means that we can't turn north out of our street, which is just as inconvenient and illogical. why should be be forced to go south to Hwy 7 then east or west in order to go north?</p> <p>Has a traffic study ever been done to review the traffic in and out of Denby Court and how many people go/turn north on Kennedy Rd out of Denby Court and how many people turn into Denby Court from northbound Kennedy Rd? If not, then how are these decisions made?</p> <p>I would like further discussion with the residents of the street and York Region on this proposed change and it is dangerous for EMS when seconds count and inconvenient for residents who will now how to travel</p>		

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			<p>I suggest the alternatives are considered:</p> <p>For this intersection, I suggest reduced lane width no centre median, with a narrow(1metre) multi use path on both sides(not 3 metres as proposed) as this would still accomodate a left turn lane northbound on Kennedy- there is plenty of room on either side of Kennedy Rd to do this</p> <p>1) No center median at Denby Court/Second St and Kennedy Rd intersection and leave left turn lane</p> <p>2) partial median to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane</p> <p>3) lowered median that can be driven over to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane</p> <p>Again, before any bad decisions are made for this intersection, I request a meeting with Denby Court residents and York Region to discuss these changes.</p> <p>I will work to get Denby Court residents to attend this meeting as this is a seriously flawed proposal for a median blocking Denby Court.</p> <p>Regards,</p>		
72	20191203	email	<p>Hi Edward,</p> <p>Good to chat again last night. Thanks for coming to Unionville to consult with my residents. Sorry to abandon you to that lawyer! ☐</p> <p>I wonder if you could provide to me files that illustrate the same sorts of things reviewed last night, but for 16th (from 404 east) and McCowan.</p> <p>I am relatively new to all of this and I was not involved in the earlier public consultation processes for those widenings.</p> <p>Thanks for your help!</p>	20191204	<p>Good afternoon [...],</p> <p>I have asked our 16th Avenue Study Team to provide you the Open House information as well as the recommended plan, and I am doing the same for McCowan Road.</p> <p>Because of the size of the files I will put the information into a USB drive and drop it off at your office.</p>
	20191204	email	<p>Thanks Edward! Also can you ensure I am on all related email lists. I only learned yesterday about the final open house for the 16th EA that took place on November 11.</p> <p>Cheers,</p> <p>[...]</p>		

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
73	20191203	email	<p>Hi Ms. [...],</p> <p>I have received your contact information from my family member who attended the open house you hosted last Monday, November 25th to discuss the planned development on Kennedy road. I have reviewed the purposed development plans and information you provided to my family and neighbours and wanted to share my thoughts.</p> <p>Overall, I feel that widening Kennedy road north of highway seven is nowhere near as important as widening Kennedy road from south of highway seven. From my daily commuting I can tell you that getting from the 407 ramp at Kennedy and going north to highway seven adds an additional 20 minutes to my commute. Along Kennedy traffic is constantly slow moving and high volume and I often find that once traffic reaches highway seven does it actually begin to thin out. I feel that Kennedy north of highway seven is not an issue and that efforts to improve traffic flow should solely be focused on Kennedy south of highway seven.</p> <p>Another concern I have is regarding the impact of widening Kennedy road. Right now I feel the width of the road and the amount of sidewalk and green space on either side of the road provides privacy and safety to those who live along Kennedy and pedestrians on the sidewalk. I also find it aesthetically pleasing and appreciate that it has always stayed the same in an ever-changing Markham. Widening the the road will reduce the space between pedestrians and cars and will substantially increase the noise levels for residences who back on to the road. These noise levels may come with health complications and can reduce property value. Paramount to these concerns are the wellbeing of the trees along the road. I am militantly against the destruction and removal of the still young trees that line Kennedy road. With so much development already occurring in Markham removing trees that house wildlife and provide privacy to residences that are already backed on to a noisy area is immoral and unnecessary. I truly feel Kennedy is wide enough for the traffic that goes along it and that the real issue lies south of highway seven and between 14th avenue.</p> <p>I also feel that widening Kennedy road for the sake of bus and bike lanes is unneeded. I have lived at the</p> <p>The current layout keeps them safely away from traffic with enough space for simultaneous walkers and bikers. Ripping up land so that you can move bikers closer to the road itself is illogical and dangerous. I whole-heartedly disagree with the decision to introduce multi-lanes to a street that has neither significant bus or pedestrian traffic. Included in this opinion is the disagreement for multi-lane paths by Hagerman Cemetery and St. Phillips Bethesda Cemeteries.</p> <p>In regards to the plans to shift the Viva rapid-way I am not in agreement. I have never agreed with the Ultimate Vision and the use Viva medians and separate bus lanes along highway seven. And as for the idea of introducing multi-lane plans I am also not in agreement a per my previous thoughts.</p> <p>My last and most serious concern is regarding the plans to build a median along Kennedy. In my honest opinion I feel that not only is this idea completely unnecessary and waste of tax payer money, but is unsafe and illogical for those that live along Kennedy, like my self and my family. I understand that we are only one small street and that we do not compare to residential neighbourhoods in the surrounding area, but I implore you to not build a median that forces us to drive needlessly around Unionville just to pull into our driveways. This will add so much aggravation and nuisance to our daily lives and will impact our ability to come and go as we please with our daily errands. I understand it helps stop people from using our street for U turns but in all honesty this is not a pressing issue we encounter on a daily basis.</p> <p>In terms of the purposed GO rail Underpass or Overpass near Austin Drive, I would like to hear more about these plans and would of course be against them if they included the destruction of the land and introduction of multi-lanes surrounding Kennedy road. Despite the various qualms I have with these development plans I do agree with the idea of pedestrian lanes near the 407 ramps. There is a considerable amount of foot traffic near the East and West 407 ramps and I think it would be beneficial for the pedestrians that frequent those crossing to have more safety measures put in place.</p>	20191206	<p>Ms. [...],</p> <p>Thank you for your feedback regarding the Kennedy Road EA Study. We have added you to the project contact list and the Project Team will respond to your comments. Please note that the only segment of this plan that is currently in the Region's 10-year Roads and Transit Construction Program is the section between 14th Avenue and Highway 7, the remaining sections are beyond the next 10 years.</p> <p>If you have further questions please don't hesitate to contact us.</p> <p>Thank you</p>

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			<p>I have lived along Kennedy road my whole life and have witness the surge in development in Unionville and Markham as a whole and I feel strongly about the preservation of Kennedy north of Highway seven. It would be extremely distressing to witness the avoidable destruction of a functional and natural environment for the sake of superfluous and useless bus, bike and HOV lanes. I truly hope that these thoughts are taken into serious consideration. If I am misunderstanding the purposed plans and their impacts please feel free to provide more information about the them. I know I have other family members who feel similarly and would like to also voice their opinion via email. I was told that there was the possibility of discussing these plans as a street altogether with either yourself or another York Region representative. This sounds like it would be very beneficial as I do not think a majority of my street is aware of these plans and their impact due to potential language barriers.</p> <p>If you have any questions or would like to speak further I can be reached at this email. If you could please confirm you received and read this email that would be greatly appreciated.</p> <p>Thanks,</p>		
74	20200108	email	<p>FYI</p> <p>Induced Demand is taken into account by Car Centric Kelowna in their Transportation Master Plan:</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.kelowna.ca%2Fsites%2Ffiles%2F1%2Fdocs%2Frelated%2Ffacts_in_focus_-_congestion_paradox_20180708_.pdf&data=02%7C01%7CLaura.Chong%40hdrinc.com%7C635dacf848e54fd4e05708d7945ba9c2%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637140993726833621&sdata=P1COw9sehKJmhhMgAyKxWQ6ZUQ981T%2B97orQRR1UPJg%3D&reserved=0</p>		
75	20200130	email	<p>Ms. [...] Communications and Community Engagement Specialist</p> <p>I was not able to attend either the stakeholder or public meetings in late November for this EA. I have reviewed the public information materials presented on the york.ca website and provide the following comments for consideration of the project team:</p> <ol style="list-style-type: none"> 1. Need for Mid-Block Pedestrian Signal North of Carlton Road <p>There is are two pathways that emerge from the adjacent neighbourhood subdivisions to the Kennedy Road right-of-way north of the Carlton Road intersection (approx. Sta. 15+750). Large bus pads were constructed in 2018 and YRT buses currently stop at this location in both directions. Pedestrians had routinely crossed Kennedy Road from one subdivision to access the opposite one prior to the bus stops being installed. More pedestrians are now crossing Kennedy Road to board the YRT buses. This increased active transportation and transit interfacing warrants infrastructure support.</p> <p>It is appropriate to install a pedestrian-activated mid-block crosswalk signal at this location (approximately 275m north of the Carlton Road intersection). Similar examples of such facilities are located on McCowan Road at Milne Park and on Markham Road near the Rouge River Bridge. The signal would remain in green mode unless activated by a pedestrian or dismounted cyclist intending to cross the roadway. As such, the additional signal would typically increase throughput delay or affect transit times. The signal would also be highly visible from the north with approximately 240m of approaching sight distance.</p> <p>In addition, it would also be appropriate to also install pedestrian-activated rectangular rapid flashing beacons (RRFB) at this proposed mid-block intersection location for enhanced pedestrian crossing safety.</p>		

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			<p>2. Eliminate Unnecessary Right-of-Way Widening</p> <p>The roll plans indicate that many narrow slivers of property, typically of commercial land use, will be acquired in many locations within the study area. Examples of this approach include, thin property takings proposed across Pacific Mall, the PetroCanada station in the northeast quadrant of the Kennedy/Hwy 7 intersection and across the frontage of the Bridle Trail Plaza in the southeast quadrant of the Kennedy/Bridle Trail intersection. These property acquisitions are poor-value propositions; they will be relatively expensive, given commercial land values, and do not provide a meaningful benefit to the users of the right-of-way. Design elements can easily be tightened/shifted and temporary grading easements obtained to accomplish the proposed works without purchasing these parcels. The funding allocated for these purchases would be better spent on other aspects of this project or reallocated to other projects.</p> <p>3. Wider Pedestrian Crossing Bridges at Highway 407</p> <p>Highway 407 serves as a manmade barrier to north-south transportation in Markham. The installation of pedestrian bridges across the tollway, if approved, would be a once-in-multi-generation initiative. The current trend is to provide wider and wider multiuse facilities, where possible. Given that there is likely only one opportunity to gain approval to construct these bridges, consideration should be given to installing wider, say 4m- or 5m-wide, bridges in anticipation of increased active transportation, unresolved micro-mobility/conflict policies (i.e. will e-bikes, e-scooters, hoverboards be permitted on multiuse facilities?), and anticipated winter maintenance practices (City may need to initially store snow on bridges after first plowing).</p> <p>Thank you for the opportunity to provide comments on this project.</p>		
76	20200602	email	<p>Thanks for your updates.</p> <p>Please take the news as reference</p> <p>https://www.yorkregion.com/news-story/10002478-female-cyclist-suffers-life-threatening-injuries-after-struck-in-markham/</p> <p>Take care!</p>		
	20200603	Email	<p>As you are likely aware a number of issues were raised with respect to the EA that was submitted for 16th Ave. These same issues and concerns apply to Kennedy Road. I think it would be inappropriate to proceed with the EA filing without another stakeholders meeting to discuss these issues. From my point of view, I don't believe you have adequately addressed the health issues of residents living adjacent to the expanded roadways. Your decks below do not address the health issues and risks of the project on local residents and with all due respect I don't believe HDR or anyone on this email stream is qualified to assess the incremental health risks to residents. It would seem to me that before we proceed further and as regular part of the EA process that we need to have the Chief Medical Officer of Health for York Region sign off on the incremental health risks of the project on residents.</p> <p>In addition to the above, in light of recent events, do you not think we need to reassess the project and reconsider spending hundreds of millions of dollars on outdated solutions?</p> <p>I have copied other interested groups and individuals on my response including the NCRA, URA, and elected representatives.</p> <p>Best regards</p>	20200603	<p>Good afternoon [...] and [...],</p> <p>Thank you for your emails regarding the Kennedy Road EA.</p> <p>Your concerns have been forwarded to the appropriate York Region staff for review, and we will provide you with a response once the review has been completed. For your reference, case number 2297057 has been created.</p> <p>Should you have any further inquiries or concerns, please feel free to contact us.</p> <p>Sincerely,</p>

ID	Comment Date	Comment Format	Comment / Request	Response Date	Response / Action
77	20200812	Email	<p>Thanks for your response. I am not really interested in your tick the box approach to dealing with issues and input from concerned residents. Nor am I comforted by the comment that the overall health risks to the Region are expected to be negligible. My concern is the health risks to the people occupying the houses in the established neighborhoods adjacent to the expanded roadways. This has not been adequately addressed in the 16th Ave EA and I assume the same outdated data and widely optimistic assumptions have been used in the EA study for Kennedy Road.</p> <p>As previously stated, I don't believe anyone on this email or involved in the EA process has the ability or background to adequately assess these risks. The ultimate accountability rests with the Region and its officers and elected officials, so my request that the Chief Medical Officer sign off on the health risks to residents living adjacent to the expanded roadways is not unreasonable and should be a required part of the process in York Region. This is his job which he is paid over \$400k to do. Not having him involved is unacceptable and a serious flaw in the process. I have attached my analysis on the 16th Ave EA which I assume will be similar to the Kennedy Road EA. As outlined in the attached memo we already exceed the maximum levels of pollutants (in some cases by 200%) so how do we rationalize increasing traffic by 50% with no mitigation measures to protect those living adjacent to the expanded roadways? For residents living adjacent to the expanded roadways the long term health risks are potentially greater than the impact of the current pandemic. The Chief Medical Officer needs to be involved here and we need better protection/mitigation measures for the residents living in the established neighborhoods adjacent to these planned expanded roadways.</p>		
	20200603	Email	<p>Good points [...].</p> <p>As this stage trying to predict future post-pandemic traffic patterns is impossible. Working from home seems likely to remain a permanent feature of the new normal for many people. That will impact the need for road capacity.</p> <p>To say nothing of how we are going to handle the post-pandemic financial hangover. What will be able to afford?</p> <p>And if many analysts are to be believed (including in that very sober magazine "The Economist"), this may be a once-ever opportunity to shift our economy in a greener direction, with a focus on sustainable infrastructure. I'm not sure how road widenings, even for transit only, would fit.</p> <p>All York Region road widening EAs should be put on hold until we have a better handle on the post-pandemic world.</p>	<p>20200603</p> <p>20200619</p>	<p>Good afternoon [...] and [...],</p> <p>Thank you for your emails regarding the Kennedy Road EA.</p> <p>Your concerns have been forwarded to the appropriate York Region staff for review, and we will provide you with a response once the review has been completed. For your reference, case number 2297057 has been created.</p> <p>Should you have any further inquiries or concerns, please feel free to contact us.</p> <p>Sincerely,</p> <p>Good afternoon [...] and [...], This email is a follow-up to your concerns regarding the Kennedy Road Environmental Assessment (Kennedy Road EA).</p> <p>Request for Additional Stakeholders Meeting</p> <ul style="list-style-type: none"> • As part of the Kennedy Road EA study, York Region staff enhanced our public consultation process beyond the minimum requirements as set out by the Ministry of Environment, Conservation and Parks (MECP). These enhancements included: <ul style="list-style-type: none"> o Hosting two Open Houses to present the Preferred Alternative Solution on the approved 2016 Transportation Master Plan updated in February 2018 o Hosting two Open Houses to present the Preferred Design Concept in November and December 2019 o Hosting three Technical Advisory meetings with various agencies at key points to ensure input is received and incorporated into the study o Hosting four Stakeholders Group meetings with interested members of the public at key points to ensure input is received and incorporated into the study o Hosting meetings with the MECP, Metrolinx, Toronto and Region Conservation Authority, and City of Markham to obtain input on the study o Hosting over 25 meetings with adjacent property owners to obtain input on the study • Hosting an additional meeting would not address the concerns outlined in your emails to us as they relate to Region-wide planning (with the exception of health risks addressed below)

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78					<p>Health issues of residents living adjacent to the expanded roadways</p> <ul style="list-style-type: none"> • The Region, through its Transportation Master Plan seeks to address adverse effects of traffic congestion by developing a range of more sustainable travel options including transit, walking, cycling, and targeted road widening that prioritizes moving more people with fewer cars through the use of High Occupancy Vehicle lanes, all of which are included with the planned Kennedy Road improvements. • Travel demand will continue to grow as a result of approved population growth, irrespective of whether or not the Kennedy Road improvements are implemented. It is through the development of a balanced and efficient transportation network that adverse effects of increased travel demand can best be mitigated. • The Kennedy Road EA study included detailed specialist studies that focused on the corridor and impacts that could be considered as 'health risks'. The studies were conducted by environmental specialists and the general approach included establishing a baseline of existing and future "do-nothing" scenarios (i.e. that recognized future growth, improvements on all other roads, while "doing-nothing" on Kennedy Road) and comparing them with scenarios that included the proposed improvements on Kennedy Road. • One of the specialist studies that may be of interest to you is the Air Quality Impact Assessment (AQIA), completed in consultation with the MECP. • The AQIA focused on locations where more sensitive users may be present such as schools, nursing homes, and children's playgrounds, to understand the impacts widening Kennedy Road may have on more vulnerable people. • Overall the proposed project is anticipated to be a relatively minor source of emissions, and the impact on the overall air quality in the Region is expected to be negligible. • Detailed information of this assessment will be included in the Environmental Study Report which will be available for public review. <p>York Region's Chief Medical Officer of Health sign off on the incremental health risks</p> <ul style="list-style-type: none"> • The Kennedy Road EA follows the approved Municipal Class Environmental Assessment Process that is approved by the MECP, and includes the appropriate environmental study and mitigations to meet Provincial requirements. • No other approvals are required. <p>Need to reassess this project due to COVID-19</p> <ul style="list-style-type: none"> • During the first few months of the pandemic, weekday traffic volumes on Regional roads decreased by almost 50% as a result of health and safety measures implemented by all levels of government to mitigate the spread COVID-19. • In early May, as the Province began easing restrictions and moving into Stage 1 of re-opening the Ontario economy, a 12% increase in daily traffic was observed. We expect with Stage 2 opening today, traffic volumes will further increase. • Regional staff continue to collect and assess travel data to understand the long-term impacts of the pandemic on travel patterns and the transportation network. • Identified trends will be incorporated into the planning of the future transportation network. • The Kennedy Road EA provides the concept of how Kennedy Road can be widened, including a multi-use path, road widening for transit priority lanes/high occupancy vehicle lanes to provide better connections for pedestrians, cyclists, transit users and vehicles. • York Region Council reviews the 10-Year Roads and Transit Construction Program on an annual basis as part of the Region's annual budget cycle and projects are programmed based on the Council-endorsed prioritization process, including Kennedy Road. • The current (2020) approved capital program identifies the segment of Kennedy Road between 14th Avenue and Highway 7, which is scheduled to begin reconstruction in 2023. • Construction on the remaining segments of Kennedy Road has not been programmed within the current 2020 10-Year Roads and Transit Construction Program. <p>Should you have any further inquiries or concerns, please feel free to contact us.</p> <p>Sincerely,</p>
79	20200617	email	<p>My I ask that [...] of Poulos and Chung, the traffic consultants for the Milliken Landowners Group, be invited to all future meetings?</p> <p>Thank you for your consideration of this request.</p>	20200629	<p>Hi [...],</p> <p>[...] has now been added to the mailing list and will be invited to any future meetings.</p> <p>Kind regards,</p>

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80	20200618	email	<p>Hi [...]</p> <p>The Milliken Main St. Landowners Group Inc. is grateful that you have reached out to them to provide input to the Kennedy Road EA.</p> <p>Poulos & Chung Limited has been providing transportation services to the Group for over 10 years.</p> <p>The Group has asked that we be available to provide any information we have as well as attend meetings as requested.</p> <p>Please add us to your contact list.</p> <p>We have significant traffic data and forecasts for the entire roadway network from south of Denison Street to Steeles Avenue and from Kennedy Road to Midland Road.</p> <p>We would be happy to share this sat and provide any input we can.</p>	20200629	<p>Hi [...],</p> <p>You have now been added to the mailing list and will be invited to any future meetings.</p> <p>Kind regards,</p>
81	20200627	email	<p>Hi there, can you please provide me with you forecast and models for traffic volumes on Kennedy. Thanks</p>	20200629	<p>Good morning [...],</p> <p>Thank you for your email requesting traffic forecasts for Kennedy Road, in the City of Markham.</p> <p>Your concerns has been forwarded to the appropriate York Region staff for review, and you will receive a response once the review has been completed. For your reference, case number 2318006 has been created.</p> <p>Should you have any further inquiries or concerns, please feel free to contact us.</p>
				20200715	<p>Good afternoon [...],</p> <p>Please find attached the requested traffic forecasts for Kennedy Road, in the City of Markham.</p> <p>Should you have any further inquiries or concerns, please feel free to contact us.</p> <p>Sincerely,</p>
82	20200630	email	<p>Good Afternoon,</p> <p>Hope, you are all well.</p> <p>We have been breathing cleaner air since the global lockdown. We would like also to challenge the statement that widening a road to 6 lanes is improving our air quality. Especially, if we include Induced Demand in the calculations.</p> <p>Air quality standards are certainly changing.</p> <p>Please, read below and include the very latest papers regarding health risks in the EAs:</p> <p>https://www.hsph.harvard.edu/news/press-releases/more-evidence-of-causal-link-between-air-pollution-and-early-death/</p>		
83	20200815	email	<p>Recently I was made aware that there had been some development in the kennedy road plans. Could you forward me any information available so I can get better informed and give feedback.</p> <p>Any changes will affect us as we own [...] Kennedy road.</p> <p>Thank you,</p>	20200909	<p>Thank you for your interest in the Kennedy Road Environmental Assessment.</p> <p>Based on our records, our project team had sent you a letter on January 24, 2020 by registered mail to attend a property owner meeting to discuss the impacts of the proposed improvements. However the letter was returned with "moved" written on the envelope.</p>
	20210105	email	<p>Good morning, Happy New Year!</p> <p>Thank you for your most recent update.</p> <p>My husband [...] and I live on Aitken Circle, with our backyard backing onto Kennedy Road, just north of Birchview.</p> <p>We are obviously concerned about the road widening proposal, and the ensuing extra noise and proximity of traffic, etc. to our backyard.</p> <p>Do you know if the City has plans to expropriate the land behind our homes? We're at [...]</p>	20210105	<p>Hi [...],</p> <p>In general I don't think there are plans to expropriate property for widening along your part of Kennedy Rd. However close to the 16th/Kennedy intersection that may not be entirely true. I have cc'd Edward Chiu at the Region. He is the EA project manager and should be able to answer your question.</p>

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84			<p>Do you know if the City has plans to expropriate the land behind our homes? We're at [...].</p> <p>Thank you for any information you can provide, as well as any timelines of construction we need to be aware of.</p> <p>We're only one of hundreds of homes along Kennedy, and perhaps a future meeting just for us homeowners would be prudent.</p> <p>Looking forward to your response.</p>	20210107	<p>Good afternoon [...],</p> <p>Your email regarding road improvements in the 16th Avenue and Kennedy Road area, in the City of Markham, was shared with us by Councillor Reid McAlpine's office. Thank you for your email.</p> <p>Your concerns have been forwarded to the appropriate York Region staff for review, and you will receive a response once the review has been completed. For your reference, case number 2498461 has been created.</p>
				20210114	<p>Good afternoon [...],</p> <p>This email is a follow-up to your concerns regarding the future Kennedy Road improvements, in the City of Markham.</p> <p>York Region staff reviewed your concerns and determined that any work on Kennedy Road behind your home is beyond the Region's 10-year Roads and Transit Capital Construction Program. The Kennedy Road Class Environmental Assessment (Kennedy Road EA), which is expected to be completed within the next several months, has identified that future work will be within the Regional right-of-way and will not impact your property. Information on the Kennedy Road EA can be found at www.york.ca/kennedyroad, including the pending final Environmental Study Report.</p>
85	1/17/2021	email	<p>Thanks for your response to my wife [...] and I below</p> <p>As mentioned before we live at [...] and our property backs onto Kennedy road.</p> <p>While we understand the that future work will be within the Regional right-of-way and will not impact our property, we are specifically interested in the following :</p> <ol style="list-style-type: none"> 1. understanding what work will be done directly behind our property, 2. if there will be any changes to the sidewalk that is behind our property, 3. and how close the road will be at the completion of any work. 4. Finally, what is the timeline for this work to start and for completion <p>We have had some water drainage issues in the last 2 years in our backyard that led us to do a substantial amount of remedial work to our pool and landscaping and want to understand what is being done.</p> <p>We appreciate your attention to this and thank you in advance for your response</p>	1/25/2021	<p>Good afternoon [...] and [...],</p> <p>Thank you for your inquiry.</p> <p>The proposed widening of Kennedy Road behind your property would include widening both sides (northbound and southbound) of Kennedy Road from four to six lanes, with the west side of the road being widened approximately three meters. Included in the new lanes would be Transit/High Occupancy Vehicle lanes. Additionally, existing sidewalks on both sides of Kennedy Road will be replaced with wider (2.4m) multi-use paths (MUP), with the outer edge of the MUP being approximately at the same location as the current sidewalk.</p> <p>With regards to the timeline of this project, the Environmental Assessment study is anticipated to be filed in Spring 2021, but the current 10-year Roads and Transit Capital Construction Program does not identify this section of Kennedy Road for widening in the next 10 years. A two kilometer road construction project such as this would generally take two years.</p>
	20210111	email	<p>To whom it may concern,</p> <p>I am reaching out to the City of Markham in regards to the Proposed York Downs Golf Course Redevelopment. I am hoping to get clarification and additional information on this particular project.</p> <p>As I understand a number of Documents, Reports and Proposed Plans have been submitted to the City of Markham currently for review on April 12, 2018. One of my concerns is with noise impact from the nearby Kennedy Road EA on the proposed development.</p> <p>I am wondering if a noise impact study is available for the proposed redevelopment and if it had considered</p>	20210113	<p>Kennedy Road EA is currently being undertaken by the Region of York. The EA takes into consideration existing and approved subdivisions along Kennedy Road.</p> <p>By way of this email, I am forwarding your question to the project manager responsible at the Region. He should be able to provide you with more information regarding what was considered in the EA.</p> <p>Should you have questions regarding details of the York Downs Redevelopment, please free to contact me and I can redirect your question to the appropriate City Staff</p>

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86			<p>I am wondering if a noise impact study is available for the proposed redevelopment and if it had considered the potential preferred solution for widening of Kennedy Road to 6 lanes to include HOV/Buses impact on the future houses to the immediate west of Kennedy Rd? I am unable to find this information online.</p> <p>Please let me know if there are any questions or if i need to reachout to someone else.</p> <p>Thank you,</p>	20210118	<p>Thank you for contacting us in regard to the Kennedy EA and the proposed York Downs development.</p> <p>For all new developments in the Region, the developer is responsible for completing the noise analysis and providing all mitigations as part of the development. This applies to the York Downs Golf Course Redevelopment. In order for you to obtain the information, the reports must be completed and approved as part of the development submission, and you have to go through the Freedom of Information Act by contacting the Clerk's Office. If you wish to do so, I can provide you the contact information to the Clerk's Office. Please note there will be a fee associated with requesting information.</p> <p>I can confirm with you the developers are aware of the ongoing Kennedy EA study and both parties are working collaboratively to ensure the future road widening is accommodated in the York Downs development.</p> <p>The Region is finalizing the noise analysis as part of the Kennedy EA study and can provide you a copy when it is finalized. We will add you to our project contact list and will notify you when the report is available for public review.</p> <p>Please note, York Region will not consider additional noise mitigation on homes that already have noise barriers built as part of their development.</p> <p>Please feel free to contact me if you require additional information or have any other questions.</p>