

Open House #1 Summary Report

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

The Regional Municipality of York

August 9, 2018



Context for February 2018 Public Consultation

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

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

Table 1: Key Consultation Milestones

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

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

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

Each Open House included the following information:

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

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

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

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

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

Methods of Communication

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Feedback Received through Online Survey

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

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

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

Table 4: Summary of Public Comments Received from Online Surveys

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

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

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

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

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

Feedback Received through Social Media

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

Appendix A

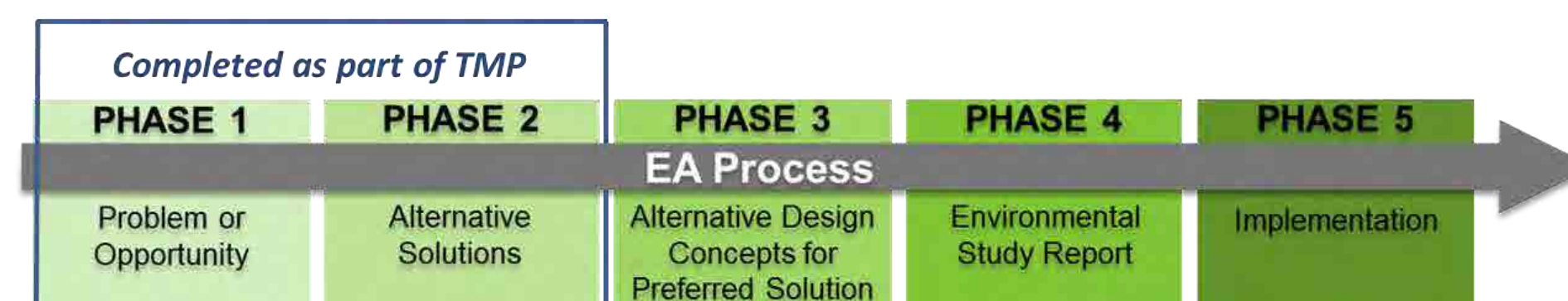
Open House Display Boards

Open House #1 Framework

Study Area and Objectives



Class Environmental Assessment Process and Planning Policy



The York Region of Tomorrow



What We've Heard So Far



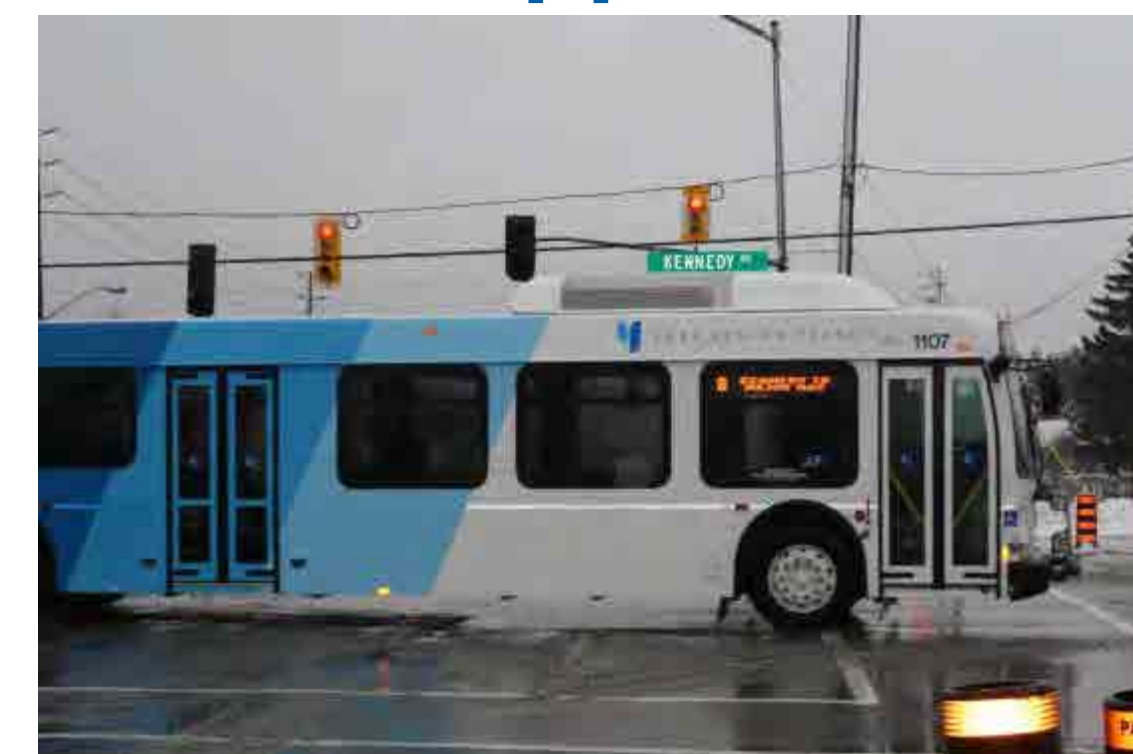
Pedestrian Opportunities



Cyclist Opportunities



Transit Opportunities



Vehicular Opportunities

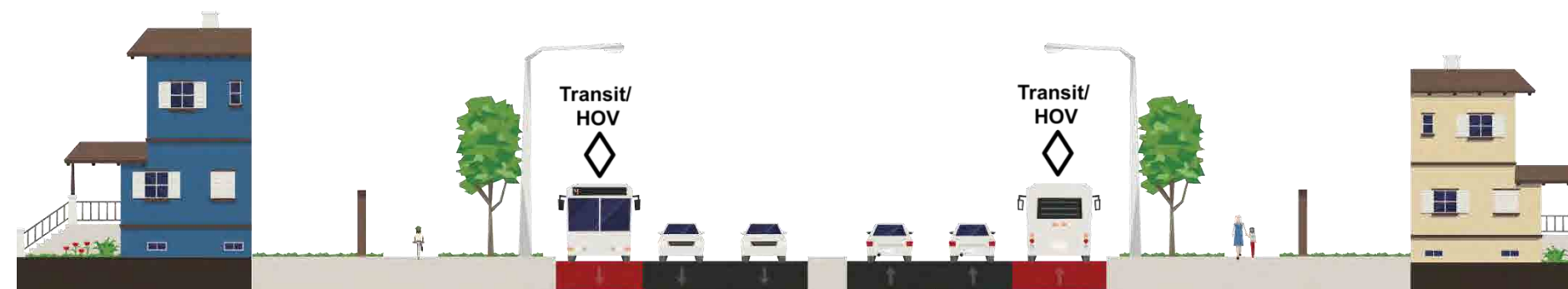
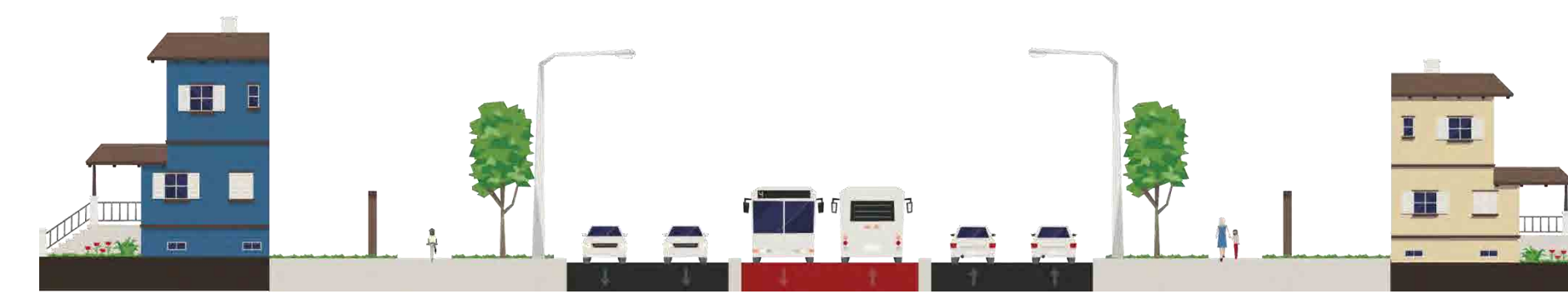
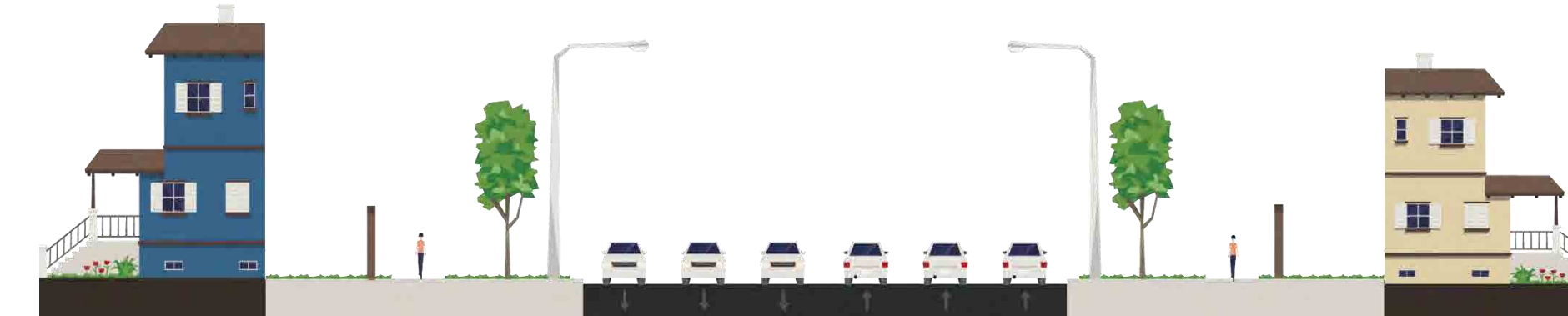
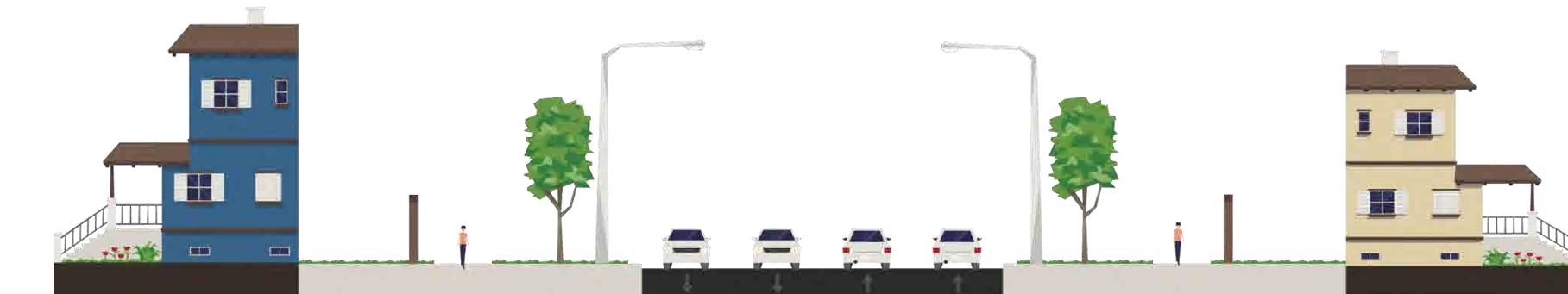


Key Features

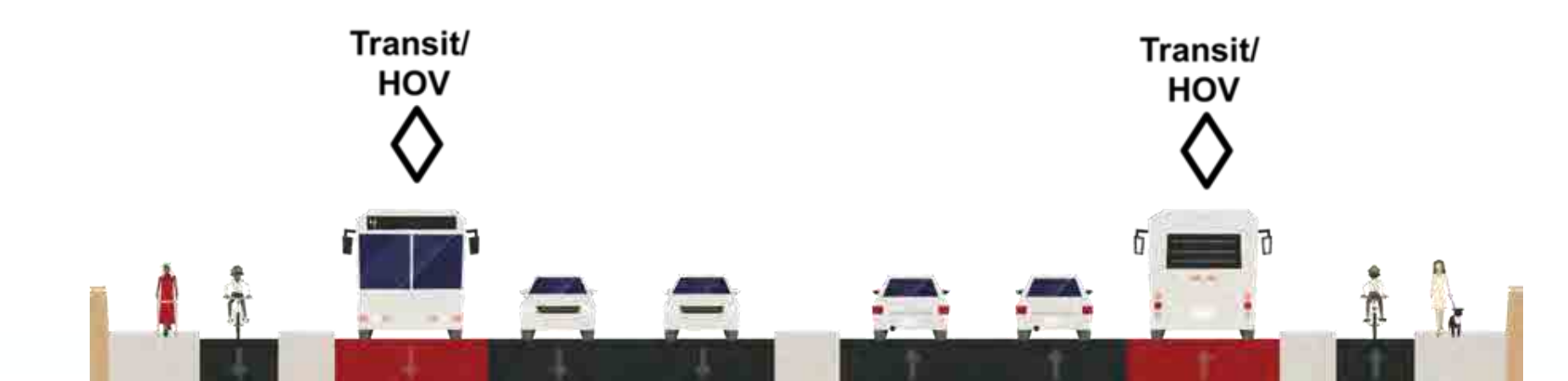
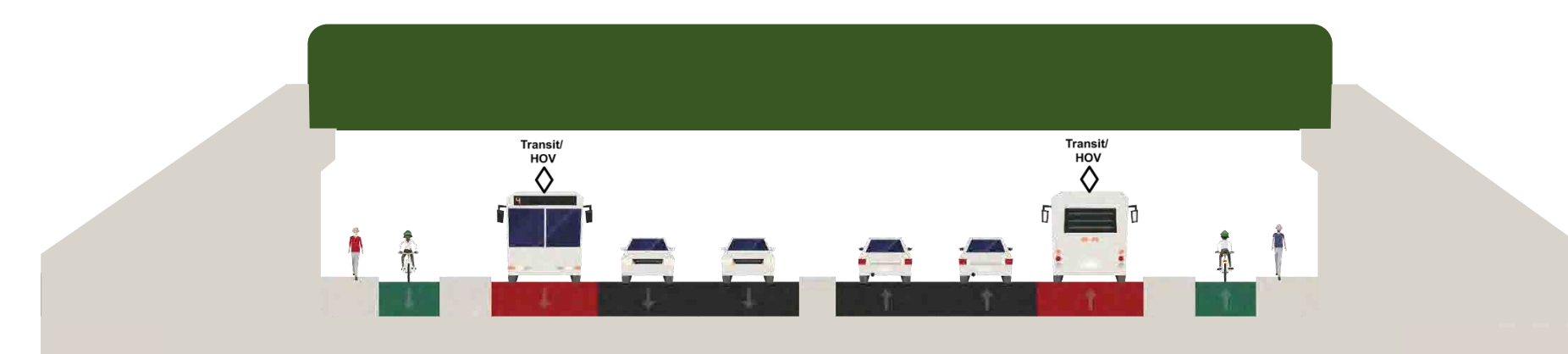
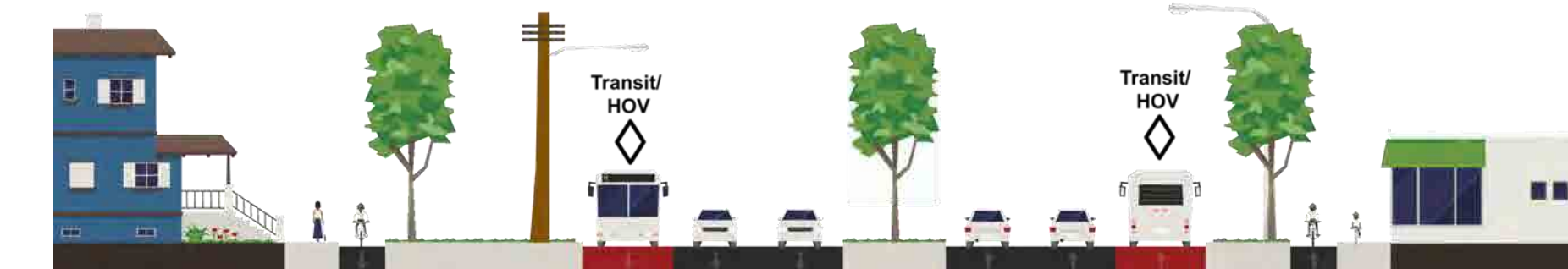


Problem and Opportunity Statement

Alternative Solutions Considered



The Preferred Solution



Design Components

Typical Sections

Roundabout Screening

Constrained Locations

Hagerman Cemeteries

Miller Avenue Extension

CN Rail Crossing

407ETR Interchange

VIVA Rapidway

Stouffville GO At-Grade Crossings

Rouge River Crossing

St. Philips and Bethesda Cemeteries

Study Area and Study Objective

Description of Project

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



Objectives

Accommodate current and future transportation needs for all modes



Pedestrians



Cyclists



Transit



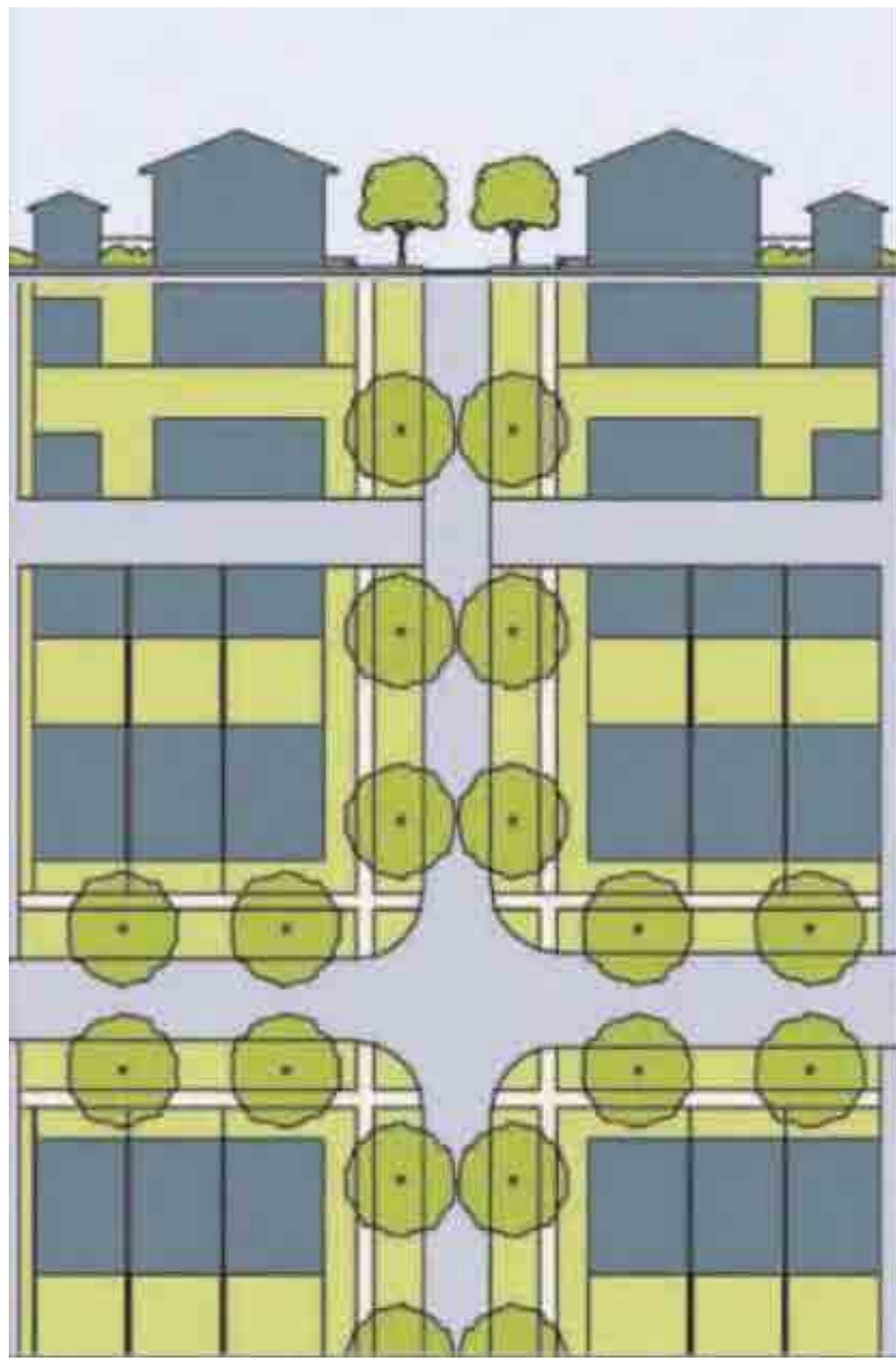
Motorists

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



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

Adhere to the Principles of York Region's Design Guidelines



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

Municipal Class EA Process and Planning Policy Context

Environmental Assessment (EA)

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

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

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



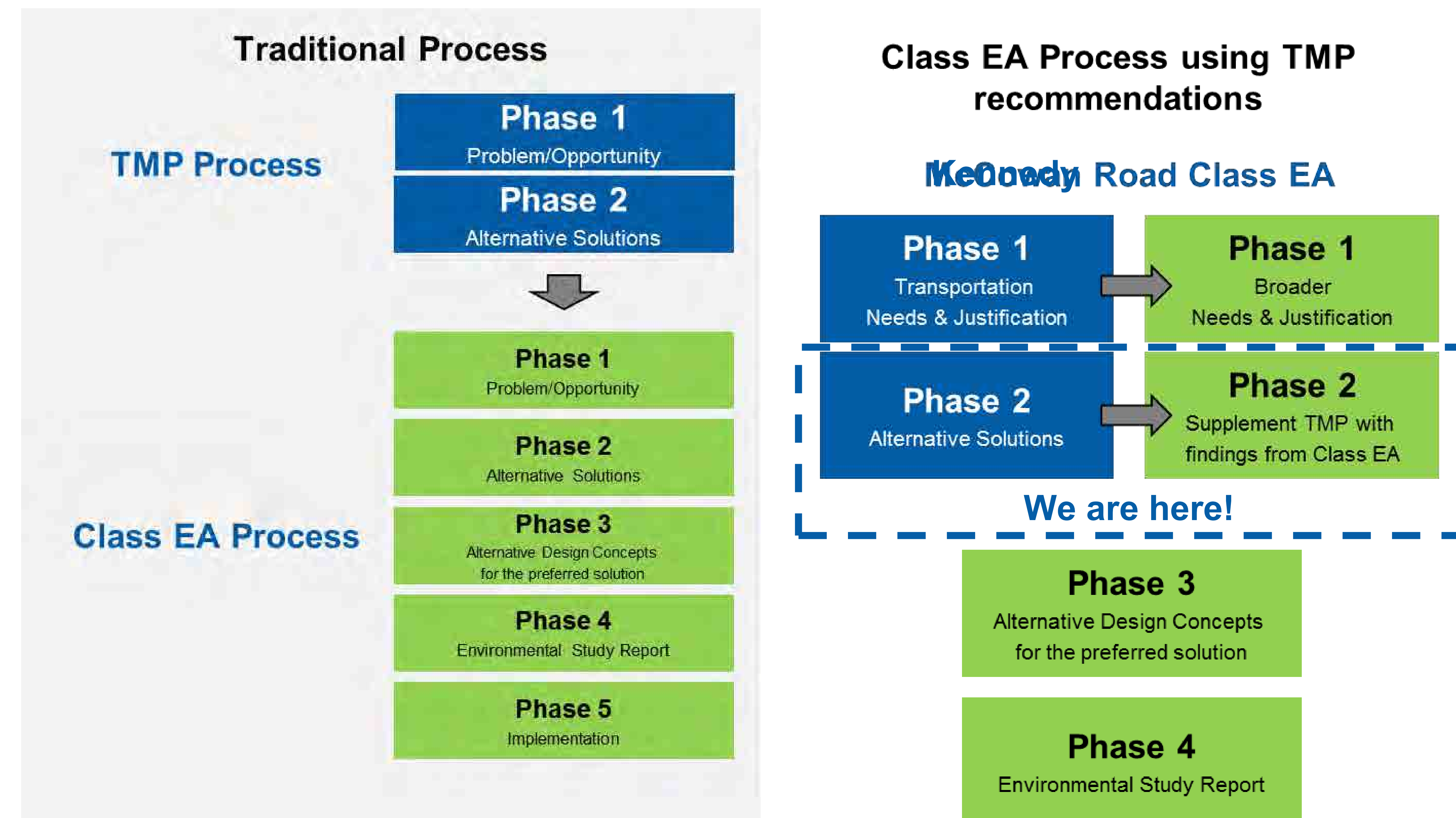
Established the **Problem and Opportunity Statement** along with the **Needs and Justification**



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



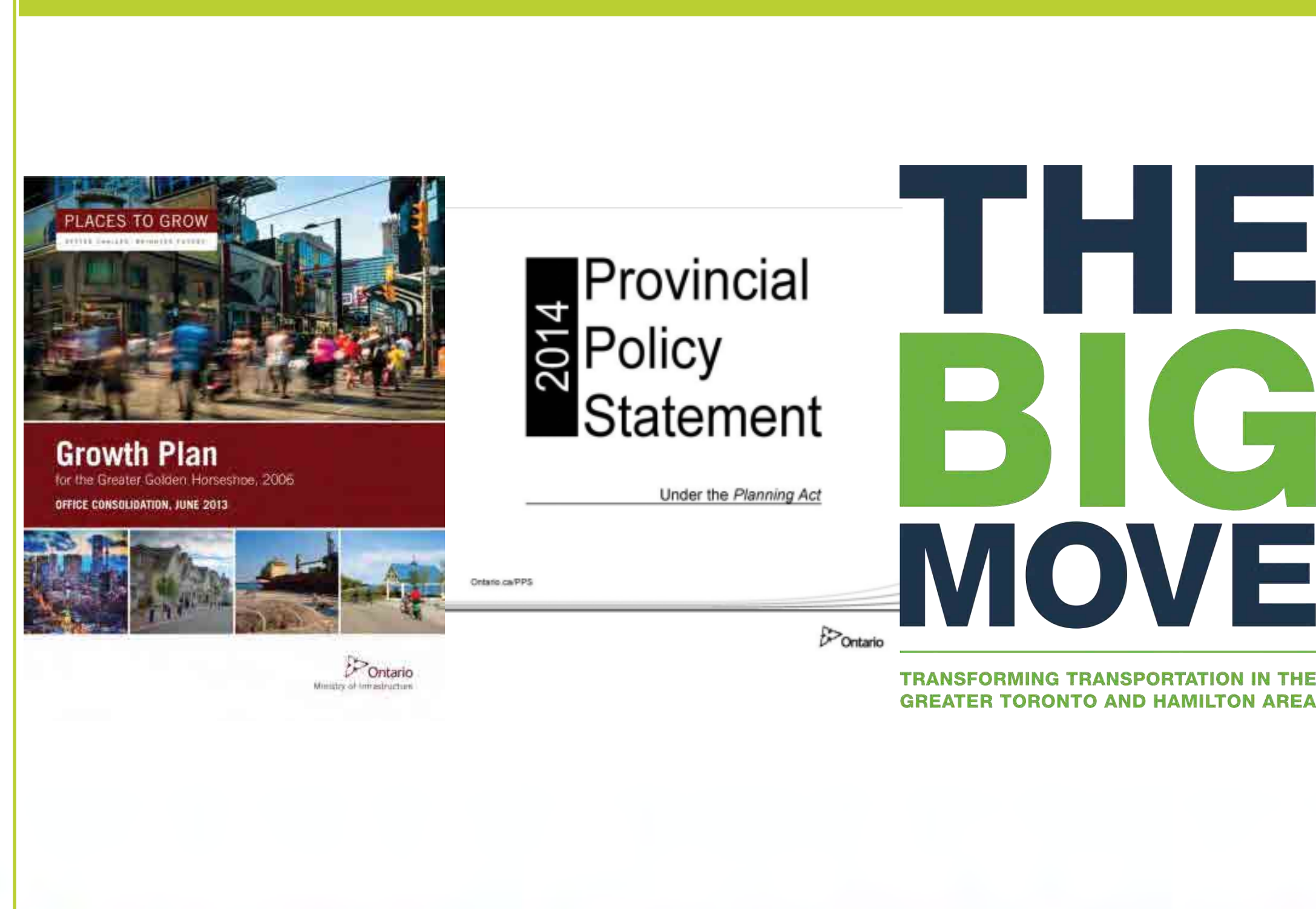
Selected a **Preferred Solution** for the Kennedy Road Corridor that was **endorsed and approved by Council**



Planning Policy and Context

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

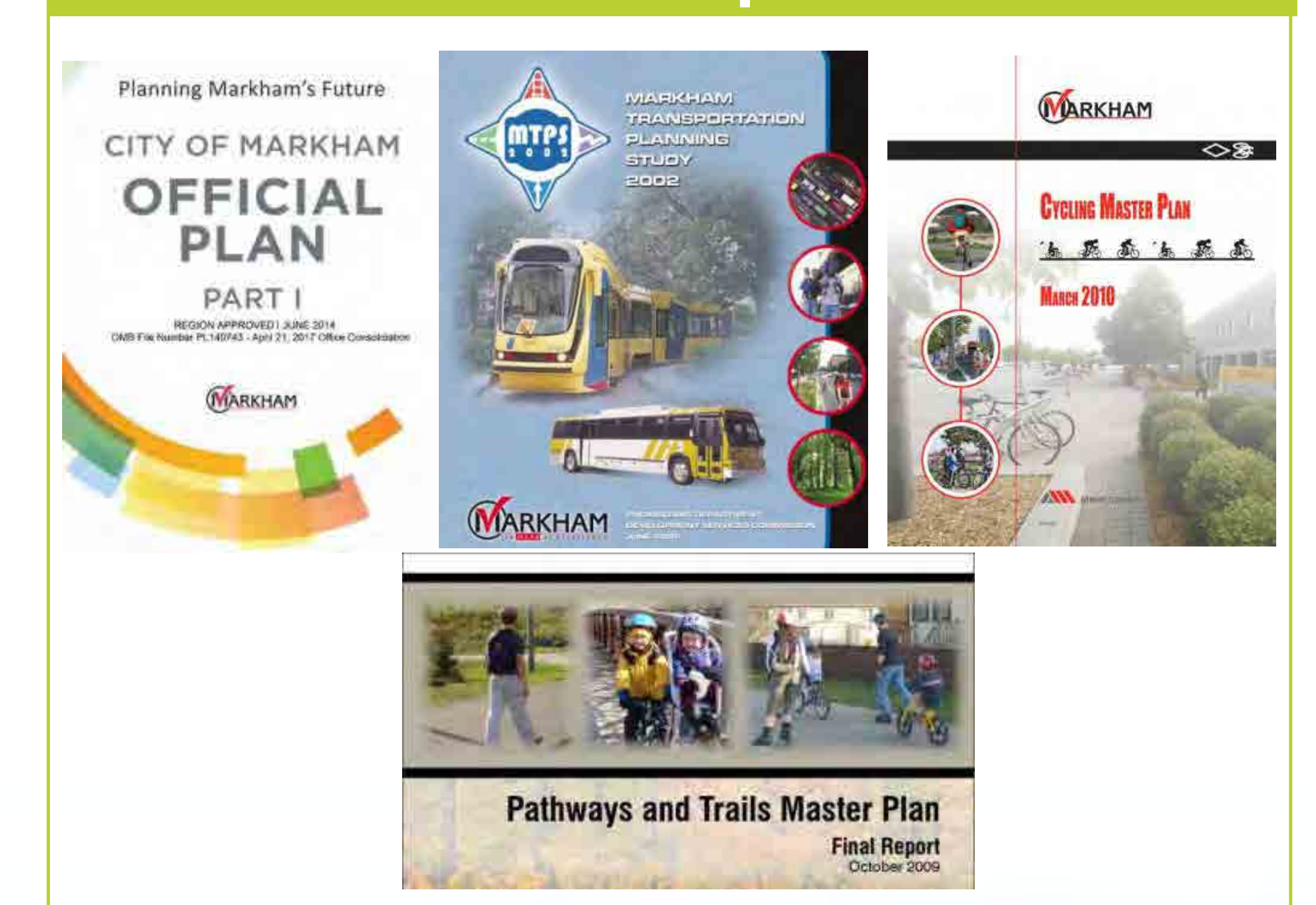
Provincial



Regional



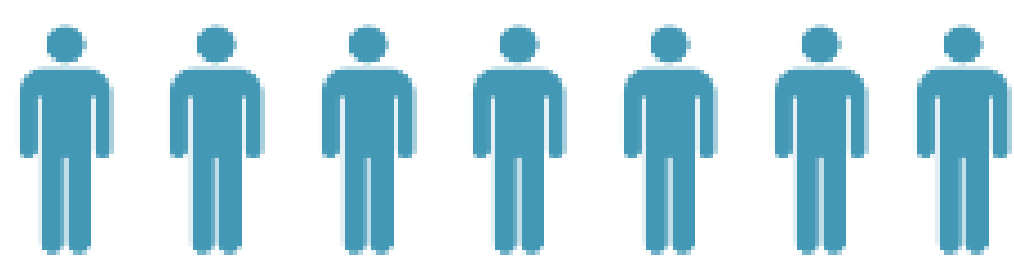
Municipal



The York Region of Tomorrow

Planned Growth

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

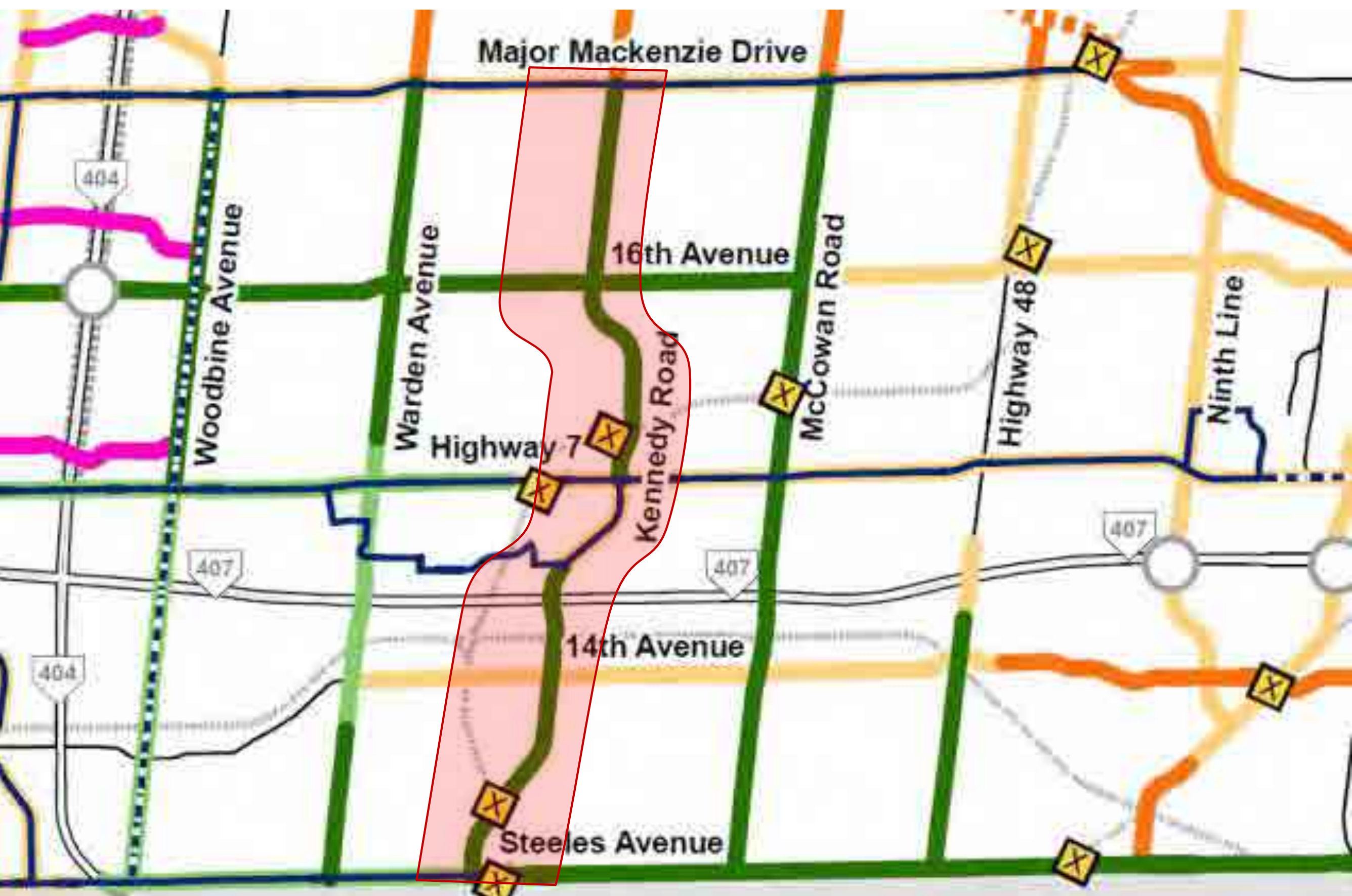


50% Increase in population between 2015 and 2041

55% Increase in employment between 2015 and 2041



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



- Legend**
- 6 Lane Networks**
 - Existing 6 Lane Road
 - New 6 Lane Road
 - Proposed 6 Lane Widening
 - 4 Lane Networks**
 - Existing 4 Lane Road
 - New 4 Lane Road
 - Proposed 4 Lane Widening
 - Other Improvements**
 - Rapid Transit
 - Rapid Transit Subject to Further Study
 - New Midblock Crossing
 - Proposed Grade Separation (Road Classification Study to identify grade separations on collector roads)
 - Interchange Improvement
 - MTO Highway Phrasing

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

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



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

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

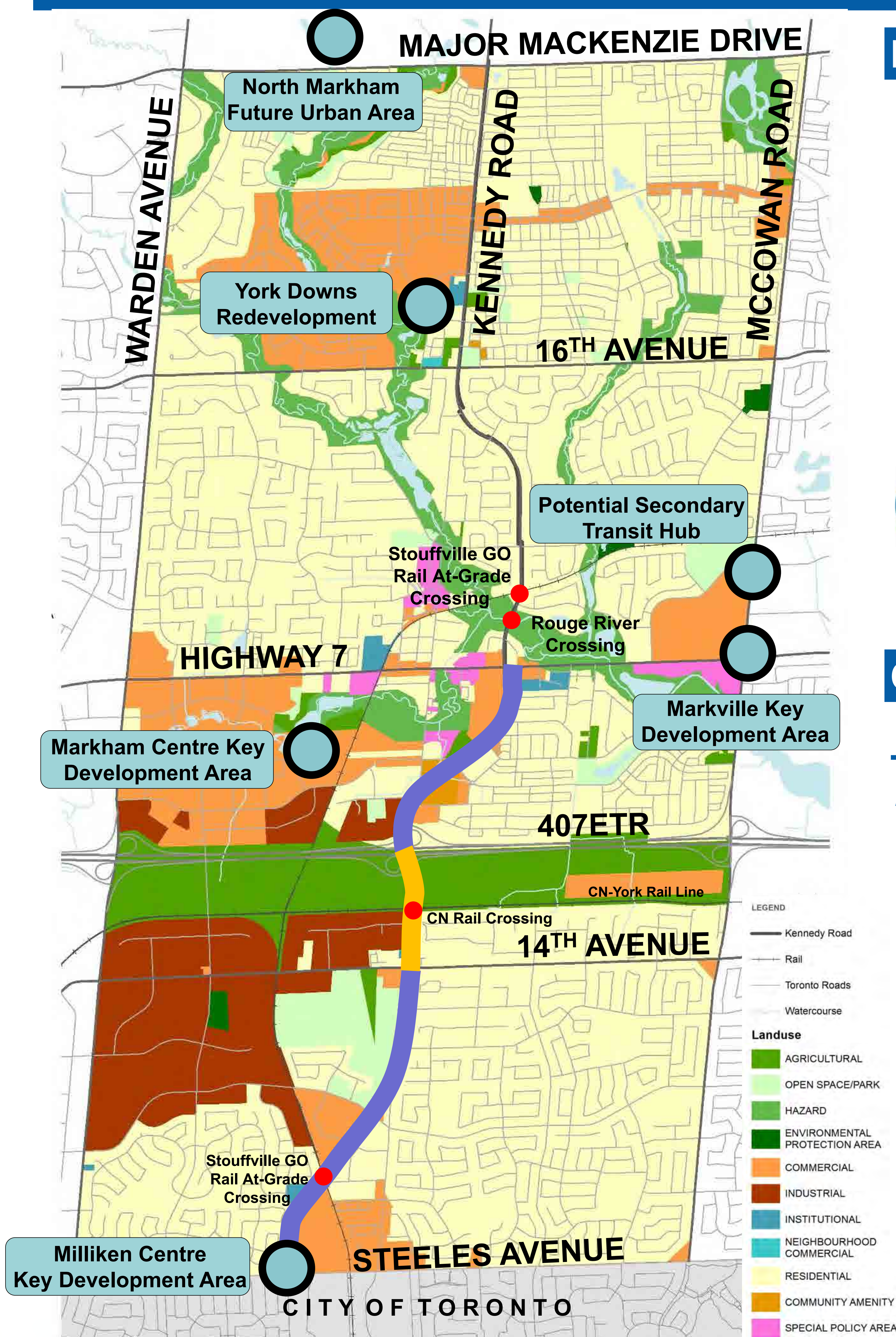
Growing the Cycling Network (2041) – YR-TMP 2016 Map 9



- Legend**
- Existing Cycling Network**
 - Shared Facility
 - Dedicated Facility
 - Separated Facility
 - Proposed Cycling Facilities**
 - Local Cycling Route of Regional Significance
 - Dedicated Facility
 - Separated Facility
 - Conceptual Region-Wide Trail System
 - External Connection
 - GO Rail
 - Rapid Transit/GO Corridor

Separated Active Transportation facilities identified for cyclists on Kennedy Road

Land Use, Future Development, and Construction Phasing



Land Use

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



Land use within the study area is predominantly residential



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



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



Raymerville Woodlot and Manhattan Woods are designated as Environmental Protection Areas

Construction Phasing

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

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



What We've Heard So Far

Community Outreach



Direct Mail Notices



Newspaper Notices



Open Houses



Road Signs



Technical Advisory Committee (TAC)



Stakeholder Group (SHG)



York Region Social Media (Facebook and Twitter)



Project Website (www.york.ca/kennedyroad)

Stakeholders Identified

Ratepayers Associations

Residential Property Owners

Commercial Property Owners

General Public

Toronto and Region Conservation Authority (TRCA)

CN Rail

Ministry of Natural Resources and Forestry

Ministry of Transportation

407ETR

City of Toronto

City of Markham

Metrolinx

Community Centres

Places of Worship

Indigenous Communities

Top Concerns Regarding...



Walking



Pedestrian crossing distances



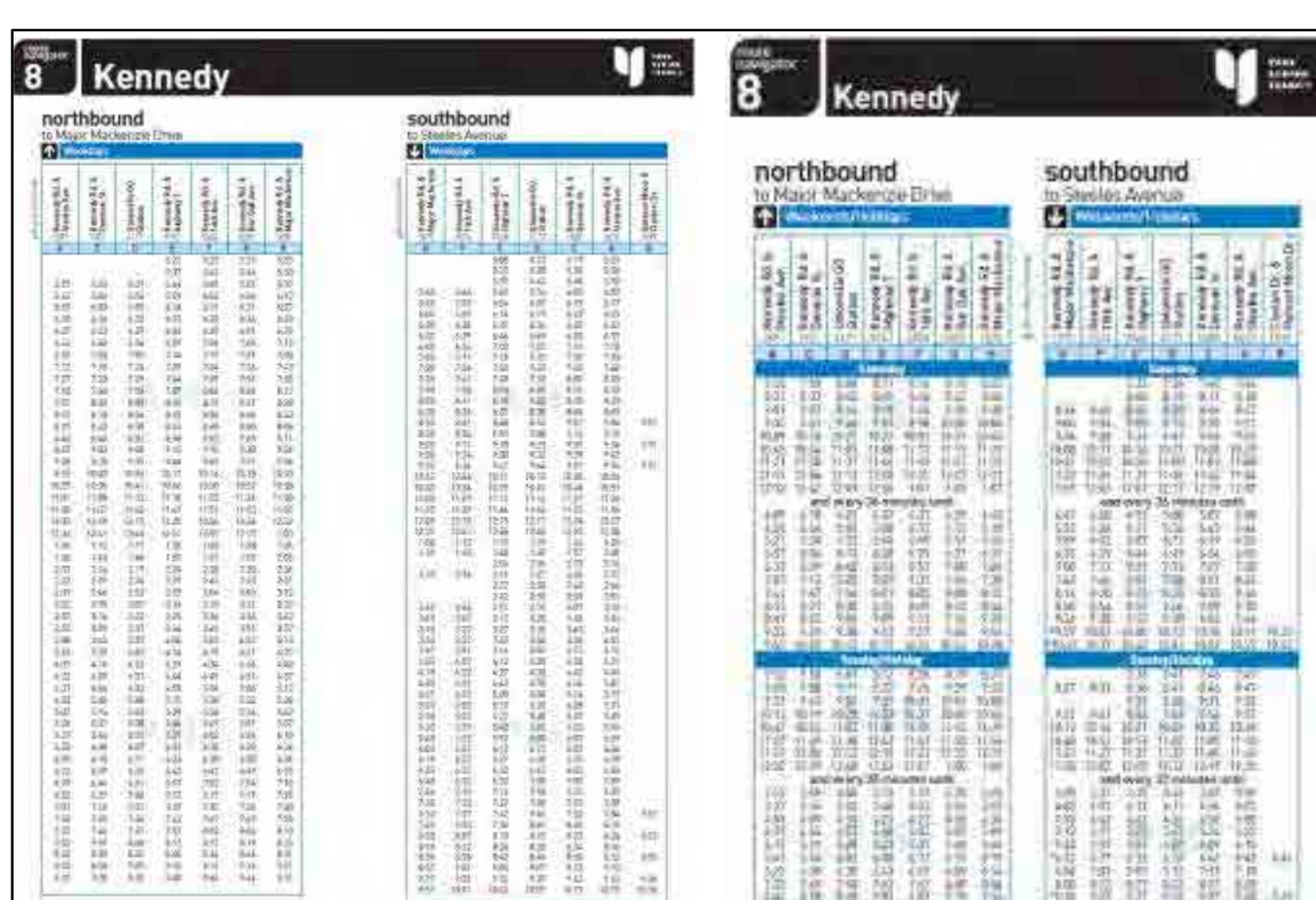
Pedestrian safety issues at the Stouffville GO Rail Crossings



Taking Transit



Frequency of service



Fares and travel times



Cycling



Consistency of cycling facilities throughout the corridor



Separation of active transportation facilities and cyclist safety



Driving



Motorist safety at Major Intersections



Peak-Hour congestion along Kennedy Road and at Rail Crossings

Kennedy Road Today

Pedestrian Level of Service / Experience



Pedestrian Experience

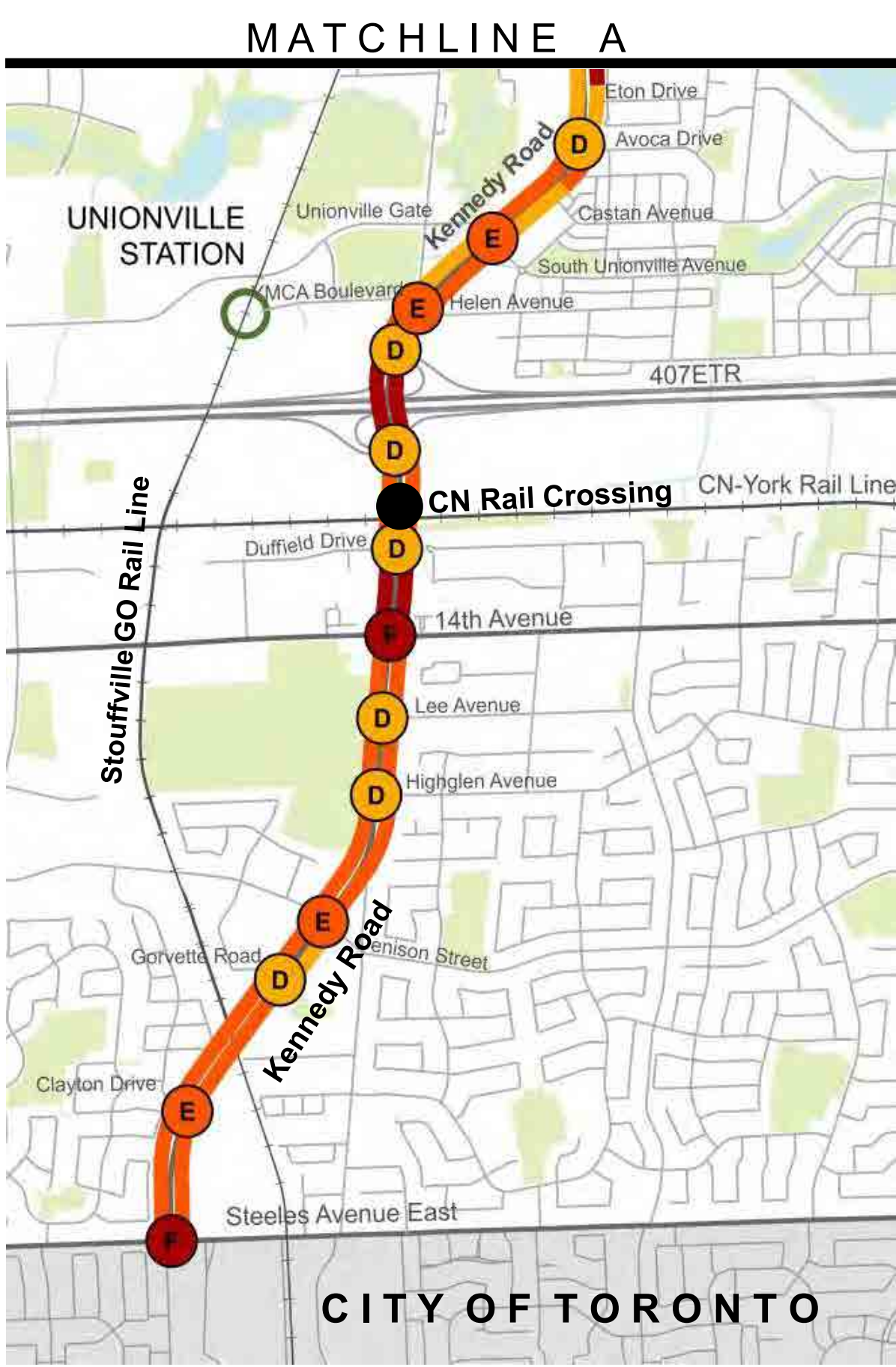
- Continuous sidewalks/Multi-Use Paths are provided on both side of the road
- Crosswalks are provided on all four legs of the intersection
- Shorter crossing at intersection
- Greater separation from high speed traffic
- Longer crossings with more conflict points with turning vehicles
- Less separation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

LOS

A B

C D

E F



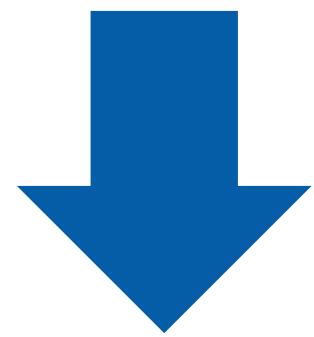
C D Intersection Level of Service
E F

Attractive pedestrian realm
Less attractive pedestrian realm
Least attractive pedestrian realm

Opportunities for Active Transportation

8%

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



73%

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



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

Cyclist Level of Service / Experience



Cyclist Experience

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

LOS

A B

C D

E F



D E F Intersection Level of Service

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

44%

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



86%

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

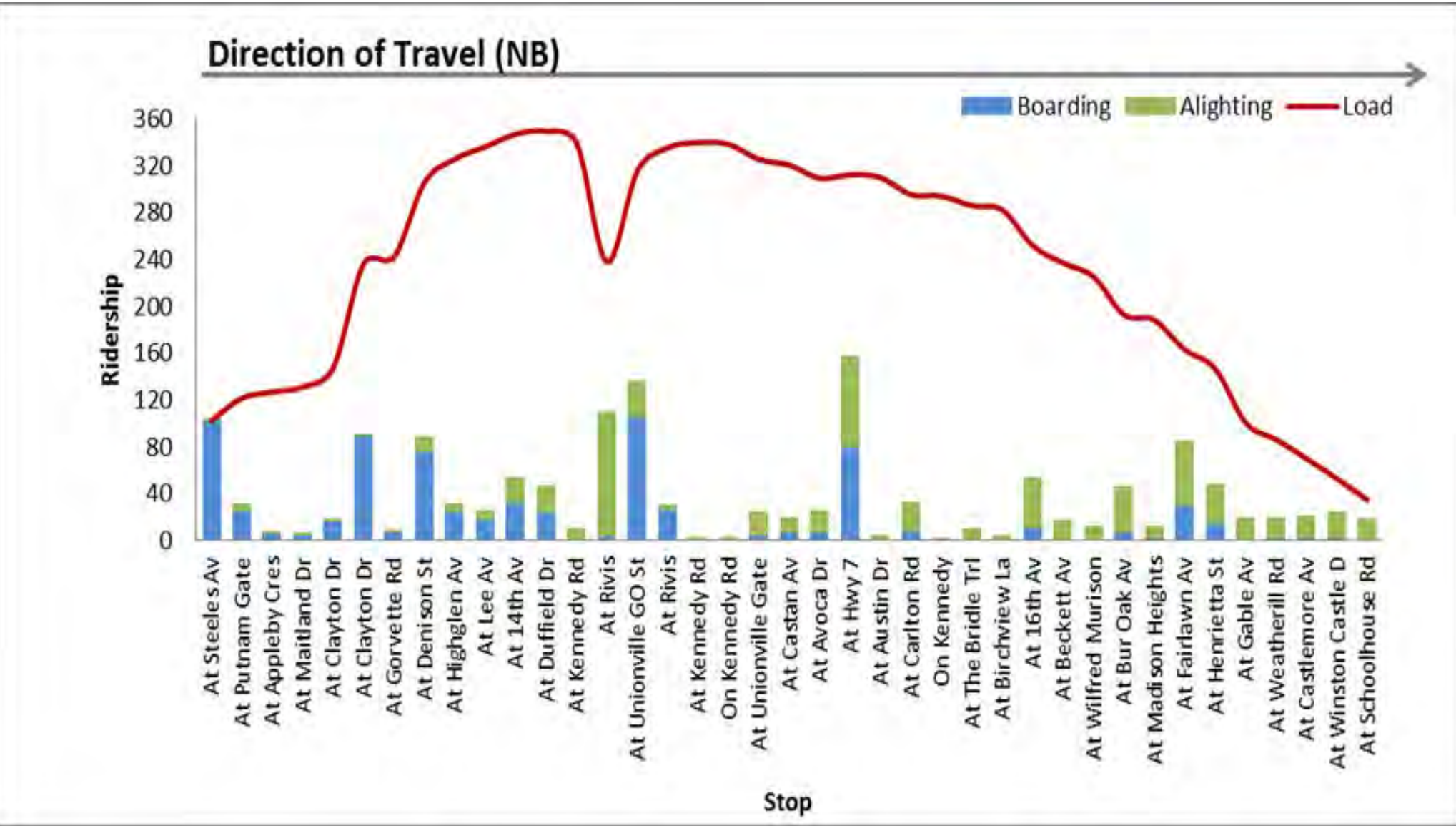
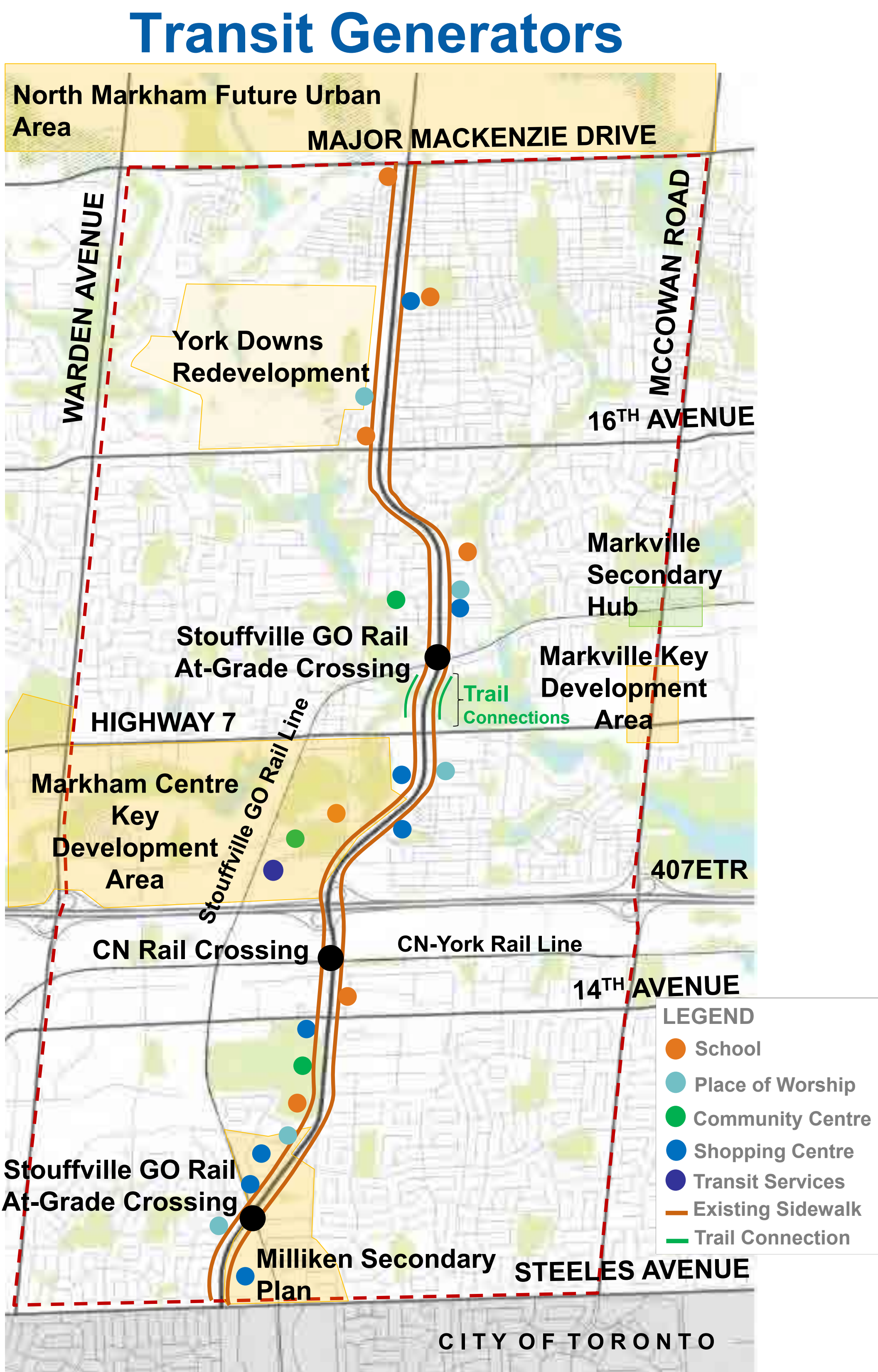


There is a significant opportunity to encourage these trips to cycle

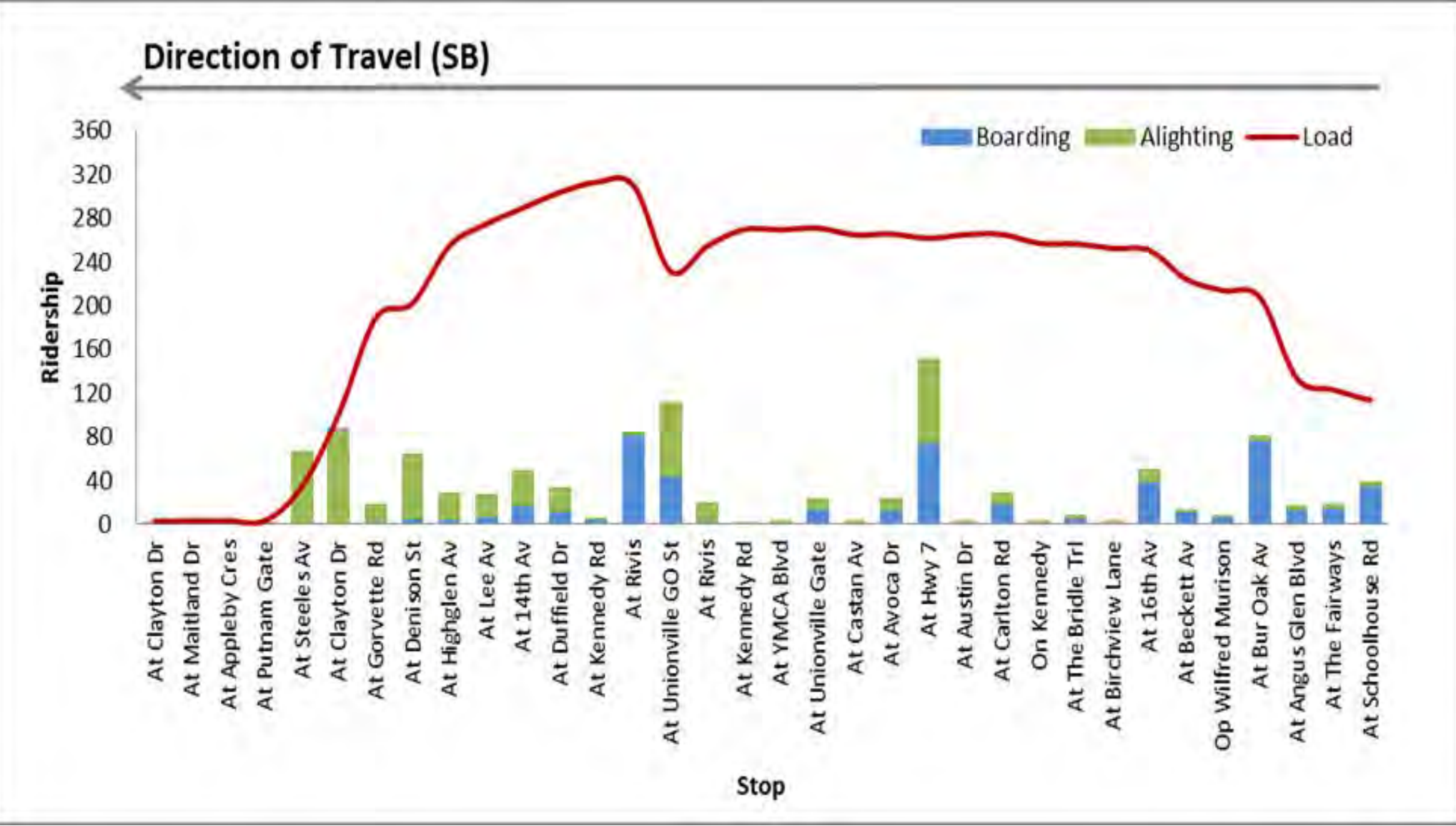
Source: Mode sharing data was obtained from 2011 Transportation Tomorrow Survey (TTS)

Kennedy Road Today

Transit Ridership Demand



Northbound (NB) Total Daily Period Ridership (Route 8)



Southbound (SB) Total Daily Period Ridership (Route 8)

- Most boarding and alightings occur at major intersections
- Transfers are made between connecting bus routes

Major Transit Generators along Kennedy Road

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

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

Traffic Safety (2011 – 2015)

Top four collision prone intersections in the study area:

1

Kennedy Road & Highway 7

2

Kennedy Road & YMCA Boulevard / Helen Avenue

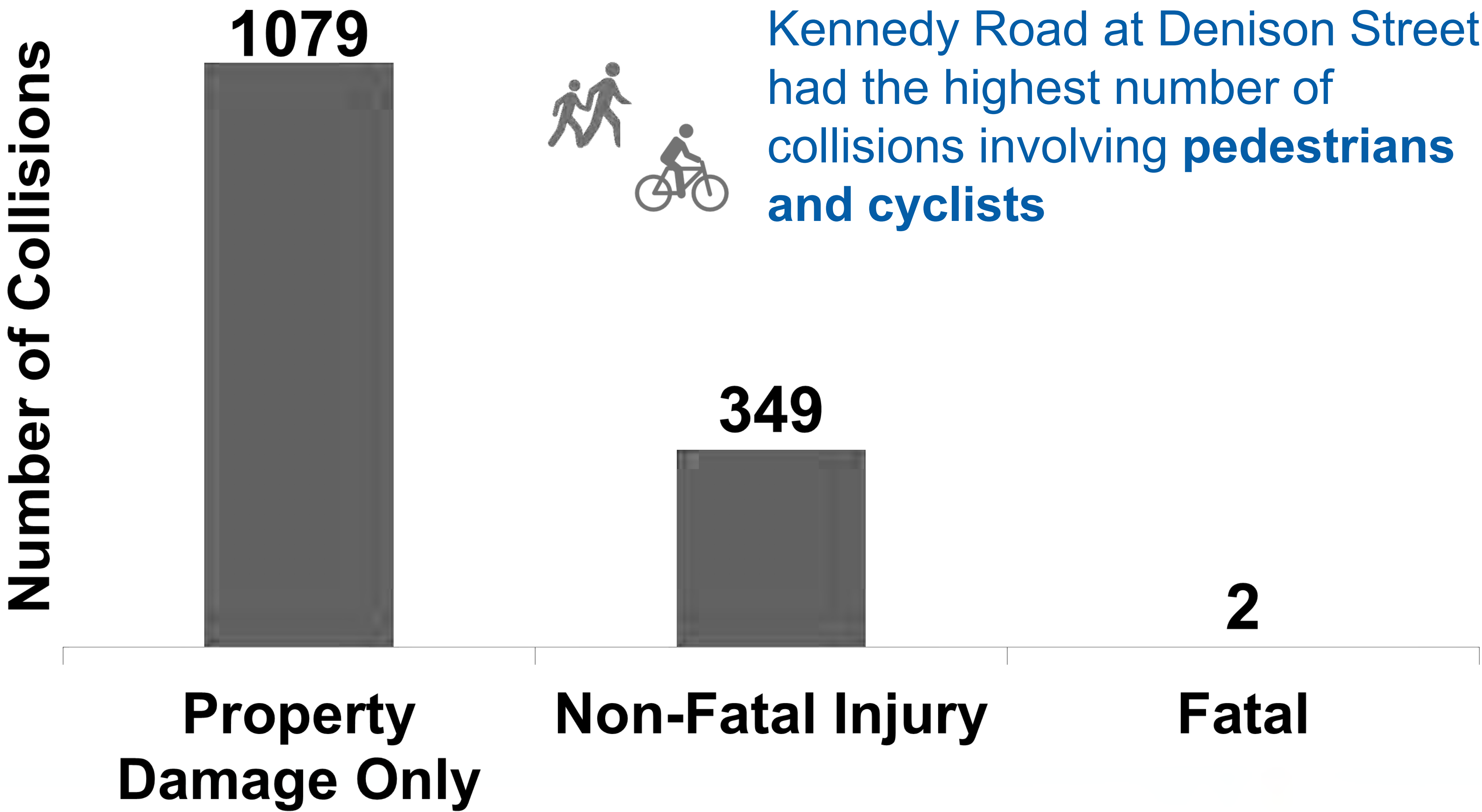
3

Kennedy Road & Lee Avenue

4

Kennedy Road & 407 ETR Off-ramp Terminal

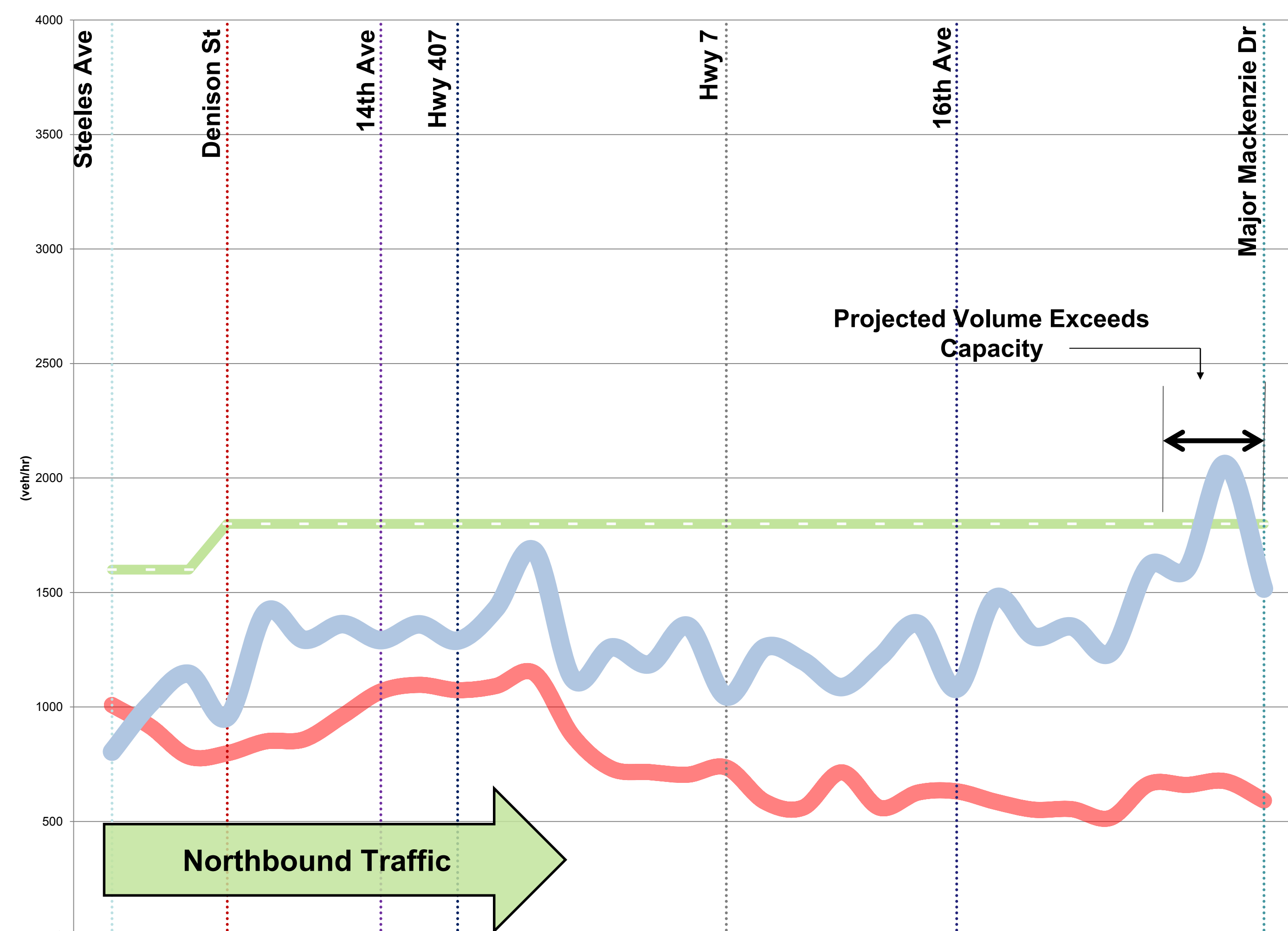
The most common impact type was rear-end collision



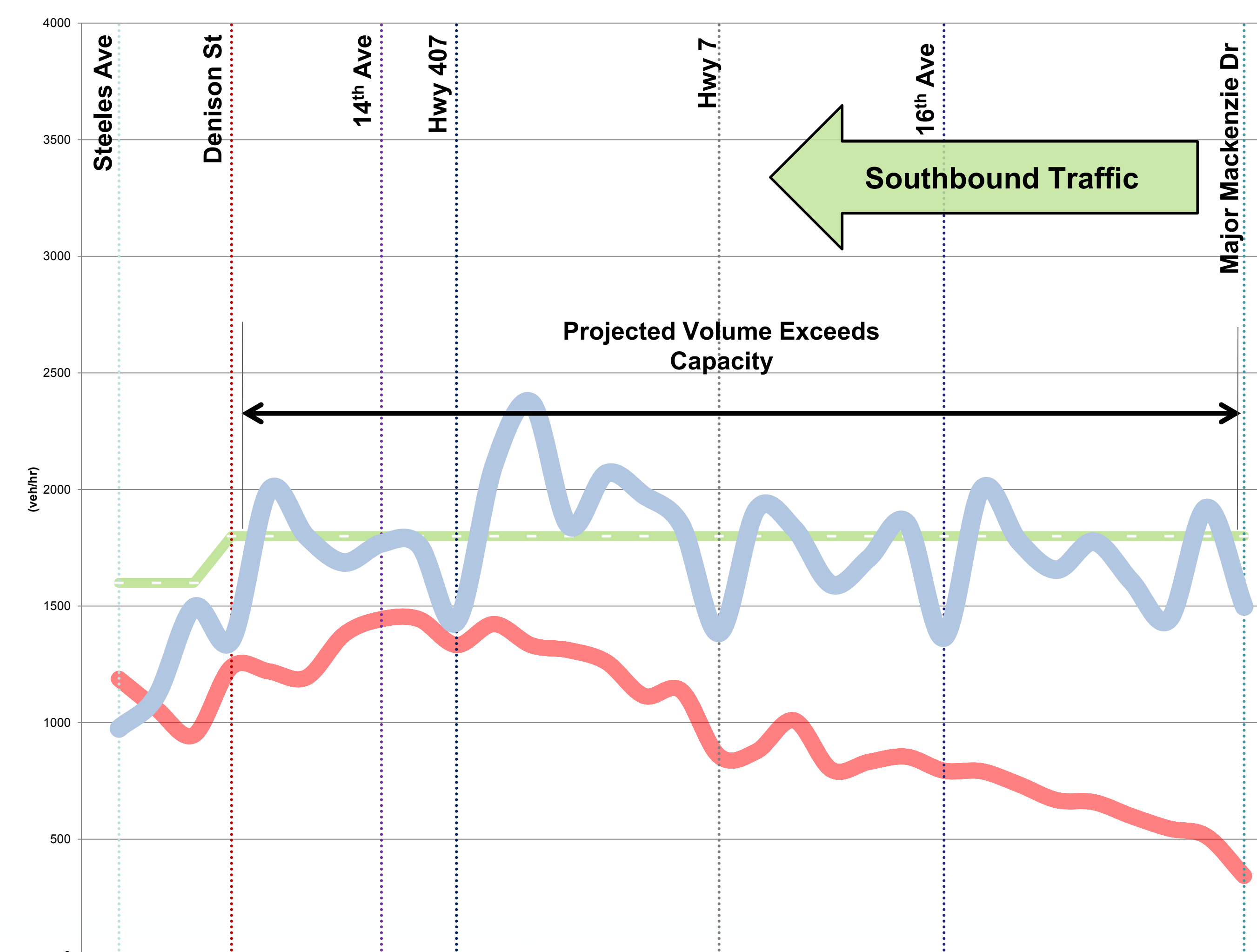
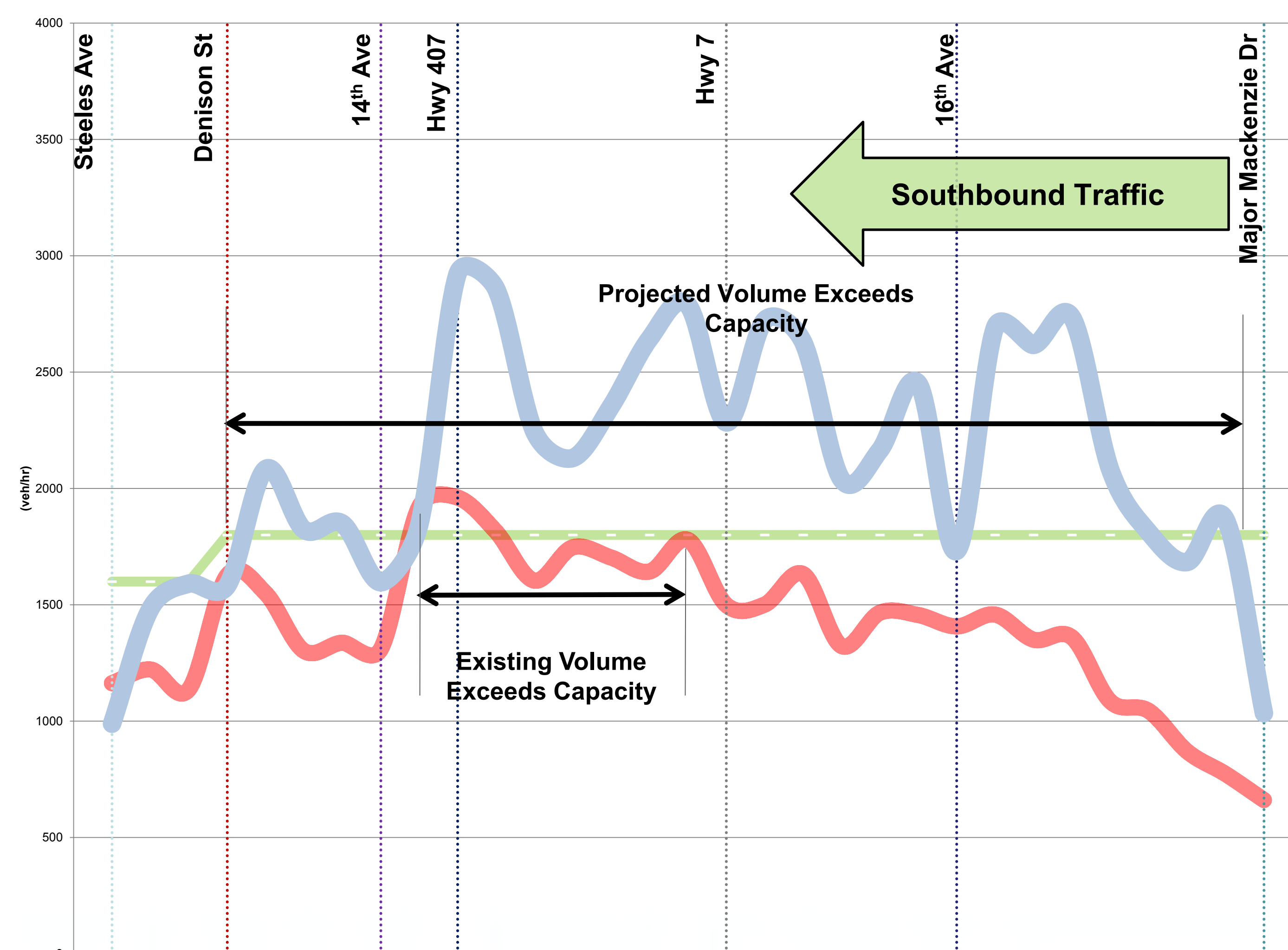
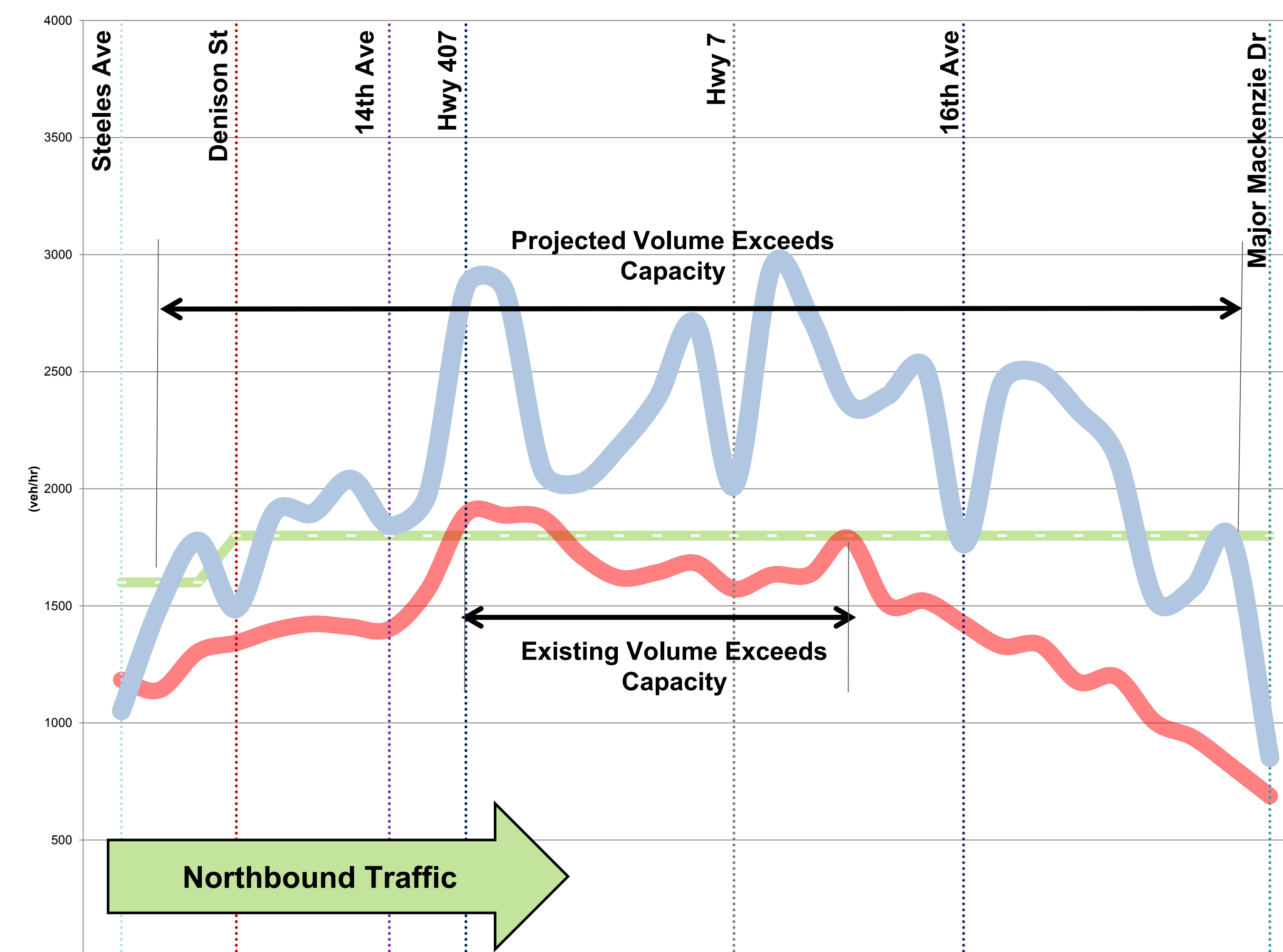
Kennedy Road –Traffic Operations

Existing and Future 2041 Traffic Volumes

AM Peak Hour Volume on Kennedy Road



PM Peak Hour Volume on Kennedy Road



Existing Traffic Volume and Capacity Issues

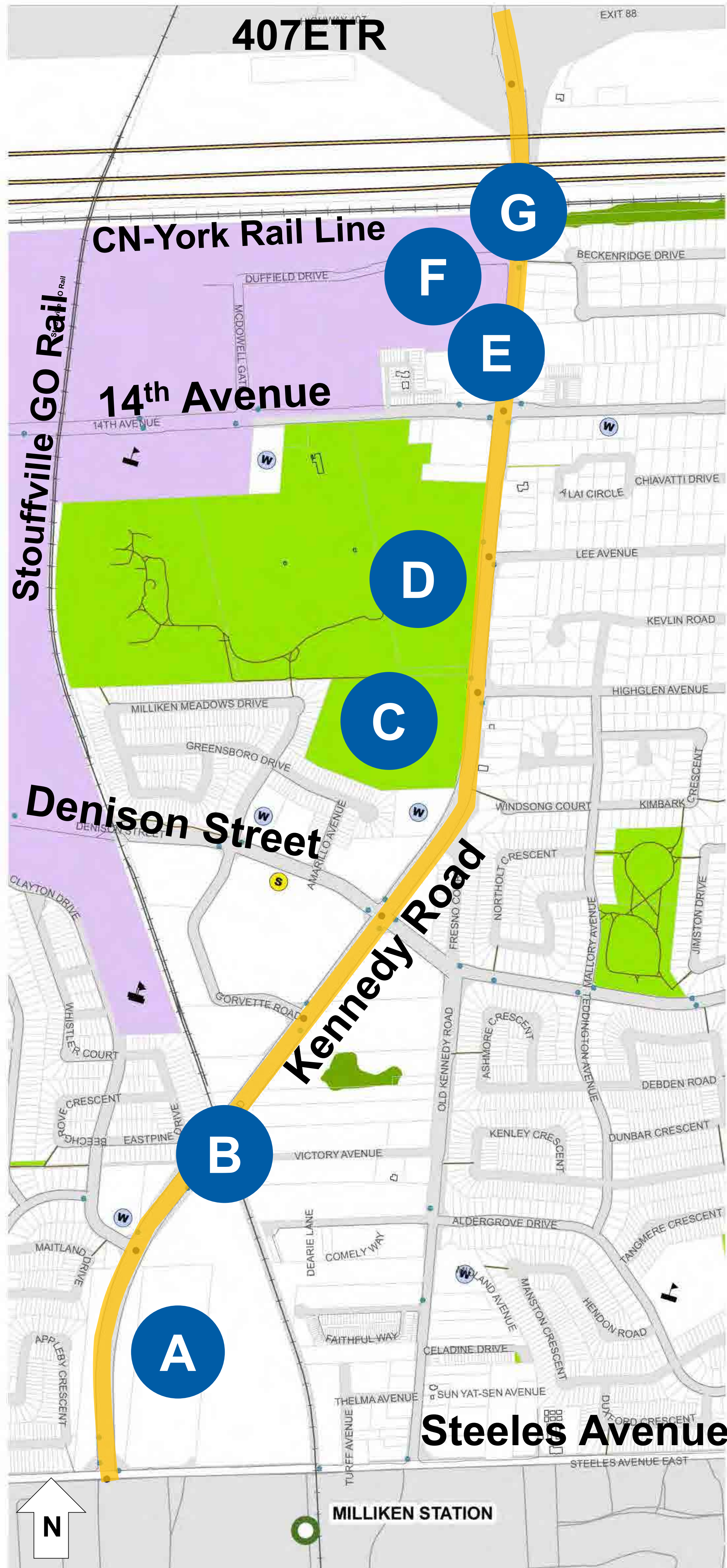
- Existing traffic volumes exceed capacity in the southbound direction between **north of 14th Avenue** and **south of Highway 7** in the AM Peak Hour
- Existing traffic volume exceed capacity in the northbound direction **south of 407ETR** and **north of Highway 7** in the PM Peak Hour

Future Traffic Volume and Capacity Issues

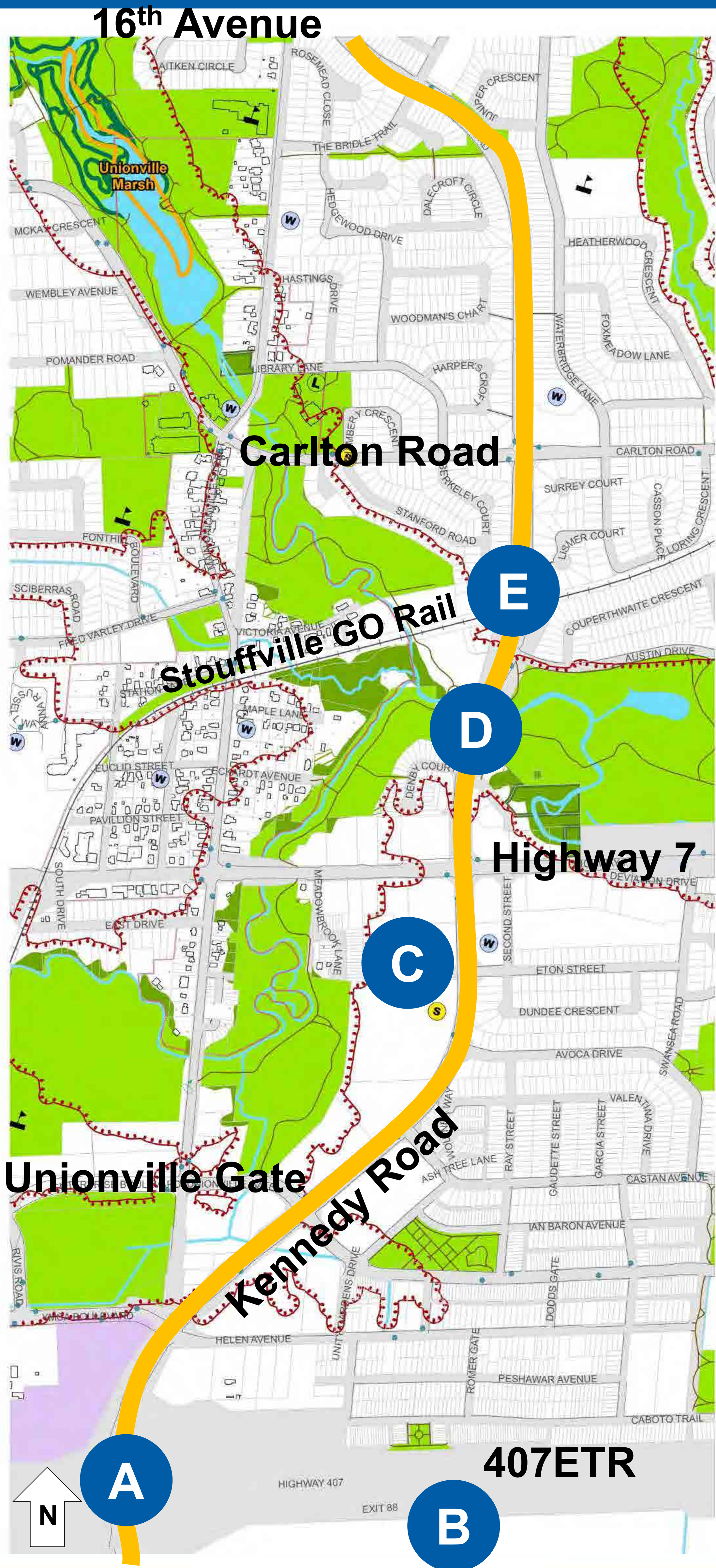
- Future traffic volumes exceed existing capacity in the AM Peak Hour generally:
 - Between **Denison Street** and **Major Mackenzie Drive**, in the southbound direction
- Future traffic volumes exceed existing capacity in the PM Peak Hour generally between:
 - Steeles Avenue** and **Major Mackenzie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



Physical and Environmental Features to Consider Steeles Avenue to 407ETR

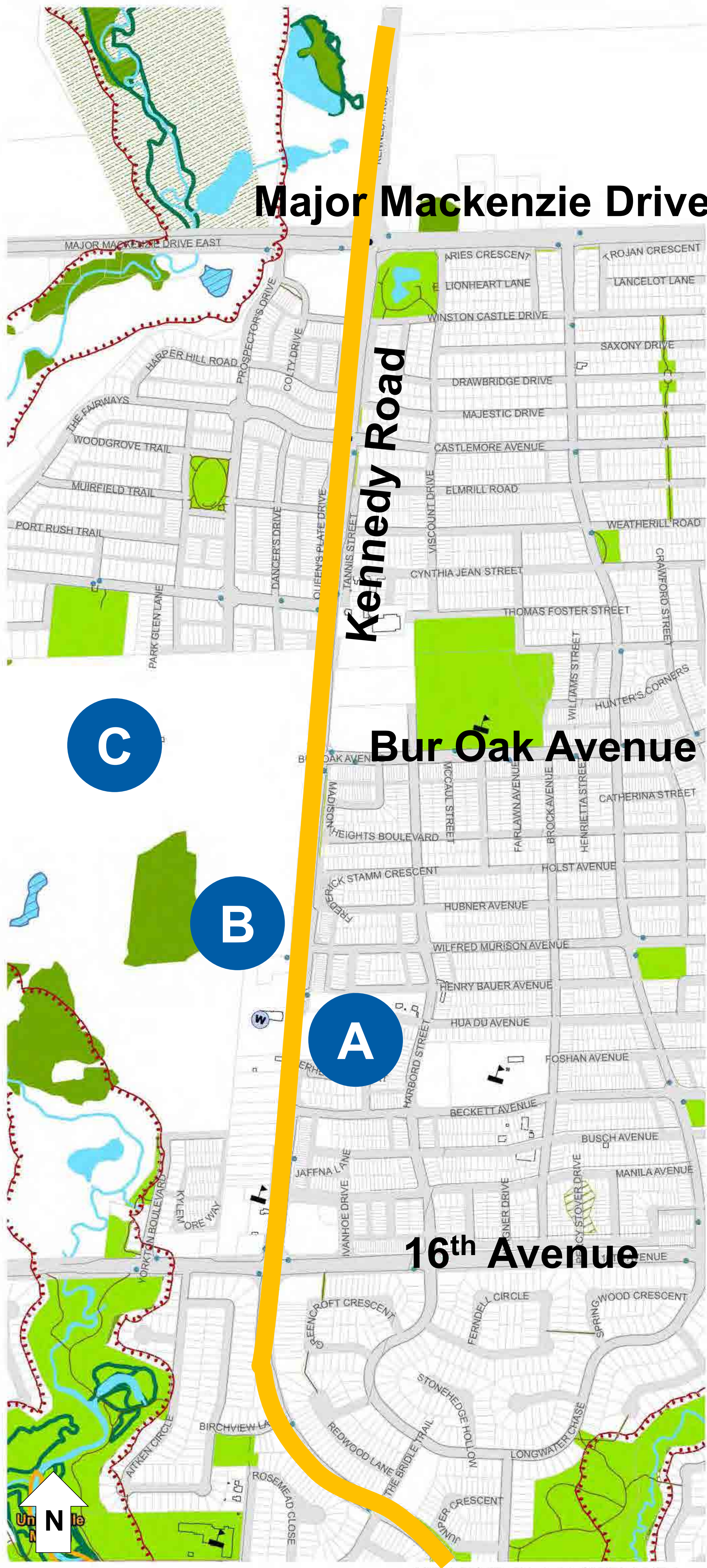
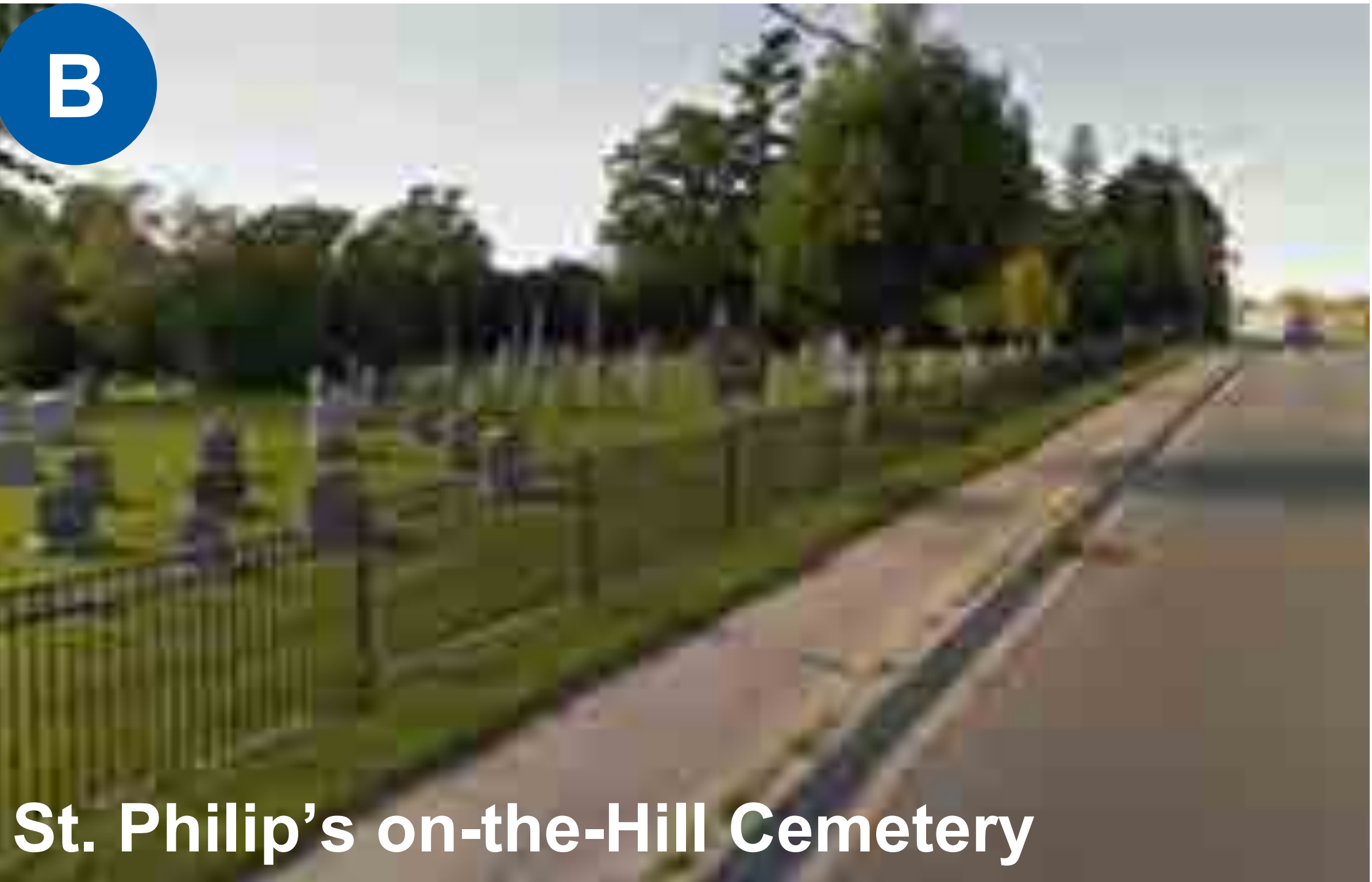


Physical and Environmental Features to Consider Highway 407 to 16th Avenue



Physical and Environmental Features to Consider

16th Avenue to Major Mackenzie Drive



Problem and Opportunity Statement

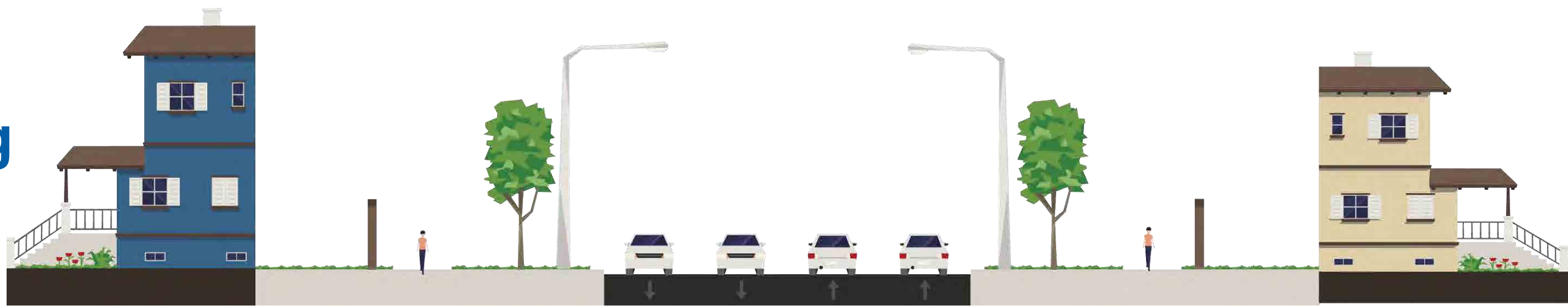
PROBLEM		OPPORTUNITY
Existing road and intersections cannot accommodate future traffic volumes	➡	Improve Kennedy Road capacity to accommodate projected traffic demand and maximize person-carrying capacity
Increased local road traffic due to regional roads being at capacity	➡	Facilitate York Region's Finer Grid Network Strategy including the review of York Region's access management guidelines, and removal of turning and vehicle restrictions where appropriate
Lack of continuous pedestrian and cyclist facilities	➡	Improve pedestrian and cycling facilities to encourage other modes of transportation to reduce congestion and single occupancy vehicle (SOV) use
Existing infrastructure does not support enhanced transit service and results in delays	➡	Improve the efficiency and reliability of transit
Anticipated delays at the existing at-grade Stouffville GO Rail crossing(s)	➡	Improve the Stouffville GO Rail crossing(s) and reduce delays and congestion with the associated crossing
Safety and operational concerns at various locations, include Stouffville GO Line crossings	➡	Improve safety, performance, and operational efficiency for all modes along the study corridor



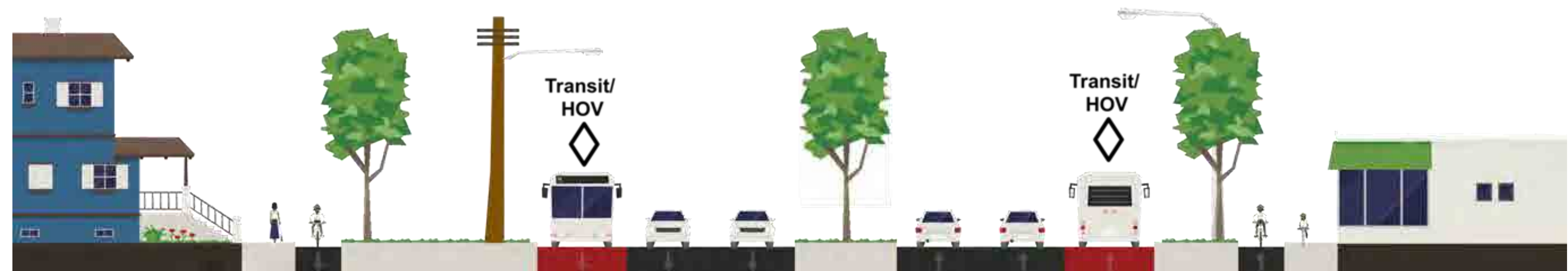
Summary of Alternative Solutions Considered

York Region’s 2016 Transportation Master Plan considered the following Alternative Solutions:

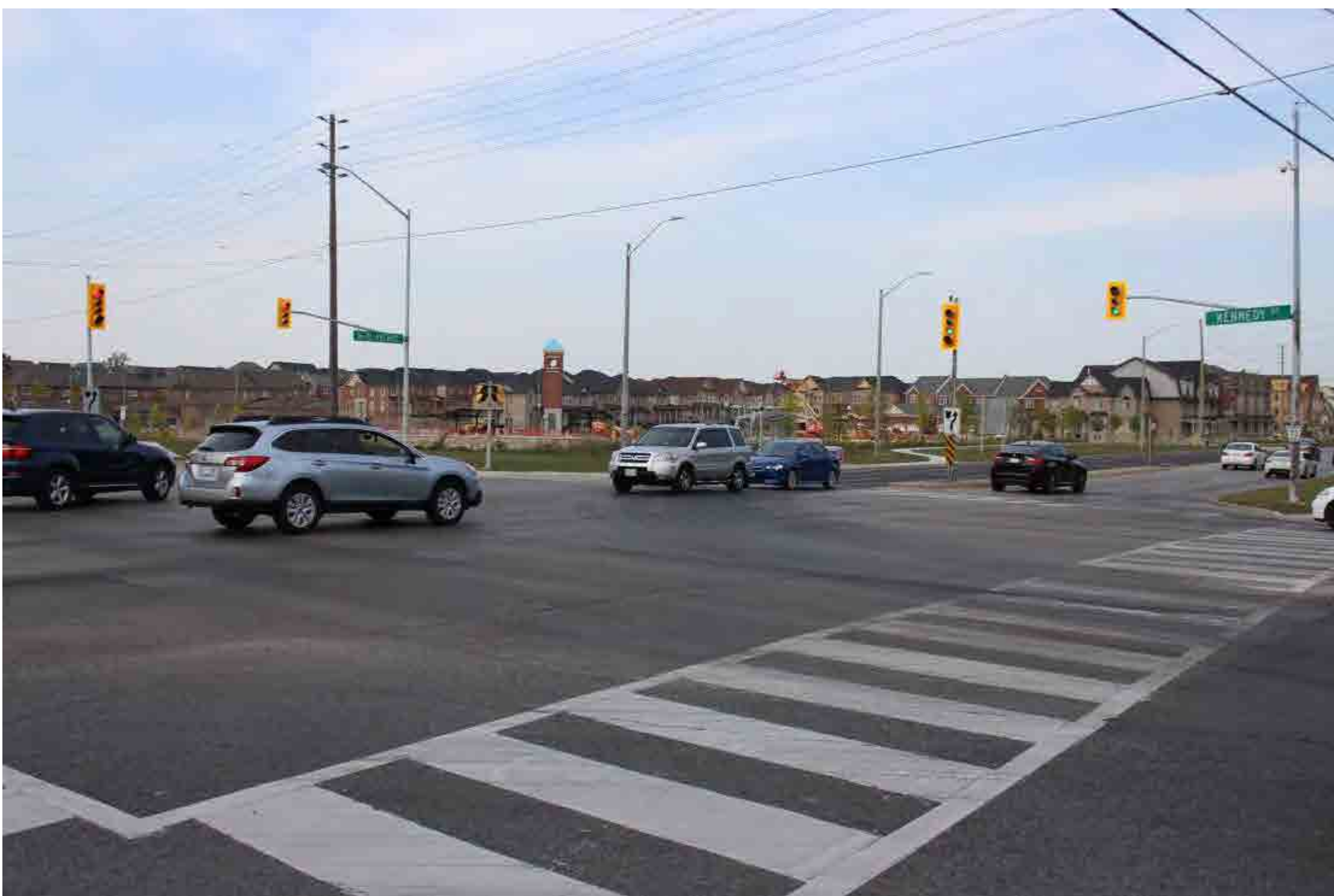
1. Do Nothing



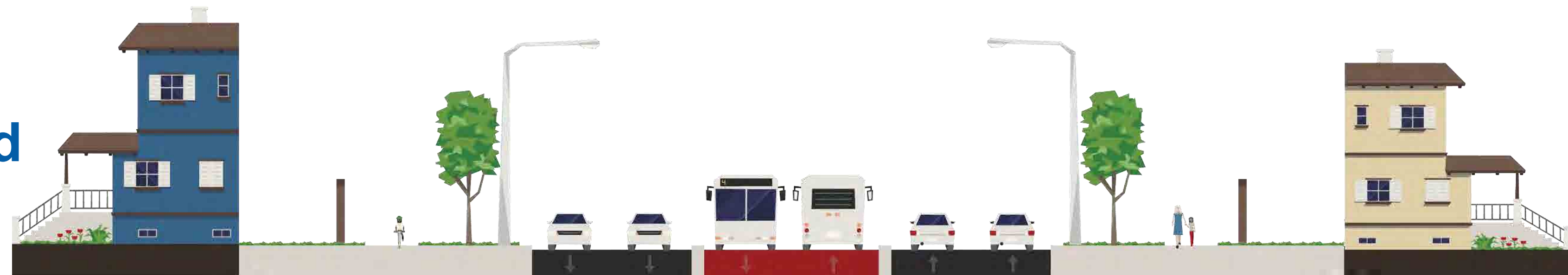
4. Widen to 6 Lanes for HOV/Transit



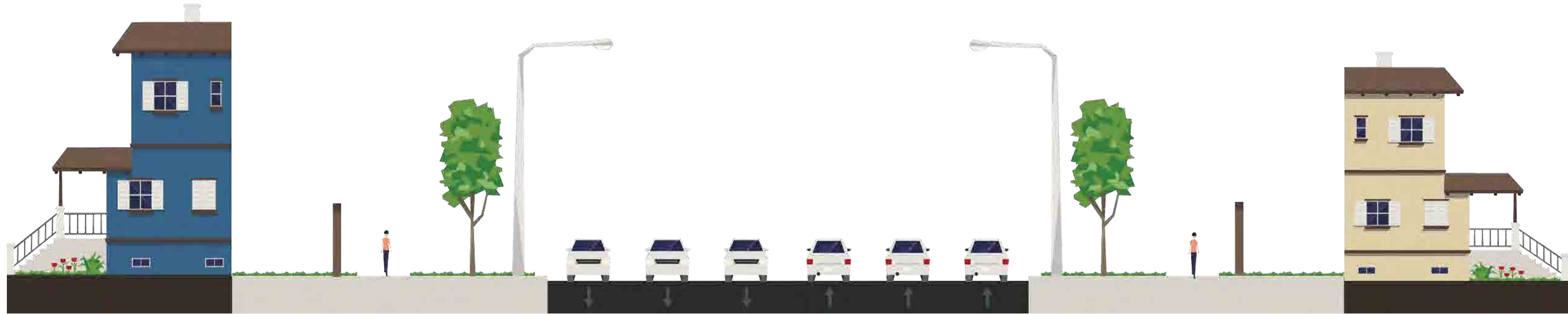
2. Optimize Existing Facility with Intersection Improvements



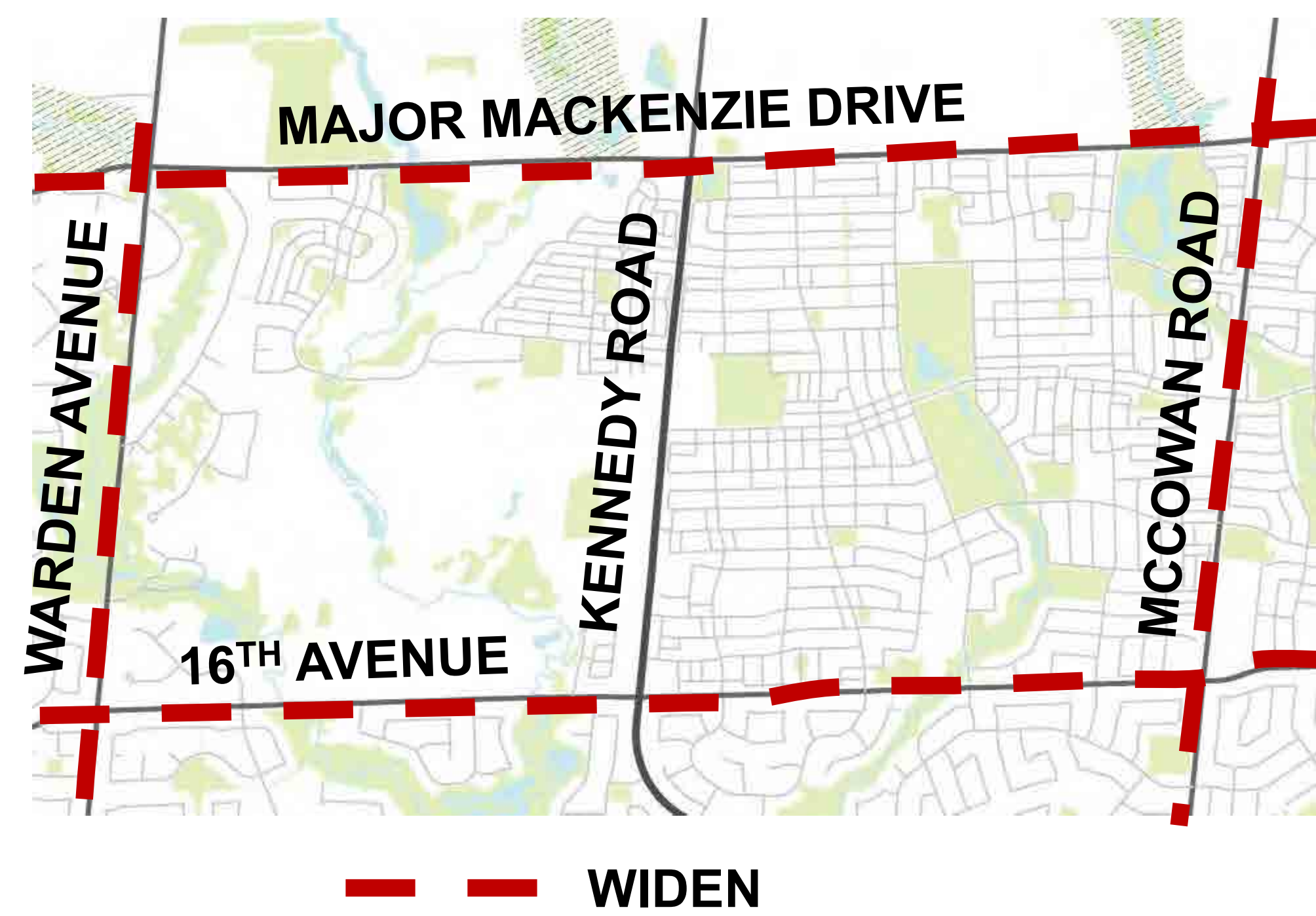
5. Widen to Implement Rapid Transit



3. Widen to 6 Lanes for Capacity Improvements



6. Widen Parallel/Adjacent Corridor (i.e. Warden Avenue, Major Mackenzie Drive, 16th Avenue, McCowan Road)



Alternatives were evaluated based on their Alignment with TMP Objectives:



Support Transit



Support Road Network



Support Active Transportation



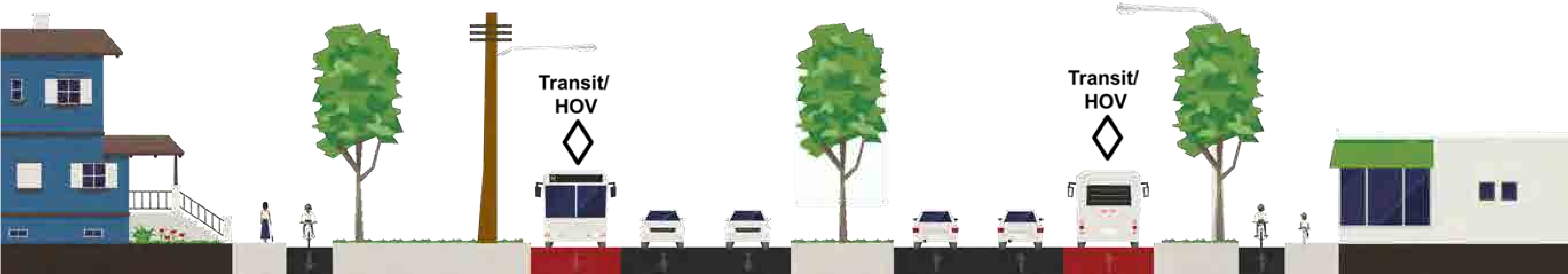
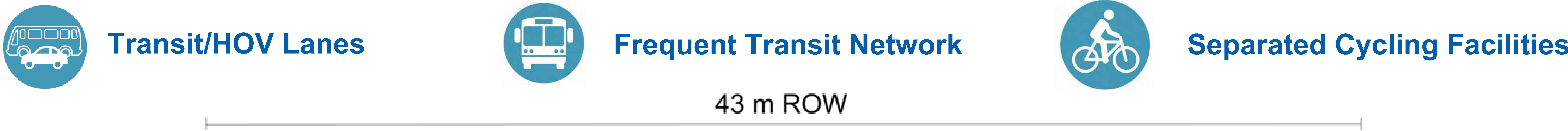
Support Goods Movement



Support Last Mile

YR-TMP 2016 – Preferred Solution

Preferred Solution



Widen to 6 Lanes for HOV/Transit was identified as the preferred alternative due to its alignment with TMP Objectives

Support Transit	Support Road Network	Support Active Transportation	Support Goods Movement	Support Last Mile
<ul style="list-style-type: none">Support for Frequent Transit NetworkProvides connections to Milliken and Unionville GO Stations	<ul style="list-style-type: none">Volume-to-Capacity (V/C) Ratio improves but maximum V/C Ratio remains above 1.0	<ul style="list-style-type: none">Provision of separated cycling facilities where ones currently do not exist	<ul style="list-style-type: none">Improvement on Secondary Strategic Goods Movement Network	<ul style="list-style-type: none">New/improved cycling infrastructure and continuous pedestrian facilities adjacent to major transit stations

Preferred Solution (YR-TMP 2016)

Alignment with Study Opportunities

Opportunity	Preferred Solution’s Alignment with Study Opportunities
Improve Kennedy Road capacity to accommodate projected traffic demand and maximize person-carrying capacity	Maximization of person-carrying capacity through the provision of Transit/HOV lanes
Facilitate York Region’s Finer Grid Network Strategy including the review of York Region’s access management guidelines, and removal of turning and vehicle restrictions where appropriate	Where possible, the facilitation of York Region’s Finer Grid Network will be applied
Improve pedestrian and cycling facilities to encourage other modes of transportation to reduce congestion and single occupancy vehicle (SOV) use	Provision of separated active transportation facilities
Improve the efficiency and reliability of transit	Supports Kennedy Road as a Frequent Transit Network through the provision of Transit/HOV lanes
Improve the Stouffville GO Rail crossing(s) and reduce delays and congestion with the associated crossing	Alternative design concepts with the preferred solution will be assessed for the Stouffville GO Rail Crossing(s)
Improve safety, performance, and operational efficiency for all modes along the study corridor	The preferred solution accommodates the safety, performance and operational efficiency for all modes



Design Concepts for Consideration

York Region outlines typical Cross-Sections for Regional Streets based on road typologies

Elements of a Roadway Cross-Section

Vehicular Elements



Curb Lane



Drive Lane

Active Transportation



Multi-Use Path



Sidewalk



Cycle Track

Other Elements



Streetscaping
/Boulevard



Curb and
Gutter



Utilities/
Streetlighting

Kennedy Road between Steeles Avenue and Major Mackenzie Drive identified as a Connector

Connectors are categorized by:



Generous landscaped boulevards



Enhanced Active Transportation Elements

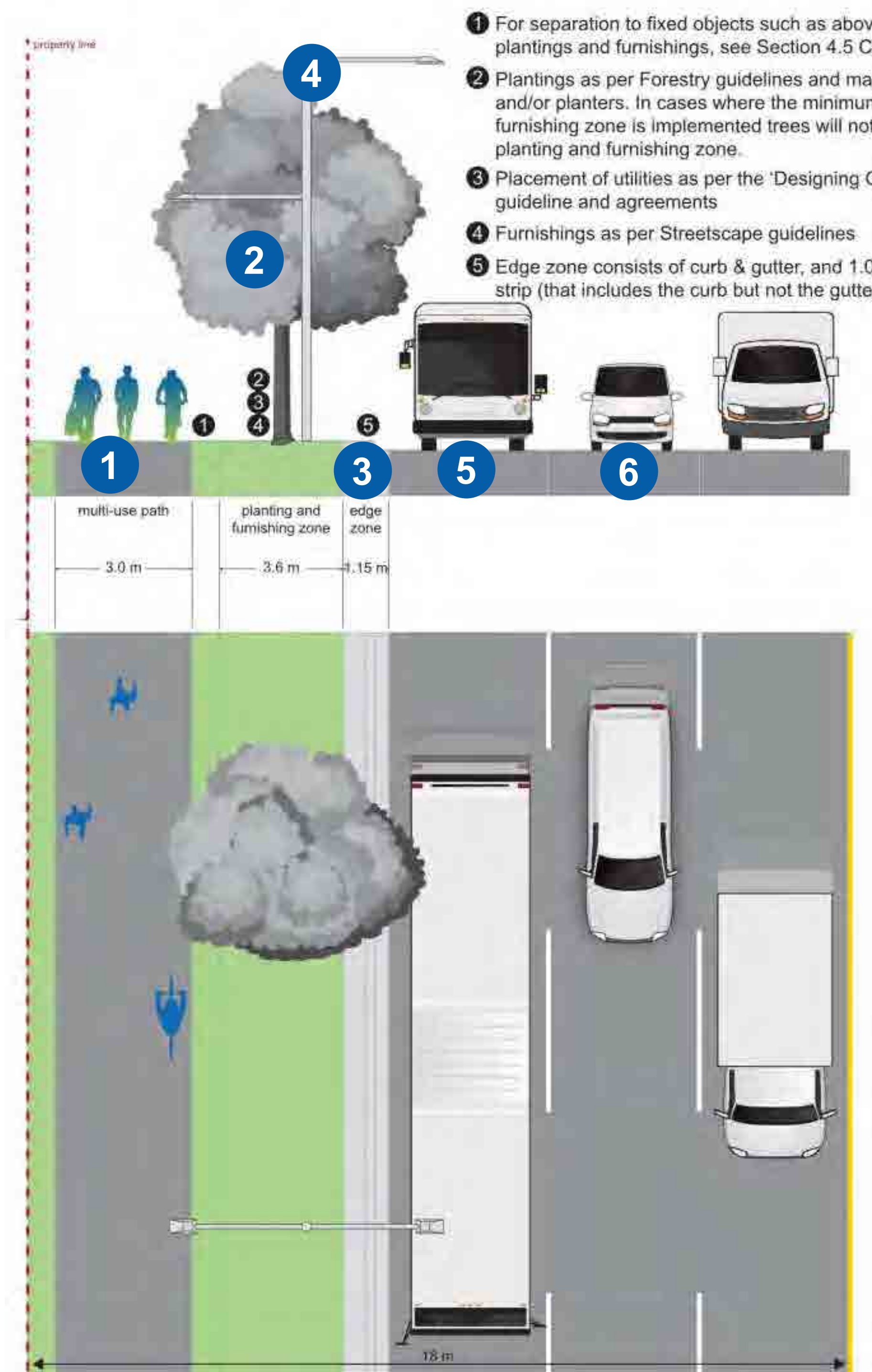


Enhanced Transit Elements

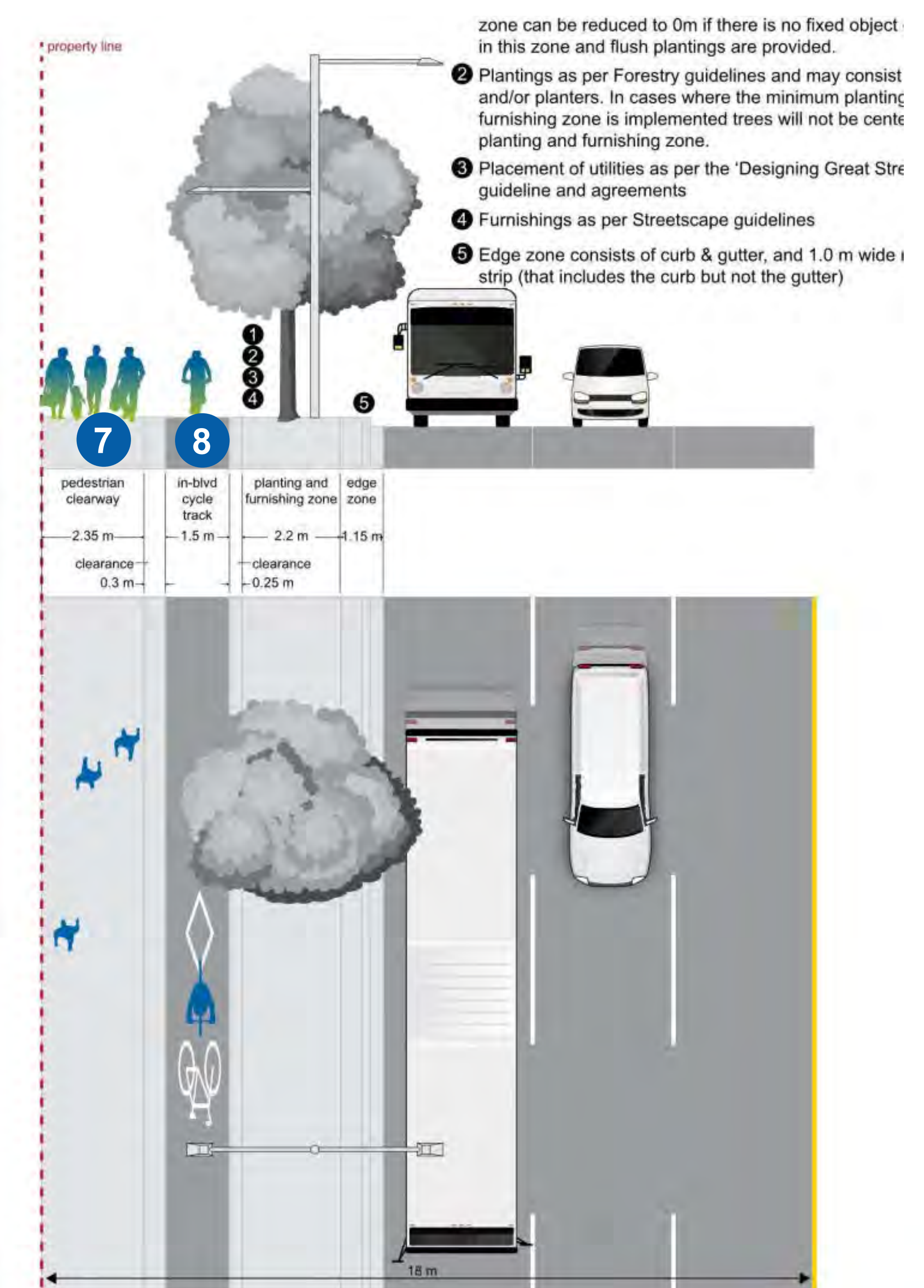


Predominantly residential land-uses along Right-of-Way

Typical 36 m ROW Connector Cross-Section (Multi-Use Path)



Typical 36 m ROW Connector Cross-Section (Cycle Track and Sidewalk)



Right-of-Way along Kennedy Road

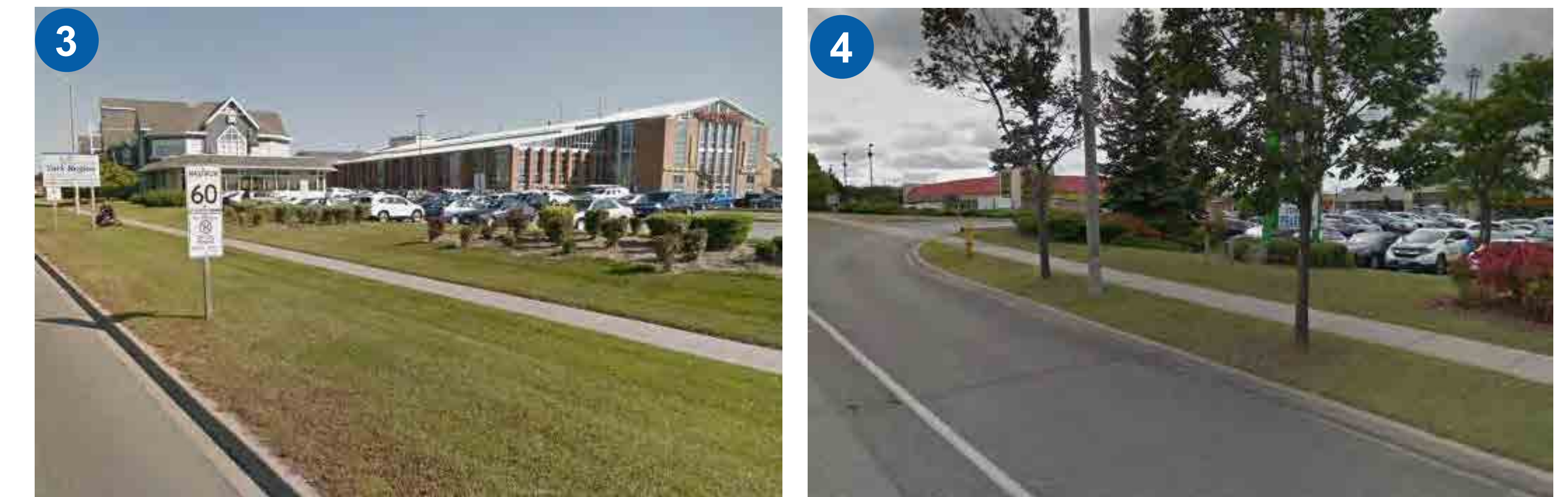


< 36m Right-of-Way



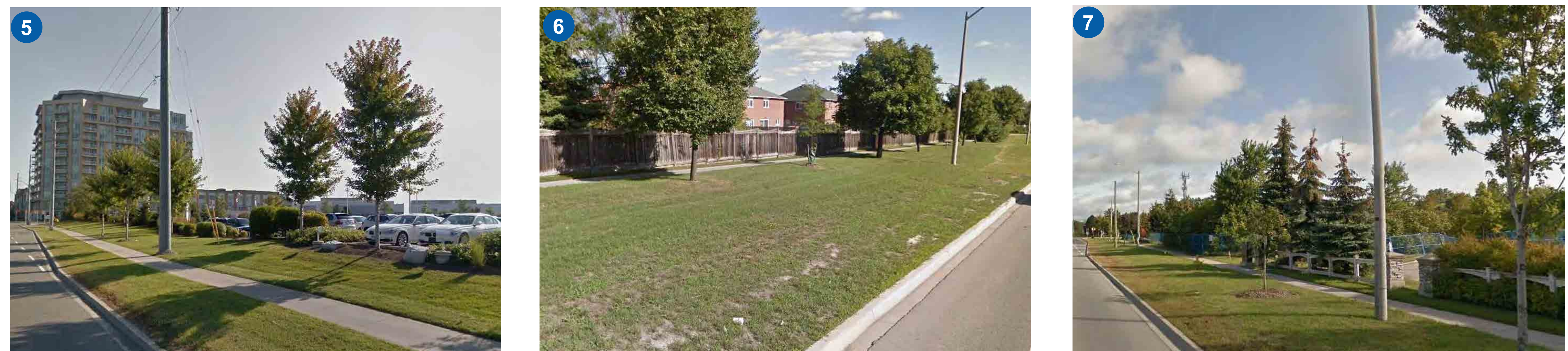
- No separation between various modes of travel
- No landscaped boulevard within this section
- Land-use is primarily cemetery uses

> 36m Right-of-Way



- Some separation between modes of travel
- Narrow landscaped boulevard within this section
- Land-use is primarily residential with commercial plazas at major intersection

Approximate 43m Right-of-Way



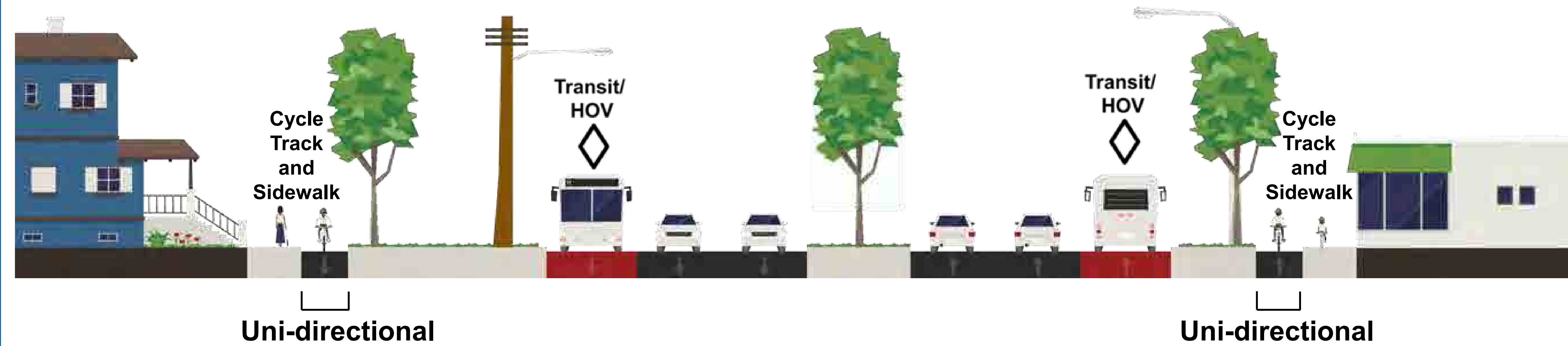
- Greater separation among modes of travel
- Wide landscaped boulevards exist within this segment
- Land-use is primarily commercial and residential

Design Concepts – Typical 43m Cross-Sections

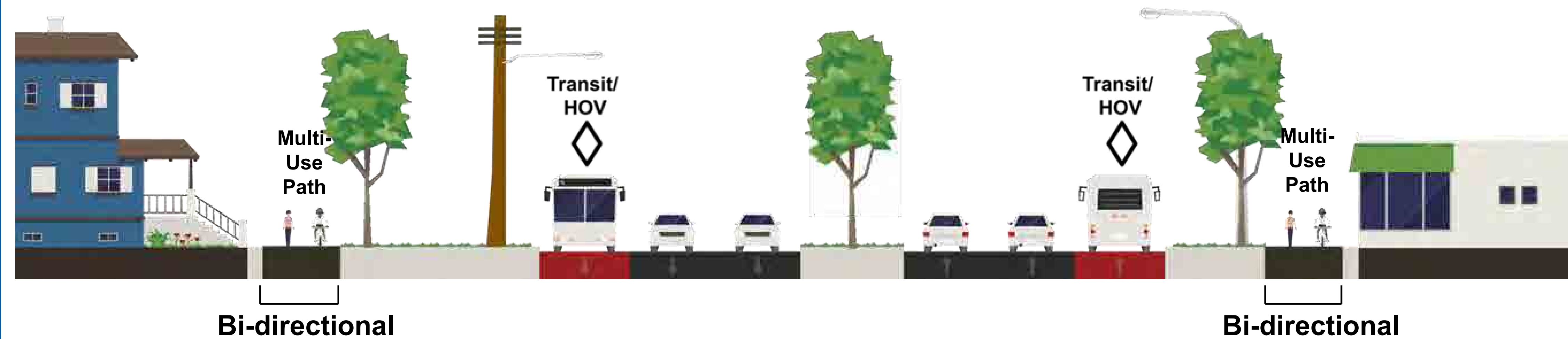
The following design alternatives were identified for 43m typical cross-sections along the Kennedy Road study corridor:

Place a dot beside your preferred image(s)

Alternative 1: Cycle Track and Sidewalk on Both Sides



Alternative 2: Multi-Use Path on Both Sides



Cross-Section Trade-offs between Alternative 1 and Alternative 2:

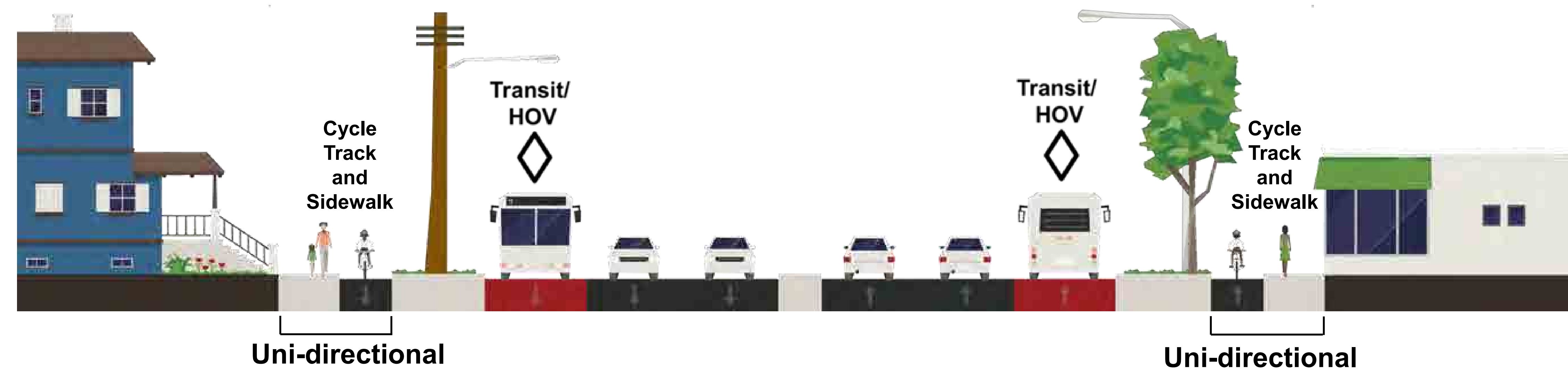
- Slightly reduced landscaping opportunities for Alternative 1 due to width requirements of cycle track and sidewalk component
- Pedestrian and cyclists have exclusive facilities in Alternative 1, whereas facilities are combined in Alternative 2
- Cycle tracks in Alternative 1 are one-directional, whereas multi-use paths in Alternative 2 are bi-directional
- Less potential for pedestrian and cyclist conflicts in Alternative 1 due to the separation of pedestrian and cyclist facilities

Design Concepts – Typical 36m Cross-Sections

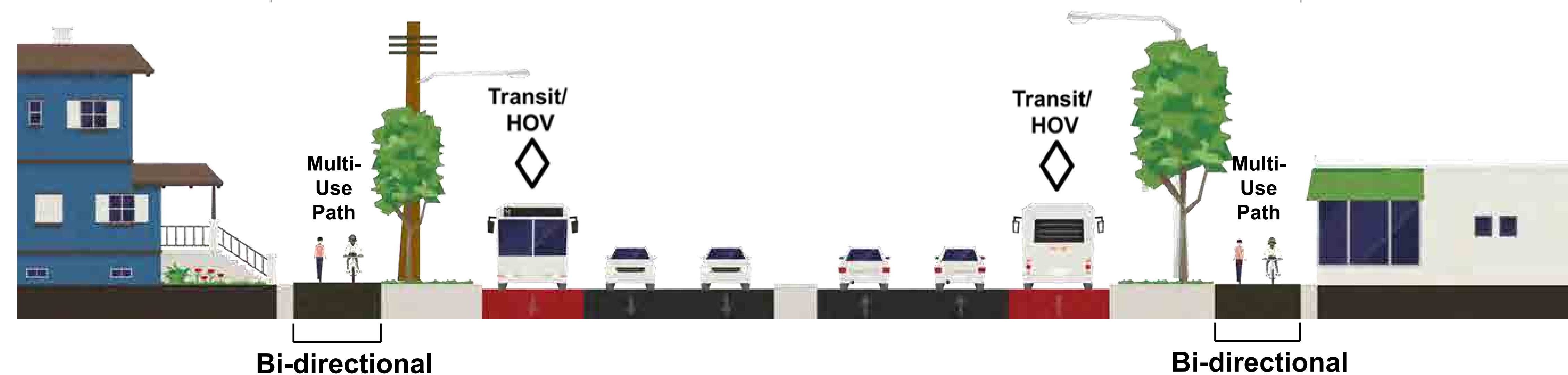
The following design alternatives were identified for 36m typical cross-sections along the Kennedy Road study corridor:

Place a dot beside your preferred image(s)

Alternative 1: Cycle Track and Sidewalk on Both Sides



Alternative 2: Multi-Use Path on Both Sides



Cross-Section Trade-offs between Alternative 1 and Alternative 2:

- Reduced landscaping opportunities in Alternative 1 due to width requirements of cycle track and sidewalk component
- Pedestrian and cyclists have exclusive facilities in Alternative 1, whereas facilities are combined in Alternative 2
- Cycle tracks in Alternative 1 are one-directional, whereas multi-use paths in Alternative 2 are bi-directional
- Less potential for pedestrian and cyclist conflicts in Alternative 1 due to the separation of pedestrian and cyclist facilities

Cross-Section Trade-offs between 43m and 36 m Typical Cross Sections:

- Reduced landscaping opportunities within the boulevard and median in Typical 36m Cross-Section alternatives due to Right-of-Way constraints
- Separation between travel lanes and active transportation facilities is reduced in Typical 36m Cross-Section alternatives as boulevard width is reduced

Design Concepts - Roundabout Screening and Results

What is a Roundabout?

A roundabout is a circular intersection control in which drivers travel around a center island. There are no traffic signals in a roundabout and drivers yield at entry to traffic, and exit at the desired street.

Why Roundabouts?

Research has demonstrated that roundabouts are safer than traditional intersection controls due to:



Lower operating speeds



Elimination of “Beating the Light”



One-way travel and the reduction of angle collision



ROUNDABOUT SCREENING ANALYSIS

	Number of lanes required based on intersection volumes	➡	Not recommended if candidate intersection requires more than 2 lanes
	Proximity to nearest intersection, access, or rail crossing	➡	Queuing can adversely affect roundabout operations, not recommended if the nearest intersection is less than 215m away
	The need for a signalized pedestrian crossing	➡	Not recommended if there is a high demand for pedestrians or need for a pedestrian crossing at the selected intersection

Due to the number of lanes recommended for the preferred solution (2 general purpose lanes and 1 Transit/HOV in each direction), and the anticipated future quantity of pedestrian demand, roundabouts have not been carried forward as a treatment for intersection improvements



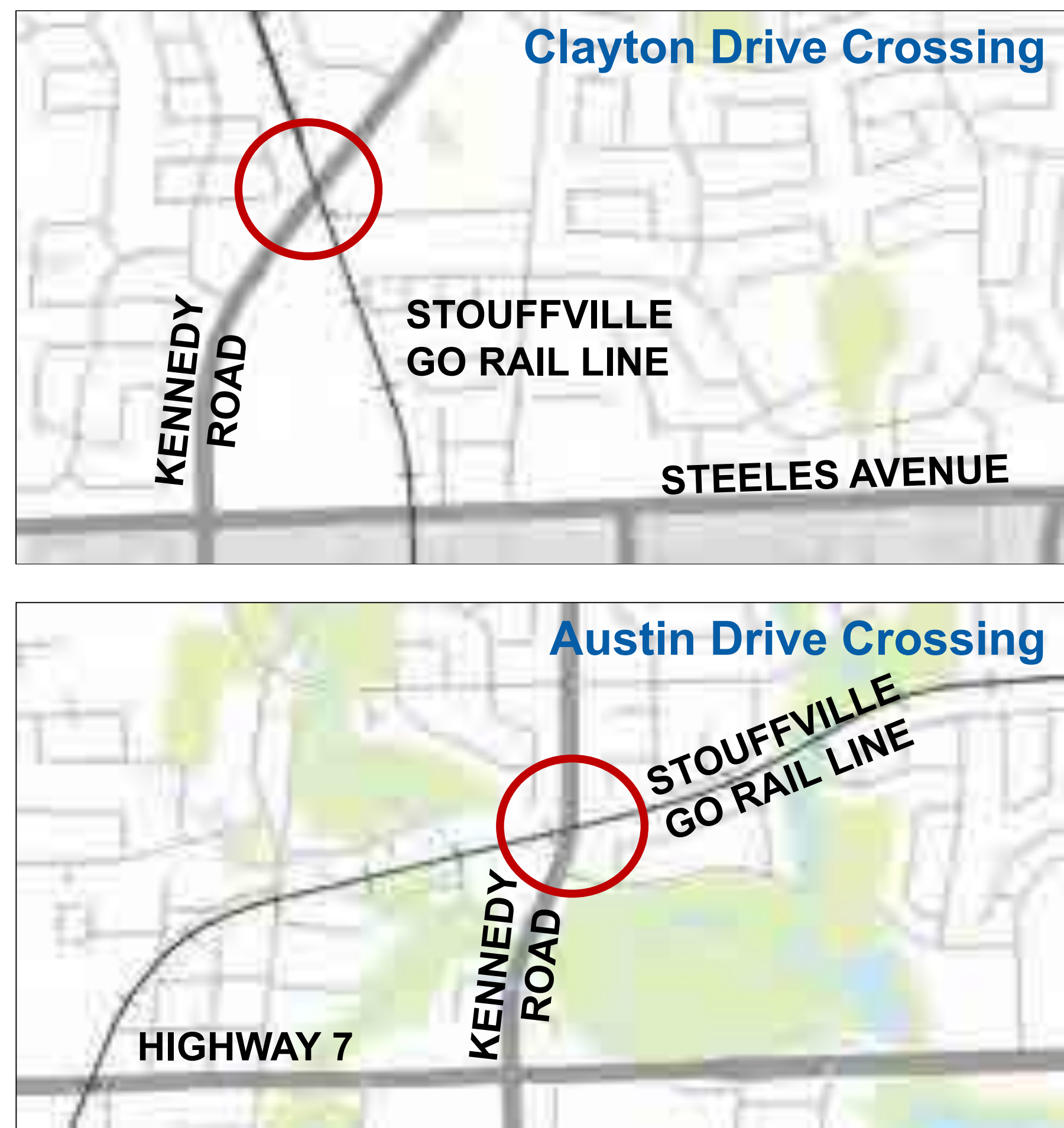
Areas of ROW Constraint and Opportunity

Locations along the Study Corridor



Stouffville GO Rail Crossings

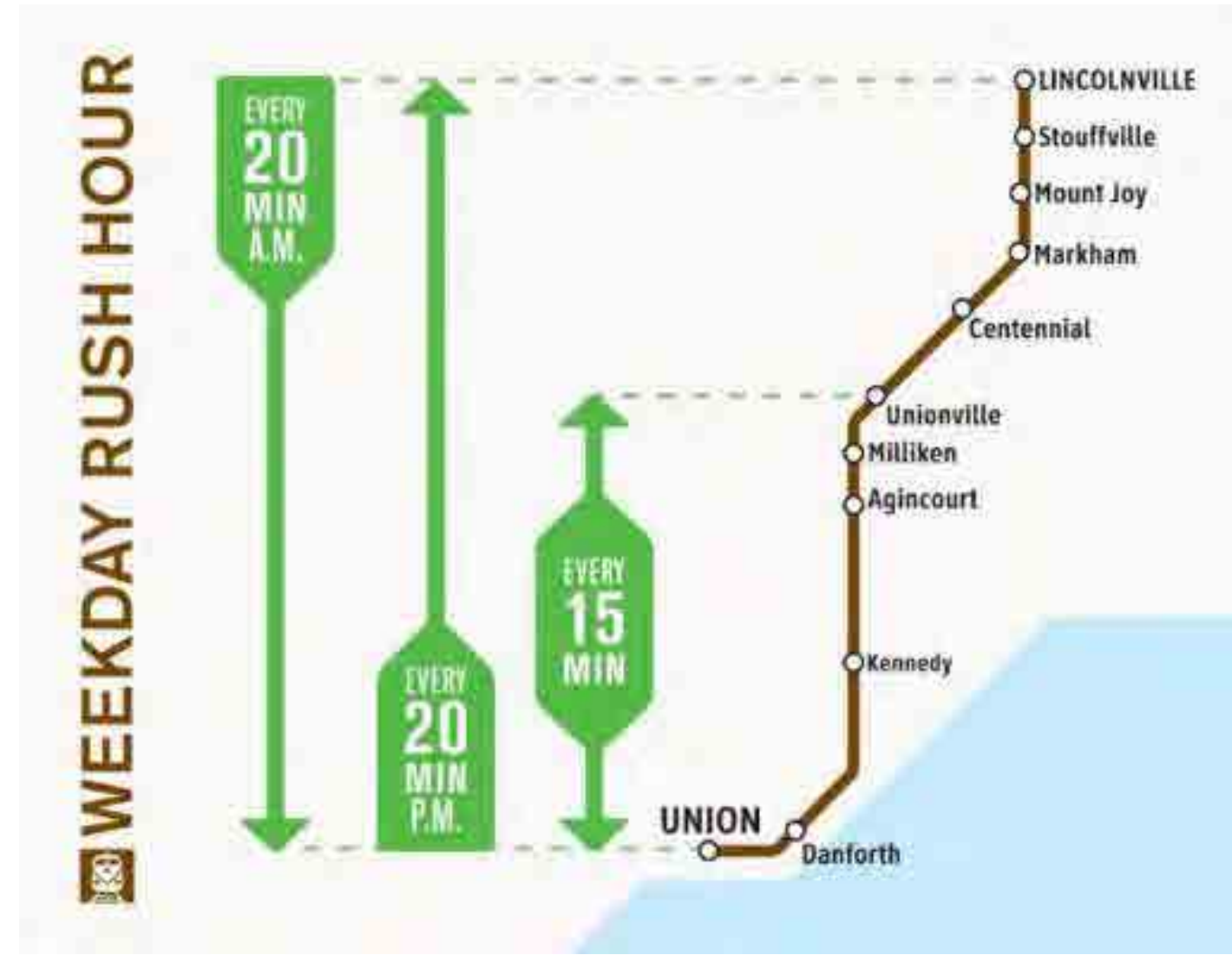
North of Clayton Drive / North of Austin Drive



Existing Issues

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

Regional Express Rail – Stouffville GO Corridor



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

Implications for the Kennedy Road EA

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

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

Place a dot beside your preferred image(s)

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

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

Hagerman Cemeteries

North of 14th Avenue



Existing Issues



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



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



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

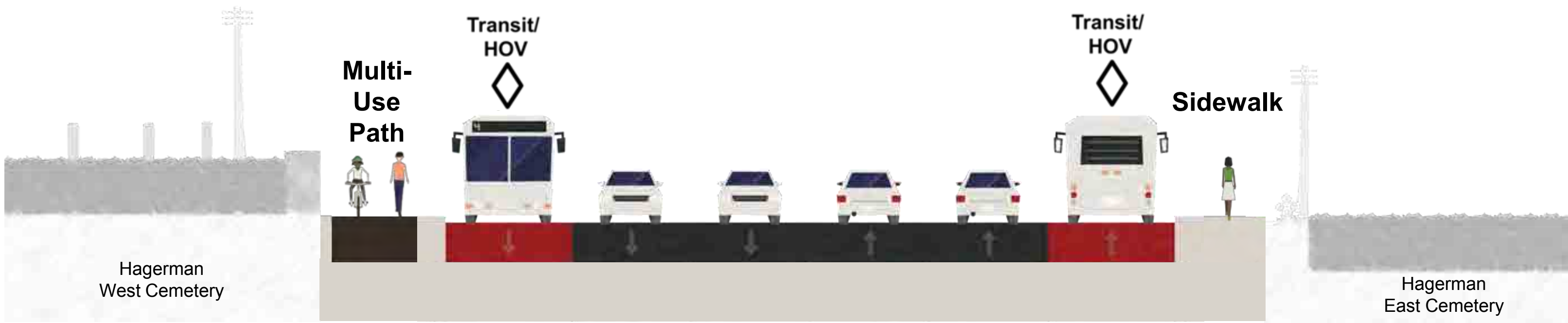
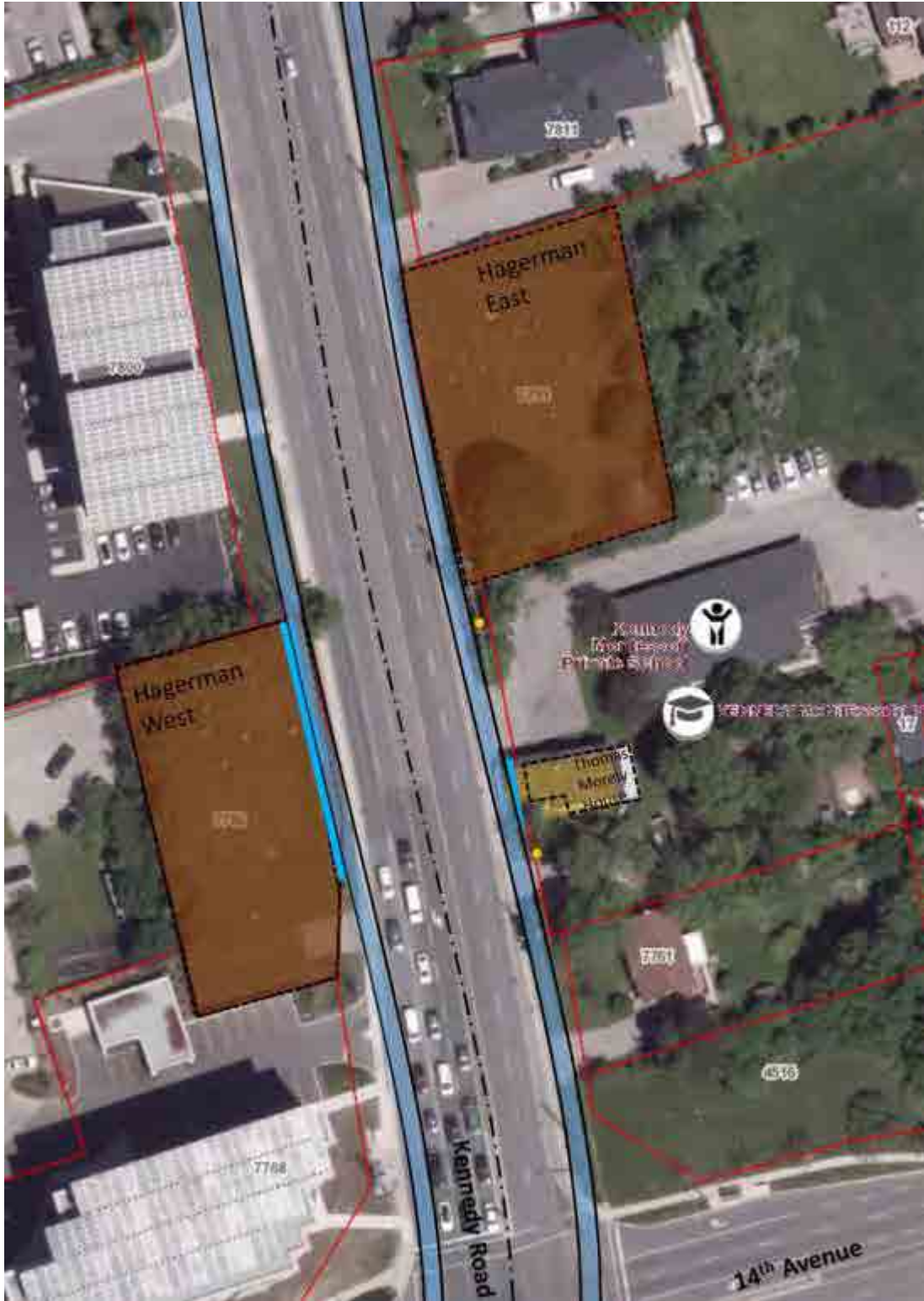
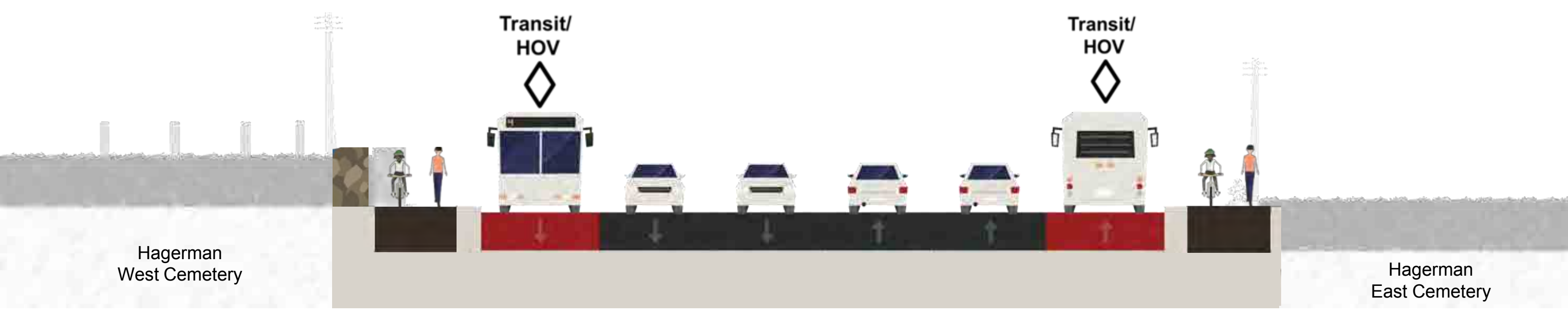
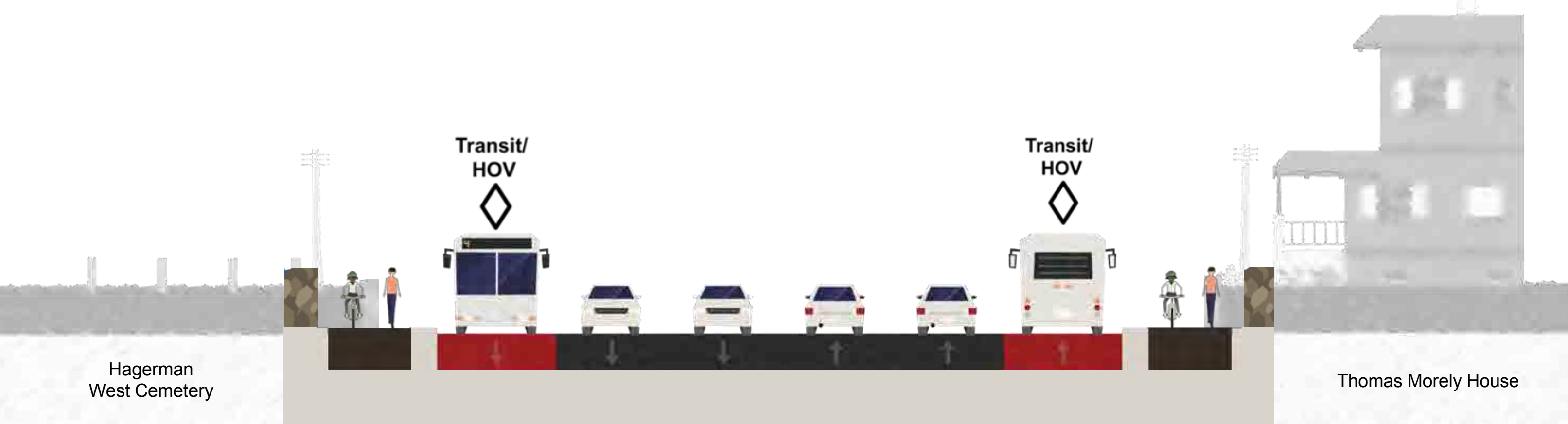


Hagerman Cemeteries

North of 14th Avenue

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

Place a dot beside your preferred image(s)

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

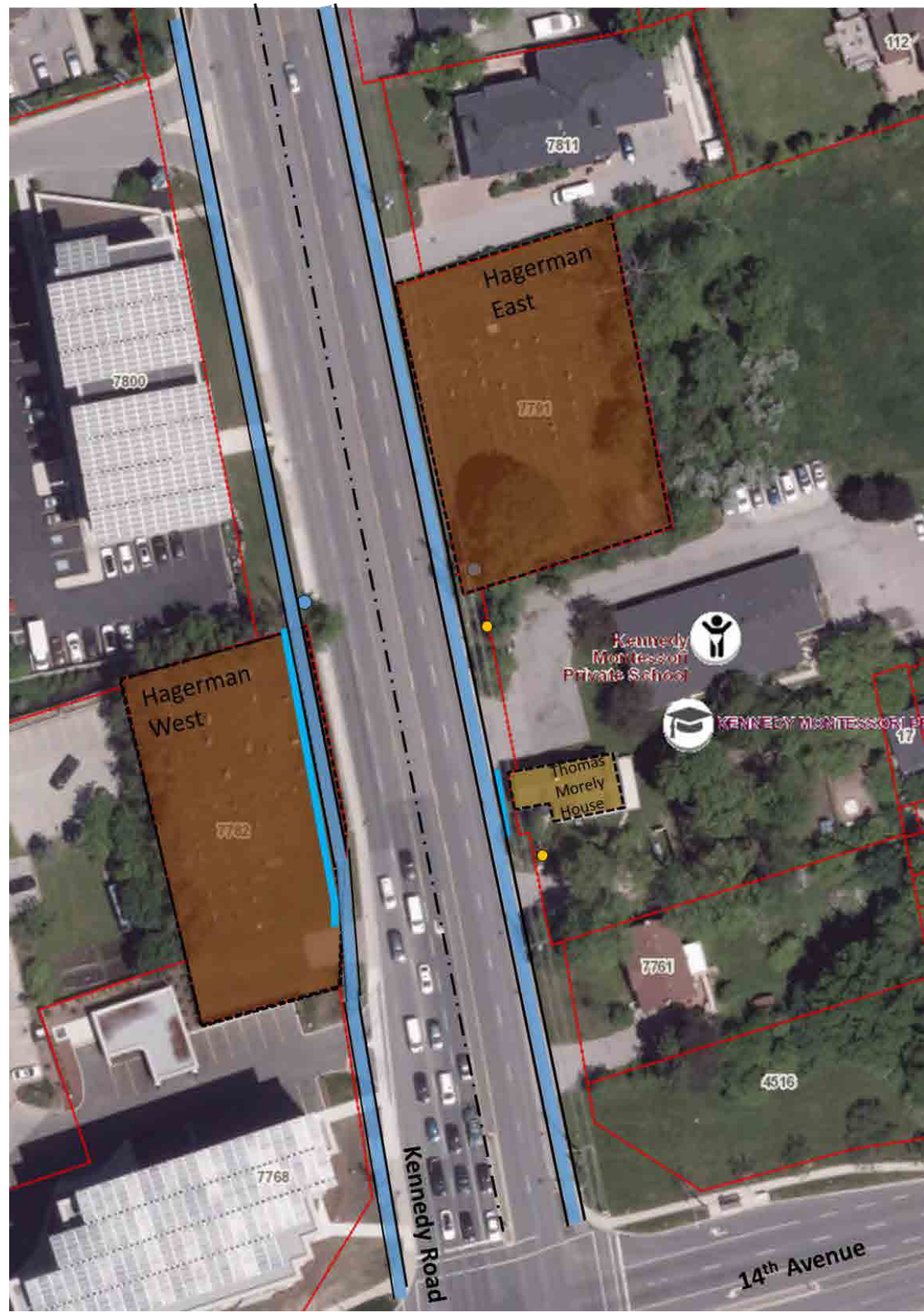
Hagerman Cemeteries

North of 14th Avenue

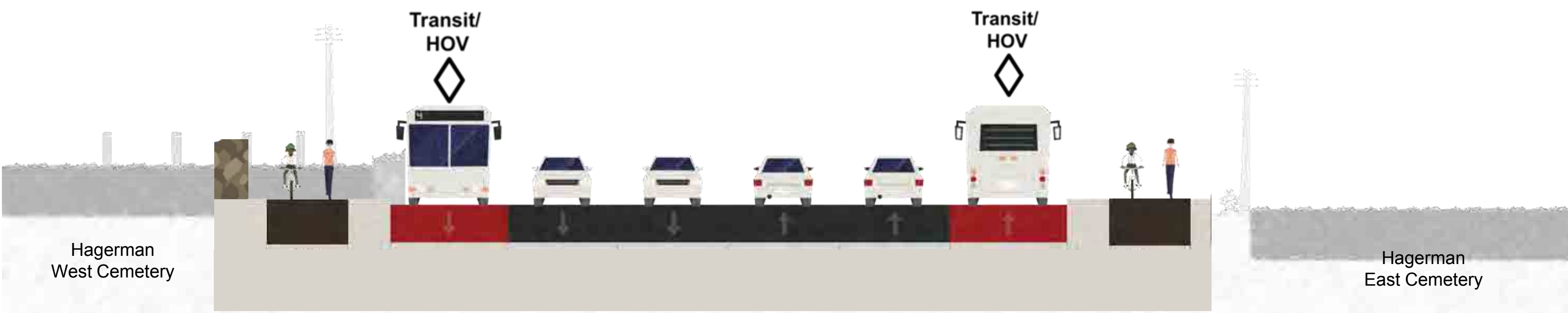
The following design alternatives were identified for the Hagerman Cemeteries Segment:

Place a dot beside your preferred image(s)

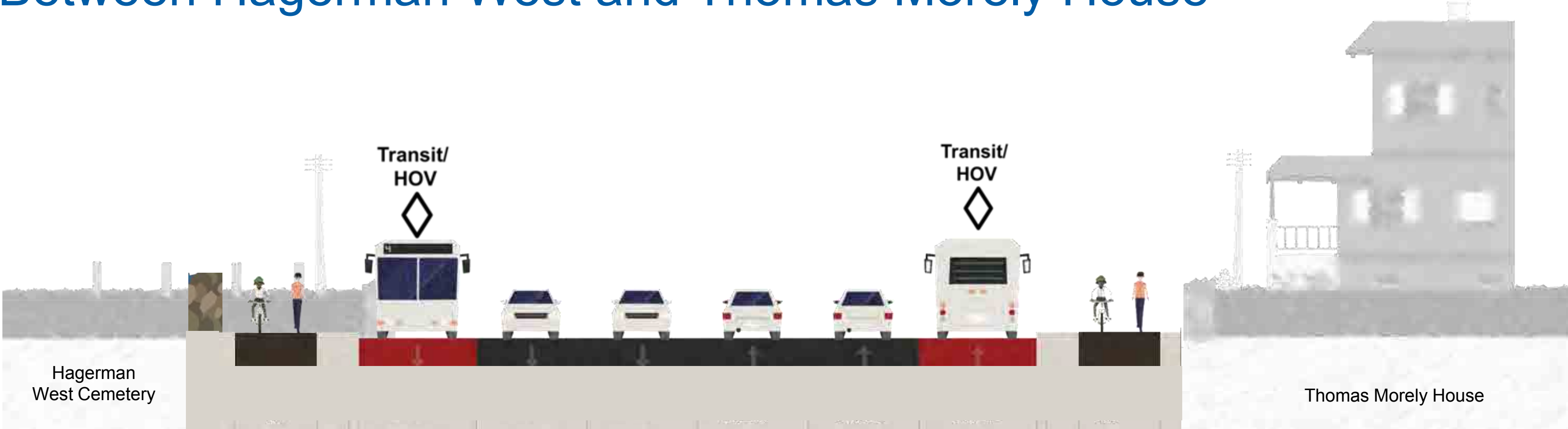
Alternative 3: Multi-Use Paths on Both Sides, Shift alignment west of Hagerman East



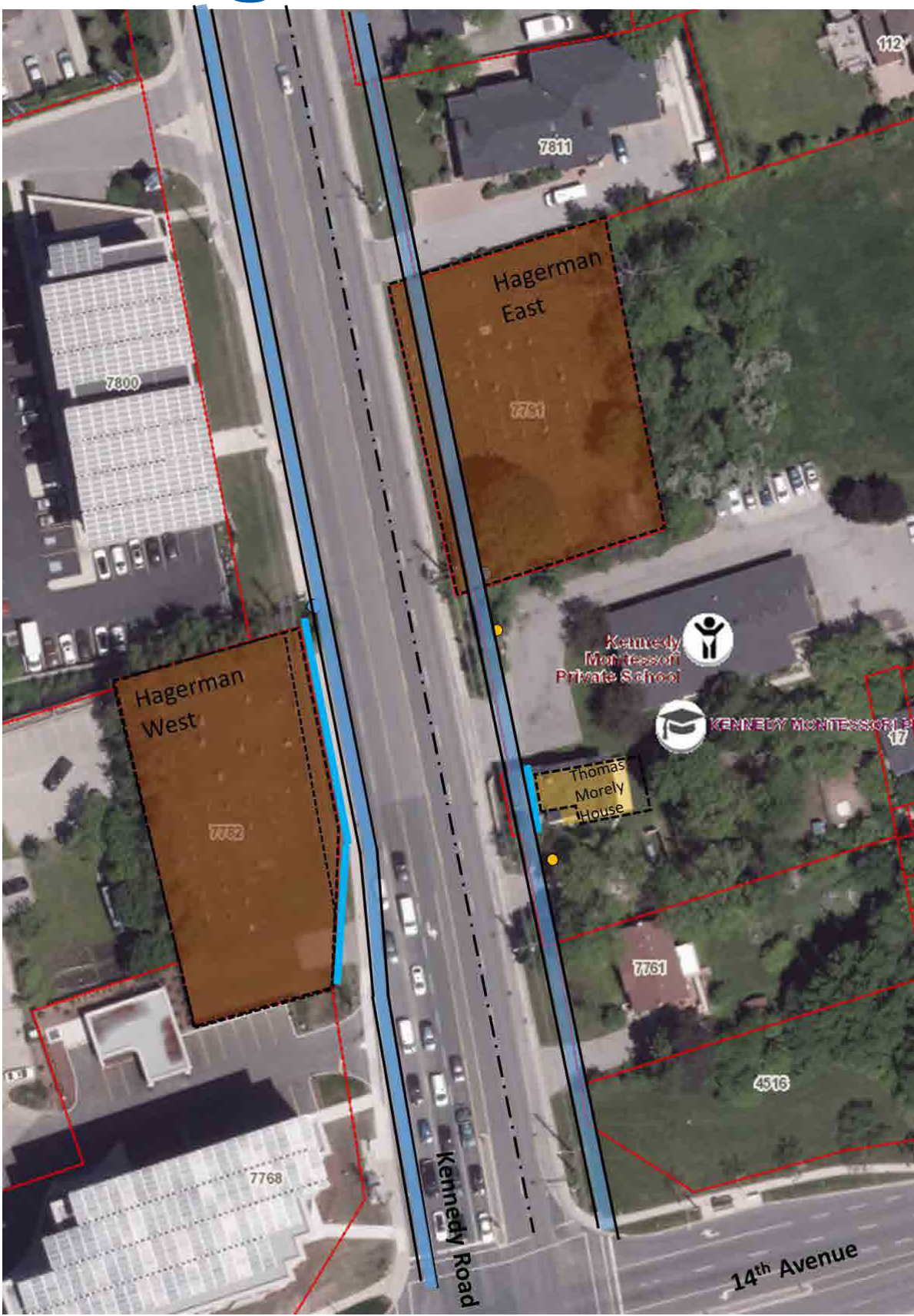
Between Hagerman Cemeteries



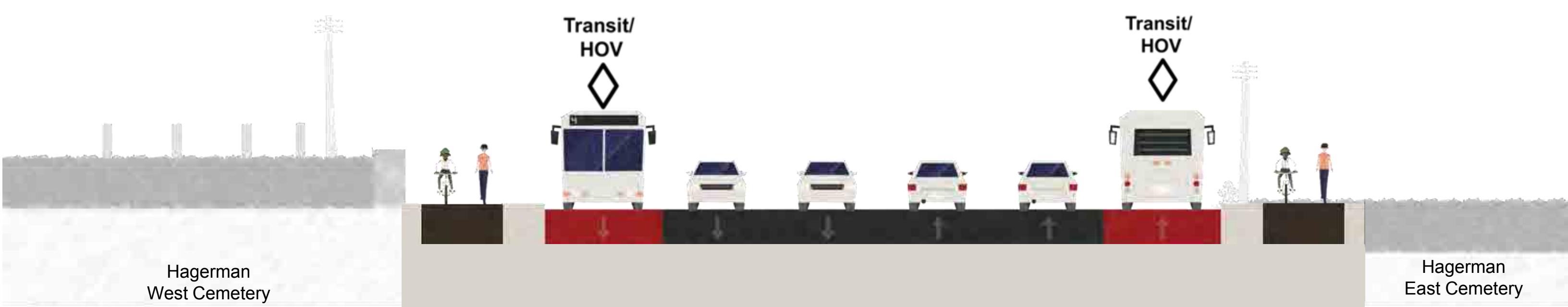
Between Hagerman West and Thomas Morely House



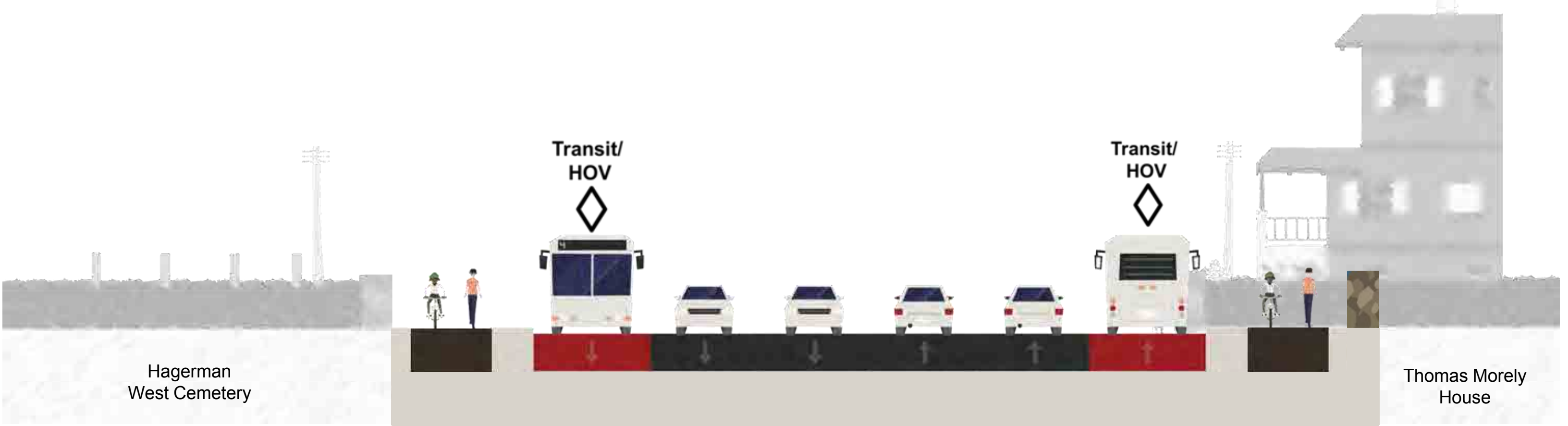
Alternative 4: Multi-Use Paths on Both Sides, Shift alignment east of Hagerman West



Between Hagerman Cemeteries



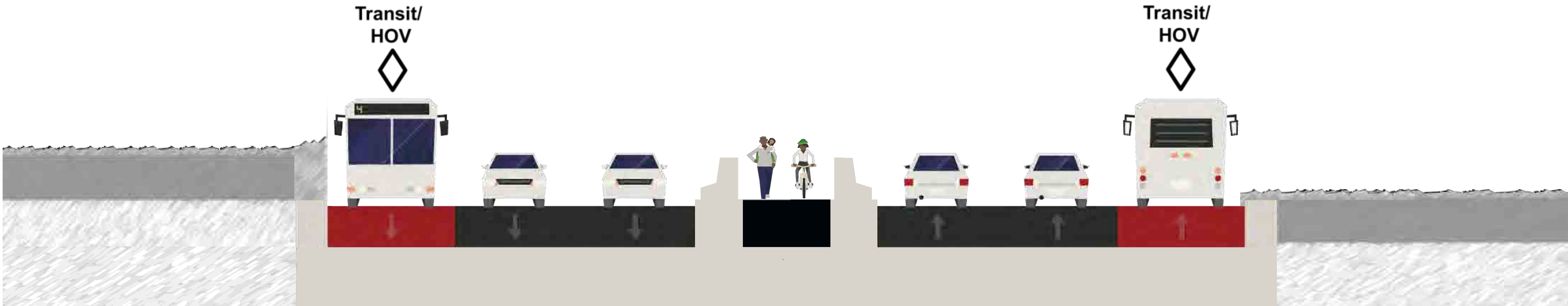
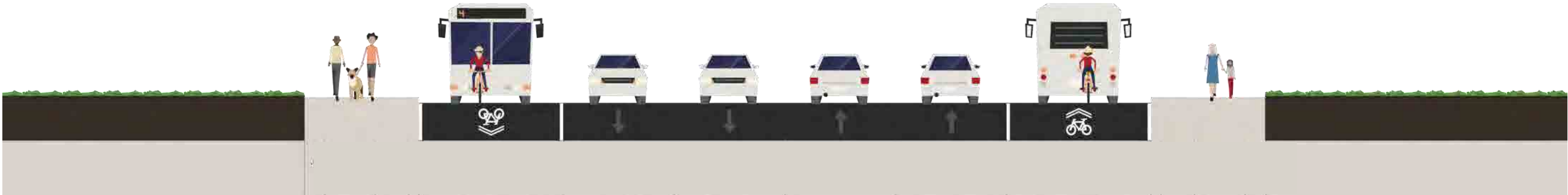
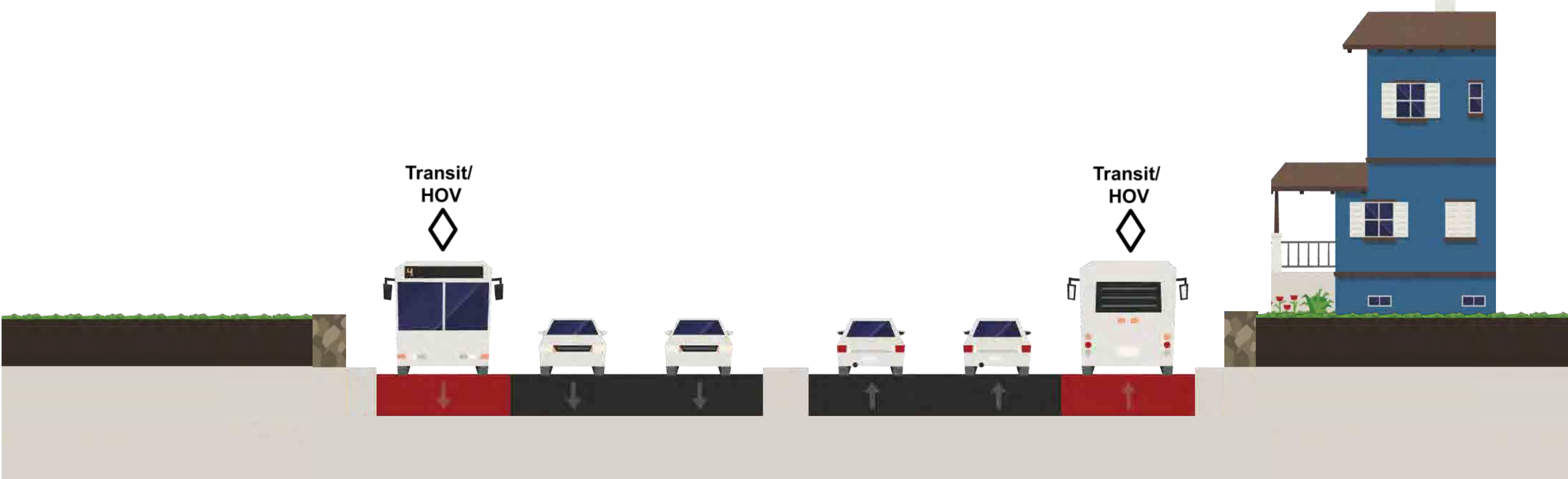
Between Hagerman West and Thomas Morely House



Hagerman Cemeteries

North of 14th Avenue

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

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

Miller Avenue Extension

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



CN Rail Crossing



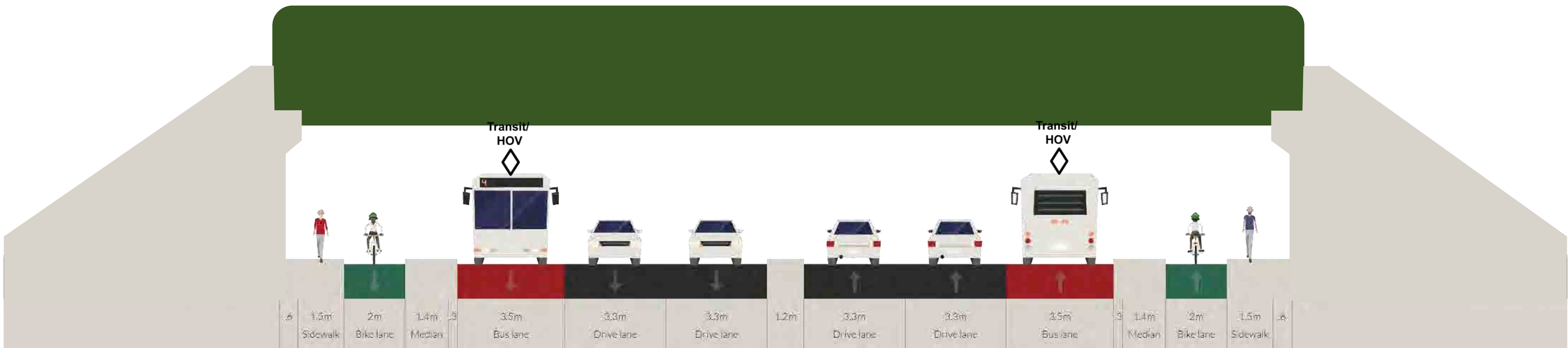
Existing Issues

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

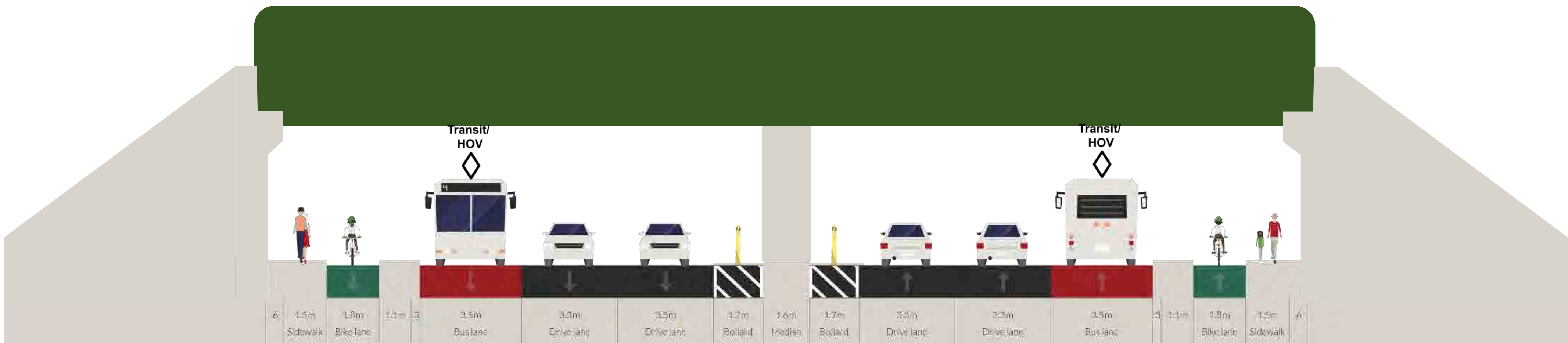


The existing CN structure must be replaced. The alternative designs, with and without a pier are under review.

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



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



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

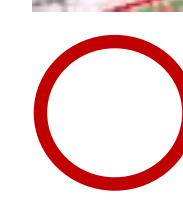
407ETR Interchange



Existing Issues

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



 Point of Vehicular and Pedestrian/Cyclist Conflict

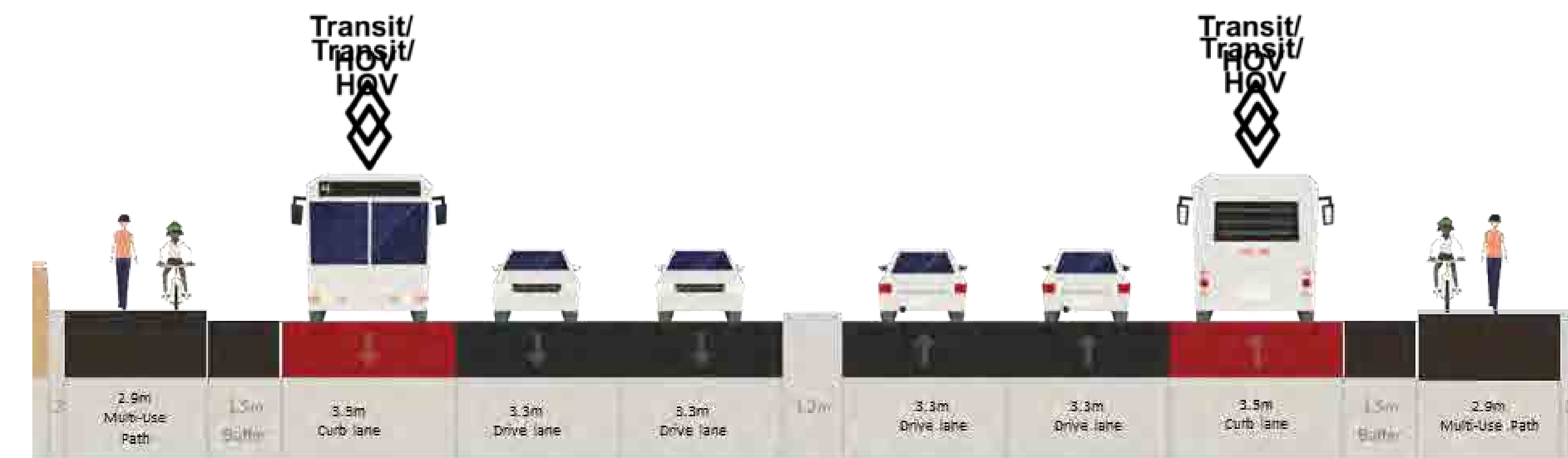


407ETR Interchange

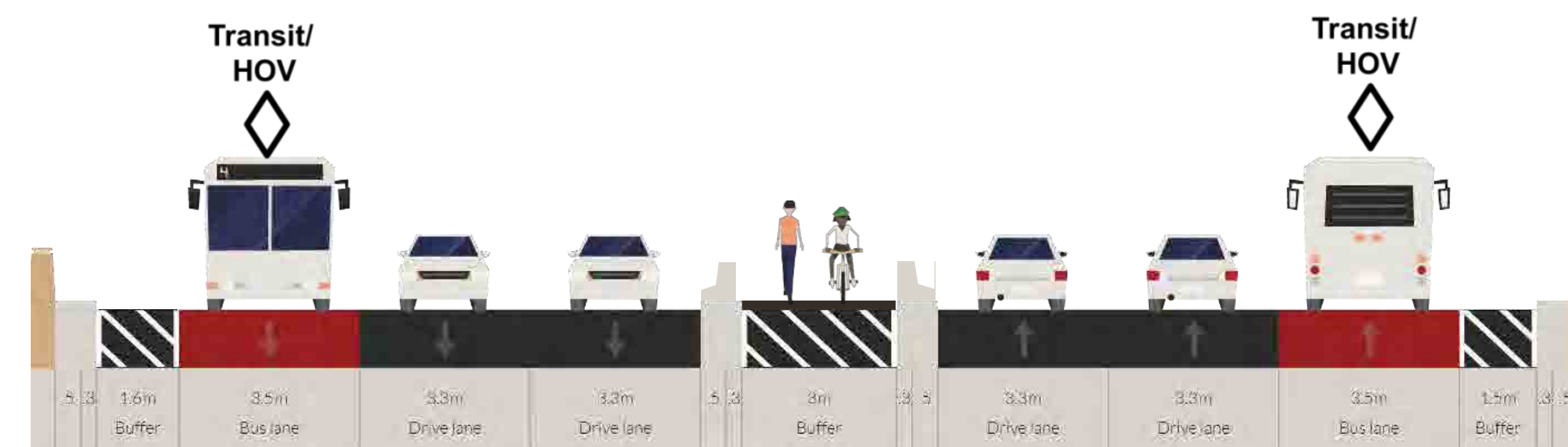
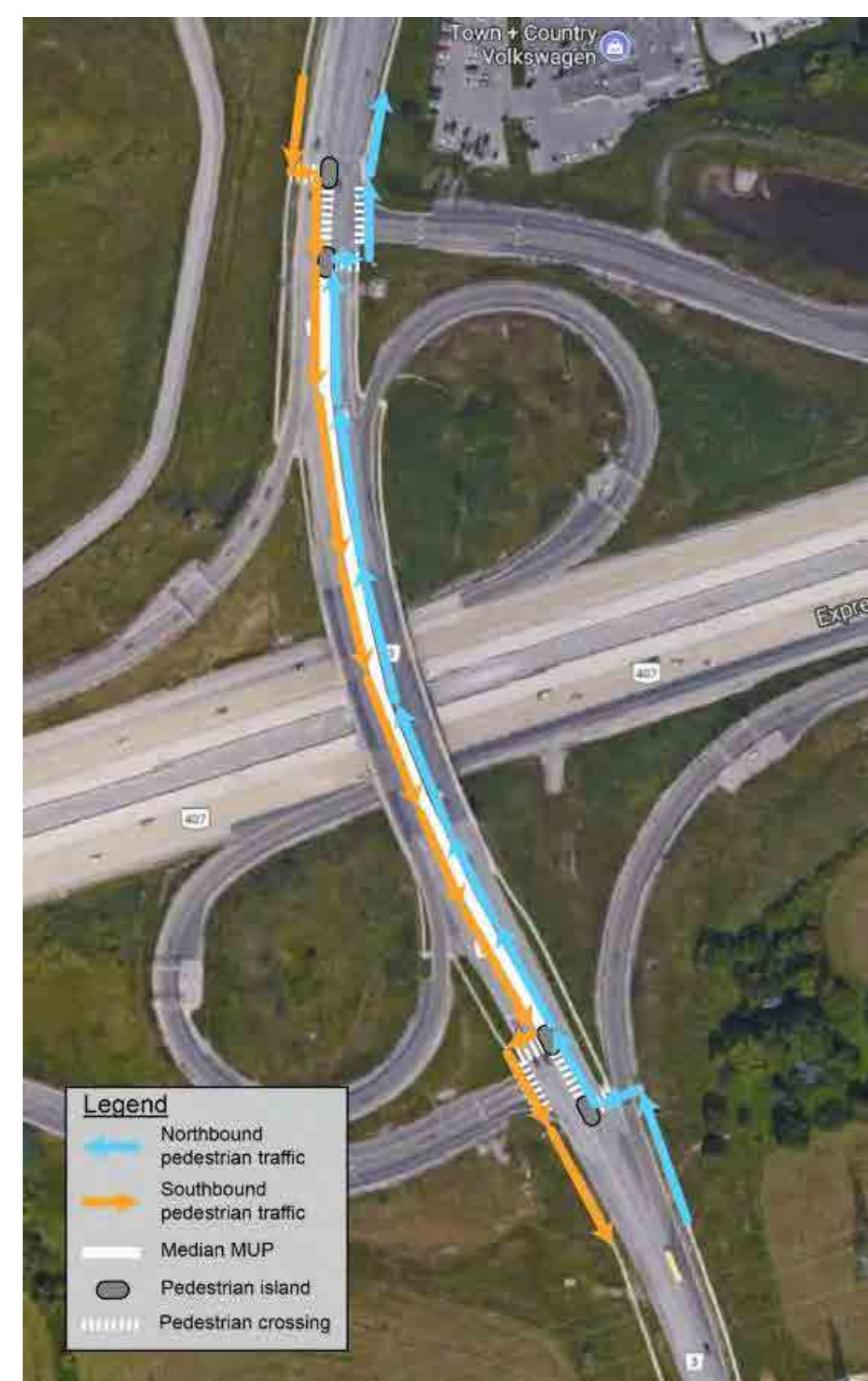
The following design alternatives were identified for the 407ETR Interchange:

Place a dot beside your preferred image(s)

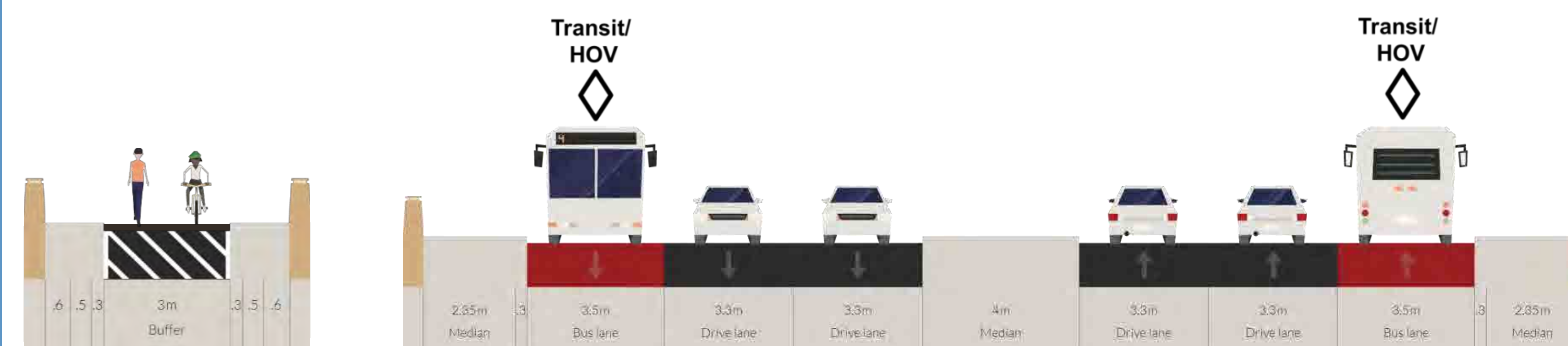
Alternative 1: Multi-Use Path on Both Sides



Alternative 2: Active Transportation Facilities in Median – Multi-Use Path



Alternative 3: Separate AT Bridge – Multi-Use Path



YRRTC Environmental Assessment

VIVA Rapidway – YMCA Boulevard to Highway 7





York Region's Rapid Transit Network

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

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



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

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



YMCA Boulevard to Highway 7



Existing Issues



Currently, this segment does not support cycling facilities



Pedestrian safety issues and less attractive pedestrian environment



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



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

Place a dot beside your preferred image(s)

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

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

Rouge River Crossing



Existing Issues



Currently, the Rouge River Crossing does not support cycling facilities



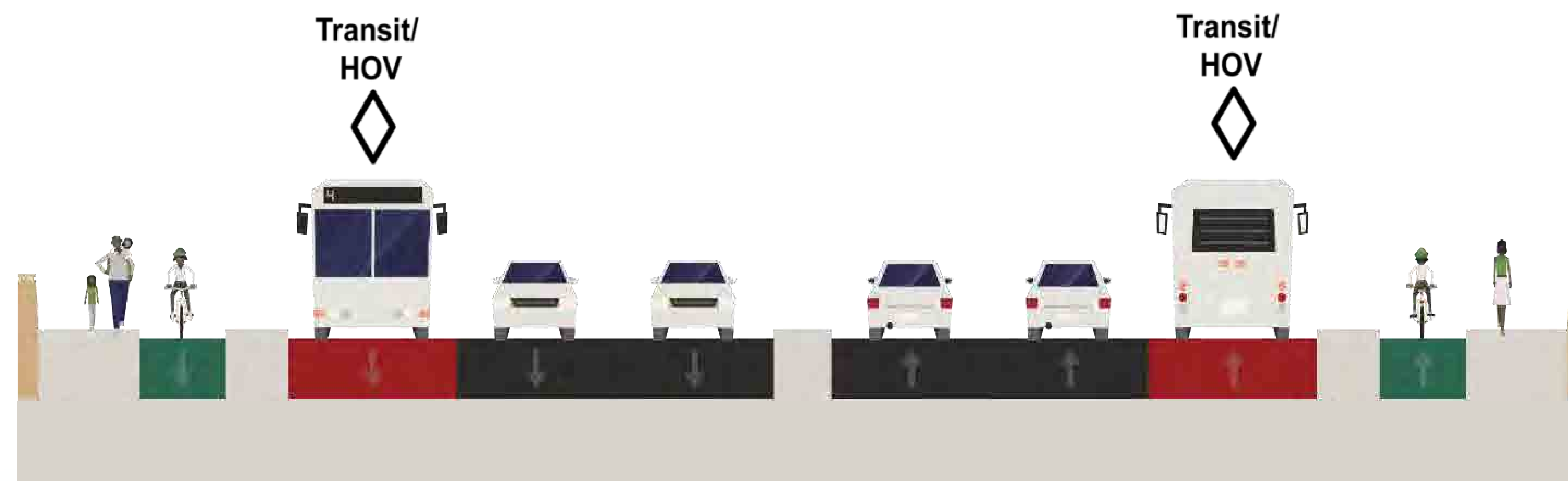
Pedestrian safety issues and less attractive pedestrian environment as there is minimal separation between pedestrian facilities and vehicular traffic



Existing structure cannot accommodate the preferred design alternative, widening or replacement of the structure is required



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



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

St. Philips and Bethesda Cemeteries

North of 16th Avenue



Existing Issues



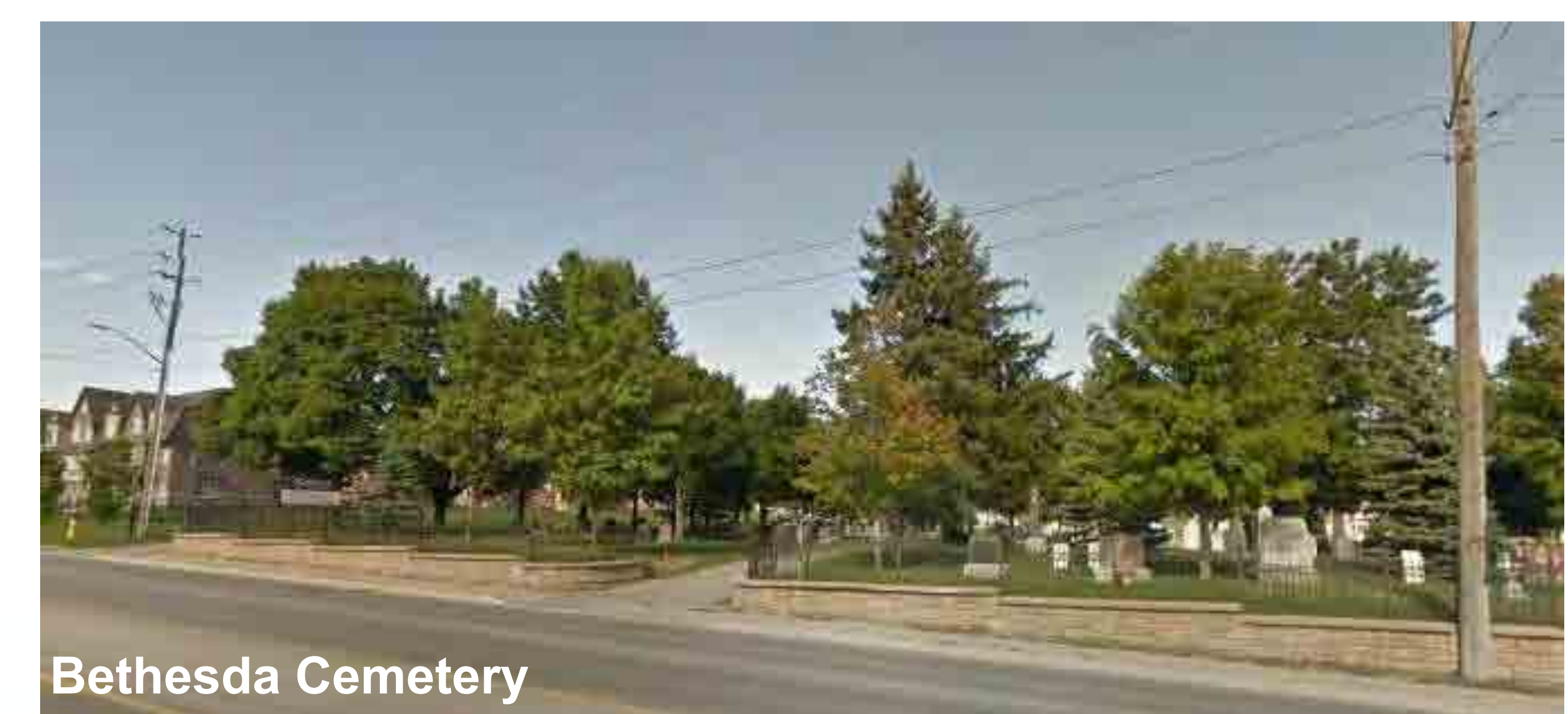
Currently, this segment of the road does not support cycling facilities



Pedestrian safety issues and low level of service (LOS) as there is minimal separation between pedestrian facilities and vehicular traffic



Heritage considerations at this segment due to the proximity of St. Philips and Bethesda Cemeteries and Thomas Lownsbrough House



St. Philips and Bethesda Cemeteries

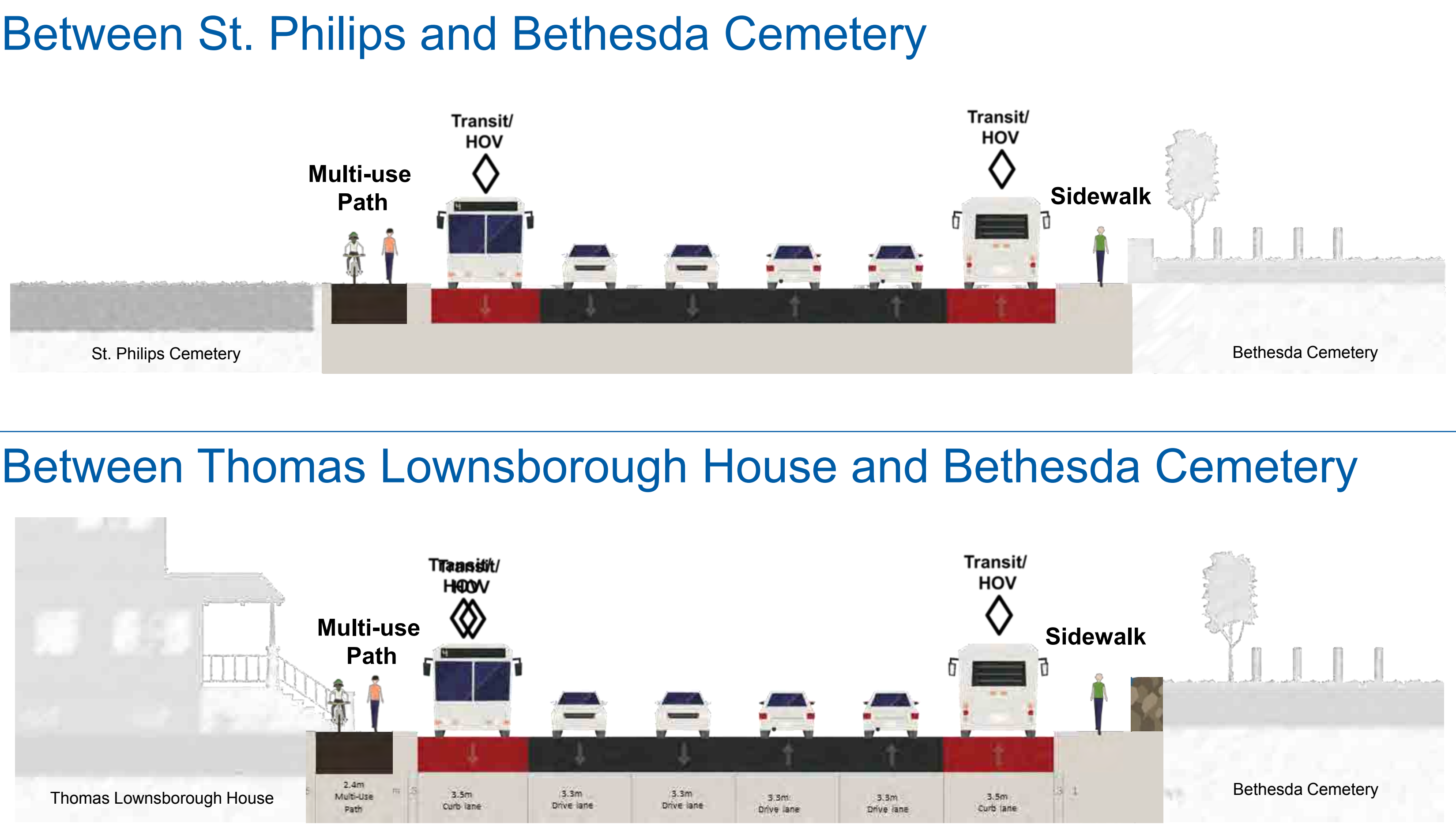
North of 16th Avenue

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

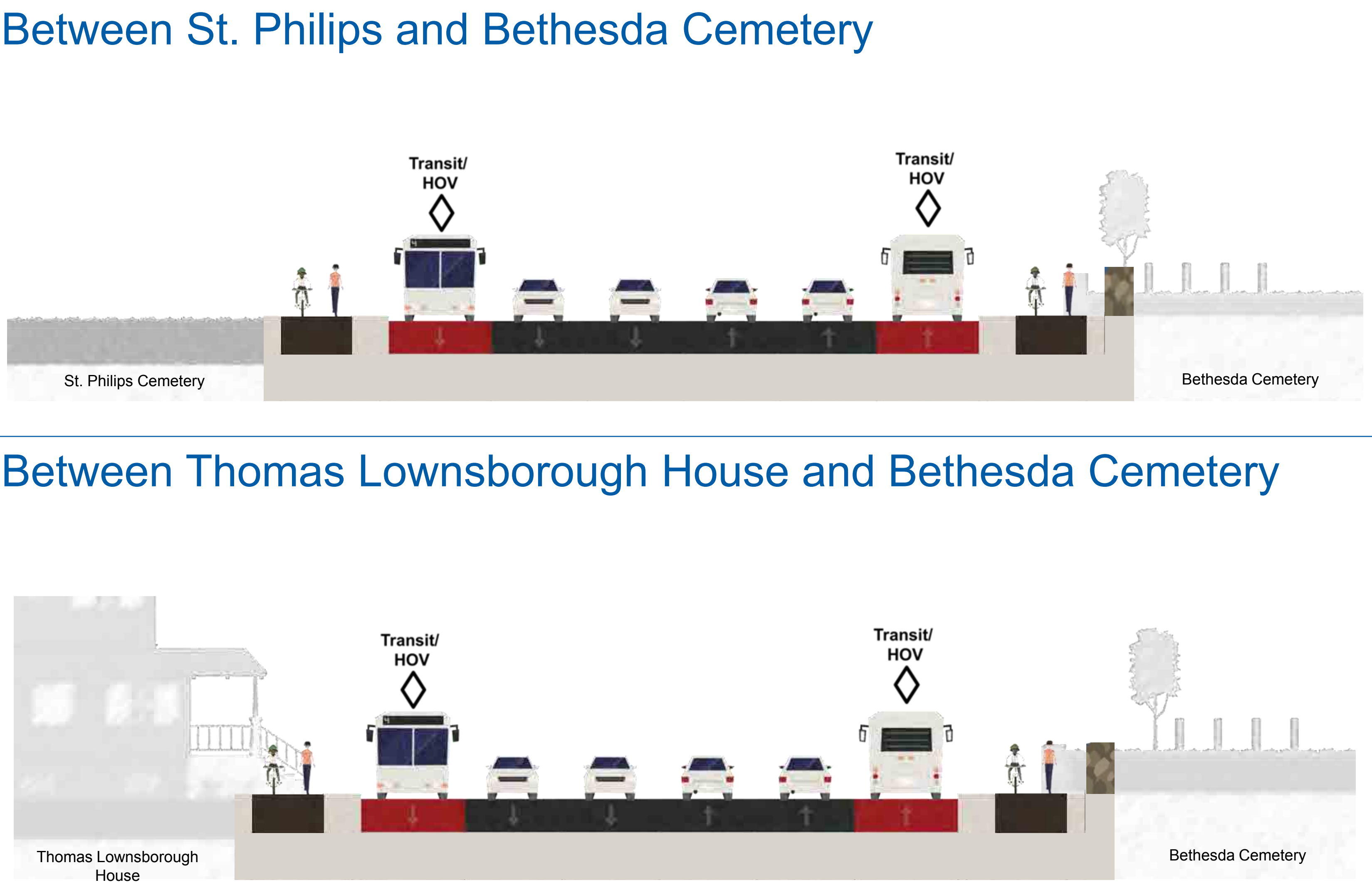
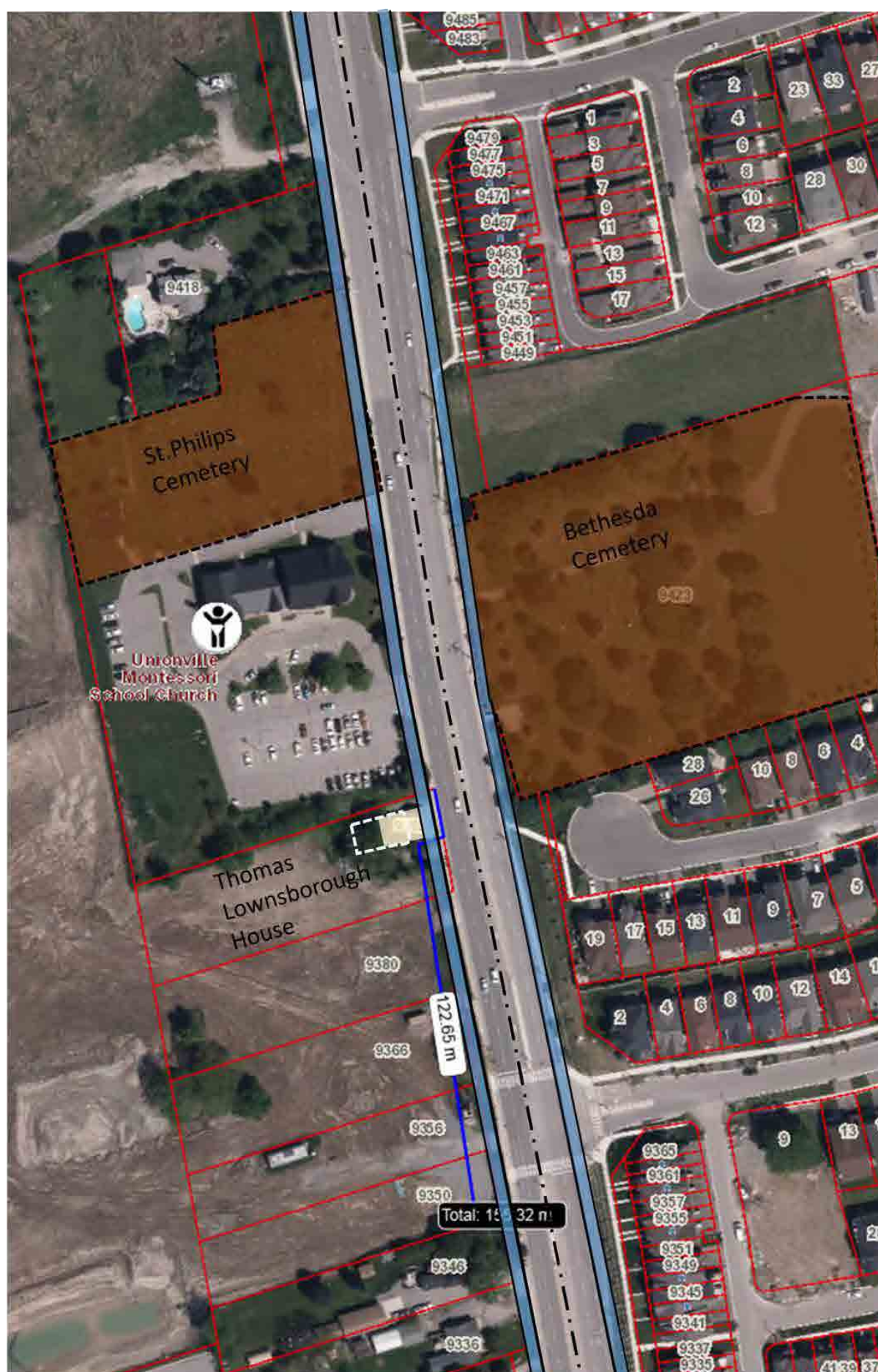
Place a dot beside your preferred image(s)

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

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



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



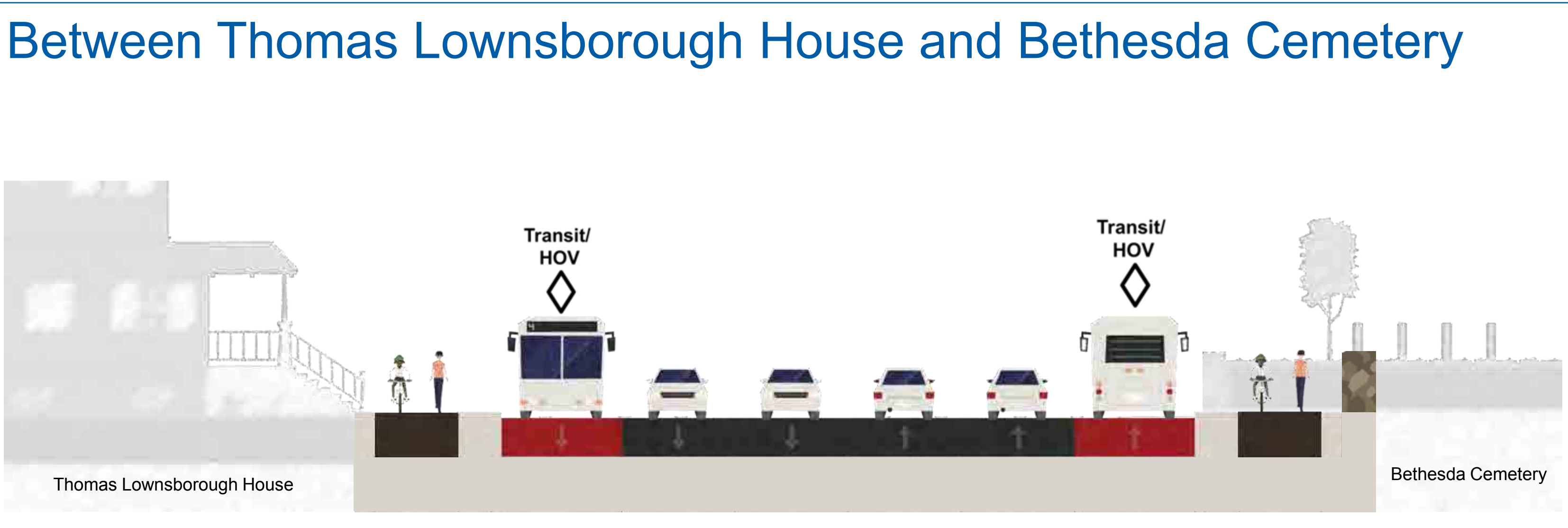
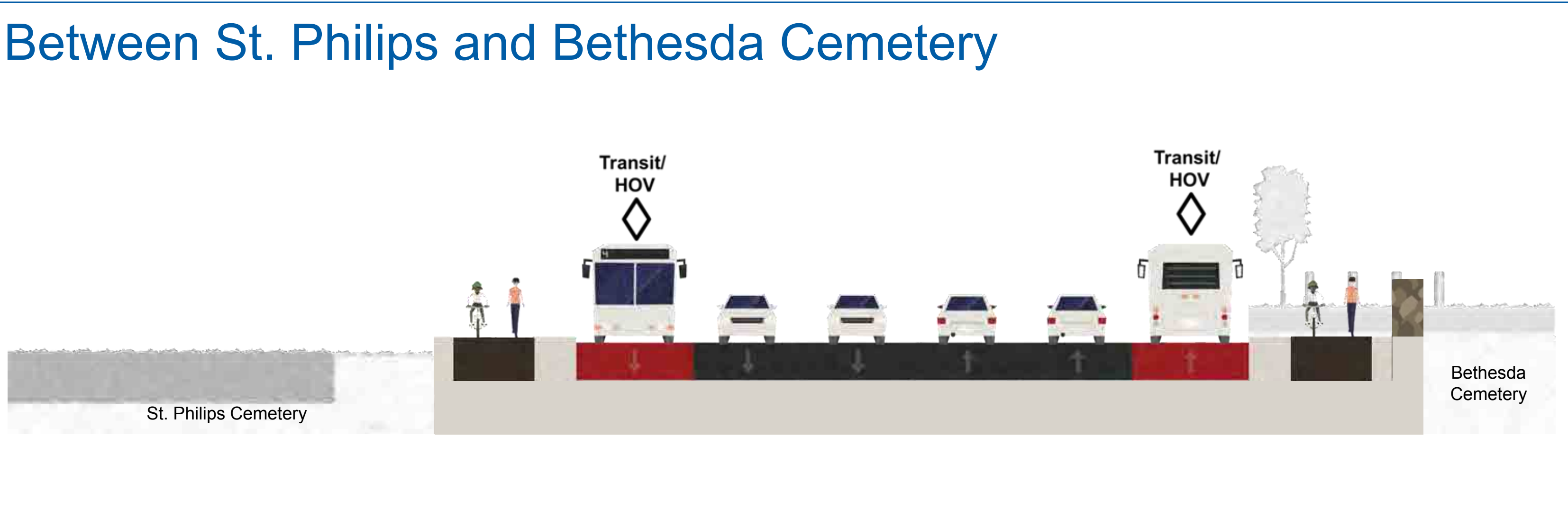
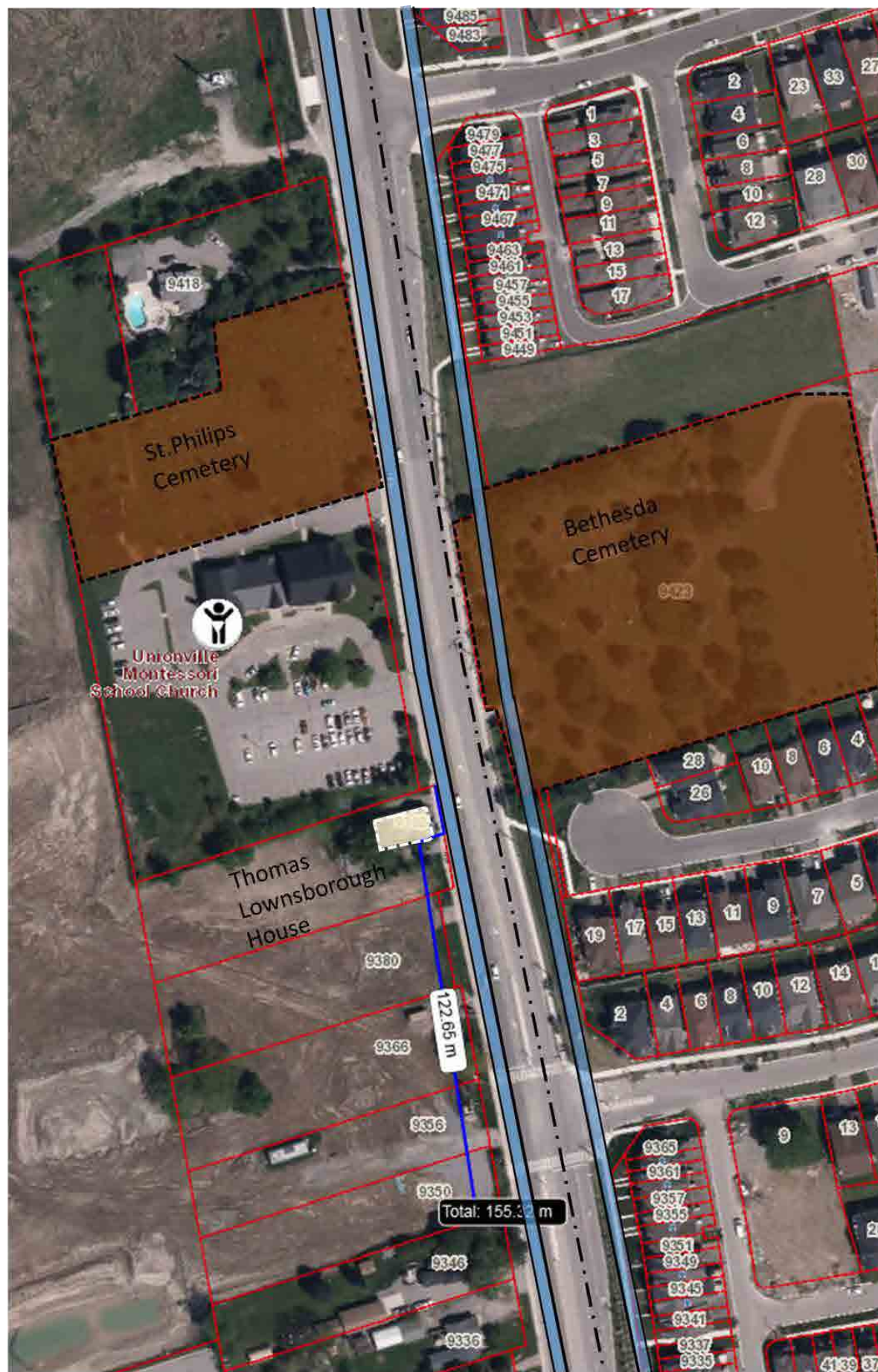
St. Philips and Bethesda Cemeteries

North of 16th Avenue

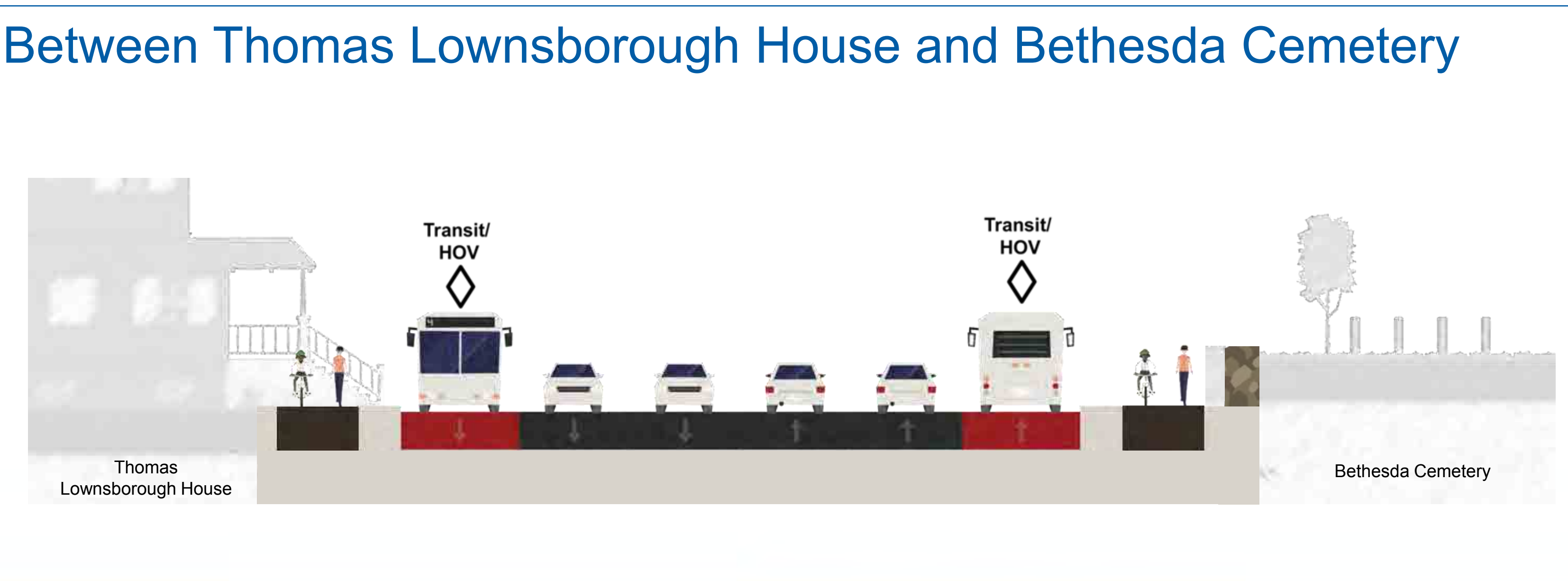
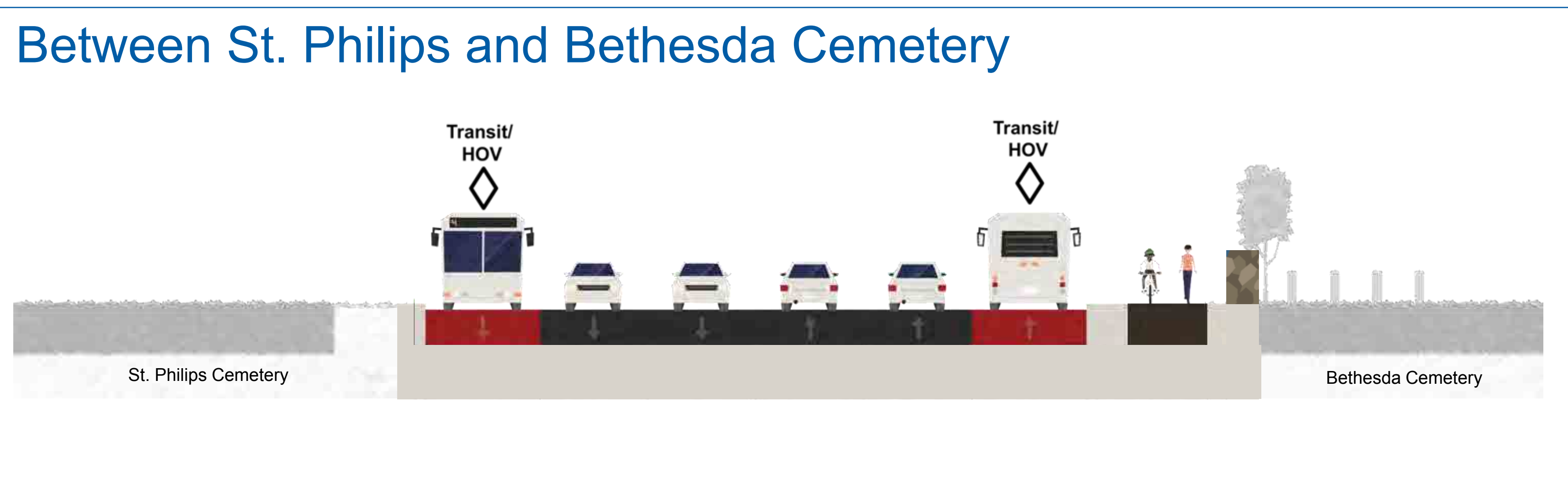
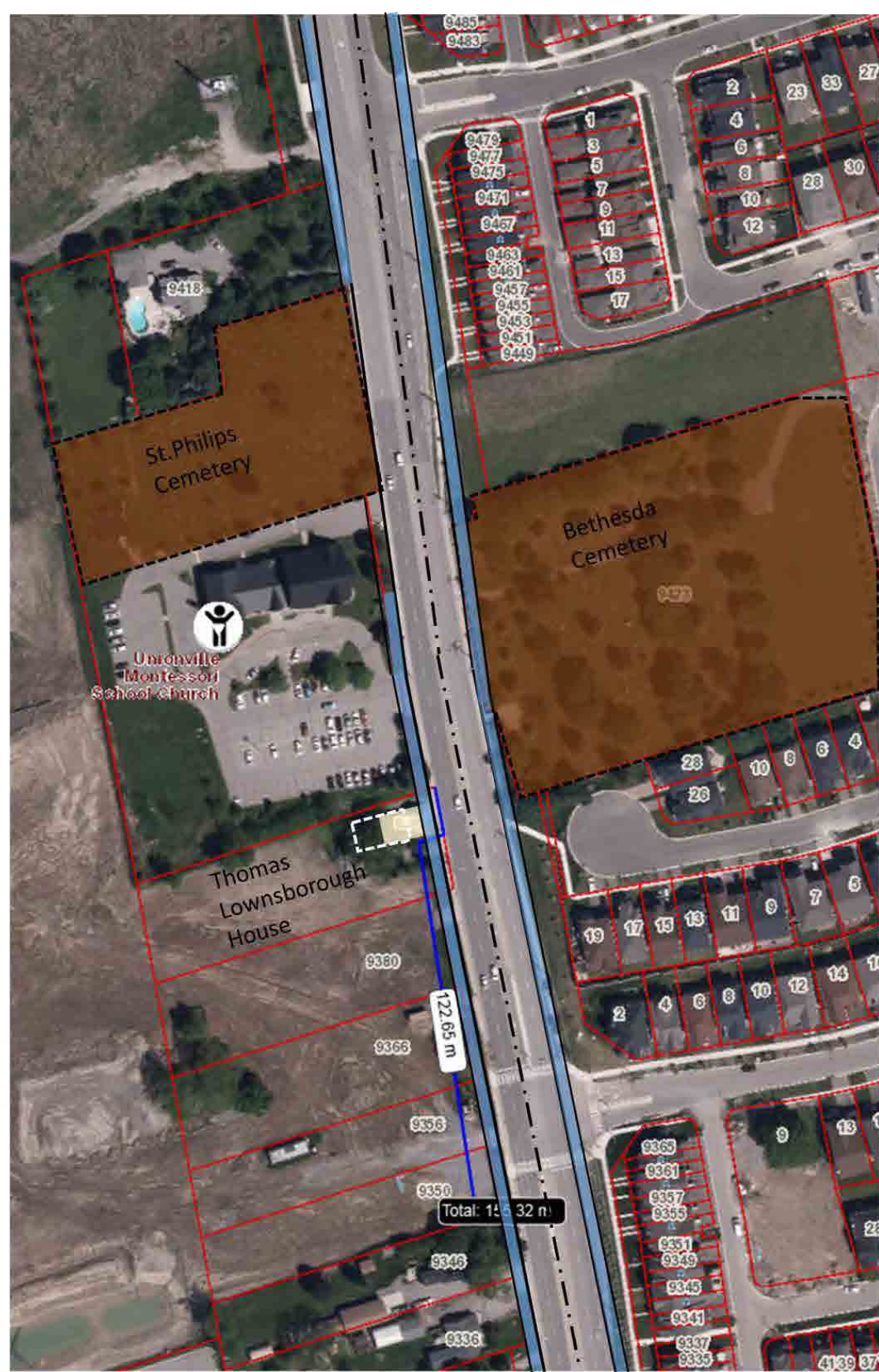
The following design alternatives were identified for the St. Philips and Bethesda Cemeteries Segment:

Place a dot beside your preferred image(s)

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




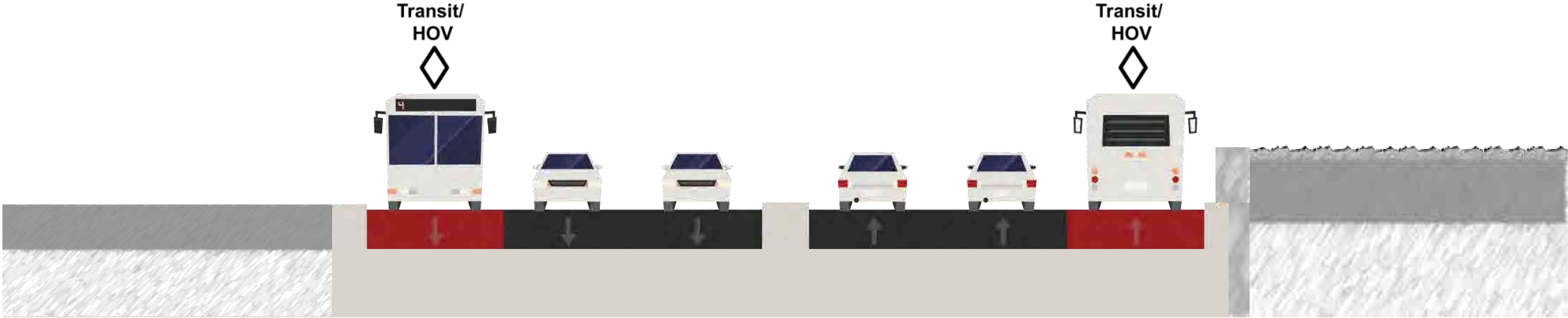
Alternative 4: 6 Lanes with Dual Multi-Use Paths - Shift alignment to the west with discontinuous AT



St. Philips and Bethesda Cemeteries

North of 16th Avenue

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

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

Preliminary Evaluation Criteria

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



Transportation Service

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



Social Environment

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



Infrastructure Design

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



Economic Environment and Cost Effectiveness

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



Natural Environment

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

Thank you for attending the open house

Contact Us

Your input is very valuable to us!



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



www.york.ca/kennedyroad

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

roads.ea@york.ca

Get Involved



Apply to be a member of the Stakeholder Group



Complete the Online Survey



Join the Study Mailing List

Next Steps



Review feedback from the public



Refine and Evaluate Design Concepts



Select and Develop Preferred Designs



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

Appendix B

Communication Material

The Regional Municipality of York
NOTICE OF OPEN HOUSE

Municipal Class Environmental Assessment Study

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

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

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

The open houses will be held on:

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

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

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

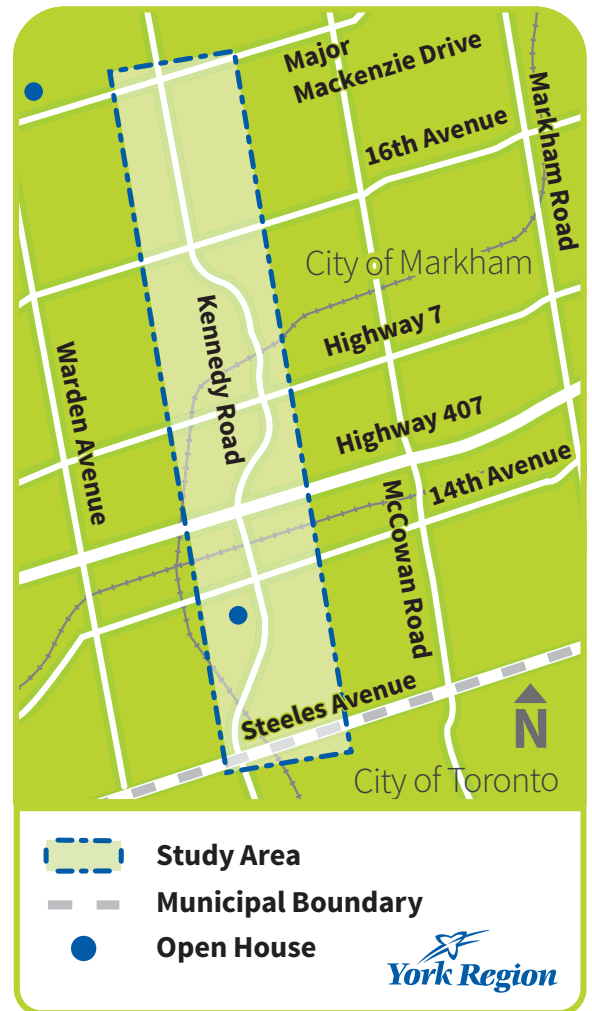
To submit a comment, question or for more information, please contact:

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

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

An accessible version of this notice is available upon request.

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



Wayne Emmerson
York Region Chairman and CEO



GREAT|STREETS
Building Roads that Build Community

York Region

Social media posts – Kennedy Road EA Open House 1

Posted February 21, 2018



Posted February 22, 2018



Facebook post February 27, 2018



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

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

[Less](#) ▲




Info

Activity

Macros


Conversation

Reply from resident (February 27, 2018) and response (February 28, 2018)


**f** Dave Robinson 2d
YorkRegionGovt

lower my taxes for u doing nothing in the first place , now u ask the people paying u Duh

1 Reply | [Hide](#)

**christine.morrison@york.ca** a day ago

Reply from: York Region (The Regional Municipality of York)
Hello Dave! We will share your comments with the project team. If you have any...

**f** York Region (The Regional... 1d
YorkRegionGovt

Hello Dave! We will share your comments with the project team. If you have any further suggestions or comments, please check out our online open house at york.ca/KennedyRoad

Appendix C

Comment Forms Received at Milliken Mills Community Centre

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Milken Mills Community Centre)

☐ February 22, 2018 (Argus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

*Es Buchview Lane / Kennedy
intersection is poorly designed. lots of
accident potential with road curvature.*

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

*Consider traffic calming measures
Consider longer wait turn lanes
for turns into Buchview (South &
Northbound)*

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print): _____
Mailing Address: _____
City: _____ Postal Code: _____
Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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

For more information on the study please visit www.york.ca/kennedyroad

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.

GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Miliken Mills Community Centre)

☐ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer

☒ Newspaper Ad

☐ Email from the project team

☐ Road Sign

☐ Social Media

☐ York.ca

☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☐ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Bury either tracks or Kennedy Rd. As more GO trains, there are more delays & more traffic.

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

DO NOT INSTALL TRAFFIC ISLAND on KENNEDY between Hwy # North to Austin Drive. Residents on Denby Court need to get in & out & turn left onto Kennedy Rd.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-3675 Ext 75923

Email: roads.ea@york.ca

For more information on the study please visit www.york.ca/kennedyroad

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GREAT STREETS

Building Roads that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Milliken Mills Community Centre)

☐ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

ISSUE with left turn Access
to 7507 Kennedy Rd
Loss of left turn Access will
detrimentally affect our business

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to be added to the mailing list?



Yes



No

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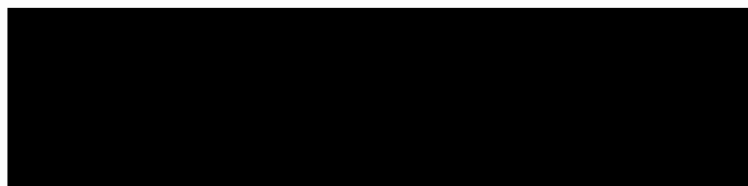
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GREAT STREETS




York Region

Spoke with Michelle
She was very helpful
ISSUE Left turn access
to law office



Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Milliken Mills Community Centre)

☐ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☒ Road Sign

☐ Social Media ☐ Ycr.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

6 lanes

Sounds like a great plan to improve traffic condition

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Santibon
- please give more "green traffic light" time on the section of Kennedy & 16th as ~~at~~ sometimes drivers don't get to drive forward before the light goes from green to yellow especially in the morning rush hour

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to
be added to the
mailing list?

☐ Yes

☒ No

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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☒ February 21, 2018 (Miliken Mills Community Centre)
- ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign
- ☐ Social Media ☐ Yovoca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
- ☐ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?
- ☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

It is a great idea to consider the road to 4's lanes

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):	<input type="text"/>		
Mailing Address:	<input type="text"/>		
City:	<input type="text"/>	Postal Code:	<input type="text"/>
Email Address:	<input type="text"/>		

Would you like to be added to the mailing list?

☐ Yes

☐ No

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The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
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GREAT STREETS



Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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- ☒ February 21, 2018 (Miliken Mills Community Centre)
- ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☒ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign
- ☐ Social Media ☐ Verbal ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
- ☒ Yes ☐ No

Comments:

Problem: With the addition of a 6 lane highway, the additional lane will add to the noise, pollution, possible flooding of homes (through loss of groundcover).

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

See the problem above.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☐ Yes ☒ No

Comments

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):	<div></div>		
Mailing Address:	<div></div>		
City:	<div></div>	Postal Code:	<div></div>
Email Address:	<div></div>		

Would you like to be added to the mailing list?

☐ Yes

☐ No

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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

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☐ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

- Beckett + Kennedy has high traffic in the AM rush hour, I cannot back out of the driveway in my house.
- Helen + Kennedy has a hill - there is no vertical view for oncoming traffic.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at **the Hagerman Cemeteries**, as well as **the St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Please add traffic lights to control speeders + rush hour volume.

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):	<div></div>		
Mailing Address:	<div></div>		
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Email Address:	<div></div>		

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☐ Yes

☒ No

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GREAT STREETS



Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

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☒ February 21, 2018 (Milliken Mills Community Centre)

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3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

I see a lot of estimates and cars stuck to be in 2023/2024 → how accurate is this study? Do you foresee and have you captured how future expansion will be done?

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Preference is to have separate Bike lanes from walkways. Today the Bike riders think they have right of way on Pedestrian walkways. Sign for all would be beneficial to all.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**? Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

Either the road or the tracks should be an under pass / over pass. With traffic increasing it will be hard to stop for train passing to stop every 15 mins.

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

See comment above. That was for the Stouffville GO Rail.

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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☒ Yes ☐ No

Comments:

Prefer not to impact the Cemeteries.

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print): _____
Mailing Address: _____
City: _____ Postal Code: _____
Email Address: _____

Would you like to
be added to the
mailing list?



Yes



No

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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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Problem and Opportunity Statement:

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Comments:

Alternative Solutions:

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- ☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

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Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings?** Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7?** Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):	[REDACTED]		
Mailing Address:	[REDACTED]		
City:	[REDACTED]	Postal Code:	[REDACTED]
Email Address:	[REDACTED]		

Would you like to be added to the mailing list?

☒ Yes

☐ No

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GREAT STREETS
Building Roads that Build Community




York Region

- SPOKE WITH MICHELLE; DURING OPEN HOUSE FEB. 21
 - HAVE EXTREME CONCERNS WITH ACCESSIBILITY INTO PROPERTY AT [REDACTED] + EFFECTS ON BUSINESSES, ESPECIALLY LEFT-TURN ACCESS.
 - WOULD LIKE MEETING WITH STAFF AS SOON AS POSSIBLE
-

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
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- ☐ Social Media ☐ York.ca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
- ☒ Yes ☐ No

Comments:

Opportunity to provide high quality pedestrian/cyclist connections between the Markham Center growth center and the Milliken center ~~go~~ Local Center.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?
- ☒ Yes ☐ No

Comments:

Consideration for pedestrian crossing times for such a wide roadway. Hwy 7 is a poor walking experience due to the 2-stage crossings at intersections.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**? Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

Maintain cycle facilities on both sides of the road.

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

make it easy for residents east of Kennedy to cross the road to reach the GO station

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

maintain cycle facilities on both sides

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print): _____
Mailing Address: _____
City: _____ Postal Code: _____
Email Address: _____

Would you like to be added to the mailing list?	
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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

For more information on the study please visit www.york.ca/kennedyroad

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GREAT STREETS
Building Blocks that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☒ February 21, 2018 (Milliken Mills Community Centre)
- ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign
- ☐ Social Media ☐ York.ca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
- ☒ Yes ☐ No

Comments:

As owner of Superior Siding (7703 Kennedy Rd) our concern is with not ~~able~~ being able to turn left into our business driveway going south bound

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print): _____
Mailing Address: _____
City: _____ Postal Code: _____
Email Address: _____

Would you like to
be added to the
mailing list?



Yes



No

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GREAT STREETS
Building Roads that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☒ February 21, 2018 (Milliken Mills Community Centre)
- ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☒ Direct mail / Flyer ☐ Newspaper Ad ☒ Email from the project team ☒ Road Sign
- ☐ Social Media ☒ York.ca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

widening road can't solve congestion

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Consider pedestrian first, then cycling, then transit
for cars at the last

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to
be added to the
mailing list?



Yes



No

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Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☒ February 21, 2018 (Milken Mills Community Centre)
- ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☒ Road Sign
- ☐ Social Media ☐ York.ca ☐ Word of Mouth
- ☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

~~As a frequent~~ cyclist, the biggest thing is to have continuous dedicated facilities on both sides. It is extremely inconvenient to cross the road for any section that is discontinuous. Also, please ensure proper signage for the cycle track as the ones on Highway 7 are frequently occupied by confused pedestrians.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**? Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

Please maintain cycling facilities on both sides. It is very inconvenient to cross the road twice just to cross a highway.

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Maintain dedicated cycling facilities on both sides.

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to
be added to the
mailing list?



Yes



No

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Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
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GREAT STREETS




York Region

Appendix D

Comment Forms Received at Angus Glen Community Centre

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What's your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Wilket Mills Community Centre)

☒ February 22, 2018 (Argus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☒ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Since the capacity of the ^(Kennedy) road from 16th Ave to Major Mac exceeds the need at peak times minimal improvement should be made. Also, separate cycling facilities are not needed as usage will be minimum & not safe due to the steep terrain; safety would be a huge concern during winter months. There could also be a liability issue.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Feasibility of MUP + sidewalk option (one MUP on the ~~W~~ EAST side & one sidewalk on the West side) — two MUPs seem like overkill.

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):			
Mailing Address:			
City:		Postal Code:	
Email Address:			
<div>Would you like to be added to the mailing list? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</div>			

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison
Communications and Community Engagement Specialist
The Regional Municipality of York
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GREAT STREETS

Building Roads that Build Communities




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Miliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

Concerned residents of Denby Crt will be inconvenienced by proposed concrete median planters. Do not block entrance to Denby. Allow for left and right turns. Do not give ^{precedence} ~~precedence~~ to concrete planters (for shrubs) over tax paying residents.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at **the Hagerman Cemeteries**, as well as **the St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to be added to the mailing list?	
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

Email: roads.ea@york.ca

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GREAT STREETS

Great Streets is a York Region initiative.




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

- ☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign
☐ Social Media ☐ York.ca ☐ Word of Mouth
☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

- too congested
- too many lights
- too much traffic + speeding through
our street - Aiken circle.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

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Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75323

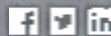
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GREAT STREETS

Building Roads that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☒ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

As a homeowner backing directly on to Kennedy Rd
(just n. of Carlton Rd), noise levels are already high.
Our primary concern is that proper noise abatement
barriers be provided.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the Hagerman Cemeteries, as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☒ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

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Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

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GREAT STREETS

BEHAVIOUR, ENVIRONMENT, AND COMMUNITY




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

They appear to be well thought out and take in the scope of the problems as well as the opportunities.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

An underpass is the way to go, as in the case of
Steeles and further south, on Sheppard.

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the Hagerman Cemeteries, as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Being a resident of the Heathwood community immediately to the south of Steeles, the proposed development of housing towers at Pacific Mall/Market Village (not covered in this exercise) is a major concern. Traffic is already at almost total congestion at certain parts of the day, and can only get worse with the injection of thousands of residents on that relatively small site. The influx of those residents into our community to use facilities there (park, etc) is another source of concern.

I suggest any development there should be as small as possible.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):

Mailing Address:

City:

Postal Code:

Email Address:

Would you like to
be added to the
mailing list?



Yes



No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

Email: roads_ea@york.ca

For more information on the study please visit www.york.ca/kennedyroad

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GREAT STREETS

Building a stronger, more vibrant community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☐ February 21, 2018 (Milliken Mills Community Centre)
- ☒ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☒ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign
- ☐ Social Media ☐ York.ca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
- ☒ Yes ☐ No

Comments:

It APPEARS THE SIX LANES HAVE ALREADY BEEN APPROVED
+ THE ONLY DECISIONS TO BE DETERMINED ARE
SIDE WALK / BICYCLE PATHS

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?
- ☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):			
Mailing Address:			
City:		Postal Code:	
Email Address:			

Would you like to be added to the mailing list?

☐ Yes

☐ No

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Communications and Community Engagement Specialist
The Regional Municipality of York
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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? _____

2. Which public open house did you attend?

☒ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify): _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☒ No

Comments:

North & South traffic only concerns on
three major road. Extending lane for a extra
HOV will not solve problem.
The problem should allow to more car to use
local street.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Please extend to 8 lane

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the Hagerman Cemeteries, as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

*The congestion started at 14th & Kennedy
The intersection needs to improve.*

Please share any other comments you may have related to the Kennedy Road EA Study:

Good

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #1 – February 21 and 22, 2018

Name (please print):	[REDACTED]	<div>Would you like to be added to the mailing list?</div> <div><input type="checkbox"/> Yes</div> <div><input checked="" type="checkbox"/> No</div>
Mailing Address:	[REDACTED]	
City:	[REDACTED] Postal Code:	
Email Address:	[REDACTED]	

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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GREAT STREETS

FOR THE REGION OF YORK




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Wilken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

- ☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☒ Road Sign
☐ Social Media ☐ York.ca ☐ Word of Mouth
☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

- Cost
- Pedestrian acceptance (Buffer, Streetscape)
- Strategic queue lanes for buses

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

- Don't make road to wide at Intersections
- Walkability

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the 407ETR crossing?
Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

- Reduce conflict points

- Dedicated Bike Lanes

7. Do you have any comments on the design concepts for Kennedy Road at the Stouffville GO Rail Line crossings? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

- Northern onr needs no grade separation

- Southern onr needs underpass so cyclists will have to deal with the slope

8. Do you have any comments on the design concepts for Kennedy Road between YMCA Boulevard and Highway 7? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

- Pedestrian Accommodation

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at **the Hagerman Cemeteries**, as well as **the St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☒ Yes ☐ No

Comments:

— People focused

Please share any other comments you may have related to the Kennedy Road EA Study:

— Cost matters

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):	[REDACTED]		
Mailing Address:	[REDACTED]		
City:	[REDACTED]	Postal Code:	[REDACTED]
Email Address:	[REDACTED]		

Would you like to be added to the mailing list?

☐ Yes

☐ No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 Ext 75923
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GREAT STREETS




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]
2. Which public open house did you attend?
- ☐ February 21, 2018 (Milliken Mills Community Centre)
- ☒ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
- ☐ Direct mail / Flyer ☐ Newspaper Ad ☒ Email from the project team ☐ Road Sign
- ☐ Social Media ☐ York.ca ☐ Word of Mouth
- ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

WIDENING WILL CREATE MORE CONGESTION +
POLLUTION + DECREASE SAFETY FOR VULNERABLE
ROAD USERS TO CROSS.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

NO WIDENING + BEAUTIFY STREET. AT
RUSH HOUR TAKE LANE FOR HOV + TRANSIT
IMPROVE ACTIVE TRANSPORTATION
INFRA IN BOULEVARD
INDUCED TRAFFIC OR EVAPORATION
OF TRAFFIC. ~~SEE~~ WE JUMP FOR
BUSES

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing?**
Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

BRIDGE MAY WORK, BUT NEED TO
CROSS ROAD. ~~NEED TO~~
PED/BIKE MANUAL CROSSING & push button.
km

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings?** Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

UNDER PASS

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7?** Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the Hagerman Cemeteries, as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

IF POSSIBLE KEEP UNILATERAL CYCLEBACK +
SIDEWALK.

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☒ Yes ☐ No

Comments:

COST benefit FOR WIDENING – BUT NOT
WIDEN → change in behavior
of people.

Please share any other comments you may have related to the Kennedy Road EA Study:

GLOBAL TREND TO HAVE A ROAD
DIET.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____

Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

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Communications and Community Engagement Specialist

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17250 Yonge Street, Newmarket, ON L3Y 6Z1

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GREAT STREETS

Building Roads that Build Community



**York Region**

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

To Make Kennedy Road straight is most expected!

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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GREAT STREETS

Building Roads that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Miliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☒ Other (please specify) HUSBAND

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☐ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

I LIKE THE USE OF WIDE MULTILANE ^{USE} ~~LANE~~ PATHWAYS TO ACCOMMODATE CYCLISTS & PEDESTRIANS IN THE SAFEST WAY POSSIBLE (NOT IN THE MIDDLE OF TRAFFIC!) VERY SCARY!

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing?**
Are there any additional design concept(s) that you would like the project team to consider?

☒ Yes ☐ No

Comments:

SAFETY FOR CYCLISTS & PEDESTRIANS #1.

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings?** Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Ditto

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7?** Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

SAFETY #1

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the Hagerman Cemeteries, as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

UNDER PATH ON EITHER WEST OR EAST
SIDE ONLY. LOWER SPEED FOR CARS
IN AREAS WHERE 10 LANES OF TRAFFIC ARE
PINCHED -

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

COULD THE CEMETARY BE RELOCATED
FURTHER BACK ??? DIG UP + RELOCATE ???

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

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GREAT STREETS

FOR THE REGION OF YORK




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? [REDACTED]

2. Which public open house did you attend?

☐ February 21, 2018 (Milkier Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☒ Direct mail / Flyer ☒ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☐ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☒ Yes ☐ No

Comments:

Pedestrians & cyclists ~ Sorry to say they are NOT stakeholders significant enough to accommodate valuable space along MAIN ARTERY like Kennedy Rd to them. Consider vehicular speed (Safety Hazard) - weather & land use pattern: all pose challenges to Pedestrians & cyclists alike.

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments:

Be wise on cycling facilities, sidewalks & streetscaping please! If the associated usage is low, then it ~~should be~~ preference should be allowed for uses carrying the most efficiency. Be bold! Don't Be academic!

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

Underpass!

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☒ Yes ☐ No

Comments:

*Alternative 3: change the landscaping in middle to
Emergency Vehicular Access / Multi Use Lane
Additional Lane for Rush Hour: eg SB for AM Rush
& NB for PM Rush*

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☒ Yes ☐ No

Comments:

Cost Efficiency.

Please share any other comments you may have related to the Kennedy Road EA Study:

- Please consider out-of-the-Box solutions ~~and~~
- for example:
- ① By-pass to connect residential hub to major destination (employment nodes, GO station, etc)
 - ② flyovers / tunnels to maximize land use potential especially as majority of area along Kennedy Rd is built-up
 - ③ secure transit enhancement first. Don't give them more space / lane to move but the transit service fails to match.

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):	<div style="background-color: black; width: 400px; height: 20px;"></div>	<div style="border: 1px solid black; padding: 5px;"><p>Would you like to be added to the mailing list?</p><p><input checked="" type="checkbox"/> Yes</p><p><input type="checkbox"/> No</p></div>
Mailing Address:		
City:	Postal Code:	
Email Address:	<div style="background-color: black; width: 370px; height: 20px;"></div>	

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

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

For more information on the study please visit www.york.ca/kennedyroad

Personal information submitted (e.g., name, address and phone number) is collected, maintained and disclosed under the authority of the Environmental Assessment Act and the Municipal Freedom of Information and Protection of Privacy Act for transparency and consultation purposes. Personal information you submit will become part of a public record that is available to the general public, unless you request that your personal information remain confidential.

GREAT STREETS
Building Roads that Build Community




York Region

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

1. What is your home postal code? _____
2. Which public open house did you attend?
 - ☐ February 21, 2018 (Milliken Mills Community Centre)
 - ☐ February 22, 2018 (Angus Glen Community Centre)
3. How did you hear about the open house? Select all that apply.
 - ☐ Direct mail / Flyer
 - ☐ Newspaper Ad
 - ☐ Email from the project team
 - ☐ Road Sign
 - ☐ Social Media
 - ☐ York.ca
 - ☐ Word of Mouth
 - ☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?
 - ☐ Yes ☐ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☒ Yes ☐ No

Comments: Existing Kennedy Road traffic exceeds capacity today between 14th Avenue & Highway 7 in both the AM & PM peak travel times. — Problem & Opportunity Statement

1. Why is road widening only starting in 2023?
2. Why is the area with traffic exceeding capacity today not the highest priority?
3. How will adding an HOV lane relieve the existing (let alone future) congestion?
4. How many cyclists will brave the severe winter weather conditions to cycle down Kennedy Road?

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☐ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at **the Hagerman Cemeteries**, as well as **the St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☐ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print):	[REDACTED]		
Mailing Address:	[REDACTED]		
City:	[REDACTED]	Postal Code:	[REDACTED]
Email Address:	[REDACTED]		

Would you like to be added to the mailing list?

☐ Yes

☐ No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison
Communications and Community Engagement Specialist
The Regional Municipality of York
17250 Yonge Street, Newmarket, ON L3Y 6Z1
Phone: 1-877-464-5675 Ext. 75923
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York Region

36m Cross Section : Is it possible to consider a 3rd alternative?

eg. bidirectional pedestrian walkway on one side and bidirectional cycle path on the other?

St. Philips/Bethesda corridor :

Why not put the multi-use lane on the East side (where the current housing is) and the walkway only on the West?

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 - February 21 and 22, 2018

1. What is your home postal code? _____

2. Which public open house did you attend?

☐ February 21, 2018 (Milliken Mills Community Centre)

☒ February 22, 2018 (Angus Glen Community Centre)

3. How did you hear about the open house? Select all that apply.

☐ Direct mail / Flyer ☐ Newspaper Ad ☐ Email from the project team ☐ Road Sign

☐ Social Media ☐ York.ca ☒ Word of Mouth

☐ Other (please specify) _____

Problem and Opportunity Statement:

4. Do you have comments on the identified problems and opportunities?

☐ Yes ☒ No

Comments:

Alternative Solutions:

5. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetscaping. Do you have any comments on this recommendation?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

6. Do you have any comments on the design concepts for Kennedy Road at the **407ETR crossing**?
Are there any additional design concept(s) that you would like the project team to consider?

☐ Yes ☒ No

Comments:

7. Do you have any comments on the design concepts for Kennedy Road at the **Stouffville GO Rail Line crossings**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

8. Do you have any comments on the design concepts for Kennedy Road between **YMCA Boulevard and Highway 7**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

9. Do you have any comments on the design concepts for Kennedy Road at the **Hagerman Cemeteries**, as well as the **St. Philips and Bethesda Cemeteries**? Are there any additional design concept(s) that would like the project team to consider?

☐ Yes ☒ No

Comments:

Evaluation Criteria:

10. Are there any additional evaluation criteria you would like considered?

☐ Yes ☐ No

Comments:

Please share any other comments you may have related to the Kennedy Road EA Study:

Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #1 – February 21 and 22, 2018

Name (please print): _____

Mailing Address: _____

City: _____ Postal Code: _____

Email Address: _____

Would you like to
be added to the
mailing list?

☐

Yes

☐

No

Please leave your completed Comment Form in the drop box or send your comments (by March 21, 2018) to:

Christine Morrison

Communications and Community Engagement Specialist

The Regional Municipality of York

17250 Yonge Street, Newmarket, ON L3Y 6Z1

Phone: 1-877-464-9675 Ext 75923

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GREAT STREETS

Building a better tomorrow




York Region

Appendix E

Dot-mocracy Results and Roll Plan Comments Summary



Kennedy Road Section	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Typical 43m	14	8		
Typical 36m	17	5		
Stouffville GO Crossing	0	14	3	
Hagerman Cemeteries	1	11	0	1
Hagerman West and Thomas Morley House	2	7	2	0
407ETR Interchange	14	0	7	
VIVA Rapidway	0	2	14	
St. Philips and Bethesda Cemeteries	1	1	5	0
Thomas Lownsbrough House and Bethesda Cemetery	1	1	0	0

Milliken Mills CC: February 21, 2018

Steeles Avenue to 14th Avenue

Comment Location	Comment
Property west of Kennedy, south of 14 th Avenue to Lee Avenue	Property acquisition concerns at this location - Left turn
Kennedy Road at Lee Avenue	Support for road widening to 43 m - Issues: sidewalks too close to Kennedy Road often are covered in snow after snow plows pass by
Milliken Mills Community Centre	City has potential plan to expand community Centre. City to provide draft plans.
7507 Kennedy Road	We need left turn access into our building (7507 Kennedy Road)
Property at northwest corner of Kennedy Road & Denison Street intersection	Milliken Secondary Plan here and traffic concerns at Kennedy Road and Denison Road
Kennedy Road at Denison Street	Pedestrian / cyclist safety concerns at Denison Road/Kennedy Road
Denison Street at Old Kennedy Road / Fresno Court	Pedestrian/illumination issues at this location (Old Kennedy Road and Fresno Court)
Stouffville GO crossing north of Clayton Drive	Signal when there are no rail cars at the Clayton crossing
Kennedy Road at Clayton Drive	Integrated traffic signal with the rail crossing
Kennedy Road north of Steeles Avenue	Reroute bus route 8 to Milliken GO Station

14th Avenue to Highway 7

Comment Location	Comment
Kennedy Road at Highway 7	Add a bus left turn lane from Highway 7 west to Kennedy Road (southbound)
Kennedy Road at Highway 7	Construct a fly-over at this intersection (Kennedy/Hwy 7)
Castan Avenue at Kennedy Road	Put up no left turn sign out of Castan Avenue – there are lights at south end of mall This would reduce accidents at Kennedy Road & Castan Avenue
Castan Avenue at Kennedy Road	Install island so no one can turn left from Castan Avenue onto Kennedy Road South
Kennedy Road at Castan Avenue	Pedestrian crossing with pedestrian refuge in median. Better connection to plaza and YRT stop from homes
Kennedy Road at Helen Avenue / YMCA Boulevard	Bus lanes side running is better because there are more than 10 bus per hour
Kennedy Road at Helen Avenue / YMCA Boulevard	Vertical profile is creating visibility issues for oncoming traffic

Comment Location	Comment
Kennedy Road at Helen Avenue / YMCA Boulevard	Better cycling connection for residential to GO station
Kennedy Road at Helen Avenue / YMCA Boulevard	Add a left turn bus lane here. Most of the bus turn left to serve Unionville GO Station
Kennedy at 407 ETR interchange (WB off-ramp)	Please synchronize this light (407) with YMCA Boulevard. This causes congestion during AM periods
Kennedy at 407 ETR interchange (bridge)	The bus lane Northbound should be on the west side because buses will turn left
Duffield Plaza, west of Kennedy and south of Duffield Drive	Lack of access to the Duffield Plaza at the south west quadrant of Kennedy Road at Duffield Drive
Duffield Plaza, west of Kennedy and south of Duffield Drive	There are illegal left turns turning into the Duffield Plaza
Kennedy Road at 14 th Avenue	Accidents occur in this area, an advanced green is needed here

Highway 7 to 16th Avenue

Comment Location	Comment
Kennedy Road at Birchview Lane	Intersection on road curvature is dangerous. Needs careful study when adding lanes
Birchview Lane, west of Kennedy Road	Need turning lanes - Rear-end collisions are possible
Kennedy Road at The Bridle Trail	School crossing, Kennedy Road should not be six lanes
The Bridle Trail at Kennedy Road	At rush hour, there is already too much traffic on The Bridle Trail – most of it is passing through the neighborhood & travelling too fast – it is unsafe as a school (Unionville Public School) is nearby
West of Kennedy Road, between The Bridle Trail and Carlton Road	Concerns: With a 6 lane highway in this area: 1) Pollution will increase 2) Noise will increase because of the additional lane closer to the fence line 3) Possibility of flooding – loss of ground cover between road and fence line
Stouffville GO crossing north of Austin Drive	Integrated traffic signal with the rail crossing
Stouffville GO crossing north of Austin Drive	Left lane collision potential (head on) due to road curvature (during snow storms)
Austin Drive at Kennedy Road	Connect Austin Drive straight across Kennedy Road for cyclists and pedestrians only for when the underpass of Rouge gets flooded
Kennedy Road at Denby Court	Need traffic lights near Kennedy Road and Denby Court If you increase lanes you increase pollution
Kennedy Road at Denby Court	Denby Court residence should be able to turn left onto their own road not turning U-turn on Austin Drive

Comment Location	Comment
Kennedy Road at Denby Court	No island on Kennedy Road north of Highway 7 to Austin Drive as Denby Court residents need access

16th Avenue to Major Mackenzie

Comment Location	Comment
Kennedy Road, from 16 th Avenue to Castlemore Avenue	Kennedy Road was re-paved in fall 2017. However, we noticed that it's a lot noisier inside the car as we drive on Kennedy Road after the re-paint and construction
Kennedy Road at Angus Glen Boulevard	There needs to be traffic signal priority at this location
Kennedy Road at Wilfred Murison Avenue	There should be a traffic signal at this location
Kennedy Road at Beckett Avenue	Extremely long wait time (approximately 2 minutes)
Beckett Avenue, east of Kennedy Road	Access issues in the morning rush hour due to the volume of cars on Kennedy Road
Beckett Avenue, east of Kennedy Road	Concerns regarding turning movements on Beckett Avenue (north of 16 th Avenue) <ul style="list-style-type: none"> - Impossible to turn left in the AM - Currently signalized Concerns about increased transit service and impacts on taxes
Kennedy Road at 16 th Avenue	Traffic signal on Kennedy Road and 16 th Avenue in the southbound direction: As residents drive southbound on Kennedy Road, there is concern that there isn't enough traffic (green time) for drivers. The traffic signal often turns yellow and red before all cars clear the intersection

Angus Glen CC: February 22, 2018

Steeles Avenue to 14th Avenue

Comment Location	Comment
Kennedy Road at Stouffville GO Rail Line	Underpass (road) definitely needed

14th Avenue to Highway 7

Comment Location	Comment
Kennedy Road at 14 th Avenue	Congestion begins here due to signal timing at 14 th Avenue
Kennedy Road at YMCA Boulevard	This intersection should be expanded to four lanes

Highway 7 to 16th Avenue

Comment Location	Comment
Kennedy Road at Denby Court / Second Street	Do not block Denby Court and Second Street access with a median. Allow for left & right turns. Concrete planters should not be used as there are concerns about cost
Kennedy Road at Carlton Road	AM peak traffic infiltration down Carlton Road through to Highway 7
Kennedy Road from The Bridle Trail to 16 th Avenue	Noise is a major issue along this stretch of road. Any widening would require a noise barrier fence
Aitken Circle, south of 16 th Avenue, west of Kennedy Road	Please let's find a solution to cars cutting through Aitken Circle and speeding through as a short cut; this should not be a through street for traffic; it's a residential road!!

16th Avenue to Major Mackenzie

Comment Location	Comment
Unionville Montessori Private School, west of Kennedy Road, north of 16 th Avenue	No longer medium condo Will now be school expansion with dormitories; 4 stories and underground parking (2013) What are the TMP assumptions for this location?

Appendix F

Summary of Online Survey Form Comments

	1. Do you have comments on the identified problems and opportunities?	2. The preferred solution for Kennedy Road between Steeles Avenue and Major Mackenzie Drive, identified in the Transportation Master Plan (TMP), is to widen the road to six lanes for Transit/High-Occupancy Vehicles (HOV), add cycling facilities, and enhance sidewalks and streetlighting. Do you have any comments on this recommendation?	3. Do you have any comments on the design concepts for Kennedy Road at the 407/EH crossing? Are there any additional design concepts that you would like the project team to consider?	4. Do you have any comments on the design concepts for Kennedy Road at the Steeles/GO Rail Crossing? Are there any additional design concepts that you would like the project team to consider?	5. Do you have any comments on the design concepts for Kennedy Road between YMCA Boulevard and Highway 7 with the proposed VIVA Rapidway? Are there any additional design concepts that you would like the project team to consider?	6. Do you have any comments on the design concepts for Kennedy Road at the Hageman cemeteries as well as the St. Philips and Bethesda Cemeteries? Are there any additional design concepts that you would like the project team to consider?	7. Are there any additional evaluation criteria you would like considered?	8. Please share any other comments you may have related to the Kennedy Road EA Study	Heard about the second open house from:	Other	Yes I want my personal information to remain confidential	Yes I want to be added to the mailing list
1		In general, I support the widening of Kennedy Rd. to six lanes for Transit/HOV, cycling facilities, and enhance sidewalks and streetlighting. But widening roads will cause induced demand, which is not a solution to solve congestion. In fact, not the whole stretch of Kennedy Rd. needs to be wider. Only those section where the bus can bypass the queue of traffic (i.e. 407 to north of 77) need to be wider. Also, York Region should consider extending the road lane at key intersection to allow the bus to bypass medium traffic instead of widening all the way from Steeles Ave. to Major Mackenzie.	The transit lane should be on the west side of the road for northbound from the rail bridge to YMCA Boulevard as most of the buses travelling northbound will turn left at YMCA Boulevard. This should be a dedicated bus lane.	The project team should consider having a dedicated side-running bus lane for local buses, Go bus and VIVA given the fact that there are more than 10 buses passing through this section of Kennedy Rd. each hour during rush hour.	The project team should consider not to widen the road to six lanes, but to design a pedestrian-friendly environment to encourage more active transportation such as have bike share facilities and extend the bike lanes to the nearby high school.	The project team should consider to have transit signal priority along every local, VIVA, and GO Transit bus route. The bus should get absolute priority as soon as the pedestrian countdown signal is finished.			York.ca		TRUE	TRUE
2	For Markham to be a desirable and safe place to live we have to look beyond the old ways to solve problems. There are new proven studies out there that make the methods we are looking at easy but outdated. We need to look outside the box before it's too late.	Widening Kennedy to 6 lanes will benefit more other than cars. It will make safety of citizens, both adults and children dangerous and undesirable. For instance if a person were to want to take public transit from Kennedy and major Mackenzie, she would have to wait in the cold for 15 minutes for a bus. Then at 7th Avenue she would have to cross a 6-lane highway to wait another 15 min for another bus. This would then allow her to get to her bank or grocery store and still have to cross another 6-lane highway. What incentive is this to take public transit? NONE guess she will just have to get in her car. If the whole idea is to move toward what other cities have done successfully you have to make public transport desirable over the car. Widening roads will only encourage people to drive their cars. Look at what is being done in other cities. It will show clearly that widening is not the answer. Increase public transport to buses as often, when the increased population comes it will make public transit the preferred way to get to the Go train or to the subway that is coming. Most of the day our roads are very lightly used. I see that every day. Would you want to see your child or elderly mother trying to cross a 6-lane highway. I don't think he can try and wouldn't have at all safe. I would allow a child to do it and they have no alternative going to school.	would like to see "no right hand turns at red lights" at all busy intersections. This would decrease accidents in a big way. Along Hwy 7 and other busy intersections.	I've heard nothing about a proposed VIVA rapidway	In order to have the cycling paths and pedestrian walkways that the City is committed to, a 6-lane highway would be impossible without digging up groves. Not acceptable! Just to allow more cars! Not acceptable! Take a look at cities just as busy as ours will become and they have not widened roads and it works. There are so many studies I've read to prove this. Take the time to read.	Hope the town is sending staff or council to the Vision Zero conference this weekend in Toronto. Please look at what is being done elsewhere in North America (already done and successful in Europe). This will make our community safe and a desirable place to live. Don't make a huge mistake now that can't be reversed.	Spend the money proposed to widen to increase the mid-block roads to spread traffic out.	Direct Mail/Flyer, Other	SPAC	FALSE	TRUE	
3	I do NOT support road widening for Kennedy Road between Highway 7 and 16th Avenue. Traffic noise is already a problem issue on Kennedy Road in this largely residential area. Also, the intersection of Kennedy Road and Brimley Trail is an important school crossing for Unionville Public School and already a highly dangerous crossing and the subject of many accidents and near accidents. Increasing traffic flow will only intensify the traffic risk.	As NOT support road widening for Kennedy Road between Highway 7 and 16th Avenue. Traffic noise is already a problem issue on Kennedy Road in this largely residential area. Also, the intersection of Kennedy Road and Brimley Trail is an important school crossing for Unionville Public School and already a highly dangerous crossing and the subject of many accidents and near accidents. Increasing traffic flow will only intensify this traffic risk.						do NOT support road widening for Kennedy Road between Highway 7 and 16th Avenue. Traffic noise is already a problem issue on Kennedy Road in this largely residential area. Also, the intersection of Kennedy Road and Brimley Trail is an important school crossing for Unionville Public School and already a highly dangerous crossing and the subject of many accidents and near accidents. Increasing traffic flow will only intensify this traffic risk.	Email from the Project Team		FALSE	FALSE
4	Traffic would improve if the population was advised on how to properly use the passing lane. Too many people with the bad driving habit of cruising too slow in the passing lane causing unsafe passing in the left lane.										TRUE	FALSE
5	Traffic volume at north of 16th of Kennedy road is not as heavy as south of 16th, which does not need 6 lanes. Particularly, during the rush hours, there are only one direction traffic. Even with future development, the heaviest traffic will be 16th and Warden as future Markham north community and industry park is mainly along Warden corridor. the needs of residents are green space, cycling facilities, and intersection safety	This is not a good option for north of 16th, especially HOV will only cause traffic issues for residents to turn in/out neighborhood streets. It is real questionable of the economic and usage of HOV			North of 16th should consider 4 lanes plus middle left right turn lane instead of HOV and 6 lanes	Noise level impact to residents along the Kennedy road and green area along the road	HOV on both sides of road will be huge inconvenience and problematic for residents as there are close proximity neighborhoods street intersections along the Kennedy road north of 16th	Direct Mail/Flyer		FALSE	TRUE	
									Direct Mail/Flyer			