



# Open House #2 Summary Report

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

*The Regional Municipality of York*

June 19, 2020



# Context for November/December 2019 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	November 25 and December 2, 2019
Notice of Study Completion	Tentatively Summer 2020

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

- Monday, November 25<sup>th</sup>, 2019 at Milliken Mills Community Centre in the City of Markham, from 6:30 PM to 8:30 PM
- Monday, December 2<sup>nd</sup>, 2019 at Markham Pan Am Centre in the City of Markham, from 6:30 PM to 8:30 PM

Each Open House included the following information:

- 28 display boards, including:
  - Welcome
  - Overview of the study area, study objectives, and study process
  - Purpose of Open House two and preferred solution
  - What we’ve heard so far
  - Key technical studies and evaluation criteria
  - Road widening design approach

- Active Transportation facilities
  - Design considerations, alternatives, evaluation, and recommendation for Stouffville GO Rail Crossing North of Clayton Drive
  - Design considerations, alternatives, evaluation, and recommendation for CN Rail Crossing and Miller Avenue Extension
  - Design considerations, alternatives, evaluation, and recommendation for Highway 407 ETR interchange
  - Background, design considerations, alternatives, evaluation, and recommendation for VIVA Rapidway
  - Design considerations, alternatives, evaluation, and recommendations for Stouffville GO Rail Crossing North of Austin Drive
  - Design considerations and recommendations for Rouge River Crossing
  - Design considerations, alternatives, evaluation, and recommendations for Hagerman Cemeteries and St. Philips and Bethesda Cemeteries
  - Noise Barriers
  - Recommended design, timing of improvements, and Next Steps
- Roll plans showing recommended design for the full corridor divided into 4 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

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 and interacted with the public to answer questions, discuss concerns, and document comments. A sign-in table was located at the entrance to record attendance and for members of the public to sign up for the project mailing list, and were provided with comment sheets to obtain their feedback on the materials presented. Forty-five (45) people attended the open house on November 25, 2019 and thirty-nine (39) people attended the open house on December 2, 2019.

In addition to the two open houses, an electronic version of the display boards was posted online at [www.York.ca/Kennedyroad](http://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. The display boards, looping presentation and roll plans of the recommended design were posted on the project website on November 25, 2019.

## 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 4,277 members of the public, including property owners and residents along the study corridor
- Direct mail, email, and notice of open house to 64 agency representatives and 28 stakeholder group representatives
- Direct mail, email, and notice of open house to 10 Indigenous Community representatives from 5 different communities
- Email notification to 58 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](http://www.York.ca/Kennedyroad)
- Notice and Region Media Release posted on [www.York.ca](http://www.York.ca) and [www.York.ca/Kennedyroad](http://www.York.ca/Kennedyroad) on November 14, 2019
- Social media updates: YR Twitter and YR Facebook posts went live on November 15, 22, and 29, 2019 promoting the Open House
- A news story went live on [www.York.ca](http://www.York.ca) November 15, 2019 promoting the Open House
- Newspaper advertisements (Notice of Open House) on November 14 and 21, 2019 in the following newspapers:
  - Markham Economist and Sun
  - Ming Pao

- Sing Tao
- Road signs: Decals with Open House locations and dates were installed on existing project road signs on November 15, 2019.

The communication material, including a copy of the newspaper notice and road sign locations are included in **Appendix B**.

## Feedback Received at Milliken Mills Community Centre – November 25, 2019

Forty-five (45) members of the public, including one (1) City of Markham staff, attended the open house at Milliken Mills Community Centre. Eleven (11) comment forms were submitted at the open house and seventeen (17) 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 to widen the road to six lanes for Transit/HOV lanes; however, some concerns that Transit/HOV lanes will not alleviate congestion due to the existing volume of single occupant vehicles;
- General agreement with the preferred solution for multi-use paths (MUP) on both sides for Active Transportation facilities;
- General agreement with the preferred solution for Hagerman Cemeteries to provide narrower MUPs on both sides and reduced lanes widths. One attendee noted concern regarding the safety of reduced lanes widths;
- General agreement with the preferred solution for St. Philip's and Bethesda Cemeteries to provide narrower MUPs on both sides and reduced lanes widths. One attendee noted concern regarding the safety of reduced lanes widths;
- General agreement with the preferred solution for the Miller Avenue Extension to maintain the Markham EA approved alignment (k-1A);
- General agreement with the preferred solution for the 407ETR crossing to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. One attendee disagreed due to the maintenance costs of separate structures;
- General agreement with the **recommended** solution for the Viva rapidway transit vehicles to operate in the proposed Transit/HOV lanes shared with YRT vehicles, and provide MUPs and streetscaping. Some disagree with the **Ultimate Solution** as it will cause more disruption to local transit service operating in mixed use lanes for a relatively short span of road;
- General agreement with the **recommended** and **ultimate solution** for the GO Rail crossing north of Clayton Drive. One attendee disagreed with the underpass;
- General agreement with the **recommended** solution to provide an at-grade crossing and **ultimate solution** to undertake a future study to determine the

grade separation for the GO Rail crossing north of Austin Drive. One attendee disagreed with these solutions;

- Concerns with inability to make u-turns during rush hour when intersections are congested;
- Concerns about bottleneck at Steeles Avenue as lane widening isn't carried south of Steeles Avenue;
- Concern about road surface quality between Denison Street and 14<sup>th</sup> Avenue;
- Concern about bus wait times for westbound left-turns at Highway 7 to Kennedy Road;
- Concerns about locations of bus bays; and,
- Concerns about signal timing.

Members of the Study Team recorded the comments received, including roll plan comments, 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
Road Widening	Find a way of diverting traffic to another road parallel to Kennedy Road.	To accommodate growth within the Region, road improvements are required along Kennedy Road and along other parallel road corridors including McCowan Road as identified in the Region's 2016 Transportation Master Plan.
	The road cannot be widened on both sides in all areas. Widening for Transit/HOV does not make sense as 90% of vehicles are solo drivers. This will not alleviate traffic.	The Kennedy Road corridor accommodates widening from Steeles Avenue to Major Mackenzie Drive as shown on the recommended design plans. Some constrained areas will require reduced widths for lanes, MUPs and tree planting opportunities. The improvements are designed to improve all modes of transportation including transit, cycling and walking to move more people along the corridor.
	Median installation due to widening will block left-turns in/out of our property.	Median installation is recommended to minimize potential conflicts with left-

Topic	Comments and Questions	Response
		turning vehicles crossing 3 lanes of traffic at unsignalized locations. Access is generally restricted to right-in-right-out only with the provision of the centre median. U-turns are permitted at all signalized intersections.
<b>Active Transportation</b>	I like the idea of a path for pedestrians and cyclists because trying to accommodate cyclists on Kennedy Road would be dangerous.	Comment noted.
	Do not add bicycle lanes. Kennedy Road is a very busy street and few cyclists ride on Kennedy Road.	The recommended Active Transportation (AT) facility is multi-use paths on both sides, which are in the boulevard, and physically separated from vehicles. The intention of providing AT facility is to provide other modes of travel in the corridor instead of continue to provide for vehicular traffic only.
	What official design standards are used for AT facilities? How are protected intersection designs incorporated into the preferred design? Are standards from European countries followed on York Region and the City of Markham?	The York Region Pedestrian and Cycling Planning & Design Guidelines and Ontario Traffic Manual (OTM) Book 18 were used to develop the design of the recommended AT facilities in consultation with York Region Active Transportation staff and in consultation with the City of Markham. Protected intersection design treatments are described in the Region's guidelines. However, the ROW requirement may not fit all intersections. Protected intersection design treatments are identified on the recommended plan including provision of crosswalks and crossrides (pavement

Topic	Comments and Questions	Response
		<p>markings to accommodate pedestrians and cyclists) and setbacks and orientation of the crossings. During the Detailed Design phase of the project, the Region will review protection intersection design treatments based on the current standards.</p>
<p><b>Hagerman Cemeteries and St. Philip's on-the-hill and Bethesda Cemeteries</b></p>	<p>Concerned with reduced lanes widths. Will the lane widths be sufficient to prevent accidents?</p>	<p>The reduced lane widths are within Canadian and Provincial standards for lane widths.</p>
<p><b>Miller Avenue Extension</b></p>	<p>Give priority to the Miller Avenue Extension, as it will help improve east-west traffic congestion, and it may even help the signal timing issue at Kennedy Road and 14<sup>th</sup> Avenue.</p>	<p>Timing of improvements for the Miller Avenue Extension is under the jurisdiction of the City of Markham and funding within the next ten years has not been identified.</p>
<p><b>407ETR Crossing</b></p>	<p>Cyclist safety must be considered especially because of high speed large vehicles. Cyclists will only use this facility 4 months of the year. Separated AT bridges will depend on how much budget is allocated to this.</p>	<p>Comment noted.</p>
	<p>Disagree with separate AT bridges because separate structures will need to be maintained.</p>	<p>Comment noted.</p>
	<p>Please work with 407ETR to coordinate the timing of traffic signals. Traffic is heavily backed up in the morning southbound direction.</p>	<p>Consultation with 407ETR is on-going throughout the EA process. Signal timing of these ramp terminals will be discussed between York Region and 407ETR during the detailed design phase. In the interim, this comment is forwarded to 407ETR for review.</p>
<p><b>Viva Rapidway</b></p>	<p>Have they thought about this plan on Warden Avenue?</p>	<p>The alignment of the Viva rapidway along Kennedy Road was determined through the</p>



Topic	Comments and Questions	Response
		<p>Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA Study approved in November 2006. A rapid transit corridor along Warden Avenue would be subject to a separate EA study in the future.</p>
	<p>Moving to the “ultimate vision” will cause more disruptions for a relatively short span of road, including: impacts to existing, functional sidewalks, buses crossing traffic lanes to go to the “ultimate” centre lanes, and loss of transit/HOV lanes.</p>	<p>The Ultimate Vision is designed such that the curbs from the Recommended remain the same, resulting in no change to the location of the proposed multi-use paths, utility poles and boulevard streetscaping. The Rapidway would be accommodated through reconstruction within the proposed median. This section of Kennedy Road was identified for the Rapidway to transition from Highway 7 to service downtown Markham. The alignment was identified through a separate study (Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA Study, 2005).</p>
	<p>The ultimate vision for the Viva Rapidway will lead to Route 8 being in the general traffic lanes, resulting in significant delays. There are bus bays on the design plates which the Viva buses can use to pass the local buses. Convert the Transit/HOV lanes into bus only lanes in the future.</p>	<p>YRT will review transit routes for efficiencies and potential use within the median rapidway. YRRTC identified need for median rapidway for Viva as Ultimate Vision to protect for longer-term vision for transition from median rapidway to median light rail transit</p>
<p><b>GO Rail Crossing North</b></p>	<p>An underpass is not required. The idea of providing a separate signal is a better suggestion.</p>	<p>Since the Open House, Metrolinx has initiated the Stouffville Grade Separations</p>

Topic	Comments and Questions	Response
<b>of Clayton Drive</b>	There are more cyclists between Kennedy Road and Denison Street.	Transit Project Assessment Process (TPAP) in 2020, please refer to the Metrolinx study for the final recommendation at this location.
<b>Traffic Signals</b>	Traffic signal at Kennedy Road and 14 <sup>th</sup> Avenue is the worst timed light in Markham.	Study team to forward comment to York Region Traffic and Safety group to review and modify traffic signal timing, if appropriate.
	Consider an advanced northbound left-turn signal at Kennedy Road and Duffield Drive.	Study team to forward request to York Region Traffic and Safety group to review traffic signal timing.
	The current “do not block entrance” sign at Kennedy Road and Denby Court is not lit and is difficult to see. Add a light for the sign.	Study team to forward request to York Region Traffic and Safety group to review and implement light, if appropriate.
<b>Bus Bays</b>	Move bus bays: southbound to north of Denison Street and northbound to south of Denison Street. Apartment tenants will have better access.	Farside bus bays were requested by York Region Transit (YRT) to prevent right-turn blockage at intersections. Residents of the apartment on the southeast side of Kennedy Road and Denison Street have access to a bus stop directly south of the building (north of Gorvette Drive). Final locations of bus bays will be confirmed with YRT during detailed design.
	Poor existing east-west traffic flow at Kennedy Road and Denison Street. A new bus bay north of Denison Street will make traffic worse.	Farside bus bays were requested by York Region Transit to prevent right-turn blockage at intersections. Final locations of bus bay will be confirmed with YRT during detailed design.
	At Milliken Mills Secondary School, add a southbound bus bay beside the existing south access lanes (student access).	The southbound bus bay at Highglen Avenue/Driveway has been recommended to move to the south side of the intersection. To avoid impacts

Topic	Comments and Questions	Response
		to the parking lot, only a bus pad is proposed.
	Put a Viva stop at the northwest corner of Kennedy Road and Unionville Gate.	An additional Viva station is not identified at this location. Comment forward to YRRTC and YRT for their review and consideration.
<b>Access</b>	Installation of a median will block EMS access to Denby Court and Second Street North. A median break is needed.	The design will be updated to provide mountable median with breakaway poles to permit EMS access.
	Concerned we cannot turn left out of Denby Court. Recommend to have timing restrictions instead of a median.	Median is proposed to minimize conflict points with left turn vehicles at unsignalized intersections. U-turns are permitted at signalized intersections.
	Concerned about no northbound left-turn access into Unionville Montessori.	Based on discussion between York Region and Unionville Montessori, a full move access will be provided on Kennedy Road.
	Currently we can turn left into our house and with a median it will not be possible. A U-turn is only feasible if drivers obey the rules of the road and do not block the intersections. How can we be expected to U-turn at these intersections during rush hour (i.e. when we get home from work) when people crowd the entire intersection?	A median is proposed to minimize conflict points with left-turn vehicles at unsignalized locations. Signal timing phases will be reviewed to provide green time to permit advance left-turns and u-turns.
<b>Other</b>	14 <sup>th</sup> Avenue to Highway 7 is a bottleneck with 7-8 lights and limited space to expand the lanes (only possible with narrow lane widths). Reduce the speed limit for all areas.	Section from 14 <sup>th</sup> Avenue to Duffield Drive requires narrow lane widths to minimize potential impacts to cemetery lands. From Duffield Drive to Highway 7 standard lane widths are proposed. Study team to forward comment to York Region Traffic and Safety group to review speed limit.

Topic	Comments and Questions	Response
	<p>Concerned that it will create a bottleneck at Steeles Avenue for the traffic going south, as Toronto is not planning to widen the road south of Steeles Avenue. It should ease the traffic going north. I am very surprised you did not recommend underpasses for the GO train like on Steeles Avenue. Safety is a key justification.</p>	<p>Since the Open House, Metrolinx has initiated the Stouffville Grade Separations Transit Project Assessment Process (TPAP) in 2020, please refer to the Metrolinx study for the final recommendation at this location.</p>
	<p>Given the timeline for 14<sup>th</sup> Avenue to Highway 7 is 2023, can Denison Street to 14<sup>th</sup> Avenue get resurfaced in the meantime?</p>	<p>Resurfacing of Kennedy Road between Denison Street to 14<sup>th</sup> Avenue is currently not identified in the next few years. York Region to discuss with Asset Management team to review the opportunity to resurface this section of Kennedy Road.</p>
	<p>Add a bus only left-turn lane on Highway 7 westbound to Kennedy Road southbound for VIVA, Route 304, and GO buses. They wait so long before they can turn left.</p>	<p>Future median rapidway is proposed on Highway 7 to transition to Kennedy Road.</p>
	<p>On 14<sup>th</sup> Avenue at the GO crossing of the same GO track, the track was put under the road. This was not shown as an option for the grading of the GO track crossing at Kennedy Road. Why?</p>	<p>Since the Open House, Metrolinx has initiated the Stouffville Grade Separations Transit Project Assessment Process (TPAP) in 2020, please refer to the Metrolinx study for the final recommendation at this location.</p> <p>For the railway crossing north of Highway 7, lowering of the track is not feasible due to proximity to Rouge River as there isn't sufficient clearance and avoid flooding at certain storm events.</p>
	<p>Is there potential for a parkette at the northwest corner of Kennedy Road and Birchview Lane?</p>	<p>The lands north of the intersection on the west side are owned by the City of Markham. Discussion of</p>

Topic	Comments and Questions	Response
		parkette will be forwarded to City of Markham for consideration and potentially incorporated into detailed design in the future.
	North of 16 <sup>th</sup> Avenue on the west side, the existing building to the centre line of the road is 18m. There is not enough space to accommodate a 3.0m MUP.	Existing Heritage Building located north of 16 <sup>th</sup> Avenue on the west side is identified for relocation to accommodate the proposed improvements. No additional buildings will be impacted at this location as a result of the proposed design.

Comment sheets received at Milliken Mills Community Centre and a copy of the roll plan comments are provided in **Appendix C**.

## Feedback Received at The Pan Am Centre – December 2, 2019

Thirty-nine (39) members of the public attended the open house at The Pan Am Centre, including one (1) City of Markham Staff, one (1) City of Markham Councilor, and the Deputy Mayor of the City of Markham. Fifteen (15) comment forms were submitted at the open house and fifteen (15) 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:

- Some disagreement with the preferred solution to widen the road to six lanes for Transit/HOV lanes, with suggestions to maintain four lanes but convert the existing curb lanes to Transit/HOV lanes;
- Some disagreement with the preferred solution for multi-use paths (MUP) on both sides for Active Transportation facilities;
- General agreement with the preferred solution for Hagerman Cemeteries to provide narrower MUPs on both sides and reduced lanes widths. Some attendees suggested to relocate the cemeteries;
- General agreement with the preferred solution for St. Philip’s and Bethesda Cemeteries to provide narrower MUPs on both sides and reduced lanes widths. Some attendees suggested to relocate the cemeteries;
- General agreement with the preferred solution for the Miller Avenue Extension to maintain the Markham EA approved alignment (k-1A);
- General agreement with the preferred solution for the 407ETR crossing to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing;

- General agreement with the **recommended** solution to shift the Viva rapidway to share the proposed transit/HOV lanes with YRT and provide MUPs and streetscaping. General agreement with the **Ultimate vision** to provide a median Viva rapidway;
- General agreement with the **recommended** and **ultimate solution** for the GO Rail crossing north of Clayton Drive. One attendee disagrees with the underpass;
- General agreement with the **recommended** solution to provide an at-grade crossing and **ultimate solution** to undertake a future study to determine the grade separation for the GO Rail crossing north of Austin Drive;
- Concern with aesthetics of Markham;
- Concern with transit fares;
- Concern about development and traffic congestion at Kennedy Road & 16<sup>th</sup> Avenue; and,
- Concern about vibration and noise.

Members of the Study Team recorded the comments received, including roll plan comments, at The Pan Am 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	Response
<b>Road Widening</b>	<p>Due to pollution issues, fossil fuels, environmental concerns, a 6-lane highway only encourages more car and truck use. Keep 4-lanes and use the curb lanes as Transit/HOV lanes. It will force people to take public transportation and help the environment.</p> <p>The road should not be widened to 6-lanes. Keep 4-lanes and use the curb lanes for transit/HOV. Increase service to every 15 minutes, then people will use transit.</p>	<p>The proposed design is to widen Kennedy Road from 4 to 6 lanes for Transit/HOV in order to accommodate future population and employment growth. The additional Transit/HOV lane will allow for improvements to the efficiency and reliability of transit service up to every 15 minutes in the future.</p> <p>Widening of Kennedy to provide Transit/HOV was recommended in the 2016 Transportation Master Plan and approved by Council.</p>
	<p>Transit/HOV lanes are not needed.</p>	<p>Transit/HOV lanes are required to support Kennedy Road as a Frequent Transit Network corridor to allow for transit up to every 15 minutes. YRT is unable to provide this</p>

Topic	Comments and Questions	Response
		increased level of service within the general purpose lanes with mixed traffic.
	The widening should be 36m through the entire corridor.	<p>The Region's Official Plan (OP) right-of-way for Kennedy Road identifies 43m from Steeles Avenue to 407ETR, and from Highway 7 to Major Mackenzie Drive. The Region's OP right-of-way from 407ETR to Highway 7 is identified as 45m.</p> <p>36m corridor will limit the available space to provide various facilities/features in the corridor such as MUP, utility and light poles, and tree planting.</p>
	The Transit/HOV lane should be converted to a Bus Only lane.	<p>The Transit/HOV lanes are currently approved by Council when roads are widened to 6 lanes.</p> <p>A bus-only lane is identified between Highway 7 and YMCA Boulevard for the future rapidway as per a separate EA study completed by YRRTC.</p>
<b>Active Transportation</b>	Allow cyclists on the sidewalk. The road is too dangerous.	Cyclists are not recommended to travel on the road but within the proposed boulevard MUPs.
	<p>For almost the same amount of space, you can have a standard sidewalk and a dedicated off-road bike lane.</p> <p>Fully protected bike lanes should be provided because they do not cost much more and do not take up much more space than an MUP.</p>	There are constrained areas along the corridor where the MUP is narrowed to a minimum width that does not provide adequate space for separate sidewalks and bike paths. To maintain consistency of the pedestrian and cyclist facilities throughout the corridor, an MUP on both sides is proposed.

Topic	Comments and Questions	Response
	<p>Provide MUP on one side only. The volumes isn't there to provide it on both sides.</p> <p>There is not enough current use to justify an MUP.</p>	<p>An MUP is proposed on both sides to provide more convenient connections and access to adjacent land uses for pedestrians and cyclists. The planned facilities are to accommodate future population and employment demands.</p>
	<p>There's too much focus on pedestrians, cyclists, and mass transit, all of which are minor stakeholders. Encourage pedestrians and cyclists to areas slightly east and west of Kennedy Road between 16<sup>th</sup> Ave. and Major Mackenzie Dr. The Priority for this section is cars.</p>	<p>The purpose of providing active transportation facilities and better, more frequent transit is to encourage users to choose other modes of transportation and shift mobility behaviours. Future improvements for other travel modes are also planned for 16<sup>th</sup> Avenue and McCowan Road.</p>
<b>Hagerman Cemeteries</b>	<p>The cemeteries should be relocated.</p>	<p>Relocating the cemeteries was considered but not carried forward due to the significant impacts of this option.</p>
<b>St. Philip's and Bethesda Cemeteries</b>	<p>The cemeteries should be relocated. The top of the hill is most dangerous for pedestrians and cyclists.</p> <p>Reduced lanes widths will be a problem in the long-term because of significant increasing traffic flow into the Kylemore townhome developments on the north-west segment of Kennedy Road &amp; 16<sup>th</sup> Ave. This must not be allowed because the residential roads and laneways of this development cannot accommodate such increase in traffic.</p>	<p>Relocating the cemeteries was considered but not carried forward due to the significant impacts of this option.</p> <p>In order to accommodate the road widening and active transportation users for the corridor while not impacting cemeteries, reduced lane widths area necessary. The reduced lane widths are within Canadian and Provincial standards for lane widths.</p>
<b>Miller Avenue Extension</b>	<p>Design the "T" intersection with Duffield Drive to accommodate the future road design (c/w AT) of the Miller Avenue extension.</p>	<p>The Duffield Drive and Kennedy Road intersection will include crossrides and crosswalks as required and will be confirmed during Detailed Design. The Miller</p>



Topic	Comments and Questions	Response
		Avenue Extension to Duffield Drive will be undertaken by the City of Markham.
	Make the northbound left-turn at Duffield Drive a dedicated left-turn phase.	Based on the traffic analysis, future northbound left-turn queues at Duffield Drive do not warrant a dedicated left-turn phase at this time. Study team to forward request to York Region Traffic and Safety group to continue to monitor left-turn volumes at this intersection.
<b>407ETR Crossing</b>	Separate bridges is safer for all.	Comment noted.
	This is very much preferred over the dangerous crossing at the ramps to the 404 at Highway 7.	Comment noted.
	Provide a bridge on one side only.	Comment noted and carried forward to detailed design in consultation with 407ETR, MTO, City of Markham and York Region.
	There are high instances of collisions at the 407ETR off-ramp intersection especially during rain/freezing rain conditions.	Study team to forward comments to 407ETR to review and address as appropriate.
	Provide separate bridges over the on-ramps.	The Recommended Design at the 407ETR is for AT bridges over the 407ETR only at this time. However based on consultation with 407ETR and feedback from the Open House, an Ultimate Vision has been identified to include separate AT bridges over the on-ramps and will be reviewed and confirmed during Detailed Design in consultation with 407ETR, MTO, City of Markham and York Region.
<b>GO Rail Crossing North of Austin Drive</b>	Future consideration should be limited to below ground separation to maintain resident privacy for the homes along Kennedy Road.	Comment noted and carried forward for the future study. An Underpass design is a consideration for the Future

Topic	Comments and Questions	Response
		Grade Separation study at this location.
	The ultimate vision is the preferred solution in the long-term.	Comment noted.
<b>Other</b>	It would be easier for us to move to a different City.	Comment noted.
	Do an environmental assessment to determine the air quality and dangerous toxins in the air due to greater use of cars and trucks.	An Air Quality Impact Assessment was conducted and concluded that the proposed widening will result in a small increase in predicted concentrations of all indicator compounds, with the exception of nitrogen dioxide, which shows a decrease. All relevant compounds are below the Project Criteria.
	Implement electric buses (NFI makes them).	Study team to forward request to York Region Transit.
	Use tree noise barriers as an opportunity to bring artists together. It's time to research infrastructure in other countries, which promote and support electric buses.	Noise barriers will be implemented in accordance with the Region's Noise By-Law, SOP and Design Standards.
	Transit fare should be free for high school students and seniors after 9:30am (everyday). There should be free buses to buses to Metrolinx and TTC stations.	Study team to forward request to York Region Transit.
	A lot of J-walking occurs from the Casa Del Sol residence to/from the Denison Centre across the street.	Study team to forward concern to YR traffic operations team and Markham.
	Add a southbound left at Carlton Road.	The proposed design includes a dedicated southbound left turn at Carlton Road.
	Review location for noise barrier. Vibration concerns from previous watermain construction. More vibration concerns with increased traffic and increase train traffic.	Comment noted. The study includes a Noise Impact Assessment which will identify impacts and mitigation measures (noise barriers) as required to address the projects impacts. The report

Topic	Comments and Questions	Response
		will be provided in the Environmental Study Report and available for public review.
	Install a traffic light at Angus Glen Boulevard to permit northbound left access.	Signal warrant analyses were completed for all unsignalized intersections. Future traffic volumes at Kennedy Road and Angus Glen Boulevard did not warrant signalization.
	Implement Dutch protected intersections for all intersections.	Protected intersection design (including crossrides and crosswalks) has been identified at all signalized intersections which will be reviewed and confirmed during Detailed Design in consultation with YR Active Transportation and in accordance with applicable YR intersection design standards / guidelines.
	There are long lines along Kennedy Road turning left into the Unionville Montessori Private School parking lot.	Comment noted. Study team to forward concern to traffic operations for review and address, if appropriate.
	At the intersection of Kennedy Road and 16 <sup>th</sup> Avenue, there is no need for a northbound advanced left-turn. However, a southbound left advanced green is needed.	Study team to forward request to traffic operations team.

Comment sheets received at The Pan Am Centre and a copy of the roll plan comments are provided in **Appendix D**.

## Feedback Received through Online Survey

Five (5) members of the public provided comments through the online survey, and three (3) members of the public submitted comments to the Region through Roads.ca during the commenting period (November 25, 2019 to December 28, 2019). The most common comments received include:

- Disagreement with widening for Transit/HOV lanes;
- Preference for separated sidewalks and cycle tracks instead of MUPs;

- General agreement with separate bridges over the 407ETR; however, there are concerns about conflict points at the on-ramps;
- Disagreement with the ultimate vision for the Viva Rapidway;
- General agreement with the **recommended** and **ultimate solution** for the GO Rail crossing north of Clayton Drive. One attendee disagrees with the underpass;
- General agreement with the **recommended** solution to provide an at-grade crossing and **ultimate solution** to undertake a future study to determine the grade separation for the GO Rail crossing north of Austin Drive;
- Concerns about noise; and
- Concerns about the centre median.

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
<b>Widening</b>	There is concern that HOV lanes will not make a huge impact considering the York Downs development at 16th Avenue & Kennedy Road. What other construction projects will happen to the north of 16th Avenue & Kennedy Road that will greatly impact use of Kennedy Road in the future?	A traffic assessment was completed as part of the EA study that analyzed projected traffic volumes to the year 2041, which accounted for future population and employment growth. The proposed curb lane is identified for Transit/HOV not just HOV. The Transit/HOV lane will provide for improvements and efficiencies to transit service which is planned for up to every 15minutes on Kennedy Road as a corridor of the Frequent Transit Network. Please review the York Region 2041 Road Network Map for identified improvements to other road corridors.
	See 3 links about HOV and HOT lanes: <a href="https://www.theglobeandmail.com/news/national/hov-lanes-a-green-disguise/article733361/">https://www.theglobeandmail.com/news/national/hov-lanes-a-green-disguise/article733361/</a>	Comment noted. The additional Transit/HOV lane will provide for improvements and efficiencies to transit service which is planned for up to every 15 minutes on Kennedy Road as a

Topic	Comments and Questions	Responses
	<p><a href="https://scholar.colorado.edu/cgi/viewcontent.cgi?article=2319&amp;context=honr_theses">https://scholar.colorado.edu/cgi/viewcontent.cgi?article=2319&amp;context=honr_theses</a></p> <p><a href="https://static1.squarespace.com/static/5babe62b29f2cc0c9b5103a5/t/5bc36756ec212d9111586e4c/1539532634445/Trojan+HOVs.pdf">https://static1.squarespace.com/static/5babe62b29f2cc0c9b5103a5/t/5bc36756ec212d9111586e4c/1539532634445/Trojan+HOVs.pdf</a></p> <p>Due to Induced Demand, road widening will create more congestion, air pollution and traffic deaths, etc.</p>	<p>corridor of the Frequent Transit Network.</p>
	<p>Construction south of highway 7 should be made a priority.</p>	<p>Construction for the section of Kennedy Road between 14<sup>th</sup> Avenue to Highway 7 is planned to commence in 2023 as per the Region's 2020 10-Year Construction Program. Council will review and update the 10 Year Construction Program annually.</p>
<p><b>Active Transportation</b></p>	<p>Is there enough pedestrian / cycling traffic north of highway 7 to justify this all the way to Major Mackenzie Drive? I use the road regularly and don't see that many cyclists especially in winter months.</p>	<p>Presently there are no dedicated cycling facilities along Kennedy Road. The purpose of providing active transportation facilities is to encourage users to choose other modes of transportation and shift mobility behaviours.</p>
	<p>There is concern that this will not always be possible on both sides of the road.</p>	<p>MUPs are proposed on both sides of the road. In constrained sections of the corridor, a narrower path will be provided to maintain a consistent facility on both sides for pedestrians and cyclists.</p>
	<p>While the inclusion of active transportation facilities is very much welcomed, the design concept being proposed simply moves the conflict between cyclists and motorists to a</p>	<p>Separated cycling facilities along Kennedy Road cannot fit continuously along the corridor due to the number of constrained</p>



Topic	Comments and Questions	Responses
	<p>conflict between cyclists and pedestrians. Any time that transportation methods of different speeds interact, there is conflict that can result in safety issues. Putting these two mismatched transportation modes together can also have the unintended consequence of pushing cyclists back onto the road in order to avoid pedestrian conflict. The better alternative is to have separate facilities for all three transportation modes. Is there no cost effective way of having separation?</p>	<p>sections along the corridor. At these constrained sections, a narrow path is recommended on both sides. MUP on both sides is proposed throughout the entire corridor to maintain consistency in facility type to avoid changing back and forth between facility types.</p>
	<p>Separation of cyclists and pedestrians has been proven safer world-wide. Speed difference is not inviting for both users.</p>	<p>See response above.</p>
	<p>Widening the road will reduce space between pedestrians and vehicles. The current layout keeps pedestrians safely away from traffic with enough space for pedestrians and cyclists to use simultaneously.</p>	<p>A utility/landscape buffer between the road and MUP is provided along the corridor to provide separation from vehicles. Except at constrained locations where the MUP will be adjacent to the road in short segments.</p> <p>The existing sidewalk accommodates pedestrians only. The minimum width of a sidewalk is 1.5m, but is not wide enough for cyclists to use in tandem. A 3.0m MUP is recommended to provide sufficient space for pedestrians and cyclists to share and to separate cyclists from vehicles.</p>
<p><b>Hagerman Cemeteries and St. Philip's on-the-hill and</b></p>	<p>We understand and recognize that certain constraints will require specific limited areas to have compromised, shared facilities. This alternative makes sense in this case.</p>	<p>Comment noted.</p>

Topic	Comments and Questions	Responses
<b>Bethesda Cemeteries</b>	Narrower lane widths should be considered all the way, since it is safer for vulnerable road users, since they are traffic calming.	Narrower lane widths along the entire corridor are not recommended due to road operations and maintenance, such as snow removal. Lane widths throughout the corridor are identified based on York Region's Towards Great Regional Streets Guideline for six lane roads. Standard lane widths throughout the corridor are narrower than the existing lane widths and will promote traffic calming. Narrower lane widths adjacent to the cemeteries are proposed in these constrained locations only for short segments.
<b>407ETR</b>	There is still a problem at the crossing of the on-ramps.	The Recommended Design at the 407ETR is for AT bridges over the 407ETR only. However based on consultation with 407ETR and feedback from the Open House, an Ultimate Vision has been identified to include separate AT bridges over the on-ramps and will be reviewed and confirmed during Detailed Design in consultation with 407ETR, MTO, City of Markham and York Region.
	I agree with the idea of pedestrian lanes near the 407ETR ramps. There is a considerable amount of foot traffic near the East and West 407 ramps and I think it would be beneficial for the pedestrians that frequent those crossing to have more safety measures put in place.	Comment noted. See above response.
<b>Viva Rapidway</b>	We agree with the general vision with respect to the Viva Rapidway,	Separated cycling facilities along Kennedy Road is not

Topic	Comments and Questions	Responses
	<p>but would prefer to see separated cycling and pedestrian facilities to eliminate the potential for conflict between these two users who travel at markedly different speeds.</p>	<p>recommended due to the number of constrained sections along the corridor. At these constrained sections, a narrow path is recommended on both sides. Therefore, an MUP on both sides is proposed throughout the entire corridor to maintain consistency in facility type to avoid changing back and forth between facility types.</p>
	<p>Generally agree with curb lanes for buses for now, but there is need to have cycle tracks, separated from pedestrians.</p>	<p>See response above.</p>
	<p>I do not agree with the ultimate vision to shift the Viva buses to dedicated centre lanes.</p>	<p>Comment noted.</p>
<p><b>GO Rail Crossing north of Clayton Drive</b></p>	<p>Given this proposal, why has the city just spent money re-doing the pathways on either side in the same position they were in? Could they not have been relocated so it only needed doing once?</p>	<p>Sidewalks at this crossing were improved to better delineate the pedestrian pathway and included pedestrian gates to prevent pedestrians from crossing the tracks when there is an oncoming train as per the City's Whistle Cessation policy. The recommendations from this EA study were not complete at the time of this work. It is also noted that based on the Region's current 2020 10-Year Construction Program, this section of Kennedy Road is not identified for construction within the next 10 years.</p>
	<p>Better to have grade separation from the beginning. Frequency of trains increasing.</p>	<p>Since the Open House, Metrolinx has initiated the Stouffville Grade Separations Transit Project Assessment Process</p>



Topic	Comments and Questions	Responses
		(TPAP) in 2020, please refer to the Metrolinx study for the final recommendation at this location.
<b>GO Rail Crossing north of Austin Drive</b>	This will be a challenge due to the short distance between the bridge, Austin Drive and the GO rail line.	Comment noted. A future study is recommended to determine the feasibility of a grade separation at this location. Access to Austin Drive will be incorporated into the future grade separation options.
	Better to have grade separation from the beginning. Frequency trains and safer for a 6 lanes road.	Comment noted. A grade separation is the ultimate vision and is subject to funding. Construction at this segment is not planned within the Region's current 2020 10 year Construction Program.
	I would like to hear more about these plans and would of course be against them if they included the destruction of the land and introduction of multi-use paths surrounding Kennedy road.	Comment noted. Contact will be added when the grade separation study is initiated at this location.
<b>Other</b>	On the face of it the study seems short sighted. The rapid population growth in the area that is planned will overwhelm any plans being proposed and additional capacity needs to be considered.	The purpose of providing Transit/HOV lanes and active transportation facilities is to encourage users to choose other modes of transportation and shift mobility behaviours. The proposed design maintains current vehicle capacity, while providing additional capacity for more buses and high occupancy vehicles.
	A 6 lane road is a Fat road and not a real Complete Street. <a href="https://www.strongtowns.org/journal/2016/6/6/narrow-streets-do-more-with-less">https://www.strongtowns.org/journal/2016/6/6/narrow-streets-do-more-with-less</a>	The Dutch junction design would not be feasible because the majority of cross-roads do not provide cycling facilities currently.



Topic	Comments and Questions	Responses
	<p>We also need Protected Intersections:  <a href="http://www.protectedintersection.com/">http://www.protectedintersection.com/</a></p> <p>The Dutch comments on Nick Falbo's video:  <a href="https://bicycledutch.wordpress.com/2014/02/23/junction-design-in-the-netherlands/">https://bicycledutch.wordpress.com/2014/02/23/junction-design-in-the-netherlands/</a></p>	<p>Intersections are proposed to have crossrides and crosswalks and will be reviewed in Detailed Design in consultation with York Region Active Transportation staff and current guidelines for intersection treatment for pedestrians and cyclists.</p>
	<p>There is concern regarding the centre median that blocks access to Denby Court. There is an aging number of residents and an increase of EMS vehicles on the street in the last few years. If there is a centre median, residents and EMS vehicles are unable to make a northbound left-turn onto the street and cannot make an eastbound left turn onto Kennedy Road. Having to make a u-turn at the nearest signalized intersection is illogical.</p> <p>The following alternatives should be considered:</p> <ol style="list-style-type: none"> <li>1. Reduced lane width, no centre median, with a narrow (1metre) multi use path on both sides (not 3 metres as proposed) as this would still accommodate a left turn lane northbound on Kennedy- there is plenty of room on either side of Kennedy Rd to do this.</li> <li>2. No center median at Denby Court/Second St and Kennedy Rd intersection and leave left turn lane.</li> <li>3. Partial median to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane.</li> </ol>	<p>The study team is reviewing and will revise the design to reflect a mountable curb with breakaway poles to permit EMS access at this location. During Detailed Design the Region will consult with EMS throughout the corridor to review and confirm where additional access is needed to provide similar treatment. A meeting will be scheduled with Denby Court residents to discuss the recommendations, if necessary.</p>



Topic	Comments and Questions	Responses
	<p>4. Lowered median that can be driven over to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane</p> <p>I request a meeting with Denby Court residents and York Region to discuss these changes before any decisions are made.</p>	
	<p>Widening the road will create more noise.</p>	<p>A Noise Assessment is being undertaken as part of this study to assess impacts of the proposed improvements. Mitigation measures (noise barriers) will be recommended as required and in conformance with York Regions' Noise Policy and SOP.</p>
	<p>The removal of trees is opposed.</p>	<p>Tree removals may be necessary based on the identified improvements. Tree protection plans and a compensation strategy to mitigate for tree removals will be determined in consultation with the Toronto and Region Conservation Authority (TRCA) during Detailed Design.</p> <p>Where feasible, tree plantings within the boulevards and select locations within the median are identified.</p>
	<p>There is concern with the centre median as it is unnecessary, unsafe, and illogical. Do not build a median that forces us to drive needlessly around Unionville. This will add aggravation and nuisance to our daily lives and will impact our ability</p>	<p>The raised centre median prevents left-turning vehicles from crossing three lanes of traffic at unsignalized locations. Vehicles are permitted to</p>

Topic	Comments and Questions	Responses
	to come and go as we please with our daily errands.	making u-turns at signalized intersections.
	There is concern with buses idling at bus stops near homes.	Homes along Kennedy Road are sufficiently setback from the right-of-way.

A copy survey responses and emailed comments are summarized in **Appendix E**.

## Feedback Received through Social Media

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