Appendix C

Comment Forms and Roll Plan Comments Received at Milliken Mills Community Centre

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [redacted]
2. Which public open house did you attend?
   - [x] November 25, 2019 (Milliken Mills Community Centre)
   - [ ] December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [x] Email from the project team
   - [ ] Word of Mouth
   - [ ] Road sign
   - [ ] Other (please specify) _____

Road Widening Design Approach:

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?
   - [x] Yes
   - [ ] No

Comments:

_____

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Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?
   - [x] Yes
   - [ ] No

Comments:

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Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☑ Yes ☐ No

Comments:

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☑ Yes ☐ No

Comments:

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Good call!

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7,** it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

12. At the **GO Rail crossing north of Austin Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to undertake a future study to make a determination for the grade separation (either Underpass or Overpass) at this crossing. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

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

No

[redacted]

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

Vanessa Savelli
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 | Fax: 905-836-4590

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Comments:

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Comments:

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Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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Comments:

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☑ Yes ☐ No

Comments:

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[redacted]

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   - [ ] Yes
   - [x] No

Comments:

FIND A WAY OF DIVERTING TO ANOTHER ROAD PARALLEL TO KENNEDY ROAD

Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

   - [ ] Yes
   - [x] No

Comments:

Areas of Special Consideration:

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   ☐ Yes ☐ No

Comments:

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   ☐ Yes ☐ No

Comments:

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Comments:

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Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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☒ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:
HAVE THEY THOUGHT ABOUT THIS PLAN
ON WARDEN AVE.

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☐ Yes ☒ No

Comments:
UNDER PASS NOT REQUIRED.
IDEA OF PROVIDING A SEPARATE SIGNAL
IS A BETTER SUGGESTION: MORE CYCLIST
BETWEEN KENNEDY AND DENISON. SO
THINK ABOUT ANY FEASIBLE SUGGESTION.

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
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☐ Yes ☐ No

Comments:

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

ALREADY STEELES AVENUE IS A COMPLETE MESS. ~~SO~~ IT SHOULD NOT HAPPEN ON KENNEDY ROAD.

[redacted]

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Communications and Community Engagement Specialist
The Regional Municipality of York
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Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

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   - [ ] Yes
   - [x] No ↳ can't be widened on both sides in all areas

Comments:
I don't know that this makes sense, as we live on kennedy, so I can see that 90% of the vehicles are solo drivers, so what use is construction of an HOV lane... this won't alleviate traffic.

Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?
   - [ ] Yes
   - [ ] No

Comments:
I like the idea of a path for pedestrians and cyclists because trying to accomodate cyclists on kennedy Rd (esp if 6 lanes) would be ridiculous and dangerous

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

Areas of Special Consideration:

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   ☐ Yes ☐ No

Comments:

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Comments:

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   ☐ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:

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☐ Yes ☐ No

Comments:

we NEED to be able to U-Turn in some cases.

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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☐ Yes ☐ No

Comments: *do not block the intersections which I can tell you hardly ANY DRIVERS in the 14th Ave to Highglen area obey. How can we be expected to U-Turn at these ~~intersections~~ during ~~our~~ rush hour (ie. when we get home from work) when people crowd the entire intersection.? *

13. Please share any other comments you may have related to the Kennedy Road EA Study:
I am still confused as to how there is enough room to create new pathways that are 1.5m larger AND add an extra lane on each side, but if it means less disruption for ~~me~~ residents, that is helpful. Still, currently we can turn left into our house and with a median that isn't possible - a U-TURN is only feasible if drivers obey the rules of the road and *

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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4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

   - [ ] Yes
   - [ ] No * (URGENT CONCERN)

Comments:

* Median Blocks Access for Left Turn into & out of our property
* TAKING AWAY OUR ACCESS UNDER THE NEW PATH

Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

   - [ ] Yes
   - [ ] No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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   ☐ Yes ☐ No

Comments:

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   ☐ Yes ☐ No

Comments: Median Blocks Access for Left Turn into & out of our property

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   ☐ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
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☑ Yes ☐ No

Comments:

CYCLIST SAFETY MUST BE CONSIDERED ESPECIALLY HIGH SPEED LARGE VEHICLES

ALSO CYCLIST USE ONLY 4 MONTHS A YEAR ~~IS IT~~ DEPENDS HOW MUCH BUDGET IS ALLOCATED

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7,** it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

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Comments:

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☐ Yes ☐ No

Comments:

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

THE AVE to HWY 7 (A BOTTLE NECK AREA) WITH 7–8 LIGHTS LIMITED SPACE TO EXPAND LANES – (ONLY IF MAKE NARROW LANES)

* (REDUCE SPEED LIMIT FOR ALL AREAS)

[redacted]

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Comments:

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Comments:

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Comments:

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

I am concerned that it will create a bottleneck at Steeles for the traffic going South as Toronto is not planning to widen Kennedy South of Steeles. It should ease the traffic going North. I am very surprised that you did not recommend underpasses for the GO train like we are getting on Steeles. Safety is a key consideration.

[redacted]

Please leave your completed Comment Form in the drop box or send your comments (by December 27, 2019) to:

Vanessa Savelli
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 | Fax: 905-836-4590

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

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Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

1. What is your home postal code? [redacted]
2. Which public open house did you attend?
   - [x] November 25, 2019 (Milliken Mills Community Centre)
   - [ ] December 2, 2019 (Markham Pan Am Centre)

3. How did you hear about the open house? Select all that apply.
   - [x] Direct mail / Flyer
   - [ ] Newspaper Ad
   - [ ] Email from the project team
   - [ ] Word of Mouth
   - [ ] Road sign
   - [ ] Other (please specify) _____

Road Widening Design Approach:

4. The preferred solution for **Kennedy Road between Steeles Ave. and Major Mackenzie Dr.** is to widen the road to six lanes for public transit / High Occupancy Vehicles (HOV), add cycling and pedestrian facilities, and improve streetscaping. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?
   - [x] Yes
   - [ ] No

Comments:

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Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?
   - [x] Yes
   - [ ] No

Comments:

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Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

Areas of Special Consideration:

6. The recommended alternative at Kennedy Road by **Hagerman Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☑ Yes ☐ No

Comments:

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☑ Yes ☐ No

Comments:

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:
- give priority to the miller av. extension ... that will help improve East/West traffic congestion
- may even help the ~~[illegible]~~ light timing issue @ 14th & Kennedy -

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☐ Yes ☑ No

Comments:
- Separate structures to maintain
- ~~regardless of the split~~

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7,** it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☑ No

Comments:
- moving to the "ultimate" vision will cause more disruptions:
  - working sdw already in place
  - buses crossing traffic lanes to go to "ultimate" center lanes.
  - loss of HOV lanes
  - for a relatively short span of road.

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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☐ Yes ☑ No

Comments:

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

Given the time line, 2023 for 14th → #7, can Kennedy between Denniston & 14th get resurfaced in the mean time??

[redacted]

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Kennedy Road Class Environmental Assessment Study

Steeles Avenue to Major Mackenzie Drive

Open House #2 – November 25 and December 2, 2019

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   - [ ] No

Comments:

Active Transportation Facilities:

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   - [x] Yes
   - [ ] No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

Areas of Special Consideration:

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☑ Yes ☐ No

Comments:

7. The recommended alternative at Kennedy Road by **St. Philips and Bethesda Cemeteries** is to provide narrower multi-use paths on both sides of Kennedy Road between Steeles Avenue and Major Mackenzie Drive and reduced lane widths. Do you generally agree with the recommendation?

☑ Yes ☐ No

Comments:

8. The recommended alternative for the **Miller Avenue Extension** is to maintain the Markham EA approved alignment (K-1A) which provides access to Kennedy Road via Duffield Drive intersection and does not impact the replacement of the CN Rail Overpass structure. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

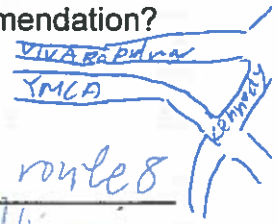
9. The recommended alternative at the **407ETR Crossing** is to provide separate pedestrian and cyclist bridges on both sides of the 407ETR crossing. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:
Please work with 407ETR to corridate the timing of traffic signals. Heavy back up in the morning SB

10. For the **Viva Rapidway from YMCA Boulevard to Highway 7,** it is Recommended to shift the Viva rapidway to share the proposed Transit/HOV lanes with YRT and provide multi-use paths and streetscaping. This will later be converted to the Ultimate Vision to provide a median Viva rapidway, multi-use paths and streetscaping. Do you generally agree with this recommendation?

☐ Yes ☑ No A separate rapidway north of YMCA blvd



Comments:
The Ultimate Vision for VIVA rapidway will lead to route 8 Kennedy being in the general ~~traffic~~ traffic lanes, resulting in significant delays for route 8 Kennedy. Also, there are bus bays on the design plates which the VIVA vehicles can use to pass the local buses. Convert the ~~the~~ transit/HOV lanes in to ~~the~~ bus only lanes in the future

11. At the **GO Rail crossing north of Clayton Drive** it is Recommended to provide an at-grade crossing with multi-use paths on both sides of Kennedy Road, and an Ultimate Vision to provide an underpass (below the GO Rail tracks) with multi-use paths on both sides of Kennedy Road. Do you generally agree with this recommendation?

☑ Yes ☐ No

Comments:

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
Open House #2 – November 25 and December 2, 2019

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☐ Yes ☐ No

Comments:

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

Add a bus only left turn lane Highway 7 WB to Kennedy SB for VIVA, 304, GO buses. They wait so long before they can turn left.

[redacted]

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   - [x] Yes
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Comments:

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Comments:

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Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
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☑ Yes ☐ No

Comments:

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☑ Yes ☐ No

Comments:

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Comments:

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☒ Yes ☐ No

Comments:

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☒ Yes ☐ No

Comments:

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☑ Yes ☐ No

Comments:

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Comments:

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Comments:

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☐ Yes ☐ No

Comments: Concerned with reduced lane width... Will lane widths be sufficient to prevent accidents?

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☐ Yes ☐ No

Comments: -See above

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Comments:

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Comments:

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☒ Yes ☐ No

Comments:

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☑ Yes ☐ No

Comments:

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[redacted]

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   ☐ Yes ☐ No

Comments:

Please do not block the entrance to Denby Court. It would restrict entrance to residents, ambulance, fire services and school buses. Kennedy & Hwy 7 is already a high accident intersection - do not add to the already bad situation. Maintain the centre left turn lane. Planning for the transportation needs of the Kennedy Rd corridor while impeding the transportation needs of Denby Crt residents by taking away the current access to their street & forcing them to take circuitous routes is regressive not progressive and demonstrates disregard for the safety and transportation needs of residents

Active Transportation Facilities:

5. The preferred solution for the active transportation facilities is to provide a continuous multi-use path on both sides of **Kennedy Road between Steeles Ave and Major Mackenzie Dr.** Do you generally agree with the recommendation to provide a Multi-Use Path?

   ☐ Yes ☐ No

Comments:

Do not add bicycle lanes. Kennedy is a very busy street. Few cyclists ride on Kennedy Rd

Kennedy Road Class Environmental Assessment Study
Steeles Avenue to Major Mackenzie Drive
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Comments:

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Comments:

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☐ Yes ☐ No

Comments:

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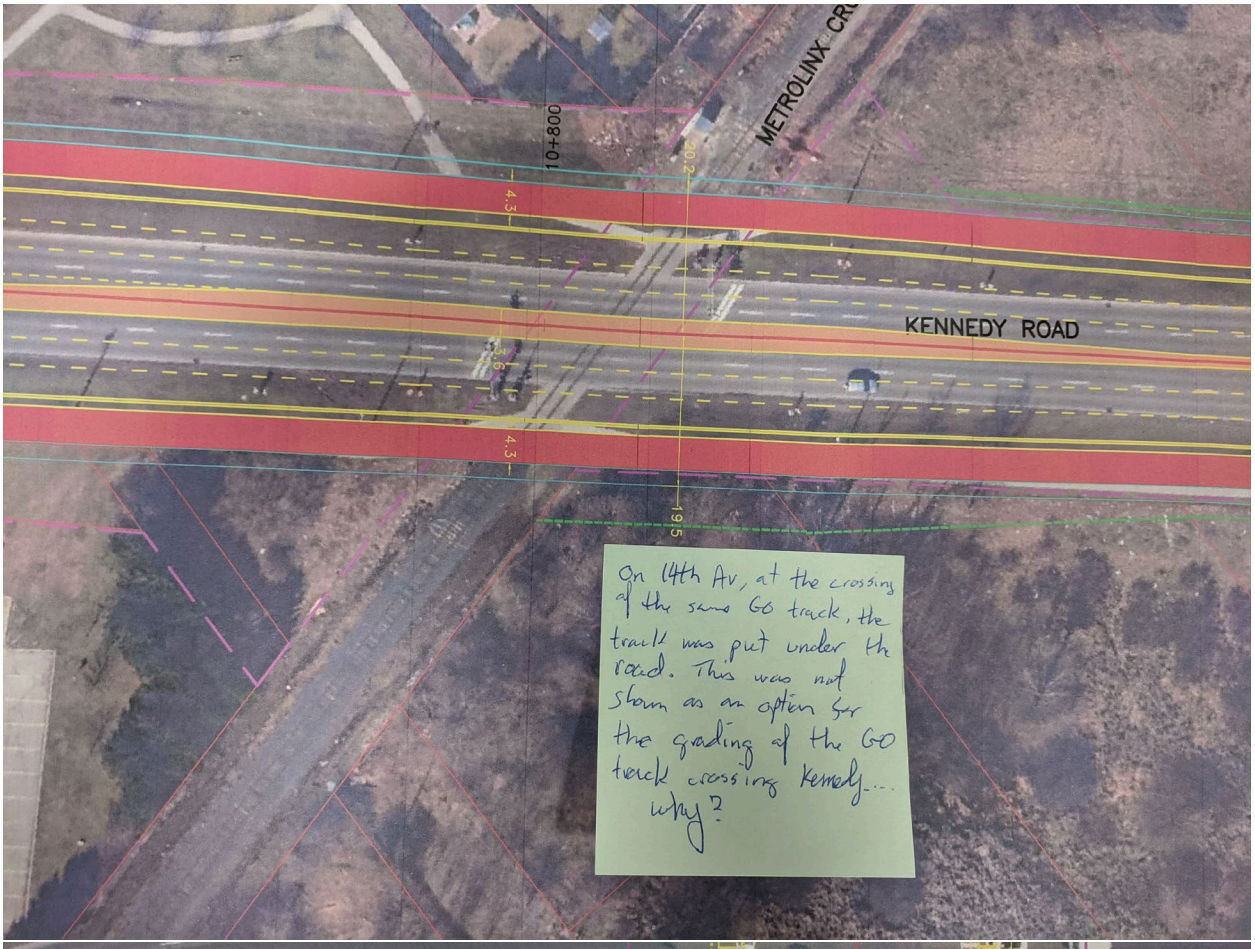
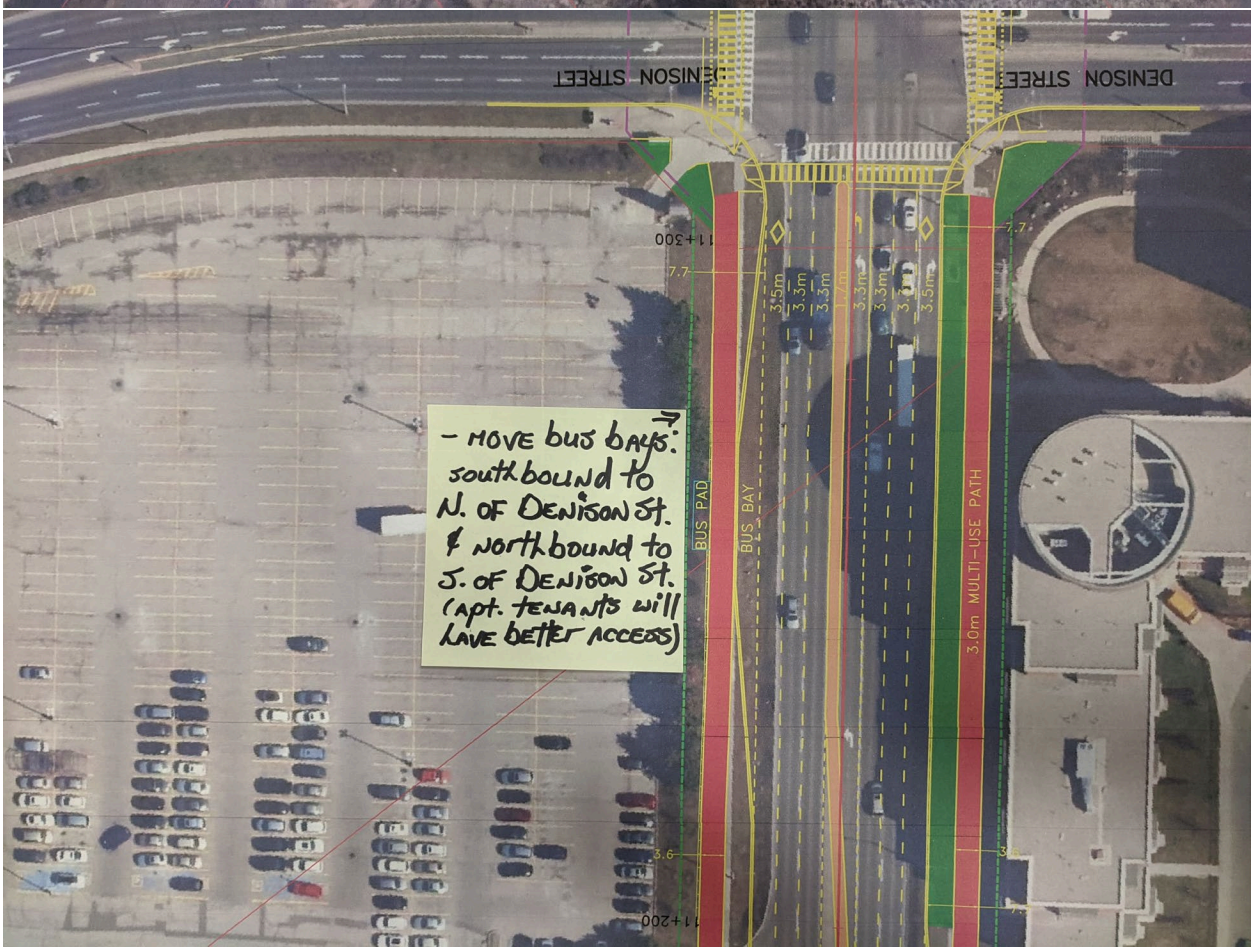
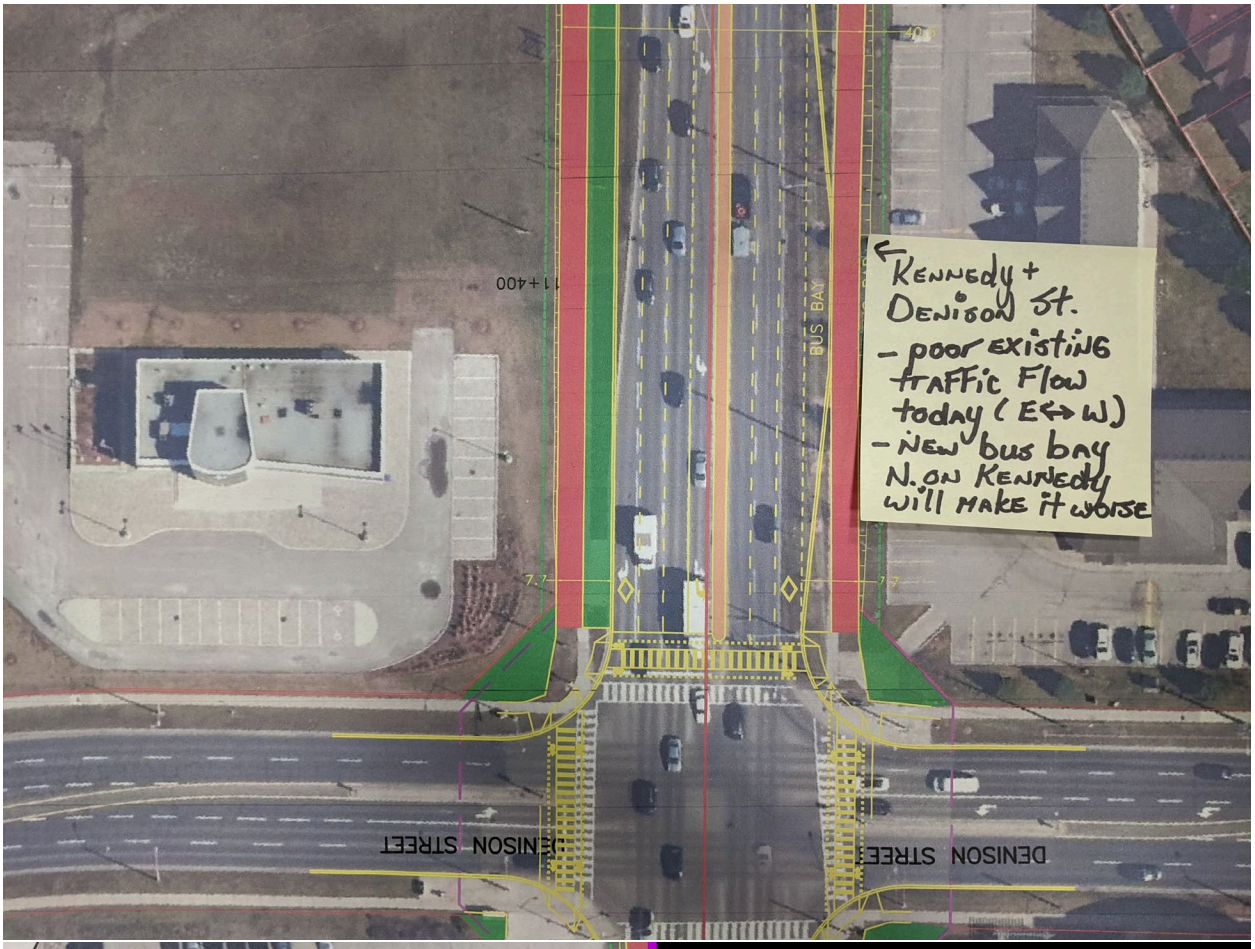
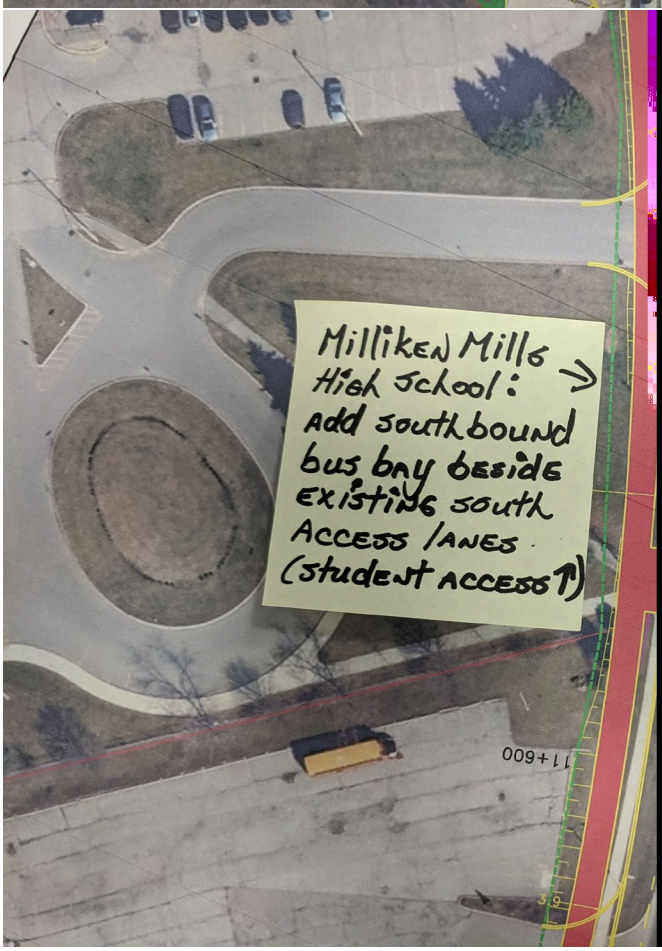
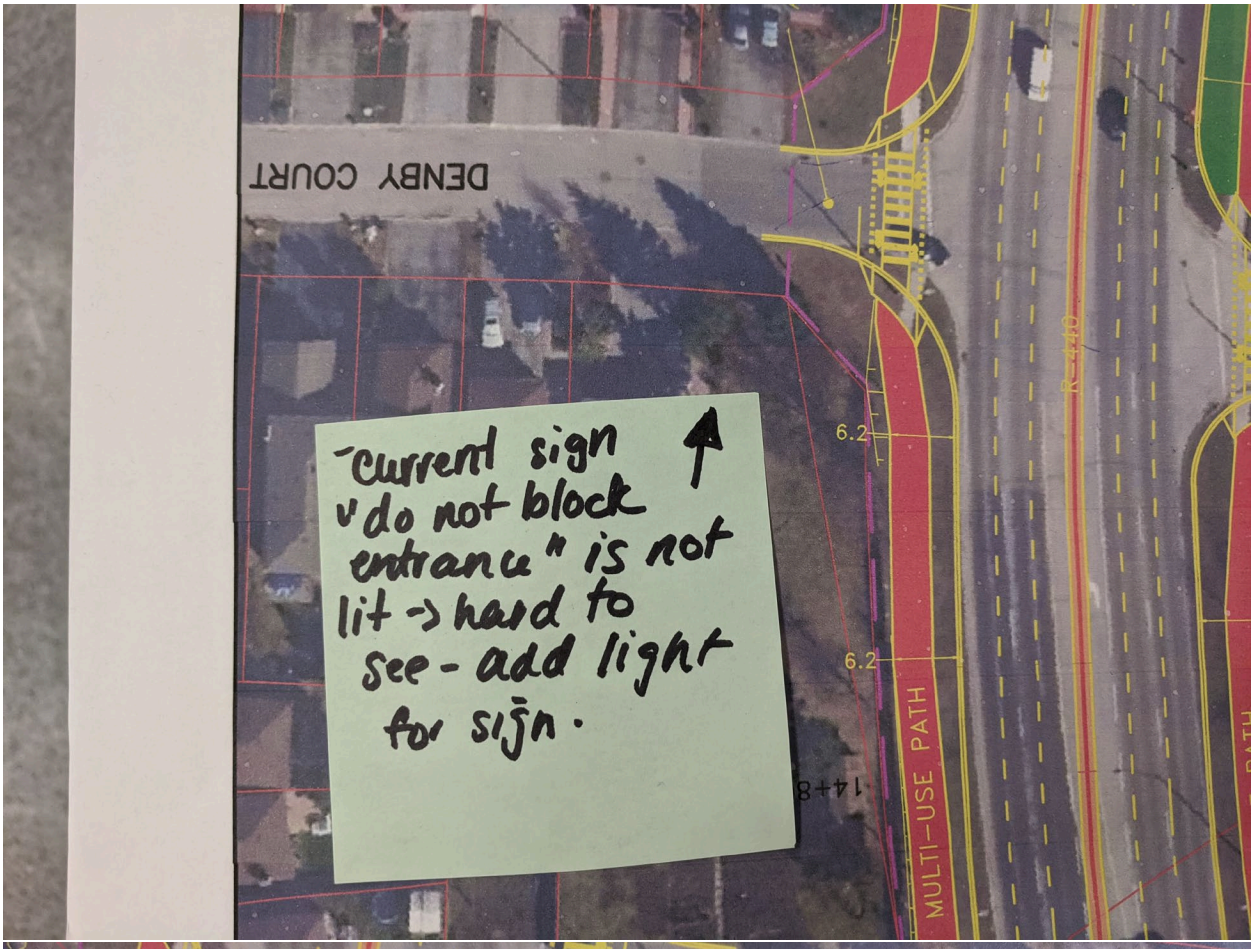

METROLINX CR
10+800
KENNEDY ROAD
On 14th Av, at the crossing of the same GO track, the track was put under the road. This was not shown as an option for the grading of the GO track crossing Kennedy... why?

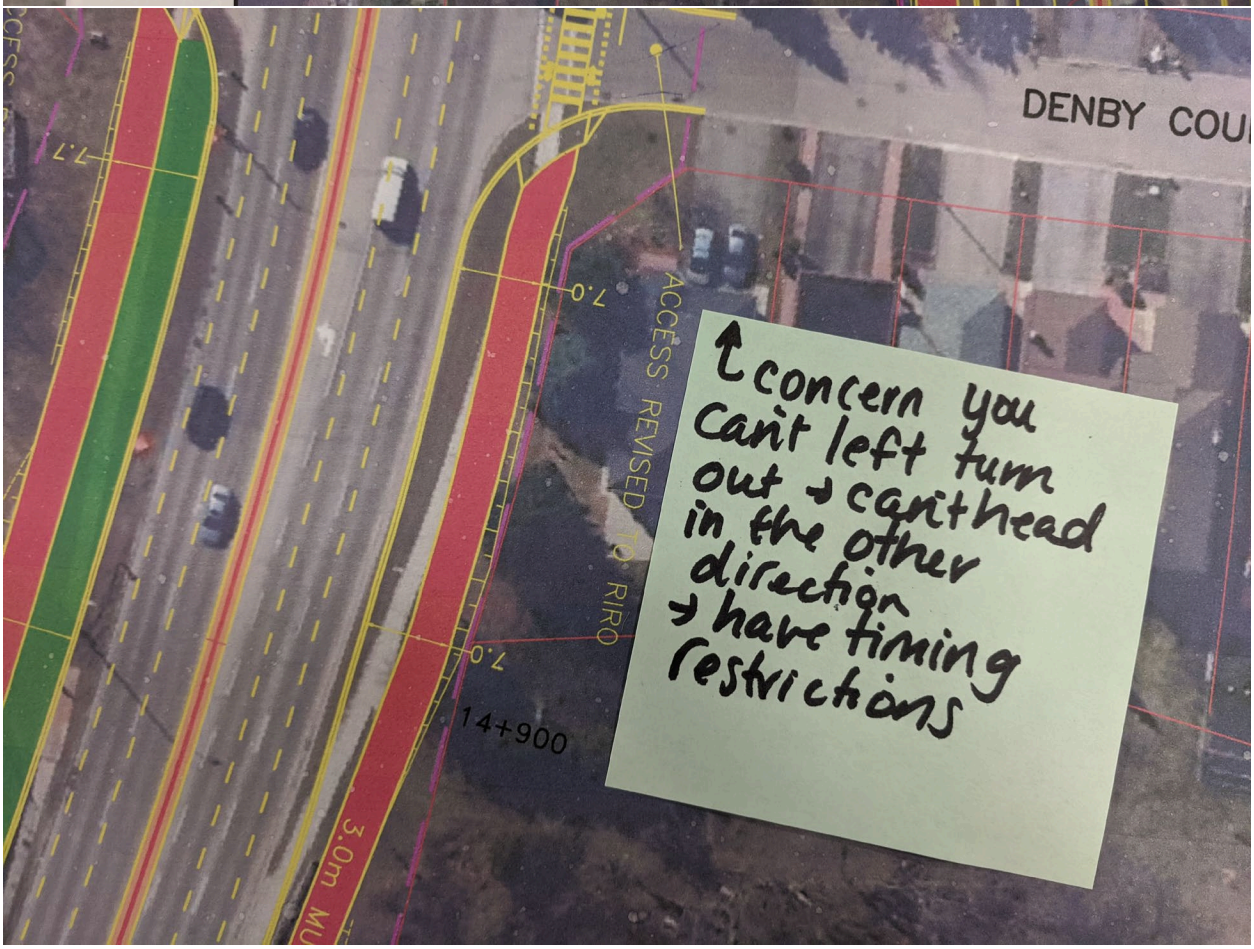

DENISON STREET
DENISON STREET
11+300
11+200
BUS PAD
BUS BAY
3.0m MULTI-USE PATH
- MOVE BUS BAYS: SOUTHBOUND TO N. OF DENISON ST. & NORTHBOUND TO S. OF DENISON ST. (APT. TENANTS WILL HAVE BETTER ACCESS)

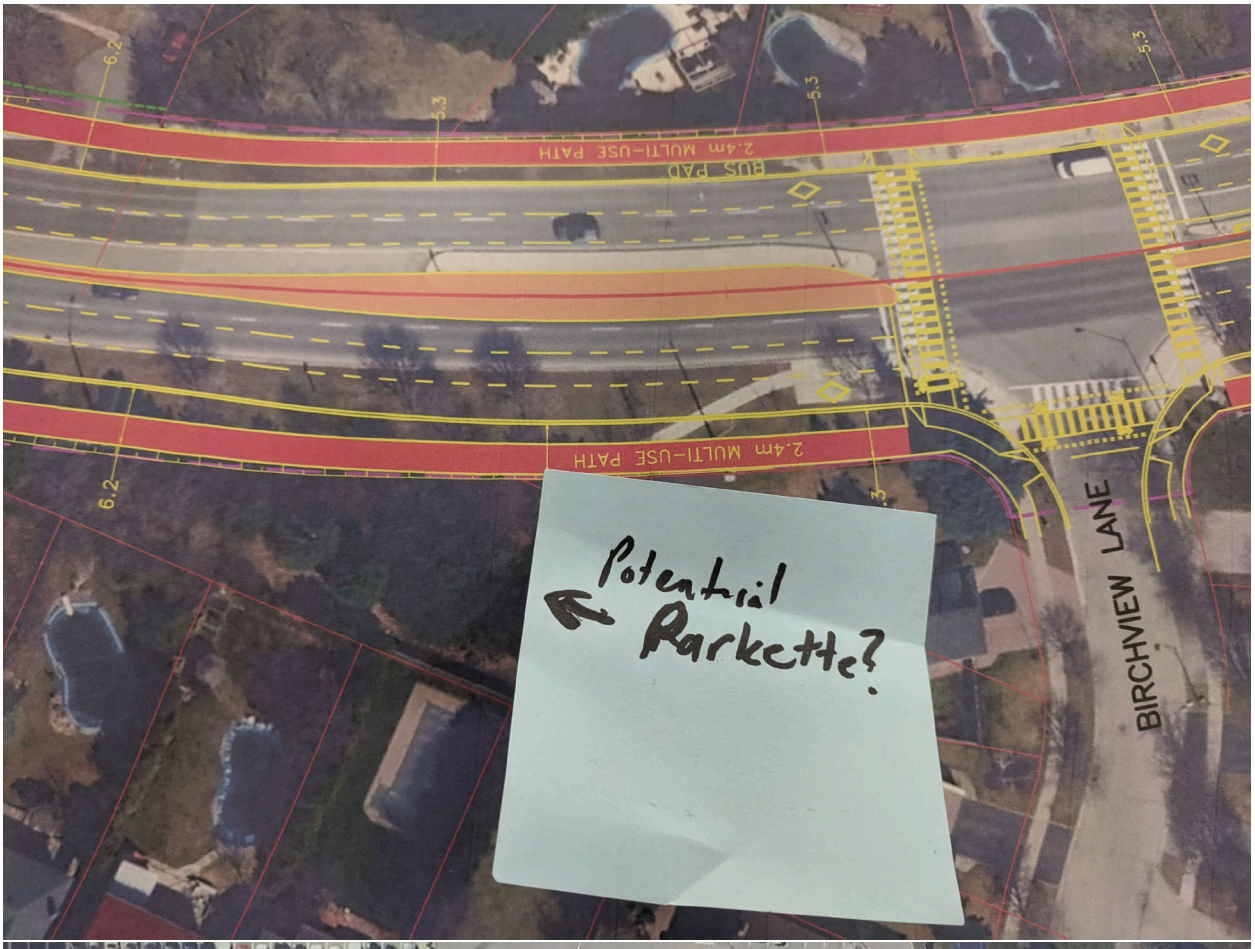

Kennedy + Denison St.
- poor existing traffic flow today (E↔W)
- New bus bay N. on Kennedy will make it worse
BUS BAY
DENISON STREET
DENISON STREET
11+400


Milliken Mills High School: → Add southbound bus bay beside existing south access lanes (student access ↑)
11+600

YMCA BLVD
R=500
and GOBus routes
VIVA rapidway
to GO station
YMCA
Buses should only wait 2 mins here
Helen
Signal changes only when there are buses


DENBY COURT
current sign "do not block entrance" is not lit → hard to see - add light for sign.
6.2
6.2
MULTI-USE PATH
14+8


DENBY COU
7.7
7.0
7.0
ACCESS REVISED TO RIRO
14+900
3.0m MU
concern you can't left turn out → carthead in the other direction → have timing restrictions


2.4m MULTI-USE PATH
BUS PAD
2.4m MULTI-USE PATH
BIRCHVIEW LANE
Potential Parkette?

TO BE RELOCATED TBC
EC: 16+945.44
17+000
ACCESS REVISED TO RIRO
3.0m MULTI-USE PATH
17+100
Ex. bldg to ℄ ~~to Barn~~
18m
Not enough to to accommodate 3m MUP
Left turn NB Access to UMS ?
BUS BAY
ACCESS REVISED TO RIRO