

Appendix E

Summary of Online Survey Forms and Emailed Comments

Kennedy Road EA Online Open House Feedback Summary

Survey responses:

#1

Sent: Friday, November 29, 2019 6:24 PM

To: Roads.EA

Subject: Kennedy Road EA Online Open House Comments

Name: [REDACTED]

Email: [REDACTED]

Q1. What is your home postal code?

[REDACTED]

Q2. Did you attend a public open house?

No, I was unable to attend

Q3. How did you hear about the open house?

Direct Mail/Flyer

Other:

Q4. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

You are unable to resolve bus stops put at people homes. City staff and politicians do not reply to letters or emails. My neighbors and I are talking to vote current political staff out

Q5. Do you generally agree with the recommendation to provide a multi-use path?

Busses idle at people homes. Trash is not picked up. People damage people homes and city and YRT do not care of home owners

Q6. Do you generally agree with this recommendation?

This is not a good idea

Q7. Do you generally agree with this recommendation?

not a good idea

Q8. Do you generally agree with this recommendation?

Respondent skipped this question

Q9. Do you generally agree with this recommendation?

Not a good idea

Q10. Do you generally agree with this recommendation?

Respondent skipped this question

Q11. Do you generally agree with this recommendation?

Respondent skipped this question

Q12. Do you generally agree with this recommendation?

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Respondent skipped this question

Q13. Any other comments:

The city does not care of home owners . My neighbours and i are working on our rights and will continue to challenge everyone in charge

Confidential: true

Subscribe to mailing list: true

#2

Sent: Monday, December 2, 2019 11:37 AM

To: Roads.EA

Subject: Kennedy Road EA Online Open House Comments

Name: [REDACTED]

Email: [REDACTED]

Q1. What is your home postal code?

[REDACTED]

Q2. Did you attend a public open house?

December 2, 2019

Q3. How did you hear about the open house?

Direct Mail/Flyer, Other

Other

[REDACTED]

Q4. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

My concern is that HOV lanes will not make a huge impact during the times when they are needed. Factor in the 2500 new houses coming to region at 16th & Kennedy for the Yorks Downs development how much relief of congestion will this actually yield? As a relative newcomer to the region it seems we need to plan further ahead. What other construction projects will happen to the north of 16th & Kennedy that will greatly impact use of Kennedy Road in the future?

Q5. Do you generally agree with the recommendation to provide a multi-use path?

Generally but seriously is there enough pedestrian / cycling traffic north of highway 7 to justify this all the way to Major Mackenzie? I use the road regularly and don't see that many people of cyclists - especially in winter months.

Q6. Do you generally agree with this recommendation?

See comments re: pedestrians above

Q7. Do you generally agree with this recommendation?

See comments re: pedestrians above

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Q8. Do you generally agree with this recommendation?

Respondent skipped this question

Q9. Do you generally agree with this recommendation?

Respondent skipped this question

Q10. Do you generally agree with this recommendation?

Respondent skipped this question

Q11. Do you generally agree with this recommendation?

Given this proposal why has the city just spent \$\$\$ redoing the pathways on either side in the same position they were in? Could they not have been relocated so it only needed doing once?

Q12. Do you generally agree with this recommendation?

Respondent skipped this question

Q13. Any other comments:

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.

Confidential: false

Subscribe to mailing list: true

#3

Sent: Monday, December 2, 2019 4:56 PM

To: Roads.EA

Subject: Kennedy Road EA Online Open House Comments

Name: [REDACTED]

Email: [REDACTED]

Q1. What is your home postal code?

[REDACTED]

Q2. Did you attend a public open house?

No, I was unable to attend

Q3. How did you hear about the open house?

Email from the Project Team

Other:

Q4. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

Respondent skipped this question

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Q5. Do you generally agree with the recommendation to provide a multi-use path?
But I am not sure that this will always be possible on both sides of the road.

Q6. Do you generally agree with this recommendation?
Respondent skipped this question

Q7. Do you generally agree with this recommendation?
Respondent skipped this question

Q8. Do you generally agree with this recommendation?
Respondent skipped this question

Q9. Do you generally agree with this recommendation?
Respondent skipped this question

Q10. Do you generally agree with this recommendation?
Respondent skipped this question

Q11. Do you generally agree with this recommendation?
Respondent skipped this question

Q12. Do you generally agree with this recommendation?
I think that this will be a challenge due to the short distance between the bridge, Austin Drive and the GO rail line.

Q13. Any other comments:

Confidential: true
Subscribe to mailing list: true

#4

Sent: Friday, December 13, 2019 10:15 AM
To: Roads.EA
Subject: Kennedy Road EA Online Open House Comments

Name: [REDACTED]
Email: [REDACTED]

Q1. What is your home postal code?
Respondent skipped this question

Q2. Did you attend a public open house?
No, I was unable to attend

Q3. How did you hear about the open house?
Direct Mail/Flyer, Email from the Project Team, York.ca

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Other:

Q4. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

Respondent skipped this question

Q5. Do you generally agree with the recommendation to provide a multi-use path?

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 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?

Q6. Do you generally agree with this recommendation?

Despite the comments above, we understand and recognize that certain constraints will require specific limited areas to have compromised, shared facilities. This alternative makes sense in this case.

Q7. Do you generally agree with this recommendation?

Again, despite the comments above, we understand and recognize that certain constraints will require specific limited areas to have compromised, shared facilities. This alternative makes sense in this case.

Q8. Do you generally agree with this recommendation?

Respondent skipped this question

Q9. Do you generally agree with this recommendation?

Respondent skipped this question

Q10. Do you generally agree with this recommendation?

We agree with the general vision with respect to the Viva Rapidway, 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.

Q11. Do you generally agree with this recommendation?

Again, despite the comments above, we understand and recognize that certain constraints will require specific limited areas to have compromised, shared facilities. This alternative makes sense in this case.

Q12. Do you generally agree with this recommendation?

Again, despite the comments above, we understand and recognize that certain constraints will require specific limited areas to have compromised, shared facilities. This alternative makes sense in this case.

Q13. Any other comments:

Confidential: false

Subscribe to mailing list: false

Kennedy Road EA Online Open House Feedback Summary

#5

Sent: Tuesday, December 24, 2019 1:01 PM

To: Roads.EA

Subject: Kennedy Road EA Online Open House Comments

Name: [REDACTED]

Email: [REDACTED]

Q1. What is your home postal code?

[REDACTED]

Q2. Did you attend a public open house?

December 2, 2019

Q3. How did you hear about the open house?

Email from the Project Team

Other:

Q4. Do you generally agree with the recommendation to widen the road on both sides to balance the impacts on both sides of Kennedy Road?

See: 3 links about HOV and HOT lanes:

<https://www.theglobeandmail.com/news/national/hov-lanes-a-green-disguise/article733361/>

https://scholar.colorado.edu/cgi/viewcontent.cgi?article=2319&context=honr_theses

<https://static1.squarespace.com/static/5babe62b29f2cc0c9b5103a5/t/5bc36756ec212d9111586e4c/1539532634445/Trojan+HOVs.pdf>

Due to Induced Demand, roadwidening will create more congestion, air pollution and traffic deaths, etc.

Q5. Do you generally agree with the recommendation to provide a multi-use path?

Separation of cyclists and pedestrians has been proven safer world wide. Speed difference is not inviting for both users.

Q6. Do you generally agree with this recommendation?

If there is no choice. Narrower lane widths should be considered all the way, since it is safer for vulnerable road users, since they are traffic calming.

Q7. Do you generally agree with this recommendation?

See above

Q8. Do you generally agree with this recommendation?

Respondent skipped this question

Q9. Do you generally agree with this recommendation?

Still a problem at the crossing of the merging lanes, though.

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Q10. Do you generally agree with this recommendation?
need to have cycle tracks, separated from pedestrians.
Ok with curb lanes for buses for now.

Q11. Do you generally agree with this recommendation?
Better to have grade separation from the beginning. Frequency of trains increasing.

Q12. Do you generally agree with this recommendation?
Better to have grade separation from the beginning. Frequency trains and safer for a 6 lanes road.

Q13. Any other comments:
A 6 lane road is a Fat road and not a real Complete Street.
<https://www.strongtowns.org/journal/2016/6/6/narrow-streets-do-more-with-less>
We also need Protected Intersections:
<http://www.protectedintersection.com/>
The Dutch comments on Nick Falbo's video:
<https://bicycledutch.wordpress.com/2014/02/23/junction-design-in-the-netherlands/>
Confidential: false
Subscribe to mailing list: True

Email responses via Roads.ea:

#1

From: [REDACTED]
Sent: Wednesday, November 27, 2019 12:25 PM
To: Roads.EA
Subject: Kennedy Road Project: 99240, 84890, 98960, 81954

Hello,

I was at the Open House 2 Monday Nov 25 at Miliken Mills and was I have concerns about the proposed blocking (Centre median) of Kennedy Road at Denby Court (just north of Hwy 7). I am a resident of Deny Court.

If Kennedy Rd has a centre median put in, and when seconds count, how does EMS get onto Denby Court if they can't turn onto the street? Not every ambulance, fire engine and police car only travel south on Kennedy. There is an aging number of residents and an increase of EMS vehicles on the street in the last few years.

Also, this also does not allow the residents of Kennedy Rd to turn onto our street going north on Kennedy. I don't understand the logic in this decision - we had the exact same issue about 10-12 years ago when this same expansion was proposed. Why should every resident of Kennedy Rd have to go north and turn around or around the block to enter the street? That is illogical. It also means that we can't turn north out of our street, which is just as inconvenient and illogical. why should we be forced to go south to Hwy 7 then east or west in order to go north?

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Has a traffic study ever been done to review the traffic in and out of Denby Court and how many people go/turn north on Kennedy Rd out of Denby Court and how many people turn into Denby Court from northbound Kennedy Rd? If not, then how are these decisions made?

I would like further discussion with the residents of the street and York Region on this proposed change and it is dangerous for EMS when seconds count and inconvenient for residents who will now how to travel further to get in and out of the street.

I suggest the alternatives are considered:

For this intersection, I suggest reduced lane width no centre median, with a narrow (1metre) multi use path on both sides(not 3 metres as proposed) as this would still accomodate a left turn lane northbound on

Kennedy- there is plenty of room on either side of Kennedy Rd to do this

- 1) No center median at Denby Court/Second St and Kennedy Rd intersection and leave left turn lane
- 2) partial median to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane
- 3) lowered median that can be driven over to allow left turns into Denby Court from northbound Kennedy Rd and leave left turn lane

Again, before any bad decisions are made for this intersection, I request a meeting with Denby Court residents and York Region to discuss these changes.

I will work to get Denby Court residents to attend this meeting as this is a seriously flawed proposal for a median blocking Denby Court.

Regards,

[REDACTED]

#2

From: [REDACTED]

Sent: Tuesday, December 3, 2019 6:16 PM

To: Roads.EA

Subject: Kennedy Road Class Environmental Assessment Study

Hi,

I have received your contact information from my family member who attended the open house you hosted last Monday, November 25th to discuss the planned development on Kennedy road. I have reviewed the purposed development plans and information you provided to my family and neighbours and wanted to share my thoughts.

Overall, I feel that widening Kennedy road north of highway seven is nowhere near as important as widening Kennedy road from south of highway seven. From my daily commuting I can tell you that getting from the 407 ramp at Kennedy and going north to highway seven adds an additional 20 minutes to my commute. Along Kennedy traffic is constantly slow moving and high volume and I often find that once traffic reaches highway seven does it

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actually begin to thin out. I feel that Kennedy north of highway seven is not an issue and that efforts to improve traffic flow should solely be focused on Kennedy south of highway seven.

Another concern I have is regarding the impact of widening Kennedy road. Right now I feel the width of the road and the amount of sidewalk and green space on either side of the road provides privacy and safety to those who live along Kennedy and pedestrians on the sidewalk. I also find it aesthetically pleasing and appreciate that it has always stayed the same in an ever-changing Markham. Widening the road will reduce the space between pedestrians and cars and will substantially increase the noise levels for residences who back on to the road. These noise levels may come with health complications and can reduce property value. Paramount to these concerns are the wellbeing of the trees along the road. I am militantly against the destruction and removal of the still young trees that line Kennedy road. With so much development already occurring in Markham removing trees that house wildlife and provide privacy to residences that are already backed on to a noisy area is immoral and unnecessary. I truly feel Kennedy is wide enough for the traffic that goes along it and that the real issue lies south of highway seven and between 14th avenue.

I also feel that widening Kennedy road for the sake of bus and bike lanes is unneeded. I have lived at the same address for 24 years and can tell you buses on Kennedy are scarce and have no impact on traffic. Another reason why I feel reducing sidewalk space and the space between them and the road is a poor choice is because of the amount of safety and distance they provide to pedestrians on bikes. The current layout keeps them safely away from traffic with enough space for simultaneous walkers and bikers. Ripping up land so that you can move bikers closer to the road itself is illogical and dangerous. I whole-heartedly disagree with the decision to introduce multi-lanes to a street that has neither significant bus or pedestrian traffic. Included in this opinion is the disagreement for multi-lane paths by Hagerman Cemetery and St. Phillips Bethesda Cemeteries.

In regards to the plans to shift the Viva rapid-way I am not in agreement. I have never agreed with the Ultimate Vision and the use Viva medians and separate bus lanes along highway seven. And as for the idea of introducing multi-lane plans I am also not in agreement as per my previous thoughts.

My last and most serious concern is regarding the plans to build a median along Kennedy. In my honest opinion I feel that not only is this idea completely unnecessary and waste of tax payer money, but is unsafe and illogical for those that live along Kennedy, like myself and my family. I understand that we are only one small street and that we do not compare to residential neighbourhoods in the surrounding area, but I implore you to not build a median that forces us to drive needlessly around Unionville just to pull into our driveways. This will add so much aggravation and nuisance to our daily lives and will impact our ability to come and go as we please with our daily errands. I understand it helps stop people from using our street for U turns but in all honesty this is not a pressing issue we encounter on a daily basis.

In terms of the purposed GO rail Underpass or Overpass near Austin Drive, I would like to hear more about these plans and would of course be against them if they included the destruction of the land and introduction of multi-lanes surrounding Kennedy road. Despite the various qualms I have with these development plans I do agree with the idea of pedestrian lanes near the 407 ramps. There is a considerable amount of foot traffic near the East and West 407 ramps and I think it would be beneficial for the pedestrians that frequent those crossing to have more safety measures put in place.

I have lived along Kennedy road my whole life and have witness the surge in development in Unionville and Markham as a whole and I feel strongly about the preservation of Kennedy north of Highway seven. It would be

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extremely distressing to witness the avoidable destruction of a functional and natural environment for the sake of superfluous and useless bus, bike and HOV lanes. I truly hope that these thoughts are taken into serious consideration. If I am misunderstanding the purposed plans and their impacts please feel free to provide more information about them. I know I have other family members who feel similarly and would like to also voice their opinion via email. I was told that there was the possibility of discussing these plans as a street altogether with either yourself or another York Region representative. This sounds like it would be very beneficial as I do not think a majority of my street is aware of these plans and their impact due to potential language barriers.

If you have any questions or would like to speak further I can be reached at this email. If you could please confirm you received and read this email that would be greatly appreciated.

Thanks,

[REDACTED]

No comments to document from Social Media posts regarding Kennedy Road EA.