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Appendix C - Part 1

Online Open House Summary Reports



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**Online Open House #1
Summary Report
Warden Avenue and Kennedy Road
Environmental Assessment Studies
between Major Mackenzie Drive and
Elgin Mills Road**

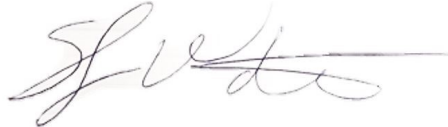
**The Regional Municipality of York
17250 Yonge Street, Newmarket,
Ontario L3Y 6Z1**

**R.J. Burnside & Associates Limited
292 Speedvale Ave W #20, Guelph, ON N1H 1C4**

**June 6, 2022
300052314.0000**

R.J. Burnside & Associates Limited

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1.0 Introduction and Background

The Regional Municipality of York (Region) is conducting Schedule C Municipal Class Environmental Assessment (Class EA) Studies in the City of Markham for improvements to Warden Avenue and Kennedy Road between Major Mackenzie Drive and Elgin Mills Road. These Studies build on the recommendations from the approved 2016 York Region Transportation Master Plan and examine how to complete the identified road and active transportation improvements while lessening environmental impacts.

The 2016 TMP recommended the widening of Warden Avenue and Kennedy Road to 4-lanes, constructed to an urban arterial standard including curb and gutter, active transportation, streetscaping and transit. The recommendations were based on the forecasted traffic volume, which meets the threshold for a 4-lane widening. The recommendations of the 2016 TMP for Kennedy Road and Warden Avenue were reconfirmed as part of the current Municipal Class Environmental Assessments.

The road improvement planning is being carried out in accordance with the Schedule C requirements (Phases one to four) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act. The Municipal Class Environmental Assessments have identified three design concepts for Kennedy Road and Warden Avenue based on the preferred solutions from the TMP, including:

Design Concept 1) Widen to 4-lanes with a 3.0 m raised median island with shrubs.

Design Concept 2) Widen to 4-lanes with a 5.0 m raised median island with tree plantings.

Design Concept 3) Widen to 4-lanes without median island.

A key component of the Studies includes consultation with members of the public and stakeholders. This summary report documents the virtual Online Open House, hosted on York Region's website (york.ca/WardenKennedyStudy) from February 24, 2022, to March 24, 2022 and summarizes the notification process, information presented and comments received during the comment period.

2.0 Method of Notification

Details of the date and purpose of the Online Open House were published in the Markham Economist and Sun on February 24, 2022, and March 3, 2022, promoted through a digital advertising campaign through StarMetroland Media from February 24, 2022, to March 24, 2022, and posted to York Region's website. In addition, roadside signs were erected on Warden Avenue and Kennedy Road in both directions,

advertising the Online Open House. A copy of the advertisement is provided in Appendix A. Notification of the Online Open House was also mailed/emailed to regulatory agencies, municipalities, Indigenous communities, businesses, and local residents, who live within the Study Area.

3.0 Public Meeting Format

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, the open house was hosted virtually. The Online Open House included a presentation video with recorded commentary posted on the Region's website for the public to view or download anytime during the open house comment period from February 24, 2022, to March 24, 2022. Presentation material described the project, the study process and planning context, existing conditions, the problem or opportunity statement, the preferred solution and the proposed alternative design concepts and identified next steps in the process. A copy of the presentation is provided in Appendix B. Opportunity for the public to provide feedback was made available through an online comment form or by contacting the Project Team with written comments.

The online comment form provided participants the opportunity to provide input into the Studies and asked participants the following questions:

1. I am interested in this study because: (select one or more)
 - Local resident
 - Own a development property
 - Own Commercial/Industrial property
 - General interest
 - Other
2. How do you currently travel in this area? (select one or more)
 - Drive (motor vehicle)
 - Cycle
 - Walk
 - Transit (bus)
 - Other
3. Do you have concerns about Warden Avenue or Kennedy Road within the study limits?
4. Please provide any comments/questions/suggestions the study team should consider.

4.0 Participation

Online comment forms were received from 24 members of the public through the Region's website during the open house comment period. The project webpage was viewed 1125 times during the Online Open House #1. Copies of the online comment forms are provided in Appendix C.

5.0 Summary of Comments Received

This section provides an overview of the feedback received from participants who submitted comments during the open house comment period. Participant comments are reviewed to provide an understanding of stakeholder interests and opinions and to provide feedback in the evaluation of the preferred solution.

Where identified through the online comment forms, the majority of participants (19 of 24) indicated interest in the project as a local resident, with one resident also indicating owning a commercial/industrial property and three of the residents also indicating a general interest; three participants noted a general interest in the project and two participants indicated "other" interest. None of the participants indicated a development property interest.

The majority (18 of 24) travelled in the area by motor vehicle. Five participants noted both driving and cycling, with one of the five also noting walking and one participant noted travelling only by cycling in the area. No participants answered they travelled by public transit (bus).

A summary of comments received during the Online Open House #1 comment period is provided in Table 5.1 under key themes, including:

- Traffic (speed, flow, signals)
- Safety
- Active transportation
- Impact to the environment, including trees

Table 5.1: Participant Comments by Theme

Theme	Comment
Traffic (speed, lighting, and signals)	<ul style="list-style-type: none"> • Concerns regarding cycling traffic and heavy truck traffic including agricultural/farm equipment, blowing snow from open fields during residential construction/farm fields left in this stretch. • Concern with too much traffic, consider wider roads and higher speed limits. • Preparing for transit in the future is important.

Theme	Comment
	<ul style="list-style-type: none"> • Concern for busy intersections like Major Mackenzie Drive and Markham Road, recommend adding left signal lights for left turns to make flow of traffic easy. • Consider having more roundabouts like Stouffville. • Widening these roads would be beneficial for traffic. Including traffic lights and streetlights would be beneficial with sidewalks for pedestrians. • Focus on the commuter, build for transit. • Ensure adequate lanes and traffic controls to avoid future congestion and capacity limits. • Limit signalized intersection additions as much as possible, similar to Warden Avenue from 16th Avenue to Major Mackenzie Drive. • Too many traffic jams on Kennedy Road and Warden Avenue. Suggest HOV lane on Warden Avenue and extend green traffic light longer for north/south traffic. • It (the study area corridors) should not cater to cars.
<p>Safety</p>	<ul style="list-style-type: none"> • Not comfortable cycling on-road with high vehicle speeds and without cycling facility. • Any additional lanes should be restricted to electric vehicles (buses and shuttles). Turning Markham into a four and six lane highway for cars is backward thinking and inconsistent with “ESG” (Environmental and Social Governance) initiatives. • Concern with the speed limits and safety of local residents walking/cycling. • Speeding and distracted driving are key contributors to unsafe conditions for all road users. • Not enough lighting on the road making it very dangerous for drivers during nighttime, especially when it’s foggy. • Auxiliary lanes and lights (slide 22) are often used as a ‘cheat’ lane, during high traffic and hazardous for bikers/pedestrians. Consider a roundabout. • Center median would prevent passing unsafely/using center median as a passing lane in a future residential area.
<p>Active Transportation</p>	<ul style="list-style-type: none"> • Provide multi-use paths paved with asphalt, preferred over concrete for better user experience. • Provide a smooth paved multi-use trail. • Recommend having bike lanes and sidewalks away from main road. Prioritize for pedestrians/cyclists. • Have more bike lanes as there are a lot of cyclists in the area. • Continuous multi-use paths are a must.

Theme	Comment
	<ul style="list-style-type: none"> • Support solutions that improve active transportation and prefer the separation of the Active Transportation facilities from the main travel lanes, to improve safety, and enjoyment. • Ensure multi-use path is lit at night. • Ensure the multi-use path is shaded with trees. • Ensure multi-use path is connected with roadway for transit access.
Environment	<ul style="list-style-type: none"> • Plant native trees and shrubbery in the medians and install LID (Low Impact Development features). • Road widenings for autos are an environmental disaster for local residents, alternative modes of transportation need to be encouraged.
Other	<ul style="list-style-type: none"> • Trust the expertise of people who design and build the road. • Build rapid transit lines for trains along Kennedy Road and Warden Avenue, make commuting faster. • Don't stop at Elgin Mills Road, extend up to Stouffville Road. • Build town houses, no condos. • Don't believe medians are necessary expense.

Questions and Answers

A summary of questions included as part of the comments received from the Online Open House and Project Team responses can be seen in Table 5.2.

Table 5.2: Participants Questions and Project Team Responses

Participants Questions	Project Team Response
Will the Active Transportation facilities stay separated through the planned intersections?	The initial recommendations based on our review is to continue the separated active transportation facilities through the planned intersections. A preliminary plan of the intersections will be included as part of this study.
Are roundabouts considered for certain intersections?	Roundabouts were considered in the earlier stages of the EA study, but not preferred within the study corridors.
Has it been considered to use certain regional roads as main routes for north/south and east/west traffic? Traffic	Yes, the role and function of Regional roads are to facilitate intra-Regional trips by acting as the main routes. Traffic

Participants Questions	Project Team Response
<p>signals could be optimized to move traffic through the main urban areas (e.g., if on Warden Avenue or McCowan Road, and pass Steeles Avenue going north in the afternoon, then you will get green lights all the way up to Elgin Mills Road or further if you stick to the speed limit (allowing for exceptions, like accidents and emergency vehicles)).</p>	<p>signals will be optimized through the analysis of this study and the Region also has a practice to optimize traffic signals regularly to improve overall traffic movements.</p>
<p>What is being done to accommodate a wide range of cyclists' ages and abilities in your option for development?</p>	<p>The general preference for York Region is to move towards separated active transportation facilities given the context of regional roads such as higher speeds and higher volumes on its roadways.</p> <p>Separated facilities will support a safer environment that's suitable for all ages and abilities.</p>
<p>How are electric bikes and scooters accommodated in Options 1, 2 and 3?</p>	<p>There are specific regulations on the permitted use of electric scooters on roads, sidewalks, trails, and paths. These regulations are governed by MTO's <i>Highway Traffic Act</i>.</p> <p>The <i>Highway Traffic Act</i> sets out requirements for an e-scooter. More information can be found in Ontario HTA Regulation 389/19. More information regarding the requirements for e-bikes can be found in HTA Regulation 369/09.</p> <p>The Region is currently participating in MTO's five-year e-scooter pilot which allows the Region to explore the implementation of e-scooters. In November 2020, the Region permitted the use of e-bikes and e-scooters within bicycle lanes and High Occupancy Vehicle lanes.</p>

Participants Questions	Project Team Response
	<p>York Region’s 2022 TMP has identified micro-mobility as part of a focus area for further exploration. Micro-mobility refers to a range of lightweight vehicles generally travelling at low speeds. The Region is currently exploring opportunities, in collaboration with local municipal partners, in integrating these mobility options into the local network.</p>
<p>What is the existing level of auto non-compliance with the posted speed and how do Options 1, 2 and 3 for Warden Avenue and Kennedy Road actively support a higher level of compliance without enforcement?</p>	<p>Most vehicles are travelling within the anticipated operating speed. We are anticipating speeds to reduce as the study area urbanizes due to the planned development and additional signalized intersections. Future roadway design has considered engineering principles that affect driver behaviour to reduce driving speeds. Such design considerations included storage lengths, lane configurations, turn lane tapers and other design elements that create a pedestrian-friendly environment.</p>
<p>When will the Traffic and Safety Assessment be available for review?</p>	<p>An overview of the project findings will be presented during Online Open House #2. As well, the Traffic and Safety Assessment will be available as an Appendix within the final Environmental Study Report (ESR) for the project. The ESR will be available for public review when the studies are complete.</p>
<p>How does each Option account for the eventual shift to autonomous and connected vehicles within the lifetime of the resulting assets?</p>	<p>York Region’s long-term planning has been considering the future integration of these types of technologies and how they can be used within the Regional network. All options will not preclude the incorporation of this in the future.</p>

Comments regarding a preference among Alternative Design Concepts

- Alternative Design Concept 3 is the better cross-section (no median) from the point of view of capital cost and maintenance.
- If it must be 4-lanes Alternative Design Concept 2, (with a larger median + trees) is desirable, as nobody complains about a tree-lined road.
- Consider a 3-lane option rather than 4-lane, with center lane switching direction depending on time of day or shared with HOV/transit priority (per slides 10 and 11 [in the Warden Avenue and Kennedy Road POH#1]), the 'other' direction doesn't need to have 2-lanes open at all times of the day.

The summary of comments received during the Online Open House #1 is intended to provide an indication of overall shared issues, opinions, and concerns of participants. The selection of a preferred design concept will be considered in the evaluation of the alternatives against the natural, technical, social, and economical environment, along with comments received during the EA process from stakeholders, the Municipality, and agencies.

6.0 Next Steps

Comments and concerns received during the Online Open House #1 comment period will be reviewed for incorporation into the evaluation of alternative design concepts, followed by the selection of a preferred design concept.

Following the approval of a preferred design concept, the choice of Municipal Class EA Schedule will be reviewed and confirmed or changed as appropriate for the preferred design concept. A second Online Open House will present the Preferred Design Concept and a preliminary design.



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Appendix A

Newspaper Advertisement

we **WANT** to
HEAR from **YOU**

**ONLINE
OPEN HOUSE**

**WARDEN AVE. AND
KENNEDY RD.
ENVIRONMENTAL STUDY**

Provide your feedback



we **WANT** to
HEAR from **YOU**

**ONLINE
OPEN HOUSE**

**WARDEN AVE. AND
KENNEDY RD.
ENVIRONMENTAL STUDY**

york.ca/WardenKennedyStudy

Provide your
feedback



we **WANT** to
HEAR from **YOU**

**ONLINE
OPEN HOUSE**

City of
Markham

Elgin Mills Road East

Warden Avenue

Kennedy Road

Major Mackenzie Drive East

McCowan Road

Provide your
feedback



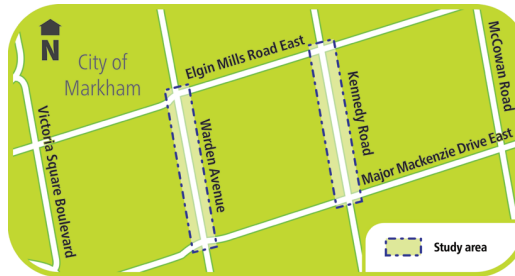
NOTICE OF ONLINE OPEN HOUSE

Environmental Assessment Study

Warden Avenue and Kennedy Road Major Mackenzie Drive to Elgin Mills Road

City of Markham

The Regional Municipality of York is conducting Schedule 'C' Municipal Class Environmental Assessment (Class EA) Studies in the City of Markham for improvements to Warden Avenue and Kennedy Road between Major Mackenzie Drive and Elgin Mills Road.



WE WANT TO HEAR FROM YOU

You are invited to take part in an online open house to learn about the study process, road improvement design options and to provide feedback.

When: View materials from **February 24, 2022 to March 24, 2022**

Where: Visit york.ca/WardenKennedyStudy to access the online open house materials

Comments: Share your comments through the online open house or email the Project Manager by March 24, 2022.

Please let us know if you require accommodations to participate in the online open house. Accessible versions of this notice and online open house materials are available upon request.

York Region's number one priority is protecting the health and safety of our communities and staff. As we monitor the ongoing COVID-19 pandemic, we are committed to effective engagement and consultation with the public and stakeholders in accordance with the Environmental Assessment process.

To submit a question, comment or request to be added to the project mailing list, please contact:

YORK REGION TRANSPORTATION SERVICES

Edward Chiu, P.Eng., Senior Project Manager
17250 Yonge Street, Newmarket, Ontario, L3Y 6Z1
Phone: 1-877-464-9675 ext. 75908
TTY: 1-866-512-6228
Email: Edward.Chiu@york.ca

To better assist you, please quote **Warden and Kennedy EAs** in your inquiry.

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

This notice was issued on February 24, 2022

Wayne Emmerson
York Region Chairman and CEO







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Appendix B

Display Boards Presentation

Appendix B

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDIES

**Warden Avenue and Kennedy Road from Major Mackenzie Drive
to Elgin Mills Road**

Online Open House #1 February 24, 2022

Online open house #1 overview

- Study areas and objectives
- Study process and planning context
- Land use and future development
- Existing conditions
- Problem/Opportunity Statement
- Preferred Solution
- Preliminary Alternative Design Concepts
- Next steps

Warden North



Warden South



Kennedy Bridge

Study areas and objectives

The Regional Municipality of York is undertaking Schedule C Municipal Class Environmental Assessment (MCEA) Studies for improvements to Warden Avenue and Kennedy Road, between Major Mackenzie Drive East and Elgin Mills Road East, in the City of Markham.



- These studies build on the recommendations from the approved 2016 York Region Transportation Master Plan (TMP)
- Through the MCEA studies, York Region is examining how to complete the identified road and active transportation improvements and to lessen environmental impacts

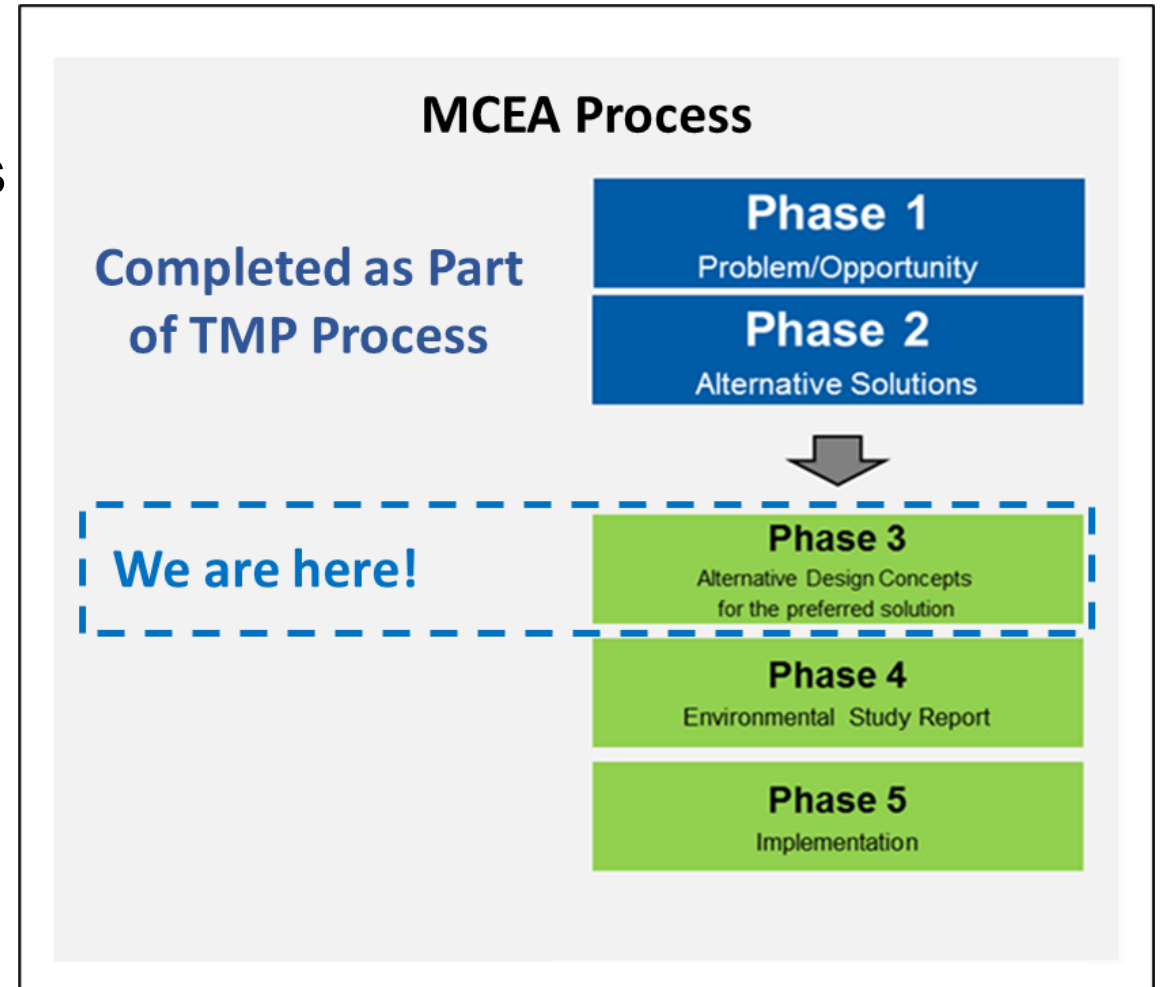
Municipal Class Environmental Assessment Process

Approved 2016 TMP

- Road needs and justifications established for the two study corridors
- Completed to a level of detail that meets the requirements for Phases 1 and 2

Current studies

- Identify and evaluate Alternative Design Concepts for Preferred Solutions (Phase 3)
- Complete Environment Study Report (Phase 4)



Planning policy context

The following key planning documents set the framework for these studies:

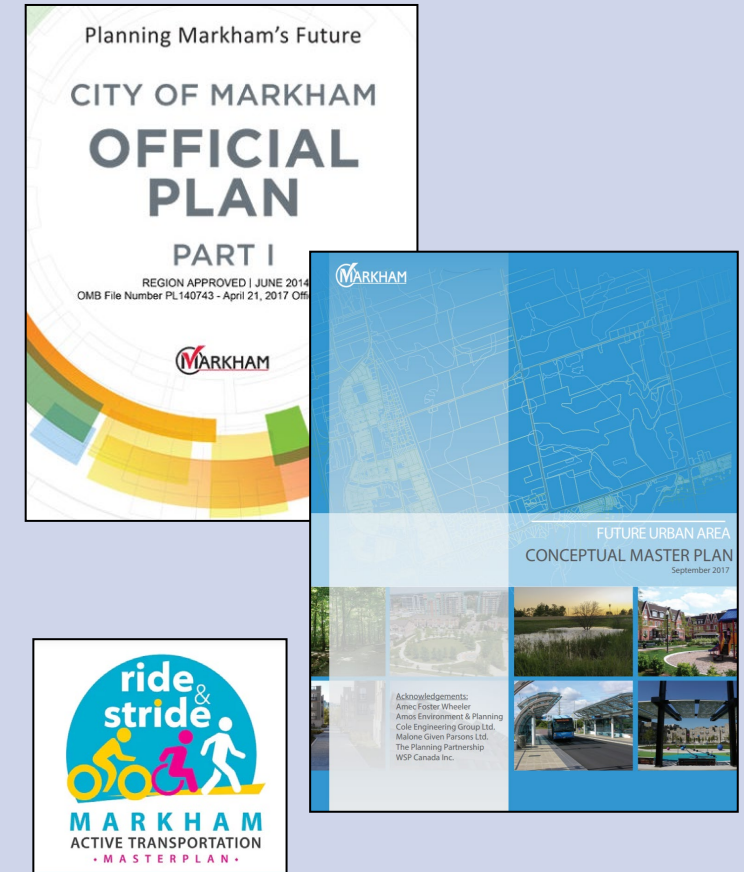
Provincial Policy



Regional Policy



Municipal Policy



The York Region of tomorrow

Historical growth

Since 1971, York Region's population has increased nearly seven-fold.

Planned growth

50% Increase in population
between 2015 and 2041

55% Increase in employment
between 2015 and 2041

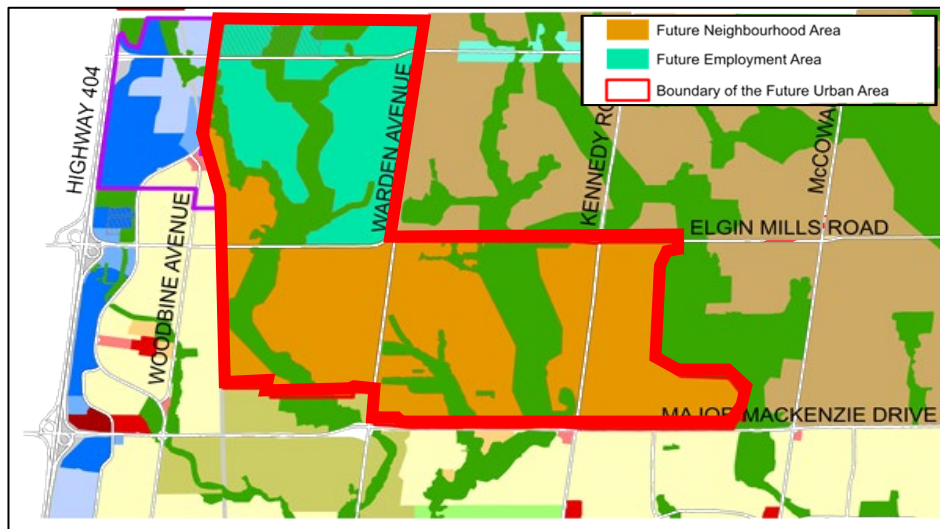


Improvements to the Warden Avenue and Kennedy Road corridors will be necessary to support the growth in the community.

Existing land use and future development

The study areas are mostly undeveloped agricultural lands with some commercial and residential properties.

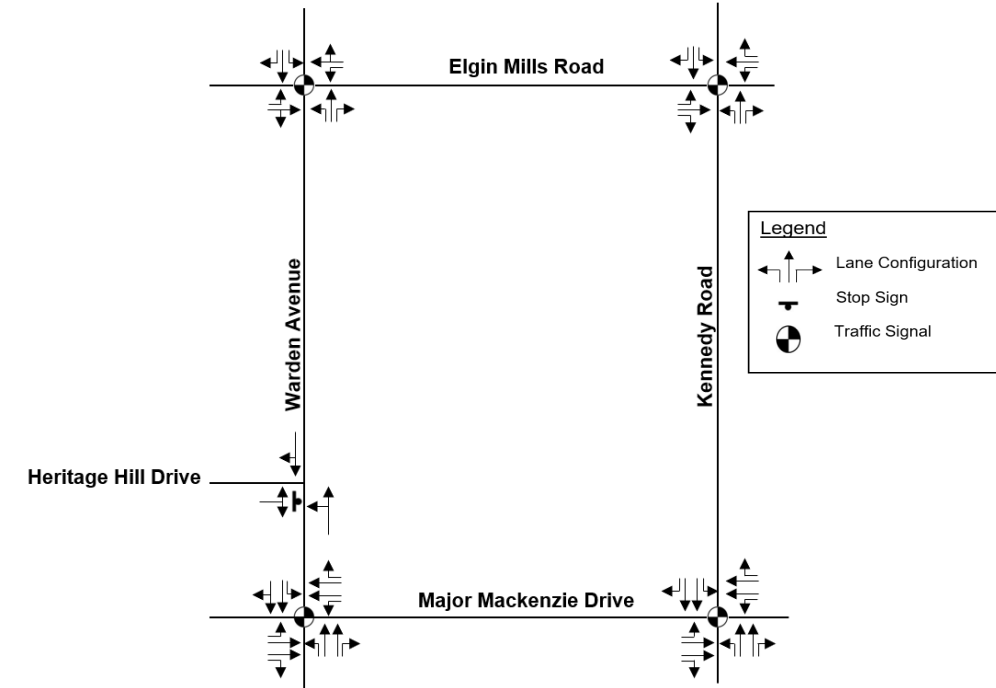
- Located within the City of Markham Future Urban Area (FUA)
- Development blocks proposed west and east of both Warden Avenue and Kennedy Road





Existing road network

- Warden Avenue is a north-south, two-lane rural arterial road with posted speed limits of 60 km/hr from Major Mackenzie Drive to Heritage Hill Drive and 80 km/hr from Heritage Hill Drive to Elgin Mills Road
- Kennedy Road is a north-south, two-lane rural arterial road with posted speed limits of 60 km/hr from Major Mackenzie Drive to 300 m north of the intersection and 80 km/hr for the remainder



Study Corridors

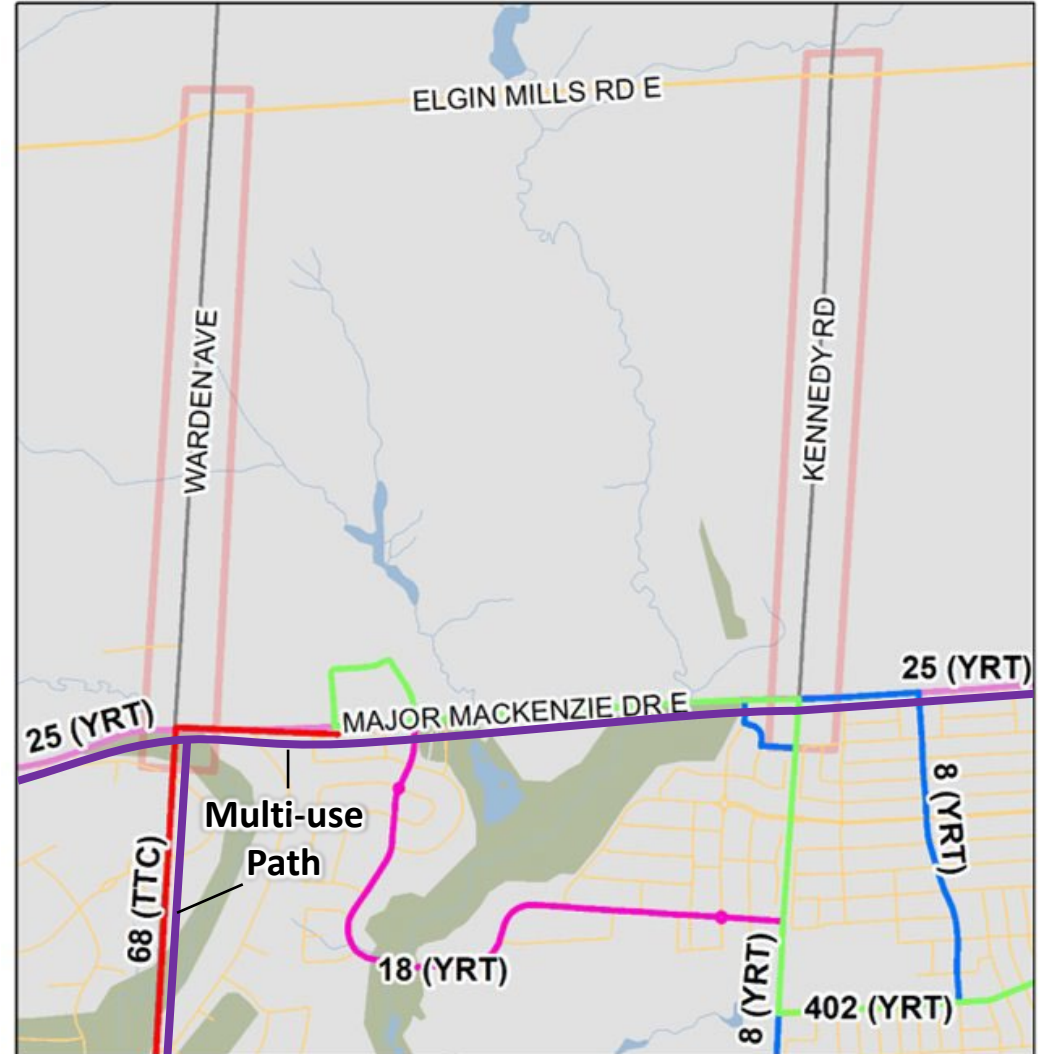
Name (Approximate Length)	Jurisdiction	Classification	Number of Through Lanes in Each Direction	Posted Speed Limit
Kennedy Road (2.0 km)	York Region	Regional Arterial Road	1	60 - 80 km/h
Warden Avenue (2.1 km)	York Region	Regional Arterial Road	1	60 - 80 km/h

Intersecting Roads

Name (Approximate Length)	Jurisdiction	Classification	Number of Through Lanes in Each Direction	Posted Speed Limit
Major Mackenzie Drive East (2.1 km)	York Region	Regional Arterial Road	2	70 km/h
Elgin Mills Road East (2.0 km)	City of Markham	City Arterial Road	1	60 km/h

Existing transit and active transportation network

- Paved shoulders along Warden Avenue and Kennedy Road are 1.0 m to 3.0 m wide
- Multi-use paths along Major Mackenzie Drive East and south of Major Mackenzie Drive on Warden Avenue
- Opportunity to improve active transportation connectivity as part of improvements
- No transit service along the two study corridors
- YRT and TTC bus services operate south of Major Mackenzie Drive East



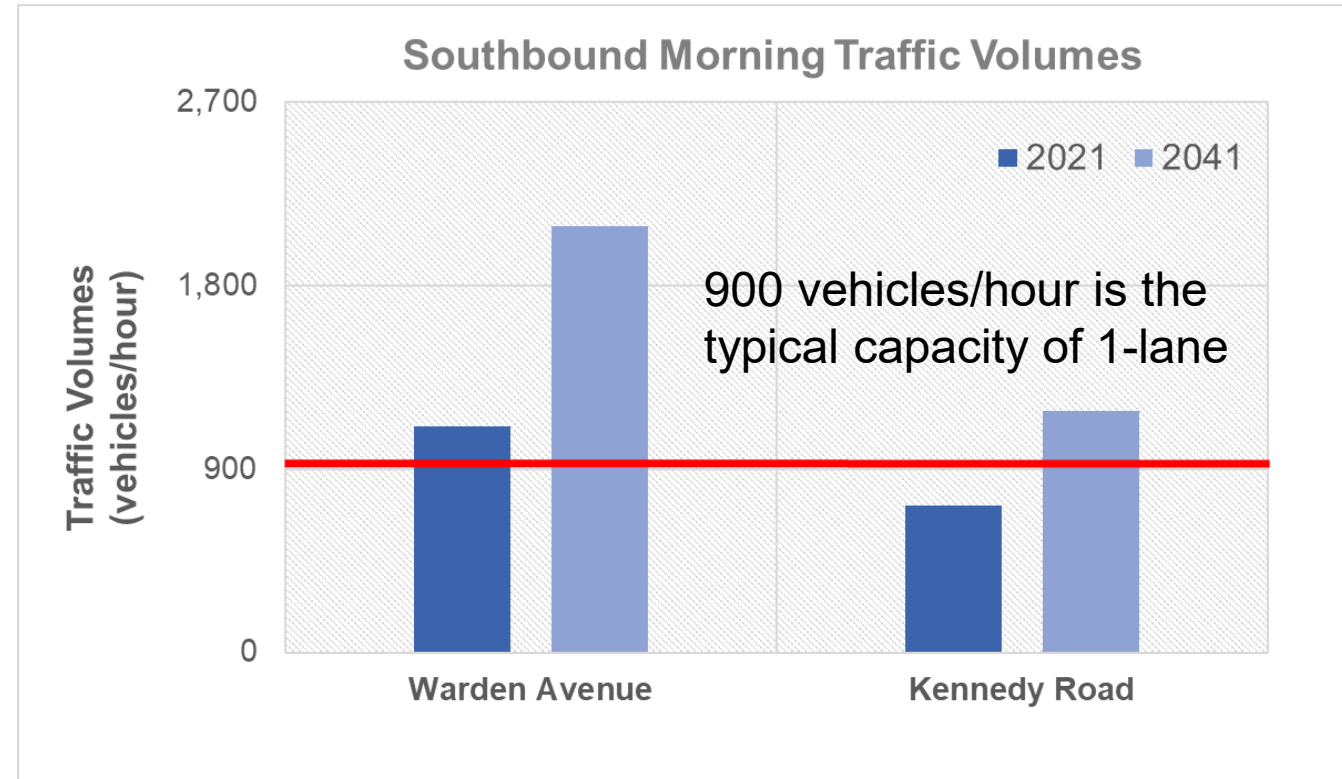
TTC, YRT Bus Routes, and multi-use paths near the study areas

Existing and future traffic volumes (A.M. southbound direction)

Existing and future road traffic capacity constraints were identified

2021- Southbound morning traffic volumes along Warden Avenue experience delay

2041- Southbound morning traffic volumes along Kennedy Road and Warden Avenue are forecasted to be considerably higher than the existing road capacity by 2041

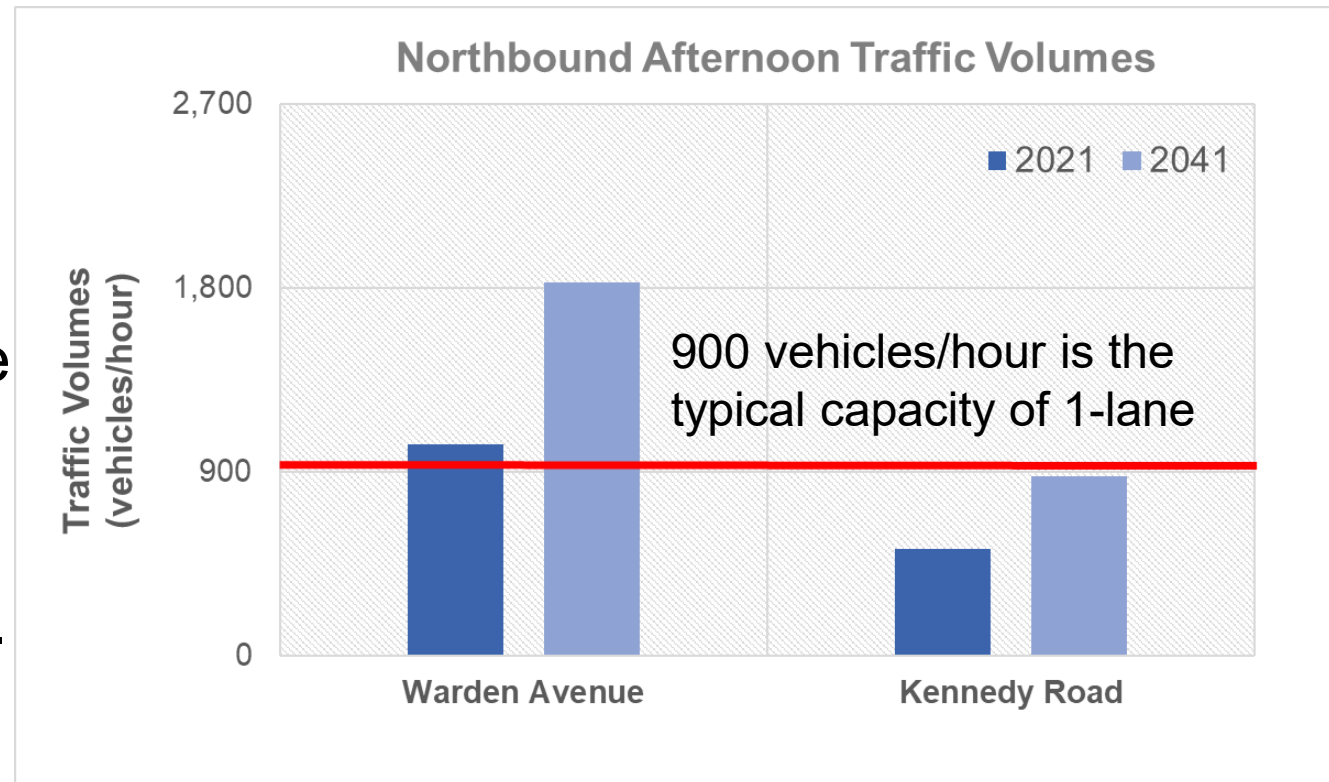


Existing and future traffic volumes (P.M. northbound direction)

Existing and future road traffic capacity constraints were identified

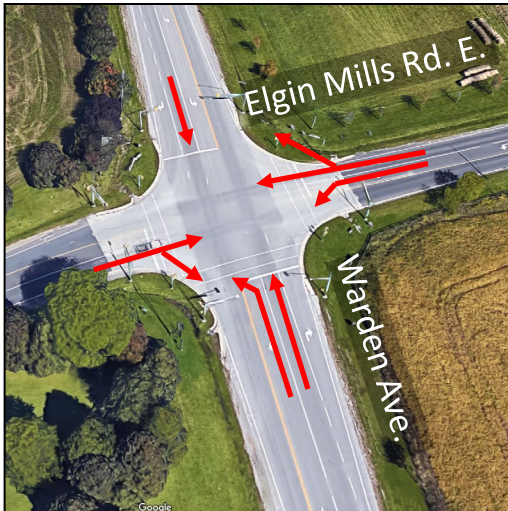
2021-Northbound afternoon traffic volumes along Warden Avenue experience delay

2041-Northbound afternoon traffic volumes along Warden Avenue are forecasted to be considerably higher than the existing road capacity by 2041. Northbound afternoon traffic volumes along Kennedy Road will approach road capacity by 2041

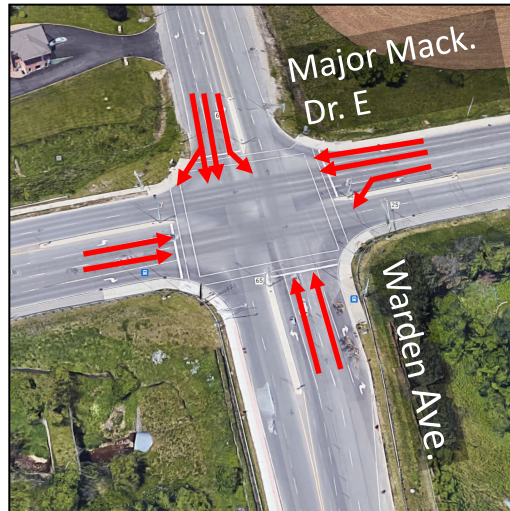


Existing road network with future traffic demand

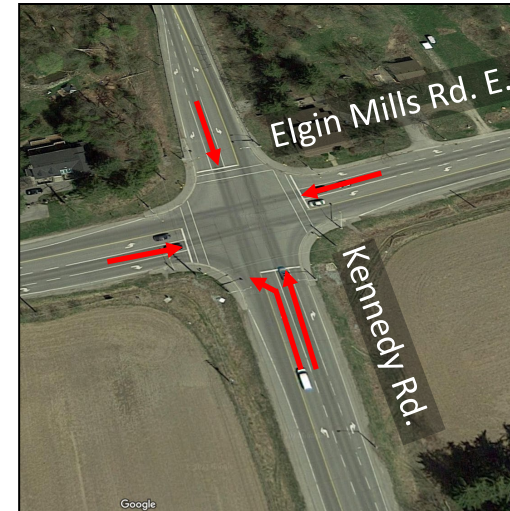
Delays at intersections are predicted to worsen if no road improvements are undertaken.



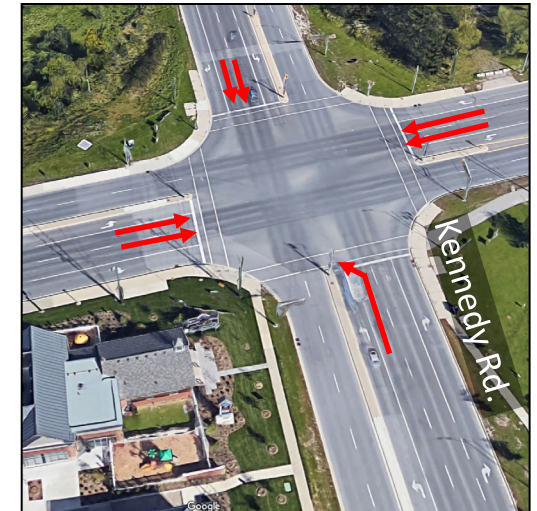
**Warden Ave. and
Elgin Mills Rd. E.**



**Warden Ave. and
Major Mackenzie Dr. E.**



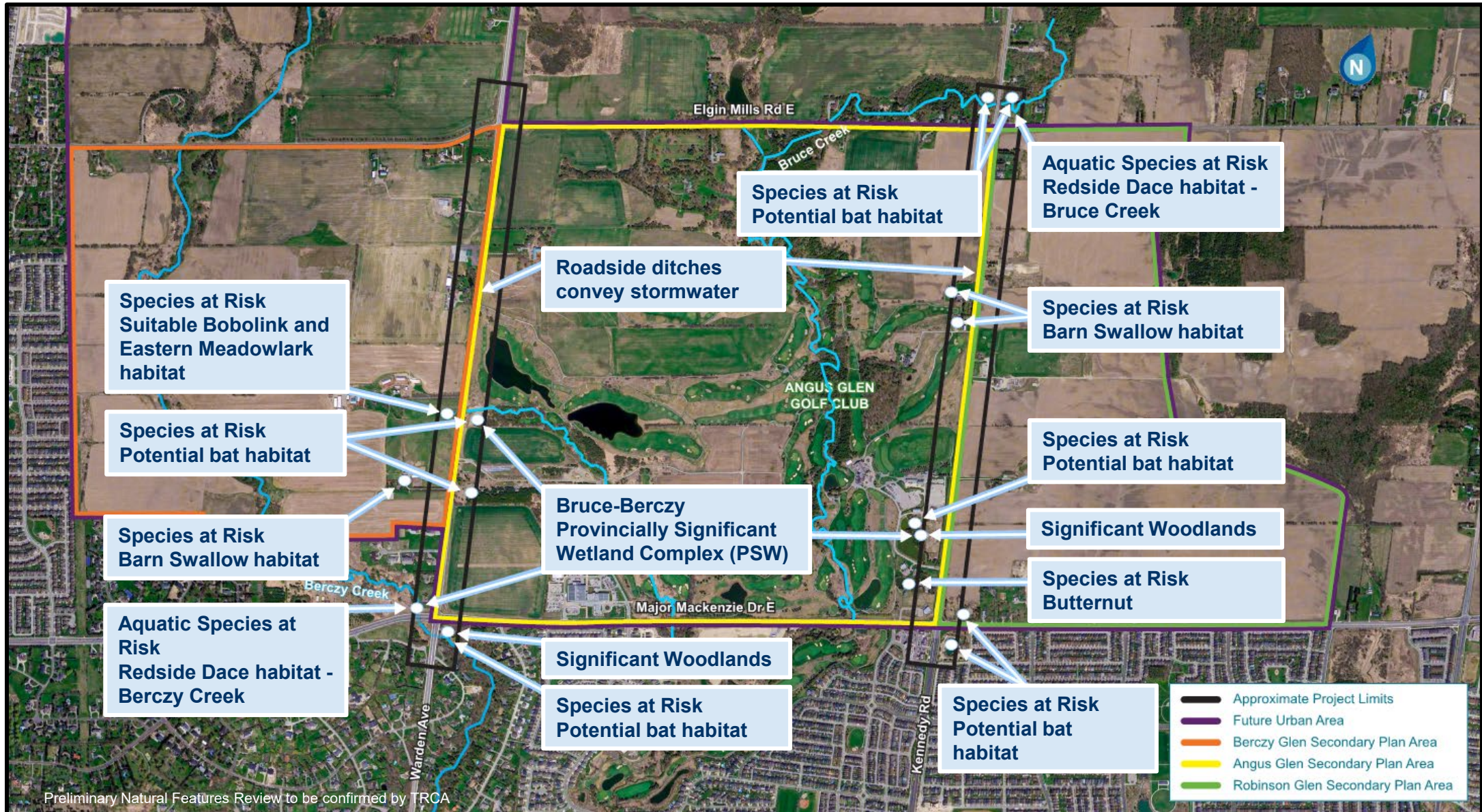
**Kennedy Rd. and
Elgin Mills Rd. E.**



**Kennedy Rd. and
Major Mackenzie Dr. E.**

Arrows indicate the anticipated intersection movements that will experience significant delays by 2041 if no road improvements are made.

Existing natural heritage features



Existing cultural heritage

The Warden Avenue and Kennedy Road study areas are a mixture of residential, agricultural, and recreational properties with rural land use history dating back to the early 19th century. The study areas are within the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations.

Warden Avenue

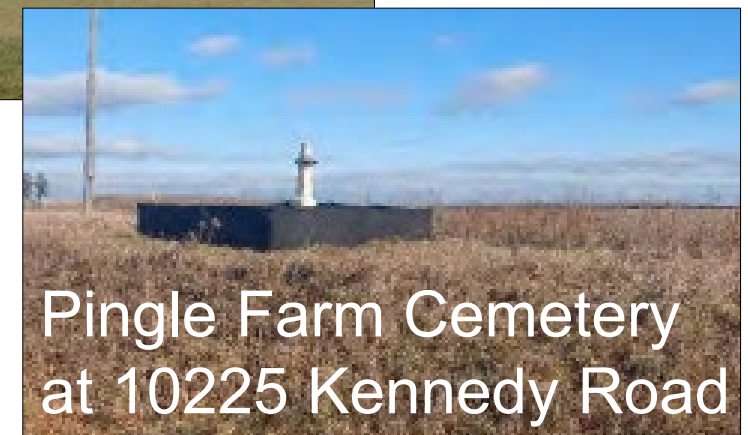
- Six features of cultural heritage value consisting of a barn and farmscapes

Kennedy Road

- Sixteen features of cultural heritage value consisting of a barn, schoolhouse, residences and farmscapes and agricultural field
- Pingle Farm Cemetery - small family cemetery that dates to prior to 1866



Barn at 10148
Warden Avenue



Pingle Farm Cemetery
at 10225 Kennedy Road

Image Source: Cultural Heritage Report, ASI

Existing hydrogeological environment

- Groundwater in the study areas is contained within an upper, middle and lower aquifer below the ground's surface
- Depth to groundwater ranges from 1 m to 9 m below ground's surface
- Seasonal groundwater discharge to wetlands and watercourses has been observed in previous studies
- Individual private water wells supply the area north of Major Mackenzie Drive and within 500 m of the study area corridors



Source water protection

Significant Groundwater Recharge Areas (SGRAs)

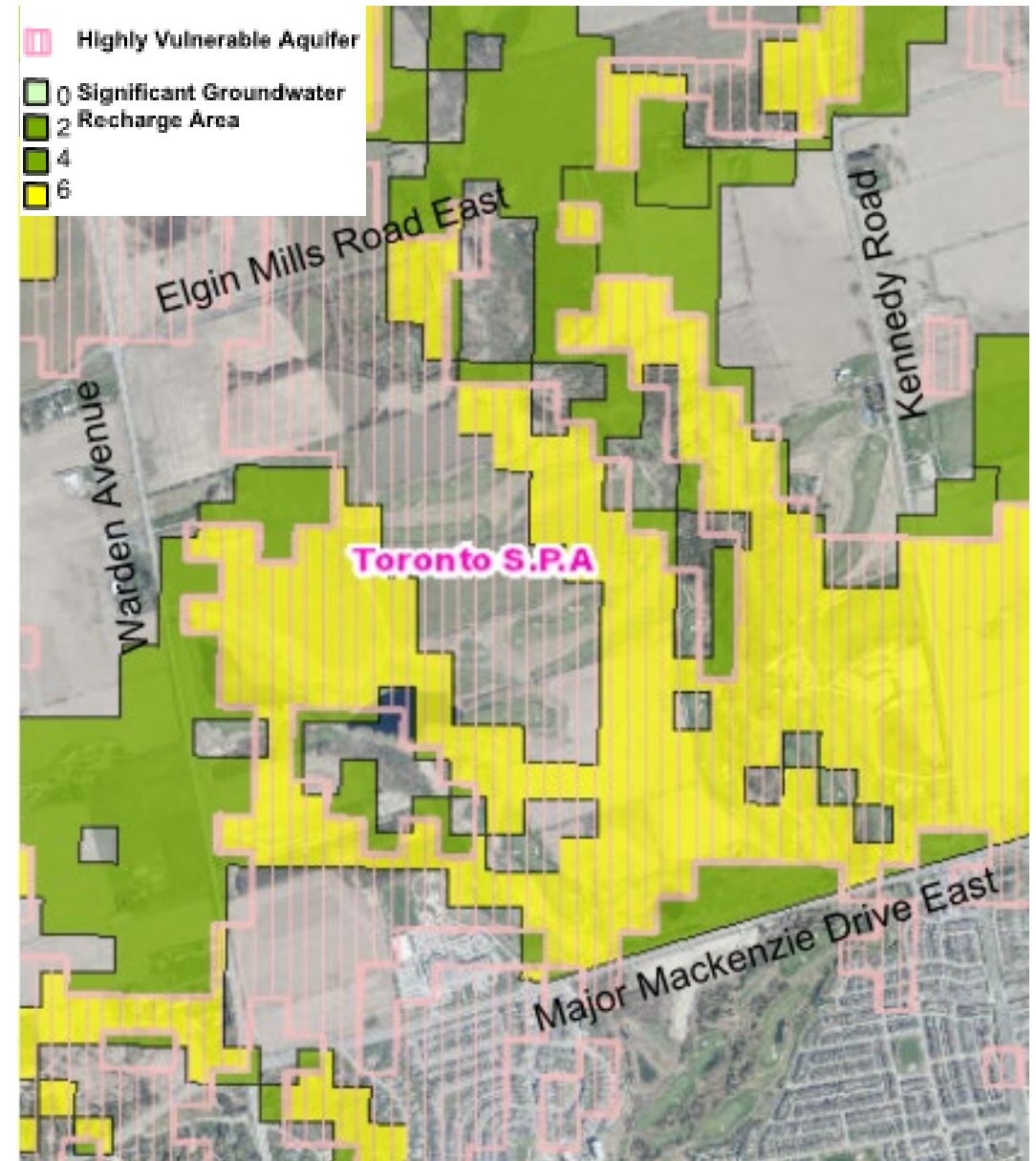
The study areas fall within an SGRA with vulnerability scores 4 (medium) and 6 (high).

Highly Vulnerable Aquifers (HVAs)

The study areas fall within an HVA area with vulnerability score of 6.

Groundwater Vulnerability	Vulnerability Score
High	6
Medium	4
Low	2

Source: Toronto and Region Source Protection Area Assessment Report, July 2015



Source: Source Protection Information Atlas, MECP

APPROVED 2016 TRANSPORTATION MASTER PLAN

Approved 2016 Transportation Master Plan

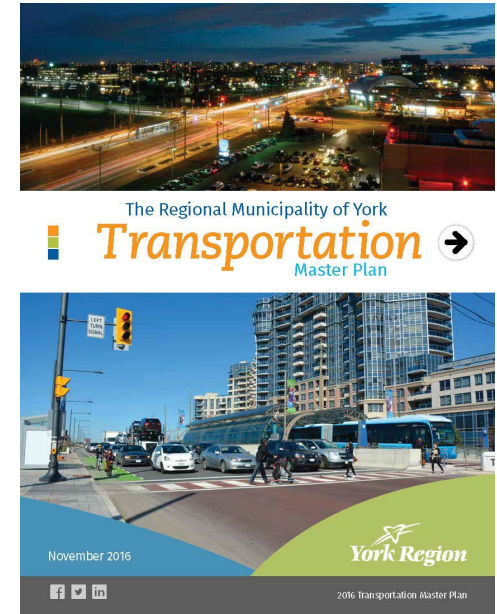
The approved 2016 TMP documented broader, Region-wide problems and opportunities, including:

- Creating a road network 'Fit for the Future'
- Integration of active transportation in urban areas

Problem and opportunities identified in the 2016 TMP for Warden Avenue and Kennedy Road study areas:

- Transportation network improvements are needed to accommodate expansion of the designated Urban Area and future travel demands
- Capacity improvements are needed to accommodate future travel demands
- Corridor improvements to support walking, cycling and transit access

Current analysis of existing and future traffic and development in the study area corridors have confirmed the Problem/Opportunities identified in the approved 2016 TMP.



Summary of Alternative Solutions for Warden Avenue (2016 TMP)

	Alternative Solution	Evaluation
1	Do Nothing	Did not address the problem or opportunity statement
2	Optimize existing facility with intersection improvements only	Provided minor improvements to traffic flow; did not address overall traffic congestion
3	Urbanize corridor but maintain 2-lane cross-section	Did not address traffic congestion; addressed opportunity to improve walking and cycling facilities
4	Widen corridor to 4 lanes and maintain rural cross-section	Addressed traffic capacity; did not address opportunity to improve walking and cycling facilities
5	Widen corridor to 4 lanes and construct to urban cross-section	Addressed traffic capacity; addressed opportunity to improve walking, cycling, and transit facilities
6	Widen parallel/adjacent corridor	Potential to divert some traffic to other corridors; did not address corridor congestion and provided no improvements to walking and cycling facilities

The 2016 TMP recommended the widening of Warden Avenue to 4 lanes and construct to urban arterial standard*. The justification provided was that the forecasted traffic volume meets the threshold for a 4-lane widening. This recommendation also provides an opportunity to improve walking, cycling and transit facilities. (*includes curb and gutter, active transportation, streetscaping, transit)

Summary of Alternative Solutions for Kennedy Road (2016 TMP)

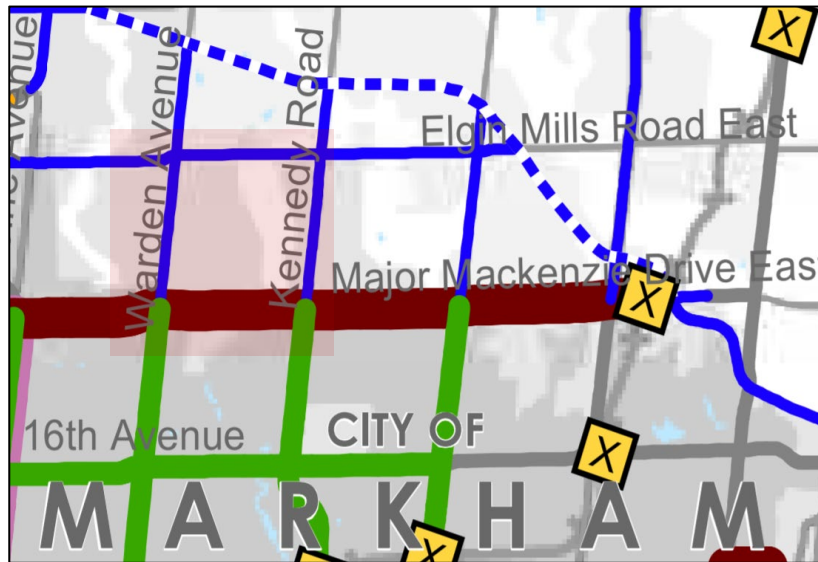
	Alternative Solution	Evaluation
1	Do Nothing	Did not address the problem or opportunity statement
2	Optimize existing facility with intersection improvements only	Provided minor improvements to traffic flow; did not address overall traffic congestion
3	Urbanize corridor but maintain 2-lane cross-section	Did not address traffic congestion; addressed opportunity to improve walking and cycling facilities
4	Widen corridor to 4 lanes and construct to urban arterial standard	Addressed traffic capacity; addressed opportunity to improve walking, cycling, and transit facilities
5	Widen parallel/adjacent corridor	Potential to divert some traffic to other corridors; did not address corridor congestion and provided no improvements to walking and cycling facilities

The 2016 TMP recommended to widen Kennedy Road corridor to 4 lanes and construct to urban arterial standard*. The justification provided was that the forecasted traffic volume meets the threshold for a 4-lane widening. This recommendation also provides an opportunity to improve walking, cycling and transit facilities. (*includes curb and gutter, active transportation, streetscaping, transit)

Preferred Solutions (Approved 2016 TMP)

- Widen to two lanes in each direction and construct to urban arterial standard
- Opportunity to improve transit network
- Opportunity to improve walking and cycling facilities

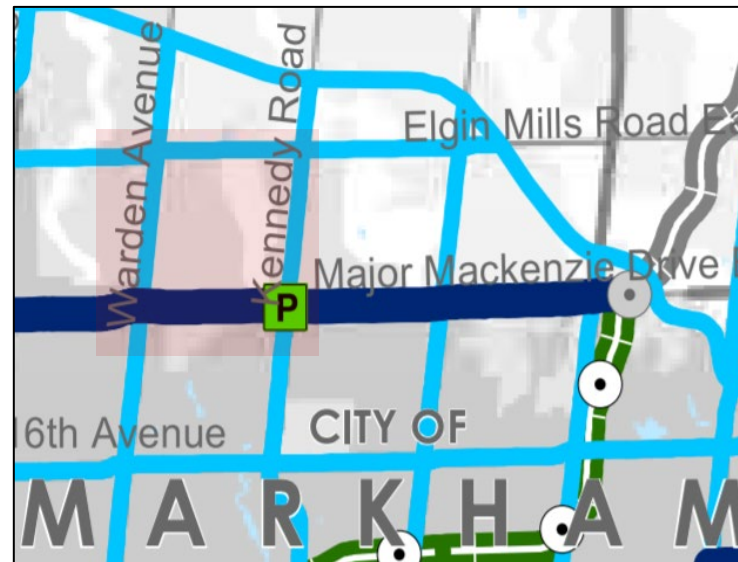
Lane improvement



— Proposed Future 4 Lane Widening

Source: Map 8, Proposed 2041 Road Network (2016 TMP)

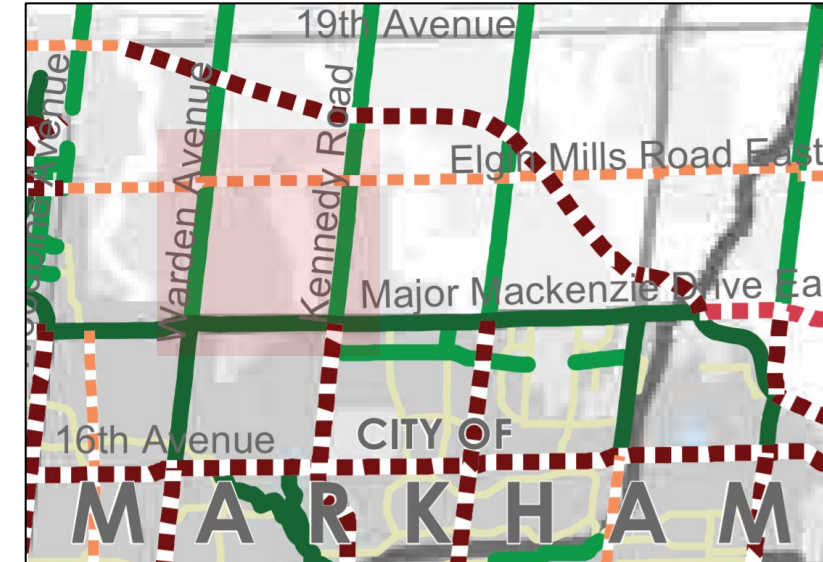
Transit improvement



— Frequent Transit Network

Source: Map 7, Proposed 2041 Road Network (2016 TMP)

Active transportation improvement



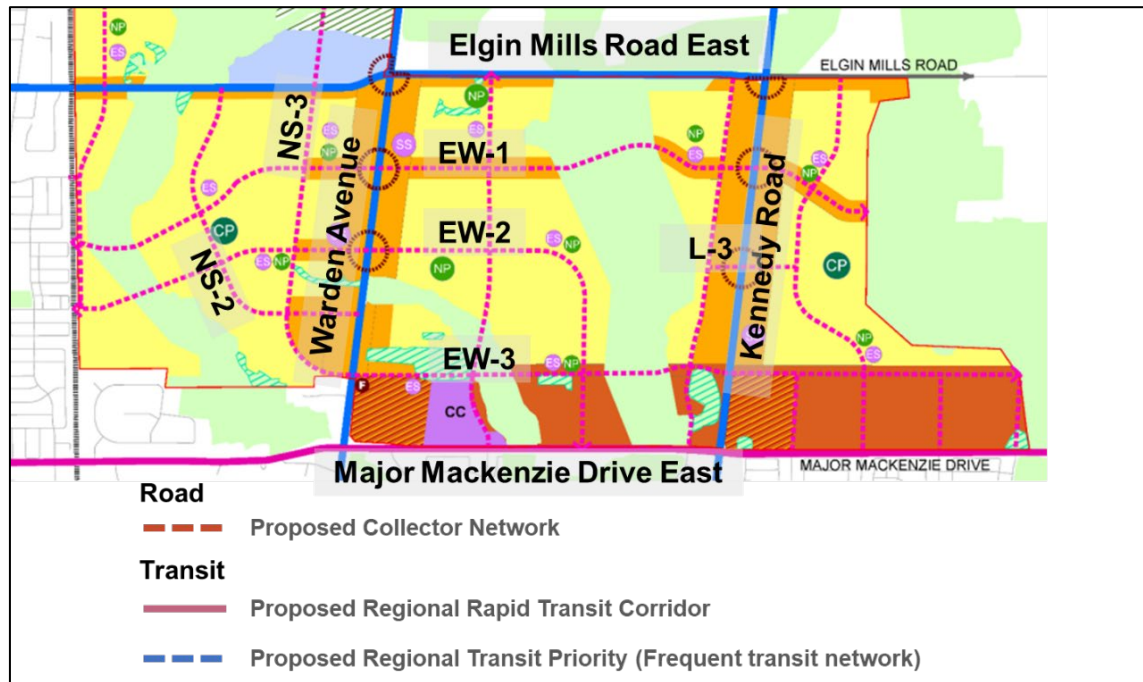
— Dedicated Facility

Source: Map 9, Proposed 2041 Cycling Network (2016 TMP)

Additional recommendations for Warden Avenue and Kennedy Road

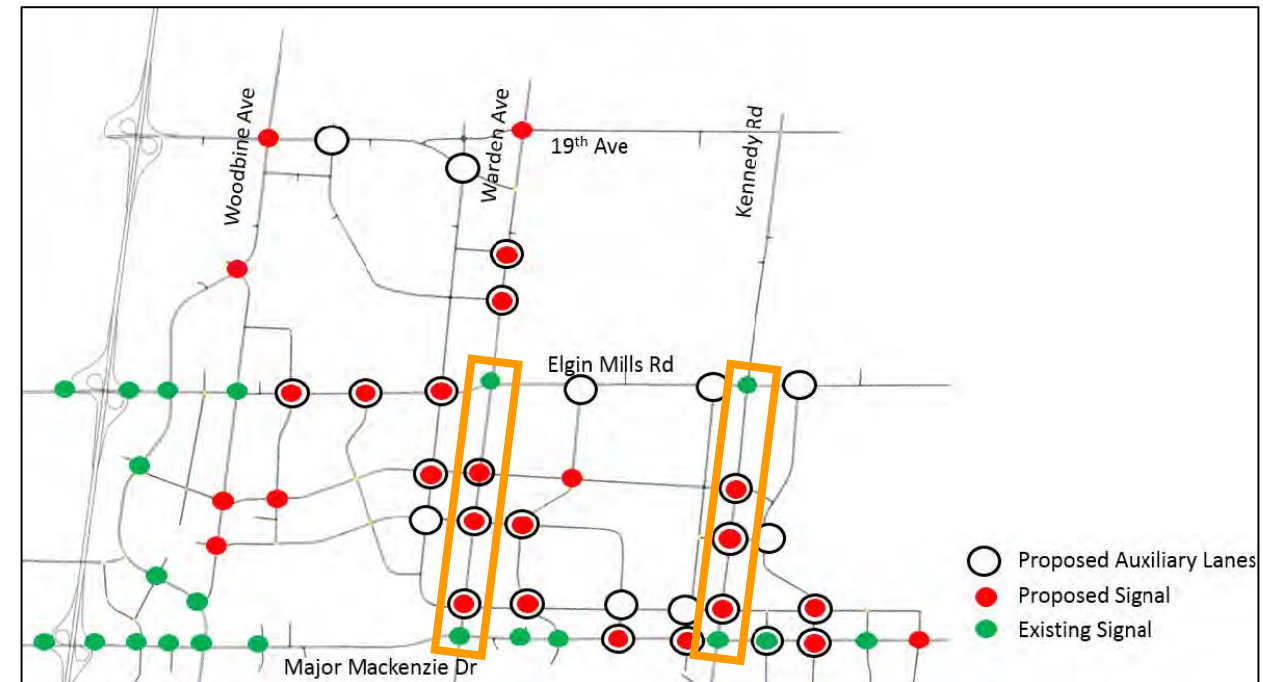
The City of Markham's Future Urban Area Conceptual Master Plan

Recommended comprehensive collector road network of roads and active transportation infrastructure



Proposed Community Structure Plan (Conceptual Master Plan)
Adapted from: Future Urban Area Conceptual Master Plan Volume 2 (October 2018)

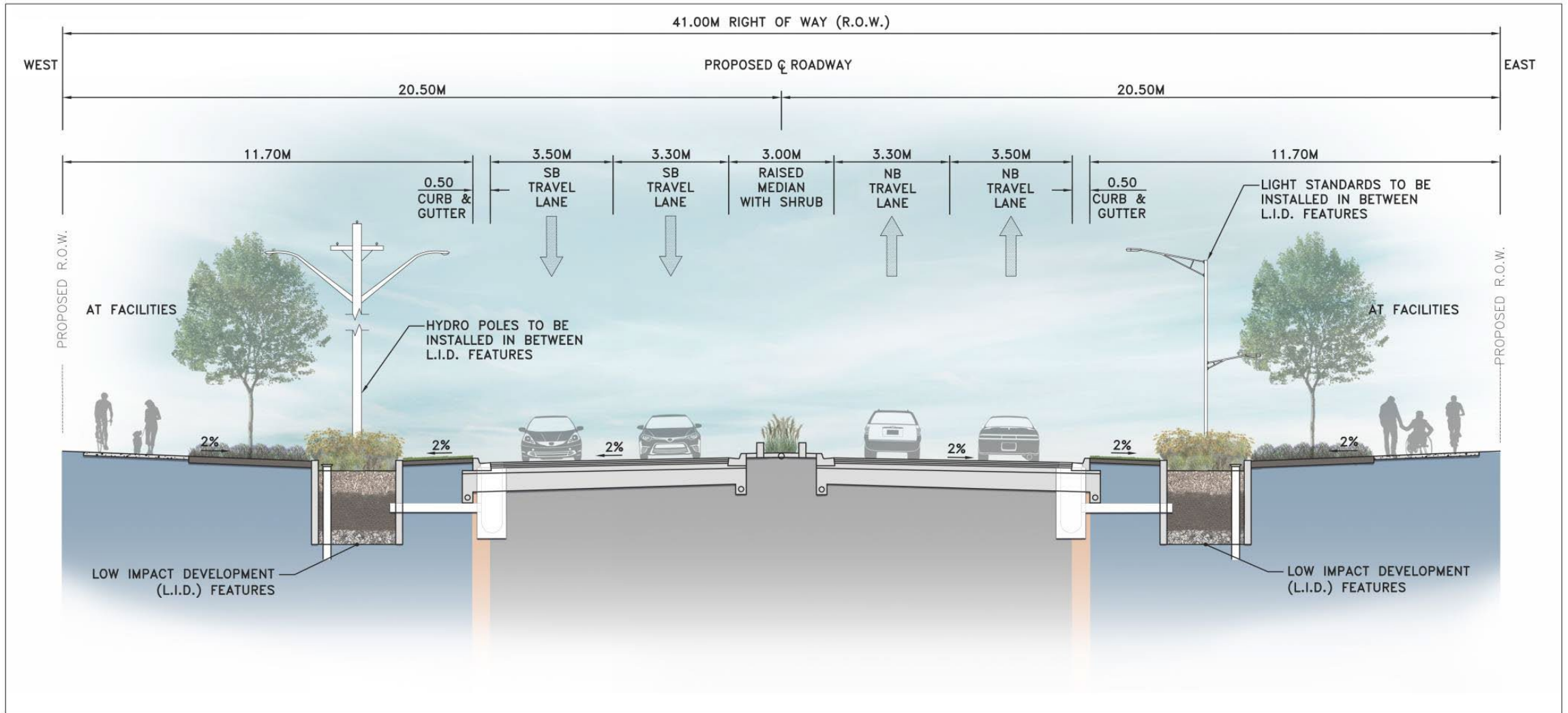
Anticipated signals in support of the future development and travel demands



Proposed Signal and Intersection Configuration
Source: Future Urban Area Conceptual Master Plan Volume 2 (October 2018)

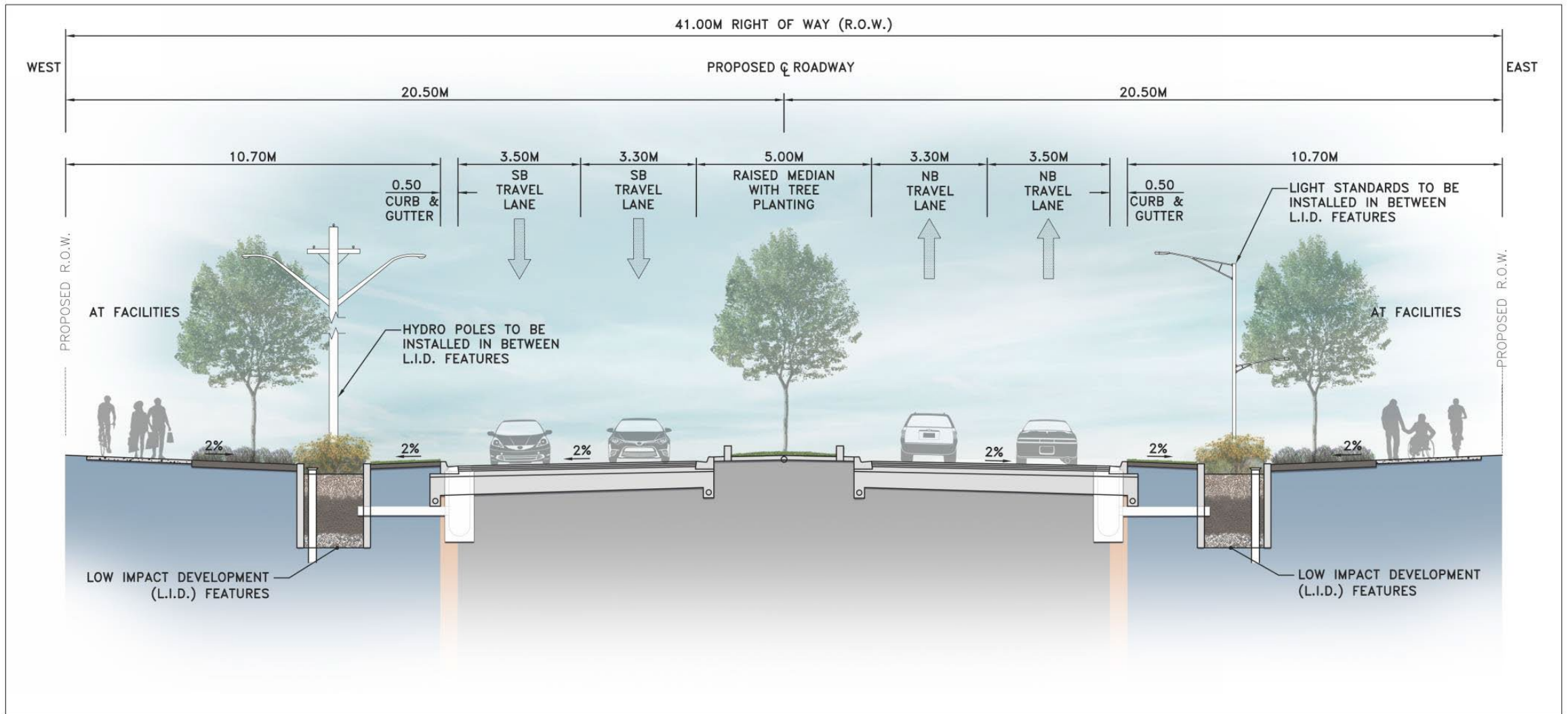
PRELIMINARY ALTERNATIVE DESIGN CONCEPTS

Alternative Design Concept 1



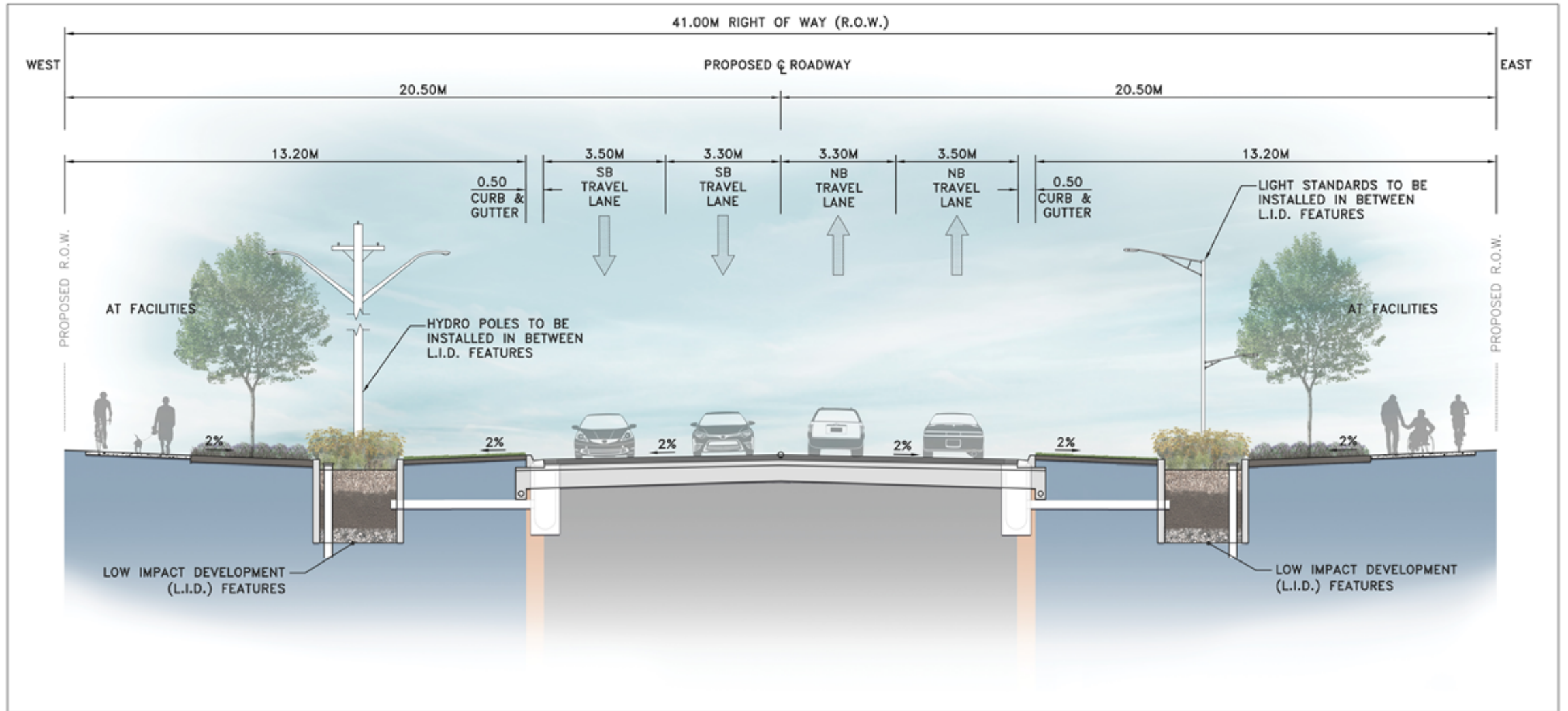
WARDEN AVENUE AND KENNEDY ROAD
TYPICAL 4-LANE CROSS SECTION | WITH 3.0M MEDIAN ISLAND

Alternative Design Concept 2



WARDEN AVENUE AND KENNEDY ROAD
TYPICAL 4-LANE CROSS SECTION | WITH 5.0M MEDIAN ISLAND

Alternative Design Concept 3

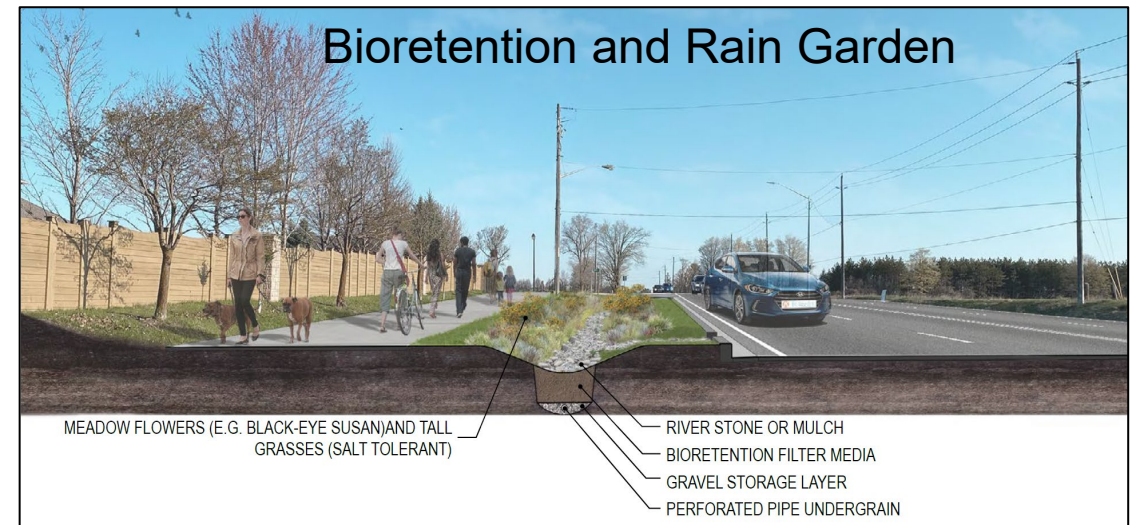
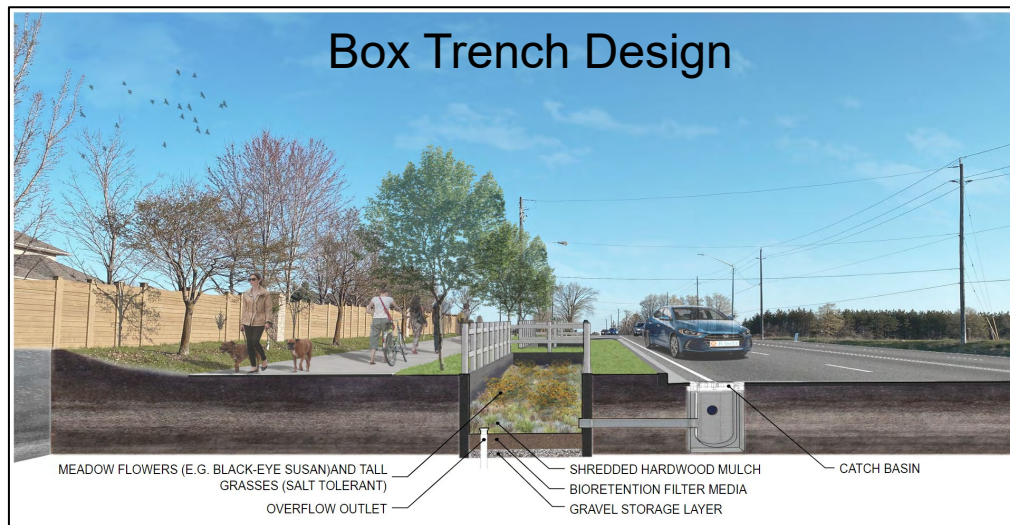


WARDEN AVENUE AND KENNEDY ROAD
TYPICAL 4-LANE CROSS SECTION | WITHOUT MEDIAN ISLAND

Low Impact Development (LID) Measures

LID uses cost-effective construction and building methods to store, filter and infiltrate rainwater and snow melt into the ground. LID measures are necessary to consider for all road widening projects to address increased impervious (does not allow water to pass through) surfaces and improve sustainable and climate adaptive solutions. Some example designs that are feasible for road improvement projects and are being considered for Warden Avenue and Kennedy Road include:

- Box Trench Design
- Vegetated/Bio Swale Design
- Bioretention and Rain Garden Design
- Infiltration trenches and soak-aways
- Permeable pavement
- Above-ground rainwater harvesting tanks
- Underground storage tanks



Studies to support evaluation of Alternative Design Concepts

- Traffic and Safety Assessment
- Stormwater Management, Drainage and Hydrology Assessment
- Foundation Design
- Hydrogeological Assessment
- Noise Impact Assessment
- Air Quality Impact Assessment
- Natural Heritage Impact Assessment
- Fluvial Geomorphological Assessment
- Archaeological and Cultural Heritage Assessments
- Contamination Overview Study
- Low Impact Development Assessment and Benefit-Cost Analysis

Preliminary evaluation criteria

The Alternative Design Concepts in the study areas will be evaluated relative to each other against a set of criteria. Preliminary criteria are provided below under each of the project environments:



Natural Environment

- Potential impact to vegetation
- Potential impact to wildlife habitat and habitat of species at risk
- Potential impact to water resources and drainage
- Potential climate change impact and resilience



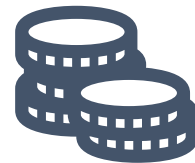
Socio-Cultural Environment

- Potential impact to heritage resources (e.g., archaeology, cultural heritage)
- Nuisance impacts (e.g., noise, visual, or construction impacts)
- Land acquisition needs, impacts to driveway access
- Conformity to municipal and agency policy
- Level of service for local residents and business, impact to municipal services
- Connectivity and safety



Engineering Environment

- Level of service / traffic congestion
- Operational safety / roadside safety
- Design constraints
- Utility impacts
- Constructability



Financial Environment

- Estimated capital costs
- Estimate operation and maintenance costs
- Property acquisition costs

Next Steps

- Review public feedback regarding study area concerns and Design Concepts
- Refine and evaluate the Alternative Design Concepts
- Select and develop Preferred Design
- Present the Preliminary Preferred Design at the online open house #2

Thank You

We value your input

We invite you to complete the survey available at www.york.ca/WardenKennedyStudy

Online open house materials are also posted and will remain available for review and comment until **March 24, 2022**.

A summary of your written comments along with responses to comments received will be provided in an Online Open House Summary Report, which will also be posted on the project page of the Region's website.

For more information please contact:

York Region Transportation Services

Edward Chiu, P.Eng., Senior Project Manager

Phone: 1-877-464-9675 ext. 75908 TTY: 1-866-512-6228

Edward.Chiu@york.ca





BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Comment Sheets

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 24, 2022 11:43:11 AM
Last Modified: Thursday, February 24, 2022 11:45:10 AM
Time Spent: 00:01:58
IP Address: [REDACTED]

Page 1

Q1 **Have a general interest**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3 **Respondent skipped this question**

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Don't believe mediums are necessary expense

Q5 **Respondent skipped this question**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6 **Respondent skipped this question**

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#2

COMPLETE

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Started: Thursday, February 24, 2022 12:12:14 PM
Last Modified: Thursday, February 24, 2022 12:14:42 PM
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IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle),**

How do you currently travel in this area? (Please check all that apply) **Cycle**

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Speed limits and safety of local residents walking / cycling

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Ensure adequate lanes and traffic controls to avoid future congestion and capacity limits

Q5 **Respondent skipped this question**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6 **Respondent skipped this question**

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, February 24, 2022 1:50:18 PM
Last Modified: Thursday, February 24, 2022 1:53:11 PM
Time Spent: 00:02:53
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident,**
Own a commercial/industrial property
I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**
How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?
Cycling traffic, heavy truck traffic including agricultural/farm equipment, blowing snow from open fields during residential construction/farm fields left in this stretch

Q4
Please provide any comments/ questions/ suggestions the study team should consider?
Center median would prevent passing unsafely/using center median as a passing lane in a future residential area; open farm lands left cause blowing snow which would be mitigated with a center median landscape

Q5 **Respondent skipped this question**
Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

Respondent skipped this question

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#4

COMPLETE

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Started: Thursday, February 24, 2022 7:05:19 PM
Last Modified: Thursday, February 24, 2022 7:27:34 PM
Time Spent: 00:22:14
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident,**
I am interested in this study because I: (please check all that apply) **Have a general interest**

Q2 **Drive (motor vehicle),**
How do you currently travel in this area? (Please check all that apply) **Cycle**

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

I use Warden and Kennedy for cycling on a regular basis during the summer months. Speeding and distracted driving are key contributors to unsafe conditions for all road users, most specifically pedestrians and cyclists.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

1. What are you doing to accommodate a wide range of cyclists' ages and abilities in your option development?
 2. How are electric bikes and scooters accommodated in your proposed Options 1, 2 and 3.
 3. What is the existing level of auto non-compliance with the posted speed and how do Options 1, 2 and 3 for Warden and Kennedy actively support a higher level of compliance without enforcement
 4. When will the Traffic and Safety Assessment be available for review?
 5. How do each of your options account for the eventual shift to autonomous and connected vehicles within the lifetime of the resulting assets?
-

Q5

Respondent skipped this question

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
Email Address	[REDACTED]

#5

COMPLETE

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Started: Thursday, February 24, 2022 8:21:06 PM
Last Modified: Thursday, February 24, 2022 8:23:39 PM
Time Spent: 00:02:33
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Busy intersections like major mackenzie and markham

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Add left signal lights for left turns. Make flow of traffic easy

More roundabouts like stouffville very convenient

Q5 **Respondent skipped this question**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

Respondent skipped this question

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#6

COMPLETE

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Started: Thursday, February 24, 2022 9:14:55 PM
Last Modified: Thursday, February 24, 2022 9:17:00 PM
Time Spent: 00:02:05
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Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

No

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

N/A

Q5 **I/we wish to have personal information (e.g. name, address, phone number) remain confidential.**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	ON
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#7

COMPLETE

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Started: Friday, February 25, 2022 12:28:36 AM
Last Modified: Friday, February 25, 2022 12:46:07 AM
Time Spent: 00:17:31
IP Address: [REDACTED]

Page 1

Q1

I am interested in this study because I: (please check all that apply)

Am a local resident,

Other (please specify):

Home is here, even though i travel a lot. Family isn't well versed in English, so representing them.

Q2

How do you currently travel in this area? (Please check all that apply)

Drive (motor vehicle)

Q3

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Really hoping we don't just build more lanes and roads for cars. The focus should be the individual commuter, not the driver in an empty car. The Bay Area's suburbs in California is a great example of what *not* to do with blossoming development. If we're building new development, let's build it for the transit system we should have, not the surplus of cars we suffer with.

Q4

Please provide any comments/ questions/ suggestions the study team should consider?

- Push for native plants (trees, shrubbery) in the medians and LIDs
- A three-lane option rather than four: the center lane direction switches depending on time of day, or shared with HOV/transit priority. Per slides 10 and 11, the 'other' direction really doesn't need to have two lanes open at all times of the day.
- If we must have 4 lanes, Solution 2 (with a larger median + trees) is desirable. Nobody complains about a tree-lined road.
- Please please please make sure that (1) at night, the multiuse path has light visible from the lamps, (2) in the day there is enough shade from trees, (3) it is smooth and paved rather than blocks (as in most sidewalks). The paths might as well be unusable otherwise.
- Also please consider how folks using the multiuse path would cross to roadways for transit access; unclear from the slides how this is integrated.
- Re:auxiliary lanes and lights in slide 22: I have often seen these abused (ex. As a 'cheat' lane) and be very disorienting for drivers, especially during high-traffic (which again, we should be avoiding altogether; why does everyone have so many cars?!). I have no confidence these will serve the community beyond making it more hazardous for bikers/pedestrians and being another stretch of grey concrete. Please reconsider; maybe a roundabout or something. Will leave this one up to the experts.

Q5

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

I/we wish to be added to the study Contact List to receive notices related to this project.

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	ON
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#8

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Last Modified: Friday, February 25, 2022 1:15:30 AM
Time Spent: 00:05:05
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

no

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Too many traffic jams for Kennedy Rd. and Warden.
HOV line in Warden Ave.
Give the traffic lights on green longer for North/south traffic

Q5 **I/we wish to have personal information (e.g. name, address, phone number) remain confidential.**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	████
Address	████████████████
City/Town	████████
State/Province	ON
ZIP/Postal Code	██████
Email Address	████████████████████

#9

COMPLETE

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Last Modified: Friday, February 25, 2022 5:09:10 PM
Time Spent: 00:10:29
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident,**
I am interested in this study because I: (please check all that apply) **Have a general interest**

Q2 **Drive (motor vehicle),**
How do you currently travel in this area? (Please check all that apply) **Cycle,**
Walk

Q3 **Respondent skipped this question**
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Q4 **Respondent skipped this question**
Please provide any comments/ questions/ suggestions the study team should consider?

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**
Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	ON
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#10

COMPLETE

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Started: Saturday, February 26, 2022 5:35:47 PM
Last Modified: Saturday, February 26, 2022 5:45:14 PM
Time Spent: 00:09:26
IP Address: [REDACTED]

Page 1

Q1 Other (please specify):
I am interested in this study because I: (please check all that apply) Lived in Markham since birth

Q2 Drive (motor vehicle)
How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?
Too bad it cannot stay as farmland

Q4
Please provide any comments/ questions/ suggestions the study team should consider?
Build one million dollar Town Houses with 2 garages - no condo's

Q5 I/we wish to have personal information (e.g. name, address, phone number) remain confidential.
Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	Ontario
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#11

COMPLETE

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Started: Sunday, February 27, 2022 2:37:13 PM
Last Modified: Sunday, February 27, 2022 2:39:33 PM
Time Spent: 00:02:19
IP Address: 70.51.253.46

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

No

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Extend these roads up to Stouffville Rd don't stop at Elgin Mills

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	Ontario
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, February 28, 2022 11:38:56 AM
Last Modified: Monday, February 28, 2022 11:45:18 AM
Time Spent: 00:06:21
IP Address: [REDACTED]

Page 1

Q1 **Have a general interest**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

No.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

As a Markham resident and tax payer, I think that Alternative Design Concept 3 is the better cross-section (no median) from the point of view of capital cost and maintenance.

Q5 **Respondent skipped this question**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6 **Respondent skipped this question**

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, February 28, 2022 8:41:17 PM
Last Modified: Monday, February 28, 2022 8:43:04 PM
Time Spent: 00:01:46
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Cycle**

How do you currently travel in this area? (Please check all that apply)

Q3 **Respondent skipped this question**

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

more bike lanes, lot of cyclists in the area

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**

Information materials for the Studies are available online at www.york.ca/WardenKennedyStudy for review and comment. For this stage of the Municipal Class Environmental Assessment process, comments are requested by March 24, 2022. Responses to comments will be provided in an Open House Summary Report, along with a summary of your written comments and will be made available at www.york.ca/WardenKennedyStudy

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	█
Address	████████████████████
City/Town	██████████
State/Province	ON
Email Address	██

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 02, 2022 7:49:37 PM
Last Modified: Wednesday, March 02, 2022 7:55:20 PM
Time Spent: 00:05:43
IP Address: 99.229.57.81

Page 1

Q1

I am interested in this study because I: (please check all that apply)

Am a local resident,

Other (please specify):

I live further south on Warden but do drive Warden north to Stouffville Rd frequently

Q2

How do you currently travel in this area? (Please check all that apply)

Drive (motor vehicle)

Q3

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Yes....Warden is my focus of interest.....

Q4

Please provide any comments/ questions/ suggestions the study team should consider?

In developing; suggestion is to limit signalized intersection additions as much as possible..... Warden from 16th Ave to Major MacKenzie is a beautiful section both in design considerations and simply presents itself well no matter the time of year..... Developing Warden and this expanding area with identical concepts would be the ideal.....

Q5

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I/we wish to be added to the study Contact List to receive notices related to this project.

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	Ont
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 03, 2022 1:43:12 PM
Last Modified: Thursday, March 03, 2022 1:45:35 PM
Time Spent: 00:02:23
IP Address: 207.107.150.42

Page 1

Q1 Other (please specify):
I am interested in this study because I: (please check all that apply) am a commuter through this area.

Q2 Drive (motor vehicle),
How do you currently travel in this area? (Please check all that apply) Cycle

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?
There needs to be a prioritization for pedestrians/cyclists. Having two lanes could help, but preparing for transit in the future is important too.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?
Have bike lanes and sidewalks that are away from the main road.

Q5 Respondent skipped this question
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Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name



#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, March 06, 2022 6:44:41 PM
Last Modified: Sunday, March 06, 2022 6:45:22 PM
Time Spent: 00:00:40
IP Address: [REDACTED]

Page 1

Q1

I am interested in this study because I: (please check all that apply)

Am a local resident,
Have a general interest

Q2

How do you currently travel in this area? (Please check all that apply)

Drive (motor vehicle)

Q3

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Too much traffic

Q4

Please provide any comments/ questions/ suggestions the study team should consider?

Higher speed limits, wider roads

Q5

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Respondent skipped this question

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Respondent skipped this question

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, March 06, 2022 8:04:11 PM
Last Modified: Sunday, March 06, 2022 8:16:01 PM
Time Spent: 00:11:50
IP Address: 99.228.99.139

Page 1

Q1

I am interested in this study because I: (please check all that apply)

Have a general interest,

Other (please specify):

Drive through these roads frequently/commute

Q2

How do you currently travel in this area? (Please check all that apply)

Drive (motor vehicle)

Q3

Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

It should not cater to cars

Q4

Please provide any comments/ questions/ suggestions the study team should consider?

Build rapid transit lines (TRAINS!) along Kennedy and Warden to make commuting faster!

Q5

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I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	ON
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 10, 2022 3:17:50 PM
Last Modified: Thursday, March 10, 2022 3:19:36 PM
Time Spent: 00:01:46
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle),**

How do you currently travel in this area? (Please check all that apply) **Cycle**

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

not at this time

Q4 **Respondent skipped this question**

Please provide any comments/ questions/ suggestions the study team should consider?

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**

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Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
City/Town	[REDACTED]
State/Province	on
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, March 13, 2022 10:41:05 PM
Last Modified: Sunday, March 13, 2022 10:57:22 PM
Time Spent: 00:16:16
IP Address: 99.244.103.91

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Road widenings for autos are an environmental disaster for local residents. Alternative modes of transportation need to be encouraged. Please don't call these improvements. The Environmental Assessments are a joke. Has the York Region Medical Officer signed off on the health risks to local residents for these projects and others in Markham?

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Continuous multi use paths are a must.
Any additional lanes should be restricted to electronic vehicles including buses and shuttles.
Turning Markham into 4 and 6 lane highways for cars is backward thinking and inconsistent with ESG initiatives.

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**

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Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	Ont
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, March 16, 2022 12:15:11 PM
Last Modified: Wednesday, March 16, 2022 12:18:34 PM
Time Spent: 00:03:22
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Widening these roads would be beneficial for traffic.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Wider roads with traffic lights and street lights would be beneficial. Sidewalks if beneficial for pedestrians.

Q5 **I/we wish to have personal information (e.g. name, address, phone number) remain confidential.**

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Q6 **Respondent skipped this question**

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 18, 2022 10:48:12 AM
Last Modified: Friday, March 18, 2022 11:19:21 AM
Time Spent: 00:31:08
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

To what extend are permanent changes due to the pandemic included in the future traffic volumes? Although I understand it might be hard to predict, there is a strong indication that working from home will be more common going forward.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

First of all I support the recommended solutions that improve active transportaton. I especially like the separation of the AT facilities from the main travel lanes. Besides improving safety it will be much more enjoyable to use the AT facility (compared to one right next to the road). Looking forward to use it.

Will the AT facilities stay separated through the planned intersections?

Are roundabouts considered for certain intersections?

Has it been considered to use certain regional roads as main routes for north/south and east/west traffic? Traffic signals could then be optimized to for example get traffic quickly and smoothly through the main urban areas. Thus not trying to optimize every single road, but creating certain in effect 'highways', optimized for through traffic.

For example if you are on Warden (or McCowan) and pass Steeles going North in the afternoon, then you will get green lights all the way up to Elgin Mills or further if you stick to the speed limit (allowing for exceptions, like accidents and emergency vehicles). This would then not be the case on Woodbine and Kennedy.

I don't know to what extend this is feasible, but I feel it is worth looking into.

Q5

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I/we wish to be added to the study Contact List to receive notices related to this project.

Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 18, 2022 3:31:43 PM
Last Modified: Friday, March 18, 2022 3:41:27 PM
Time Spent: 00:09:44
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

I would love to cycle these roads but do not feel comfortable with no facility and high vehicle speeds.

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Please provide multi-use paths paved with asphalt. The difference between asphalt and concrete is tremendous from a rider experience. Major Mackenzie is much better as asphalt compared to Warden Avenue and its concrete. The joints between the concrete slabs are bump, bump, bump, and are very jarring on the bike. If we want people to use the facility, it has to be comfortable. Asphalt is the way to go from a user experience perspective.

Q5 **I/we wish to be added to the study Contact List to receive notices related to this project.**

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Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	Ontario
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 18, 2022 7:19:17 PM
Last Modified: Friday, March 18, 2022 7:24:18 PM
Time Spent: 00:05:01
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

Not enough lights on the road

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Not enough lighting on the road making it very dangerous for drivers during night time, especially when it's foggy

Q5 **Respondent skipped this question**

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Q6 **Respondent skipped this question**

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, March 21, 2022 10:45:20 PM
Last Modified: Monday, March 21, 2022 10:54:00 PM
Time Spent: 00:08:39
IP Address: [REDACTED]

Page 1

Q1 **Am a local resident**

I am interested in this study because I: (please check all that apply)

Q2 **Drive (motor vehicle)**

How do you currently travel in this area? (Please check all that apply)

Q3
Do you have concerns about Warden Avenue or Kennedy Road within the study limits?

No

Q4
Please provide any comments/ questions/ suggestions the study team should consider?

Trust the expertise of people who design and build the road.

Q5 **I/we wish to have personal information (e.g. name, address, phone number) remain confidential.**

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Q6

I/we wish to have personal information (e.g. name, address, phone number) remain confidential.

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	On
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]