



# Kirby Road Widening Environmental Assessment Study

Jane Street to Dufferin Street

DRAFT Online Survey Summary Report

*City of Vaughan*

September 8, 2020





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# 1 Introduction

The City of Vaughan is undertaking an Environmental Assessment Study for Kirby Road Widening between Jane Street and Dufferin Street which includes widening from two to four lanes, eliminating the jog at Jane Street and separating the grade at the Barrie Go rail line. This study confirmed the findings of the North Vaughan and New Communities Transportation Master Plan (TMP), which satisfied Phases 1 and 2 of the Municipal Class EA process, and will address current and future transportation needs and opportunities for pedestrians, cyclists, transit users and motorists in North Vaughan. This study continues on with Phases 3 and 4 of the MCEA process for the Kirby Road Widening between Jane and Dufferin Street.

The study is being carried out in accordance with the requirements of the Schedule 'C' Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act. Public input is an important part of the multi-step Kirby Road Widening Class EA process and a number of public and stakeholder consultation activities are being held to provide opportunities for engagement. One of these opportunities include an online survey (**Appendix A**) which was made available on the study website ([Vaughan.ca/kirbywidening](http://Vaughan.ca/kirbywidening)) from July 28, 2020 to August 21, 2020.

# 2 Methods of Communication

Multiple methods of communication were used to inform the public about the Kirby Road Widening Class Environmental Assessment online survey:

- Direct mail of post cards to 1,551 members of the public, including property owners and residents along the study corridor
- Direct mail of post cards and email to 47 agency representatives and 74 stakeholder group representatives
- Direct mail of post cards and email to 16 Indigenous Community representatives from 6 different communities
- Email notification to 44 individuals on the project email list – developed through previous responses to project notifications
- Updates to project website, including the link to the online survey on project website: <http://www.vaughan.ca/kirbywidening> on July 28, 2020
- Notice and City Media Release posted on [www.vaughan.ca](http://www.vaughan.ca) on August 7, 2020
- Online advertisements as follows:
  - YorkRegion.com – “WHAT’S GOING ON HERE?: Vaughan widening Kirby Road from 2 to 4 lanes” on August 1, 2020
  - YorkRegion.com – “Vaughan looking for virtual public input on 6 key initiatives” on August 10, 2020
- Social media updates: City of Vaughan Facebook, Twitter, Instagram, and LinkedIn posts on August 6, 2020 and August 19, 2020

The communication material are included in **Appendix B**.

### 3 Summary of Feedback Received

Three hundred seventy nine (379) members of the public provided comments through the online survey during the commenting period (July 28, 2020 to August 21, 2020). The most common comments received include:

- General support for separated cycling and pedestrian facilities
- Concerns that road widening will increase congestion
- Requests to introduce traffic signals to replace stop signs

The questions and responses received are summarized below:

#### 3.1 How do YOU use Kirby Road?

1) The Kirby Road corridor runs between Jane Street and Dufferin Street. What tends to be your main reason for travelling along this stretch of Kirby Road?

Answer Choices	Responses
To reach a destination within the City of Vaughan	44%
To reach a destination within York Region	32%
To reach a destination within the City of Toronto	3%
I do not travel along this stretch of Kirby Road	3%
Other	18%

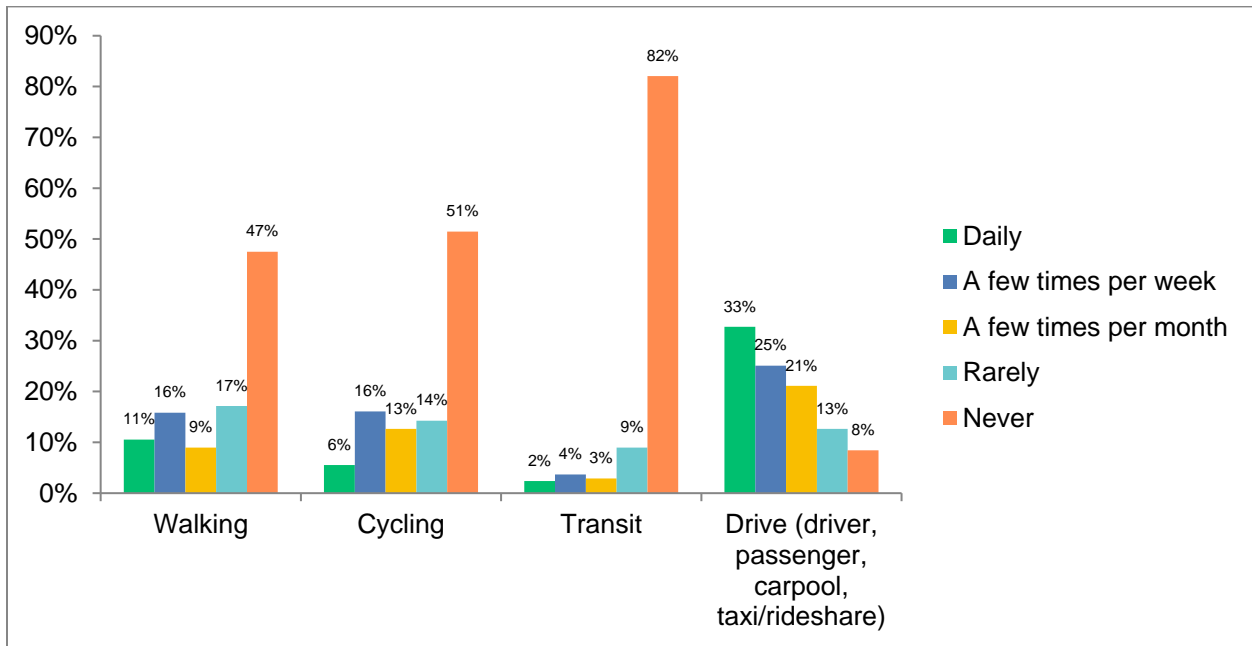
The following lists the other reasons respondents provided for travelling along Kirby Road, within the study area, included:

- Cycling
- Residing in the area
- Avoiding traffic on Major Mackenzie Drive
- To reach a destination within the City of Brampton, City of Mississauga, and King City
- To reach Highway 400
- To enjoy the scenery and for recreation

The majority of respondents use Kirby Road to reach a destination within the City of Vaughan (44%), followed by respondents using Kirby to reach a destination within York Region (32%).



2) How often do you travel along Kirby Road between Jane Street and Dufferin Street?



When considering different forms and frequency of travel along the study corridor, the majority of respondents indicated:

- Driving daily (33%), a few times per week (25%); or few times per month (21%);
- Walking daily (11%), a few times per week (16%), or rarely / never (64%)
- Cycling daily (6%), a few times per week (16%) or rarely / never (65%)
- Taking transit daily (2%), a few times per week (4%), or rarely / never (91%)

### 3.2 Improving Walking, Cycling, Transit and Driving

3) What would make WALKING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

Answer Choices	Responses
Street lights / Illumination	45%
More space between pedestrians and vehicles	45%
Wider sidewalks	45%
More street trees, landscaping and amenities (benches and public art)	38%
Pedestrians separated from cyclists	36%
I would not walk along Kirby Road	27%
Crosswalks /crossrides at traffic signals	24%
Connections to transit stops	18%
Other (please specify)	6%

In general, respondents indicated top three concerns to increase the attractiveness of Walking in the corridor as:

- More space between pedestrians and vehicles (45%)
- Wider Sidewalks (45%)
- Street lights / illumination (45%)

A summary of the key comments include:

- Need for sidewalks on Kirby Road and other adjacent corridors (Dufferin Street, Keele Street)
- Lack of destinations to walk along the existing corridor
- Consideration of a roundabout
- Varying feedback regarding street trees and landscaping. Comments included request for street trees in boulevards and/or medians and maintenance of landscaping, in addition to request for no street trees / landscaping
- Lack of illumination
- Concern with driver speed and proximity of vehicles to pedestrians / cyclists

The detailed comments are provided in the **Appendix C**.

4) What would make CYCLING more attractive to you along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
Bicycle lanes (on the road)	45%
Cycling on both sides of the road	40%
Cycling path separated from walking (in boulevard)	40%
Street lights / Illumination	34%
I would not cycle along Kirby Road	24%
Cycling path shared with walking (in boulevard)	22%
More street trees, landscaping and amenities (benches and public art)	22%
Crosswalks /crossrides at traffic signals	12%
Connections to transit stops	11%
Other (please specify)	7%

The majority of respondents indicated top three concerns to increase the attractiveness of Cycling in the corridor as:

- Bicycle lanes (on the road) (45%)
- Cycling on both sides of the road (40%)
- Cycling separated from walking (in the boulevard) (40%)

A summary of the key comments include:

- Need for connection of the cycling facility to other local and Regional cycling facilities
- Varying / mixed preference for cycling facility type. Requests included wider cycling lane, on-road cycling lanes with physical separation (bollards) from vehicles, boulevard cycling paths, and one side only cycling path
- Request to flatten the slope towards Keele Street for easier accessibility
- Consideration of a roundabout
- Concern with driver speed and need for enforcement

The detailed comments are provided in the **Appendix C**.

5) What would make taking TRANSIT more attractive to you along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
I would not take transit along Kirby Road	53%
Transit routes with connections to GO Train stations / services	31%
Increased frequency of service	29%
Connections to other transit routes	27%
Designated waiting area / stop amenities (benches, shelters, pad)	26%
Transit stops accessible by walking / cycling	23%
On-time transit service	23%
Other (please specify)	4%

The majority of respondents (53%) indicated they would not take transit along Kirby Road. For the remainder of the respondents, the following top three concerns were identified to increase the attractiveness of taking Transit in the corridor:

- Transit routes with connections to GO Train stations / services (31%)
- Increased frequency of service (29%)
- Connections to other routes (27%)

A summary of the key comments include:

- Mixed feedback regarding transit. Some comments shared desire for transit along the corridor with requests for comfortable and accessible stops. Other feedback questioned the need along the east-west corridor suggesting to prioritize north-south routes or noting transit is infrequent.
- Requests for transit access / connections to Athabasca Drive and Ambassador Hills area
- Request for parking and integration with GO Transit connections to Maple GO

The detailed comments are provided in the **Appendix C**.

6) What are some DRIVING concerns you have when travelling along Kirby Road between Jane Street and Dufferin Street?

Answer Choices	Responses
Traffic delays / congestion at intersections	43%
Speeding / Aggressive Driving	41%
Road condition (driving surface, potholes, cracks, flooding)	40%
Width of vehicle lanes / shoulder	40%
Risk of Collision with Pedestrians / Cyclists	39%
Street lighting / Illumination	36%
Rail crossing west of Keele Street (frequency of train crossings and delays, driving surface over rail tracks)	34%
Truck Traffic	29%
Visibility of driveways / entrances	20%
Steepness of Road	13%
I do not have concerns with driving.	10%
Other (please specify)	7%



In general respondents indicated top three concerns they have with respect to Driving in the corridor as:

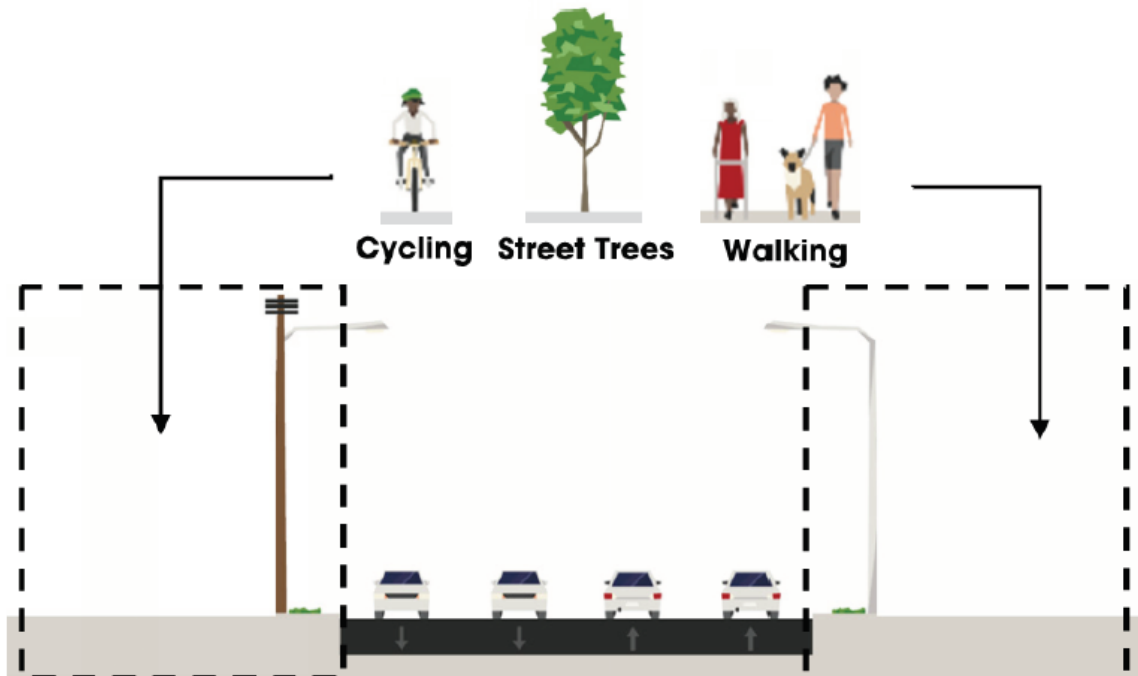
- Traffic delays / congestion at intersections (43%)
- Speeding / Aggressive Driving (41%)
- Road Condition (40%) and Width of Vehicle Lanes / Shoulders (40%)

A summary of the key comments include:

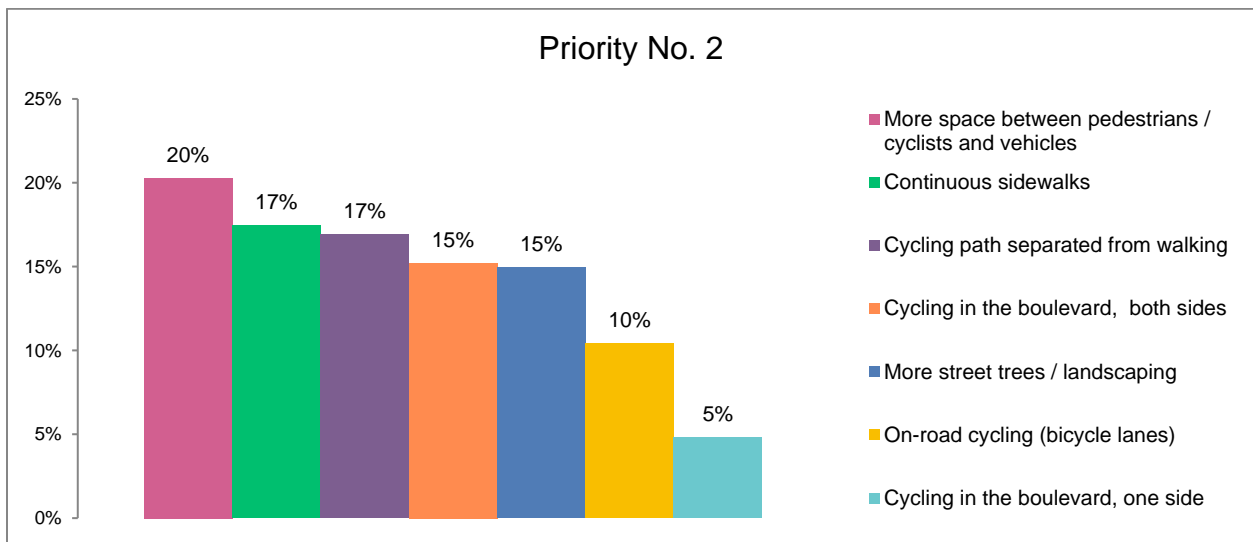
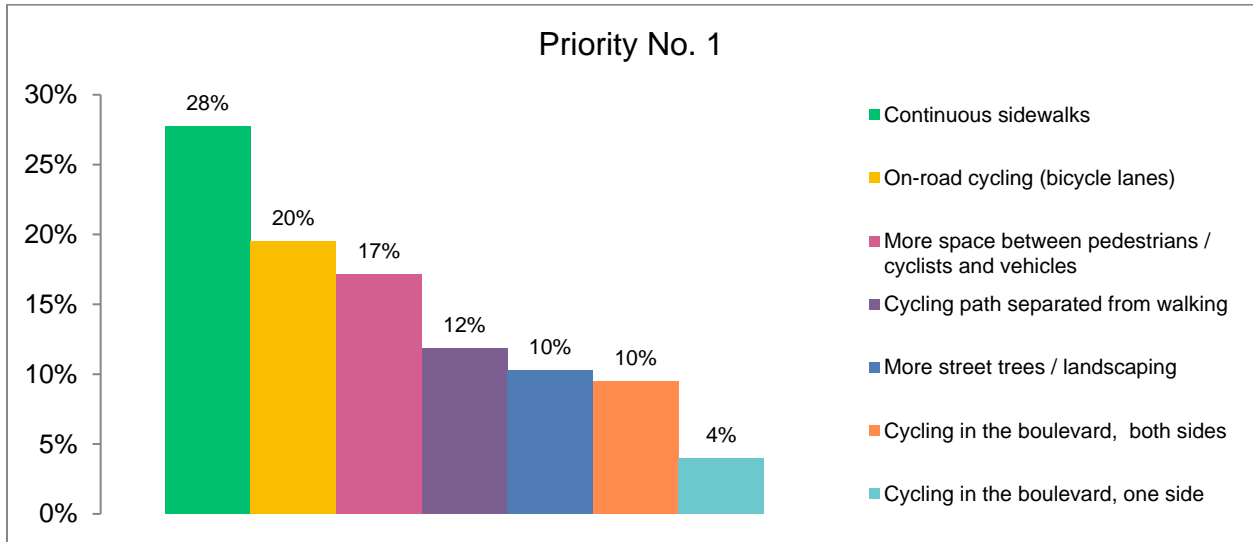
- Concern with steep grade of Kirby Road at Dufferin
- Request for auxiliary turn lanes and improvements at intersections
- Many comments indicated concerns with traffic operations, safety and delays experienced at Jane Street
- Request for consideration of a roundabout at Jane Street intersection to improve traffic flow in the corridor
- Request to minimize use of traffic signal and stop signs to improve traffic flow
- Concern with narrow shoulders
- Concern with speeding
- Concern with cyclist
- Request for urbanization of the rural corridor

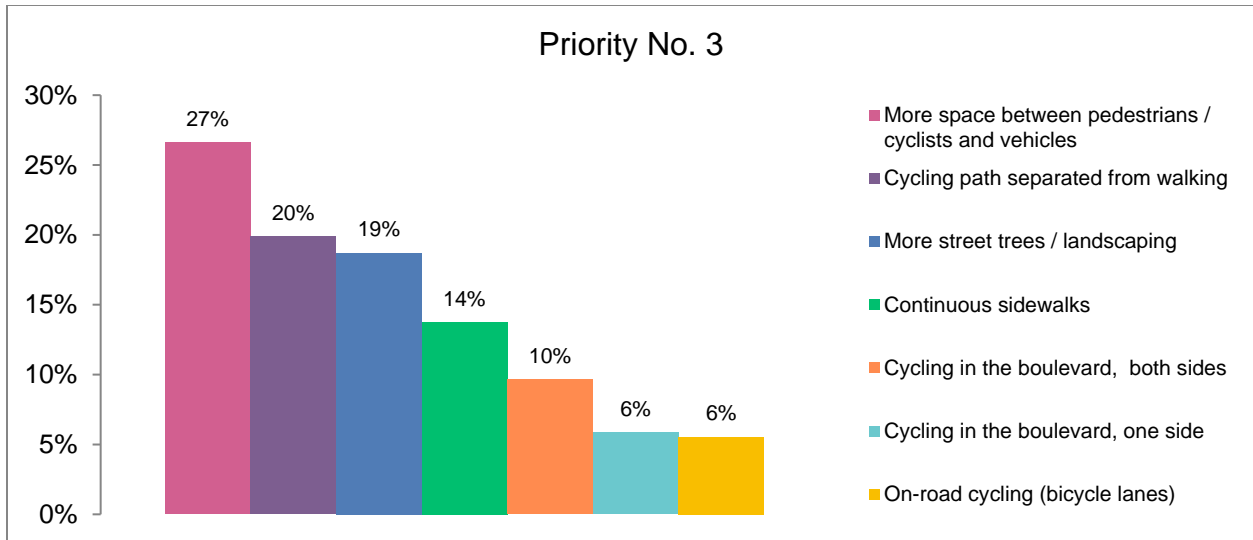
The detailed comments are provided in the **Appendix C**.

### 3.3 Walking and Cycling Along Kirby Road Corridor



7) Refer to the image above. When considering WALKING and CYCLING along the Kirby Road corridor, what are your top priorities?





In general respondents identified their top priorities for Walking and Cycling as: continuous sidewalks, increasing space between pedestrians / cyclists and vehicles, and cycling paths separated from walking. In general the lowest priority was providing cycling in the boulevard on one side only.

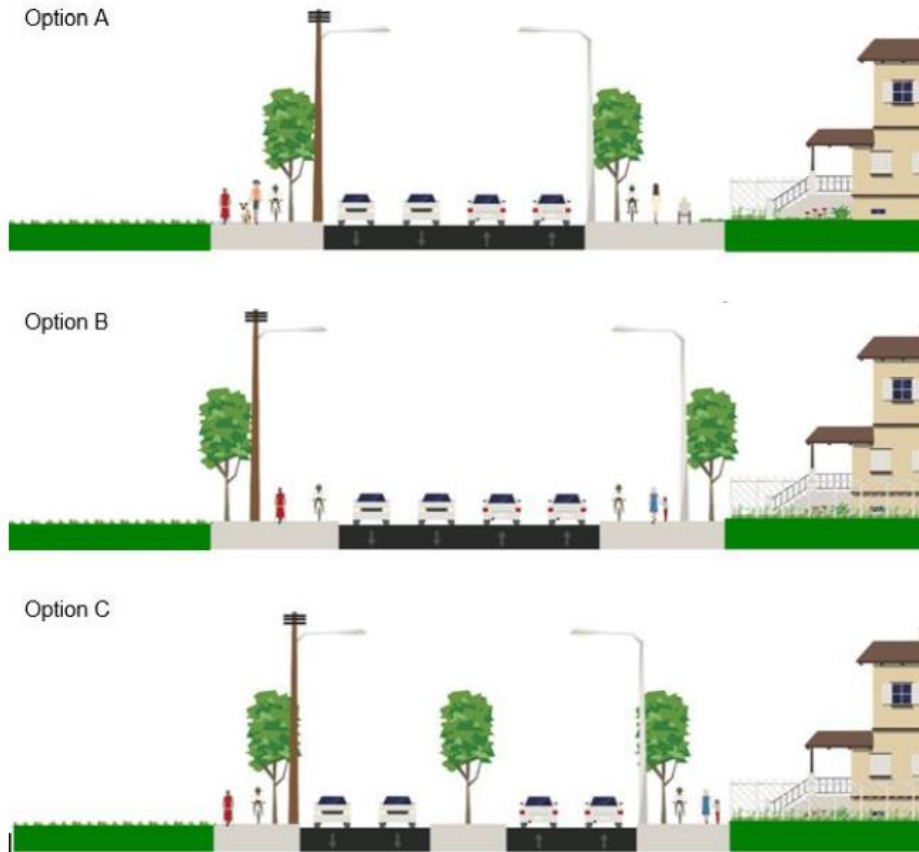
The respondents were mixed regarding the prioritization of on-road cycling (bike lanes), with some respondents (~20%) indicating it as their top priority and others indicating it as a lower / lowest priority.

A summary of the key comments include:

- Mixed feedback regarding preference for cycling. Support for one side cycling and one side for pedestrians in the boulevards, and support for cyclists and pedestrians in shared space in off-road trail
- Lack of illumination makes walking and cycling challenging
- Requests to maintain existing trees
- Concern for traffic noise
- Concerns for speeding and need for enforcement

The detailed comments are provided in **Appendix C**.

### 3.4 Streetscaping Options along Kirby Road



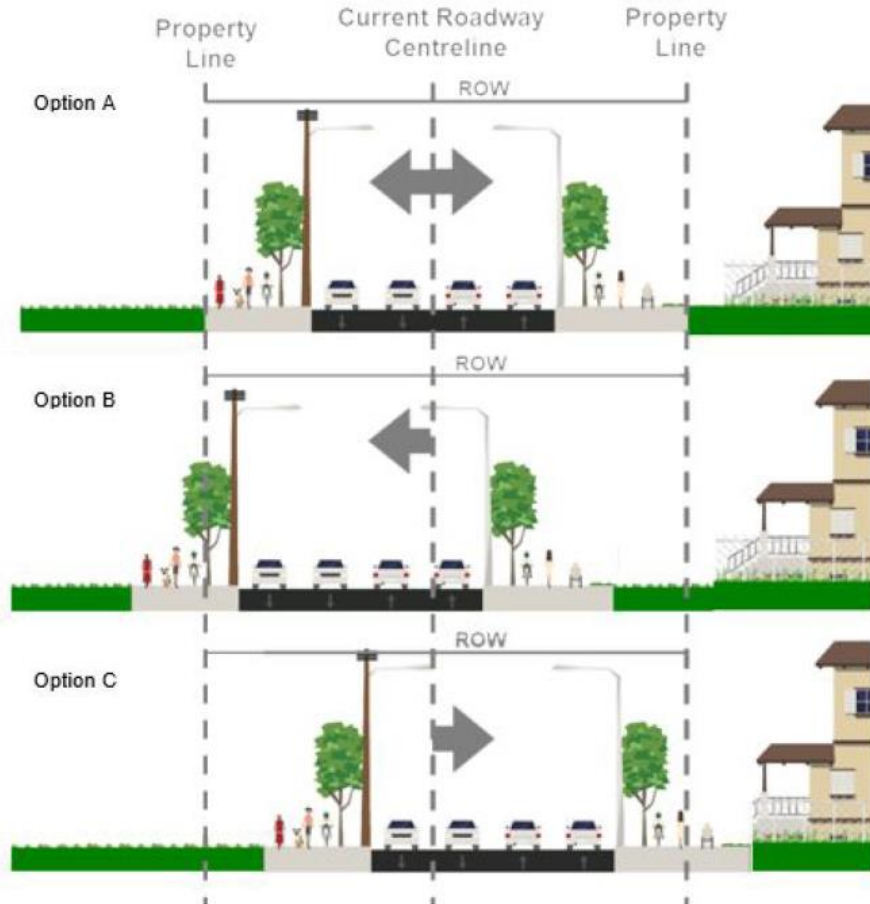
8) Refer to the image above. Where do you prefer to have street trees along the Kirby Road corridor?

Answer Choices	Responses
Option A – Street Trees closer to the roadway	31%
Option B – Street Trees closer to the property line	25%
Option C – Street Trees in the centre median	36%
I do not have a preference.	9%

In general respondents indicated a preference street trees in the centre median (36%), followed by street trees closer to the roadway (31%).

### 3.5 Widening Kirby Road Options

To widen Kirby Road from 2 to 4 lanes, we can widen on both sides of the road (Option A), widen to the north side (Option B), or widen to the south side (Option C).



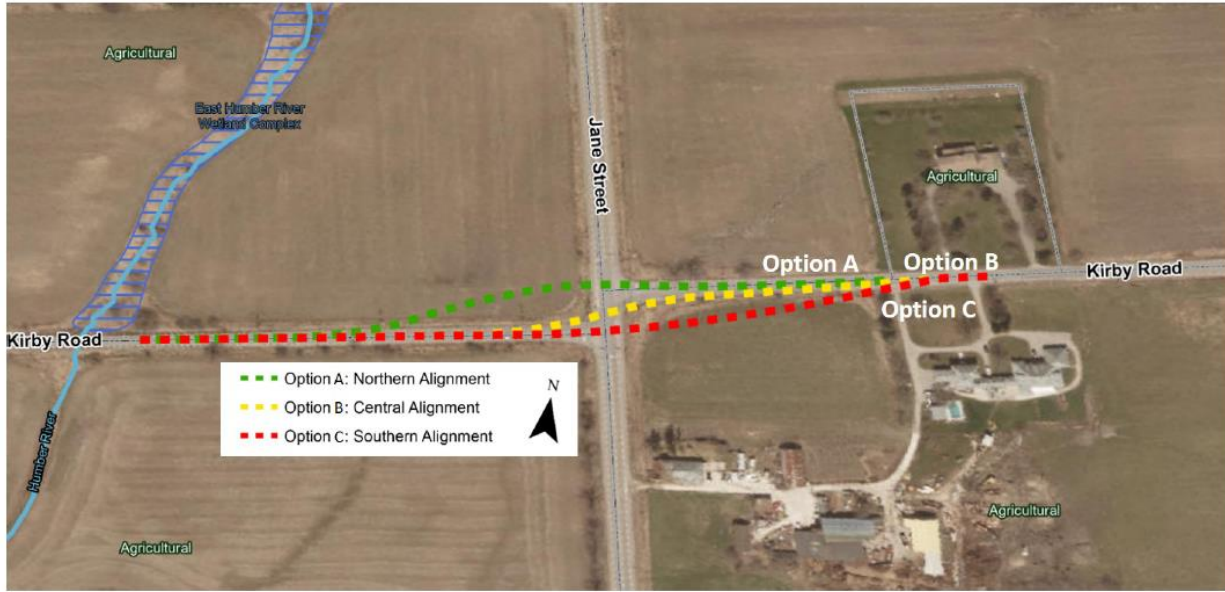
9) Refer to the image above. Which side of the road do you prefer we widen Kirby Road?

Answer Choices	Responses
Option A – Widen on both sides (widen about the centre of the road)	51%
Option B – Widen to the north side	23%
Option C – Widen to the south side	3%
I do not have a preference.	24%

The majority of respondents indicated a preference to widen on both sides (51%), followed by widening to the north side (23%), or no preference (24%). Widen to the south side was the least preferred option by the respondents (3%).

### 3.6 Kirby Road at Jane Street Options

Kirby Road will be straightened at Jane Street and the two existing intersections will be replaced with one intersection at Jane Street and Kirby Road. Here are three options we are considering:



10) Refer to the image above. What is your preference for the location of the new intersection at Kirby Road and Jane Street?

Answer Choices	Responses
Option A – Re-align Kirby Road and keep the north intersection at Jane Street	29%
Option B – Re-align Kirby Road and make a new intersection in the middle at Jane Street	27%
Option C – Re-align Kirby Road and keep the south intersection at Jane Street	10%
I do not have a preference.	34%

The majority of respondents did not indicate a preference for the location of the new intersection at Jane Street (34%), followed by a preference for re-aligning the intersection to the north (29%), re-aligning with a new intersection in the middle (27%), and least preferred option for re-aligning the intersection to the south (10%).

### 3.7 Kirby Road at Barrie GO Rail Crossing Options

Kirby Road crosses the Barrie GO Rail Line west of Keele Street. As trains and road traffic increase in the future there is a need to physically separate Kirby Road from the rail tracks. Here are three options.

### Option A: At-Grade Crossing



Existing at-grade Kirby Road crossing west of Keele Street

### Option B: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

### Option C: Overpass (Road over Rail)



Overpass example on Bayview Avenue south of Highway 401

11) Refer to the images above. What is your preference for Kirby Road at the Barrie GO Rail Line crossing?

Answer Choices	Responses
Option A: At-grade Crossing (Kirby Road crosses at the same level as the rail track)	19%
Option B: Underpass Crossing (Kirby Road is lowered under the rail track)	55%
Option C: Overpass Crossing (Kirby Road is raised over the rail track)	26%

The majority of respondents indicated a preference for the Underpass (55%), followed by Overpass (26%), with the least preferred option to have an At-Grade Crossing (19%).

## 3.8 Evaluation Criteria

Here is what we will consider to evaluate the options:

### **Preliminary Evaluation Criteria**

#### **Transportation Service**

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

#### **Natural Environment**

- Protect Designated Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Improve Air Quality
- Protect Surface Water and Ground Water
- Minimize Effects on Climate Change
- Minimize Flooding and Erosion and Protect Slope Stability

#### **Social Environment**

- Minimize Impacts and Improve Access to Residential, Institutional and Recreational Dwellings / Properties
- Minimize impacts to Active Agricultural Lands
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

#### **Infrastructure Design & Economic Environment**

- Minimize Utility Relocation
- Accommodate Planned Development and Growth
- Minimize Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction

12) Refer to the image above. Are there any additional evaluation criteria we should consider? Tell us below or otherwise leave blank.

Requests specific to the evaluation criteria include:

- Accommodate of senior citizens and persons with disabilities
- Provide access to safe infrastructure for pedestrians and cyclists
- Improvement to local business / Growth of Local Business
- Request for quantitative criteria
- Clarification regarding cyclist-friendly and pedestrian-friendly environments
- Support for criteria noted:
  - Reduce Traffic congestion and delays
  - Minimize disruption due to construction
  - Minimize Flooding and Erosion...
  - Minimize Operation costs
  - Improve safety for all travel modes
  - Accommodate Emergency Services
  - Create Cyclist- and Pedestrian-Friendly Environment
  - Protect natural features
  - Minimize effects on climate change



- Minimize property acquisition
- Minimize disruption due to construction

In addition a summary of the key comments include:

- Safety issue with blowing snow / wind conditions
- Safety concerns with steep slopes and difficulty for drivers to brake during icy conditions
- Requests for illumination
- Concerns with speeding
- Opposing comments include requests for improvements to transit service and requests to minimize / limit transit and focus on a vehicle centric corridor
- Consideration of pedestrian and cycling accessibility to adjacent lands and the GO Station with the grade separation alternatives
- Prioritization of safe infrastructure for pedestrians and cyclists with emphasis on the need for cycling facilities, protected intersections and mid-block crossings, and connections to trails and adjacent lands
- Protect natural features
- Minimize additional street trees given existing vegetation in the surrounding area
- Concerns with increase in noise levels resulting from road widening
- Concerns with decreased air quality resulting from road widening
- Requests to minimize additional traffic signals to support traffic flow
- Consideration of dedicated turning lanes at intersections to improve traffic flow
- Preference to widen to the north to minimize impacts to residents on the south side
- Consideration of burial / underground of hydro poles and other utilities to protect against harsh weather elements and improve corridor aesthetics from wires
- Requests to improve other road corridors including Jane Street, Dufferin Street, King-Vaughan Road, and Teston Road (*beyond the scope of this EA study*)
- Clarification regarding extension of Kirby Road between Dufferin Street and Bathurst Street (*beyond scope of this EA study*)
- Comment questioning the need for the future Kirby GO Station (*beyond the scope of this EA study*)

The detailed comments are provided in the **Appendix C**.

## 3.9 General Comments

13) Please leave any additional comments on the study (otherwise leave blank).

A summary of the key comments include:

- Request for transit service and better access to transit, by driving, walking and cycling
- Request for sidewalk and cycling facilities with mixed feedback regarding preference for cycling. Support for separated cycling from pedestrians and support for on-road cycling with increased separation to vehicles. General consensus on need for safe and dedicated cycling facilities due to the demand in the area.
- Improvements should support reduction in traffic congestion
- Concerns regarding road widening related to increased noise levels, air quality, residential property impacts and impacts to the natural environment
- Support for the project and identified improvements
- Consideration of roundabouts to improve traffic flow at Jane Street intersection

- Consideration of auxiliary turn lanes at intersections to improve traffic flow
- Request to increase the speed limit, and requests to decrease the speed limit
- Concerns with speeding and aggressive driving, and a need for enforcement
- Requests to extend the study area to Highway 27 and include improvements at Highway 400 interchange
- Requests for the extension of Kirby Road between Dufferin Street and Bathurst Street (*beyond scope of this EA study*)
- Requests to improve other road corridors including Dufferin Street, Pine Valley Drive, King-Vaughan Road and Teston Road (*beyond the scope of this EA study*)
- Inquiry regarding status of sidewalks on Dufferin Street (*beyond the scope of this EA study*)
- Request for updates on GO Transit and Train services along Kirby Road and Kirby GO Station (*beyond the scope of this EA study*)

The detailed comments are provided in the **Appendix C**.

## 4 Summary of Project Team Responses

The feedback collected from the Online Survey will be reviewed and considered in the next phase of the study (Phase 3 – Alternative Design Concepts) to inform the evaluation methodology, identification and development of alternative designs and the evaluation of alternatives. The findings will be shared at the upcoming Public Information Centre.

The following comment-response table summarizes the project team’s responses to the key comments received:

Category	Comment	Project Team’s Response
<b>Pedestrians and Cyclists</b>	<ul style="list-style-type: none"> <li>• Need for sidewalks on Kirby Road and connections to other adjacent corridors (Dufferin Street, Keele Street)</li> <li>• Need for connection of the cycling facility to other local and Regional cycling facilities and trails</li> <li>• Lack of destinations to walk along the existing corridor</li> <li>• Consideration of grade separation alternatives and pedestrian and cycling accessibility to adjacent lands and the future Kirby GO Station</li> <li>• Prioritization of safe infrastructure for pedestrians and cyclists with emphasis on the need for dedicated cycling facilities, protected intersections and mid-block crossings</li> <li>• Varying preferences for cycling facility type. Requests included wider cycling lane, on-road cycling lanes with physical separation (bollards) from vehicles, boulevard cycling paths,</li> </ul>	<ul style="list-style-type: none"> <li>• Comments noted. Active transportation facilities are being considered as part of the study to support the existing and future pedestrian and cyclist network.</li> </ul>

Category	Comment	Project Team's Response
	<p>one side only cycling path with one side for pedestrians in the boulevards, and cyclists and pedestrians in shared space in off-road trail</p> <ul style="list-style-type: none"> <li>Request to flatten the slope towards Keele Street for easier accessibility</li> </ul>	
<b>Safety</b>	<ul style="list-style-type: none"> <li>Concern with steep grade of Kirby Road at Dufferin and at Keele Street</li> <li>Safety concerns with steep slopes and difficulty for drivers to brake during icy conditions</li> <li>Safety issue with blowing snow / wind conditions</li> <li>Lack of illumination</li> <li>Concern with driver speed and need for enforcement</li> <li>Concern with proximity of vehicles to pedestrians / cyclists</li> <li>Concern with narrow shoulders</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. Opportunities to improve the road gradient will be considered during the design phase of the project.</li> <li>Comment noted.</li> <li>Illumination will be considered as part of the study.</li> <li>Comment noted.</li> <li>Comment noted. Various active transportation facilities will be considered.</li> <li>The recommendations include urbanization and widening of Kirby Road which will replace the existing two lane rural road and narrow shoulders with four lanes and curb and gutter.</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>Questions regarding the need for transit along the east-west corridor suggesting to prioritize north-south routes or noting transit is infrequent.</li> <li>Request to minimize / limit transit and focus Kirby Road as a vehicle centric corridor.</li> <li>Requests for improvements to transit service with provision for comfortable and accessible stops</li> <li>Requests for transit access / connections to Athabasca Drive and Ambassador Hills area</li> </ul>	<ul style="list-style-type: none"> <li>Kirby Road is identified as part of the York Region's Frequent Transit Network. This frequent transit service will connect the development of the New Communities and Highway 400 Employment lands to the proposed Kirby GO Station, Vaughan Metropolitan Centre, the rest of Vaughan and the City of Toronto.</li> <li>The improvements to Kirby Road will support opportunities to improve transit service.</li> </ul>

Category	Comment	Project Team's Response
	<ul style="list-style-type: none"> <li>Request for parking and integration with GO Transit connections to Maple GO</li> </ul>	
<b>Street Trees and Landscaping</b>	<ul style="list-style-type: none"> <li>Request for street trees in boulevards and/or medians and maintenance of landscaping</li> <li>Minimize or no additional street trees given existing vegetation in the surrounding area</li> <li>Requests to maintain existing trees / vegetation</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. Opportunities to provide streetscaping and street trees along Kirby Road are being considered while balancing the need to minimize property impacts and impacts to the natural environment.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Concerns with increase in noise levels resulting from road widening</li> </ul>	<ul style="list-style-type: none"> <li>A noise impact study will be undertaken to assess the impacts of the project and identify mitigation measures such as noise barriers where warranted and feasible.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>Concerns with decreased air quality resulting from road widening</li> </ul>	<ul style="list-style-type: none"> <li>An air quality impact assessment study will be undertaken to assess the impacts of the project and inform the study recommendations.</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Concerns with traffic operations, safety and delays experienced at Jane Street.</li> <li>Request for consideration of a roundabout at Jane Street intersection to improve traffic flow in the corridor</li> <li>Request to minimize use of new traffic signals and stop signs to allow for better traffic flow</li> <li>Request for auxiliary turn lanes and improvements at intersections</li> <li>Improvements should support reduction in traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>Options to straighten Kirby Road at Jane Street to consolidate the existing jogged intersection into one intersection are being reviewed as part of the study to improve traffic operations and safety for all road users.</li> <li>Roundabouts will be considered as part of the study.</li> <li>A Transportation Study is undertaken to inform the recommendations for the corridor to improve traffic operations. The study will identify if there is a need for new traffic signals and stop control, as well as improvements to existing intersections such as consideration of auxiliary turn lanes.</li> </ul>
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>Protect natural features</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. The study will consider opportunities to minimize adverse impacts to the natural environment.</li> </ul>

Category	Comment	Project Team's Response
<b>Property Impacts</b>	<ul style="list-style-type: none"> <li>Preference to widen to the north to minimize impacts to residents on the south side</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. The study will consider opportunities to minimize property impacts.</li> </ul>
<b>Utilities</b>	<ul style="list-style-type: none"> <li>Consideration of burial / underground of hydro poles and other utilities to protect against harsh weather elements and improve corridor aesthetics from wires.</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. The corridor will accommodate both aerial and underground utilities. Utility relocations will be confirmed in Detailed Design in consultation with the respective utility companies. However it is noted that burial of hydro lines is very expensive (typically 10 times the cost of aerial hydro lines) and not recommended for the corridor.</li> </ul>
<b>Evaluation Criteria</b>	<p>Consider addition of the following evaluation criteria:</p> <ul style="list-style-type: none"> <li>Accommodate senior citizens and persons with disabilities</li> <li>Provide access to safe infrastructure for pedestrians and cyclists</li> <li>Improvement to local business / Growth of Local Business</li> <li>Request for quantitative criteria</li> <li>Clarification regarding cyclist-friendly and pedestrian-friendly environments</li> <li>Support for criteria noted: <ul style="list-style-type: none"> <li>Reduce Traffic congestion and delays</li> <li>Minimize disruption due to construction</li> <li>Minimize Flooding and Erosion...</li> <li>Minimize Operation costs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Comment noted. The existing evaluation criteria for creating pedestrian-friendly and cyclist-friendly environments and improving safety for all modes will consider this.</li> <li>Comment noted. This will be captured through the evaluation criteria for minimizing impacts and improving access to businesses.</li> <li>The evaluation and assessment of alternatives will include both qualitative and quantitative input based on the respective criteria and identified impacts.</li> <li>These evaluation criteria refer to the consideration of opportunities to improve the corridor to accommodate and promote safe and efficient pedestrian and cycling passage to promote trips by walking and cycling.</li> <li>Comment noted.</li> </ul>

Category	Comment	Project Team's Response
	<ul style="list-style-type: none"> <li>○ Improve safety for all travel modes</li> <li>○ Accommodate Emergency Services</li> <li>○ Create Cyclist- and Pedestrian-Friendly Environment</li> <li>○ Protect natural features</li> <li>○ Minimize effects on climate change</li> <li>○ Minimize property acquisition</li> <li>○ Minimize disruption due to construction</li> </ul>	
<b>Extension of Project Limits</b>	<ul style="list-style-type: none"> <li>● Request to extend the study area to Highway 27 and include improvements at Highway 400 interchange</li> </ul>	<ul style="list-style-type: none"> <li>● There are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead. Refer to the <a href="#">Frequently Asked Questions</a> posted on the project website for more information</li> <li>● Highway 400 is under the jurisdiction of the Ministry of Transportation Ontario (MTO) and improvements to Highway 400 including new interchanges and connections are planned by MTO. Refer to the <a href="#">Frequently Asked Questions</a> posted on the project website for more information.</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>● Support for the project and identified improvements</li> <li>● Request for urbanization of the rural corridor</li> </ul>	<ul style="list-style-type: none"> <li>● Comment noted</li> <li>● The study recommendations include urbanization of the corridor.</li> </ul>
<b>Improve Other Corridors</b>	<ul style="list-style-type: none"> <li>● Requests to improve other road corridors including Jane Street, Dufferin Street, Pine Valley Drive, King-Vaughan Road, and Teston Road (<i>beyond the scope of this EA study</i>)</li> </ul>	<ul style="list-style-type: none"> <li>● In addition to the <i>Kirby Road Widening (Jane to Dufferin) EA</i> there are planning studies in the surrounding area, either on-going or completed, that identify improvements to other corridors. The City of Vaughan and York Region are working together through these studies to proactively plan ahead. Refer to the <a href="#">Frequently Asked</a></li> </ul>



Category	Comment	Project Team’s Response
	<ul style="list-style-type: none"> <li>• Clarification regarding extension of Kirby Road between Dufferin Street and Bathurst Street (<i>beyond scope of this EA study</i>)</li> <li>• Comment questioning the need for the future Kirby GO Station and request for updates on GO Transit and Train services along Kirby Road (<i>beyond the scope of this EA study</i>)</li> </ul>	<p><a href="#">Questions</a> posted on the project website for more information.</p> <ul style="list-style-type: none"> <li>• The <i>Kirby Road Extension (Dufferin to Street)</i> EA study is located adjacent and east of the <i>Kirby Road Widening (Jane to Dufferin)</i> EA study and is a separate approved study. Refer to the <a href="#">Frequently Asked Questions</a> posted on the project website for more information.</li> <li>• The Kirby GO Station is under the jurisdiction of Metrolinx. Please refer to GO Transit’s website for current schedules and details regarding GO Transit and Train services.</li> </ul>

# Appendix A. Online Survey





## **Kirby Road Widening EA - Online Survey**

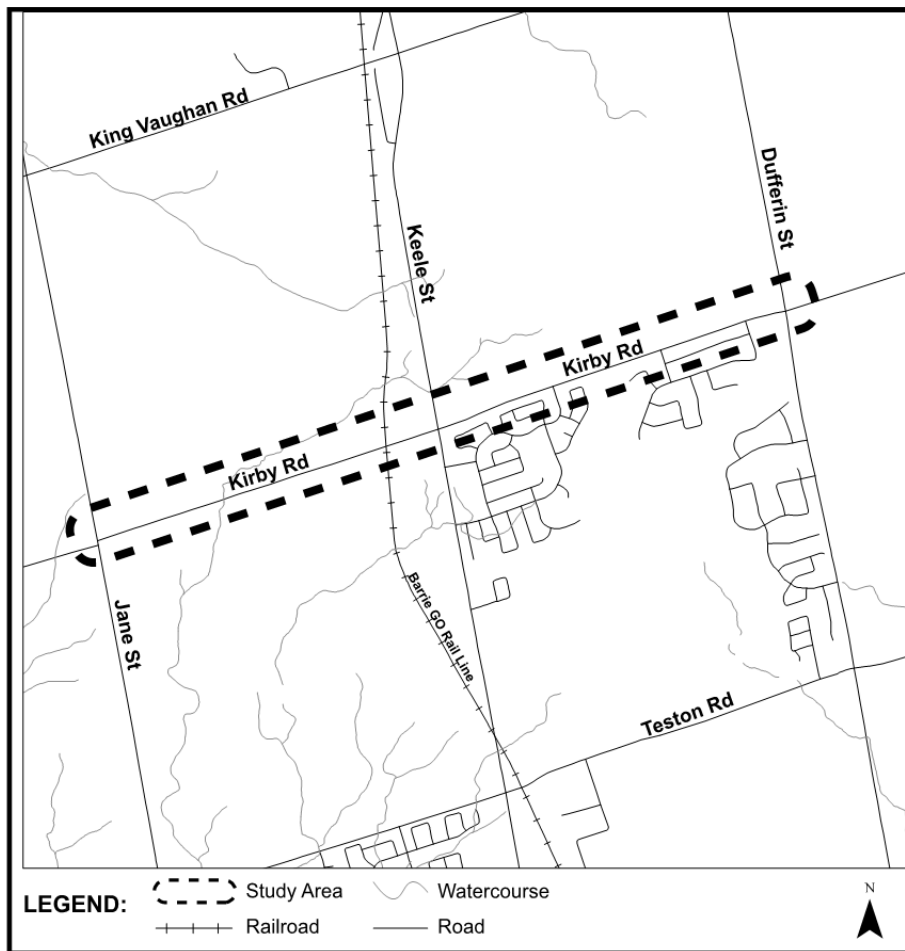
### **Welcome!**

The City of Vaughan is studying Kirby Road between Jane Street and Dufferin Street to:

- Widen Kirby Road from 2 to 4 lanes
- Physically separate Kirby Road from the Barrie GO Rail Line
- Straighten Kirby Road at the Jane Street intersection

Complete this survey to tell us how you travel along Kirby Road and share your thoughts on some options we are studying. We will review the input and share our recommendations at the upcoming Public Information Centre slated for later this year.

### **How do YOU use Kirby Road?**



\* 1. The Kirby Road corridor runs between Jane Street and Dufferin Street. What tends to be your main reason for travelling along this stretch of Kirby Road?

- To reach a destination within the City of Vaughan
- To reach a destination within the City of Toronto
- To reach a destination within York Region (i.e. Aurora, East Gwillimbury, Georgina, King, Markham, Newmarket, Richmond Hill, Whitchurch-Stouffville)
- I do not travel along this stretch of Kirby Road
- Other (please specify)

- \* 2. How often do you travel along Kirby Road between Jane Street and Dufferin Street? Please select a response for each type of travel.

	Daily	A few times per week	A few times per month	Rarely	Never
1) Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2) Cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3) Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4) Drive (driver, passenger, carpool, taxi/rideshare)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Improving Walking, Cycling, Transit and Driving

- \* 3. What would make WALKING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

<input type="checkbox"/> Wider sidewalks	<input type="checkbox"/> Crosswalks /crossrides at traffic signals
<input type="checkbox"/> More street trees, landscaping and amenities (benches and public art)	<input type="checkbox"/> Street lights / illumination
<input type="checkbox"/> More space between pedestrians and vehicles	<input type="checkbox"/> Connections to transit stops
	<input type="checkbox"/> I would not walk along Kirby Road

- Pedestrians separated from cyclists
- Other (please specify)

\* 4. What would make CYCLING more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

- Bicycle lanes (on the road)
- Street lights / Illumination
- Cycling path shared with walking (in boulevard)
- Connections to transit stops
- Cycling path separated from walking (in boulevard)
- Crosswalks /crossrides at traffic signals
- Cycling on both sides of the road
- I would not cycle along Kirby Road
- More street trees, landscaping and amenities (benches and public art)
- Other (please specify)

\* 5. What would make taking TRANSIT more attractive to you along Kirby Road between Jane Street and Dufferin Street? Select all that apply.

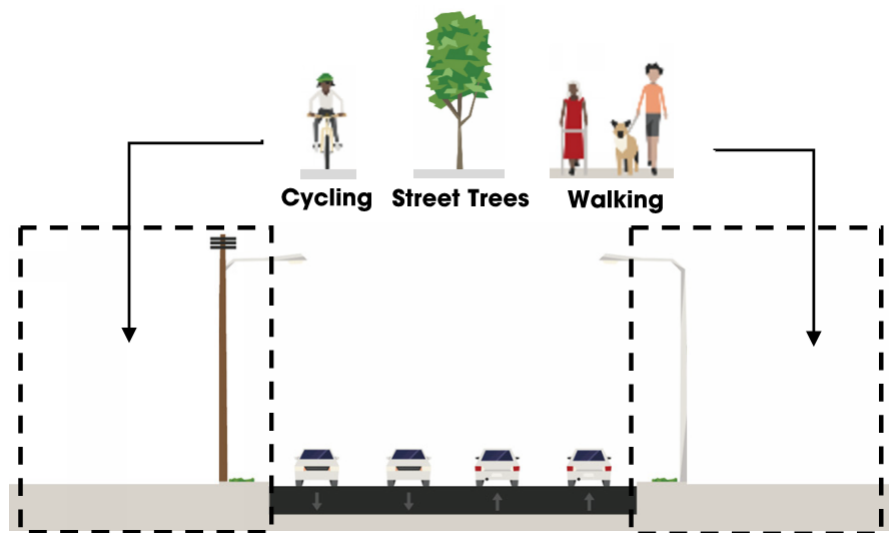
- On-time transit service
- Increased frequency of service
- Designated waiting area / stop amenities (benches, shelters, pad)
- Transit stops accessible by walking / cycling
- Other (please specify)
- Connections to other transit routes
- Transit routes with connections to GO Train stations / services
- I would not take transit along Kirby Road

\* 6. What are some DRIVING concerns you have when travelling along Kirby Road between Jane Street and Dufferin Street? Check all that apply.

- Traffic delays / congestion at intersections
- Rail crossing west of Keele Street (frequency of train crossings and delays, driving surface over rail tracks)
- Road condition (driving surface, potholes, cracks, flooding)
- Speeding / Aggressive Driving
- Visibility of driveways / entrances
- Truck Traffic
- Risk of Collision with Pedestrians / Cyclists
- Street lighting / Illumination
- I do not have concerns with driving.

- Steepness of Road
- Width of vehicle lanes / shoulder
- Other (please specify)

## Walking and Cycling Along Kirby Road Corridor



\* 7. Refer to the image above. When considering WALKING and CYCLING along the Kirby Road corridor, what are your top priorities? Select up to 3 priorities from the drop-down list.

Priority

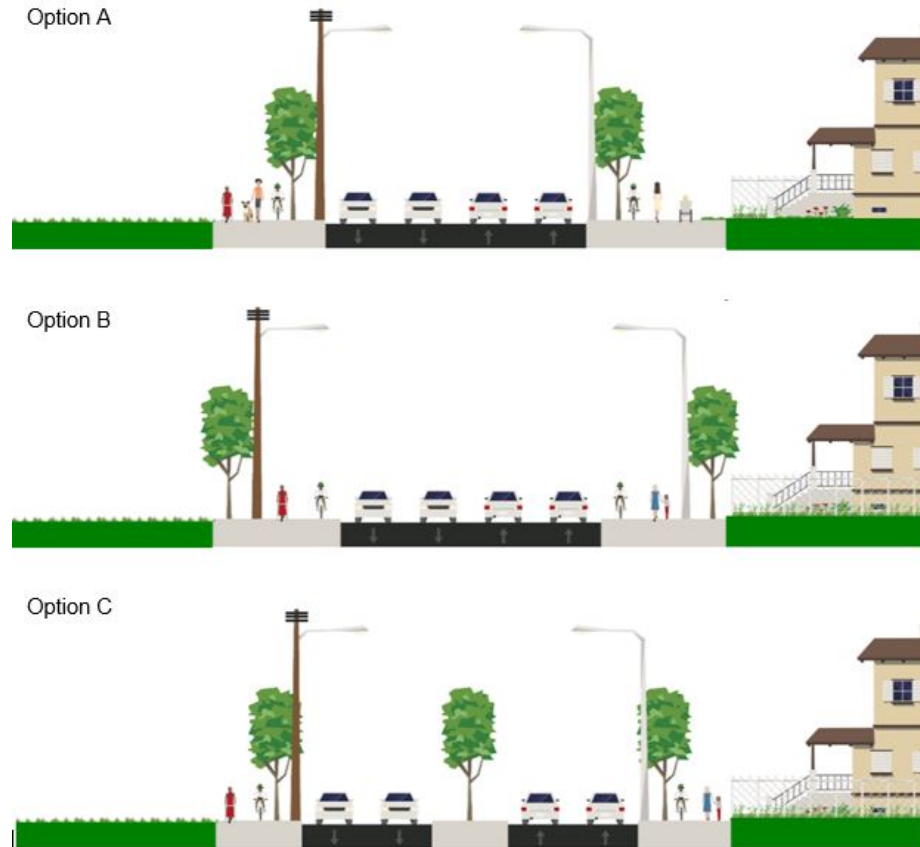
1)

2)

3)

Other (please specify)

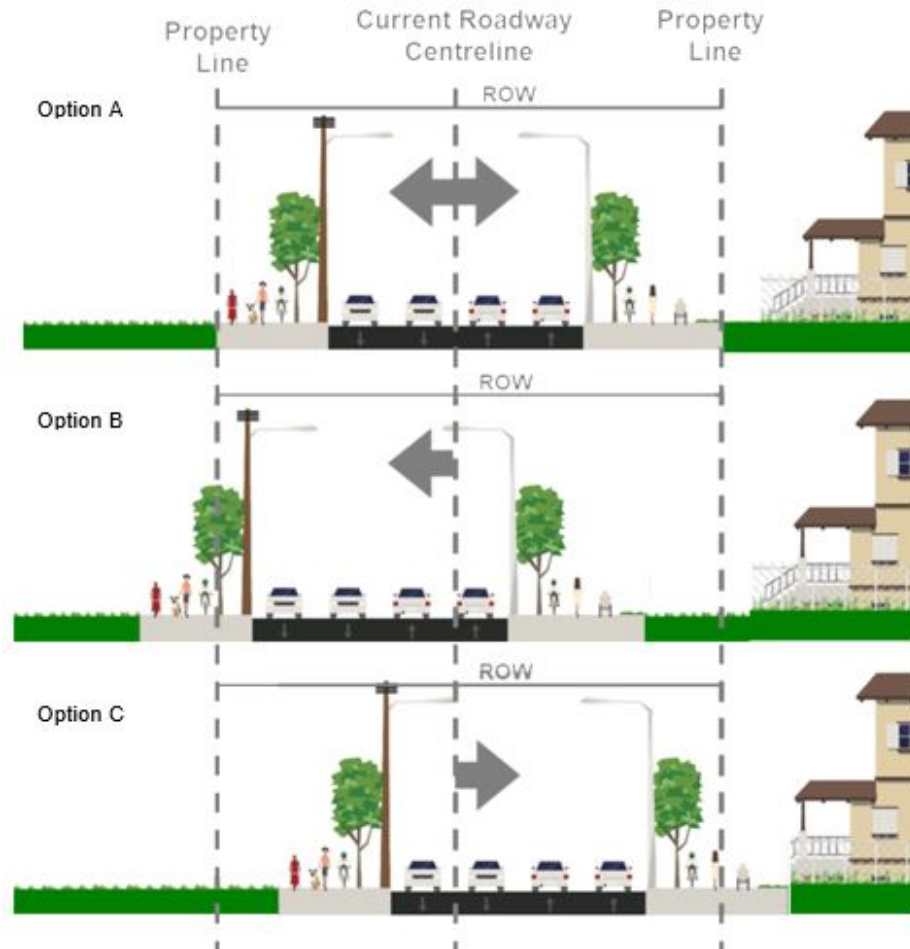
## Streetscaping Options Along Kirby Road



8. Refer to the image above. Where do you prefer to have street trees along the Kirby Road corridor?

- Option A – Street Trees closer to the roadway
- Option B – Street Trees closer to the property line
- Option C – Street Trees in the centre median
- I do not have a preference.

**Widening Kirby Road Options:** To widen Kirby Road from 2 to 4 lanes, we can widen on both sides of the road (Option A), widen to the north side (Option B), or widen to the south side (Option C).



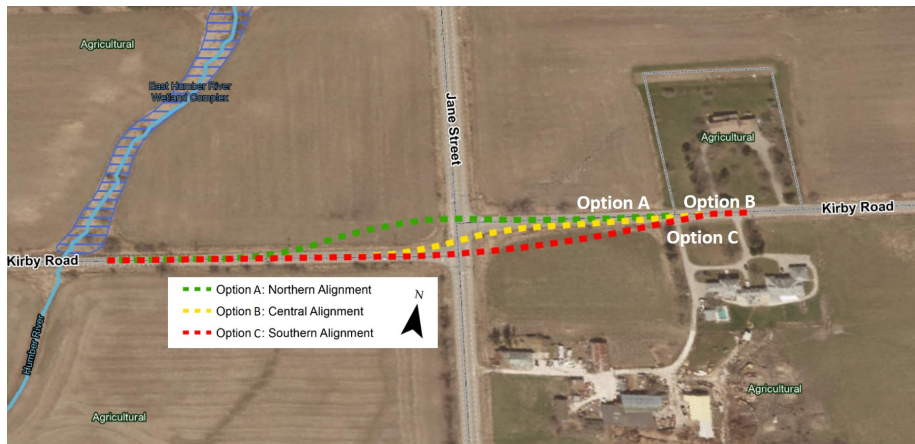
9. Refer to the image above. Which side of the road do you prefer we widen Kirby Road?

- Option A – Widen on both sides (widen about the centre of the road)
- Option B – Widen to the north side
- Option C – Widen to the south side
- I do not have a preference.

**Kirby Road at Jane Street Options:** Kirby Road will be straightened at Jane Street and the two existing intersections will be replaced with one intersection



at Jane Street and Kirby Road. Here are three options we are considering:



10. Refer to the image above. What is your preference for the location of the new intersection at Kirby Road and Jane Street?

- Option A – Re-align Kirby Road and keep the north intersection at Jane Street
- Option B – Re-align Kirby Road and make a new intersection in the middle at Jane Street
- Option C – Re-align Kirby Road and keep the south intersection at Jane Street
- I do not have a preference.

**Kirby Road at Barrie GO Rail Crossing Options:**

Kirby Road crosses the Barrie GO Rail Line west of Keele Street. As trains and road traffic increase in the future there is a need to physically separate Kirby Road from the rail tracks. Here are three options.

### Option A: At-Grade Crossing



Existing at-grade Kirby Road crossing west of Keele Street

### Option B: Underpass (Rail over Road)



Underpass example on Major Mackenzie Drive east of Keele Street

### Option C: Overpass (Road over Rail)



Overpass example on Bayview Avenue south of Highway 401

11. Refer to the images above. What is your preference for Kirby Road at the Barrie GO Rail Line crossing?

- Option A: At-grade Crossing (Kirby Road crosses at the same level as the rail track)
- Option B: Underpass Crossing (Kirby Road is lowered under the rail track)

- Option C: Overpass Crossing (Kirby Road is raised over the rail track)

**Evaluation Criteria:** Here is what we will consider to evaluate the options.

## Preliminary Evaluation Criteria

---

### Transportation Service

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

### Natural Environment

- Protect Designated Areas
- Protect Vegetation
- Protect Wildlife
- Protect Aquatic Habitat
- Improve Air Quality
- Protect Surface Water and Ground Water
- Minimize Effects on Climate Change
- Minimize Flooding and Erosion and Protect Slope Stability

### Social Environment

- Minimize Impacts and Improve Access to Residential, Institutional and Recreational Dwellings / Properties
- Minimize impacts to Active Agricultural Lands
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

### Infrastructure Design & Economic Environment

- Minimize Utility Relocation
- Accommodate Planned Development and Growth
- Minimize Impacts and Improve Access to Businesses
- Minimize Property Acquisition
- Maximize Construction Value
- Minimize Operating Costs
- Minimize Disruption due to Construction

12. Refer to the image above. Are there any additional evaluation criteria we should consider? Tell us below or otherwise leave blank.

//

13. Please leave any additional comments on the study (otherwise leave blank).

//

14. What is your postal code?

15. A Public Information Centre will be held later this year to share the findings of the evaluation and recommendations for Kirby Road between Jane Street and Dufferin Street for public review and comment. Include your email address below to be added to the mailing list to receive future updates about the Kirby Widening EA study and notice of the Public Information Centre (otherwise leave blank).

## **Thank you!**

Thank you for participating in our survey. Your feedback is important!

Please visit [Vaughan.ca/KirbyWidening](http://Vaughan.ca/KirbyWidening) or click here for [Frequently Asked Questions](#) regarding this study.

For questions, please contact the City Project Manager Hilda Esedebe at 905-832-8585 ext. 8484 or by email at [hilda.esedebe@vaughan.ca](mailto:hilda.esedebe@vaughan.ca)

*Personal information on this form is collected under the authority of the Municipal Act, 2001 and will be used for the purpose of administering the Kirby Road Widening Environmental Assessment Study (Jane to Dufferin Street). Questions about this collection can be directed to the Manager, Transportation Planning, City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1, 905-832-8585.*

Done

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See how easy it is to [create a survey](#).

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## Appendix B. Communication Material

# Kirby Road Widening Environmental Assessment

The City of Vaughan is studying Kirby Road between Jane and Dufferin streets to:

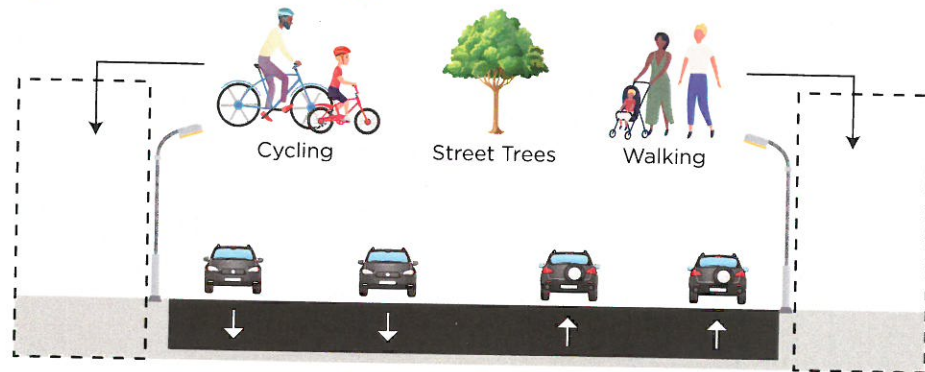
- Consider alternative designs for widening Kirby Road from two lanes to four
- Physically separate Kirby Road from the Barrie GO Rail line
- Straighten Kirby Road at the Jane Street intersection
- Create safe, accessible spaces for pedestrians and bike riders



[vaughan.ca/KirbyWidening](http://vaughan.ca/KirbyWidening)



## What changes and updates are important to you?



Participate in the online survey to join the conversation and help shape the future of Kirby Road. The survey will be available at [vaughan.ca/KirbyWidening](http://vaughan.ca/KirbyWidening) until Aug. 21, 2020.

If you are unable to participate online please leave a voicemail with the City Project Manager Hilda Esedebe at 905-832-2281, ext. 8484 with your name and phone number. A member of the project team will contact you for your input.





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# WHAT'S GOING ON HERE?: Vaughan widening Kirby Road from 2 to 4 lanes City seeking input from residents in online survey until Aug. 21

News Aug 01, 2020 Vaughan Citizen

The City of Vaughan is widening Kirby Road to four lanes from two lanes and is inviting residents to share their thoughts about what the new corridor should look through an approximately 10-minute online survey. (https://www.surveymonkey.com/r/P2NC3DH)

JUST THE FACTS:

- The City of Vaughan is in the initial phases of studying Kirby Road between Jane and Dufferin streets to:
  - Widen Kirby Road from two to four lanes
  - Physically separate Kirby Road from the Barrie GO Rail Line
  - Straighten Kirby Road at the Jane Street intersection
- The study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO Rail crossing and straightening the road at the intersection of Kirby Road and Jane Street.
- The study builds on the North Vaughan and New Communities Transportation Master Plan that assessed a study area bounded by Hwy. 27, King-Vaughan, Bathurst and Teston roads (referred to as the North Vaughan Study Area). The study was completed in 2019 with an objective to identify a well-integrated and sustainable transportation network that considered vehicle, public transit, cycling and pedestrian needs for the North Vaughan Study Area to 2031 and beyond.
- To garner input from residents, the city is conducting an online survey set to end Friday, Aug. 21. To take the survey, visit [vaughan.ca/KirbyWidening](https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx) (https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx).

Wondering what's going on somewhere in your community? Send an email to [newsroom@yrmg.com](mailto:newsroom@yrmg.com) (mailto:newsroom@yrmg.com).

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## Vaughan looking for virtual public input on 6 key initiatives

### From wastewater and dog parks to Carrville community centre, have your say

News Aug 10, 2020 Vaughan Citizen

The City of Vaughan is looking for public input on six key issues. To participate in online surveys, view digital presentations, attend virtual public meetings or deliver a deputation, please visit this link: [vaughan.ca/HaveYourSay \(vaughan.ca/HaveYourSay\)](#).

Here are the six initiatives:

#### 1 – VAUGHAN MILLS CENTRE PUBLIC REALM STREETScape PLAN

The area around the Vaughan Mills mall, known as the Vaughan Mills Centre, is evolving. As this is a bustling place for people who live, work and play here, the city is exploring ways to enhance the area and create a safe, accessible and sustainable vision that reflects the needs of the growing community.

To view the presentation, read more about the study and take the [online survey \(https://vaughanmillsplan.metroquest.ca\)](#), visit [vaughan.ca/VaughanMillsPlan \(https://www.vaughan.ca/projects/policy\\_planning\\_projects/VMC-Public-Realm-and-Streetscape-Plan/Pages/default.aspx\)](#). The survey will be available until Friday, Aug. 14.

#### 2 – KIRBY ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

The City of Vaughan has initiated a [Municipal Class Environmental Assessment \(https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx\)](#) study for Kirby Road between Jane and Dufferin streets, known as the Kirby Road Corridor. This study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO rail crossing and straightening the road at the intersection of Kirby Road and Jane Street. Citizens and stakeholders are invited to learn more about the study and take part in the online survey at [vaughan.ca/KirbyWidening \(https://www.vaughan.ca/projects/transportation/KRW/Pages/default.aspx\)](#) until Friday, Aug. 21. The survey will take approximately 10 minutes to complete.

#### 3 – CARRVILLE COMMUNITY CENTRE, LIBRARY AND DISTRICT PARK PROJECT

The future Carrville Community Centre, Library and District Park will be a multi-use community hub, which will combine spaces for play, learning, fitness and sport, and will be built on a 7.52-hectare parcel of land bordered by Major Mackenzie Drive to the north, Valley Vista Drive to the south, Thomas Cook Avenue to the west and Toronto Region and Conservation Authority-regulated valley lands and associated watercourse to the east. Through public consultation – including a virtual open house held in July – desired amenities were identified, including aquatic facilities, a fitness centre, a gymnasium, activity rooms, gathering spaces, a neighbourhood branch library, tennis courts, a basketball court, an accessible playground, a splash pad or water play space, a skate trail, outdoor fitness and activity areas, and open space and trails. Citizens are invited to learn more about the project and give feedback via an [online survey \(https://www.surveymonkey.com/r/CarrvilleCC\)](#). The survey is available at [vaughan.ca/CarrvilleCC \(https://www.vaughan.ca/projects/community/CarrvilleCommunityCentre/Pages/default.aspx\)](#) until Monday, Aug. 31 and will take approximately four minutes to complete.

#### 4 – LOCAL OFF-LEASH DOG AREA STRATEGY

The city recognizes the value that off-leash dog parks bring to dogs and their families. To clearly understand and respond to the needs of residents, the city is continuing to identify locations to pilot local spaces for pets to roam leash-free. The outcome will be a Local Off-leash Dog Area Strategy that will name pilot sites for off-leash dog areas and how these sites will be managed and maintained. Where should an off-leash dog area be? What features should it have? How should it be maintained? Participate in the [online self-directed workshop \(https://www.surveymonkey.com/r/DogParkWorkshop\)](#) to learn more about the strategy, view key findings to-date, review and provide feedback on the eight recommended pilot locations, and indicate if there is interest to join the Off-Leash Dog Area Stewardship Program at one of the pilot locations. The workshop will take 15 minutes to complete and is available at [vaughan.ca/DogPark \(https://www.vaughan.ca/projects/community/off\\_leash\\_park/Pages/default.aspx\)](#) until Monday, Aug. 31.

#### 5 – WATER AND WASTEWATER RATE STUDY

Vaughan is committed to providing water and wastewater rates that are sustainable, fair and affordable, while also sufficient for funding the cost of operating and maintaining the city's infrastructure. As part of this commitment, the city is undertaking a comprehensive review of the current rates and rate structure for the delivery of water and wastewater services to Vaughan residents and businesses. This study will provide recommendations for sustaining Vaughan's water and wastewater infrastructure and delivery of services over the next 10 years, and explore the possibility of introducing a one-time forgiveness program to provide financial relief for abnormally high and unintentional water bills due to unexpected circumstances. Visit [vaughan.ca/WaterRateStudy \(https://www.vaughan.ca/services/residential/water/water\\_and\\_wastewater\\_rate\\_study/Pages/default.aspx\)](#) to learn more and take the [online survey \(https://www.surveymonkey.com/r/WaterRateStudy\)](#). The survey will take about eight minutes to complete and is available until Monday, Aug. 31.

#### 6 – GALLANOUGH PARK MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT AND STORMWATER MANAGEMENT

The city is in the process of completing a Municipal Class Environmental Assessment and detailed design for stormwater management improvements in Gallanough Park. The project also includes a storm relief sewer on Arnold Avenue, between Brooke and Yonge streets. These proposed improvements will help alleviate stormwater flooding in the area, and the study will document existing environmental conditions, examine alternative improvement options, outline potential impacts and recommend future issue mitigation options. Available until Monday, Aug. 31, citizens are encouraged to view materials on the [project's webpage \(https://www.vaughan.ca/cityhall/departments/id/Pages/Gallanough%20Park%20and%20Surrounding%20Area/Gallanough-Park-Stormwater-Management-Improvements.aspx\)](#) – including existing conditions, alternative design options and next steps for the project – and share their thoughts.

# Public Service Announcement

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## Changes are coming to Kirby Road

*Take the online survey until Aug.21*

**VAUGHAN, ON (July 28, 2020)** – The City of Vaughan has initiated a [Municipal Class Environmental Assessment](#) (EA) study for Kirby Road between Jane and Dufferin streets, known as the Kirby Road Corridor. This study will consider alternative designs for widening the road, pedestrian and cyclist spaces, a grade separation at the Barrie GO Rail crossing and straightening the road at the intersection of Kirby Road and Jane Street. Participate in an [online survey](#) and join the conversation that is shaping the future of Kirby Road. Provide feedback on proposed design options and share methods utilized to travel in and around the area.

The study builds on the [North Vaughan and New Communities Transportation Master Plan](#) that assessed a study area bounded by Highway 27, King-Vaughan, Bathurst and Teston roads (referred to as the North Vaughan Study Area). The study was completed in 2019 with an objective to identify a well-integrated and sustainable transportation network that considered vehicle, public transit, cycling and pedestrian needs for the North Vaughan Study Area to 2031 and beyond.

The study saw the completion of phases one and two of the Municipal Class EA process for the Kirby Road Corridor and identified a need to improve transportation opportunities for all who travel throughout that area, whether on foot, by bicycle, in a vehicle or via public transit.

Citizens and stakeholders are invited to learn more about the study and take part in the [online survey](#) at [vaughan.ca/kirbywidening](http://vaughan.ca/kirbywidening) until **Friday, Aug. 21, 2020**. The survey will take approximately ten minutes to complete.

Transportation and mobility is one of the priorities in [the 2018-2022 Term of Council Service Excellence Strategic Plan](#). To be a fully connected and integrated community, the City is committed to undertaking initiatives to improve the municipal road network, support the development of transit and increase cycling and pedestrian infrastructure. Learn more about the strategic plan at [vaughan.ca/ServiceExcellence](http://vaughan.ca/ServiceExcellence).

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**ABOUT VAUGHAN:** The City of Vaughan is one of Canada's fastest growing cities with a population of more than 335,000. Incorporated in 1991, Vaughan includes the communities of Concord, Kleinburg, Maple, Thornhill and Woodbridge. This culturally diverse municipality is located in the heart of York Region and the Greater Toronto Area.

# Public Service Announcement

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## Appendix C. Detailed Comments

The detailed comments from **Question 3 regarding what would make WALKING more attractive** are summarized in the following Table:

Comment
We need a grass median in the middle of the road with trees and shrubs. Public art in this area would be great or something that explains the historical area. Have we given any thought to posting historical photos of the area within the boulevard maybe next to bench. I would like to see more pedestrian friend street lighting and a beautiful bridge like the ones we are seeing on Major Mackenzie Drive.
DON'T WASTE MONEY ON TREES AND LANDSCAPE!!!!!!!!
No purpose to walk along Kirby Road as there are no surrounding destinations to walk to. Also too dangerous as no separation between vehicles and pedestrians, minimal sidewalks, minimal lighting, and driver speeds.699
Better service ( such as cut grass)
Business to visit (Stores)
Round-about
Sidewalk on Dufferin from Athabasca Drive north to Kirby.
A row of thick trees as a noise barrier between the road and the homes on the side side of Kirby between Keele and Dufferin streets.
Construction of sidewalks
More space from vehicles and cyclist. Dangerous road just like teston. Teston needs a bike lane for them. Hard to see cyclist when approaching the hills. Not to mention when u move over u can't see on coming traffic
Remove stop signs, use traffic lights instead
Sidewalk on Keele St
I hesitate to even think about walking along Kirby with the suggested road changes. Cars and heavy trucks will only increase. The city should be looking at Teston or King Vaughan roads
There is no sidewalk on Dufferin
Speed enforcement. Cars drive too fast along Kirby Road.
Wider shoulder
if it was a busier roadway. It is mostly secluded these days.

The detailed comments from **Question 4 regarding what would make cycling more attractive** are summarized in the following Table:

Comment
Cars are very courteous along Kirby currently. A wide deviated cycling lane is all that is needed :) and flatten the toad towards keele (tough climb) lol

Comment
I think Kirby should have bicycle lanes in the boulevard for families and bike lanes on the road for the serious cyclists I see using these roads during the week ends and week days at night.
protected cycling lanes
A rail station for the Go Train at Keele and Kirby Bicycle lanes on Jane, Keele and Dufferin that would allow me to reach Kirby cycling lanes from Teston road and reach North Maple Regional Park from Kirby Road safely.
Roundabout
Cycling access from Athabasca Drive to Kirby
Maintain any cycling lanes by sweeping
Connection to other cycling paths
Road conditions (pavement, potholes, debris)
Physical separation or bollards for the bike lane, and connections to North-South bike lanes on other roads
Sidewalk on Keele St
Cycling path on one side of road. Pedestrians on other side. Offset from the road by tree scape.
too dangerous by widening the roadway
There is no sidealk on Dufferin- what communities are we trying to connect sidewalk already exists on ss Kirby from keele to Dufferin
Speed enforcement. Cars drive too fast along Kirby Road. It is dangerous!!!
Wide paved shoulders

The detailed comments for **Question 5 regarding what makes Transit more attractive** are summarized in the following Table:

Comment
There's not transit on Kirby, we need more
Frequency of service will depend on demand. Can we have an Uber stop until it makes economical sense to have transit. What about space for bike sharing like Toronto?
Comfortable and accessible transit stops
Canadian winters do not make transit an attractive transportation means. Additionally transit is too infrequent and unreliable on rural roads.
Sidewalk access from Dufferin and Athabasca
Transit connection from the Ambassador hills area that currently has no access to busses
East/west is ridiculous...north/south transit more useful, practical
YRT bus service that syncs with Maple Go for reduced fare costs
Parking
There are no Bus routes accessible from Athabasca Drive or surrounding area this subdivision has no access to Vaughan transit and needs it for the kids going to the Go Train please help with this. Athabasca Drive needs transit to the Go Train

The detailed comments for **Question 6 regarding Driving concerns** are summarized in the following Table:

Comment
Too many construction vehicles speeding through area
steepness of Kirby and Dufferin makes it hard in the winter when road is slippery

Comment
We need left and right hand lanes. We need pavement sensors in the asphalt to monitor traffic, temperature, etc. This section of road should be smart to protect us!!!!
NARROW SHOULDERS
Jane st intersection
I use Kirby to get to Klienburg because it is not busy.
Left hand turn at Jane during rush hour has long line up.
Cyclist don't stop at Stop signs causing hazard
Missing side curbs on Kirby Road
street light at Jane and Kirby did nothing but slow things down on a otherwise pleasant drive.
Late night/early morning motorcycle/car drag racing
Intersection at Jane & Kirby is dangerous to navigate. I would welcome a round about at this junction
reduced use of traffic lights and 4 way stops would make traffic flow better and reduce intersection confusion. A roundabout might be an appropriate and effective solution at Jane and Keele to improve flow.
Poorly designed intersection at Kirby and Jane. Should use a traffic circle at that location.
Simple fix for morning rush hour. No Dedicated Left turn lanes causes delays at Kirby and Keele westbound, need dedicated right lane for through traffic
Offset intersection at Kirby and Jane
Widening Kirby would cause additional traffic on Dufferin which is already very congested in that area
Speed limit is too low
Stop signs
Too much traffic along Kirby. There is a lot of speeding along Kirby Road. The concern is the speeding and the noise level for the homes that back on to Kirby.
This stretch is not the issue, its jane, keele and dufferin that are so congested, focus on the issue that affects everyone in the city of vaughan. North/south not east/west
eliminate the Jog at Jane, remove 3 way stop signs east of Keele put stop signs only for those exiting the subdivisions
icy/ back ice condition in winter season
Incredibly long stop light at Jane and kirby
Widening this small strip will encourage more speeding and aggressive driving, which is already a dangerous problem on this stretch of road.
Not a straight through at Jane St. Along with no traffic lights.
The jogging of the road east and west at Jane St intersection. Safety issue.

The detailed comments for **Question 7 regarding Walking and Cycling considerations** are summarized in the Table below:

Comment
Great idea to have one side cycling and one side for walking
ensure bicyclists have a safe path NOT on the roadway impacting motor vehicle travel.
Less speeding (where's the cops)
Round about
Noise reduction measures such as trees
Reduce traffic and speeding
Please do not cut down existing trees they are magnificent

Keeping Kirby to two lanes only. I don't want the land on the side of the residential to be used as this will simply bring traffic closer to the subdivisions. We have already had a number of car accidents where the cars have gone through the residential fences!
walking and cycling can be on a shared path IF there is to be a trail off the paved road.
I like idea of cycling on one side and walking on other
Needs to have more lights. Too dark to walk or cycle at night
Speed zones/traps to deter speeding and irresponsible drivers

The detailed comments for **Question 12 regarding the Evaluation Criteria** are summarized in the following Table:

Category	Comment
<b>Safety/ Speeding</b>	Create wind break /snow break. Currently very dangerous without speed at the moment for Keel crossing Kirby needs to be reduced
	Speed restrictions - Radar
	Make it secure so people don't have an option to suicide by jumping in front of the train or jump on cars from above.
<b>Transit/ GO Station</b>	Right not there is no transit across Jane/ Kirby. There is a need for increased transit even north of Teston to Kirby
	Improve public transit service
	Accommodate and plan for future GO Train Services and station to serve nearby residents in the long term.
	people who own property in the area do not want more public transit or bus stops along kirby road. please stop trying to change Vaughan into downtown toronto like density and planning. Respect Vaughan residents desires. listen to them. we like nice neighbourhoods with big lots, friendly neighbors geared towards cars. limit transit and bus stops please.
	Sub bullet to pedestrian friendly environment: Depending on where the future Kirby GO Stn is situated, if it is close to Kirby Rd, ensure the grade separation is designed to protect for walk-in trips.
	We don't need a Kirby Go Station as the King and McNaughton stops are quite close. It is not necessary.
<b>Noise</b>	In the case of an underpass, access with bike to any future shops (ie not having to climb stairs with a bike to get to a shop)
	we do not want kirby rd to be widened since will increase trafic, noise, pollution and will decrease value of houses along kirby rd
	I live Very close to Dufferin Street in the middle of Teston and Kirby. I am concerned with Noise pollution. Dufferin is noisy in rush hour.
	I am not in favor of widening Kirby Rd, between Jane and Dufferin. There is already a lot of noise with cars.
	We need to protect Wildlife, vegetation, aquatic habitat. Also protecting the air quality.
	Noise pollution, aesthetics and traffic flow
<b>Walking/ Cycling</b>	Please consider noise reduction for those of us whose home backs onto Kirby Rd and speed racing especially between Keele and Dufferin.
	Please take in consideration cycle safety
	Enhance trail/ off road connections. Protect wildlife by constructing dedicated underground Culvert crossings.
	Create an environment that is friendly to more than single commuter cyclists safe bike lanes





Category	Comment
	<p>Create a pedestrian friendly path</p> <p>Consider connection to major trails.</p> <p>cyclist and pedestrian friendly</p> <p>cyclist friendly = roundabouts</p> <p>Evaluate the safety of pedestrians and cyclists and make it extremely friendly to cyclists. People are frustrated with cyclists on the road however if done well this is a great way to appeal to.all.</p> <p>Cycling should be a priority</p> <p>Protected Intersections for cyclists and pedestrians, mid-block crossings</p> <p>Social environment...to increase access of safe, lit, continuous and useable sidewalks for residents to use between subdivisions so people can safely access work and school etc. Those living at keele and Kirby do not have a safe safewalk down keele to the NMRP or other areas in Maple such as Mackenzie drive parks/businesses, Teston Rd/Elgin businesses</p> <p>make wide enough for separated multi-use trail.</p> <p>What is the reason for improving pedestrian quality on</p> <p>Keeping such areas looking clean and new.as a note: enhancing the areas for pedestrians, for such a main thoroughfare, is just wasted. A safe area to walk, to and from work or to do one's daily journeys is what is required and in a manner as not to be hit by cyclists. Pedestrians in the 2020's don't really go for pleasure walks on such modern paved road areas. Adding trees at every 100 feet or so, at most, just to beautify,might be a nice addition but there is much greenery in the distance, to look at, if i recall correctly.</p>
<b>Landscaping</b>	<p>Don't waste money on landscaping and trees...doesn't have to look pretty, just be functional. if you want trees, go to the park!</p>
<b>Accessibility</b>	<p>Focus on accessible design no matter the format decided on (over or underpass).</p> <p>I believe you have covered everything here. I would add accessibility as a criteria for senior citizens and persons with disability</p>
<b>Intersection Configuration</b>	<p>Left hand turn from Kirby to Keele need to be it's own lane. The rest needs to drive straight. Many accidents</p> <p>Minimizing addition of new intersections with traffic lights.</p>
<b>Trucks</b>	<p>Restrict use of Kirby to transport trucks.</p>
<b>Widening/ Traffic</b>	<p>Don't widen!!!! Jane and Dufferin Streets are only single lane! There will be more traffice problems and BACK UP in car traffic between Keele and Dufferin Streets!!!! Widening Kirby between these roads just doesn't make sense. Will be especially difficult for existing residents at Keele and Kirby, and Dufferin and Kirby!!!</p> <p>Please condier widen to the north side of Kirby road especially between Keele and Dufferin as there are a lot residential houses which are closed to the current kirby rd on the south side. Thanks</p> <p>Too much focus on alternative modes of travel. Never seen a cyclist or person walking on this road as a daily commuter. Increase speed for cars to allow people to travel across the city quickly without the need of Major Mac etc.</p> <p>Increase the speed limit and don't add more traffic lights</p>

Category	Comment
	<p>the stop sign at the bottom of the hill. hard to stop when the road is ice. eliminate stop sign. saw a car that could not stop due to ice going down the hill and ran into 2 cars at the stop sign.</p> <p>Alleviate traffic</p>
<b>Illumination</b>	<p>Efficient lighting that is dark-sky friendly. See PDF at: <a href="http://www.beaverhills.ca/media/resources/DarkSkyHandbook.pdf">http://www.beaverhills.ca/media/resources/DarkSkyHandbook.pdf</a></p> <p>Lighting is important for safety</p> <p>Lights are my biggest concern</p>
<b>Economic Growth</b>	<p>Improvement to local business / Growth of Local Business</p> <p>Reduce Traffic congestion and delays</p> <p>Minimize disruption due to construction</p> <p>Minimize Flooding and Erosion...</p> <p>Minimize Operation costs</p> <p>Improve safety for all travel modes</p> <p>Accomodate Emergency Services</p> <p>Create Cyclist- and Pedestrian-Friendly Environment</p> <p>*Use common sense on budgets and spending</p>
<b>Others</b>	<p>More quantitative criteria - what does cyclist/pedestrian-friendly environment mean?</p> <p>The residential homes on the South side of Kirby and get their direct feedback</p> <p>Underground hydro will reduce storm damage, using accessible precast elements can be easily accessible at any point. Also the aestetical impact of wires is too bad.</p> <p>Same thing for traffic lights, phone... keep it underground, properly installed and located.</p> <p>Real survey data and GIS will facilitate management of underground utilities.</p>
<b>Environmental Impacts</b>	<p>Environmental impact of vehicles (ie increased CO2 emissions from stop-start at traffic lights)</p> <p>Protect species at risk</p> <p>minimize effects on climate change</p> <p>Minimize property acquisition</p> <p>Minimize disruption due to construction</p>
<b>Other Studies</b>	<p>Will Jane street and Dufferin street be widened as well? Jane from Teston the Kirby or King Side Road? Dufferin from Major MacKenzie to King Side Road? Also, does this align with Kirby Road extension to Bathurst Street.</p> <p>Consider connecting Teston Rd between Keele and Dufferin to alleviate traffic on Kirby instead.</p> <p>Traffic impacts of widening Kirby on connecting roads such as Dufferin which is only 2 lanes and very congested.</p> <p>I emailed you people last year with reference to the same issues of traffic etc for king Vaughan road from Bathurst to Keele. Someone from your office said it's not warranted given traffic patterns, when on certain days, just on that stretch which shouldn't be more than 5 mins people would wait 20 mins. Think it through king Vaughan is a busier street than Kirby.</p> <p>extend Kirby east of dufferin</p> <p>Open Teston Rd between Keele and Dufferin.</p> <p>If the elected officials in Vaughan are concerned with Infrastructure it is the development of Teston not Kirby that will benefit York Region as a whole! Kirby is a blip, not connected to Markham, Richmond Hill, Woodbridge,</p>

Category	Comment
	Kleinburg etc. Not to mention the Fire station at Teston Road and the new Hospital at Jane and Major MacKenzie.
	Reduce traffic congestion on Keele at Kirby and extend Kirby past Dufferin and/or extend Teston across from Dufferin all the way to Keele also reducing traffic on Kirby

The detailed comments for **Question 13 for General Comments** are summarized in the following Table:

Category	Comment
<b>Transit/ GO Station</b>	Increased transit at Kirby going North/ South as well as East / West
	Provide new updates on future GO Transit and Train services if possible on Kirby Road. It would be great to also provide updates on future transportation connections too.
	There is no public transit to dufferin and Kirby. We need regular service to this area!
	We wish to keep Ambassador Hills a quiet neighborhood. There is quite a bit of traffic on Dufferin Street. Having buses running on Dufferin St south of kirby Rd would encourage many to take public transit and reduce traffic congestion.
	Sound engineering design should dictate decision making for alignments and grade crossings.
	Please put a GO station at Keele and Kirby as was in initial plans
	Public transit should not be an issue in that small zone, for at least another 10-20 years. Cyclists should have a way to cycle to local transit, store bikes safely and to then take the transit from there or to load cycle, at an added cost, on to the bus.
<b>Construction Concerns</b>	Better transit along Dufferin & Kirby Athabasca Drive needs transit to the Go Train There is no Transit from Kirby to Teston on Dufferin street it needs it.
	Any construction of new projects should consider reducing traffic congestion and delays which are paramount at every location in vaughan, as its already a disaster as is
<b>Walking/ Cycling</b>	Please, please add on-road bicycle lanes (both directions).
	So many cyclists take this route to avoid other roads. Please keep it safe for cyclists
	Please improve the safety for cyclists.
	Please consider separated dedicated facilities for pedestrians, cyclists and motorists.
	We do not have sidewalks from Teston Road to Kirby on Dufferin. Any plans to give us sidewalks on the West side of Dufferin?
	Improve access to Kirby road for cyclists and pedestrians by making proper boulevards on perpendicular streets like Keele and Jane.
As we change the vaughan landscape we need to consider better Bike options in keeping shoulders open or dedicated lanes. The current expansions I have seen in Vaughan has made things worse for riders and allowed for more aggressive driving.	



Category	Comment
	<p>Make shoulders as wide as possible. Any sort of physical barrier between cars and cyclists would be safer.</p> <p>Better access to Tim Hortons on Keele and Kirby for pedestrians</p> <p>Cycling should be a priority. Very heavy traffic of cyclist in the spring to the fall.</p> <p>As a cyclist I find Kirby Road dangerous to cycle on. I am very interested in safe bike lanes but not a shared path with pedestrians which is more dangerous for pedestrians given the cycling speed most cyclists who use Kirby road would be doing.</p> <p>Kirby road is the only viable cycling route for us living in maple to head towards Richmond hill.</p> <p>Enforce speed limits as this would have me reconsider walking and cycling on Kirby. Also, a lot of trucks come through the area.</p>
<b>Widening/ Traffic</b>	<p>Don't widen!!!! Jane and Dufferin Streets are only single lane! There will be more traffic problems and BACK UP in car traffic between Keele and Dufferin Streets!!!! Widening Kirby between these roads just doesn't make sense. Will be especially difficult for existing residents at Keele and Kirby, and Dufferin and Kirby!!!</p> <p>Question 9 Widening the road. It is my understanding that the forest area on the north side between Dufferin and Keele has been donated to TRCA. If this is true then how can you widen on the north side? We CAN NOT widen on the south side of the road as the residents have already had cars driving through the back fences, the noise level will increase for the subdivisions and a serious concern for pedestrians. I find this survey biased as the developer involved is the one paying for the environmental assessments.</p> <p>Perhaps publish the estimated % traffic reduction by hour on Dufferin Street. Are there any studies that can quantify it yet?</p> <p>I would like to see more round about and fewer tragic lights &amp; 4 way stops.</p> <p>A traffic circle at Jane and Kirby would allow for traffic to constantly move at the intersection from all directions. It would also take advantage of the fact that the existing Kirby road does not currently align at Jane.</p> <p>Increase the speed limit and don't add more traffic lights</p> <p>The speeding on Kirby is of great concern!</p> <p>Left hand turn from Kirby to keel need to be it's own lane. The rest needs to drive straight. Many accidents</p> <p>I'm dismayed to have not seen mention of roundabouts being considered. We know they are the more environmentally friendly, safer, and more efficient choice yet York/Vaughan are reluctant to use them except sparingly in residential areas. We see preferable outcomes all over the world and a relatively low-traffic arterial like Kirby would be a good place to institute these intersections. Driving across Vaughan takes an absurdly long time not because roads aren't wide enough but because of the constant stopping and starting that isn't really necessary, if only we embraced roundabouts like the rest of the world has.</p> <p>Consider a roundabout instead of traffic signals</p> <p>The flow of traffic the city should focus on is the traffic north/south. Jane, Dufferin, and Keele are always congested... please redirect some of the focus on those streets. Heavy &amp; speeding Trucks should not travel on Kirby. Houses are to close to the road ALREADY. A CONCRETE fence would be reduce noise pollution to this beautiful neighbourhood and safety to people</p>

Category	Comment
	<p>in their backyards. When adding trees ,plant evergreens that also provide sound barrier all year long because they stay green. SPEED should be reduced to 40km... Cars have already gone through backyard fences a few times. MAKE IT SAFE FOR THE RESIDENTS THAT LIVE ALONG KIRBY PLEASE.</p> <p>A round-a-bout might be an interesting option as well at Jane and Kirby.</p> <p>If Kirby Road is widen, we will have increased traffic, which will lead to increased aggressive drivers which exceed the current speed limit. This is a deep concern. Measures need to be taken to ensure that Kirby Road has speed enforcement in place to reduce the aggressive drivers and maintain the current speed limit. It is very dangerous during peak commute hours and in the late evening.</p> <p>Fixing the intersection at Jane and Kirby is paramount. A additional turning lane on north bound traffic would be great for being able to make a right hand turn on a red light.</p>
<b>Illumination</b>	<p>Maple Reservoir Park was upgraded to neighbourhood-friendly and dark-sky friendly sport-field lighting that is directed down to only light the field. North Maple Regional Park was given old-style lighting that spills over into the neighbourhood and makes it hard to see the stars compared to nights when the fields are not lit. Please do not light up Kirby unless it is done properly.</p> <p>If there are lights I'll be okay walking and cycling at night.</p>
<b>Environmental Impacts</b>	<p>Do this right the first time around and pay attention to detail. The environment is important and is what sustains us ..</p> <p>we do not want kirby rd to be widered since will increase trafic, noise, pollution and will decreased value of houses along kirby rd</p>
<b>Noise</b>	<p>No need to widen Kirby. The traffic noise is already too much.</p>
<b>Others</b>	<p>This project is a great initiative. After living here for 20 years I believe this input is very valuable.</p> <p>Wonderful transportation initiative. Vaughan has the opportunity to be a leader in this class amongst its peers.</p> <p>Needed badly</p> <p>I implore our elected officials to do the right thing! Look at the bigger picture. Expanding Kirby is a make work project. Does not address the traffic, speeding, disconnection between Hwy. 400 across to Richmond Hill and Hwy. 404.</p>
<b>Other Studies</b>	<p>Why is Teston Rd not being considered to be expanded between Keele St and Dufferin St? This would have less of an environmental impact and re-establish the connection Keele St and Dufferin St that was once connected. Extending Teston Rd from Keel St to Dufferin St would also allow a more straight forward route between Hwy 400 and Hwy404. There are still farm lands along Kirby Rd and expanding the roadway would be more of an environmental impact than building a road over a closed landfill.</p> <p>I think Teston rd. should de opened between Keele and Dufferin before any work on Kirby.</p> <p>This study should extend all the way to Hwy 27. We need to include the Hwy 400 interchange improvements, on and off ramps...when are you going to look at this? You have all this new development happening along Kirby near Hwy 27/ Kipling and we will need improves beyond Jane. Please extend the study area. What about Pine Valley Drive from Teston to</p>



Category	Comment
	Rutherford? And why don't we have a full interchange at Weston Road for the new GTA West, can we pay somebody off to get this changed?
	Teston road needs to be look at to widen road as well. Not to mention a bike lane is a must on this road at least. This road is taken a lot by cyclist that are in group races, fundraisers, pleasure etc. So dangerous and so many people have been killed on that road also.
	Upzone surrounding lands within 1km of rail hub at Keele and Kirby section of this road widening as part of this process for sake of efficiency and maximization of use and early adoption.
	disappoint that your not connecting to bathurst street
	It is better to Extending Kirby Road to hwy 404 and 400
	I'd like to recommend you to have a new plan making an extension of kirby road from dufferin to bathurst. People can reach yonge street more conveniently and efficiently.
	I emailed you peopl last year with reference to the same issues of traffic etc for king Vaughan road from Bathurst to Keele. Some one from your office said it's not warranted given traffic patterns, when on certain days, just on that stretch which shouldn't be more than 5 mins people would wait 20 mins. Think it through king Vaughan is a busier street than Kirby.
	Open Teston Road between Keele and Dufferin
	please consider home owners property value. stop trying to cram condos and other high density housing into Vaughan. Stop putting so many bus routes in, waste of money they run empty most of the time
	Will you also be widening Teston Road between Kipling and Weston Road
	It seems that the expansion of Dufferin between Elgin Mills and King road should be a priority before anything is done with streets feeding into it like Kirby.
	we need proper travelling channel joining west of Vaughan to Richmond Hill. Major mac is too congested at Jane and 400.
	Your map shows Kirby extending west past Dufferin St. This is currently not the case. There is so much congestion on Major Mackenzie, many residents take Kirby as an alternate. Unfortunately, there aren't enough East/West options. This plan would only be worth the investment if it INCLUDED an extension of Kirby PAST Dufferin St and join with Gamble Rd. This will alleviate traffic between Maple and Richmond Hill.