



NOTICE OF STUDY COMMENCEMENT

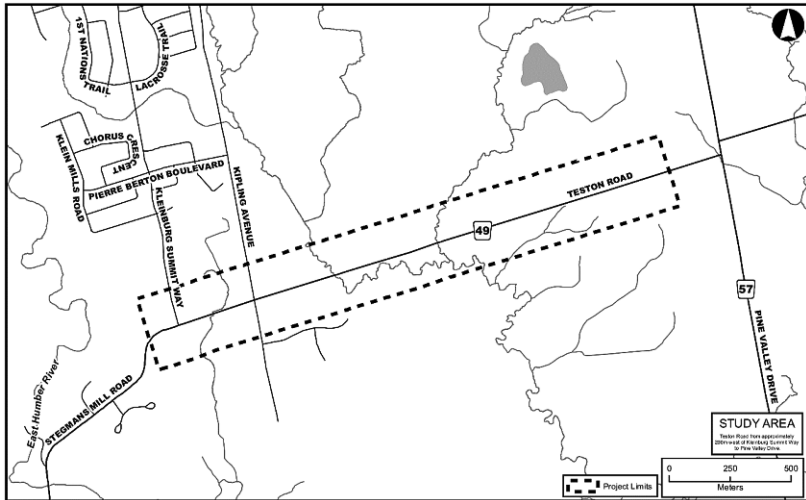
ENVIRONMENTAL ASSESSMENT (EA) STUDY FOR TESTON ROAD, FROM 250 METRES WEST OF PINE VALLEY DRIVE TO KLEINBURG SUMMIT WAY

THE STUDY AND PROCESS

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, biking and walking.

The Teston Road EA study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).

Upon study completion, a project file report will be made available for public review and comment at vaughan.ca/TestonRoad. The report will document the study, consultation process and decision-making rationale.



CONSULTATION

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them. The City welcomes the input of citizens and invites them to get involved in planning the improvements for the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek community input on the study. A notice will be provided in the newspaper and on the study website. Check back often to receive updates on the date, time and location. The study website will be updated as the study progresses with materials available for download following the public meeting and at any other point of contact with the public.

Join the conversation. Visit vaughan.ca/TestonRoad for study updates and opportunities to get involved in the developments of this project.

CONTACT US

If you have any questions, accessibility requirements, or you would like to join the study mailing list or share comments, please contact:

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This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act. Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued September 10, 2020.



September 10, 2020

**Re: City of Vaughan
Municipal Class Environmental Assessment
Teston Road Improvements from 250m west of Pine Valley Drive to
Kleinburg Summit Way**

Dear Land Owner/Stakeholder,

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The Study will fulfill the requirements of Schedule 'B' as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011, and 2015).

The purpose of this letter is to inform you of the study and to invite you to participate as a member of the Stakeholder Group (SHG). The SHG will meet in advance of key decision points to review areas of interest, key study findings, and recommendations for improvements.

We kindly request that you indicate your interest in the study and/or Stakeholder Group participation by completing and returning the enclosed reply form to the undersigned before **September 25, 2020**. If this notice has reached you in error, please discard the letter and advise the undersigned.

We look forward to your reply. Should you have any questions, please do not hesitate to contact the undersigned at (289) 695-4701 or Anthony.Reitmeier@hdrinc.com.

Yours truly,

HDR Corporation

Anthony Reitmeier, P.Eng.
Consultant Project Manager

cc: Mani Shahrokni, P.Eng. City of Vaughan



STAKEHOLDER GROUP (SHG) - REPLY FORM (Please Print)

**Re: City of Vaughan
Municipal Class Environmental Assessment
Teston Road Improvements from 250m west of Pine Valley Drive to
Kleinburg Summit Way**

Date:

Name:

Affiliation (if applicable):

Address:

..... **Postal Code:**

Phone: **Fax:**

Email:

Do you wish to be kept informed of the Study? (Circle Yes or No)

Yes No

Do you wish to participate as a member of the Stakeholder Group?

(Circle Yes or No)

Yes No

Comments:

.....

Please return this form to the contact below by September 25, 2020.

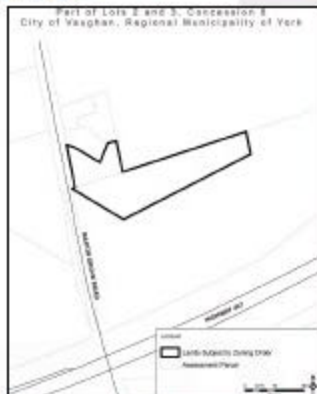
Anthony Reitmeier, P.Eng., Consultant Project Manager
Mailing Address: HDR Corp., 100 York Boulevard, Richmond Hill, ON L4B 1J8
Email Address: Anthony.Reitmeier@hdrinc.com

With the exception of personal information, all comments will become part of the public record.

Notice of Ontario Regulation 445/20 (Zoning Order in the City of Vaughan)

Please note that on August 12, 2020, the Minister of Municipal Affairs and Housing filed a Zoning Order, made pursuant to section 47(3)(a) of the Planning Act, with the Registrar of Regulation as Ontario Regulation 445/20.

Ontario Regulation 445/20 applies to approximately 45 hectares of the property known municipally as 7931 Martin Grove Road in the City of Vaughan in the Regional Municipality of York. For illustrative purposes, the lands are shown in the map below.



A Zoning Order regulates the use of land and the erection, location and use of buildings or structures on the land. This Zoning Order permits uses which are in addition to the uses currently permitted on the site and facilitates the development of long-term care uses, together with accessory buildings and structures. Additional planning approvals, such as site plans, may still be required.

During the COVID-19 social distancing period when offices are closed a copy of Ontario Regulation 445/20 may be viewed on the province's e-law website <https://www.ontario.ca/en/legislation/regulation/2020/445>.

Alternatively, you may request a copy of the regulation by contacting: Maya Harb, Manager, Community Planning & Development (East Team) by phone at 905-709-6447, or by email at maharb@vaughan.ca.

Once the COVID-19 social distancing period has ended, a copy will be available for viewing at the following locations:

Ministry of Municipal Affairs & Housing
Municipal Services Office - Central Ontario
777 Bay Street, 19th Floor, Toronto, ON M5A 1J3
City of Vaughan
Development Planning Department
City Hall, Level 200
2141 Major Mackenzie Drive, Vaughan, ON L6A 1Y1



Working together to defeat COVID-19

It has been more than one month since Vaughan advanced to Stage 3 of the Province of Ontario's reopening plan, resulting from you - the citizens of Vaughan - who continue to practice discipline and adhere to public health protocols.

While we have come a long way, our journey is not over yet. Safety is top of mind for students, parents and families as they prepare for a new school year. I want to assure you that your health and well-being remain my number one priority as we continue to respond to the global COVID-19 pandemic.

Although the doors to City Hall and other municipal facilities remain closed, we have reopened the Maple, North Thornhill and Vesora Village pools for recreational, length swimming and aquafitness classes by appointment. Vaughan Fitness Centre hours have been extended to full days. Vaughan Public Libraries has reopened three of its resource branches - Bathurst Clark Resource Library, Civic Centre Resource Library and Pierre Berton Resource Library - with regular hours, amended services and safety procedures in place. The decision to reopen these facilities is in line with the City's risk model, informed by public health experts' advice.

While we have recently witnessed a decline in positive COVID-19 cases in Vaughan and throughout York Region, we must continue to use our common sense, intelligence and make wise choices to eradicate COVID-19. Every one of us has a role to play in defeating this virus. We are all in this together, and we will emerge stronger.

COMMUNITY spotlight

Stories from local Black, Indigenous and People of Colour Business Owners

Who We Are

JONÉ BEAUTY

Here at Joné Beauty we offer a variety of beauty services, such as facials, waxing and many more skin treatments. Joné Beauty is operated and run by women. We cater to all ages for men and women who want to improve their skin and appearance. Our beauty clinic is located in Woodbridge, ON. Enjoy a complimentary consultation with one of our experts to discuss what your beauty goals are. We look forward to meeting you soon!



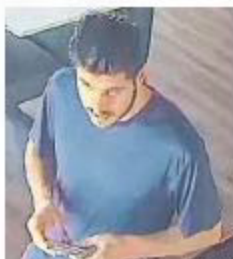
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CRIME



Police released this image of a man suspected of sexually assaulting a woman Sept. 1.

POLICE CHARGE MAN IN CONNECTION TO SEXUAL ASSAULT IN OFFICE

ALEEN ZANGLID
azangli@toronto.ca
JOHN OLMORE
jolmore@toronto.ca

York Regional Police have arrested a 36-year-old man in connection to a sexual assault that took place Sept. 1 in Vaughan.

At around 5:30 p.m., police were called to an office building at Longstaff Road and Trafalgar Street for a report of a sexual assault.

According to police, a man had entered an office and closed the door with a lone woman inside. The man allegedly attacked the victim and grabbed her by the throat.

The victim defended herself from the man while calling for help, police said. Other employees came to her assistance and called police.

The man fled the area prior to officers' arrival.

Police said that the man was not known to the victim.

Police appealed to the public for any information on the man's whereabouts.

On Sept. 3, the man was identified with the help of the public.

Saravjit Dhillon, 34, of Vaughan, is charged with sexual assault, oversteering restaurant, and breach of restraining order.

He has a bail hearing scheduled for a bail hearing Sept. 4.

Anyone with information is asked to call the York Regional Police Special Victims Unit - Sexual Assault Section - at 905-885-5626, ext. 7071.



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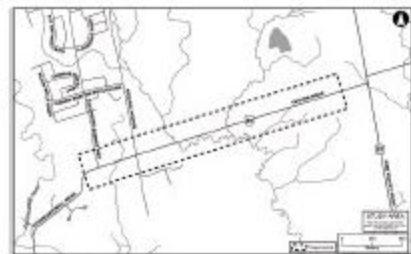
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COMMUNITY


Amazon has announced new delivery stations in Vaughan, Richmond Hill, Stoney Creek, Etobicoke and Scarborough.

AMAZON DELIVERY STATION COMING TO VAUGHAN

SHWONE JOSEPH
shwone.joseph@vaughan.ca

Amazon is building a new delivery station in Vaughan that will open in 2021.

The Vaughan delivery station will be located on 5000 rd in Royal Court. This is in the heart of the Vaughan Enterprise Zone, on the south east corner of Langstaff and Huntington roads. Delivery stations power the last mile of Amazon's order fulfillment process. Packages are transported from fulfillment and sortation centres to delivery stations and then loaded into vehicles to be delivered to customers. New delivery stations are also confirmed for Richmond Hill, Stoney Creek, Etobicoke and Scarborough.

The new delivery stations will create hundreds of permanent, full-time and part-time jobs. Also, entrepreneurs can build their own small business delivering Amazon packages, and independent contractors will have the flexibility to be their own boss and create their own schedule delivering for Amazon.

Two new fulfillment centres will be built in Ajax and Hamilton. These centres are expected to open in 2021 and will create more than 2,500 full-time jobs. Once these centres are built, Amazon will have a total of 10 fulfillment centres in Ontario and 16 in Canada.

The Etobicoke delivery station has already opened, and the Richmond Hill delivery station will open later this year.

Amazon employs more than 2,000 full-time and part-time employees at the company's fulfillment centres, corporate offices and development centres in Canada.

To learn more about Amazon, visit www.amazon.ca and https://www.amazon.com.

Mayor Maurizio Bevilacqua and Members of Council extend their best wishes for a New Year filled with blessings of joy, health and peace. L'Shanah Tovah!

2019-22 City of Vaughan Members of Council

From left to right: Linda D. Jackson, Regional Councillor; Elin Ross, Regional Councillor; Hon. Maurizio Bevilacqua, P.C., Mayor; Mark Ford, Regional Councillor; Deputy Mayor; Second row, left to right: Alan Sheehan, Ward 5 Councillor; Sandra Young Davis, Ward 4 Councillor; Rosanna DeFrancesco, Ward 1 Councillor; Tony Carillo, Ward 2 Councillor; Marilyn Laflamme, Ward 1 Councillor.



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 October 1, 2020 at 9:30 AM

Upper School
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 September 29, 2020 at 9:30 AM



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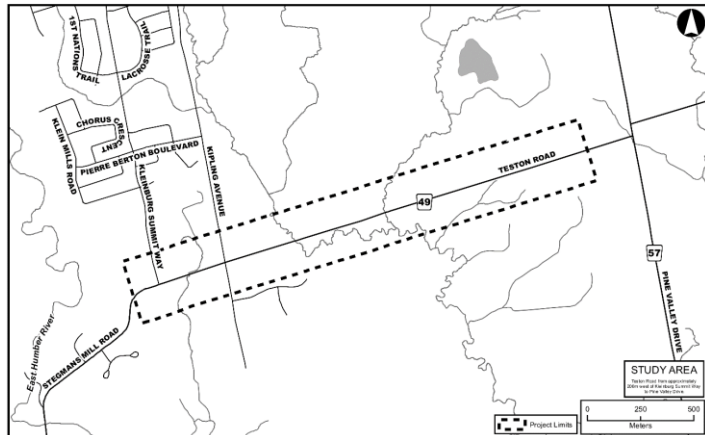
Aitor Memorial

NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

THE STUDY AND PROCESS

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CONSULTATION

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them and recognizes the importance of protecting citizens from the global COVID-19 pandemic while also continuing to move the city forward. Citizens are encouraged to participate in this virtual Public Information Centre to help inform the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek input from the community on the study. The virtual Public Information Centre will provide stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date.
- provide input and share ideas with the project team regarding key issues and concerns along the study corridor, alternative solutions, environmental considerations, and anticipated impacts and mitigation strategies.

The PIC will be held online as follows:

When: View materials at any time, beginning **Thursday, Feb. 18, 2021**

Where: Online at vaughan.ca/TestonRoad

Input Format: Please complete the **online comment form available at the link above** or provide your comments to the study team by **Friday, March 12, 2021**

Mani Shahrokni, P.Eng.
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Public Service Announcement

Improvements are coming to Teston Road – get involved

Online self-guided Public Information Centre and survey available until March 12

VAUGHAN, ON (Feb. 18, 2021) – The City of Vaughan is looking to make improvements along Teston Road by creating more pedestrian-oriented spaces, encouraging cycling and enhancing safety measures for all who drive, walk or bike through the area. To help understand the needs of the community, the City has launched a Teston Road Municipal Class Environmental Assessment (MCEA) Study – and citizens are invited to have their say, virtually. Visit vaughan.ca/TestonRoad to take part in an online self-guided Public Information Centre and participate in a subsequent survey to provide input on key findings, issues, solutions and more. The content will be available until Friday, March 12.

The study will look at the area on Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. It will review opportunities and improvements for:

- operational and safety issues, such as reduced visibility, pavement deterioration, improper guardrail placement, signage and more
- environmental impacts
- roadway capacity for current and projected traffic
- vehicular, pedestrian and cyclist operations and opportunities
- intersection operations

Phase one of this study is currently underway and includes collecting background information on the area and conducting field investigations such as natural environment surveys, cultural heritage and archaeological investigations, drainage assessments and more. Widening the road for increased vehicular traffic is not anticipated as part of this study.

As public engagement is vital to the development and success of this study, the City encourages citizens to join the conversation – virtually. The online self-guided Public Information Centre has been arranged for individuals to learn more about the project, review key findings, share concerns, comment on solutions, provide input on development and design options, be made aware of anticipated impacts and more. Feedback collected will help the City understand what is important to citizens and consider these opinions in the study recommendations. The presentation and survey will be available at vaughan.ca/TestonRoad until Friday, March 12.

For more information, visit vaughan.ca/TestonRoad. Continue to check this webpage often as additional public engagement opportunities will be posted throughout the study.

Public Service Announcement

-30-

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.

MEDIA CONTACT: Teresa Fazari, Corporate and Strategic Communications
T. 905-832-2281, ext. 8185 E. teresa.fazari@vaughan.ca

vaughan.ca





Teston Road Environmental Assessment (EA) Study

250m west of Pine Valley Dr to Kleinburg Summit Way

DRAFT Online Public Information Center (PIC) Summary Report

City of Vaughan

March 19th, 2021





Contents

1	Introduction.....	1
2	Methods of Communication.....	1
3	Summary of Feedback Received.....	1
4	Summary and Next Steps.....	5

Appendices

Appendix A – Online Survey

Appendix B – Communication Material

Appendix C – Detailed Comments



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1 Introduction

The City of Vaughan is undertaking an Environmental Assessment Study for Teston Road between 250m west of Pine Valley Drive to Kleinburg Summit Way which proposes the construction of continuous active transportation facilities, intersection level operational improvements and roadway geometric improvements. The objective of the study was to identify local transportation opportunity, issues and needs within the study limits and accommodate current and future transportation needs while enhancing operation and safety for all users of the roadway.

The study is being carried out in accordance with the requirements of a Schedule 'B' Municipal Class Environmental Assessment (EA) process which is an approved process under the Environmental Assessment Act. Public input is an important part of the EA process and public and stakeholder consultation activities are being held to provide opportunities for engagement. One of these opportunities is a virtual PIC, including an online survey (**Appendix A**), which was made available on the study website (Vaughan.ca/TestonRoad) from February 18, 2021 to March 12, 2021.

2 Methods of Communication

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

- Updates to the project website, including a link to the online survey found on the project website: <http://www.vaughan.ca/TestonRoad> on February 18, 2021
- Notice and City Media Release posted on www.vaughan.ca on February 18, 2021
- A notice of Public Information Center No. 1 published on February 4th, 2021 and February 11th, 2021's edition of Vaughan Citizen
- Social media updates on City of Vaughan Facebook, Twitter, Instagram, and LinkedIn posts. With periodic posts from February 18, 2021 and March 12, 2021.
- Direct mail and email to 73 members of the public, including property owners and residents along the study corridor
- Direct mail and email to 49 agency representatives and 74 stakeholder group representatives
- Direct email to 2 Indigenous Community representatives
- Email notification to 12 individuals on the project email list – developed through previous responses to project notifications

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

3 Summary of Feedback Received

One Hundred and Twenty (120) members of the public provided comments through the online survey during the commenting period (February 18, 2021 to March 12, 2021). The most common comments received include:

- Major support for the provision of continuous active transportation facilities
- General support for operational improvements
- Safety concerns relating to cyclist and vehicular conflicts
- Request for bike lane installation to improve safety for cyclists
- Concerns that roadway widening will increase vehicular traffic resulting in cyclist and vehicle conflicts
- Support for road widening to accommodate future growth and increase cyclist safety

The questions and responses received are summarized below: Individual responses are included in **Appendix C** with personal information retracted.

1. Which of the above alternative solutions do you think best addresses the problems and opportunities along Teston Road?

Question 1 of the survey asked the respondent to choose a preferred solution out of the six (6) alternatives proposed by the project team. The (6) alternative solutions were:

- **Alternative 1** – Do Nothing.
- **Alternative 2** – Limit/Reduce Development.
- **Alternative 3** – Improve Other Roadways outside of the study area
- **Alternative 4** – Widen Teston Road.
- **Alternative 5** – Provide Continuous Cycling and Pedestrian Facilities
- **Alternative 6** – Provide operational improvements to enhance safety along the corridor

In addition to the 6 alternative solutions, respondents could choose from an additional two options as outlined below:

- **Combination of Alternatives 5 and 6**
- **Other** – Please specify

The combination of Alternatives 5 and 6 was identified by the project team as the preferred solution. Respondents were requested to submit their ideal solution if the “Other” option was chosen. The results are as follows:

Answer Choices	Responses
Alternative 1	0 (0.0%)
Alternative 2	3 (2.5%)
Alternative 3	1 (0.8%)
Alternative 4	15 (12.5%)
Alternative 5	53 (44.2%)
Alternative 6	0 (0.0%)
Alternative 5 & 6	40 (33.3%)
Other	8 (6.7%)

The following is a summary of the “Other” solutions provided by the respondents to improve Teston Road:

- Combination of Alternatives 4 & 5
- Improvements to cycling facilities (e.e. bike lanes) along the roadway corridor
- Extension of Teston Road
- Operational improvements

Six out of the eight respondents chose improvements to cycling facilities as their preferred option.

2. Please feel free to provide an explanation and/or comment on your selection.

Question 2 of the survey asked if the respondent could provide comments or explanation of their preferred choice from Question 1. As this was an optional question, 53 responses out of 120 were received.

The respondents provided their views relating to the current and future concerns of the roadway and why their choice best addresses their concerns. A breakdown summary is provided below, ranked from the most popular to the least popular alternative as chosen in Question 1.

- Alternative 5 (15 of the 53 respondents provided comments)
 - Concerns of cyclist safety with the current road configuration
 - Numerous close calls with vehicle and cyclist conflicts
 - Provision of fully protected bike lanes
 - Concerns related to Alternative 4 which would decrease safety due to an increase in traffic volume
- Alternatives 5 & 6 (24 of the 50 respondents provided comments)
 - Concerns of cyclist safety with the current road configuration
 - Roadway needs to accommodate future developments and active transportation users
 - Add bike lanes and/or pedestrian sidewalks
 - Concerns related to Alternative 4 which would decrease safety due to an increase in traffic volumes and environmental concerns
 - Support for intersection improvements
- Alternative 4 (9 of 15 respondents provided comments)
 - Concerns of safety with current road configuration
 - Widening the road to increase safety for cyclists
 - Widen the road to accommodate future growth
- Others (4 of the 8 respondents provided comments)
 - Concerns of cyclist safety with the current road configuration
 - Provision of bikes lanes
 - Concern for costs of the improvements
- Alternative 2 (1 of the 3 respondents provided comments)
 - Concerns of the jogged intersection at Pine Valley Drive and future growth impacts on traffic congestion

3. Do you have any other additional comments or suggestions for the project team to consider?

Question 3 of the survey asked the respondent if there are any additional comments or suggestions the project team should consider for this study. As this was an optional question, 35 respondents out of 120 responded to this question. The most common responses are summarized below:

- Addressing current safety concerns
- Concerns of traffic impacts during construction
- Concerns of safety due to poor site lines at crests and private entrances
- Environmental concerns and impacts
- Provision of Bicycle lanes/infrastructure
- Provision of traffic calming measures to increase safety.
- Provision of public transit systems in Kleinberg
- Provision of traffic operational improvements
- Elimination of the jogged intersection at Pine Valley Road

4 and 5. Contact information

Question 4 and 5 asked respondents if they would like to receive updates on the Teston Road Environmental Assessment Study and to provide personal information to receive such updates. To protect the information and privacy of the respondents, question 4 and 5 responses were retracted from this report.

6. Which Ward do you live in? Use this map (PDF) to identify your ward.

Question 6 asked respondents which ward they currently reside in Vaughan. As this is an optional question, 114 out of 120 individuals responded to this question. The responses are summarized below:

Answer Choices	Responses
Ward 1	45 (37.5%)
Ward 2	26 (22.8%)
Ward 3	15 (13.2%)
Ward 4	11 (9.7%)
Ward 5	4 (3.5%)
I don't live in the City of Vaughan	13 (11.4%)

7. What is your age?

Question 7 asked respondents their age. As this is an optional question, 114 out of 120 individuals responded to this question. The responses are summarized below.

Answer Choices	Responses
18 – 24 years old	7 (6.1%)
25 - 34 years old	9 (7.9%)
35 – 44 years old	24 (21.1%)
45 – 54 years old	36 (31.6%)
55 – 64 years old	37 (32.5%)
65+ years old	1 (0.9%)

4 Summary and Next Steps

The public responses received from the on-line survey found that the current configuration of Teston Rd is inadequate to accommodate current roadway users. The most common complaints include the following:

- Safety concerns related to conflicts between cyclists and motorists
- Safety concerns related to excessive speeding and vehicular collisions
- Concerns related to the accommodation for future grow within the study area

Respondents were asked to provide feedback on the various alternative solutions for the Teston Road corridor. The general response suggested the following:

- Strong support for Alternative 5
- Good support for a combination of Alternatives 5 and 6
- Some support for Alternative 4 or a combination of Alternatives 4 and 5.

Other alternative solutions provided by the respondents are as follows:

- Provision of bicycle lanes, fully protected or on-street
- Provision of pedestrian sidewalks
- Enhancements for cyclist safety
- Concerns that roadway widening will increase congestion and collision rate
- Provision of road widening to accommodate future growth and increase cyclist safety

Lastly, local residents included some comments and suggestions to be considered by the project team as part of the environmental assessment. These include:

- Addressing the current safety concerns
- Concerns of traffic impact during construction
- Concerns of safety due to poor site lines at crests and private entrances
- Environmental concerns and impacts
- Provision of cycling lanes/infrastructure
- Provision of traffic calming measures to reduce speeding and increase safety.
- Provision of public transit systems in Kleinberg
- Provision of traffic operational improvements
- Elimination of the jogged intersection at Pine Valley Drive

The feedback collected from the Online Survey will be reviewed and be considered to develop a roadway configuration based on the selected preferred solution for Teston Road. The survey results and findings will be included in the Project File Report (PFR) which will be made available for public review and comment. The project team thanks the respondents for taking the time to provide valuable input for this project.

Appendix A. Online Survey

ONLINE SURVEY

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

The City is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods.

1. Which of the following alternative solutions do you think best addresses the problems and opportunities along Teston Road?



Alternative 1

Do Nothing

- Maintain existing conditions
- Teston Road remains unchanged



Alternative 2

Limit/ Reduce Development

- Will limit growth and transportation demand in the study area
- Teston Road remains unchanged



Alternative 3

Improve Other Roadways

- Improve roads outside of the study area
- Teston Road remains unchanged



Alternative 4

Widen Teston Road

- Widen Teston Road from 2 to 4 lanes
- No cycling or pedestrian improvements



Alternative 5

Provide Continuous Active Transportation Facilities

- Implement improvements for cyclists and pedestrians only
- No road widening



Alternative 6

Operational Improvements

- Localized improvements only, for example at intersections
- No road widening



Alternative 1 – Do Nothing



Alternative 2 – Limit/Reduce Development



Alternative 3 – Improve Other Roadways



Alternative 4 – Widen Teston Road



Alternative 5 – Provide Continuous Active Transportation Facilities



Alternative 6 – Operational Improvements

- Combination of Alternatives 5 and 6 (Provide Continuous Active Transportation Facilities and Operational Improvements)**
- Other (Please specify)**

2. Do you have any other comments or suggestions for the project team to consider?

3. Please provide your personal contact information below. The personal information is collected by the City of Vaughan under authority of Section 11 of the Municipal Act, 2001. It may be used to contact you regarding this project.

Name

Mailing Address

City/Town

Postal Code (at least first 3 digits)

Email Address

Phone Number

4. Would you like to be added to the study mailing list?


- Yes (please make sure your contact information is included in the question above)
- No

Thank you for your participation. Any comments or questions can be directed to:

Mani Shahrokni, P.Eng.
City of Vaughan
Project Manager
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1
T: 905-832-2281, ext. 8163
E: Mani.Shahrokni@vaughan.ca

Appendix B. Communication Material

Vaughan Citizen Edition February 18th, 2021 Meeting Notice

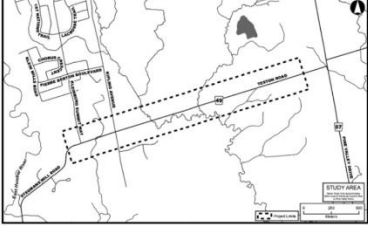
**VAUGHAN**

NOTICE OF PUBLIC INFORMATION CENTRE NO. 1

Environmental Assessment (EA) Study for Teston Road, from 250 metres west of Pine Valley Drive to Kleinburg Summit Way

THE STUDY AND PROCESS

The City of Vaughan has initiated the Environmental Assessment (EA) study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like motor vehicles, public transportation, biking and walking.



The Teston Road EA study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association (MEA) Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015).

Upon study completion, a project file report will be made available for public review and comment at vaughan.ca/TestonRoad. The report will document the study, consultation process and decision-making rationale.

CONSULTATION

Public consultation is a vital part of the city-building process. The City of Vaughan is committed to engaging with citizens and stakeholders in a meaningful and transparent way on issues and matters that impact them and recognizes the importance of protecting citizens from the global COVID-19 pandemic while also continuing to move the city forward. Citizens are encouraged to participate in this virtual Public Information Centre to help inform the Teston Road EA.

A virtual Public Information Centre will be held to both inform and seek input from the community on the study. The virtual Public Information Centre will provide stakeholders with an opportunity to:

- obtain background information on the study and review the findings to date.
- provide input and share ideas with the project team regarding key issues and concerns along the study corridor, alternative solutions, environmental considerations, and anticipated impacts and mitigation strategies.

The PIC will be held online as follows:

When: View materials at any time, beginning **Thursday, Feb. 18, 2021**

Where: Online at vaughan.ca/TestonRoad

Input Format: Please complete the **online comment form available at the link above** or provide your comments to the study team by **Friday, March 12, 2021**

Mani Shahrokni, P.Eng. City of Vaughan Project Manager 2141 Major Mackenzie Dr. Vaughan, ON L6A 1T1 T: 905-832-2281, ext. 8163 E: Mani.Shahrokni@vaughan.ca	Anthony Reitmeier, P.Eng. HDR Consultant Project Manager 100 York Blvd., Suite 300 Richmond Hill, ON L4B 1J7 T: 289-695-4701 E: Anthony.Reitmeier@hdrinc.com
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If you have any other questions, accessibility requirements, or you would like to join the study mailing list or share comments, please contact our team.

This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act. Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued February 4, 2021.

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3 | Vaughan Citizen | Thursday, February 11, 2021
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City of Vaughan Newsroom

Home > Newsroom > Improvements are coming to Teston Road – get involved

IMPROVEMENTS ARE COMING TO TESTON ROAD – GET INVOLVED

2/18/2021 1:00 PM

Online self-guided Public Information Centre and survey available until March 12

The City of Vaughan is looking to make improvements along Teston Road by creating more pedestrian-oriented spaces, encouraging cycling and enhancing safety measures for all who walk, bike or drive through the area. To help understand the needs of the community, the City has launched a Teston Road Municipal Class Environmental Assessment (MCEA) Study – and citizens are invited to have their say, virtually. Visit vaughan.ca/TestonRoad to take part in an online self-guided Public Information Centre and participate in a subsequent survey to provide input on key findings, issues, solutions and more. The content will be available until Friday, March 12.

The study will look at the area on Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. It will review opportunities and improvements for:

- operational and safety issues, such as reduced visibility, pavement deterioration, improper guardrail placement, signage and more
- environmental impacts
- roadway capacity for current and projected traffic
- vehicular, pedestrian and cyclist operations and opportunities
- intersection operations


Phase one of this study is currently underway and includes collecting background information on the area and conducting field investigations such as natural environment surveys, cultural heritage and archaeological investigations, drainage assessments and more. Widening the road for increased vehicular traffic is not anticipated as part of this study.

As public engagement is vital to the development and success of this study, the City encourages citizens to join the conversation – virtually. The online self-guided Public Information Centre has been arranged for individuals to learn more about the project, review key findings, share concerns, comment on solutions, provide input on development and design options, be made aware of anticipated impacts and more. Feedback collected will help the City understand what is important to citizens and consider these opinions in the study recommendations. The presentation and survey will be available at vaughan.ca/TestonRoad until Friday, March 12.

For more information, visit vaughan.ca/TestonRoad. Continue to check this webpage often as additional public engagement opportunities will be posted throughout the study.





City of Vaughan Facebook Posts regarding Study



City of Vaughan
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Mar 4 · 🌐 · The Teston Road Study will review the need for improved transportation for all who drive, walk or bike from west of Pine Valley Drive to Kleinburg Summit Way. Share your thoughts by taking the online self-guided Public Information Centre & survey: vaughan.ca/TestonRoad





  4




City of Vaughan
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Mar 2 · 🌐 · The Teston Road Study will assess safety measures, pedestrian spaces & cycling options on Teston Road from west of Pine Valley Drive to Kleinburg Summit Way. Take part in an online, self-guided Public Information Centre & survey at vaughan.ca/TestonRoad to get involved.



  3



City of Vaughan
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Feb 18 · 🌐 · ...spaces for pedestrians and cyclists on Teston Road, from west of Pine Valley Drive to Kleinburg Summit Way. Participate in an online self-guided Public Information Centre and survey to get involved:
<https://www.vaughan.ca/news/Pages/Improvements-are-coming-to-Teston-...>

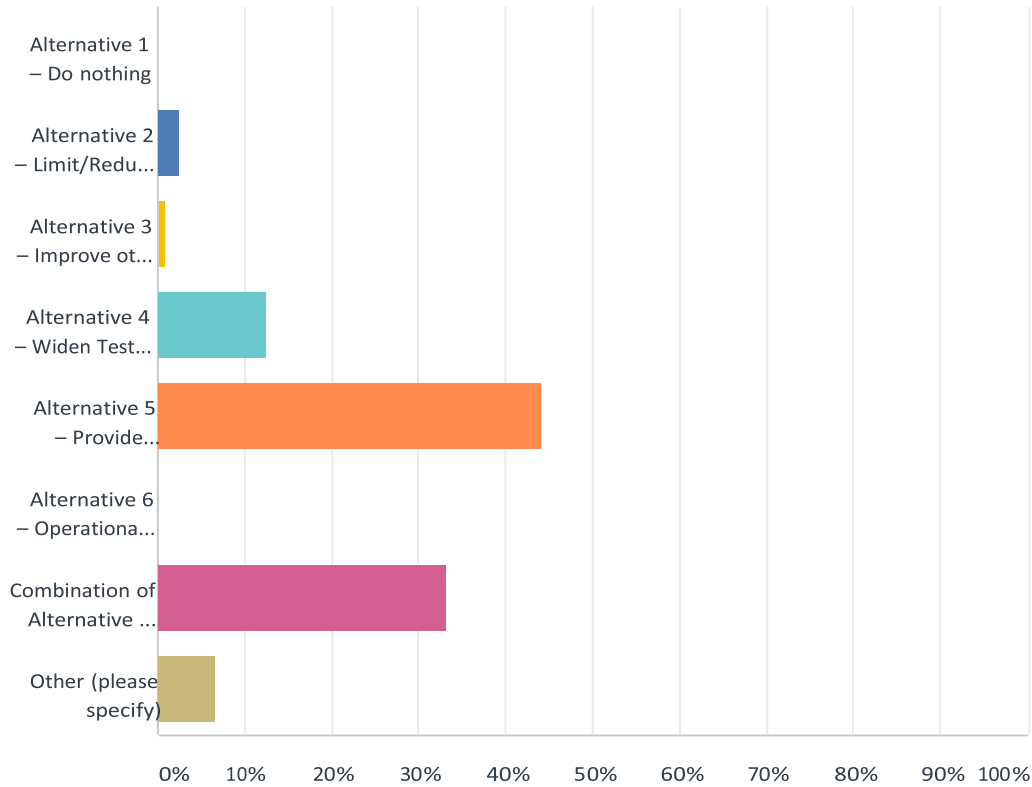




Appendix C. Survey Results

Q1 Which of the above alternative solutions do you think best addresses the problems and opportunities along Teston Road?

Answered: 120 Skipped: 0



ANSWER CHOICES	RESPONSES
Alternative 1 – Do nothing	0.00% 0
Alternative 2 – Limit/Reduce development	2.50% 3
Alternative 3 – Improve other roadways	0.83% 1
Alternative 4 – Widen Teston Road	12.50% 15
Alternative 5 – Provide continuous active transportation facilities	44.17% 53
Alternative 6 – Operational improvements	0.00% 0
Combination of Alternative 5 and 6 (provide continuous active transportation facilities and operational improvements)	33.33% 40
Other (please specify)	6.67% 8
TOTAL	120

#	OTHER (PLEASE SPECIFY)	DATE
1	connect teston rd between Keele and Dufferin. no point having the Hwy 400 connection to a rd that is not fully connected especially since it connects to Elgin Mills going west	3/11/2021 1:15 PM
2	Keep one lane each way with the addition of bike lanes on either side(not included in the vehicle lane). If it is widened to 2 lanes each way, too much traffic with arise and take away from the fun drive. Keep with without street lights.	2/22/2021 11:27 AM
3	How about respecting people as opposed to developers. Stop making deals with them and do what's right for the community. Your hands are already tied	2/21/2021 6:24 AM
4	Combination of 4 and 5	2/19/2021 7:15 PM
5	Add bike lanes in both directions	2/19/2021 9:55 AM
6	Bike lane each way should be mandatory based on the number of cyclists that use that roadway. Traffic calming measures would be ideal as well to keep traffic speed reasonable.	2/19/2021 8:08 AM
7	Option 4 but u must add cycling lanes	2/19/2021 7:59 AM
8	Widen road to 4 lanes and bicycle pedestrian space. Just like all Vaughan projects, whatever is built will be dug up again and replaced with something bigger in 2 years. No foresight ever....	2/18/2021 6:16 PM

Q2 Please feel free to provide an explanation and/or comment on your selection. (Optional)

Answered: 53 Skipped: 67

#	RESPONSES	DATE
1	I like the idea of integrating a bike/hiking path into existing bike pathways. At the moment it is too dangerous. A protected bike trail would make sense.	3/11/2021 12:46 PM
2	Operational improvements are important.	3/9/2021 1:28 PM
3	If the road is widened, there will be more traffic travelling at higher speed! Cyclists will still use the road and be in greater danger!	3/9/2021 1:14 PM
4	Currently it's dangerous to cycle or walk on this part of Teston. However it shouldn't be widened to accommodate more cars, just to make it safer. A lot of people already speed on this road.	3/8/2021 7:52 AM
5	Teston road is becoming too dangerous to drive	3/7/2021 5:05 PM
6	Please be sure to protect as much of the environmental area as possible. We NEED GREEN SPACE!!	3/6/2021 10:20 PM
7	Improving conditions to simulate growth should be top priority for the city.	3/4/2021 3:11 PM
8	Lack of running path makes it dangerous for me, since cars are also travelling very fast, faster than the speed limit	3/4/2021 11:44 AM
9	As a cyclist, adding more lanes is generally the best solution to rectify the situation on Teston. Bike lanes typically get covered in debris cast off by cars that force us into traffic anyway adding an additional lane allows them to pass safely, but since they drive in the right lane as well they push the debris off of the road. Further, because of the hills there's not really a lot of safe places for cars to pass one another so faster cars get stuck behind slower ones forcing more aggressive movements in the short windows where it is safe. Additional lanes would allow safe passing at all times reducing conflict and making it safer for all road users. With the new development at Pine Valley there's going to be a lot more people using the road, so it's important to meet demand - it's no longer a rural route but a suburban one.	3/4/2021 10:12 AM
10	Enhance for cyclists and pedestrians	3/4/2021 9:55 AM
11	The road is very narrow, passing cyclists can be very dangerous. Any widening should be for cyclists.	3/4/2021 8:52 AM
12	Dufferin also needs to be widened, where it meets Teston. That bridge leading up to Teston is hazardous.	3/4/2021 1:45 AM
13	as new subdivisions are being built. the road needs to be widen	3/2/2021 10:26 AM
14	Teston Road is one of the few cycling options between Maple and Kleinburg but it is a risky ride for cyclists as there are no bike lanes and cyclists and cars have to share the one-lane road. PLEASE add bike lanes to Teston Road. NOT shared paths, but bike lanes.	2/27/2021 10:56 PM

15	<p>This area is rich in nature and wildlife. It is essential to preserve the natural heritage environment/ watercourses we are blessed with here. Many pedestrians and cyclists try to enjoy this gift of nature, but are restricted from doing so as the area is highly unsafe for residents , pedestrians and cyclists due to severe lack of traffic calming measures, and very unscrupulous motorists who disregard speed limits and road conditions. Very unsafe area for motorists as well due to lack of traffic calming. This area/ community deserves much reduced speed limits, traffic calming, safe cycling lanes, and inviting and safe pedestrian walkways. This would invite alternative modes of transportation, therefore taking vehicular pressure and pollution off this natural environmental area and all the wildlife. The area needs to be curated as a heritage/ natural environmental zone promoting pedestrian/ hiking/ access and cycling everywhere. Flora, fauna, and walkers, cyclists should be able to access this natural area safely and securely at all times. Motor vehicle traffic needs to be greatly reduced, funnelled on major routes that have expanded lanes. This area needs to promote and respect the historical heritage of Kleinburg village, and the Humber River watershed by promoting reduced traffic, low safe speeds, pedestrian and cycling connectivity into, and around the village and surrounding family homes and subdivisions. This area could become a model of safety for pedestrians, families, cyclists and wildlife. It could be an exemplar of safety and accessibility in our conservation areas, watershed, family- based housing and subdivisions, and at the heart of this, preserving the beautiful heritage village of Kleinburg. This could be the jewel of Vaughan ... done carefully and thoughtfully. Vehicular traffic MUST be curtailed and sharply slowed. I am strongly advocating for a very thoughtful management of this roadway. Here's hoping!!!!</p>	2/27/2021 10:01 AM
16	<p>The road should be widened but also provide bike lanes and sidewalks like Major Mackenzie.</p>	2/25/2021 11:25 AM
17	<p>Teston Road is becoming busier everyday and the road needs to be widened to at least 4 lanes or if not increase size of lanes. In the summer and spring biking is extremely popular on this road so adding a biking lane and or a pedestrian sidewalk would be beneficial to a lot of people especially with the construction of a plaza at pine valley and teston</p>	2/25/2021 10:02 AM
18	<p>All roads should have bike lanes. Look anywhere in Europe whether it's Germany or Holland everyone has been putting in bike lanes for 20 years. Stop replacing curbs and fix roads make it safe to ride for everyone. Stand up to developers make them own their portion of the road. Don't make deals forgetting about the common folk</p>	2/21/2021 6:24 AM
19	<p>Dangerous to cycle in current condition - far too narrow to allow cars and cyclists and pedestrians Instead a dedicated cycling lane is the safest solution for a very heavily travelled cycling route . More cyclists and pedestrians would choose teston if there existed a separate segregated lane.</p>	2/20/2021 8:15 PM
20	<p>Install bike lanes</p>	2/19/2021 10:26 PM
21	<p>As a driver in that area blind corners and hidden driveways are danger spots. The new subdivisions are adding additional traffic with Teston being high travel road now with the access to highway 400 As a cyclist the roads are too narrow. Hills are a challenge for cyclist and can interfere with impatient drivers. Additional traffic lanes and cycling lane will help all who use this road.</p>	2/19/2021 7:15 PM
22	<p>There needs to be enough space for cars to pass bikes, without having to move into oncoming traffic.</p>	2/19/2021 3:14 PM
23	<p>Widening road will bring more traffic. This is a highly used road for cyclists so improving road access without encouraging more vehicular traffic would be my preference</p>	2/19/2021 2:20 PM
24	<p>We don't want it to become a highway. It is residential and should be treated as such. Not meant for trucks, and lots of traffic. New community so path and bike lanes would be ideal for residents.</p>	2/19/2021 12:47 PM

25	There will be a school coming and there needs to be road widening and side walks for safety.	2/19/2021 12:23 PM
26	I drive this route everyday to and from work. Adding an extra lane would make this section safer — allowing vehicles to have an optional lane should there be cyclists on the road, as well as providing more room when there are larger vehicles oncoming.	2/19/2021 11:35 AM
27	We need to strategically make use of the space we have. Widening will only invite more traffic, and lead to deterioration of the environmentally sensitive area surrounding. Space for cyclists would be nice, perhaps as a wider shoulder, considering that several cyclists use this route and are at risk of collisions with vehicles, especially in light of new developments.	2/19/2021 10:34 AM
28	There have been a number of car/cyclist collisions and close calls, including myself.	2/19/2021 10:26 AM
29	Minimize the risk to cyclists. This road is used heavily by cyclists and should have a shoulder of new pavement for cycling only.	2/19/2021 10:04 AM
30	We are active cyclist and use the road to get access to Kleinburg and back to Maple. Having a bike lane / path will help safety of riding on the road.	2/19/2021 10:00 AM
31	Bike lanes are required in both directions as Kleinberg is a central hub for cyclists to meet.	2/19/2021 9:55 AM
32	Should be able to accommodate cyclists and pedestrians safely while controlling the speed of motorists.	2/19/2021 9:45 AM
33	Currently there are only 2 lanes. When motorists attempt to pass, forcing encroachment into the opposite lane against oncoming traffic which are forced to encroachment onto their shoulder. Either need to expand the shoulders or add a third center lane to accommodate the encroachment. These situations also create dangerous situations when cyclists are in the vicinity.	2/19/2021 9:28 AM
34	Safety and utility	2/19/2021 9:26 AM
35	As a local resident and cyclist that section of Teston Road offers poor visibility for both cyclists and automobiles so I think reconfiguring will allow for safe for travel for motor vehicles and cyclists.	2/19/2021 9:26 AM
36	Dedicated Bike Lanes a must	2/19/2021 9:22 AM
37	As a driver and cyclist, that stretch of Teston has always been daunting with speeders racing over the crests. Please do something to protect the public before it's too late. Thank you.	2/19/2021 9:16 AM
38	Adding active transportation lanes without road widening creates unsafe riding conditions as the space between users is pinched.	2/19/2021 9:07 AM
39	Add space for runners, cyclists and keep the roads maintained. Perhaps better signage or ways to slow cars down along the way.	2/19/2021 8:54 AM
40	GET WITH THE TIMES WE NEED MORE CYCLING INFRASTRUCTURE!	2/19/2021 8:35 AM
41	More residential homes, it only makes sense to widen	2/19/2021 8:28 AM
42	Widen for safer traffic flow for pedestrians and cyclists.	2/19/2021 8:23 AM

43	We need room for cyclist to ride. Dangerous road cars travel fast and with the rolling hills cars dont see cyclists till there right on them	2/19/2021 8:15 AM
44	Environmental improvements. Cyclists and pedestrians need improved outdoor access to enjoy their activity in a safe environment	2/19/2021 8:08 AM
45	Doing nothing is not the future!. Widening would increase traffic and possibly increase speed...It is used by many cyclist (including me) so a little widening would be nice and safer. I'm a big fan of Intersection improvements. Everyone benefits.	2/19/2021 8:01 AM
46	Multiple lanes would only encourage lane changes and thus increased risk for cyclists. A four lane with bike lanes would be best. However two lanes with a gracious bike lane would be good too	2/19/2021 7:53 AM
47	I know of a number of cyclists who have been hit or have had close calls on this section	2/19/2021 7:52 AM
48	Teston rd needs to be widen as well as have pedestrian and cycle area. With all the new housing this is needed. Teston is the only route to get across to Woodbridge/maple without going too north and avoiding traffic on Major Mac. It needs widening for sure!!	2/18/2021 11:43 PM
49	Save taxpayer dollars. Do it right the first time and stop redoing things.	2/18/2021 6:16 PM
50	Our outdated fixation with four way stops and lights is inefficient in every sense. Rather than the usual solution of adding lanes and traffic lights (making a pedestrian crossing utterly daunting), why not join the rest of the world in considering roundabouts?	2/18/2021 4:45 PM
51	Needs to be safe for cyclists and walkers	2/18/2021 3:23 PM
52	The vertical curves on this road create dangerous situations, especially for those motorists who chance passing cyclists on an incline.	2/18/2021 1:58 PM
53	Way too many new homes being built. Teston is not safe for that much traffic. especially at pine valley where the road is severed and re-connects on the other side.	2/18/2021 1:29 PM

Q3 Do you have any other additional comments or suggestions for the project team to consider? (Optional)

Answered: 35 Skipped: 85

#	RESPONSES	DATE
1	Thank you for considering multi modal means of transportation. We need more roads in Vaughan that are safer for bikes and pedestrians.	3/8/2021 7:52 AM
2	Please start widening teston road asap	3/7/2021 5:05 PM
3	Nice wide pedestrian boulevards. Benches and places to sit along the roadway. Maybe room for a small commercial plaza - a place to stop on walks or bike rides for a drink or refreshment.	3/6/2021 10:20 PM
4	Speed bumps / traffic calming. Cars don't stop at stop signs.	3/4/2021 11:44 AM
5	Given the traffic coming into Kleinburg, it would be ideal if there was some way to redirect traffic onto Kipling up to Kirby to bypass the town. If Teston was realigned to turn into Kipling so that Stegman Mills was a turnoff rather than straight ahead it would divert a lot of volume.	3/4/2021 10:12 AM
6	The natural character of the roads should be maintained. Any road upgrades should not be a free ticket to develop and urbanize the area, its natural character and connection to environmental features is the main appeal.	3/4/2021 8:52 AM
7	Consider traffic when contractors Make them be more considerate. It gets SO IN THE WAY of everyone's commute.	3/4/2021 1:45 AM
8	Bike lanes, pedestrian walkways, and wildlife preservation don't seem to be considered in road/development projects. Example: The expansion of Major Mackenzie between Weston Rd and Hwy 7 should have included underpasses to connect the green space to the north with the green space to the south, to help reduce road kill incidents and maintain a connected wildlife habitat. Additionally no bike lanes were included in the road expansion project. Another example: I live not far from North Maple Regional Park but I can't even take my family there on bikes because we would have to ride up Keele street north of Teston and there are no bike lanes and no sidewalks. So we are forced to drive in order to go there.	2/27/2021 10:56 PM
9	As above. Safety is a paramount concern along this roadway and all around the area... including Stegnans Mill and Kipling and Kirby. There have been fatal and very tragic, notorious accidents in this area. This is the opportunity to make things right, make decisions and planning for safety for our families... children, seniors, all ages, pets , pedestrians and cyclists/ sports enthusiasts. The planning around vehicles and motorists foremost should be a thing of the past, especially in residential pockets surrounded by conservation areas and river watersheds. Safety for low carbon emissions travel and accessibility needs to be valued, respected, and road design needs to be carried out around these priorities and guiding principles to save our natural areas and human and wildlife safety.	2/27/2021 10:01 AM
10	Make it pedestrian friendly and widen the road. Keep speed limit at 60km.	2/25/2021 11:25 AM
11	Add lights at Teston and Pine valley to reduce congestion	2/25/2021 10:02 AM
12	Look at Jane street north of Teston. Fantastic Who ever did this work put them in charge and get all the paid politicians out of the way.	2/21/2021 6:24 AM

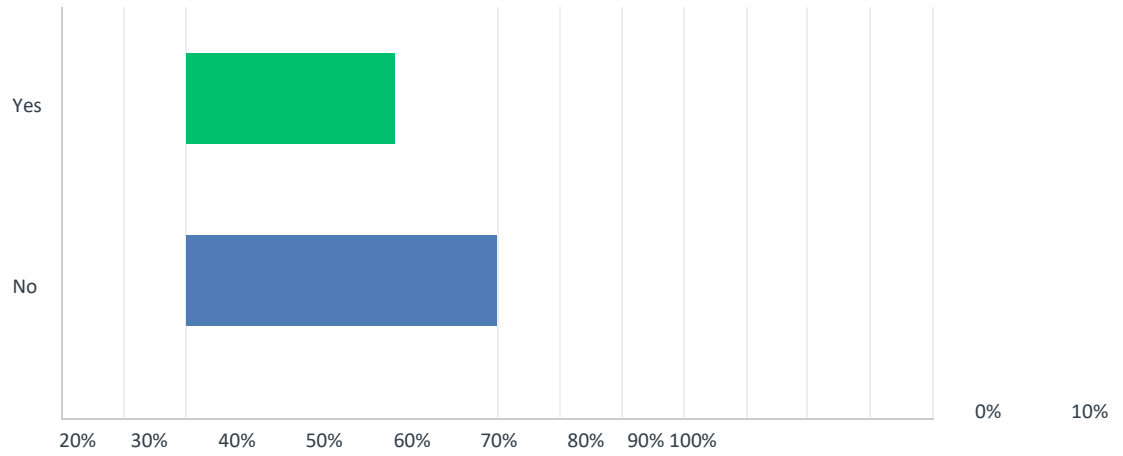
13	If you create cycling lanes please keep them clean. The are filled with debris/garbage etc and cyclists can't use them. If you build them maintain them.	2/19/2021 7:15 PM
14	Speeding is an issue. Anything to limit or deter drivers from speeding.	2/19/2021 6:26 PM
15	Straighten out the intersection at pine valley and teston. It's dangerous and more and more people are using it. The right turn lane that was added is great, but it traffic n/s on pine valley is fast! Hard to go straight (left and quick right) through teston.	2/19/2021 12:47 PM
16	City should re pave and widen the lanes. Not sure why it hasn't been done yet. We pay our taxes and want good streets	2/19/2021 12:23 PM
17	Please add some stop signs or traffic lights on Pine Valley at Teston Road. It takes a long time to make left turns from Teston onto Pine Valley.	2/19/2021 11:35 AM
18	A shoulder for cyclists would be helpful. Strategically plan development so as to not overwhelm the capacity of Teston road.	2/19/2021 10:34 AM
19	None	2/19/2021 10:26 AM
20	All new or refurbishments to road construction should have lanes or shoulders for alternative transportation. Whether it be for walking, jogging, cycling whatever designed into the plans making it safe for both drivers and pedestrians.	2/19/2021 10:04 AM
21	The volume of vehicles on this road has increased dramatically and will continue to do so with new developments. Safety for all users will be of prime importance.	2/19/2021 9:45 AM
22	I checked off 5 & 6 above however, widening the road would allow vehicles to pass with ease and not raise the risk of causing accidents by going into the oncoming traffic lane.	2/19/2021 9:16 AM
23	If widening the road and adding lanes for cyclists runners etc that would be optimal. Teston is beautiful but some improvements are definitely welcomed.	2/19/2021 8:54 AM
24	GET WITH THE TIMES WE NEED MORE CYCLING INFRASTRUCTURE!	2/19/2021 8:35 AM
25	Add a bike lane.	2/19/2021 8:23 AM
26	Allowing for a slightly wider road (even shoulder) would be safer for cyclists and runners.	2/19/2021 8:23 AM
27	Reduce speed limits to 50km/h	2/19/2021 8:08 AM
28	The bottle neck is Klienburg. The only people that should be using teston west of pine valley are people that live there. Investing in widening that roadway to 4 lanes will only increase traffic unnecessarily in that area.	2/19/2021 8:08 AM
29	bike lanes on both sides	2/19/2021 7:59 AM
30	None	2/19/2021 7:52 AM
31	Public transportation in the Kleinburg area needs to be improved. There is no service at all on Nashville rd between 27 and 50, making it very difficult for youth and others to get around.	2/18/2021 11:43 PM
32	Stop paying for environmental assessments and multiple impact studies. They never change the outcome, out that money towards a better build the first time.	2/18/2021 6:16 PM
33	I'm always frustrated in York how the approach is constantly widening the roads and adding lights. And no one seems to think it's the lights that cause traffic, so more widening. It's a stupid and indeed dangerous cycle. Please, let's get with global best practices and use roundabouts on Teston.	2/18/2021 4:45 PM



34	I understand that there was no warrants for additional lanes as a result of the Kleinburg Summit development. And, the new residents are looking for convenience. Providing safe cycling / pedestrian environment will enhance both residents' wants and safety.	2/18/2021 1:58 PM
35	forget pedestrian and cycling paths. there are too many hills and people will be killed. the City needs to limit development there is no other solution. Last resort would be widening the road but it will be 20+ years before that happens.	2/18/2021 1:29 PM

Q4 Would you like to be added to the study mailing list to receive updates on the Teston Road Environmental Assessment Study?

Answered: 120 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	44.17%	53
No	55.83%	67
TOTAL		120

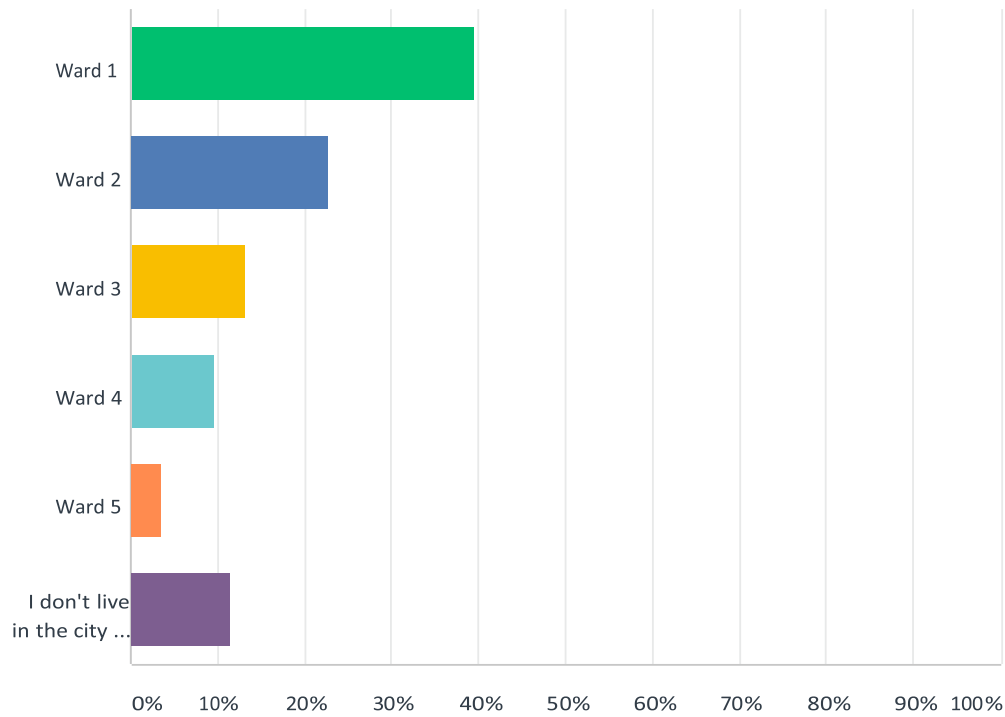
Q5 Please provide your personal contact Information below.

Answered: 50 Skipped: 70

**Results of this question were retracted
to protect the privacy of respondents.**

Q6 Which ward do you live in? Use this map (PDF) to identify your ward.

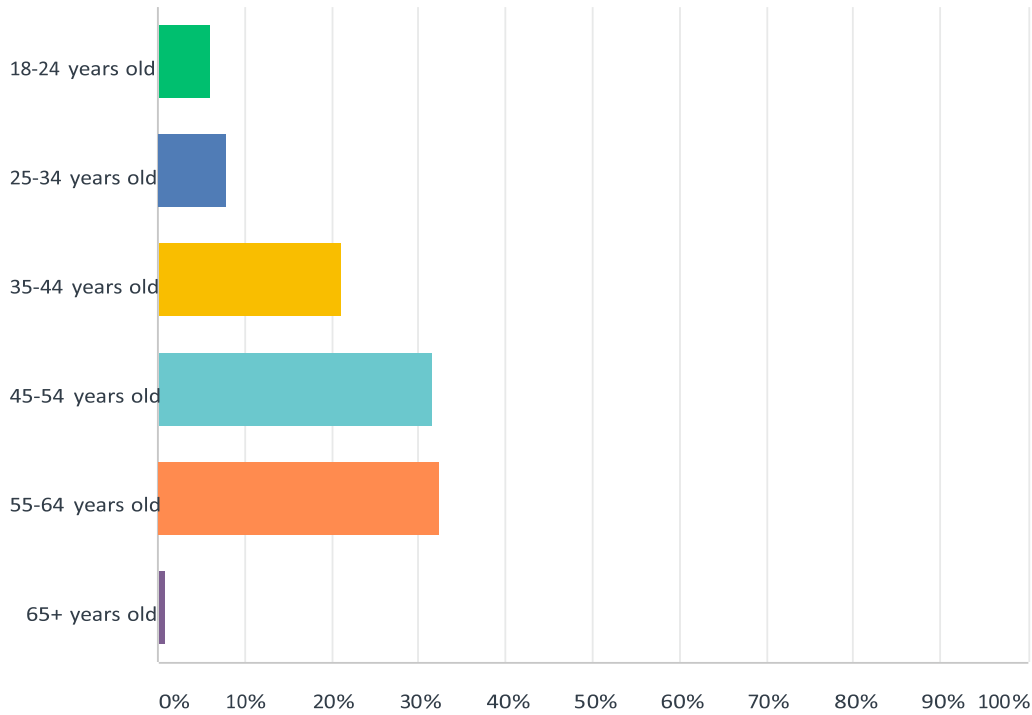
Answered: 114 Skipped: 6



ANSWER CHOICES	RESPONSES
Ward 1	39.47% 45
Ward 2	22.81% 26
Ward 3	13.16% 15
Ward 4	9.65% 11
Ward 5	3.51% 4
I don't live in the city of Vaughan	11.40% 13
TOTAL	114

Q7 What is your age?

Answered: 114 Skipped: 6

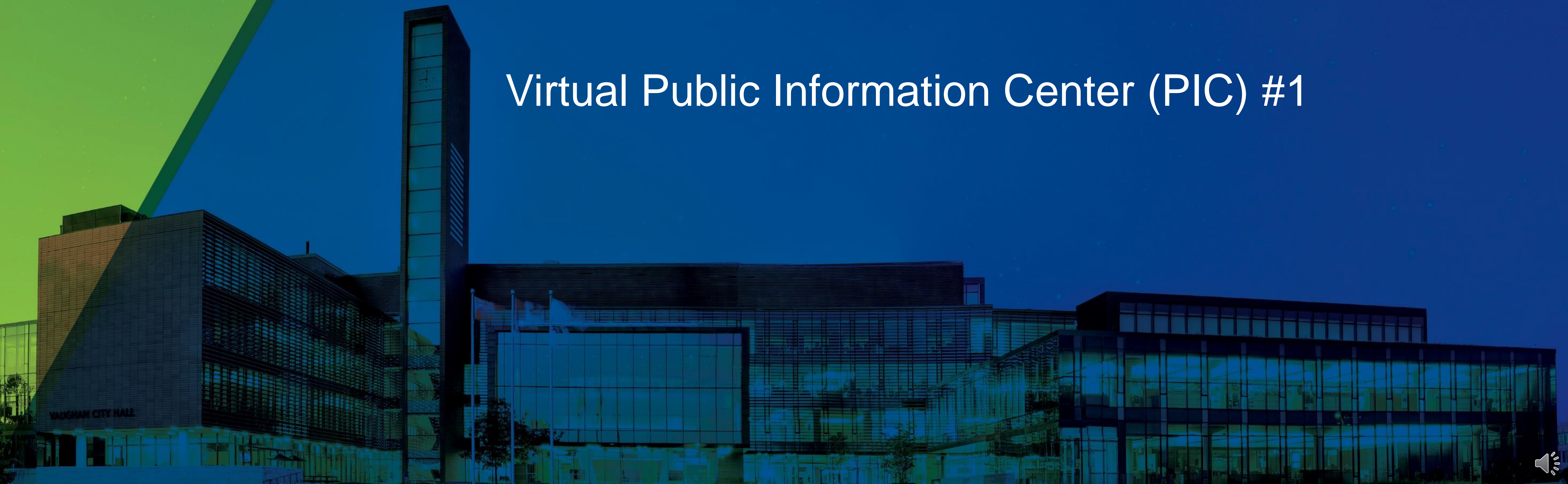


ANSWER CHOICES	RESPONSES
18-24 years old	6.14% 7
25-34 years old	7.89% 9
35-44 years old	21.05% 24
45-54 years old	31.58% 36
55-64 years old	32.46% 37
65+ years old	0.88% 1
TOTAL	114



Teston Road Class Environmental Assessment (EA) Study (from 250m west of Pine Valley Drive to Kleinburg Summit Way)

Virtual Public Information Center (PIC) #1

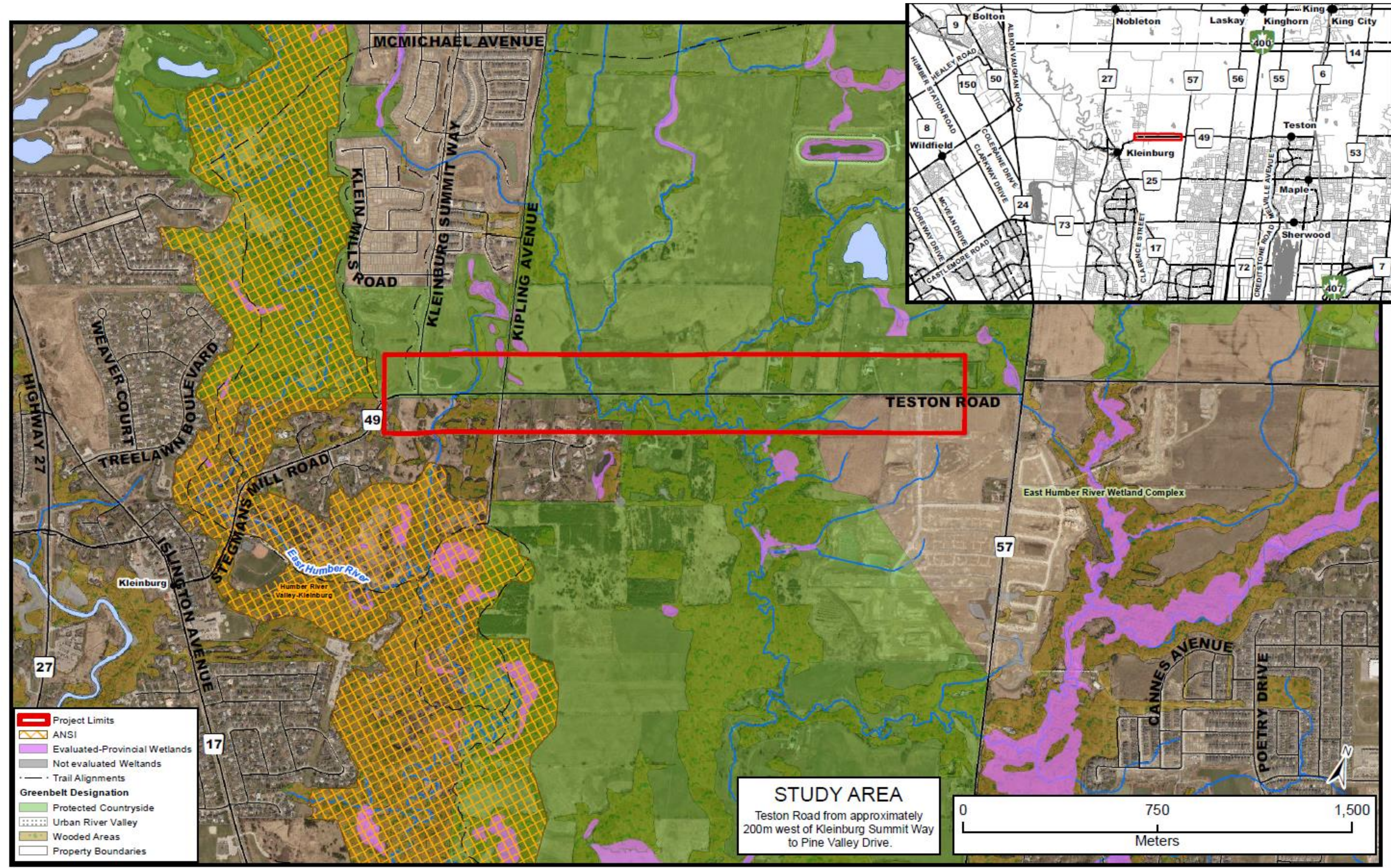


Study Purpose

- Identify local transportation opportunities, needs, and issues specific to Teston Road within the study limits
- Accommodate current and future transportation needs for all modes including active transportation (pedestrian and cycling)
- Improve operation and safety for all modes of transportation, including active transportation, along Teston Road corridor



Study Area



Why are we here?



Gain a better understanding about the project



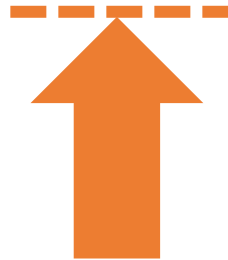
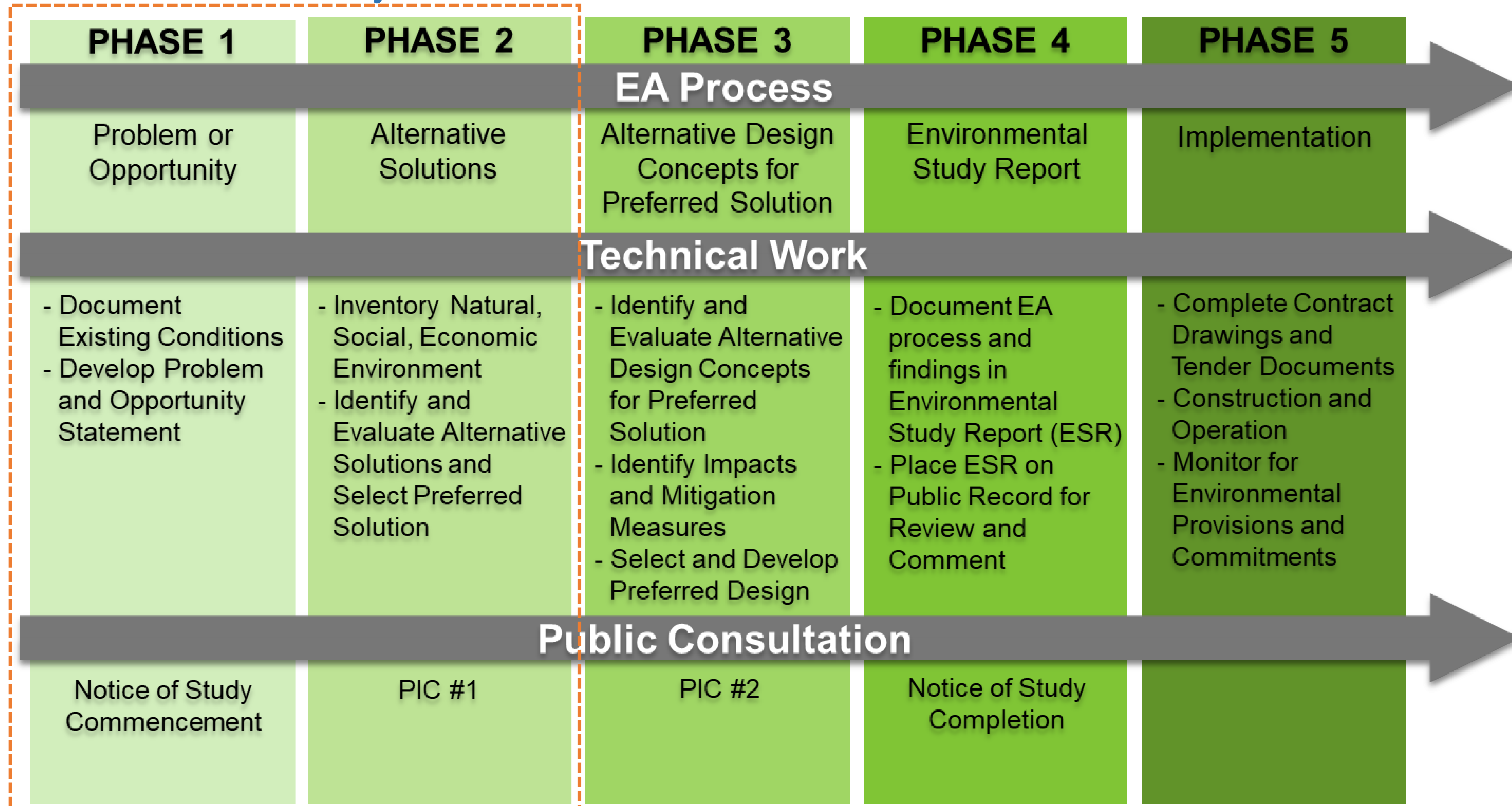
Learn about how the decision-making processes work



Provide input on the alternative solutions, evaluation criteria, and the preferred alternative

Municipal Class Environmental Assessment (EA) Process

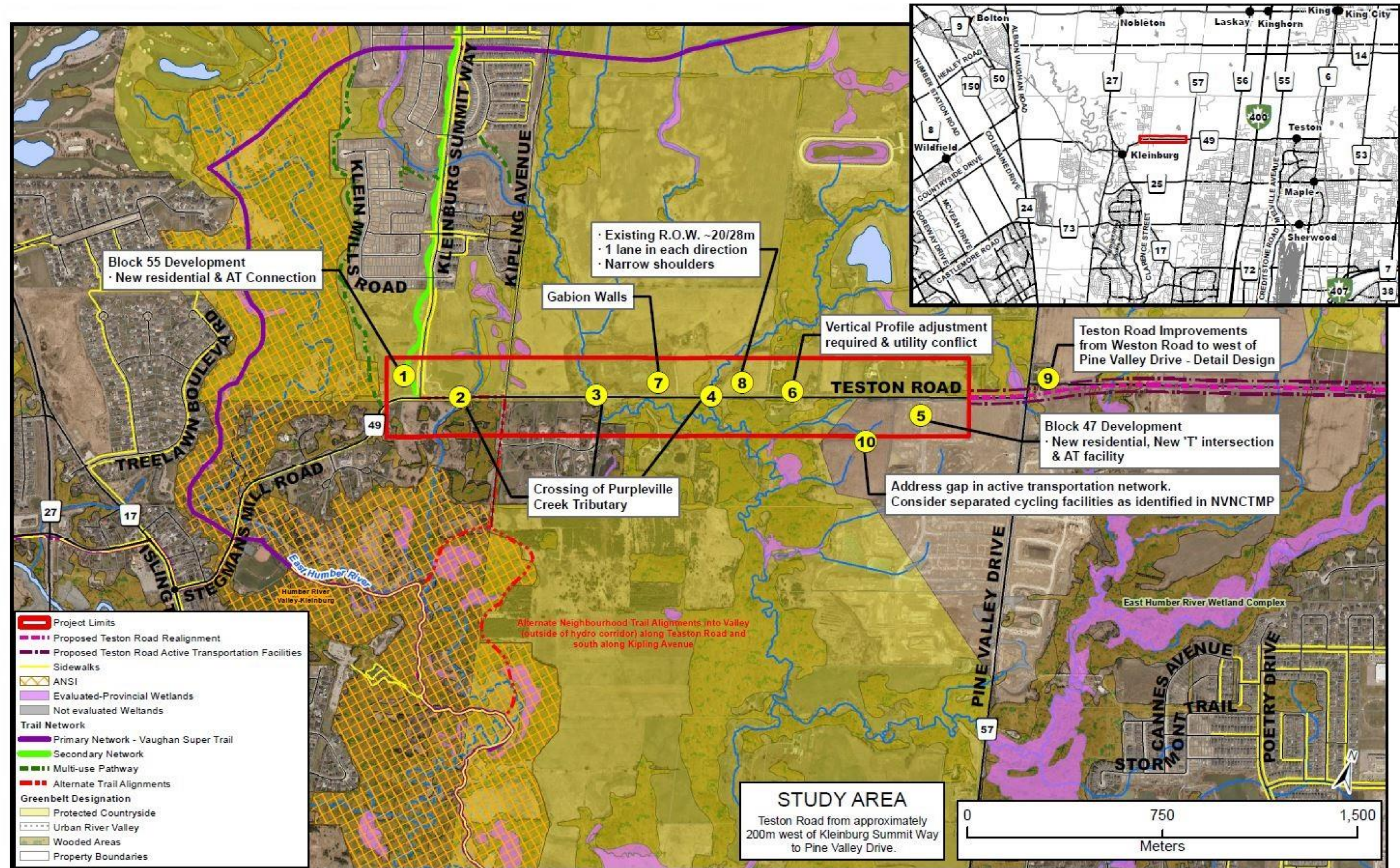
Schedule B Projects



We are here

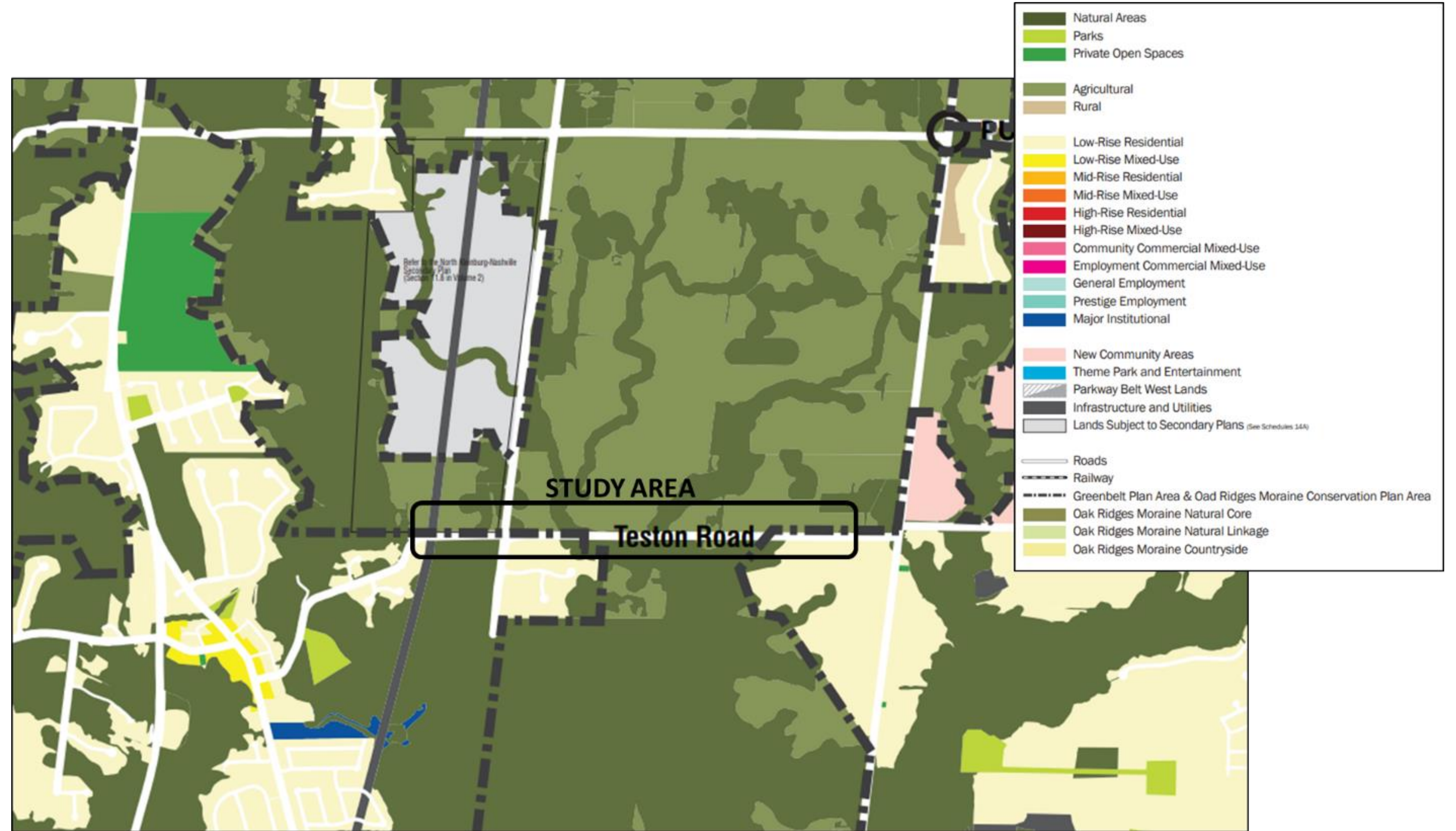


Key Features and Constraints Overview

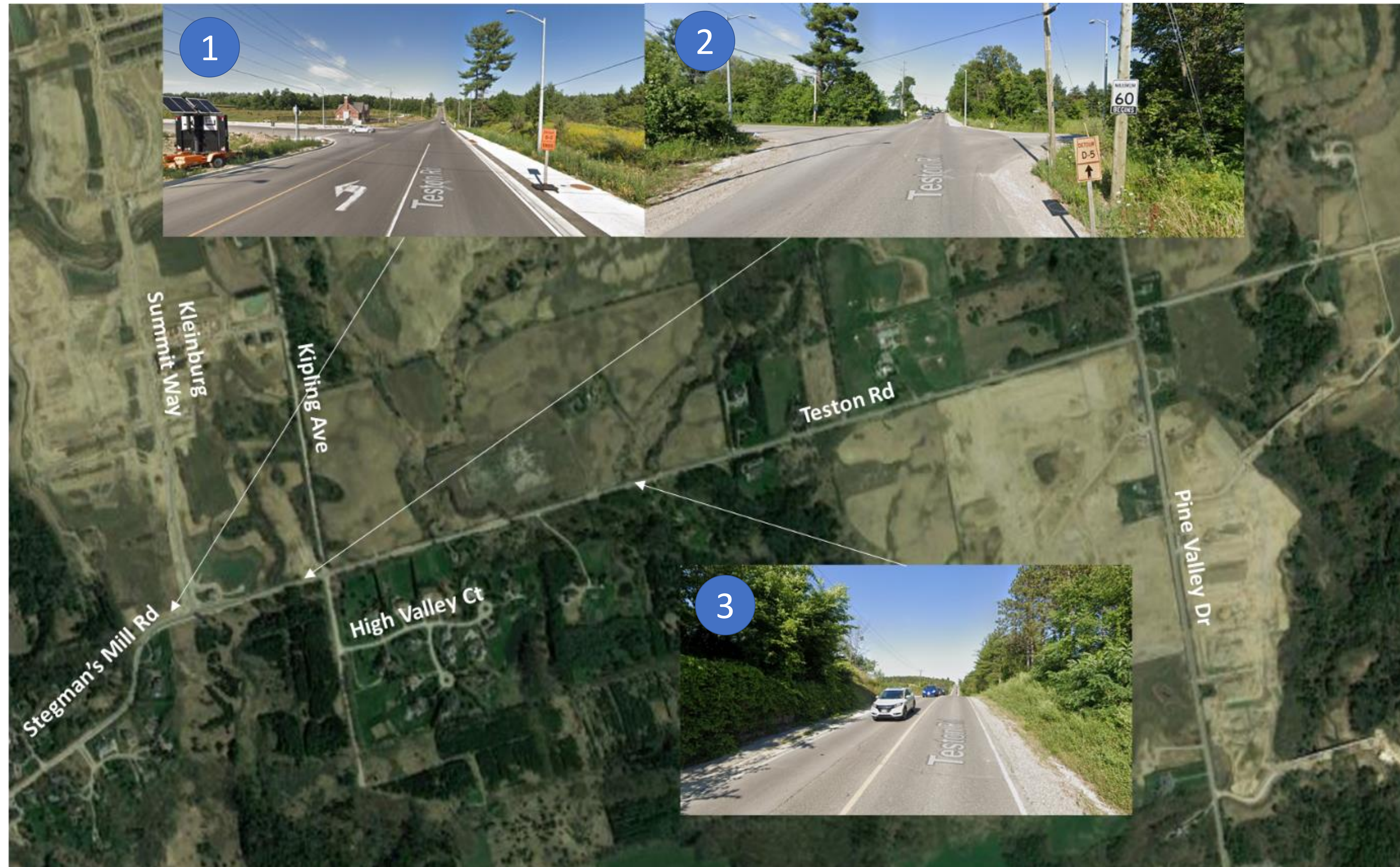


Key Features and Constraints

Existing Land Use



Key Features and Constraints Existing Cross-Section



Driver Experience

Driver Experience

Level of Service

Delay

Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.

A

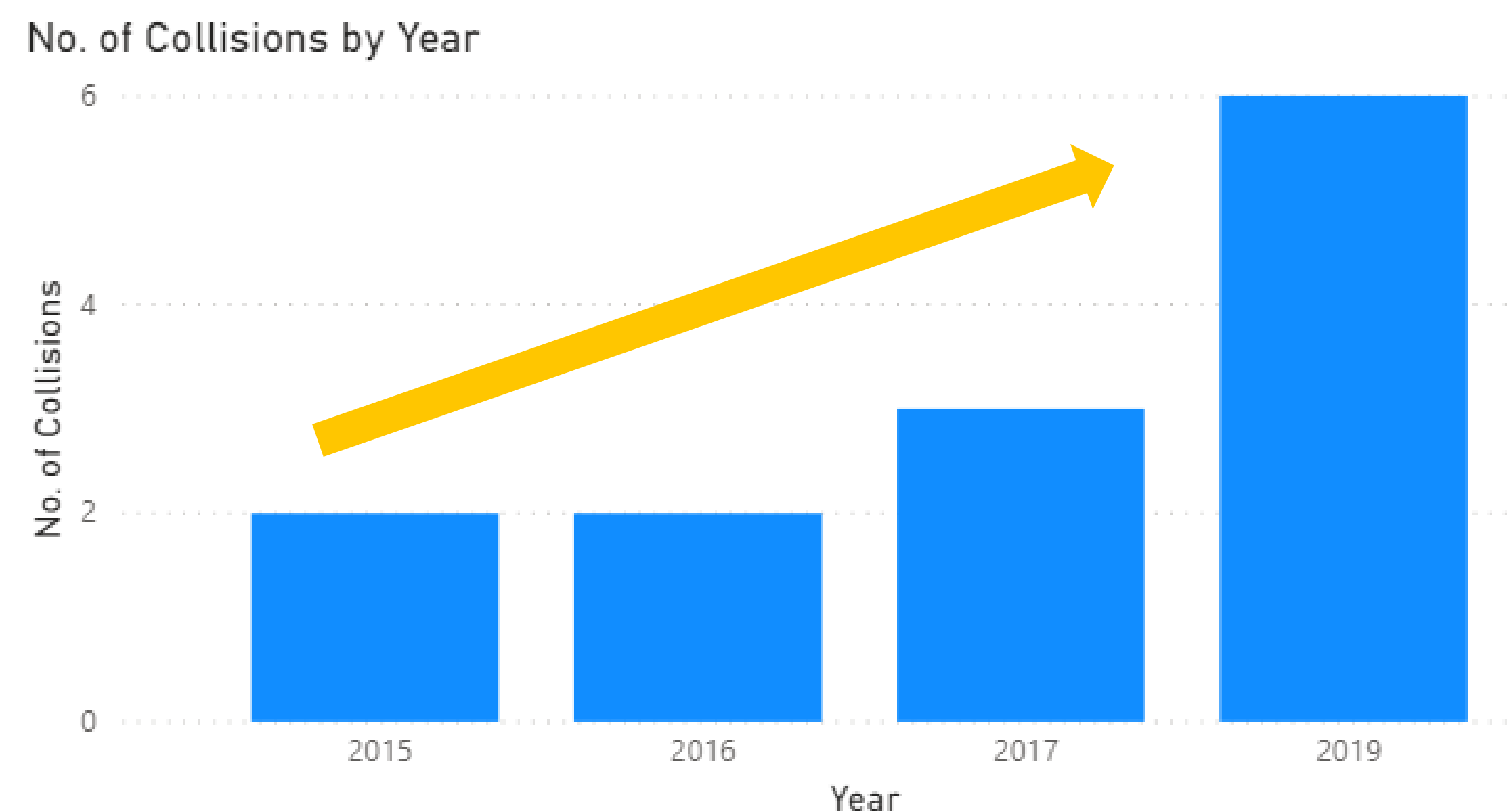
≤10 sec



Driver Experience - Safety and Operations

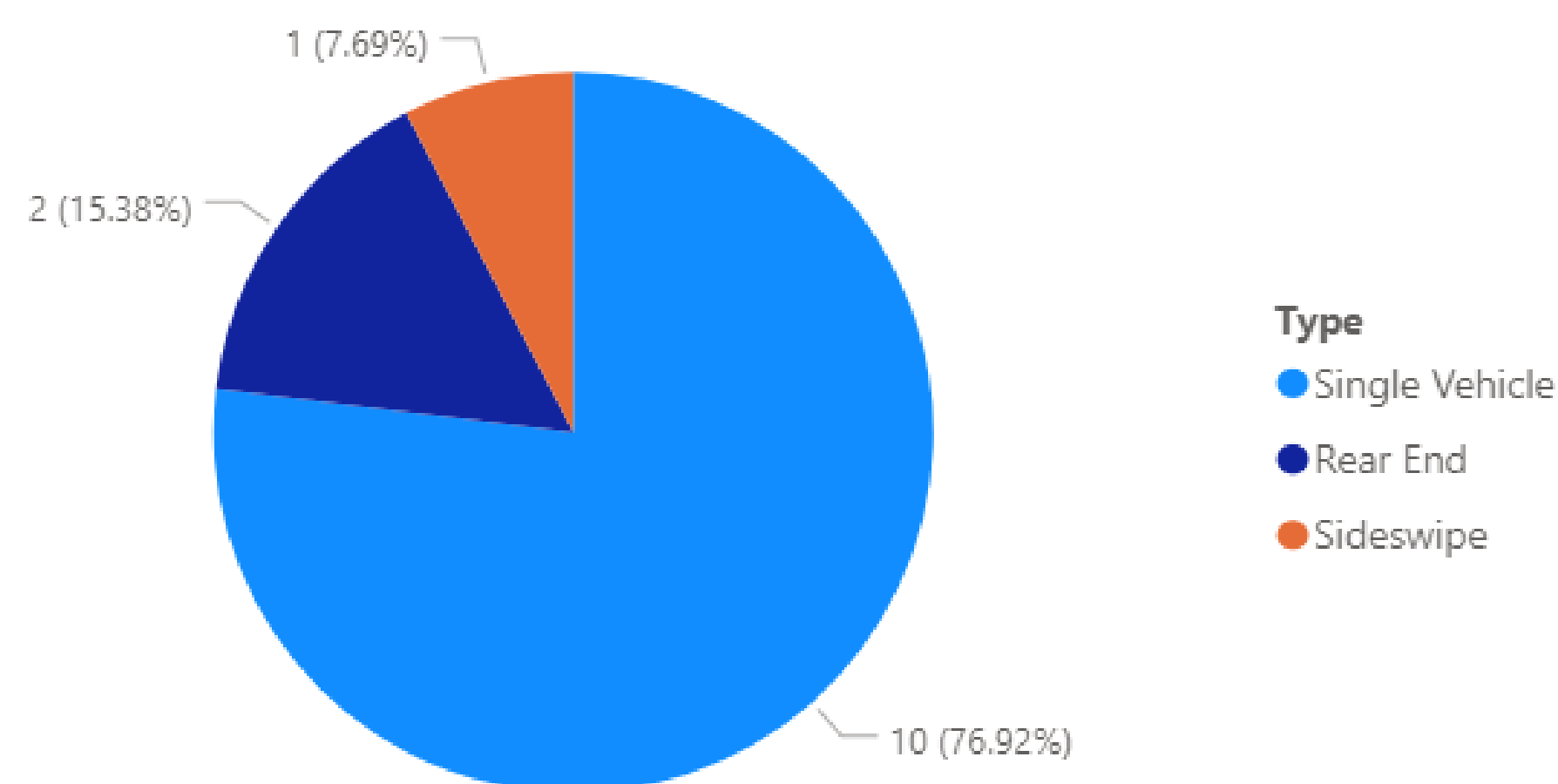
Kleinburg Summit Way to Pine Valley Drive Mid-block Collisions (January 2015 to December 2019)

- Number of collisions increasing annually
Tripling of collisions per year within 3 years

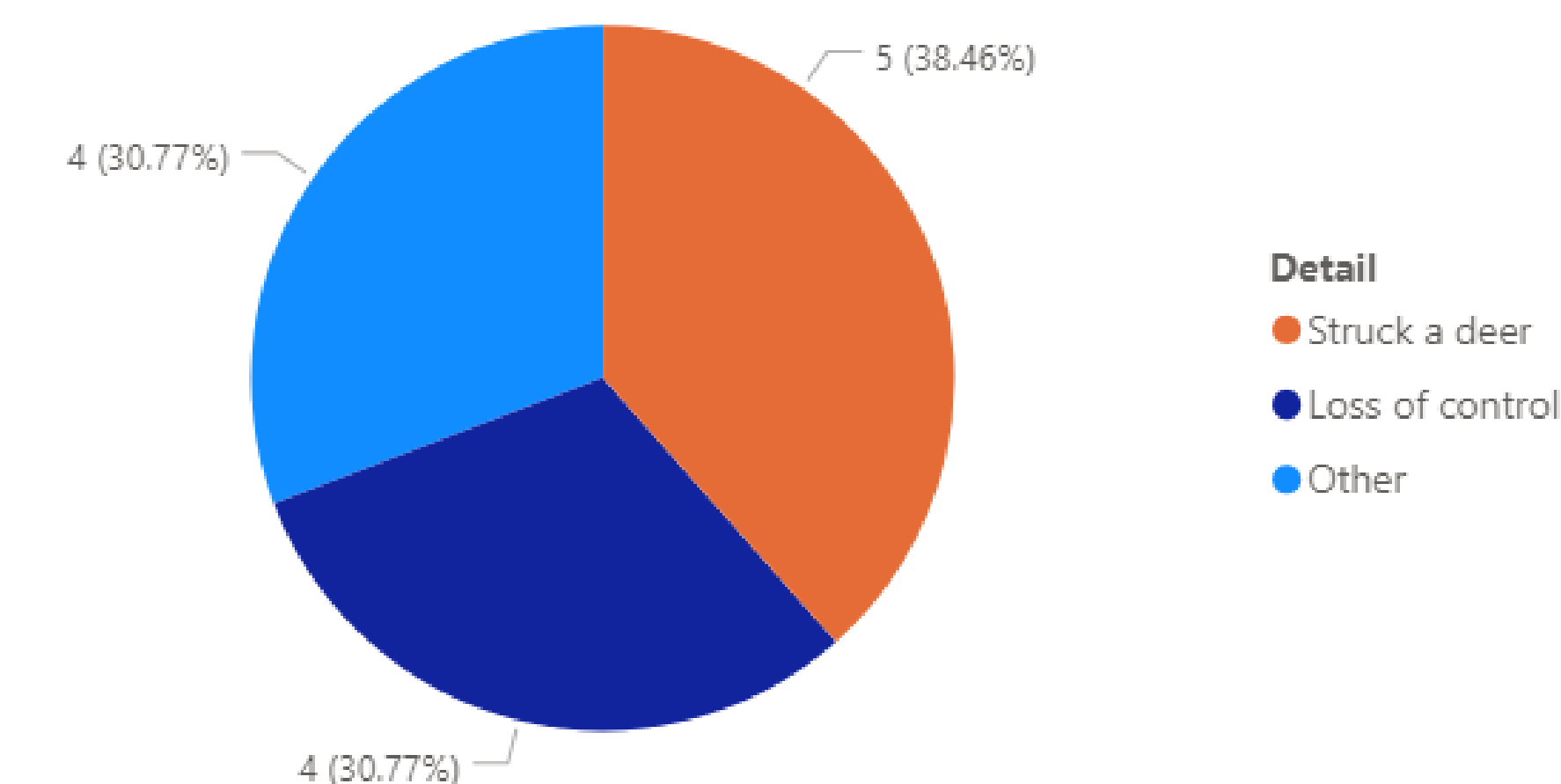


- More than 75% are single vehicle collisions
Primarily with deer and from loss of control

No. of Collision by Type



No. of Collision by Detail



Driver Experience - Safety and Operations

The Teston Road study corridor exhibits the following issues:

- Deficient pavement conditions and drainage
- Deficient sightlines
- Safety for all users, including safety of wildlife



Pedestrian Experience

Pedestrian Experience

Level of Service

No designated pedestrian facility
Limited Separation between modes
No cross-walks or long crossing distance with refuge

E F



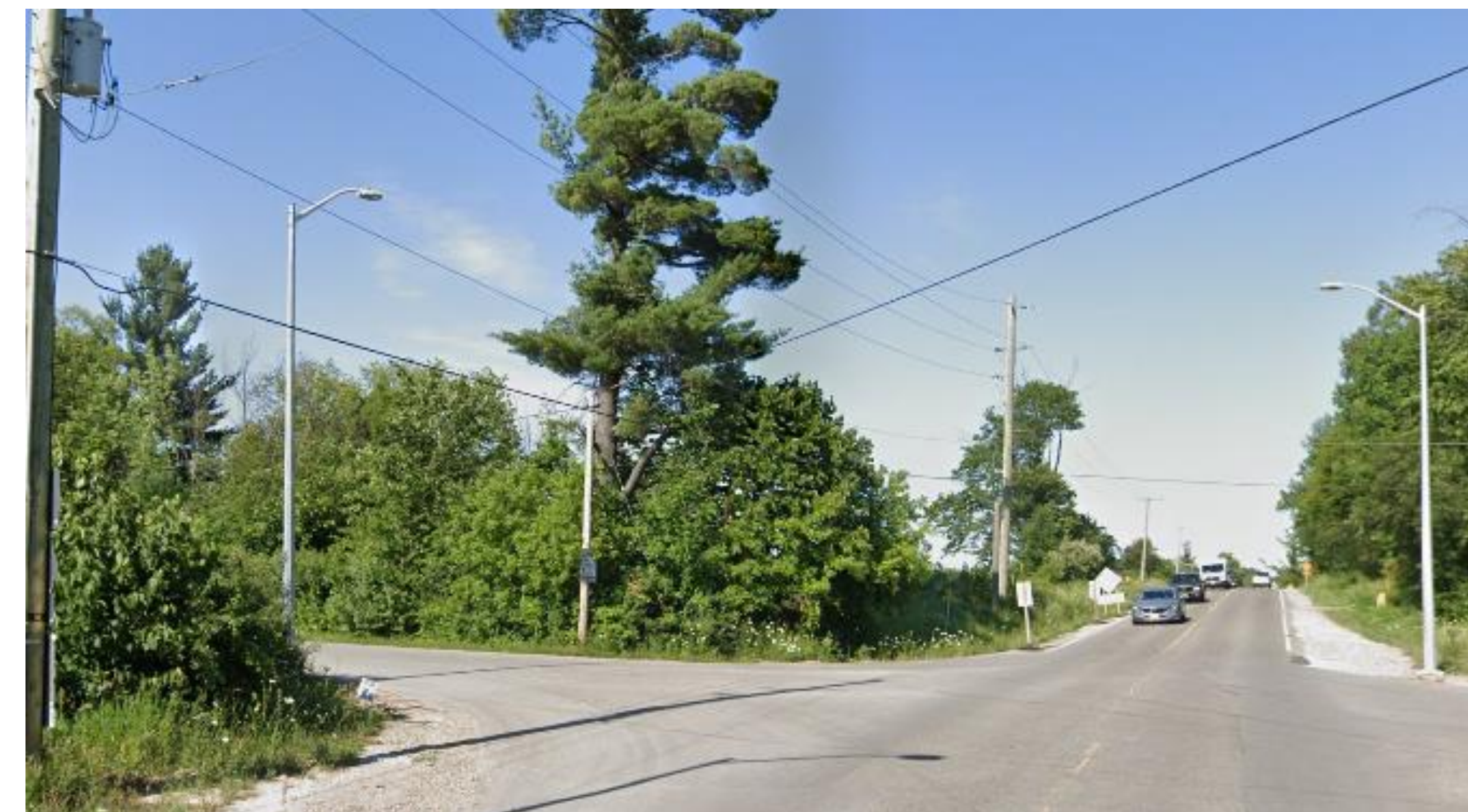
Cyclist Experience

Cyclist Experience

Level of Service

No designated cycling facility
No accommodation at intersections

E F



Problem and Opportunity Statement

Problem

Opportunity

Lack of cycling and pedestrian facilities

Consider continuous cycling and pedestrian facilities along Teston Road to tie into City's and Region's cycling and pedestrian network

Concern with high number of speeding incidents and vehicular collisions, including those involving wildlife, as well as placement of guardrails that are too close to the road

Review opportunities to reduce speeding through road design elements and improve safety and enhance comfort for all travel modes, particularly in areas where there are steep grades, vertical crests, and driveways

Restricted visibility and hidden driveways due to road geometry, vegetation and trees, and narrow, unpaved shoulders

Review opportunities to increase visibility and enhance safety through road geometry corrections and other design elements

Pavement deterioration

Review opportunities for pavement rehabilitation or replacement

Lack of signage and signage deficiencies

Review signage needs and placement along the corridor

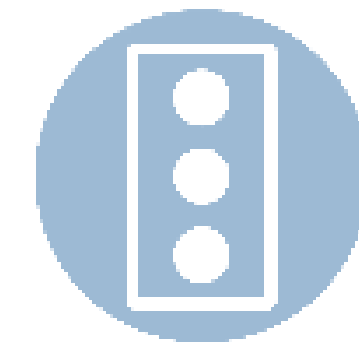
Roadway flooding potential at watercourse crossing locations

Consider upgrading culverts and increase the roadway profile to reduce flooding and roadway over-topping conditions

KPMG Tower



List of Technical Studies



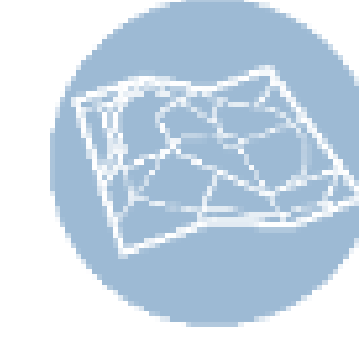
Transportation & Traffic Analysis



Natural Heritage



Fluvial Geomorphology



Archaeological Assessment



Cultural & Built Heritage



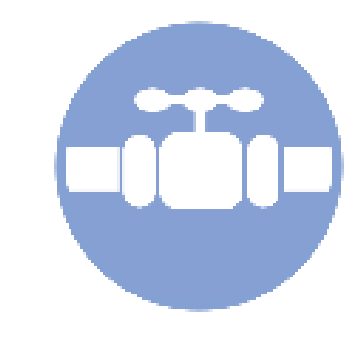
Contamination Overview



Safety Assessment



Air Quality



Hydrology/Hydraulics Analysis



Noise Impact



Drainage & Stormwater Management



Geotechnical & Hydrogeological Investigations



Climate Change Assessment



Arborist/Tree Inventory



Socio-economic Assessment



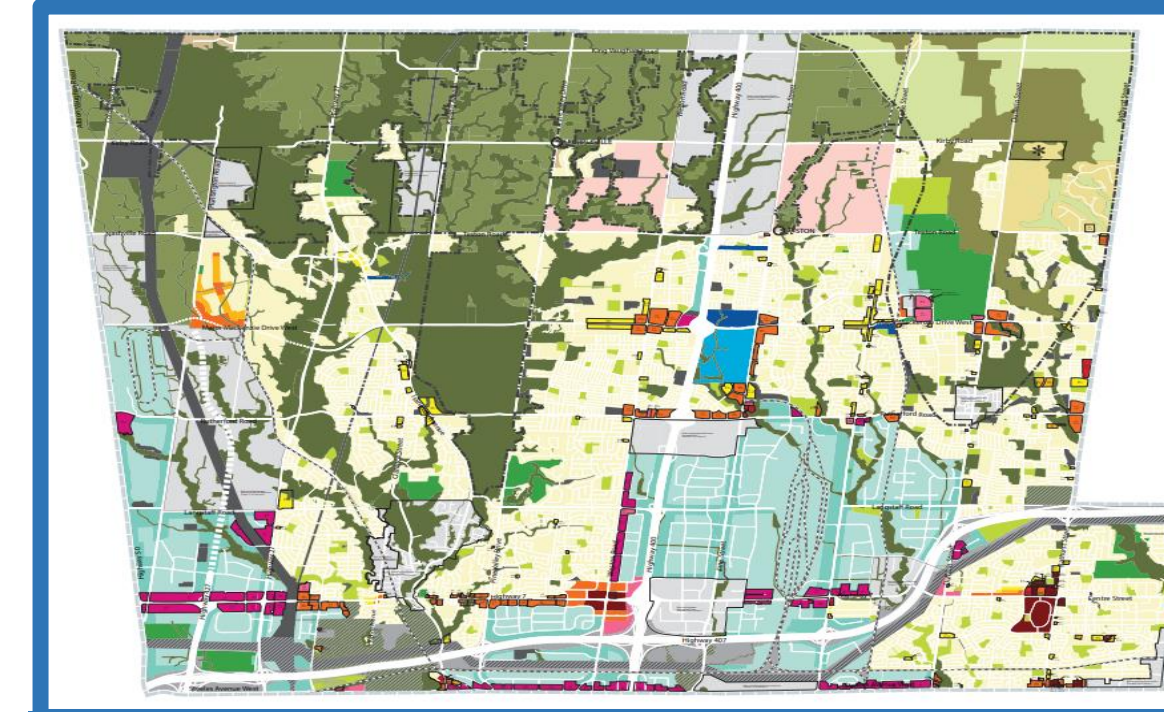
Alternative Solutions



Alternative 1

Do Nothing

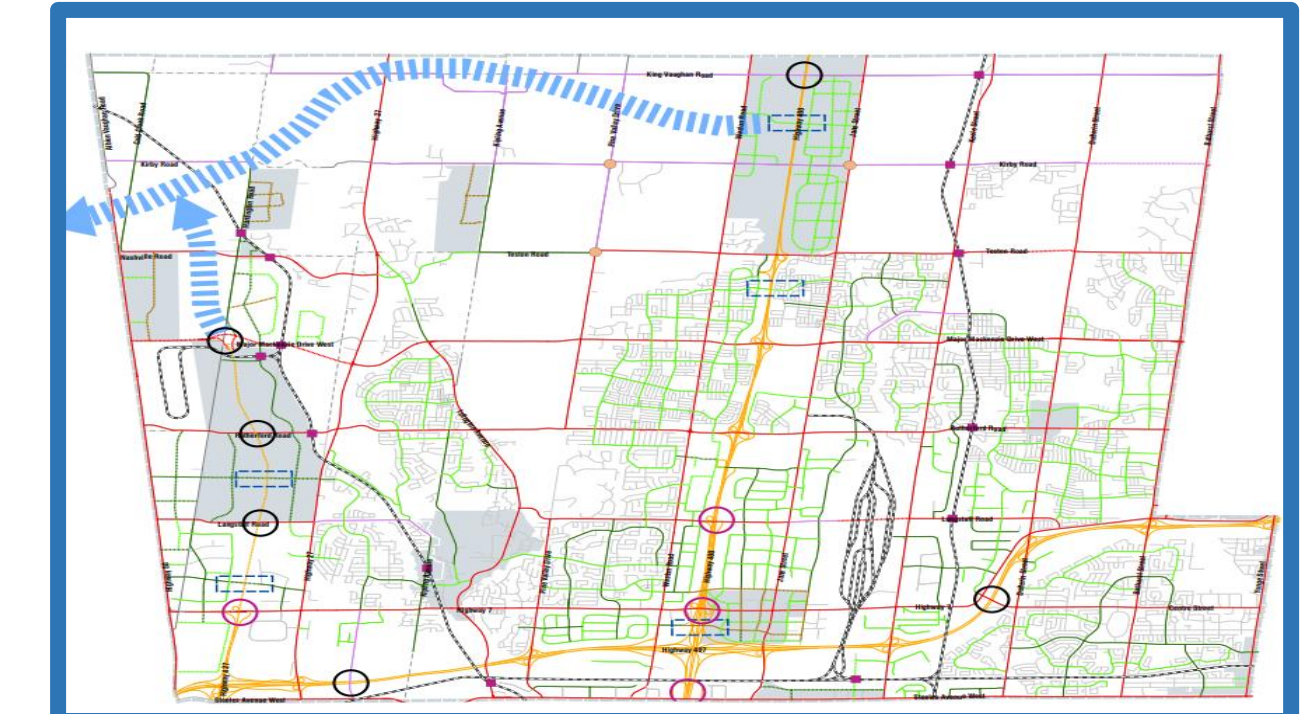
- Maintain existing conditions
- Teston Road remains unchanged



Alternative 2

Limit/ Reduce Development

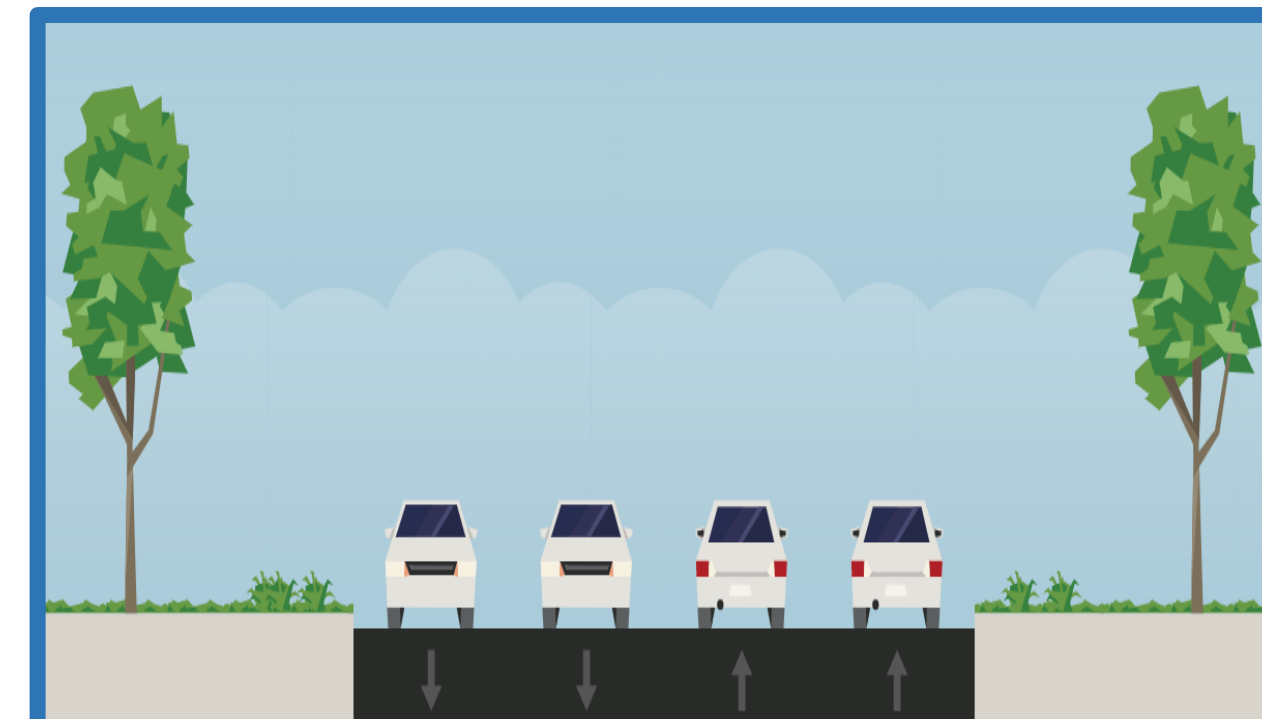
- Will limit growth and transportation demand in the study area
- Teston Road remains unchanged



Alternative 3

Improve Other Roadways

- Improve roads outside of the study area
- Teston Road remains unchanged



Alternative 4

Widen Teston Road

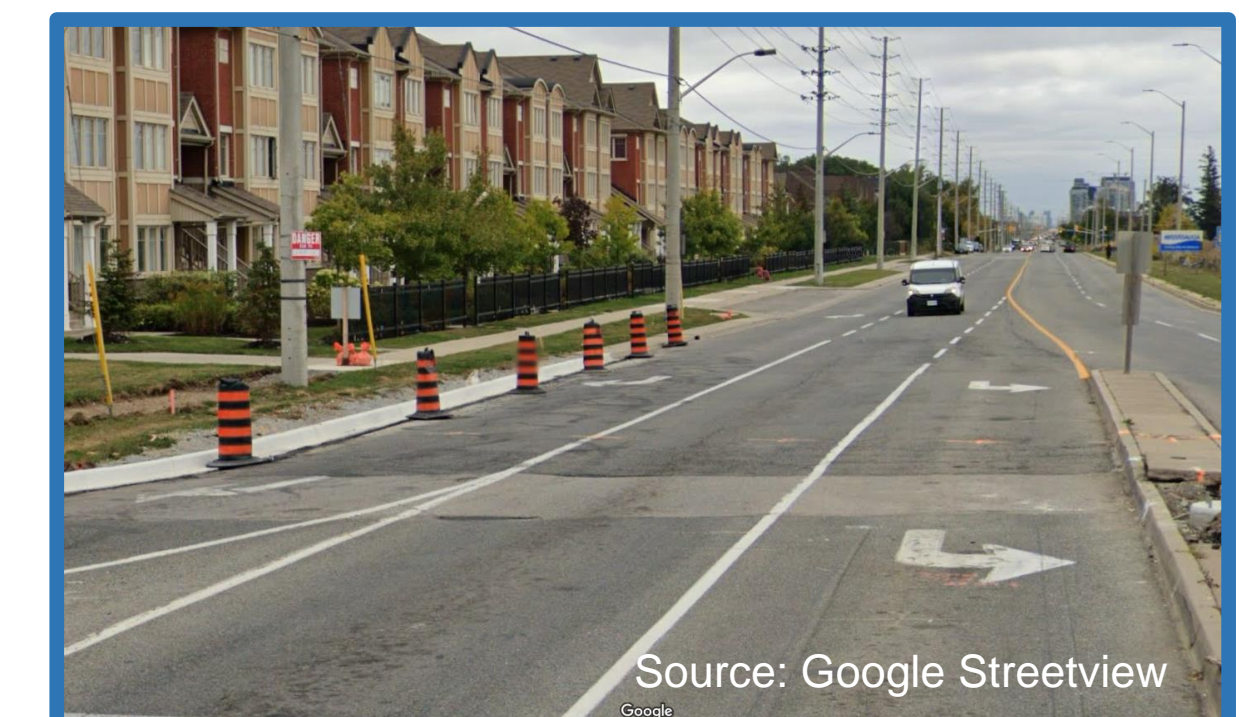
- Widen Teston Road from 2 to 4 lanes
- No cycling or pedestrian improvements



Alternative 5

Provide Continuous Active Transportation Facilities

- Implement improvements for cyclists and pedestrians only
- No road widening



Alternative 6

Operational Improvements

- Localized improvements only, for example at intersections
- No road widening



Evaluation Criteria

Transportation Service

- Reduce Traffic Congestion and Delays
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for all Travel Modes
- Improve Travel Mode Choice

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 Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics

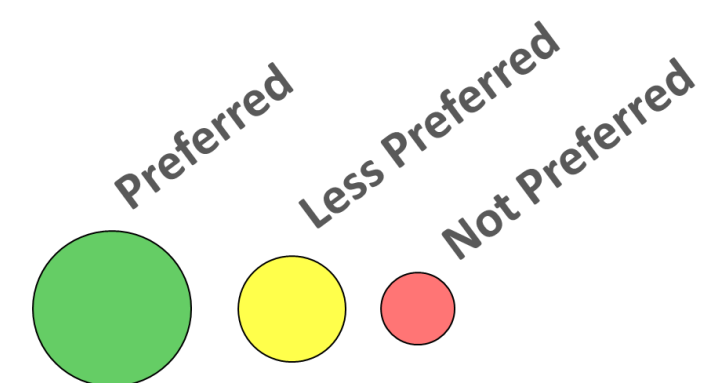
Infrastructure Design & Economic Environment

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



Alternative Solutions Evaluations

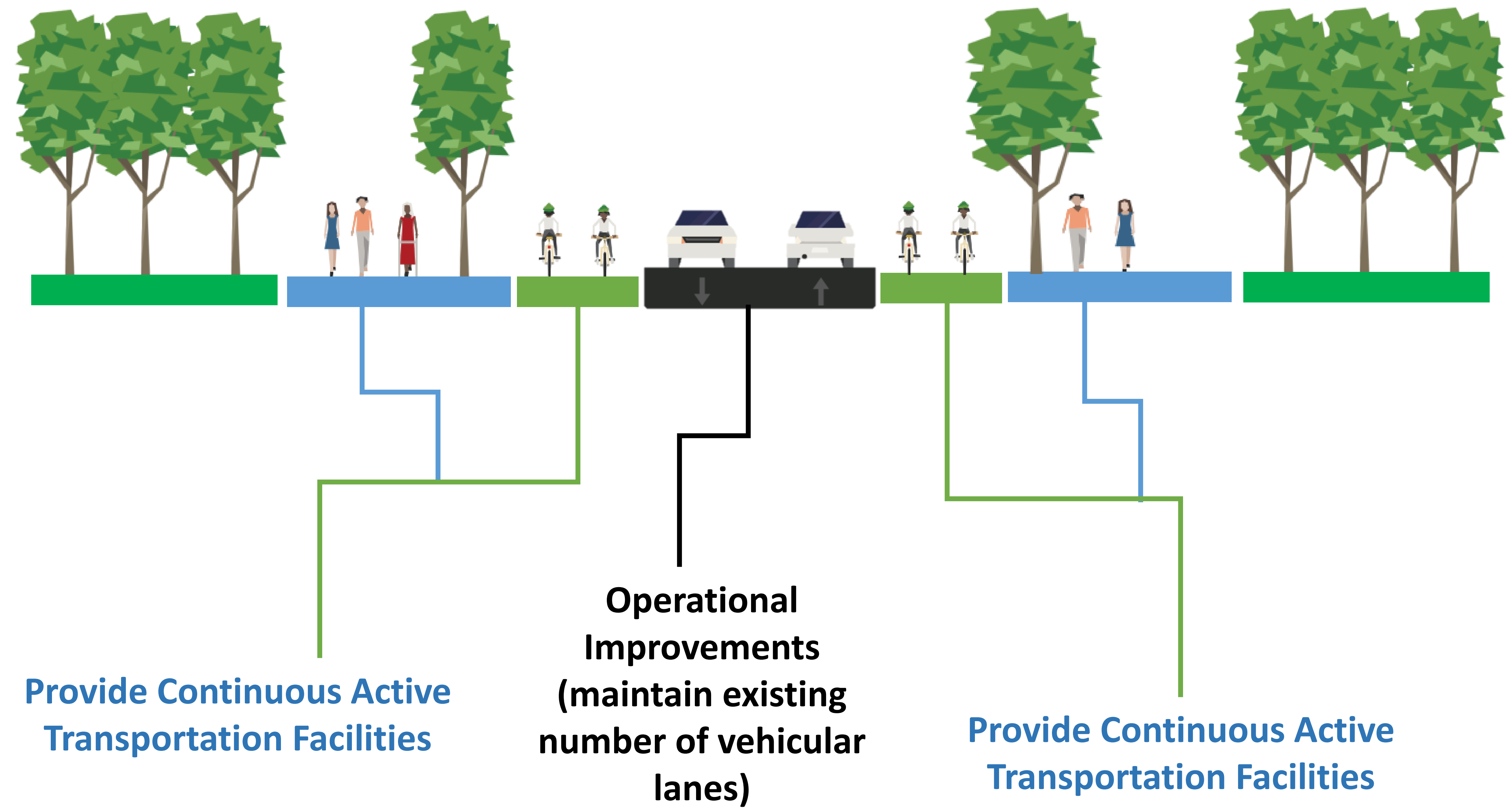
Legend



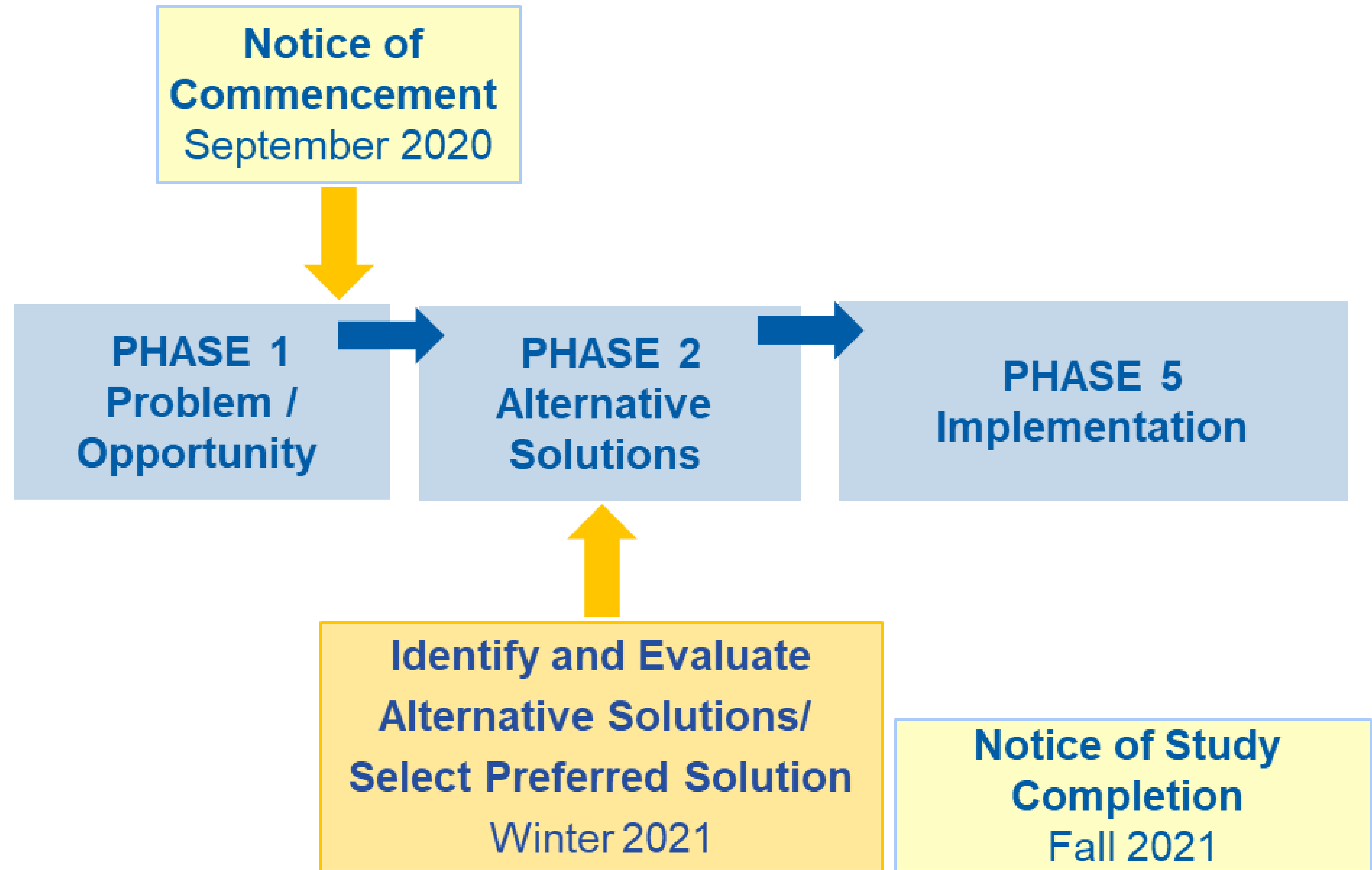
	Alternative 1 Do Nothing	Alternative 2 Limit/ Reduce Development	Alternative 3 Improve Other Roadways	Alternative 4 Widen Teston Road	Alternative 5 Provide Continuous Active Transportation Facilities	Alternative 6 Operational Improvements
Transportation Service						
Social Environment						
Infrastructure Design and Economic Environment						
Natural Environment						
Summary						
Recommendation						



Preferred Alternative Solution



Schedule and Next Steps



We are here





How to Stay in Touch

Contact our team anytime to provide comments or ask questions:

**Mani Shahrokni,
Project Manager**
Transportation Planning
City of Vaughan

Phone: 1-905-832-8585 ext. 8163
Email: Mani.Shahrokni@vaughan.ca

**Anthony Reitmeier,
Consultant Project Manager**
HDR

Phone: 1-289-695-4701
Email: Anthony.Reitmeier@hdrinc.com



Please complete the online survey on the study website: www.vaughan.ca/TestonRoad





Thank You!



ID	Comment Date	Comment Format	Comment / Request	Response Date	Response Format	Response / Action	Status
1	NA	NA	Office of Councillor, Ward 1, Maple/Kleinburg - Councillor Marilyn lafrate - resident had written to mention that a crew had accessed her property with no advance notification.	20-Aug-20	Email	Please advise the best way for Tham Surveying Limited to come to your property and remove any of the survey markings.	Complete
2	20-Aug-20	Email	Even if the gates are closed the person can walk into the property to retrieve the stake and red plastic when the work is completed Regards. Kathryn	31-Aug-20	Email	As per the message below, please note that the surveyor Tham Surveyor Limited will have a crew on site to complete the work within your property on Thursday Sept 3 and/or Friday Sept 4 this week.	Complete
3	31-Aug-20	Email	Could you please let me know why you are surveying? We bought 8 years ago and the property was surveyed then.	31-Aug-20	Email	This is part of the Teston Rd. EA project. The goal of this project is to make improvements to the safety and operations of the road, as there are safety concerns on this stretch from Pine Valley to Kipling and all the way to Kleinburg Summit Way. The surveying exercise is part of the preliminary phase of the project, so that we can map the existing road profile and elevations, etc., to understand the existing conditions. Once we do that, we can determine several mitigation scenarios for improving road conditions.	Complete
4	18-Sep-20	Mail	The individual requested to be on the Stakeholder Group and provided comments on road safety and access to their residential driveways.	NA	NA	Individual was added to the Stakeholder group list for future communications	Complete
5	22-Sep-20	Email	I got your correspondent regarding the study. I would like to be a member. please let me know what is involved with being a member for this study	22-Sep-20	Email	Thank you for your e-mail and sending in the Reply Form to be a member of the Stakeholder Group. As a member of the SHG, you will receive project updates and an invitation to take part in a Stakeholders Group meeting. This meeting will be a virtual meeting to present the Environmental Assessment Study findings and discuss specific concerns that stakeholders like yourself may have.	Complete
6	25-Sep-20	Email	Kindly see attached my filled out "Stakeholder Group (SHG) Reply Form". I would appreciate the opportunity to participate as a member of the Stakeholder Group involved in the Teston Road Improvements, project.	25-Sep-20	Email	Your name will be included in the Stakeholders Group list for this Study.	Complete
7	1-Oct-20	Mail	The individual requested to be on the Stakeholder Group	NA	NA	Individual was added to the Stakeholder group list for future communications	Complete
8	22-Oct-20	Email	Please find attached my form. Wish to be kept informed on the study	NA	NA	Individual was added to emailing list for future communications	Complete
9	19-Jan-21	Email	Thank you for the invitation to the Stakeholders Group Meeting. The presentation was very clear and informative. We are very happy with the work that has been completed to date and fully support alternative 5 that adds active transportation facilities and operational improvements without a widening of the road. As a resident and Co-Chair of the YRCC, I believe this is the most appropriate set of improvements to make the road safer for all users. I look forward to seeing the next phase of the study.	NA	NA	Email Acknowledged	Complete
10	25-Jul-21	Email	Please include me in project emailing list and online survey.	NA	NA	Individual was included in the emailing list for notification to the online survey	Complete
11	19-Sep-22	Email	In order to prepare for the meeting on Friday, can you please tell me what the project scope is? I was not part of earlier calls/meetings and have no idea what this is for; road widening perhaps?	19-Sep-22	Email	Thank you for your interest in the Teston Road Environmental Assessment (EA) study. The City of Vaughan has initiated the Teston Road EA study for the area of Teston Road from 250 metres west of Pine Valley Drive to Kleinburg Summit Way. The study will address transportation needs for those who live in the area and travel through it, including safety and operational improvements for all modes of transportation, like walking, biking and driving. The study will assess alternative improvements with consideration of impacts to transportation service and the natural, socio-economic and cultural environments. The study will be completed in accordance with the planning and design process for Schedule 'B' projects, as outlined in the Municipal Engineers Association Municipal Class EA guidelines (October 2000, as amended in 2007, 2011 and 2015). Additional information and materials from the first Public Information Centre are available online for your reference here.	Complete
12	15-Sep-22	Email	I will be attending this meeting in place of Michael Iacovelli. Can you kindly send the invite to attend to info@ontheroadwithrespect.ca and include this email on any future meetings. I thought I had registered for this but never received this notice.	15-Sep-22	Email	I've forwarded the invite to the listed email and have included it in future correspondences.	Complete
13	26-Sep-22	Email	Could you please provide the group with the traffic and other related studies that concluded the need for the proposed design?	26-Sep-22	Email	As part of the final report, associated technical studies (including traffic studies) will be uploaded onto the City's project website for a 30-day review period once we've filed the final report. During that review period, you will be provided the opportunity to review those technical studies for a more fulsome review and provide any further comments to the project team.	Complete
14	27-Sep-22	Email	Thanks Patrick. as long as there is an emailed notification to the group we will be good!	27-Sep-22	Email	A Notice of Completion will be issued by mail to nearby residents of the study to inform them that the final report and technical studies are filed and ready to be reviewed for 30-days. Do you have a preference to be contacted via mail or email?	Complete
15	11-Oct-22	Email	It was nice talking to you the other day and thank you for taking the time to discuss the proposal for Teston Rd. Overall, we like the proposal. As per our conversation, here are some of our concerns and suggestions: 1. Speed on Teston Rd is our primary concern; it's a real risk anytime we have to exit or enter our driveway; with hills on both sides of our driveway, you only have a few seconds to see if cars are coming in either direction; furthermore, cars are passing cars from the opposite direction, despite the fact that there is a solid line; 2. There should be a middle lane to allow cars to make a left or right turn into their driveways without worrying about being rear ended 3.Speed bumps are the only things that are going to slow down traffic 4. The suggestion of lowering the crest of the hills is a good thing 5.Sidewalks should be as wide as possible given the speed of traffic on Teston Rd 6.Reducing the speed is good but again speed bumps are the thing that's going to slow down traffic 7.With the incline to some properties, the erecting of any walls should be aesthetically pleasing and blend in with the environment as much as possible 8.No heavy trucks allowed on Teston Rd from Pine Valley to Islington Ave. Please consider these suggestions and we look forward to updates Thank you again	12-Oct-22	Email	We are aware of the speeding concerns within this corridor. The project team has identified a few traffic calming measures to help reduce motorist speeding along this corridors such as speed reduction pavement markings, posted speed reduction, speed message board, in-road flexible signs, and warning signage. These measures will be confirmed and incorporated during the next phase of the project – Detailed Design. Also, the project team reduced some of the vertical profile of the road's existing crests and valleys to reduce the steep grade of the road that would induce speeding. This would also help with the sight line distances for vehicles pulling out of adjacent driveways along the corridor. To reduce the overall adjacent property impacts and from our forecasted traffic volumes, the project team recommended to maintain the existing two lanes along Teston Road. This, coupled with the traffic calming measures, should help reduce the chances of vehicles colliding when pulling into adjacent driveways. Comment acknowledged. Speed bumps may not be practical along this corridor because Teston Road is designated as an arterial road. They are more appropriate for local roads with narrower cross-sections. Comment acknowledged. Sidewalks are maximized based on the City of Vaughan design standards and guidelines. Comment acknowledged. Speed bumps may not be practical along this corridor because Teston Road is designated as an arterial road. They are more appropriate for local roads with narrower cross-sections. The proposed retaining walls will be refined and confirmed during Detailed Design phase of the project where potential live-green walls may be proposed to blend retaining walls into the surrounding natural environment. Comment noted. City of Vaughan to review if heavy trucks may be prohibited from this corridor.	Complete