

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment – Online Open House #4

Recap of Open House #3

December 2023

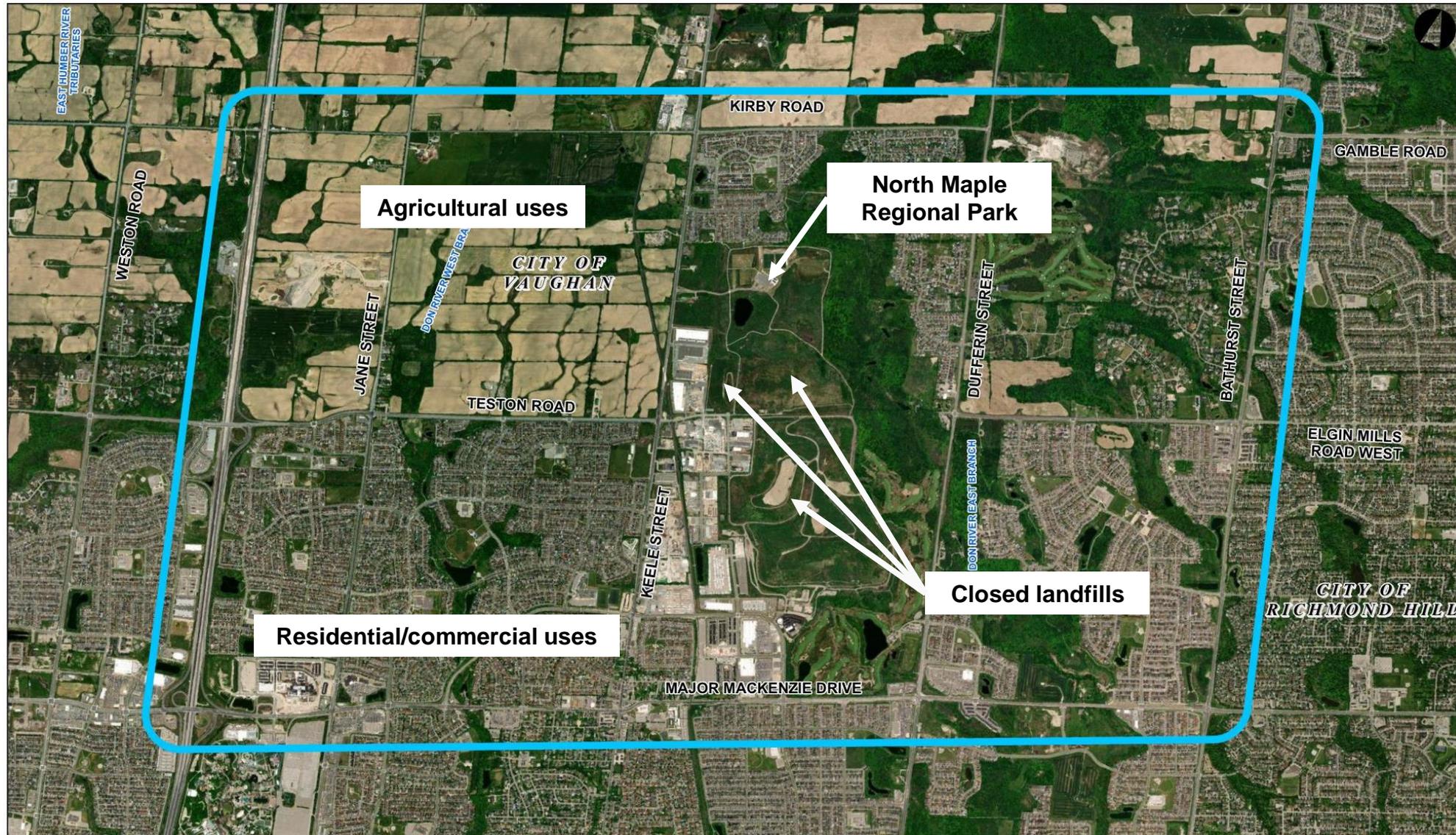
Study Background

- The “missing link” area of Teston Road between Keele Street and Dufferin Street will be studied as an Individual Environmental Assessment (IEA)
- IEAs are the highest level of EA in Ontario and are reserved for complex projects with the potential for significant environmental effects
- The first stage of an IEA is to complete a Terms of Reference (ToR) which establishes the planning and decision-making process for the subsequent IEA study
- Ministry of the Environment, Conservation and Parks (MECP) approved the Teston Road Area ToR in 2018
- York Region is proceeding with the IEA in accordance with the ToR which can be viewed at www.York.ca/TestonRoad

Problem and Opportunity Statement

To improve the efficiency, safety and continuity of the transportation network within the Teston Road area.

Study Area — Existing Conditions

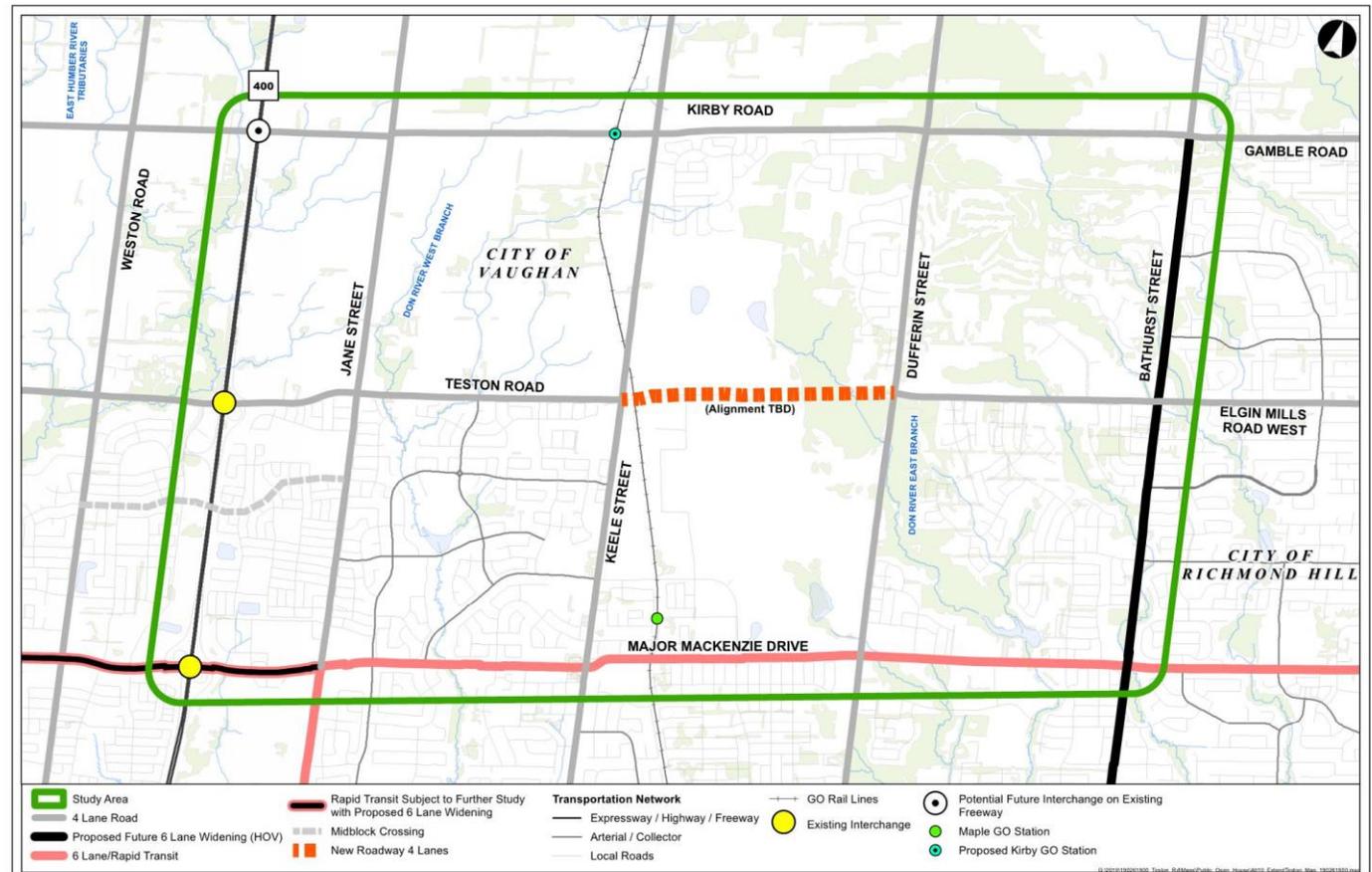


Generation and Evaluation of Alternative Corridors

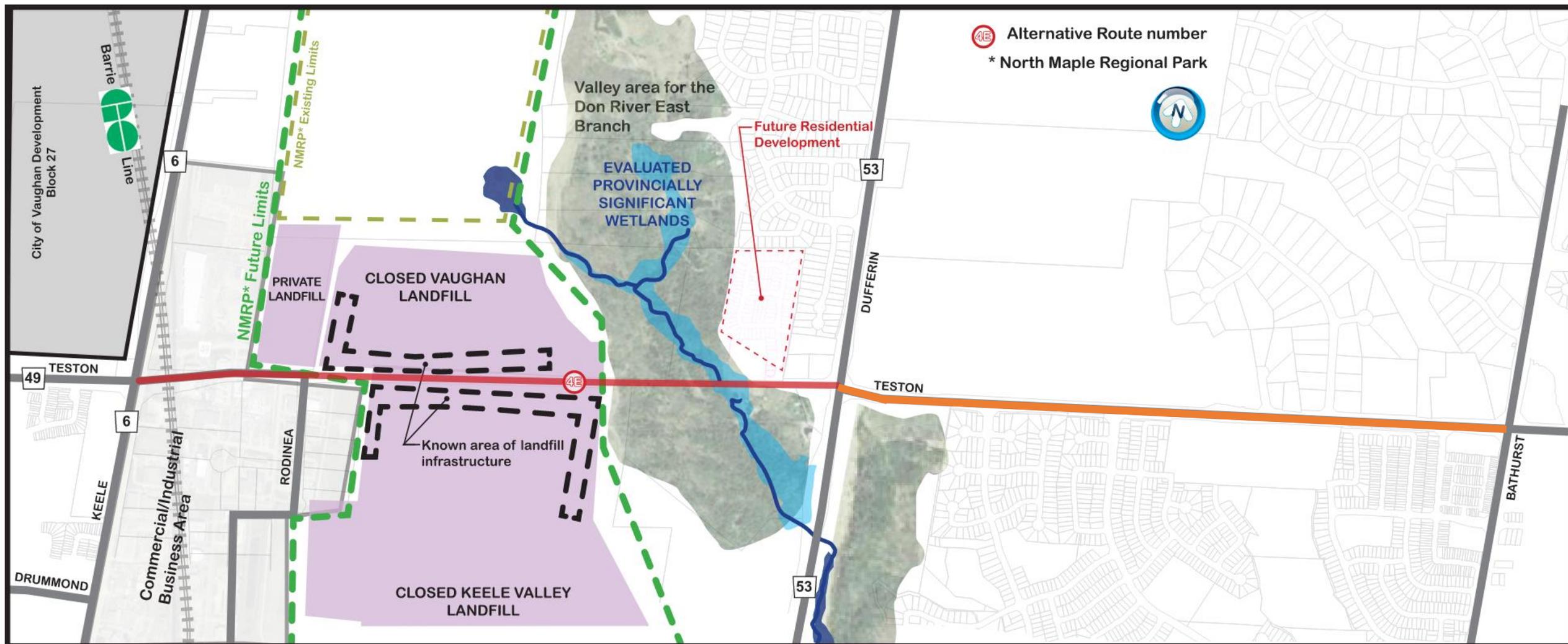
- Open house #1 presented alternatives to the undertaking
- Open house #2 presented alternative methods (alignment alternatives)
 - Alternative corridors: Different methods of achieving the recommended alternative to the undertaking
 - Alternative alignments: Different methods of achieving the recommended alternative corridor
- Open house #3 presented design alternatives

Preferred Alternative to the Undertaking

During open house #1, a new four-lane Teston Road connection between Keele Street and Dufferin Street with active transportation and potential for transit service (alternative 4) was confirmed as the preferred alternative to the undertaking.

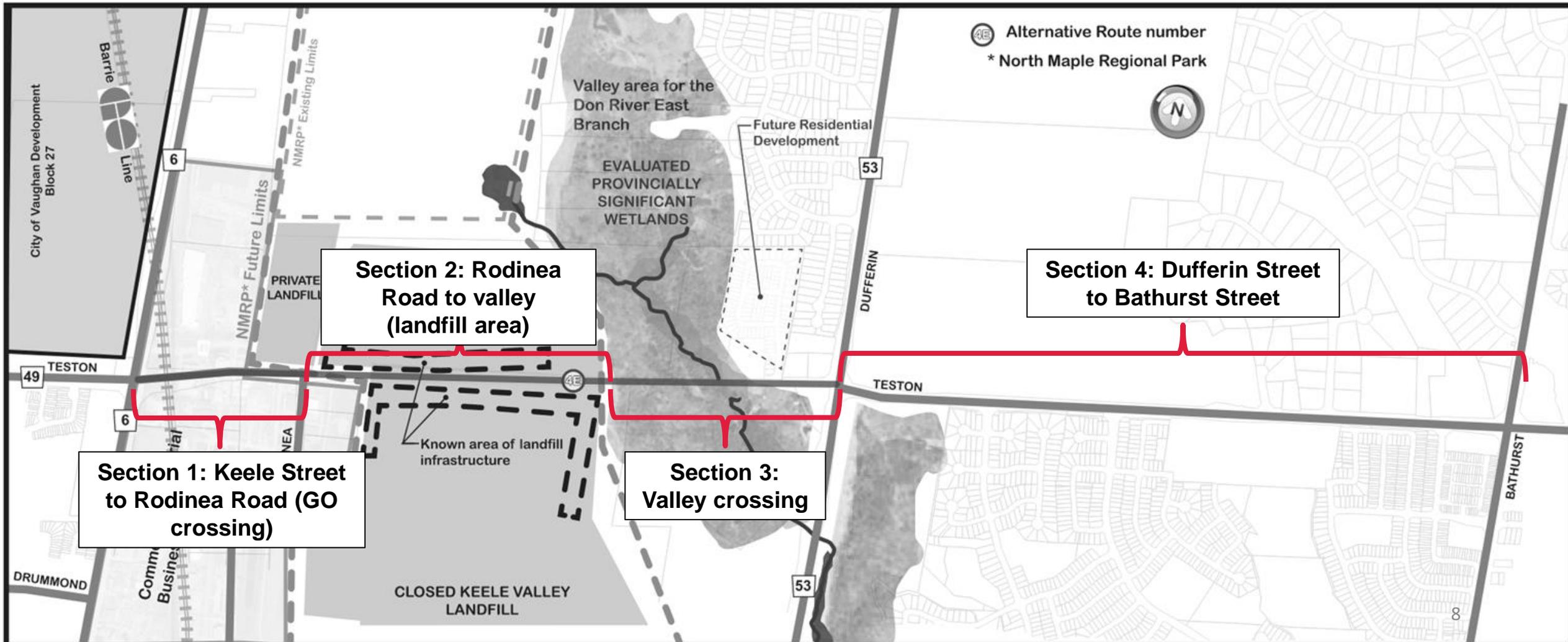


Preferred Alternative Alignment

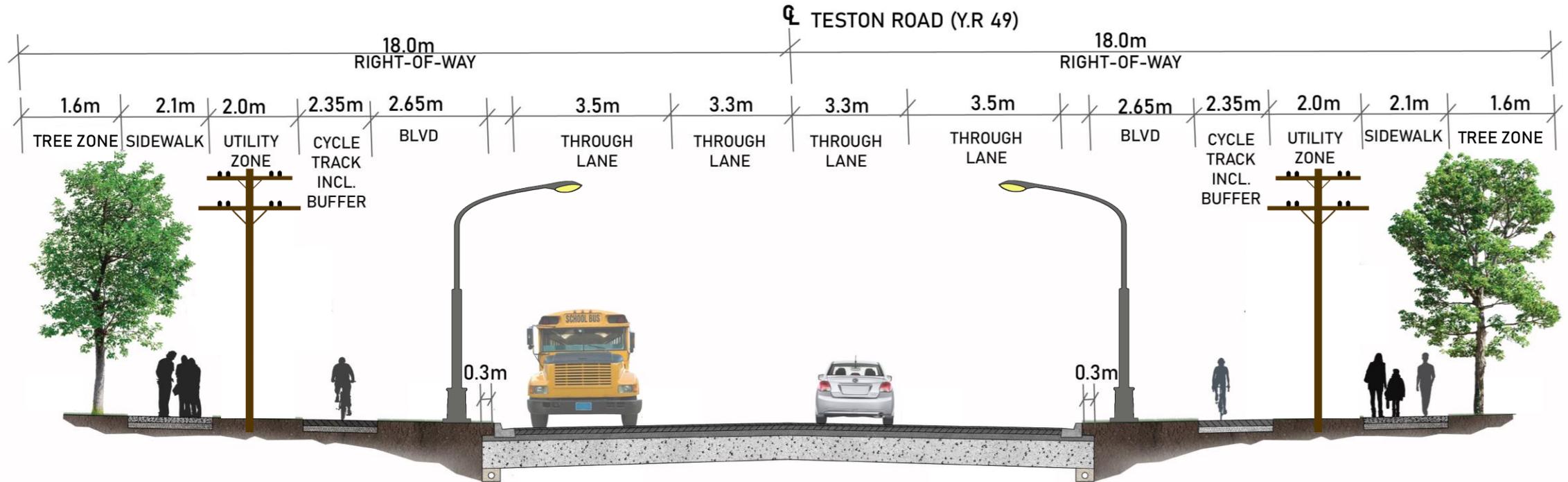


Generation and Evaluation of Design Alternatives

- Four Sections of the project with unique design challenges requiring solutions



Future Full Width Cross Section (For All Sections)



Section 1: Keele Street To Rodinea Road (GO Rail Crossing)

- **Grade-separated GO rail crossing options:**
 - Road-under-rail options were screened out as they would be more costly, more difficult to construct and maintain, and more disruptive to rail service during construction



- **Five alternatives were carried forward for a grade-separated GO rail crossing:**
 1. Existing Teston Road, existing Keele Street, overpass
 2. Shift Teston Road north, existing Keele Street, overpass
 3. Existing Teston Road, shift Keele Street west, overpass
 4. Shift Teston Road north, shift Keele Street West, overpass
 5. Future do-nothing

Section 1 Evaluation

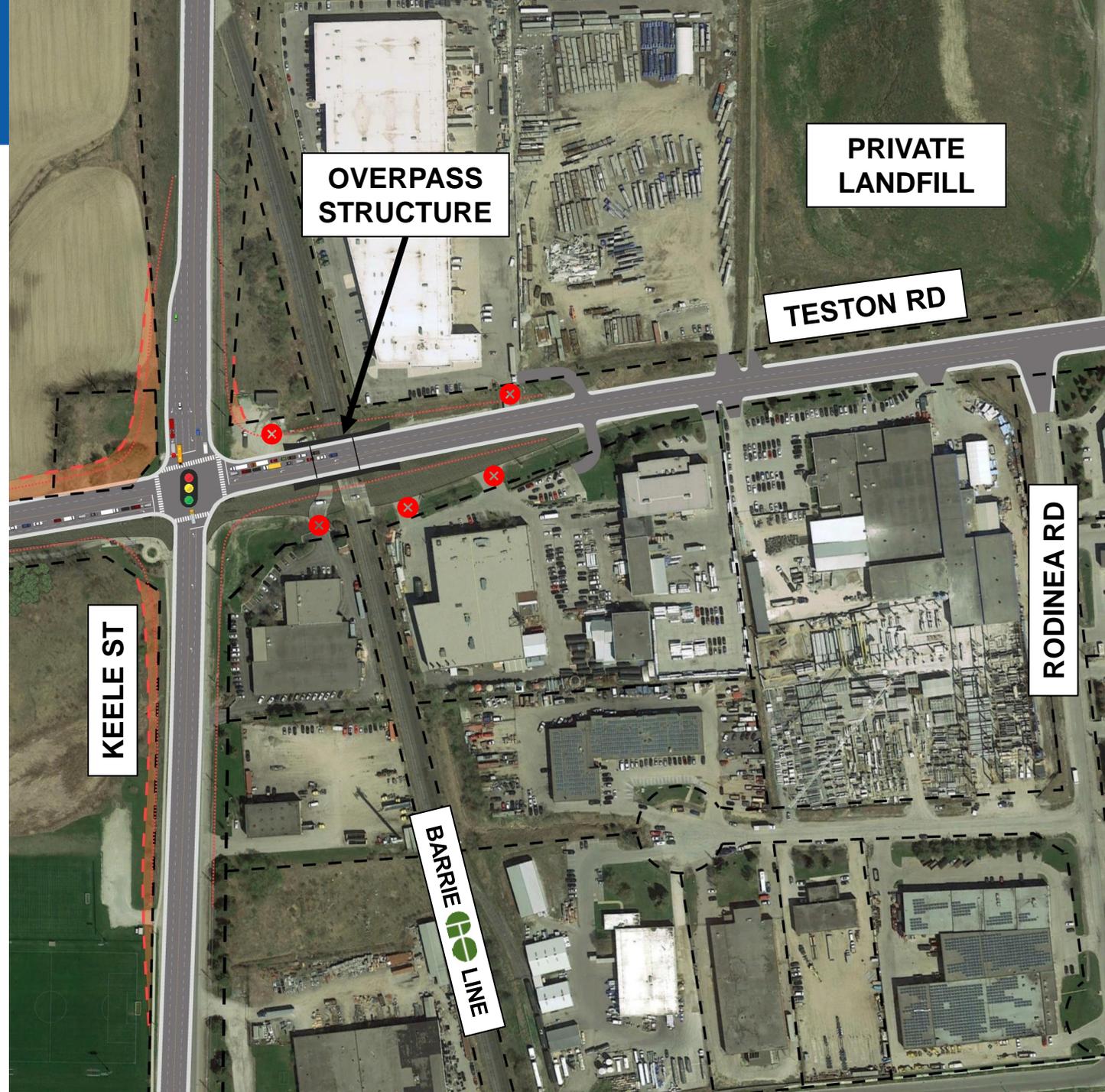
- Recommend an at-grade GO rail crossing – with improved Teston Road alignment (shift to north)
- Recommend long-term property protection for grade-separated GO rail crossing



	1. Existing Alignments / GO Rail Overpass	2. Shift Teston Road north / GO rail overpass	3. Shift Keele Street west / GO rail overpass	4. Shift Teston Road north, Keele Street west / GO rail overpass	5. Future do nothing
NATURAL ENVIRONMENT					
LAND USE / SOCIO-ECONOMIC ENVIRONMENT					
TRANSPORTATION					
ALTERNATIVE RANK					
EVALUATION RESULTS	NOT RECOMMENDED	CARRY FORWARD AS RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED

** Cultural Heritage Resources were not impacted by these alternatives; therefore, it was removed from the evaluation criteria.

Section 1 recommended long-term solution:
Alternative 2 —
Shift Teston Road north,
exiting Keele Street,
GO rail overpass

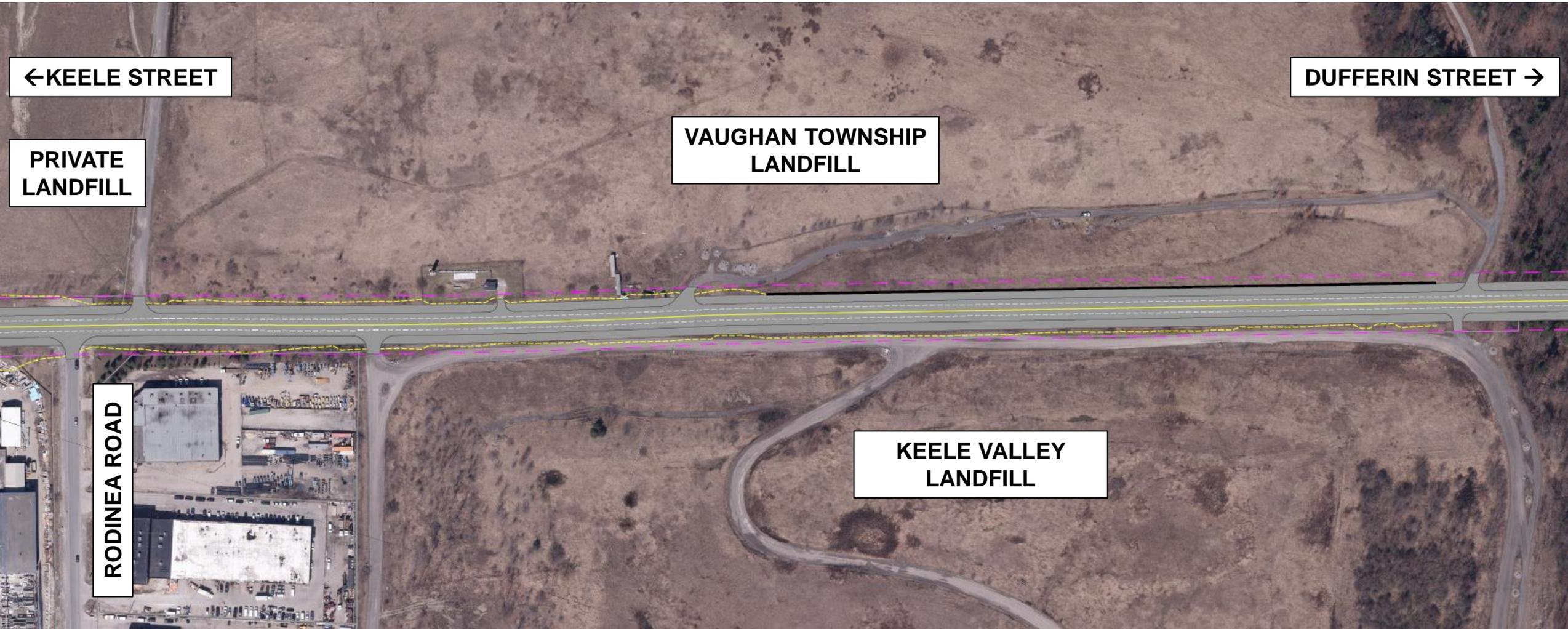


Section 2: Rodinea Road to Valley (Landfill Area)

- Given the extensive landfill-related infrastructure through the area, two cross section alternatives along with the do-nothing alternative were considered:
 1. Full width cross section
 2. Constrained cross section
 3. Future do nothing



Section 2: Constrained Cross Sections Plan



Section 3: Valley Crossing

- Four valley crossing bridge alternatives were evaluated (including do nothing):
 - Single-span bridge
 - Double-span bridge
 - Triple-span bridge
 - Future do nothing



Section 3 Evaluation

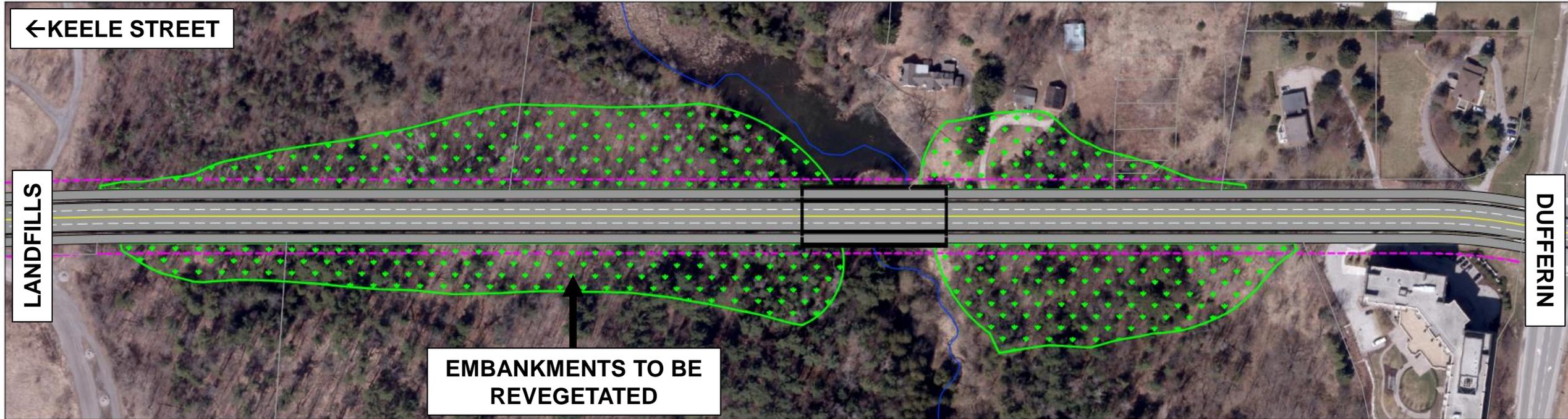
	1. Single-span bridge	2. Double-span bridge	3. Triple-span bridge	4. Future do nothing
NATURAL ENVIRONMENT				
LAND USE / SOCIO-ECONOMIC ENVIRONMENT				
TRANSPORTATION				
ALTERNATIVE RANK				
EVALUATION RESULTS	CARRY FORWARD AS RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED

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Section 3 Recommended Solution:

Alternative 1 — Single-Span Bridge



Section 4: Dufferin Street To Bathurst Street

- Widening alternatives include:
 1. Widen equally on each side of the existing road
 2. Widen on the south side only
 3. Widen on the north side only
 4. Future do nothing – keep road as two lanes



Section 4 Evaluation

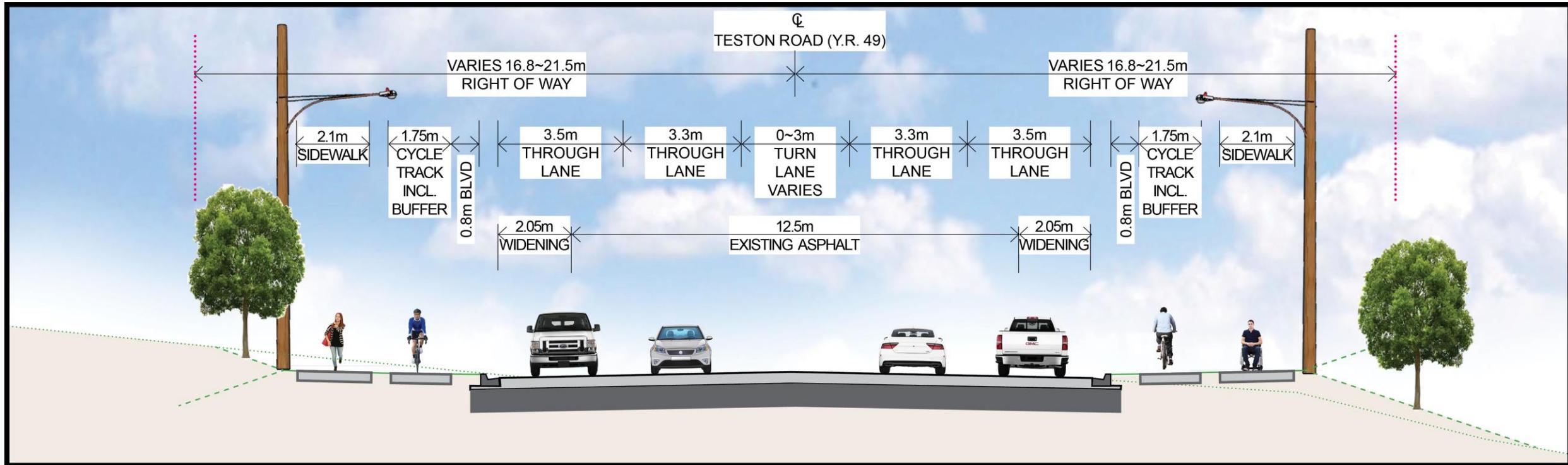
	1. Widen on both sides	2. Widen on the south	3. Widen on the north	4. Future do nothing
NATURAL ENVIRONMENT				
LAND USE / SOCIO-ECONOMIC ENVIRONMENT				
TRANSPORTATION				
ALTERNATIVE RANK				
EVALUATION RESULTS	CARRY FORWARD AS RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED	NOT RECOMMENDED

** Cultural Heritage Resources were not impacted by these alternatives; therefore, it was removed from the evaluation criteria.



Section 4 Recommended Solution:

Alternative 1- Widen Equally on Each Side of the Existing Road



Recommendation Summary

Section 1

- At-grade GO rail crossing – with improved Teston Road alignment (shift to north)
- Long-term property protection for grade separation

Section 2

- Constrained cross section used throughout this section with property protection for future full width cross section

Section 3

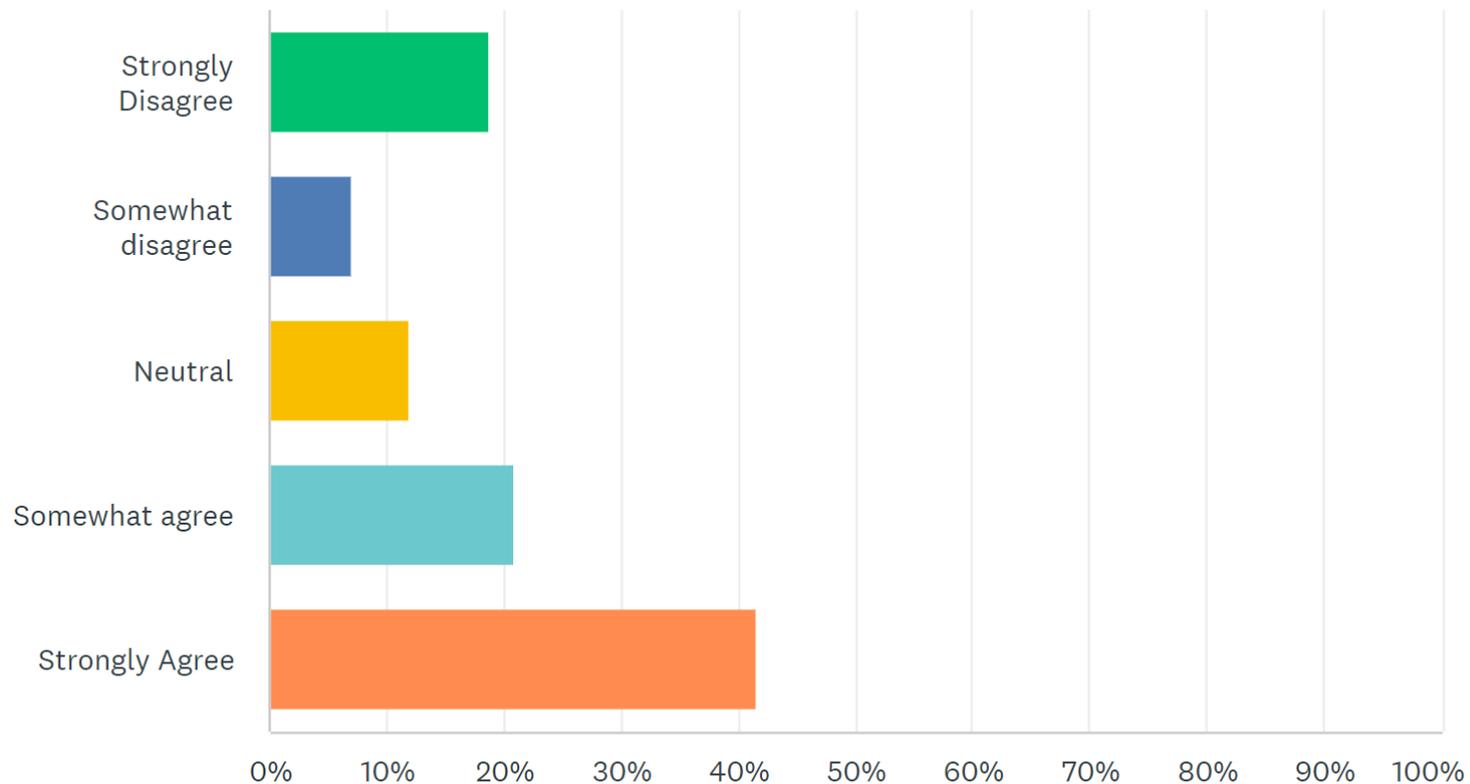
- Single-span bridge

Section 4

- Widen equally on both sides

Open House #3 - What We Heard

Do you agree with the results of the evaluation and the recommendation to proceed with each section alternative?



- Many comments received were in support of the recommendations and the project
- Main topics of concerns expressed included:
 - Transportation issues
 - Environmental impacts
 - Noise from new road
 - Process speed

Open House #4 Presentation

- Please watch the open house #4 presentation to learn about the preliminary design for improvements along the four sections of the project alignment, potential impacts and mitigation measures
- Video and presentation are available for viewing at www.York.ca/TestonRoad

THANK YOU

