

# TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Online Public Open House #3

March 2022

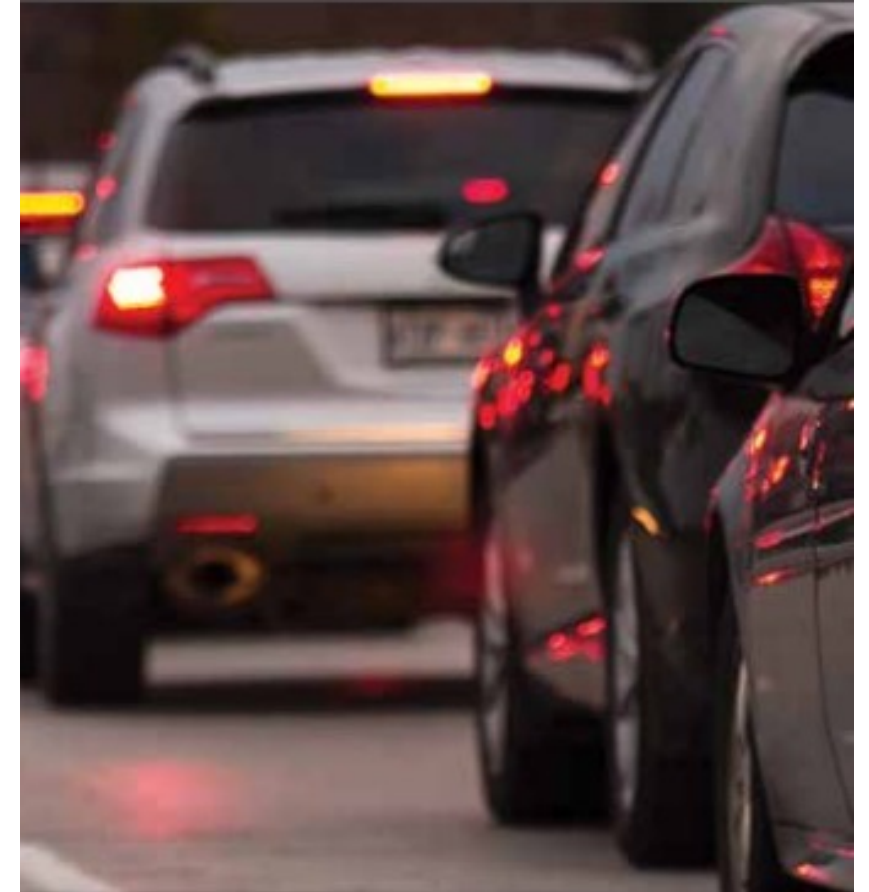
# PURPOSE OF THE OPEN HOUSE

- Explain Study Process
- Share Progress to Date
- Request Feedback



# PRESENTATION OUTLINE

- Project Overview/Schedule
- Review of Design Alternatives
- Completion of Assessment/Evaluation
- Recommended Alternative Designs
- Next Steps



# YOUR FEEDBACK IS IMPORTANT

- Your participation is important to the study process
- Join the study mailing list to receive future study notices or submit comments and questions to [transportation@york.ca](mailto:transportation@york.ca)
- Study updates can be found at [www.york.ca/TestonRoad](http://www.york.ca/TestonRoad)
- Please submit your comments on the open house materials by April 11, 2022
- Contact York Region at any time throughout the study to provide your feedback

# YOUR FEEDBACK IS IMPORTANT

Survey Question  
Example



- A survey has been prepared to receive your feedback
- When you see the icon at the top of this slide, you may pause the presentation and answer the question(s)
- The survey can be accessed under the Open House Material heading at [www.York.ca/TestonRoad](http://www.York.ca/TestonRoad)
- Please complete the survey by April 11, 2022



# STUDY INTRODUCTION

- York Region is undertaking an Individual Environmental Assessment (IEA) to address transportation problems and opportunities
- The study area falls within the City of Vaughan and borders the City of Richmond Hill
- The IEA started in spring 2020 and is expected to be completed in late 2023



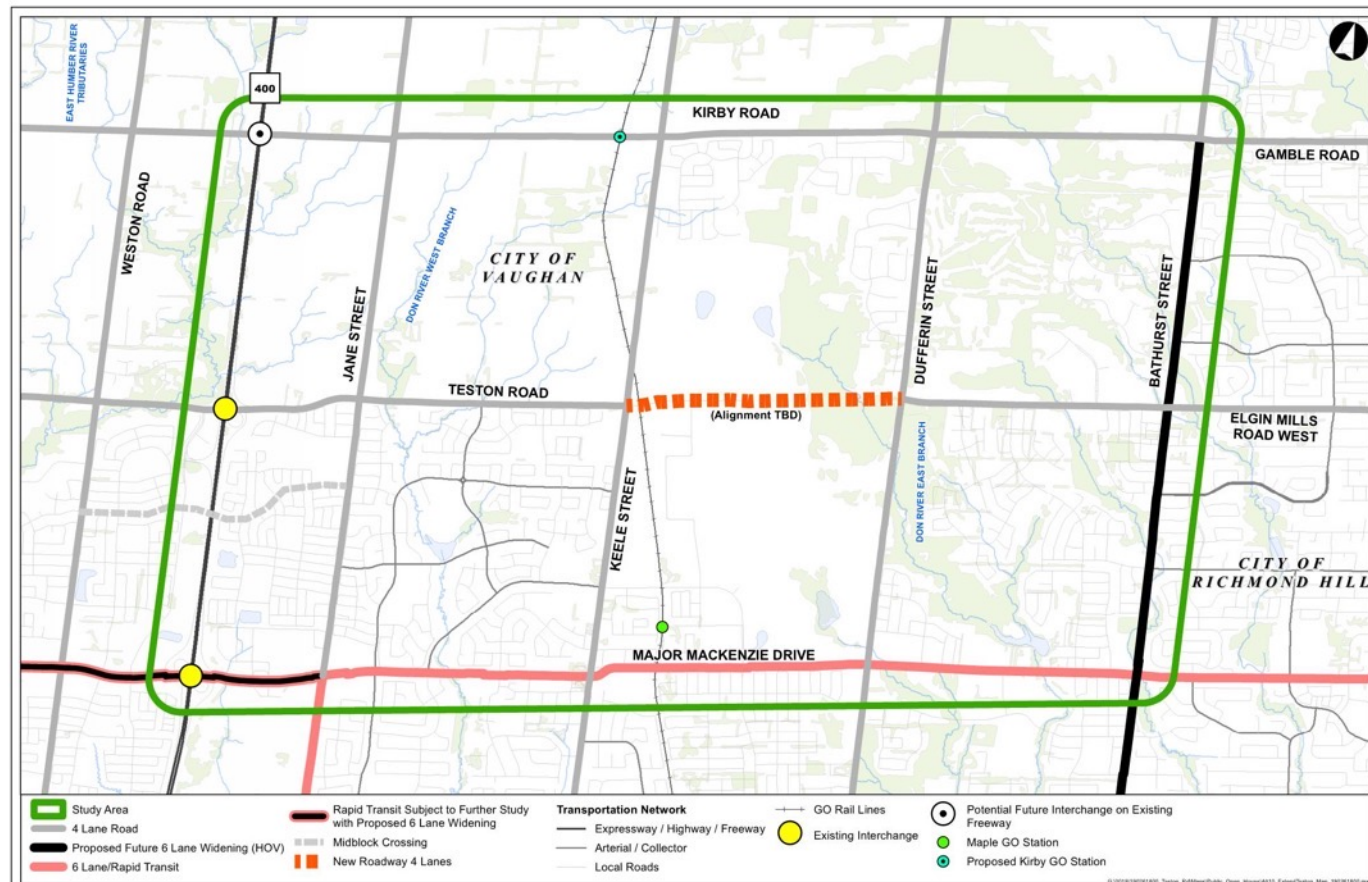
# STUDY SCHEDULE

IEA KEY MILESTONES	COMPLETION DATE
Identification of Problems and Opportunities	Spring to Fall 2020
Generation of Alternatives to the Undertaking	Winter to Spring 2021
Open House #1	June 2021
Confirm Preferred Alternative to the Undertaking	Summer 2021
Generation of Alternative Methods	Summer/Fall 2021
Open House #2	Fall 2021
Select Preferred Alternative Method	Fall 2021
Open House #3 – <u>WE ARE HERE</u>	Spring 2022
Preliminary Design	Spring - Fall 2022
Open House #4	Winter 2023
Draft IEA Report (Public and Government Review)	Spring 2023
Final IEA Report MECP	Summer 2023



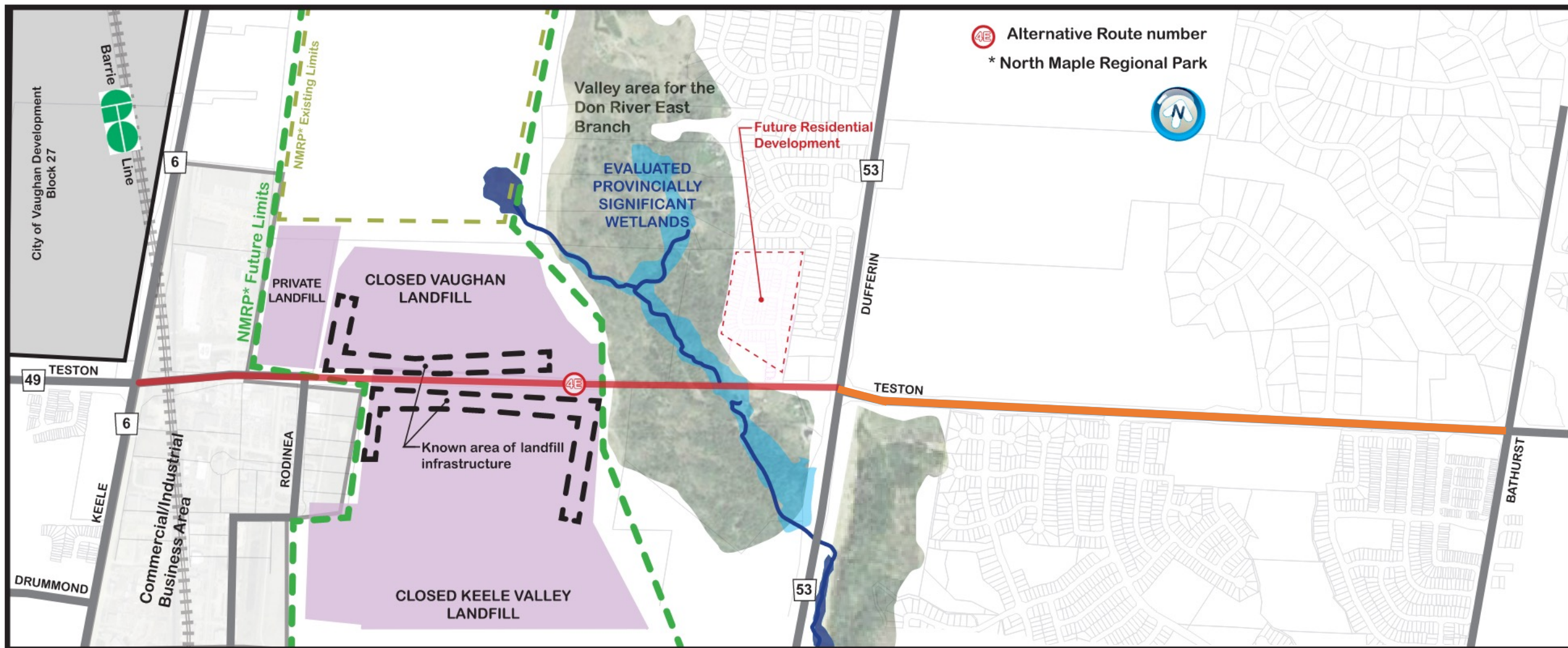
# RECOMMENDED ALTERNATIVE TO THE UNDERTAKING

- During Open House #1, Alternative 4 was confirmed as the Preferred Alternative to the Undertaking



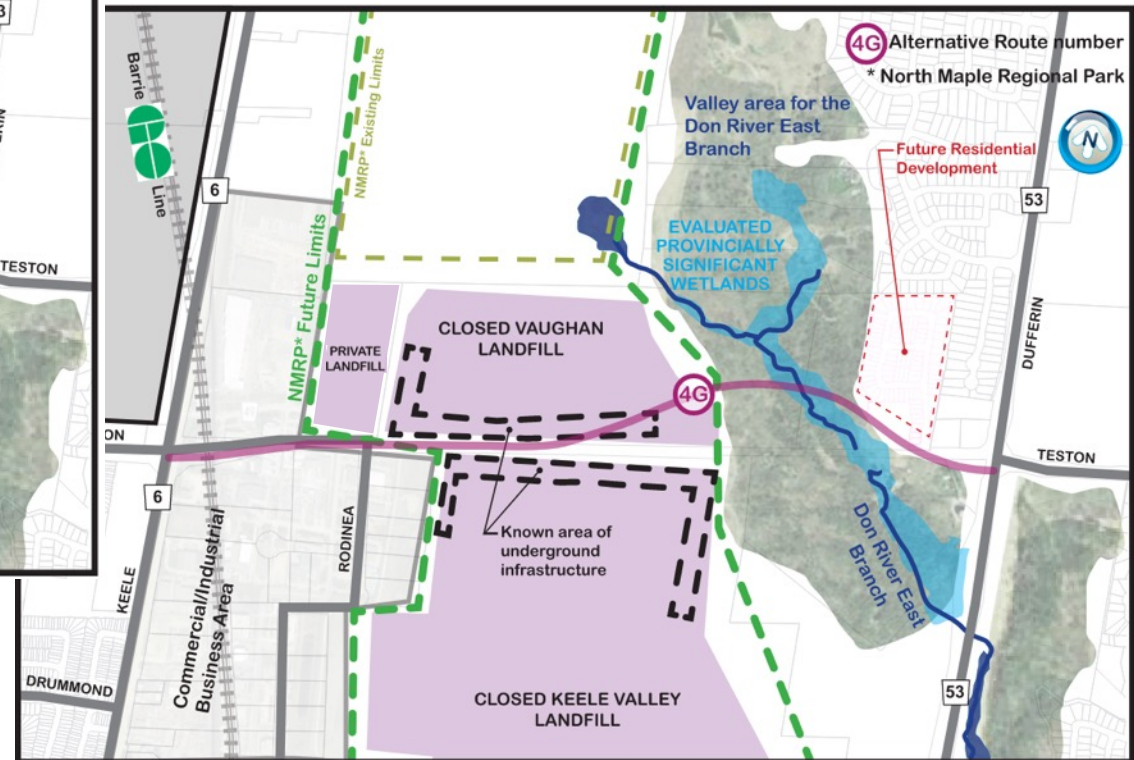
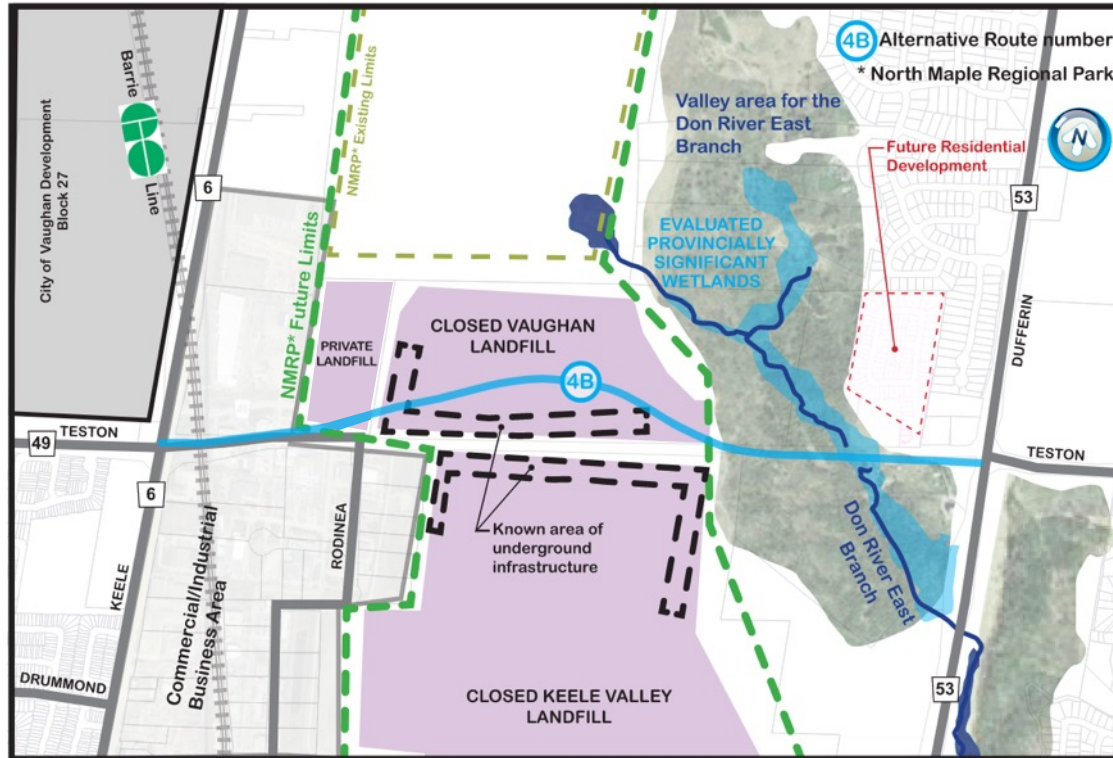


# RECOMMENDED ALTERNATIVE ALIGNMENT



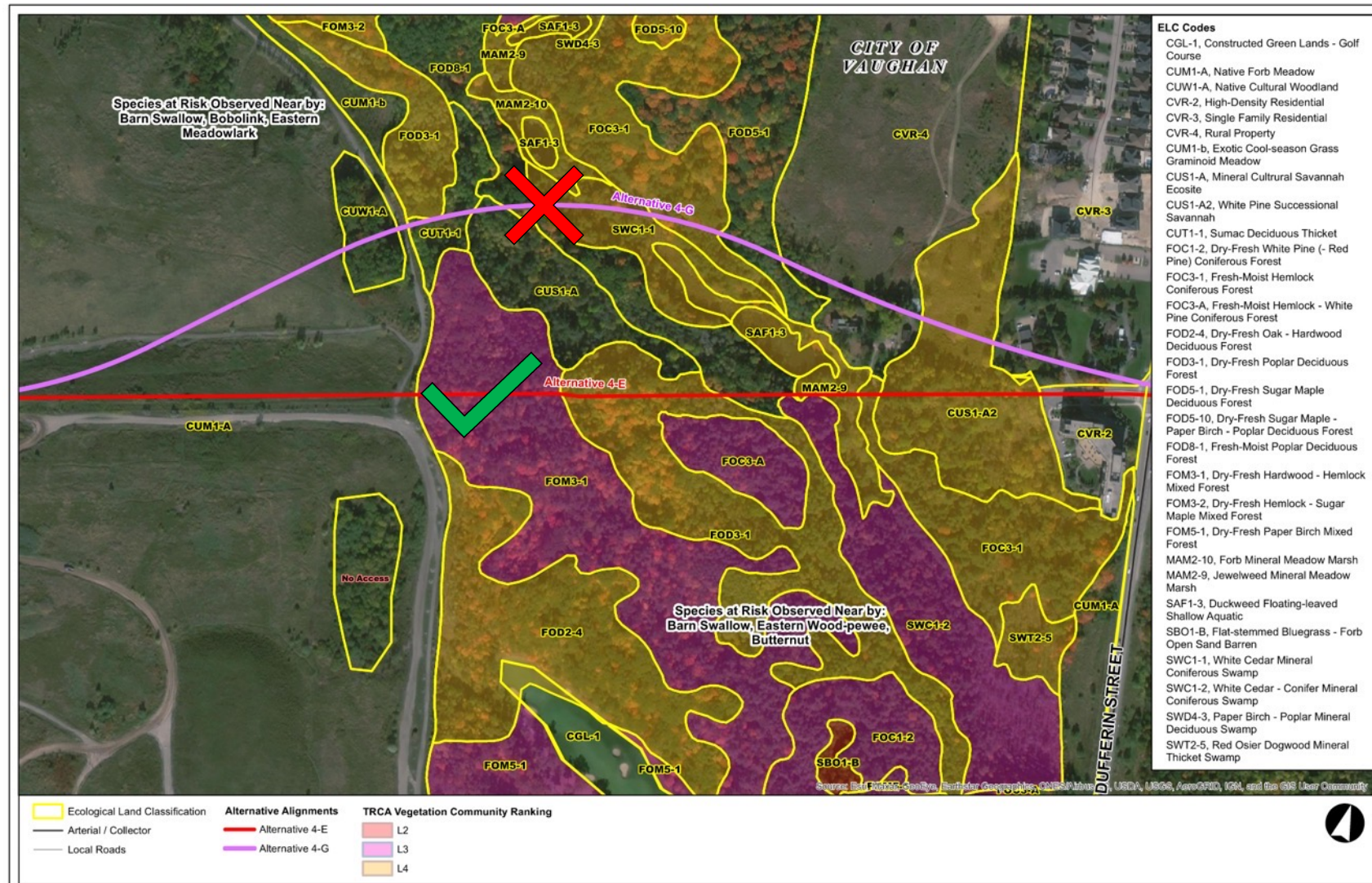
# ALTERNATE ALIGNMENTS CARRIED FORWARD FROM OPEN HOUSE#2 FOR FURTHER ANALYSIS

After further analysis, these alternatives were screened out.



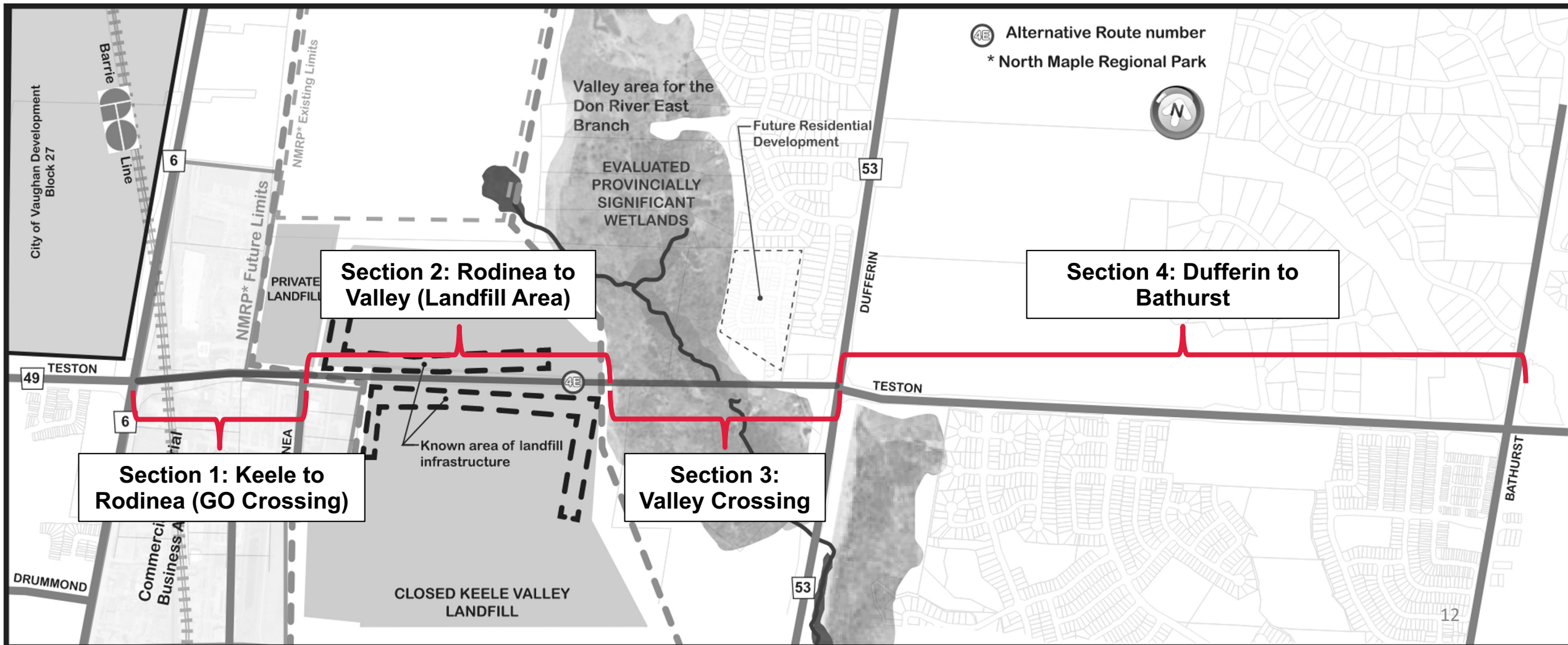


# ALIGNMENTS CARRIED FORWARD FROM OPEN HOUSE#2 FOR FURTHER ANALYSIS



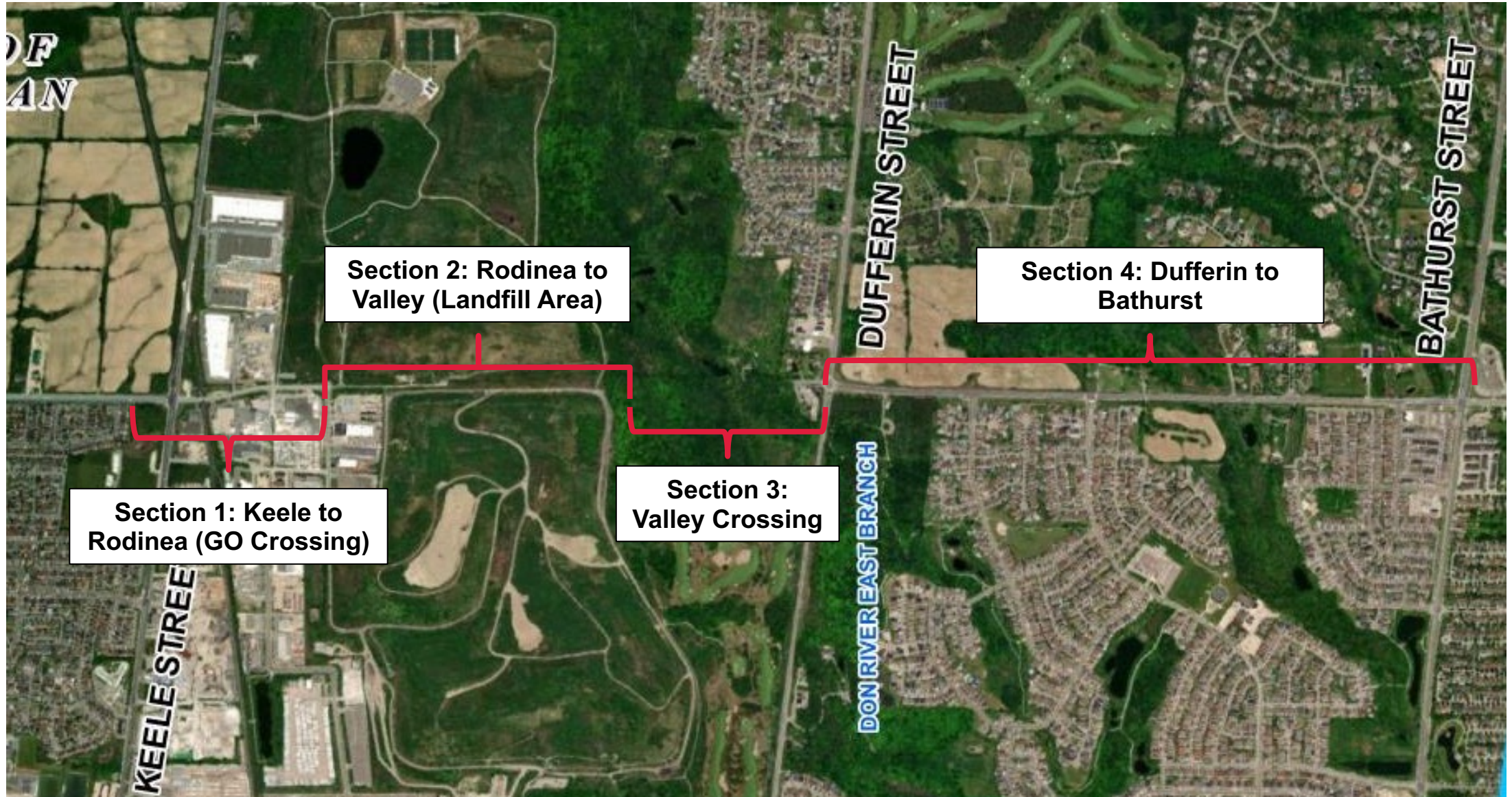
# GENERATION AND EVALUATION OF DESIGN ALTERNATIVES

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





# GENERATION AND EVALUATION OF DESIGN ALTERNATIVES



# SECTION 1: KEELE TO RODINEA (GO RAIL CROSSING)

- **Considerations within Section 1:**
  - At Grade vs. Grade-Separated GO Rail Crossing
  - Teston Road Alignment
  - Keele Street Alignment
  - Road-over-rail or road-under-rail if grade-separated GO Rail Crossing

# SECTION 1: KEELE TO RODINEA (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, Existing Keele, Overpass
  2. Shift Teston North, Existing Keele, Overpass
  3. Existing Teston, Shift Keele West, Overpass
  4. Shift Teston North, Shift Keele West, Overpass
  5. Future Do-Nothing

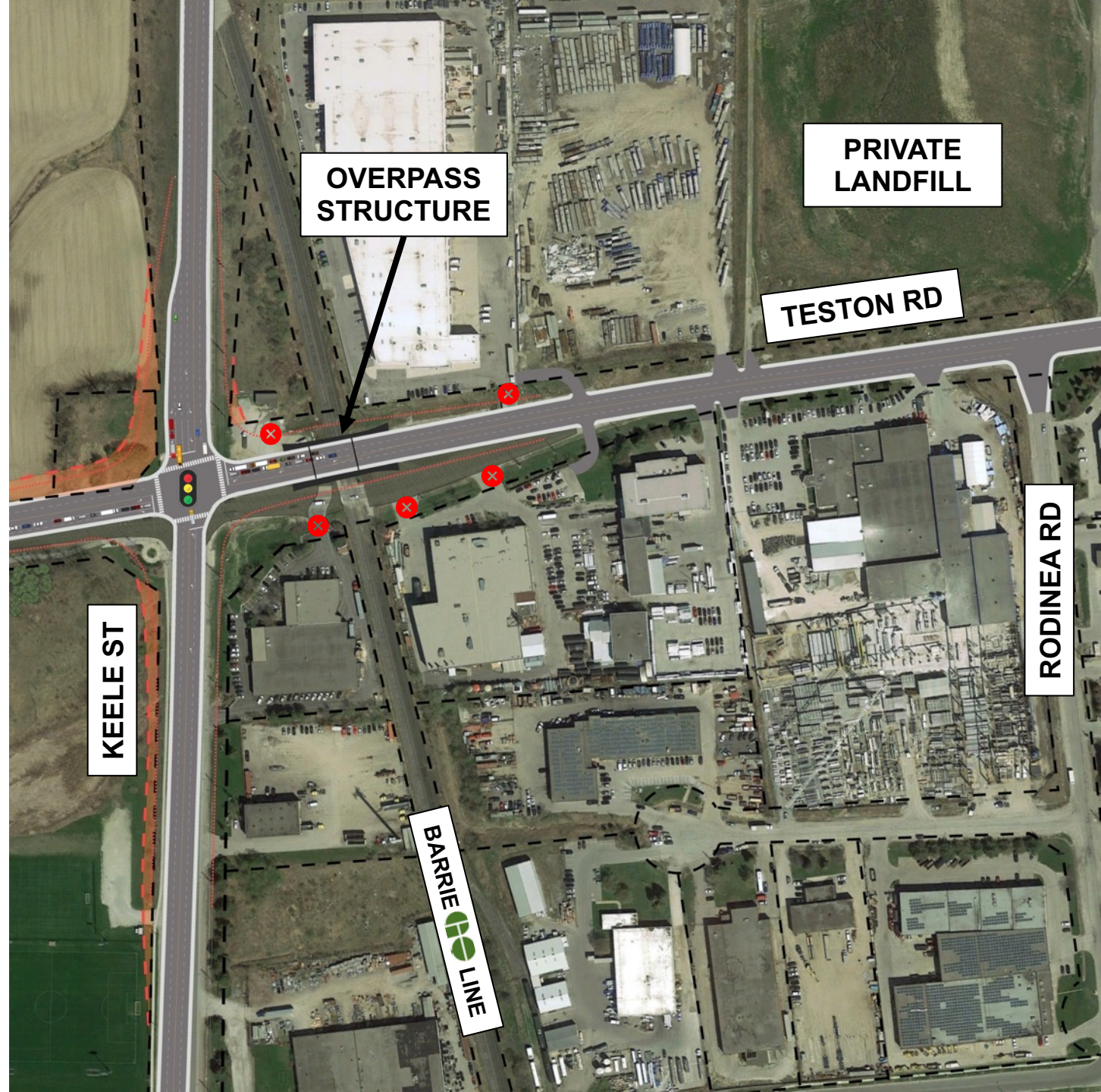


SECTION 1:  
ALTERNATIVE 1 —  
EXISTING TESTON,  
EXISTING KEELE,  
GO RAIL OVERPASS



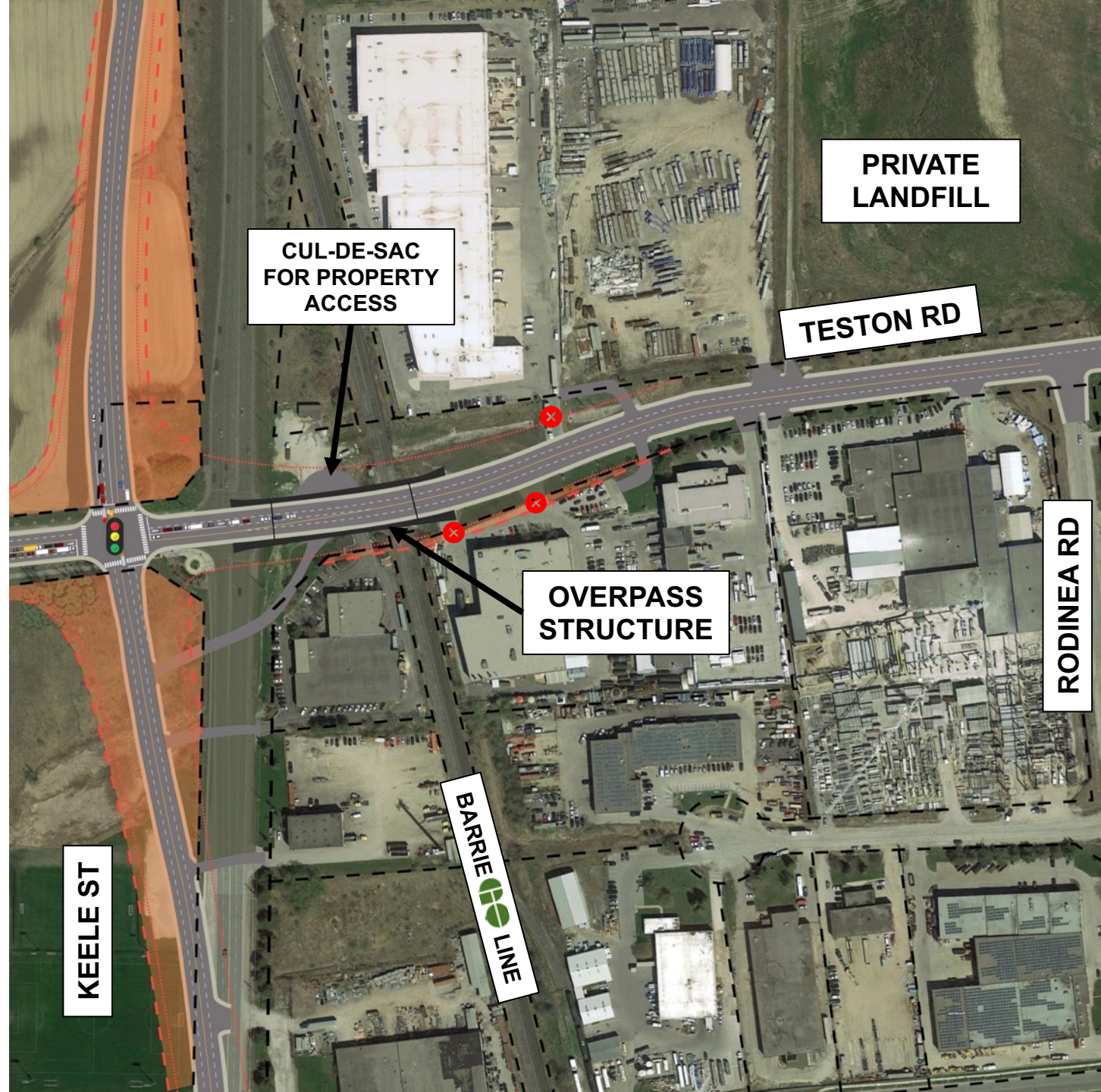


SECTION 1:  
ALTERNATIVE 2 —  
SHIFT TESTON NORTH,  
EXISTING KEELE,  
GO RAIL OVERPASS





SECTION 1:  
ALTERNATIVE 3 —  
EXISTING TESTON,  
SHIFT KEELE WEST,  
GO RAIL OVERPASS

























SECTION 1:  
ALTERNATIVE 4 —  
SHIFT TESTON NORTH,  
SHIFT KEELE WEST,  
GO RAIL OVERPASS



# 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 North / GO Rail Overpass	3. Shift Keele West / GO Rail Overpass	4. Shift Teston North, Keele 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

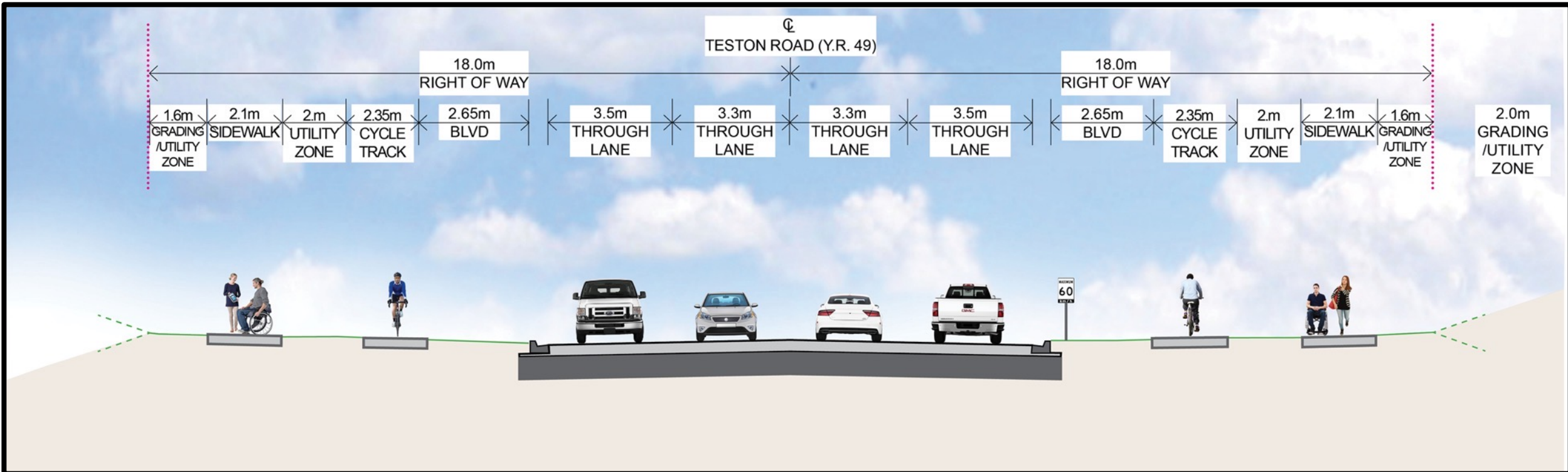
\*\* Cultural Heritage Resources were not impacted by these alternatives; therefore, it was removed from the evaluation criteria.

## SECTION 2: RODINEA TO VALLEY (LANDFILL AREA)

- In order to avoid landfill related infrastructure through the area, two cross section Alternatives along with the Do-Nothing are being considered:
  1. Full-Width Cross Section
  2. Constrained Cross Section
  3. Future Do-Nothing

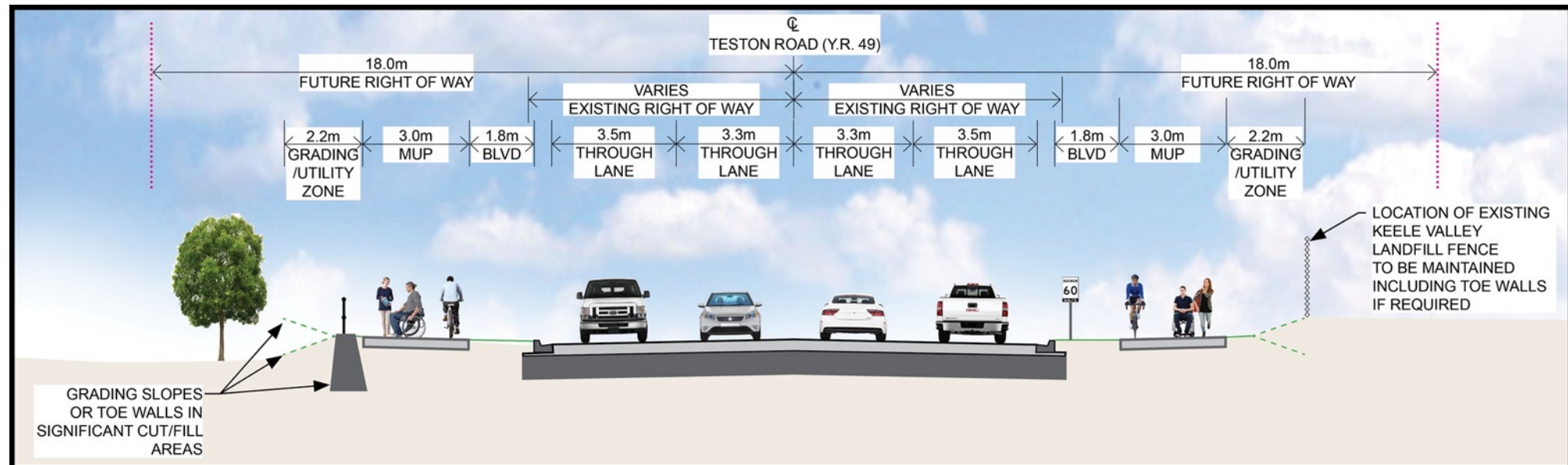
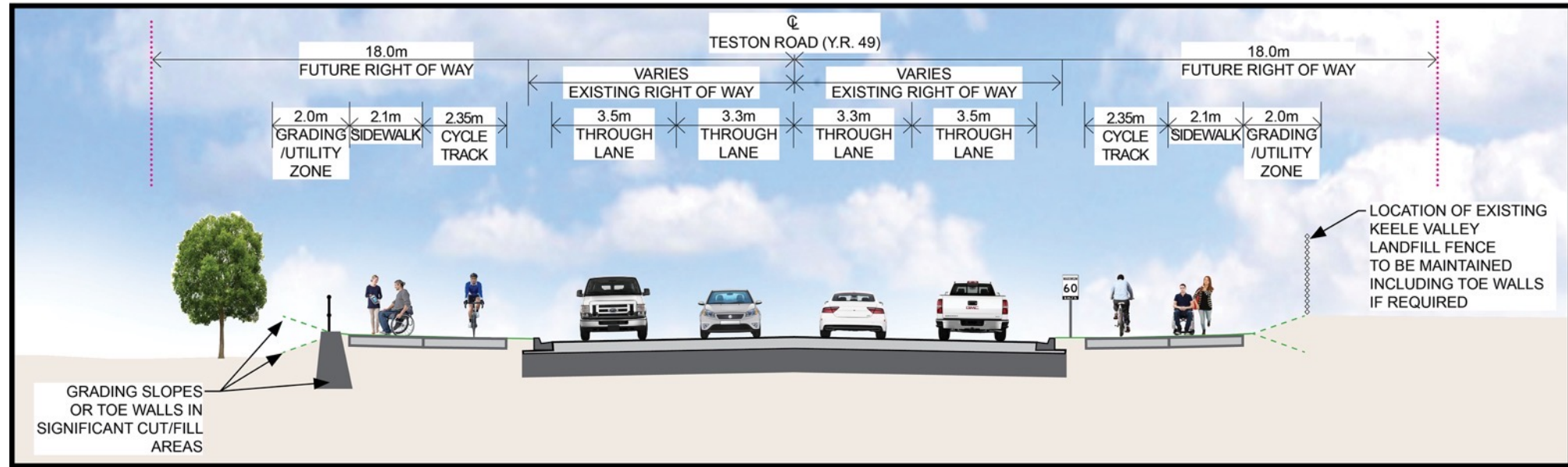


# SECTION 2: FULL WIDTH CROSS SECTION



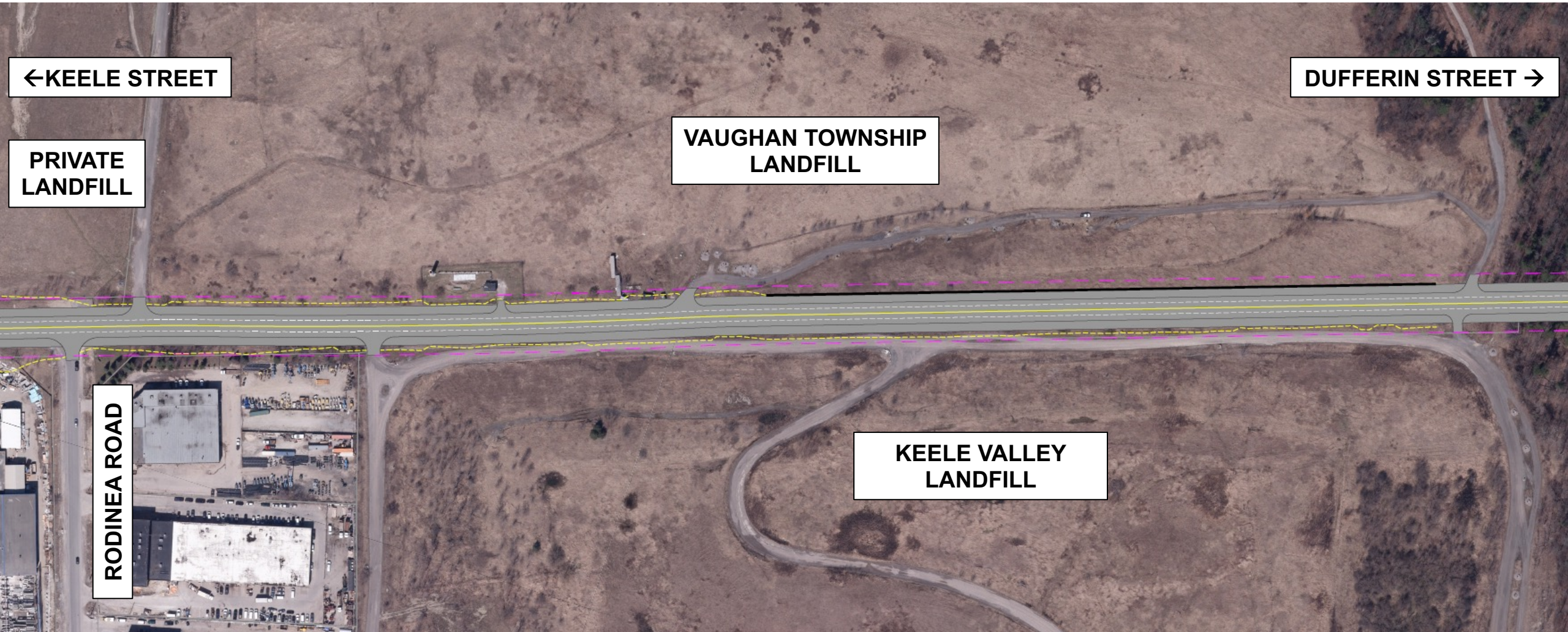


# SECTION 2: CONSTRAINED CROSS SECTIONS





## SECTION 2: CONSTRAINED CROSS SECTIONS PLAN



## SECTION 2 ALTERNATIVES

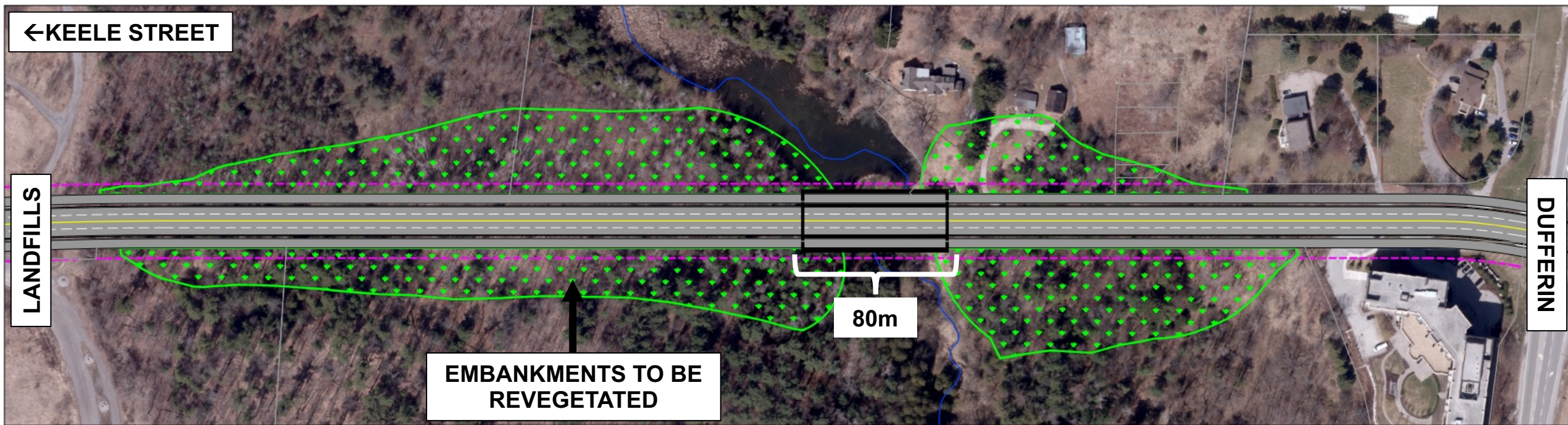
- Due to the constraints in this section, the full-width cross-section will be used where feasible, and the constrained cross-section will be used where required
- Long term protection for a full-width cross-section should be made in areas where the constrained cross-section is recommended
- Based on feedback and to integrate with other infrastructure, a decision on use of a cycle-track/sidewalk configuration or multi-use path will be made

## SECTION 3: VALLEY CROSSING

- Four valley crossing bridge Alternatives will be evaluated (including Do Nothing):
  - Single-span bridge (approx. 80 to 100 m)
  - Double-span bridge (approx. 150 to 200 m)
  - Triple-span bridge (approx. 200 to 250 m)
  - Future Do-Nothing



# SECTION 3: ALTERNATIVE 1 — SINGLE-SPAN BRIDGE



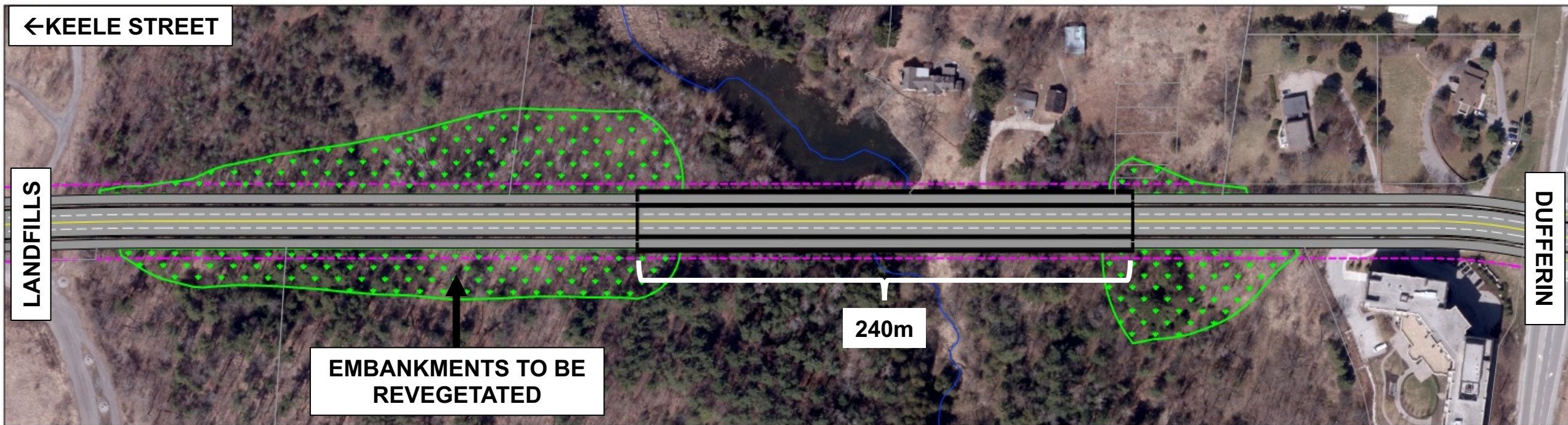


# SECTION 3: ALTERNATIVE 2 — DOUBLE-SPAN BRIDGE





# SECTION 3: ALTERNATIVE 3 — TRIPLE-SPAN BRIDGE



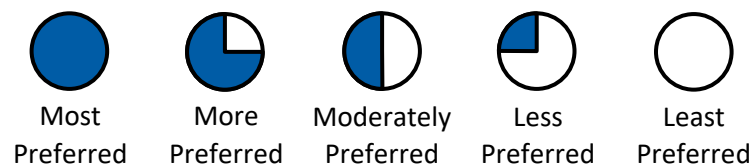




# SECTION 3 EVALUATION

	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

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



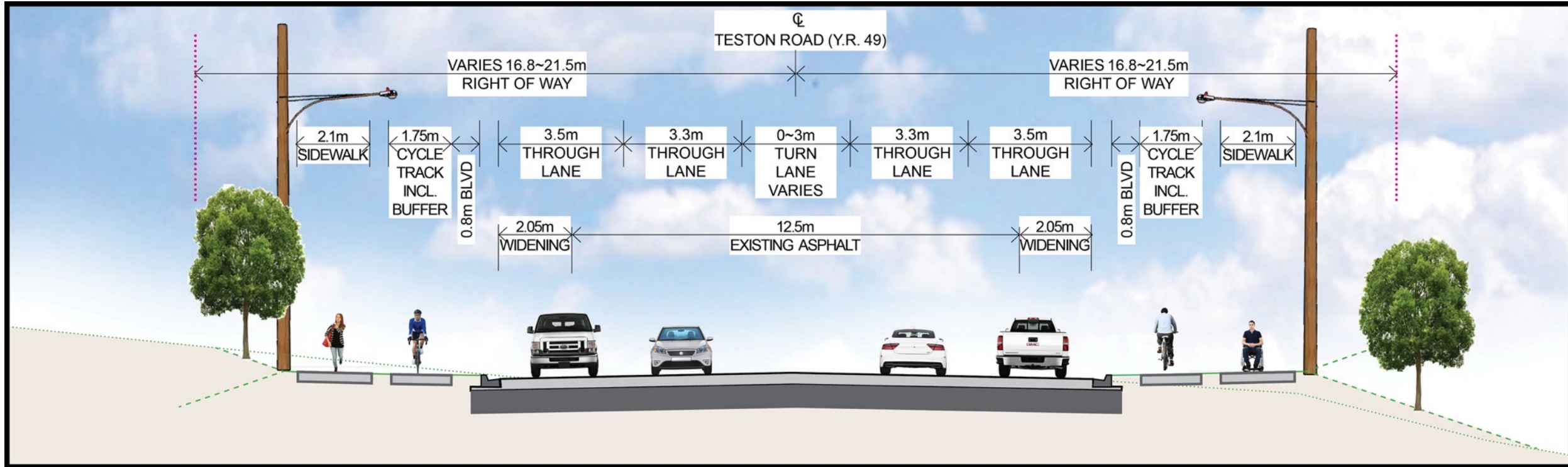
# SECTION 4: DUFFERIN TO BATHURST

- 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

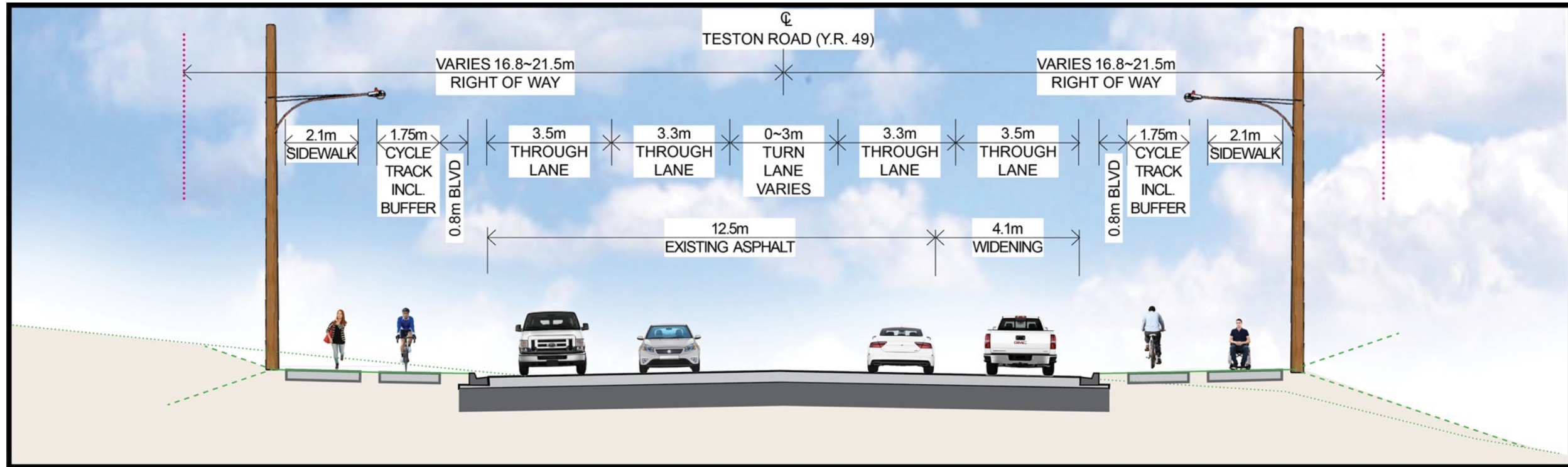




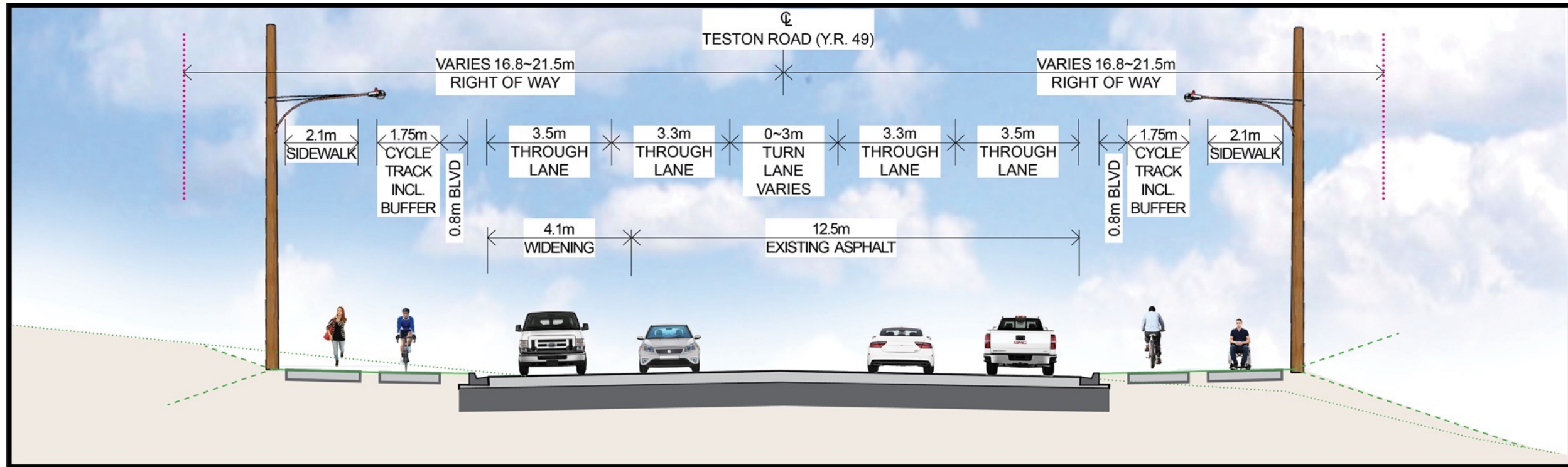
# SECTION 4: ALTERNATIVE 1- WIDEN EQUALLY ON EACH SIDE OF THE EXISTING ROAD



# SECTION 4: ALTERNATIVE 2 - WIDEN ON THE SOUTH SIDE ONLY



# SECTION 4: ALTERNATIVE 3 - WIDEN ON THE NORTH SIDE ONLY

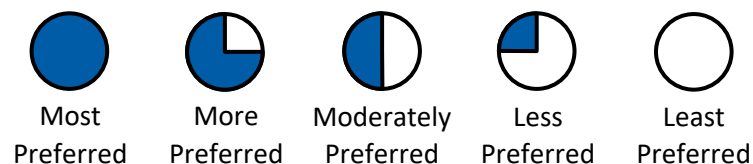




# SECTION 4 EVALUATION

	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.





# 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
- Full width cross section to be used elsewhere throughout the project limits

## Section 3

- Single span bridge (80m)

## Section 4

- Widen equally on both sides

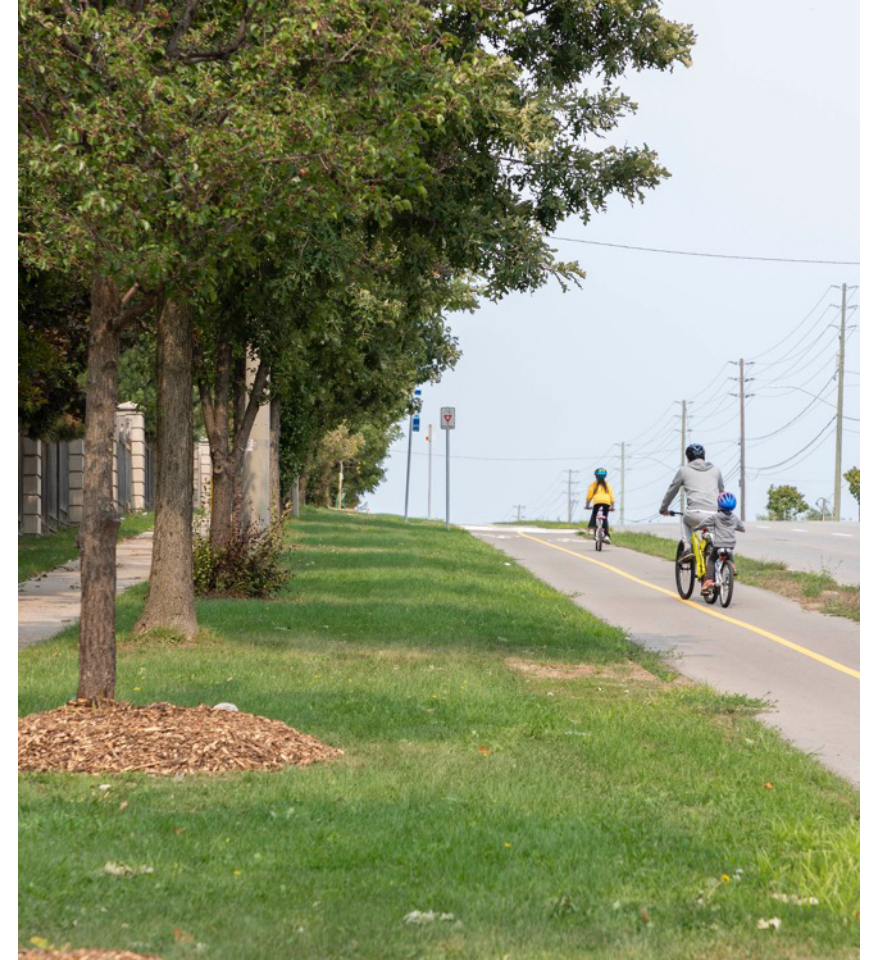


# NEXT STEPS

- Review feedback received from Open House #3, and subject to further review, confirm the Preferred Design Alternative(s) for each Section
- Perform engineering and environmental investigations such as soil conditions, archaeological and cultural heritage assessments and surveys
- Develop a preliminary design for the project and fully assess the impacts of the design and develop mitigation measures
  - Integration with public amenities, such as existing or planned trails, parks, or natural areas, ensuring a context sensitive and sustainable design solution

# NEXT STEPS

- Present the design and impact assessment at Open House #4, winter 2023
- Develop the IEA report, documenting the process, and seek approval for the project from the Minister of Environment Conservation and Parks (MECP)



# YOUR FEEDBACK IS IMPORTANT

Survey Questions  
8, 9, & 10



Survey Available at [York.ca/TestonRoad](https://www.york.ca/TestonRoad)

- Your participation is important to the study process
- Join the study mailing list to receive future study notices or submit comments and questions to [transportation@york.ca](mailto:transportation@york.ca)
- Study updates can be found at [www.york.ca/TestonRoad](https://www.york.ca/TestonRoad)
- Please submit your comments on the Open House materials by April 11, 2022
- Contact York Region at any time throughout the study to provide your feedback



# THANK YOU

