GREAT | STREETS
Building Roads that Build Community 2021

York Region

TESTON ROAD AREA TRANSPORTATION IMPROVEMENTS

Individual Environmental Assessment

Virtual Public Open House #1

July 2021

Presentation Part 1

Purpose of the Open House

- Explain study process
- Share progress to date
- Request feedback

Presentation Outline

- Study Introduction
- Study Background, Process, and Schedule
- Problems, Opportunities, and Constraints
- Alternatives to the Undertaking
- Alternatives Evaluation
- 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
- Study updates can be found at www.york.ca/TestonRoad
- Please submit your comments on the Open House materials by August 16th, 2021
- Contact the 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.
- Please complete the survey by August 16th, 2021.

Study Introduction

Survey Questions 1 & 2

Survey available at York.ca/TestonRoad

- 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

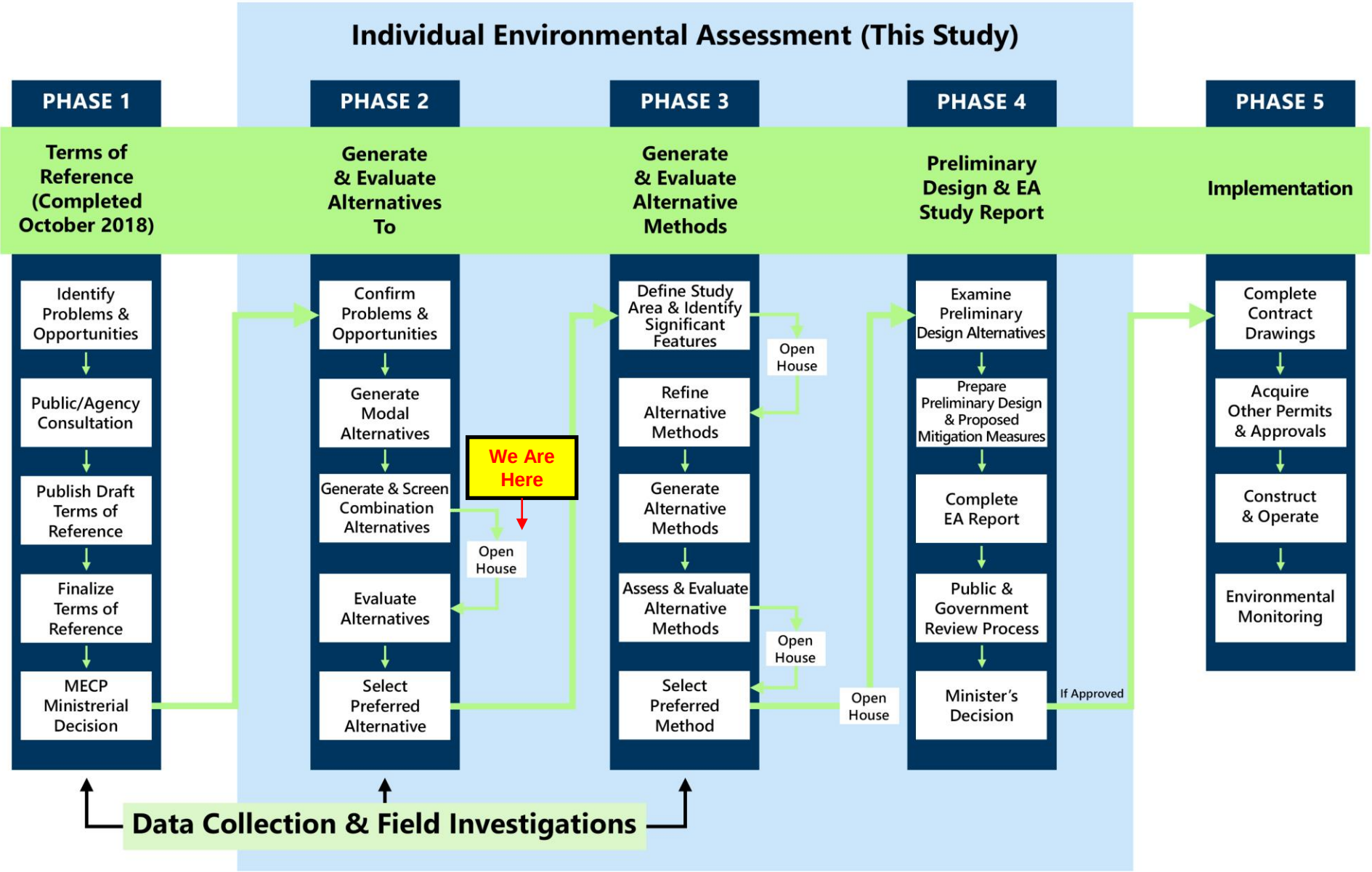
Study Schedule

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 – WE ARE HERE	June 2021
Confirm Preferred Alternative to the Undertaking	Summer 2021
Generation of Alternative Methods	Summer 2021
Open House #2	Fall 2021
Select Preferred Alternative Method	Fall 2021
Open House #3	Winter 2022
Preliminary Design	Spring - Fall 2022
Open House #4	Winter 2023
Draft IEA Report (Public and Government Review)	Spring 2023
Final IEA Report to the Ministry of the Environment, Conservation and Parks (MECP)	Summer 2023

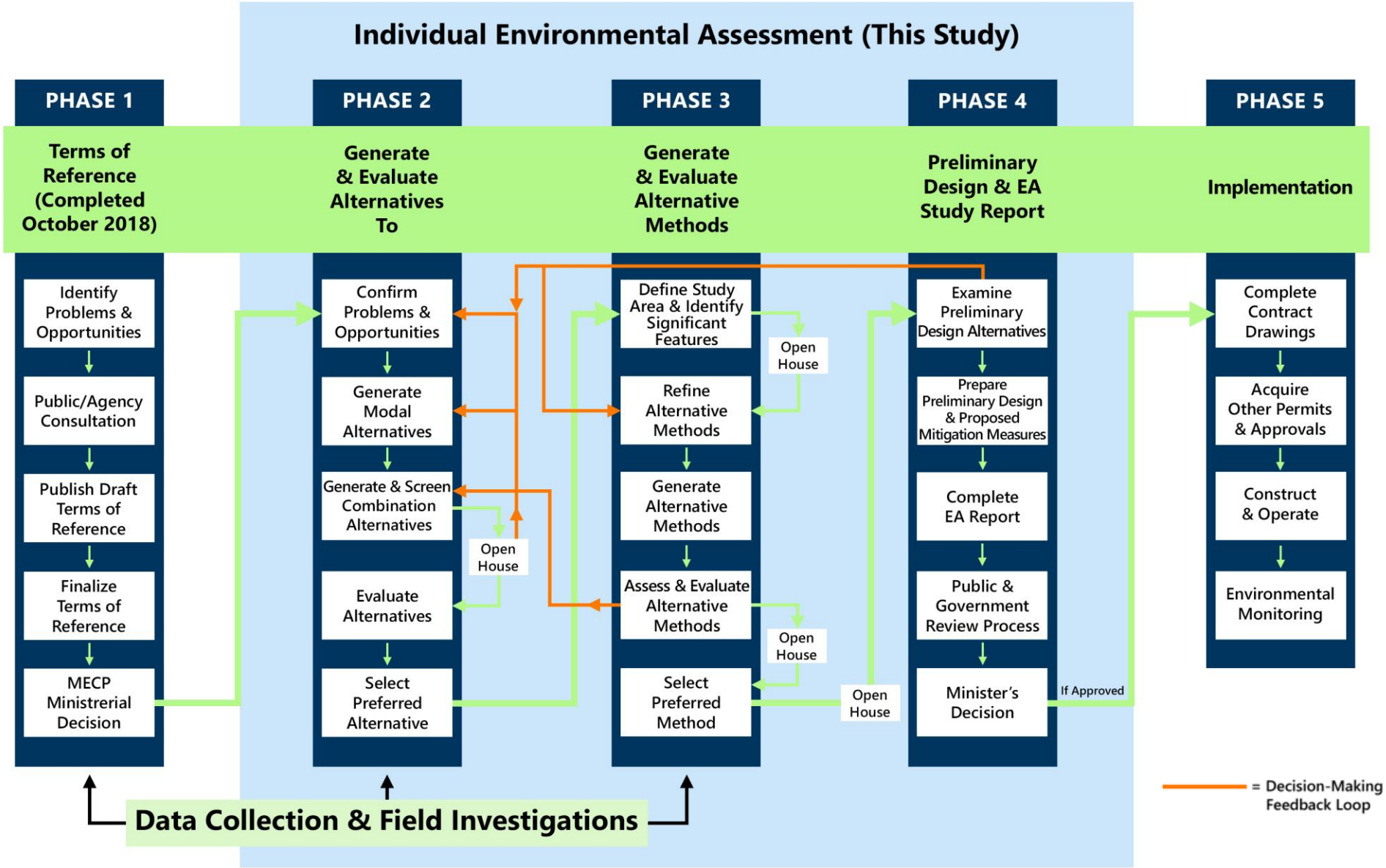
Study Background

- The “missing link” area of Teston Road between Keele Street and Dufferin Street is to be studied as an 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
- 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.

Study Process



Study Process – Feedback Loops



Problem Statement

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

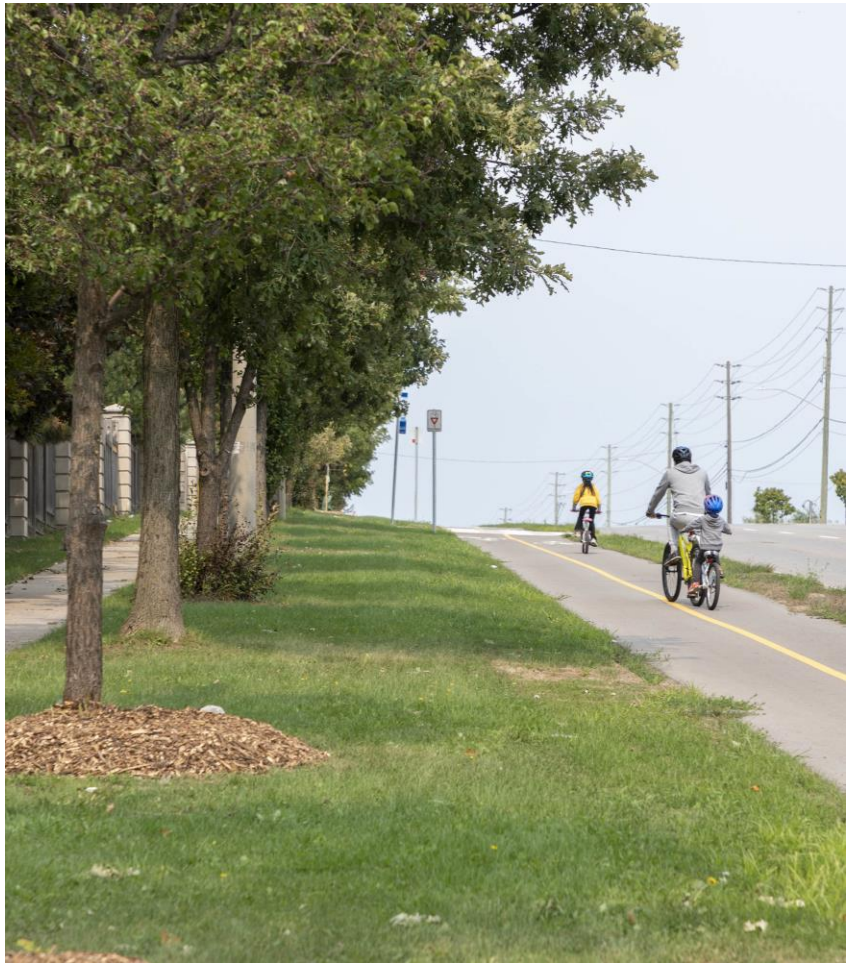
Problems

- Teston Road discontinuity (Keele Street to Dufferin Street):
  - Creates a barrier for east/west trips
  - Creates a barrier for walking, cycling and transit service
  - Increases out-of-way travel and congestion along adjacent routes and communities (Maple)
- Planned growth will significantly increase travel demand:
  - 50% population growth by 2041
  - 2041 westbound a.m. peak hour capacity shortfall of up to 1,800 person trips

Opportunities

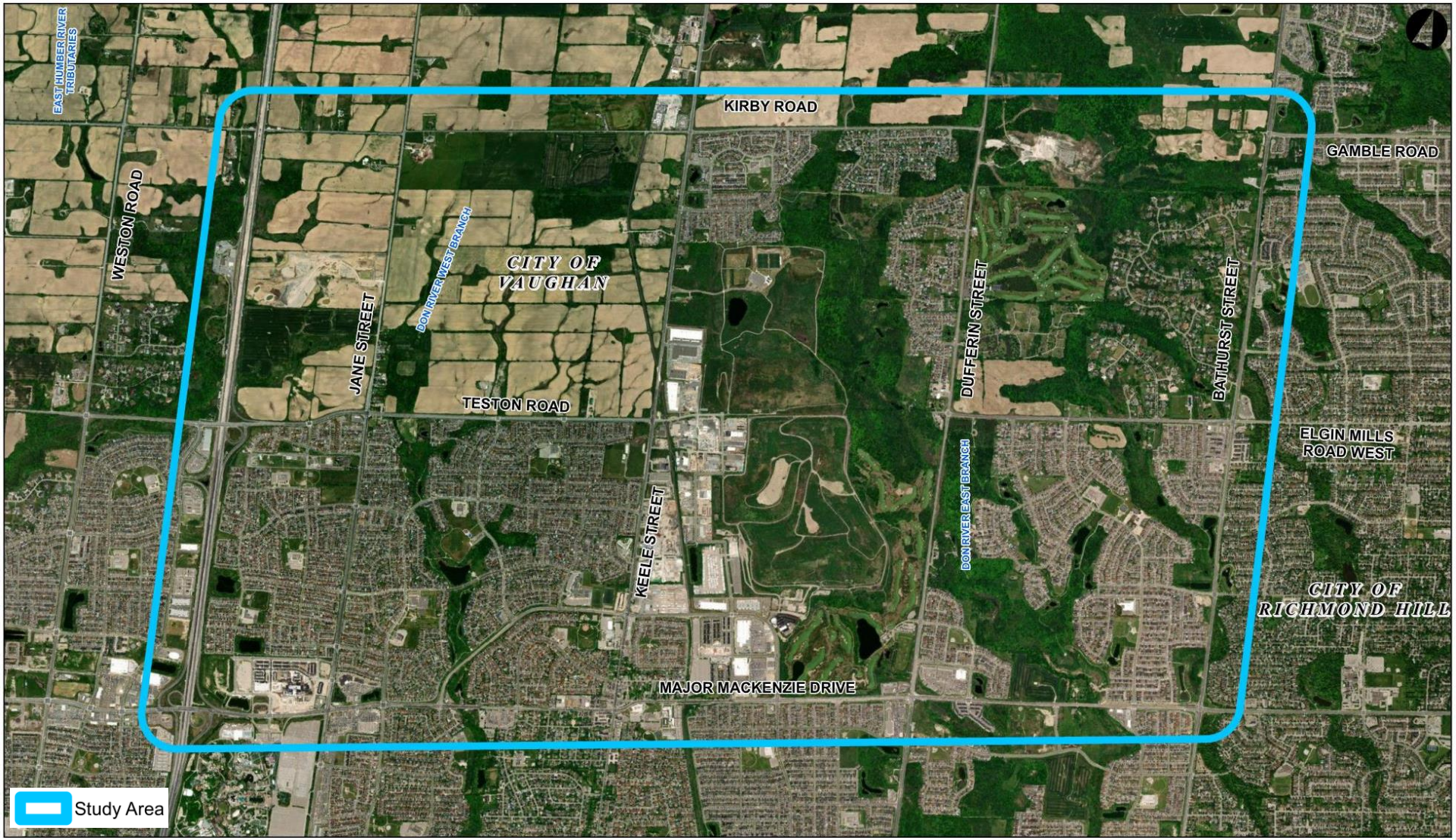
Survey Questions 3 & 4

Survey available at York.ca/TestonRoad

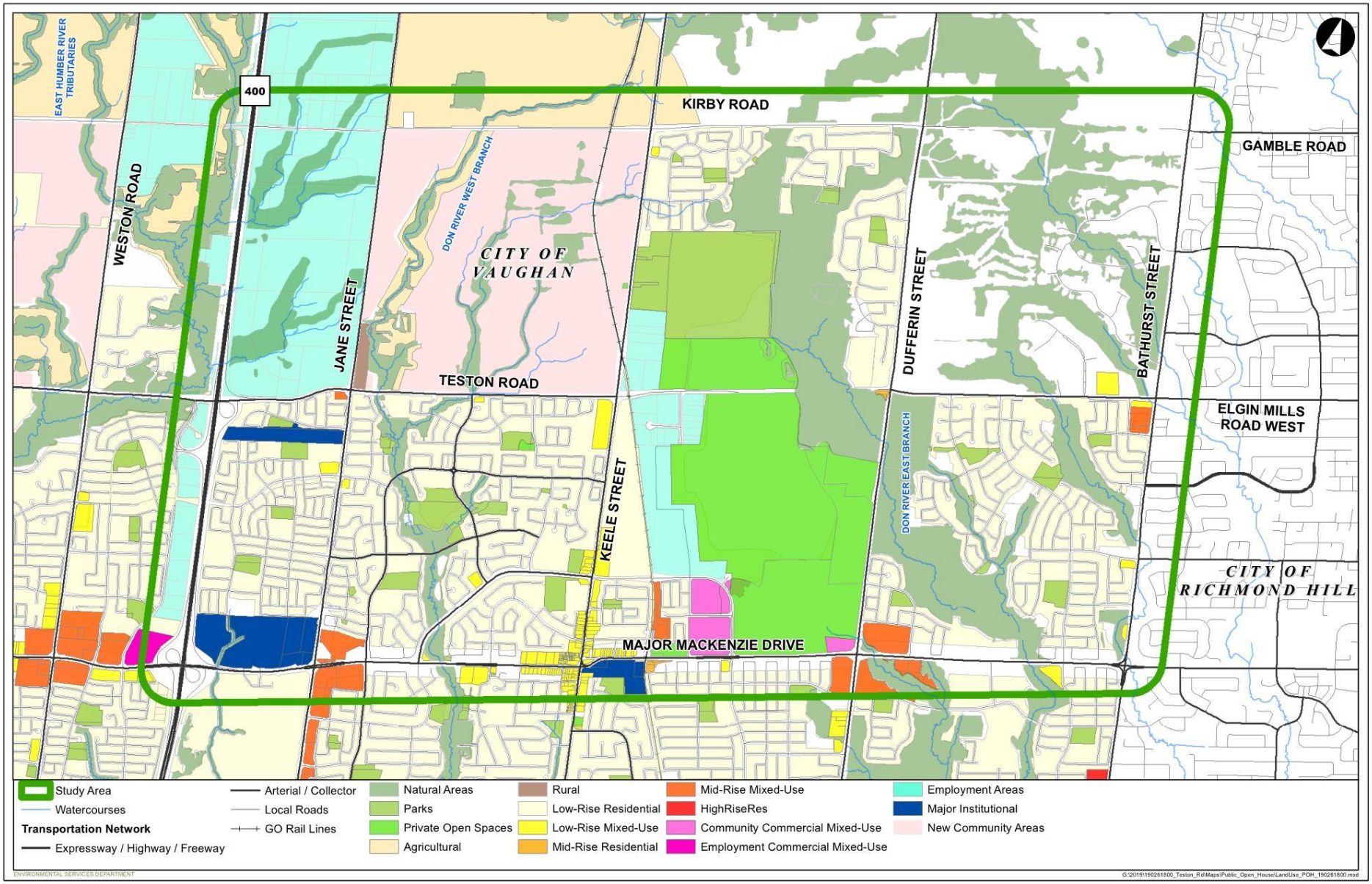


- Enhance access to new development areas, amenities (e.g., North Maple Regional Park), and public services & facilities, including Emergency Services
- Complete Regional Road network
- Create better cycling and pedestrian routes
- Increase transit ridership throughout the study area
- Reduce vehicle emissions and impacts on climate change

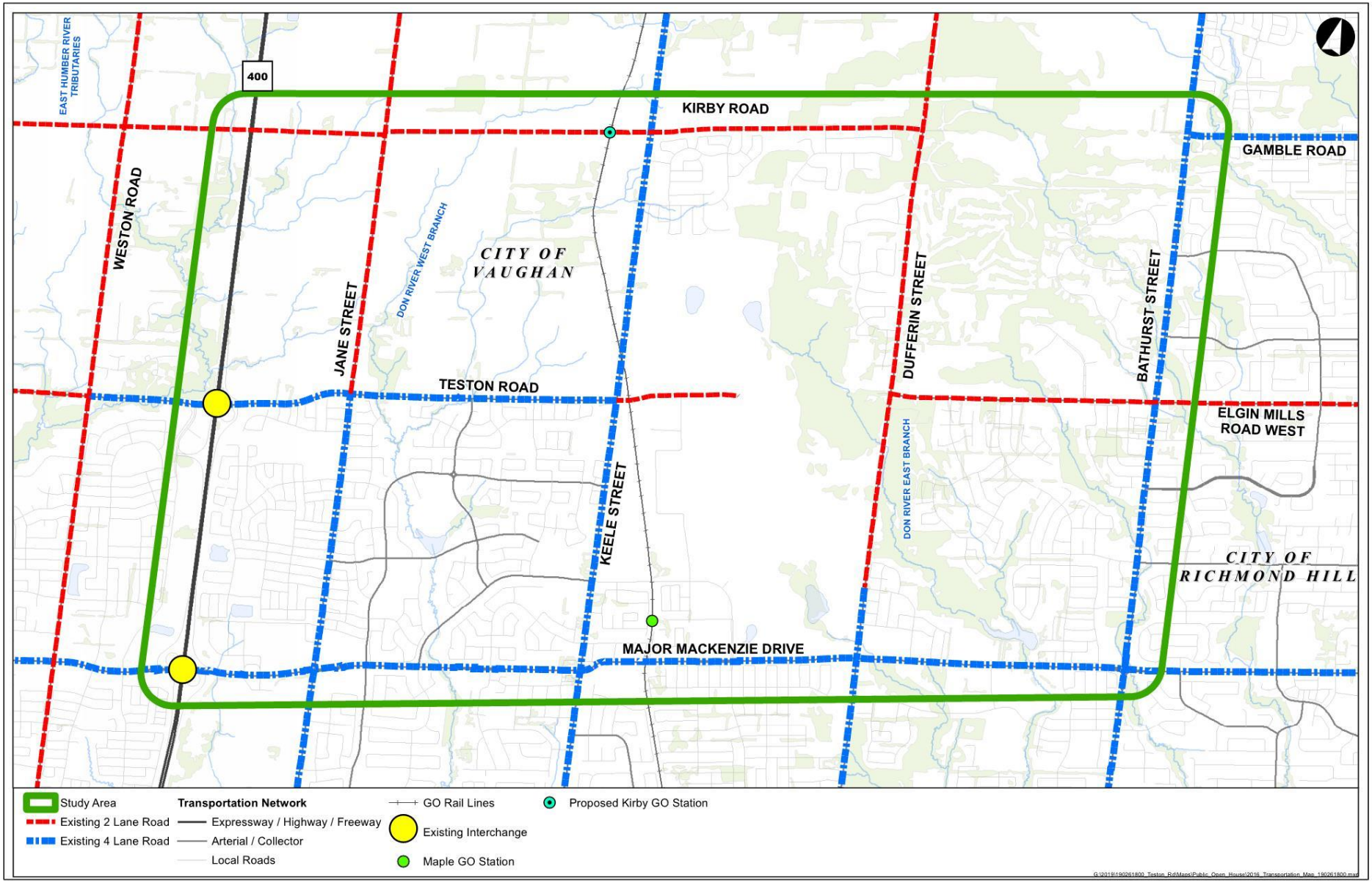
Study Area – Existing Conditions



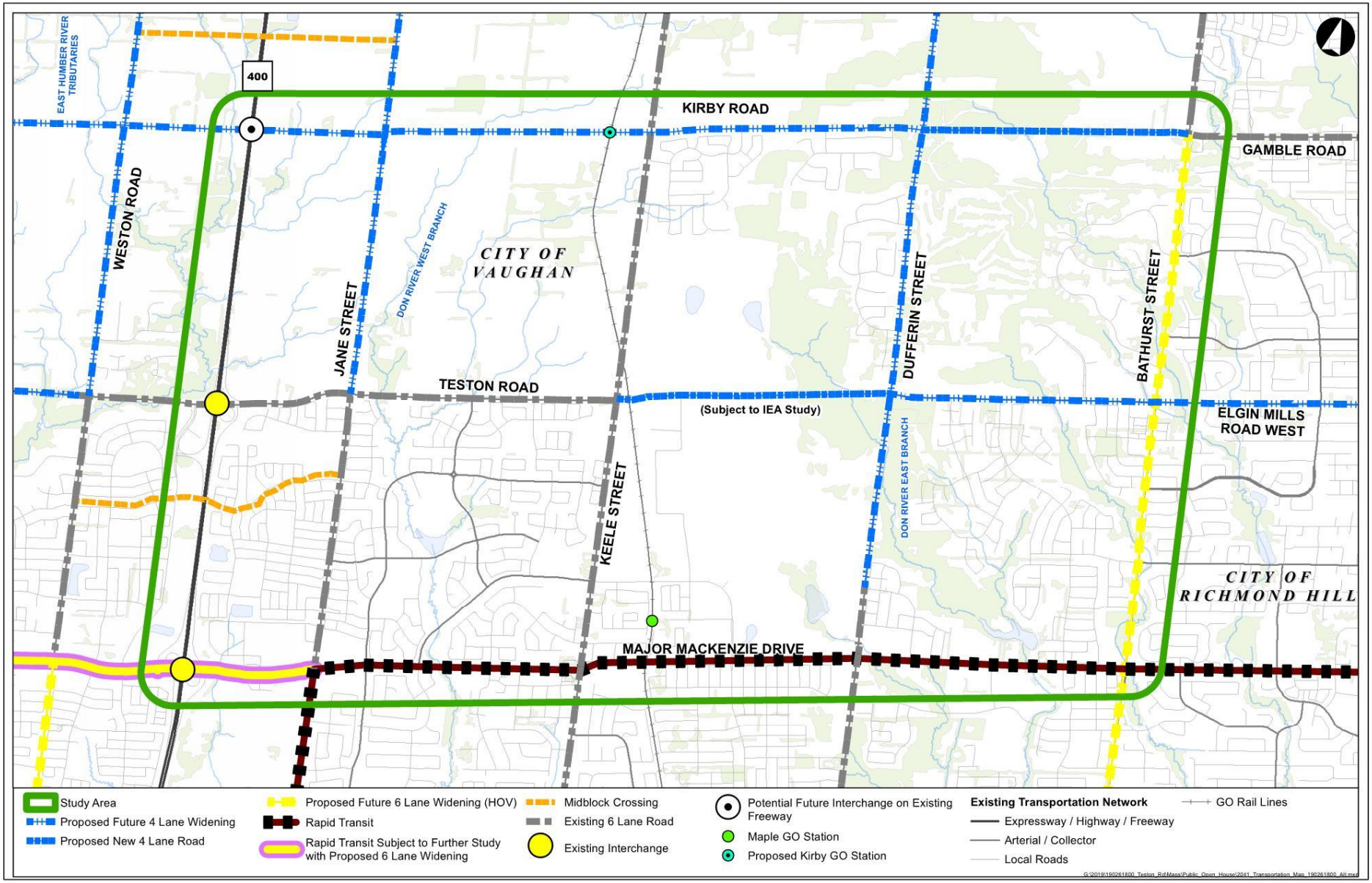
Existing Land Use



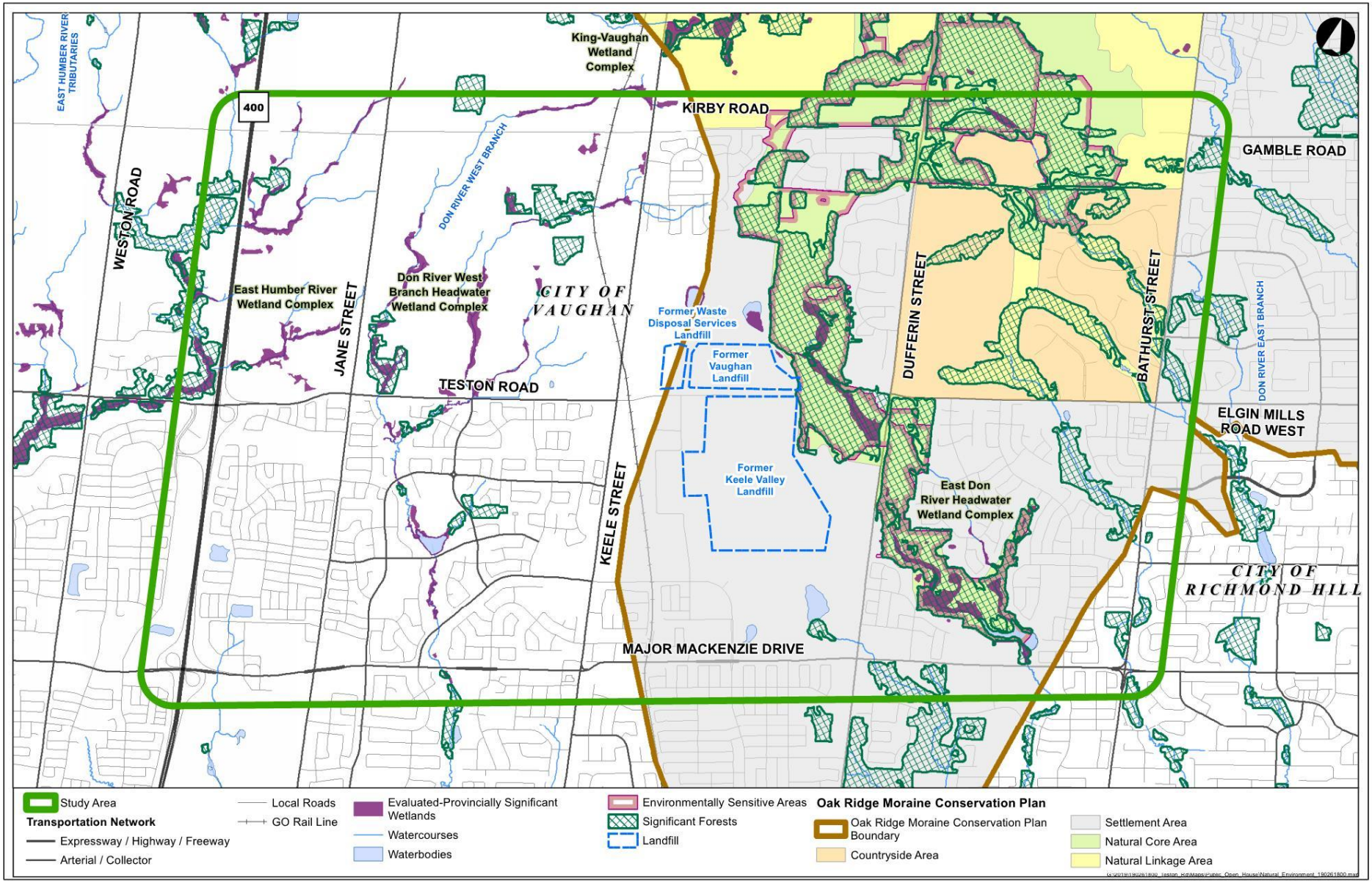
York Region Transportation Master Plan
2016 Existing Roads



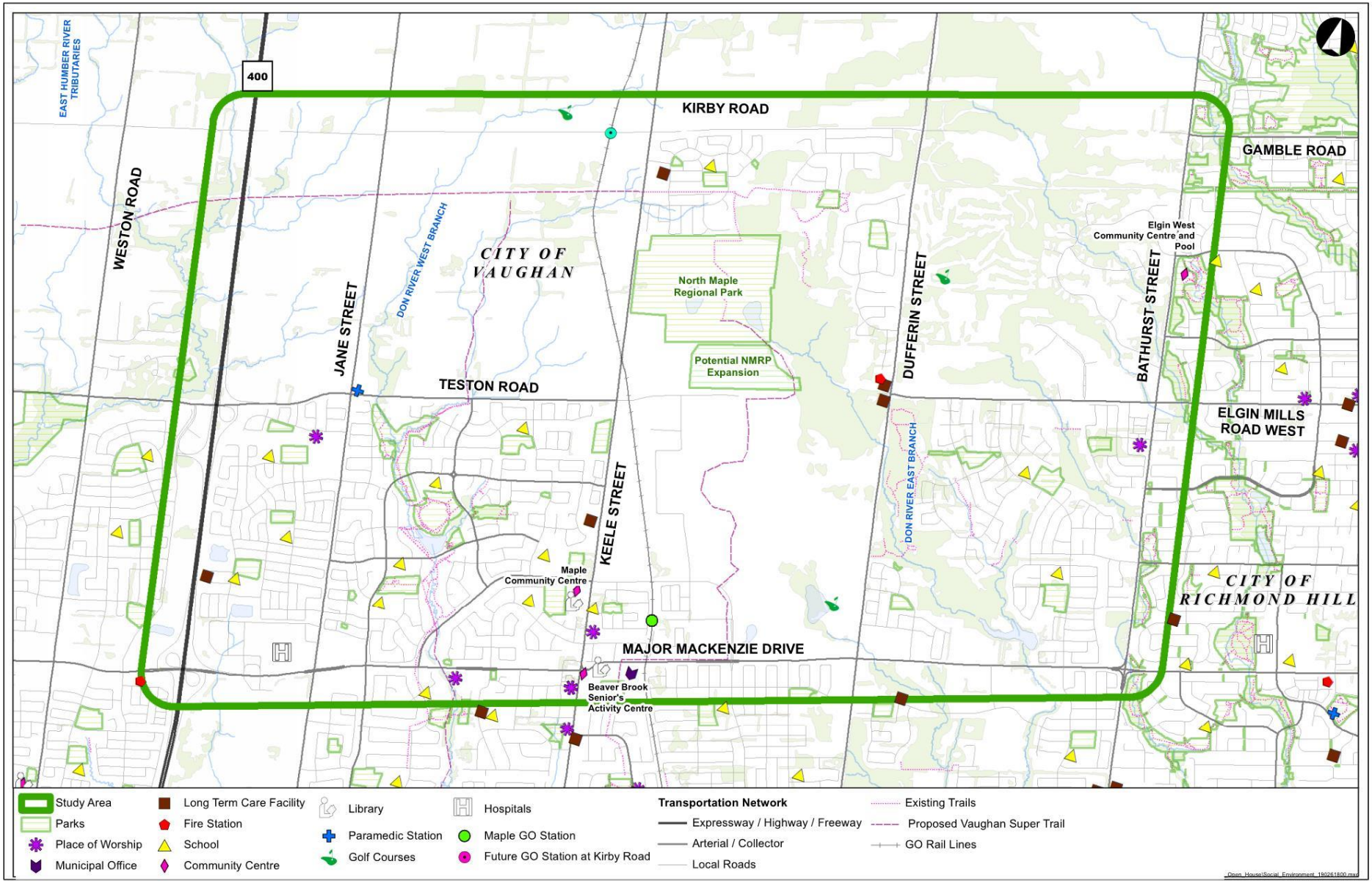
York Region TMP Proposed 2041 Network



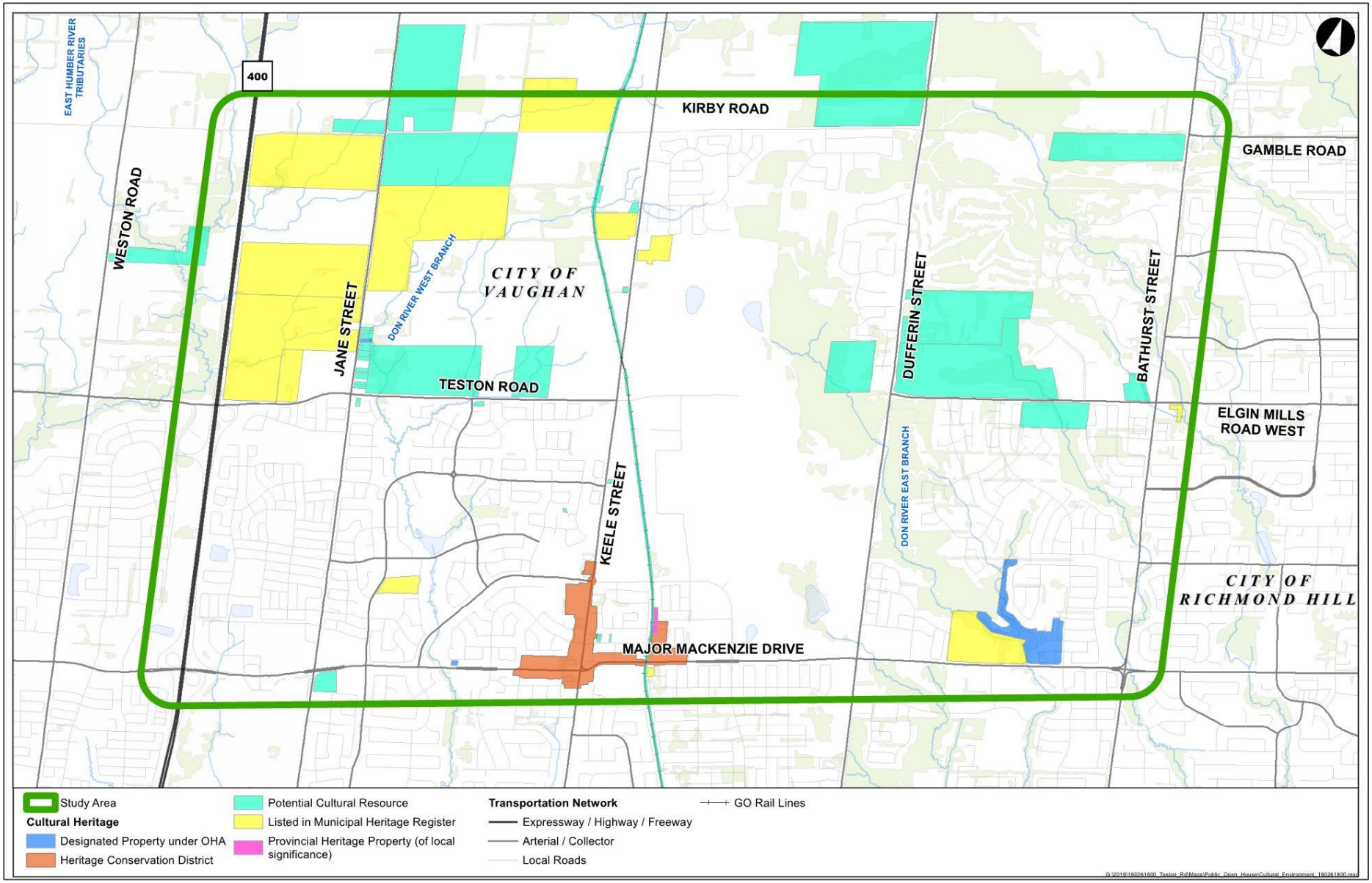
Environmental Features



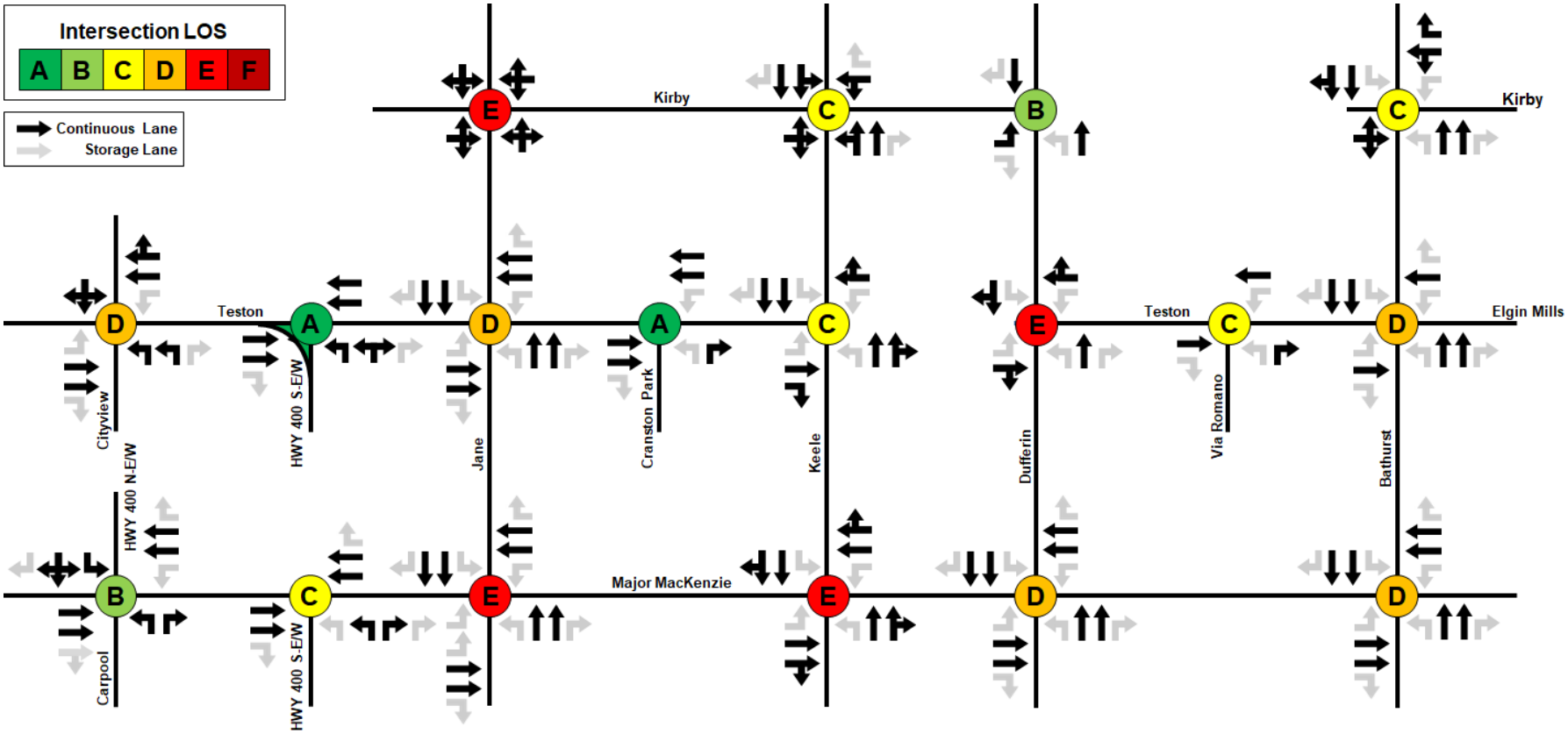
Socio-Economic Environment



Cultural Heritage Resources

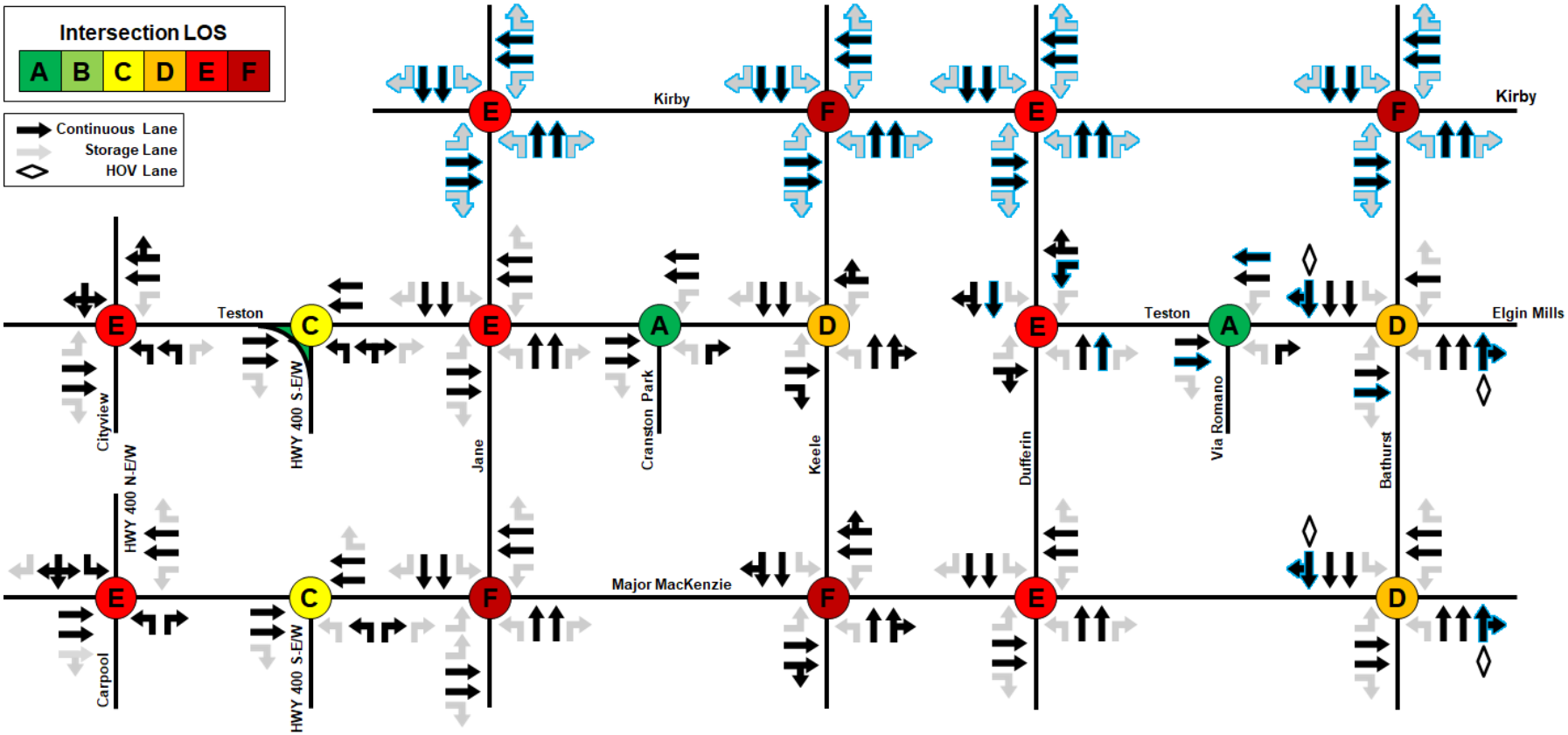


Existing* A.M. Intersection Levels of Service (LOS)



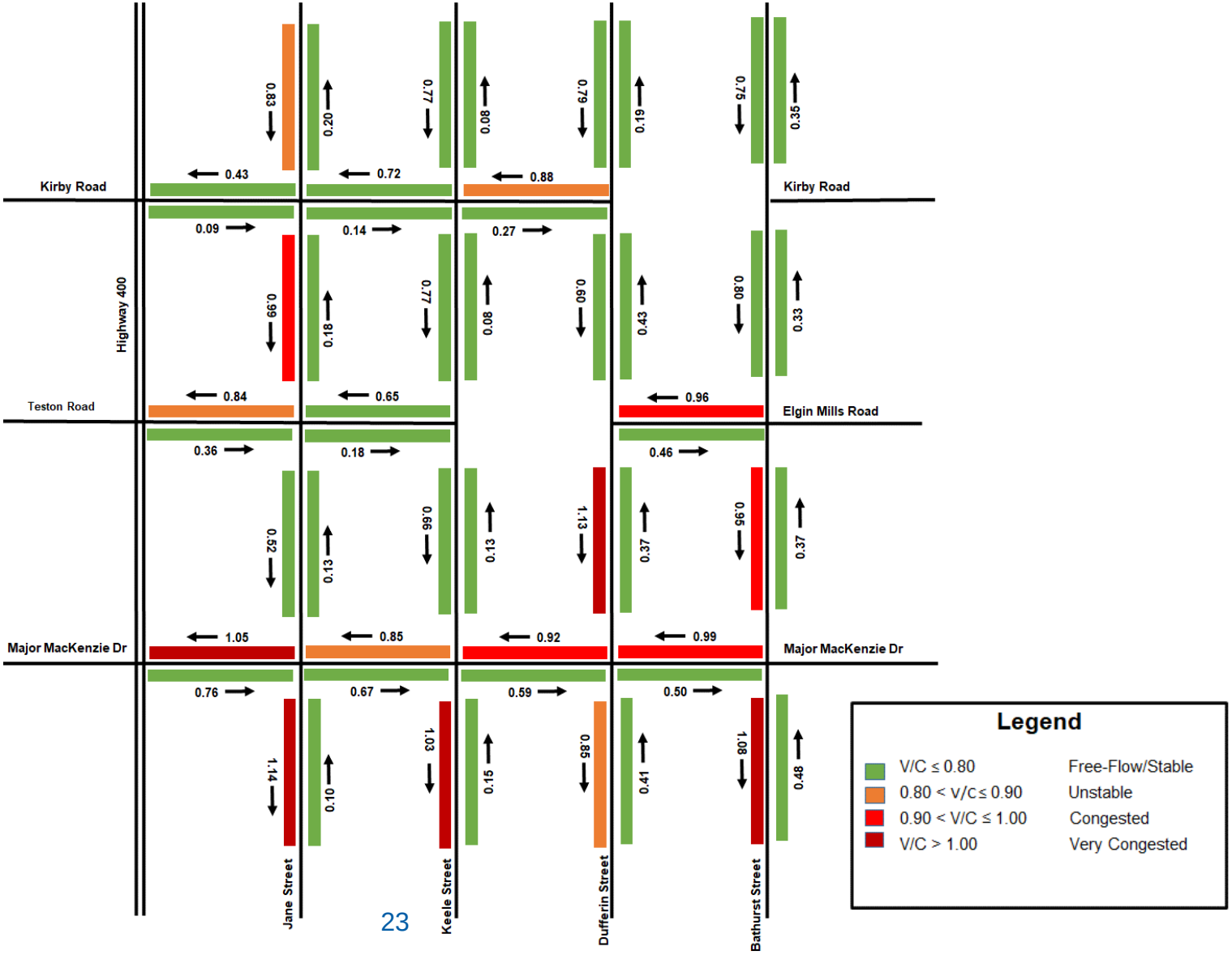
*Pre-COVID-19

Future A.M. Intersection Levels of Service (LOS)



Lane arrows outlined in blue are new lanes from background study area road widenings.

Existing* A.M. Volume to Capacity Ratios



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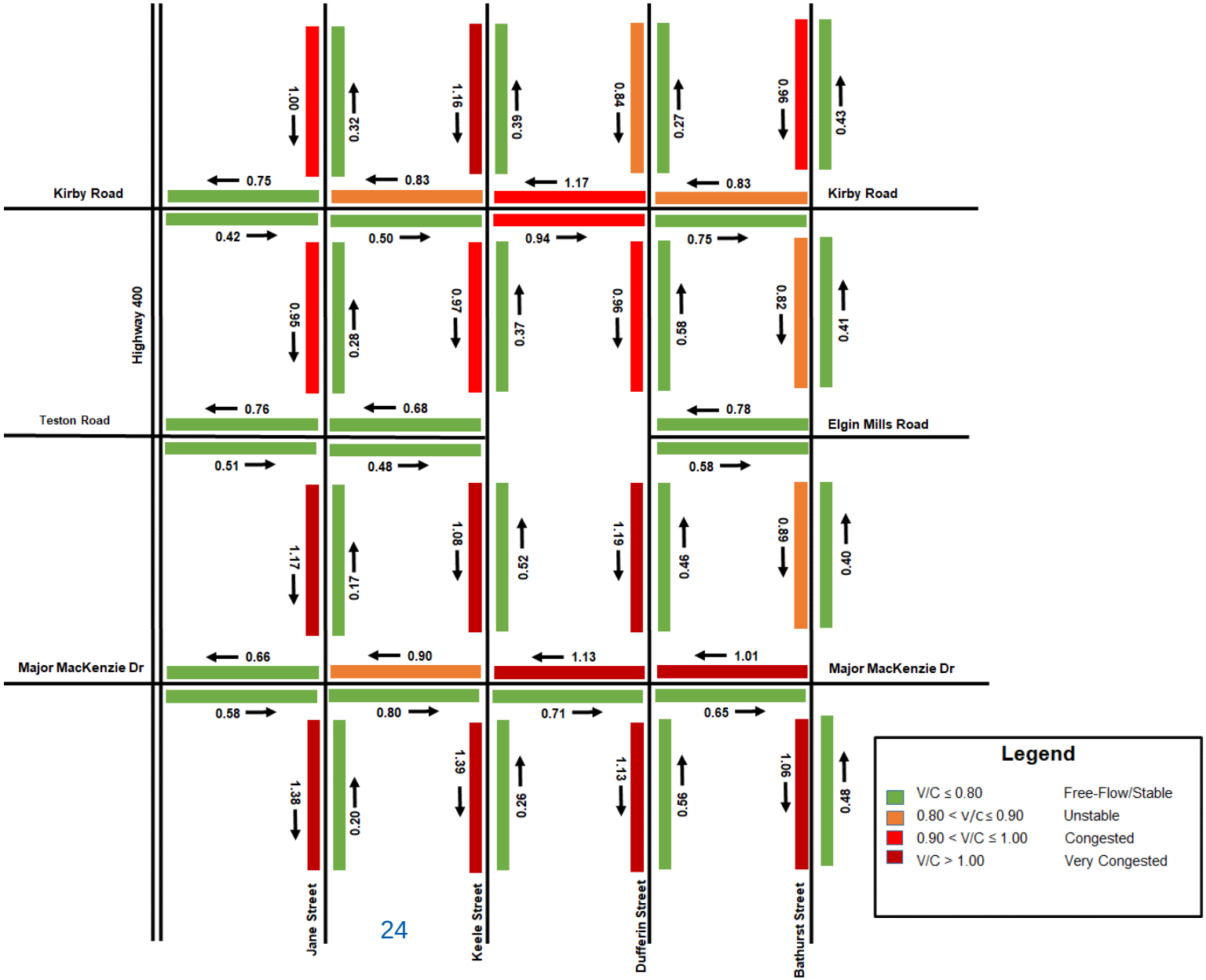
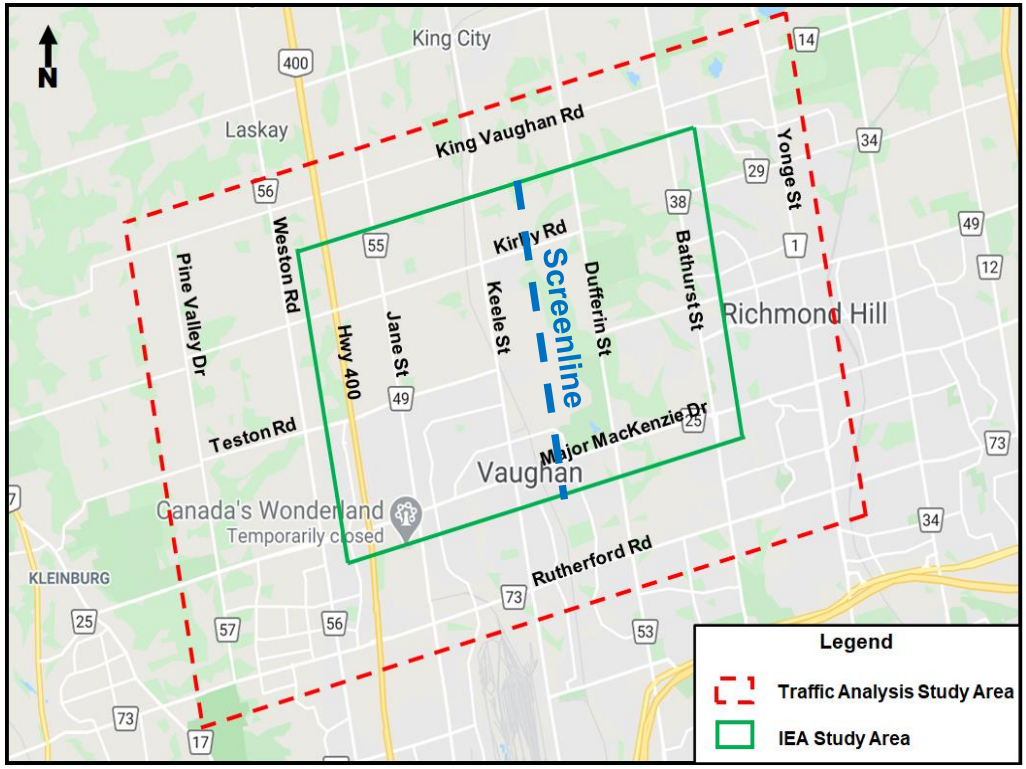
Future A.M. Volume to Capacity Ratios



Future Screenline Analysis

- A Screenline is an imaginary line intersecting major routes.
- At the Kirby Road/Major Mackenzie Drive Screenline there is a 2041 a.m. westbound capacity shortfall of up to 1,800 person trips.



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End of Part 1

Please watch Part 2.