

Highway 404 Mid-Block Crossings Study Markham and Richmond Hill

Presentation to
Markham Development Services Committee
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Presentation Overview

- Background
- Study Conclusions & Recommendations
- Recommendations for Moving Forward
- Next Steps

Importance of Midblock Crossings

- ❑ Provide better connectivity across the Highway 404 barrier which implies a more efficient transportation network
- ❑ Allow improved transit connectivity
- ❑ Allow bike facilities on lower volume streets
- ❑ Encourage walking with smaller block size
- ❑ Distribute traffic over more crossings and reduce trip length and environmental impact
- ❑ Increase road capacity

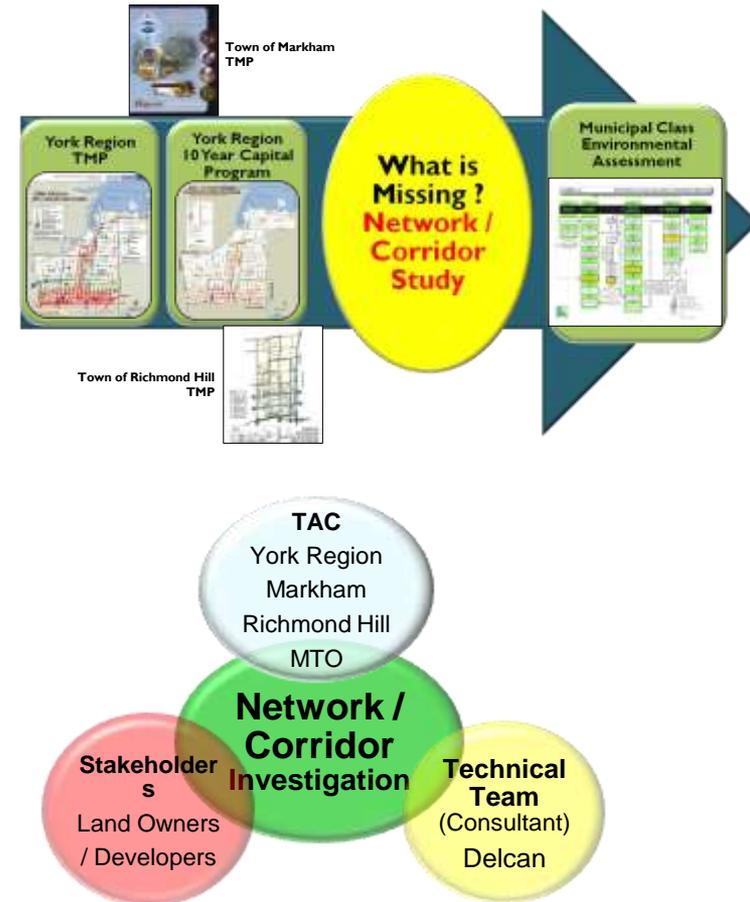
Background

- ❑ Mid-block crossings are identified in various York Region, Markham and Richmond Hill plans
- ❑ March 2008 – Markham Council suspends Class EA of mid-block crossing north of Major Mackenzie Dr
- ❑ June 2009 - Regional Council requested collaboration from Markham and Richmond Hill to develop implementation framework to protect, fund and construct future mid-block crossings
- ❑ December 2009 - Markham Council authorized staff to participate in the study



Collaborative Approach

- Jan 2010 – York Region, Markham and Richmond Hill established working group to identify next steps for the mid-block crossings
- Fall 2010 – York Region initiated a joint study with Markham and Richmond Hill including full collaboration with the MTO and area landowners/developers



Study Focus

Mid-Block Collector Road Crossings:

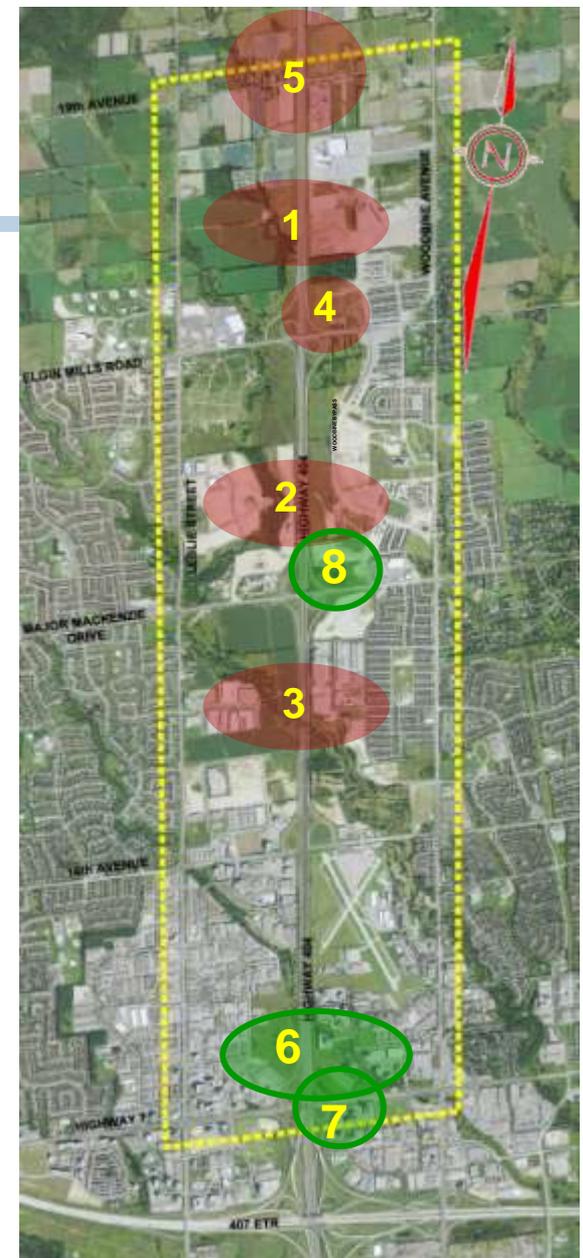
1. Between 19th Ave and Elgin Mills Rd
2. Between Elgin Mills Rd & Major Mackenzie Dr
3. Between Major Mackenzie Dr and 16th Ave

4. NB Off-Ramp extension at Elgin Mills Rd

5. 19th Avenue Interchange

Other key elements with completed EA:

6. Mid-block crossing between Hwy 7 & 16th Ave
7. NB Off-Ramp extension at Highway 7
8. NB Off-Ramp extension at Major Mackenzie Dr



Current Status

Mid-block crossings

1. Mid-block crossing north of Elgin Mills Rd

- Feasibility study completed by Markham
- Class EA study required
- York Region continuing to protect for a future crossing

2. Mid-block crossing north of Major Mackenzie Dr

- Class EA suspended by Markham Council in 2008
- York Region continuing to protect for future crossing

3. Mid-block crossing north of 16th Ave

- Feasibility study completed by Markham
- Class EA study required
- York Region continuing to protect for a future crossing

6. Mid-block crossing north of Hwy 7

- Class EA completed and approved
- Detailed design underway by Markham – 2012 completion
- Construction schedule for 2013/2014 subject to Markham & Richmond Hill agreement (not in place yet) and property acquisition



Current Status

Ramp extensions / interchange

5. 19th Ave interchange and 19th Ave widening

- Feasibility study and Class EA study required
- Property required
- MTO not prepared to assist
- Cost allowance included into Markham DC-by law
- Required for 404 North Secondary Plan employment land

4. Ramp extension at Elgin Mills Rd

- Class EA study by Markham on going

7. Ramp extension at Hwy 7

- Class EA completed
- Project on hold pending further comments from the MTO

8. Ramp extension at Major Mackenzie Dr.

- Class EA completed
- Project on hold pending further comments from the MTO



Network Assessment

- Regional OP identifies 4 mid-block crossings and 19th Ave interchange
- Travel times by 2031 expected to increase 50% or more even with all mid-block improvements due to background development
- Network capacity increases as number of mid-block crossings are provided
- Pressure to widen east-west arterial roads to six lanes with no mid-block improvements
- Local connectivity and accessibility benefits are as important as traffic capacity benefits

Implement all mid-block crossings or accept a much higher level of congestion and associated impacts

Network Assessment

Mid-Block crossings are important to achieve:

- ❑ broader planning and community benefits
- ❑ traffic capacity benefits
- ❑ synergistic, positive, network-wide benefits cannot be achieved by other means
- ❑ reduce pressure to widen Regional arterial



Land Use Objectives



Community Benefits



Transportation Network Development



Traffic and Transit Objectives



Active Transportation



Environment

Study Recommendations

- ❑ Implement mid-block crossing between Hwy 7 and 16th Ave in 2013/2014
- ❑ Protect for NB off-ramp extensions at Hwy 7, 16th Ave, Major Mackenzie Dr, and Elgin Mills Road
- ❑ Initiate Class EA/property protection studies for other 3 mid-block crossings
- ❑ Continue to plan and protect other elements including 19th Ave interchange

Recommendations for Moving Forward on the Mid-Block Crossings

	York Region	Markham	Richmond Hill	MTO
Protect (planning approvals)				
Plan (EA)	Proposed lead			
Fund - Capital	1/3 share 	1/3 share 	1/3 share 	
Fund – long term rehab & replacement	Propose 1/3 share	Propose 1/3 share	Propose 1/3 share	
Design & construction lead	As resources permit			

York Region Transportation Committee Resolutions

- ❑ Continue to protect and plan for the four Hwy 404 mid-block crossings and full interchange at 19th Ave
- ❑ For the Hwy 404 mid-block crossings, York Region commit to:
 - ❑ Lead the EA
 - ❑ Fund 1/3 share of capital cost
 - ❑ Fund 1/3 of long-term replacement costs
- ❑ Authorize staff to develop implementation plan with Markham and Richmond Hill and report back on progress

Recommendations to Markham Council

- Endorse the findings of the study and regional staff recommendations
- Direct Markham staff to participate in a working group to develop implementation plan