

Reversible Lane on Markham Road

(Highway 407 to Highway 7)

November 13, 2017
Development Services Committee

Presentation Outline

- Project Overview and Status
- Last Project Update
- City Vision and Policy
- Traffic Analysis
- Reversible Lane Concept
- Conclusions

Project Overview and Status

- Construction completed September 2015
- Improvements included:
 - Reconstruction to improve horizontal and vertical profiles
 - Removal of existing structure & construction of new crossing at Rouge River
 - Addition of second southbound lane from Hwy 7 to Hwy 407
 - Reconfiguration of intersections at Hwy 7 and at James Scott Rd
 - Enhanced streetscaping including heritage-style & LED streetlights, double row of street trees, MUP and island treatment
 - Upgraded storm sewers and watermain

Last Project Update

- Presentation on March 24, 2015 by consultant
- Information presented:
 - Review of EA recommendation – 3-lane cross-section
 - Detailed analysis of reversible lane option and its implications
- Council resolution:
 - That Main Street Markham be completed as currently designed with dedicated left and right turn lanes on Highway 7; and,
 - That staff monitor traffic patterns on Main Street Markham for one year and then re-examine the need and justification for reversible lanes; and further,
 - That staff report back to Development Services in the fall of 2016 on its findings and recommendations.

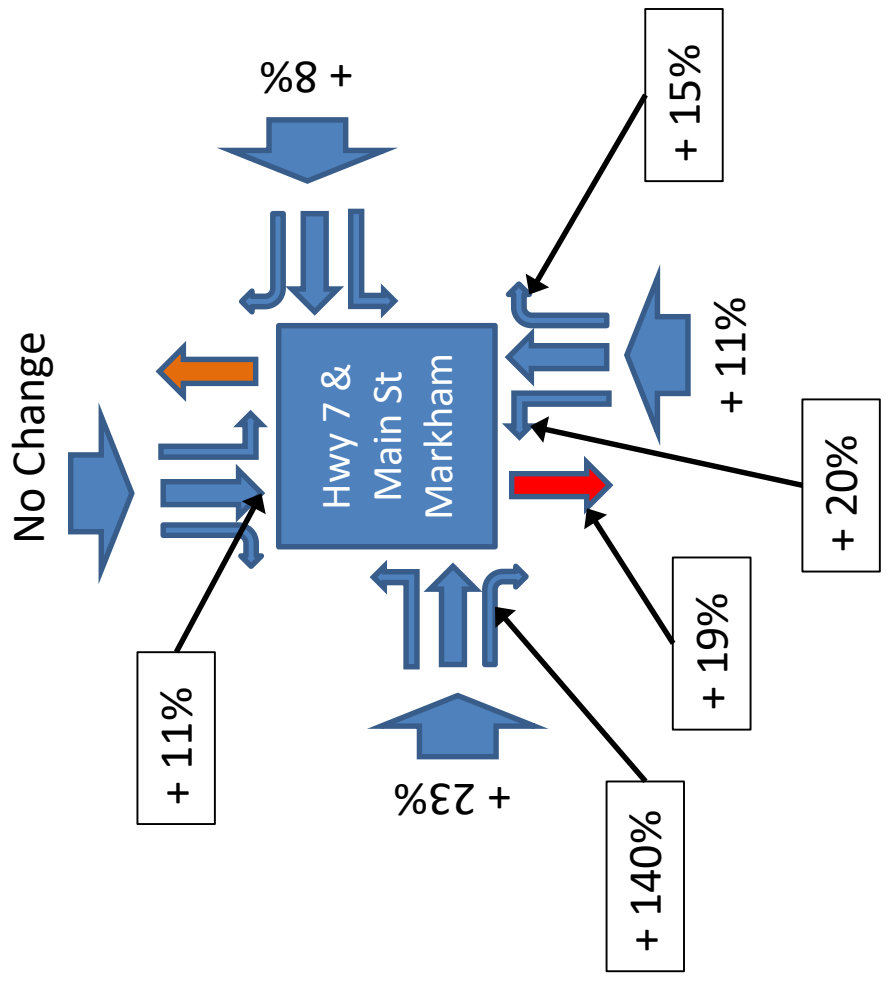
Main Street Markham: City Vision & Policy

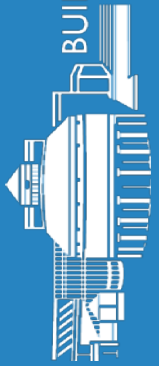
- A Vision for the Millennium (1999)
 - “The Vision Plan aims to recreate a pedestrian friendly village with its mix of homes and businesses stretching from Anderson Avenue in the north to Vinegar Hill in the south.”
 - “to make Main Street more of a ‘local street’ with two lanes of traffic (one each way) from 16th Avenue to Vinegar Hill with trucks using alternative routes and Highway 48 ...”
- Markham Council has directed that any improvements proposed for Main Street Markham must preserve and enhance the heritage character of the area particularly in the section from Highway 407 to 16th Avenue.

Traffic Analysis

@Hwy 7 & Main Street Markham

- Corridor capacity constrained by design (north of Hwy 7)
- Improved southbound capacity has increased traffic demand overall (11%)

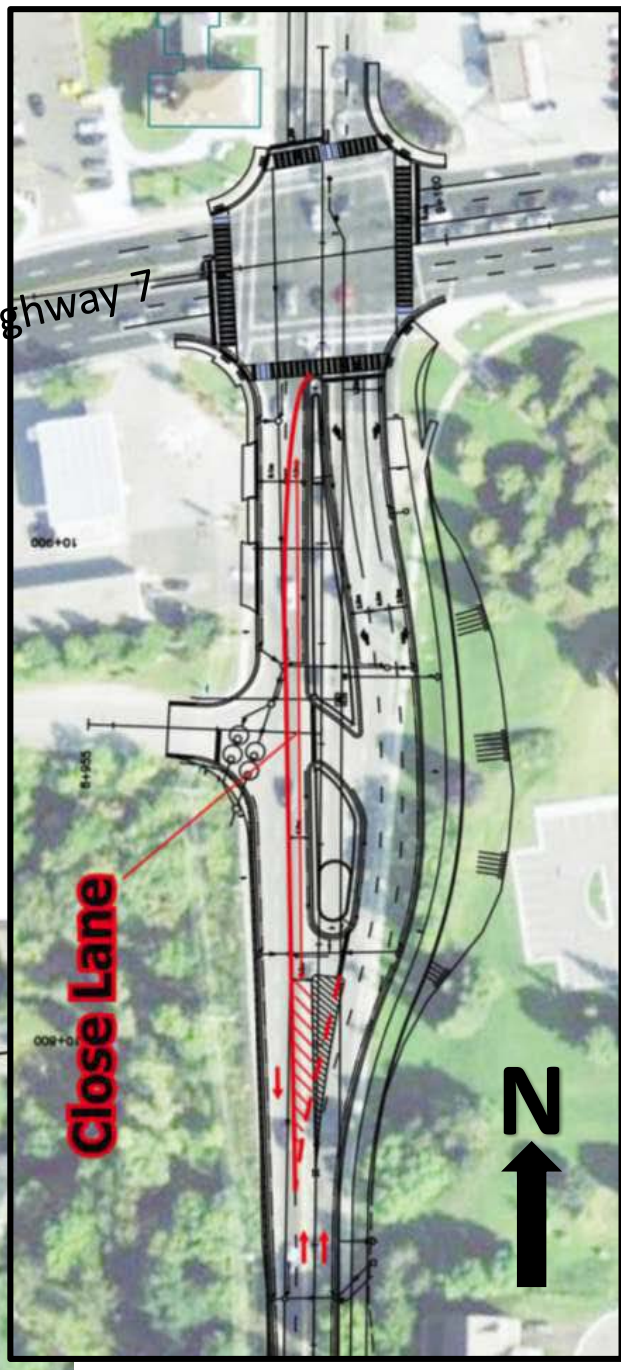




Reversible Lane Concept Plan



Transition Areas Requiring Re-Design



Reversible Lane Impacts & Implications

Project Planning & Engineering

- Roadway re-design
- EA Addendum and public consultation (potential appeals)
- Additional property (widening required at James Scott intersection)
- Infrastructure relocations (e.g. poles, signals, power supply, signage)
- Natural environment (tree trimming or removal)

Project Operation & Maintenance

- Education (on proper use of reversible lane)
- Monitoring of traffic pattern and incidents in Markham Village area due to expected traffic volume increase and negative impacts to the heritage area

Conclusions

- Traffic volume in the corridor is constrained by design to create a pedestrian-friendly environment
- Traffic demand in the corridor has increased with the increase in southbound capacity
- More traffic capacity will induce more traffic volume (reversible lane will increase northbound capacity)
- Implementation of reversible lane will have significant cost, construction and operating impacts

Reversible lane concept is inconsistent with Vision for Main Street Markham. Therefore, staff do not recommend the implementation of a reversible lane.