



Building Markham's Future Together
Journey to Excellence



MAIN STREET MARKHAM

HIGHWAY 407 TO HIGHWAY 7

MARCH 24, 2015



SILVER RECIPIENT 2010
ORGANIZATIONAL QUALITY
& HEALTHY WORKPLACE



DISCUSSION

- Update Committee on Project Schedule
- Reversible Lanes
- Recommendations
- Next Steps



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COMPLETED WORK



PROJECT UPDATE

- Enbridge is scheduled to begin work March 16
 - Expected completion is April 17
- Dagmar is scheduled to begin work on April 6
 - Complete Bridge and Highway 7 Intersection
 - Streetscaping and Landscaping
 - Final Asphalt Paving and Line Painting
 - Expected completion is mid-July

LANE CONFIGURATION

Background

- Environmental Assessment (EA) study reviewed the following cross-section options:
 - 4-Lane
 - **3-Lane (*Recommended*)**
 - 2-Lane
- Two (2) Public Consultation Meetings
- Nine (9) Community Liaison Committee Meetings
- Presentations to Main Street Markham and Markham Heritage Committees
- Three (3) Council Presentations

LANE CONFIGURATION

3-Lane Cross-Section

- 2 southbound lanes recommended due to traffic coming from the north and from Highway 7 during the AM Peak
- One (1) northbound lane recommended due to configuration north of Highway 7
 - Left-turn and right-turn lane can store up to twenty (20) cars
- Approved by Council in 2012
 - No appeals to MOE regarding lane configuration

REVERSIBLE LANES

- Reversible lanes were considered during the EA Phase
- Discussed at Public Consultation and Committee Meetings
- Not carried forward as a preferred option
 - Not supported by any committees (e.g. Main Street Markham)
 - Not supported by Community Liaison Committee
 - Infrastructure required to support reversible lanes would conflict with heritage requirements and landscaping
 - Complexity of configuration at James Scott



REVERSIBLE LANES

Benefits

- Provide additional traffic capacity during peak periods without widening



Sherman Cut
Hamilton, Ontario



Jarvis Street
Toronto, Ontario

REVERSIBLE LANES

Disadvantages

- Potential safety risk
- Need to properly educate drivers
- Aesthetics
- Cost to operate and implement
- Normally used for bridges and tunnels with access control
 - Peace Bridge (Niagara Falls, Ont.)
 - George Massey Tunnel (Richmond, B.C.)



REVERSIBLE LANES

Implementation – Main Street South

- Additional infrastructure (e.g. poles, signals) and on going maintenance
- Utility relocations
- Additional vegetation clearing
- Properties at James Scott
- Driver education program



REVERSIBLE LANES

Limitations



- Reconfiguration of James Scott/Princess
 - Single southbound lane during PM will cause delays if a vehicle wants to turn left.
 - Northbound drivers will need to weave to get into the correct lanes during PM.
- Impact to Highway 407 on-ramp/off-ramp
 - Will require MTO/407ETR approval
- Additional Public Consultation and concurrence required



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REVERSIBLE LANES

James Scott Intersection



AWARDS FOR EXCELLENCE

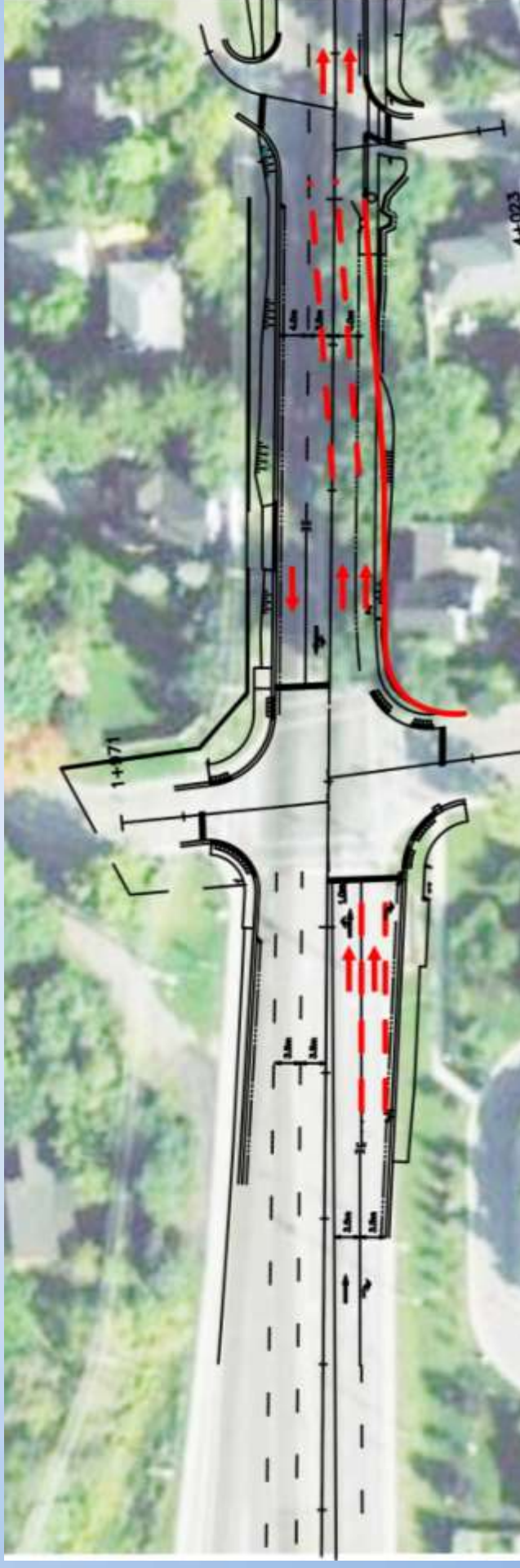
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REVERSIBLE LANES

James Scott Intersection



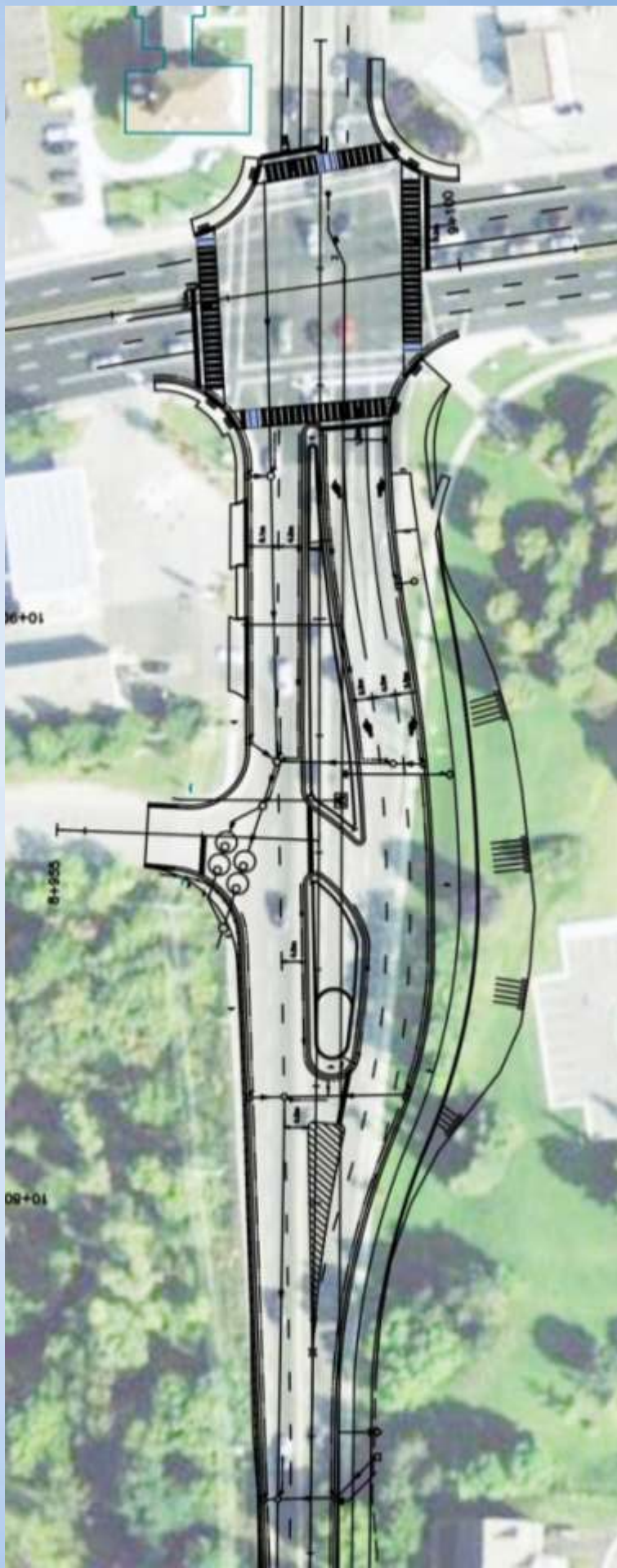
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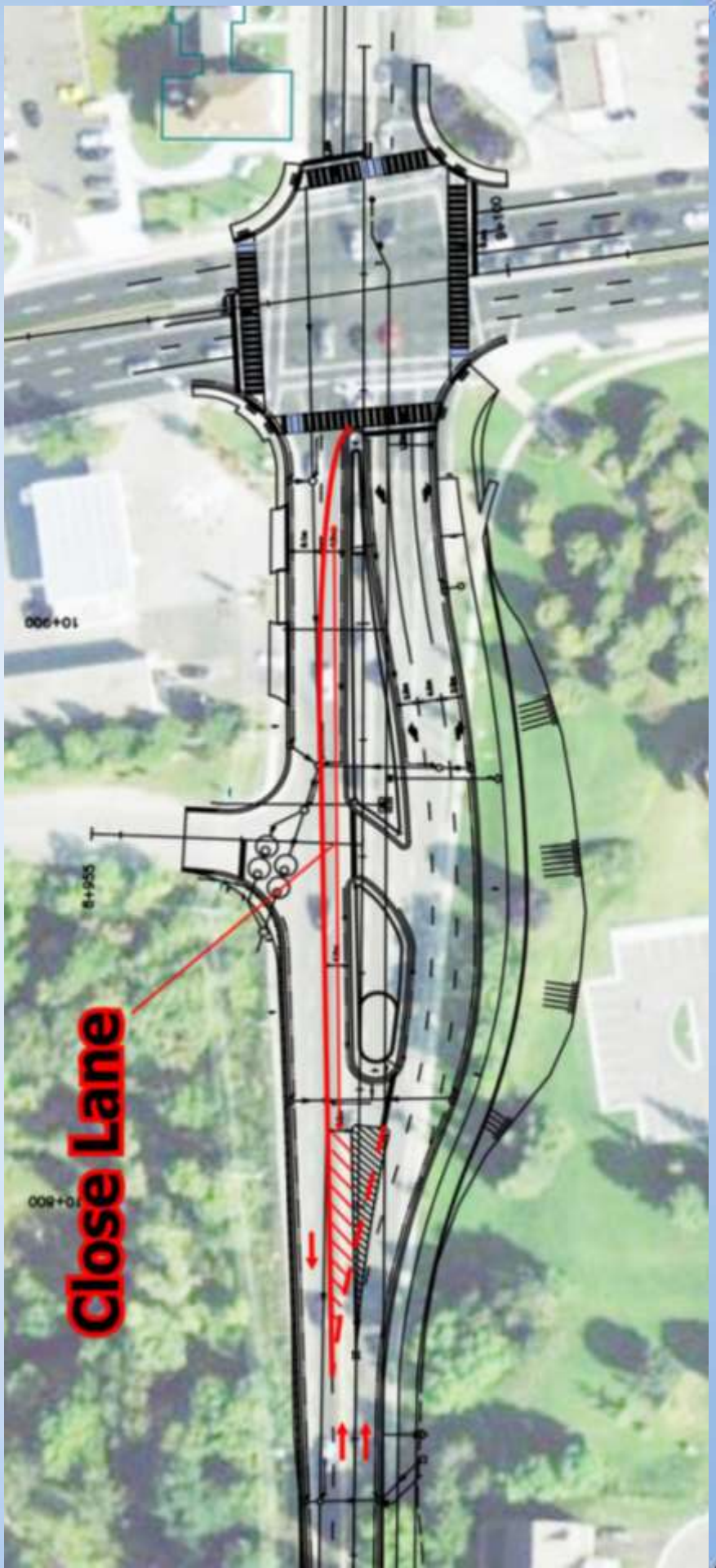
REVERSIBLE LANES



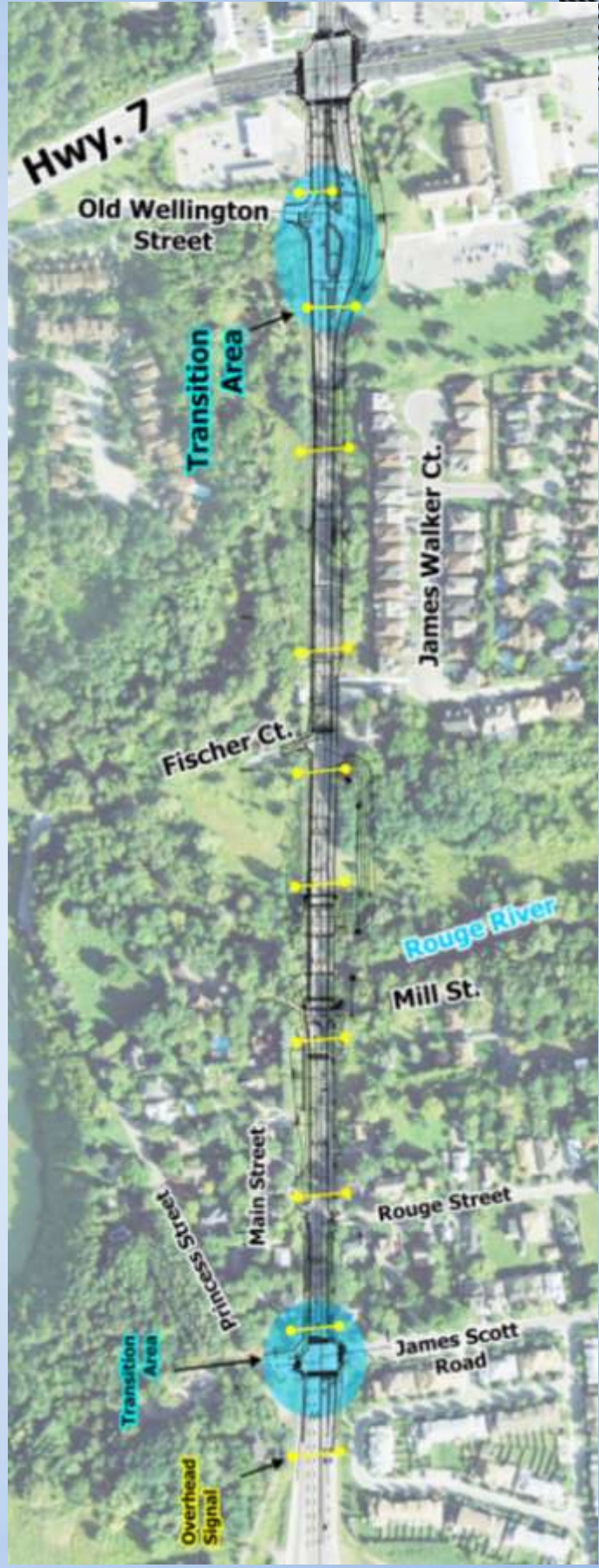


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REVERSIBLE LANES



REVERSIBLE LANES



REVERSIBLE LANES

Costs

- Infrastructure (e.g. poles, signals, power supply, signage)
- Natural Environment (tree trimming or removal)
- Public Consultation
- Roadway Re-design
- EA Addendum and potential appeals.
- Potential property (properties required at James Scott intersection)
- Utility Relocations
- Education

REVERSIBLE LANES

Recommendations and Next Steps

- Complete Main Street as currently designed
 - Dedicated left and right turn lanes at Highway 7
- Monitor traffic patterns over next 5 years after Donald Cousens Parkway completion north of Major Mackenzie Drive
- Re-examine need and justification
- Report back to Council with findings and recommendation
- If directed by Council, undertake public consultation and complete Addendum for Class EA