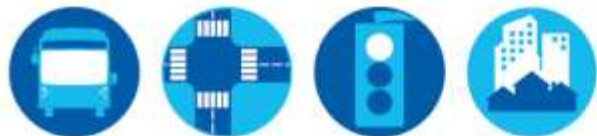


Rebuilding Highway 7 Town Centre Boulevard to Sciberras Road

Project Status Update

Presentation to
City of Markham Development Services Committee
October 22, 2013



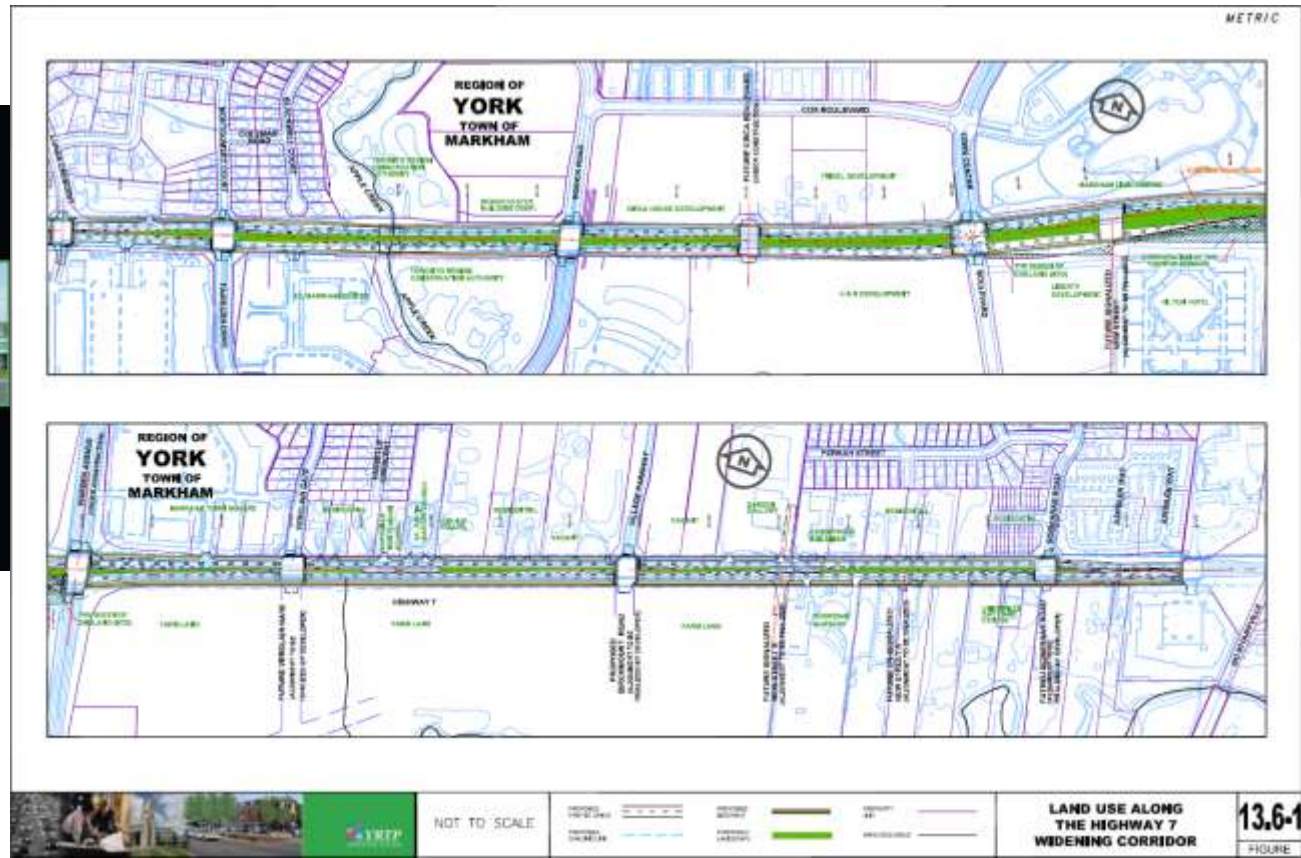
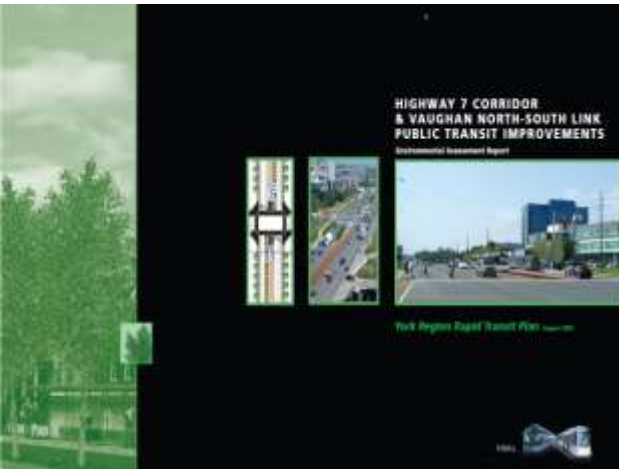
Presentation Outline

- Background
- Status of Design and Pre-Construction Activities
- Cycling Facility Selection
- Next Steps
- Financial Implications
- Schedule



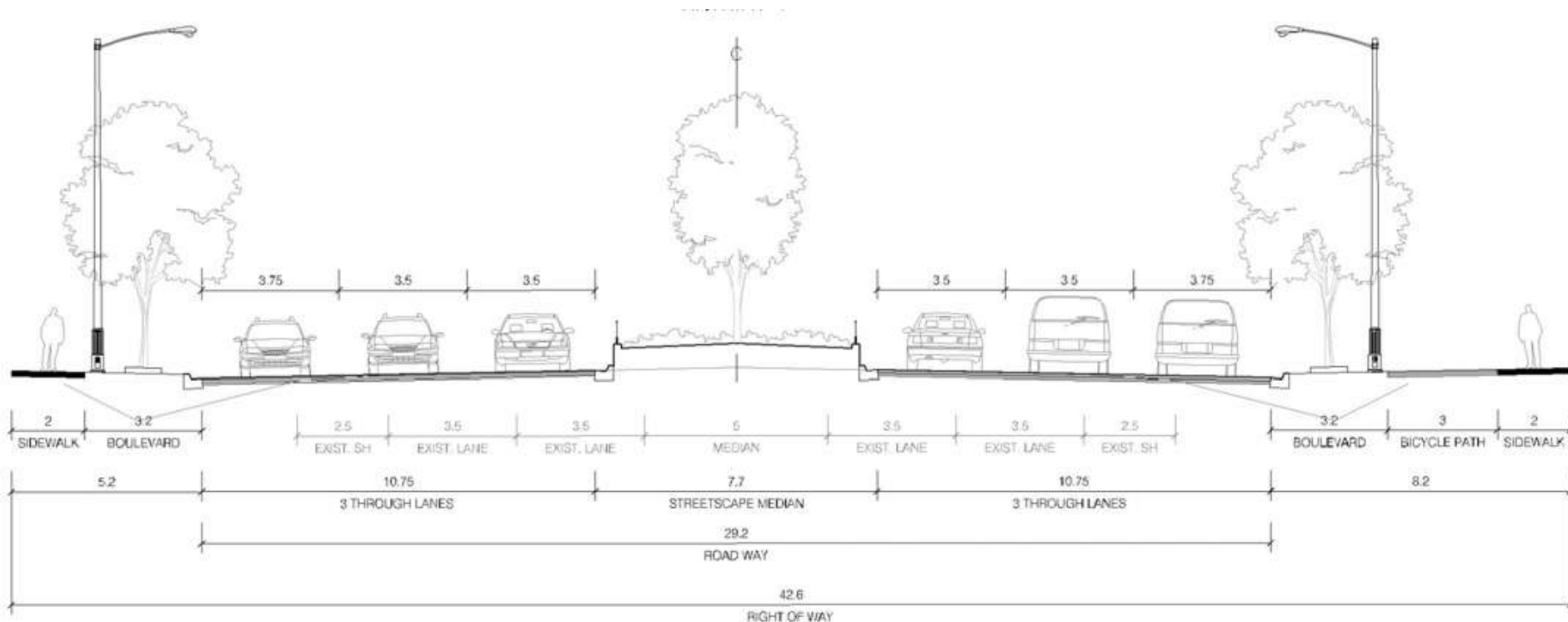
Background

Reconstructing and Widening Hwy 7 from Town Centre Boulevard to Sciberras Road was approved as part of 2005 vivaNext Rapidway Transit Environmental Assessment



Background

Environmental Assessment recommended a 6-lane cross-section with streetscape median and a boulevard bicycle path on the south side of Hwy 7



Background

Project delivery is underway



Background

Markham Council has been engaged in the project

- December 2008 Markham Council endorsed the six-lane cross-section from Montgomery Court to Sciberras Road and requested York Region incorporate segregated bicycle lanes between the property line and curb



EXCERPT CONTAINING ITEM #0011 OF THE DEVELOPMENT SERVICES COMMITTEE (December 09, 08)

11. HIGHWAY 7 CROSS SECTION BETWEEN MONTGOMERY AVENUE AND SCIBERRAS ROAD (5.10)

Report Attachment

The Committee enquired if consideration has been made that will enable cars to park along Highway 7 between Montgomery Avenue and Sciberras Road during off peak periods. Staff advised that has been addressed with the Region of York however, no decision has been made at present.

The Committee suggested including the dedicated bike lane issue into the proposed staff recommendation.

Moved by Councillor A. Chiu

Seconded by Councillor C. Moretti

That the correspondence from Mr. Paul W. Young, Unionville resident, be received.

CARRIED

Moved by Regional Councillor J. Jones

Seconded by Councillor A. Chiu

That the staff report entitled "Highway 7 Cross Section Between Montgomery Court and Sciberras Road", dated December 9, 2008, be received; and,

That the six-lane cross-section from Montgomery Court to Sciberras Road be endorsed as outlined in the report; and,

That the Region of York be requested to incorporate segregated bicycle lanes within the Highway 7 right-of way from the property line to the curb; and,

That Town and Regional staff report back to Council on the detailed design of the cross-section, including upgraded medians and boulevards commensurate with the Regional Centre context; and further,

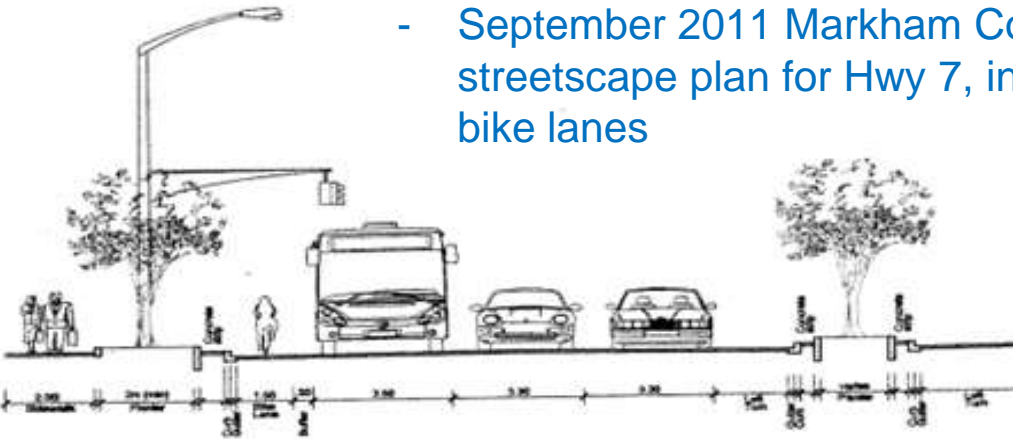
That a copy of this report and resolution be forwarded to the Region of York.

Background

- September 2011 Markham Council endorsed the streetscape plan for Hwy 7, including on-street buffered bike lanes

BUT

York Region was asked to work with CPAC and Markham on the design of future facilities

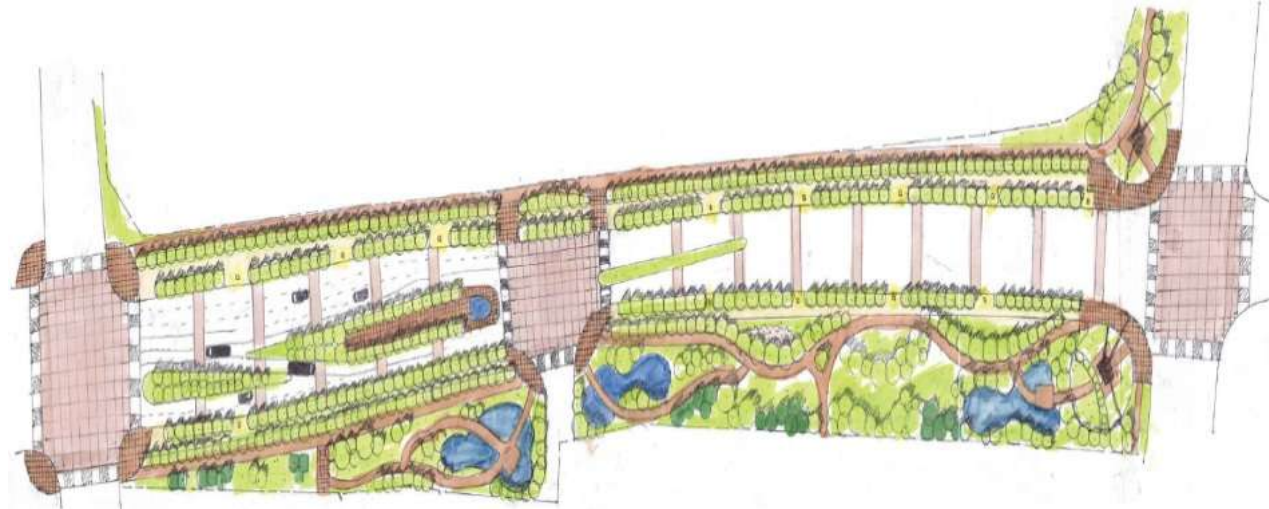


Highway 7 Buffered Bike Lane west of Leslie Street

Status of the Detailed Design

Town Centre Boulevard to Verclair Gate is Underway

- AECOM has been retained
- Streetscape design will be a significant factor
- MSPP opportunities with Markham will be explored
- Design will integrate extension of viva service in mixed traffic
- Design will be accelerated to align with easterly section



Status of the Detailed Design

Verclair Gate to Sciberras Road is 60% Complete

- URS Canada Inc. is assisting with detailed design
- Significant coordination underway with Markham and developers
- MSPP application has been approved and funded by York Region (opportunities to modify/enhance are needed)
- Design will transition to existing Unionville area west of rail crossing



Status of the Property Acquisition

Some permanent and temporary property is required to complete the improvements

- Owners have been contacted by project staff
- Approximately 10 acquisition and 28 temporary easements for construction are required
- Anticipate property clearance in December 2014



Status of the Utility Relocations

All utilities will require relocation to accommodate the planned improvements

- Powerstream (hydro) will relocate to new poles
- Telecommunications will be given the opportunity to remain aerial or relocate underground
- Enbridge (gas) will relocate in the boulevard
- Preliminary relocation design was complete but must be reviewed in light of boulevard changes to accommodate cycling

Consideration has been given to burying hydro wires

- Markham, Powerstream and York Region investigated the feasibility of burying the hydro wires
- Markham Council passed resolution at their meeting on June 12, 2012 to proceed with aerial relocation and protect a corridor for a future underground relocation



Cycling Facility Selection for Highway 7

York Region is maturing is how the needs of all corridor users are identified and accommodated

Report No. 2 of the Transportation and Works Committee
Regional Council Meeting of February 19, 2009

where exclusive rapidway is planned. On some sections of Highway 7, transit will operate in mixed traffic such as from Yonge Street to Bayview Avenue.

As such, based on the above recommended solution, staff have identified the appropriate bike facility for Highway 7 from Yonge Street to Markham Centre. As shown in Figure 2, on-street bike lanes are recommended from Bayview Avenue to Markham Centre while boulevard bike paths could be considered west of Bayview Avenue.

Figure 2
Bike Facility on Highway 7



SUMMARY

- Current research indicates that on-street bike lanes are safer to use than boulevard bike paths, especially in urban areas where there are more roads and driveways intersecting the bike facility.
- The different land use context and traffic access measures along the length of Highway 7 require different cycling facilities.
- On-street bike lanes are appropriate where pedestrian activities or driveway access density is high.
- Shared boulevard bike paths are appropriate where conflicts with pedestrians and motorists are limited.

NEXT STEP

New guidelines to be developed to standardise bike facility selection

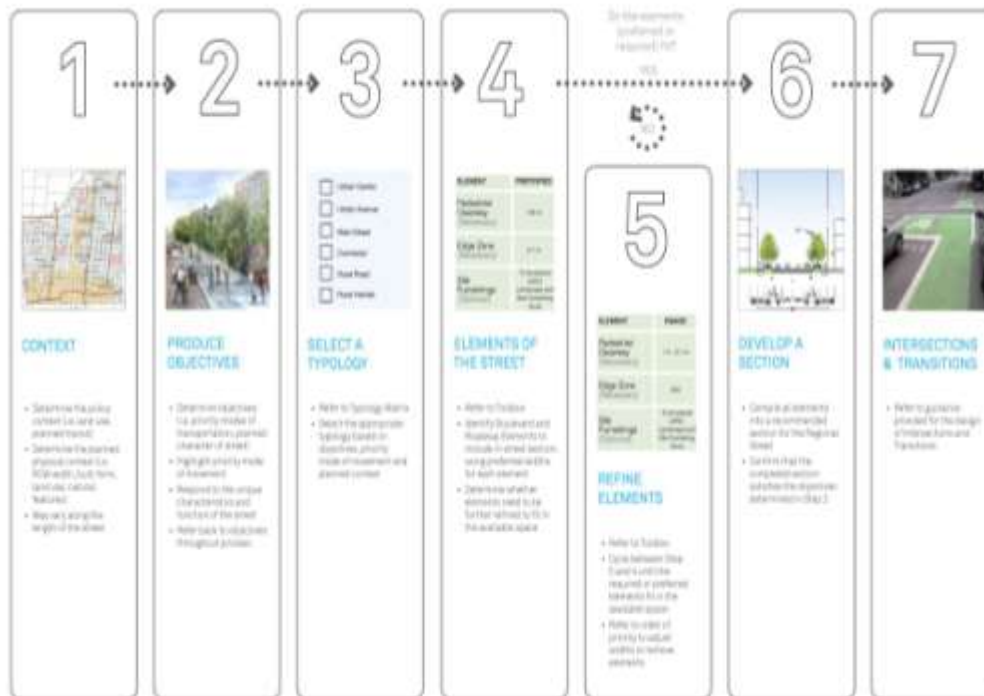
This approach of assessing land use activities and driveway access to the Regional road will be used in developing new guidelines and criteria for the selection of bike facilities

- One size doesn't fit all
- Intersections/Driveways combined with off-street bikeways add risk
- Comfort ≠ Safety



Context Sensitive approach now to be considered in planning projects

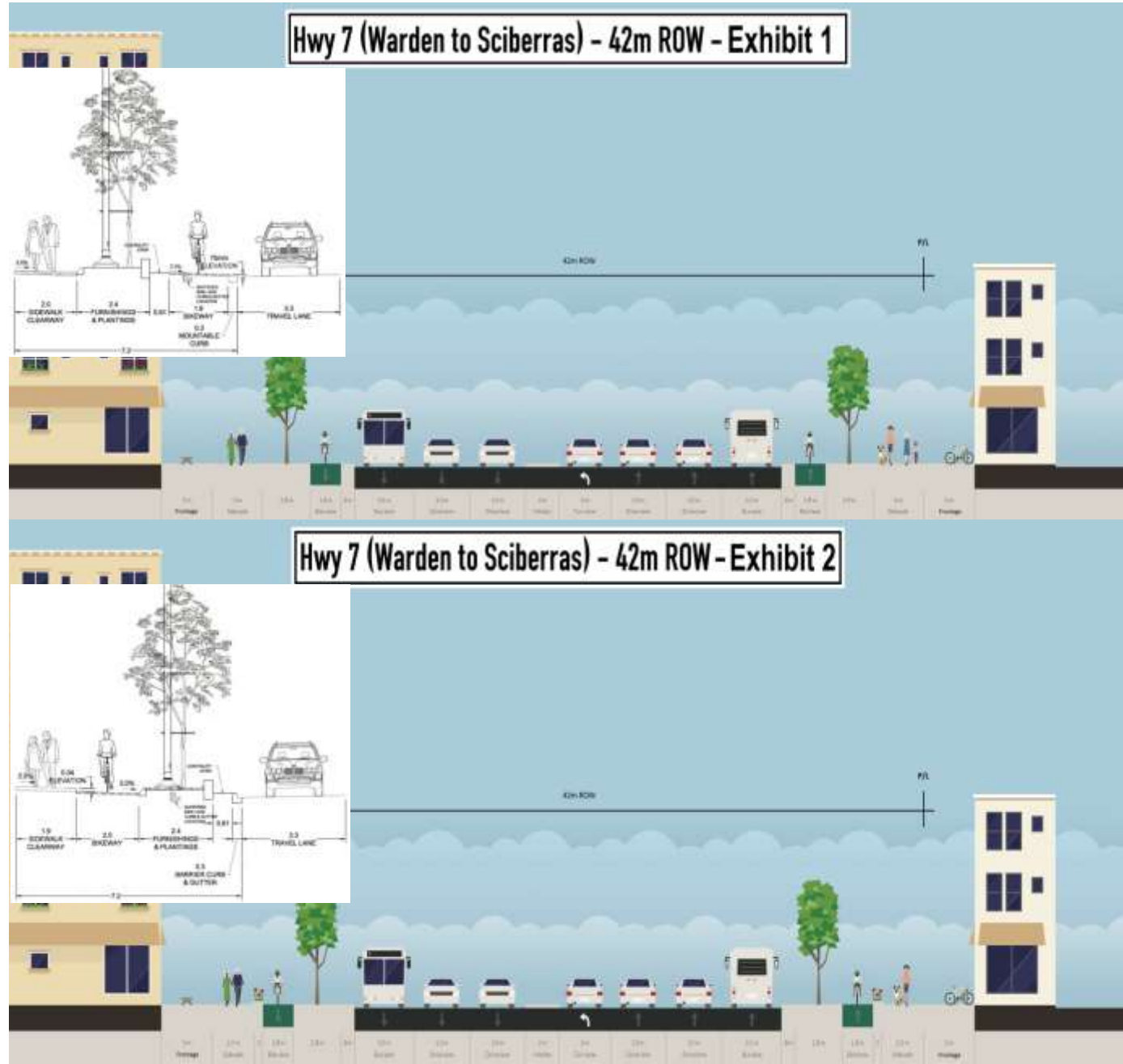
CSS DECISION MAKING PROCESS OVERVIEW



Cycling Facility Selection

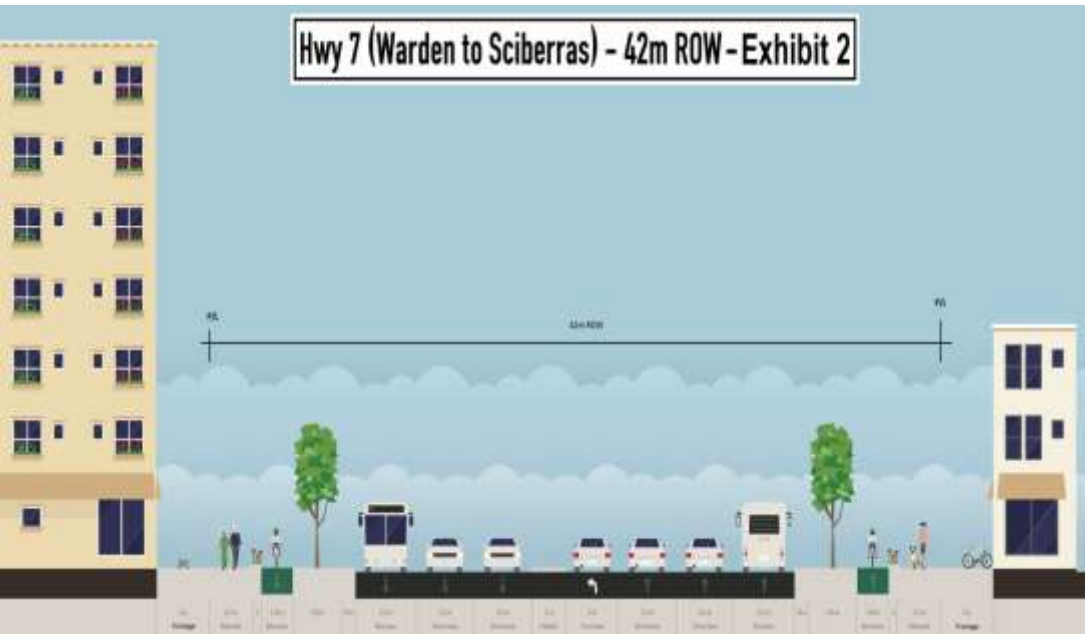
On October 2, 2013 York Region met with Mayor Scarpitti, Markham staff and CPAC representatives

Exhibit 2 was selected as the preferred alternatives



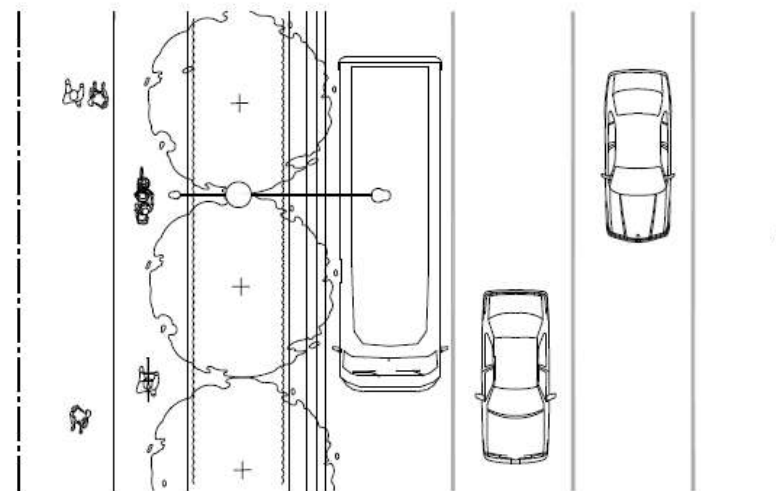
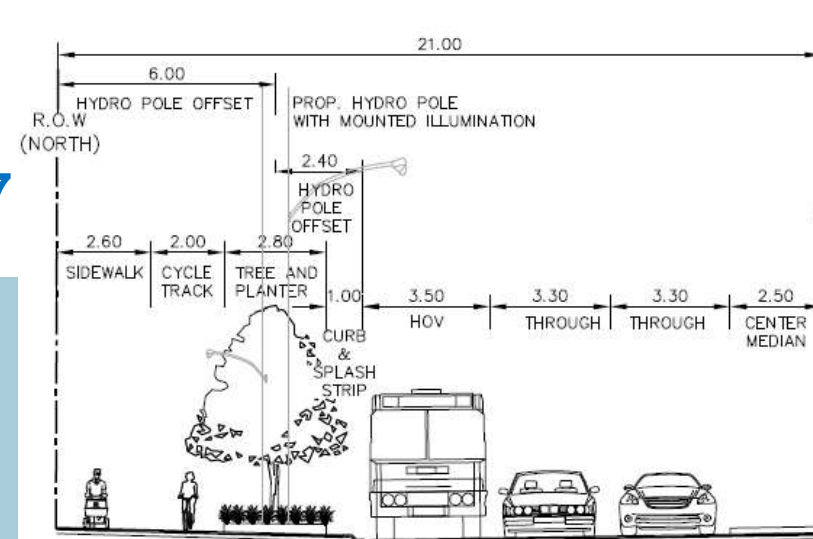
Cycling Facility Selection

CPAC has endorsed Exhibit 2 as the preferred cycling facility for Highway 7



HIGHWAY 7 - WARDEN AVENUE TO SCIBERRAS

CROSS SECTION 'A' ; CONTEXT SENSITIVE SOLUTION 6 LANE



Next Steps

Significant work remains to complete the design and resolve all details prior to construction:

- Treatment of off-street cycling facilities at intersections, entrances and project limits
- Coordination with CPAC and Markham staff on cycling and pedestrian facility design
- Streetscape details and additional MSPP partnership opportunities
- Coordination with active development
- Coordination with vivaNext rapid transit projects
- Accommodating future viva service (mixed traffic) east of Town Centre Boulevard



York Region and Markham must work together to resolve the ownership, operation and maintenance of the cycling facilities and streetscape elements



Financial Implications

York Region has included sufficient funding in the Roads Capital Program to construct the improvements

Engineering and professional services	-	\$1.4M
Property Acquisition	-	\$1.2M
Utility Relocation	-	\$1.0M
Construction	-	\$11.0M
Streetscape (including MSPP funding)	-	<u>\$4.5M</u>
TOTAL	-	\$19.1M

York Region has already approved a \$1.23M contribution under the Municipal Street Partnership Policy

Further work is required to finalize City of Markham costs, including:

- Sidewalk, cycling and streetscape elements
- Illumination
- Municipal services
- Long-term operations and maintenance



Schedule

Detailed Design	–	ongoing to December 2014
Streetscape Design	–	January 2014 to December 2014
Cycling Design	–	November 2013 to December 2014
Property Acquisition	–	ongoing to December 2014
Utility Relocation	–	March 2014 to March 2015
Construction	–	April 2015 to December 2016

Construction activities will be coordinated closely with the PANAM Games Organizing Committees to ensure conflicts are eliminated



Thank You

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York Region Transportation and Community Planning
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