

Clause 5 in Report No. 13 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on September 24, 2015.

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Traffic Bylaws for Implementation of Bus Rapidways  
Town of Newmarket and City of Markham

Committee of the Whole recommends adoption of the following recommendations contained in the report dated August 12, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. The existing Lane Designation Bylaw No. 2009-23 be amended to designate the newly-constructed dedicated bus rapidways on Davis Drive (Y.R. 31), between 200 metres west of Yonge Street (Y.R. 1) and 150 metres east of Roxborough Road/Patterson Street, as reserved transit lanes for transit use only.
2. An eastbound to westbound anytime U-Turn restriction be implemented on Davis Drive (Y.R. 31) at Lorne Avenue, in the Town of Newmarket.
3. An eastbound anytime Left Turn restriction be implemented on Davis Drive (Y.R. 31) at Lorne Avenue, in the Town of Newmarket.
4. A northbound to southbound anytime U-Turn restriction be implemented on South Town Centre Boulevard at Highway 7 (Y.R. 7), in the City of Markham.
5. The Regional Solicitor prepare the necessary bylaws.
6. The Regional Clerk forward this report to the City of Markham, Town of Newmarket and the Chief of York Regional Police.

## 2. Purpose

This report seeks Council authorization to implement various bylaws to establish the required traffic regulations in support of the bus rapidways within Regional corridors.

## 3. Background

A network of bus rapidways are being implemented in the Region as part of vivaNext

Bus rapidways are separated from general traffic lanes with landscaped medians and controlled with dedicated transit signals that typically operate concurrent with through traffic. The transit signals are enhanced by transit signal priority measures that assist buses in maintaining their schedule. Figure 1 is a conceptual image of bus rapidways on Davis Drive at Main Street, in the Town of Newmarket.

**Figure 1**  
**Conceptual Image - Davis Drive at Main Street**



Since bus rapidways are typically located in the centre lanes of the corridor, left turn movements must operate with their own separate phase to ensure safety for vehicles crossing these transit only lanes. Given the width of the roadway,

pedestrians may be required to cross in two phases, stopping on the landscaped median between phases.

The Rapid Transit project on Davis Drive is planned to be in operation by the end of 2015

This project is currently in the final stages of construction and includes bus rapidways between Yonge Street and Roxborough Road/Patterson Street, in the Town of Newmarket. vivaNext stations are planned at major signalized intersections, and the project includes enhanced pedestrian facilities, median landscaping and other streetscape elements. A location map is provided as Attachment 1.

Additional bus rapidways in Regional corridors are planned on Highway 7 and Yonge Street

The following bus rapidways are currently in the design or construction stages:

- Highway 7, between Jane Street and Bowes Road, in the City of Vaughan, expected to open in 2016.
- Yonge Street, between Highway 7 and 19th Avenue, in the Town of Richmond Hill, expected to open in 2018.
- Yonge Street, between Mulock Drive and Davis Drive, in the Town of Newmarket, expected to open in 2018.
- Highway 7, between Bowes Road and Yonge Street, including Centre Street and Bathurst Street, in the City of Vaughan, expected to open in 2020.
- Highway 7, between Edgeley Boulevard and Helen Street, in the City of Vaughan, expected to open in 2020.

Future reports will be presented to Council to implement necessary bylaws in support of these additional bus rapidways.

#### 4. Analysis and Options

The Region's Lane Designation Bylaw requires updating to reflect the new bus rapidway along Davis Drive

The newly-constructed bus rapidway on Davis Drive are designed for bus rapid transit use only. The intention of these dedicated lanes is to improve the person-

moving capacity of Regional corridors. Amending the Lane Designation Bylaw is required to ensure that the rapidway is designated for dedicated transit use. The designation will have provisions for use by emergency service vehicles during emergencies.

An eastbound left turn and U-Turn restriction is required on Davis Drive at Lorne Avenue to ensure safe traffic operations

The intersection of Davis Drive at Lorne Avenue, in the Town of Newmarket, is a T-intersection with Lorne Avenue connecting from the south side. There is a private driveway on the north side of Davis Drive for a residential property which is located within the intersection.

Due to property constraints on the southwest corner of the intersection, a dedicated eastbound left turn lane could not be included as part of the intersection reconstruction. Therefore, a bylaw is required to restrict the eastbound left and U-Turn movements to ensure safe traffic operations between motorists and bus rapid transit vehicles. Access to the private driveway will be maintained to/from Davis Drive westbound, as well as to/from Lorne Avenue.

A northbound U-Turn restriction is required on South Town Centre Boulevard at Highway 7 to ensure safe traffic operations

The intersection of Highway 7 and South Town Centre Boulevard in the City of Markham, is configured with a dedicated northbound left turn lane for motorists as well as a dedicated northbound left turn lane for bus rapid transit vehicles. To maximize efficiency, the signal operation is designed to allow buses and other vehicles to make the northbound left turn movement at the same time. However, this creates a conflict when motorists attempt a U-Turn when a transit vehicle is making a left turn onto the Highway 7 rapidway, as shown in Attachment 2. To ensure safe traffic operations, northbound U-Turns must be restricted at this location.

Link to key Council-approved plans

This report supports Vision 2051 to increase the Economic Vitality of the Region, and to improve mobility for users on Regional transportation corridors.

## 5. Financial Implications

The cost to install lane designation and turning restriction signs referenced in this report is included in the approved York Region Rapid Transit Corporation project budget, which is funded by Metrolinx.

## 6. Local Municipal Impact

Town of Newmarket and City of Markham staff have been consulted and are supportive of the recommendations contained within this report.

## 7. Conclusion

Bus rapidways are in operation, or are soon to be in operation, in the City of Markham and the Town of Newmarket. As construction of these rapidways near completion, it is necessary to implement traffic bylaws to support safe and efficient traffic operations along these corridors.

The Regional Solicitor is required to prepare the necessary bylaws and forward a copy to the City of Markham, Town of Newmarket and Chief of York Regional Police.

For more information on this report, please contact Brian Titherington, Director, Roads and Traffic Operations at extension 75901.

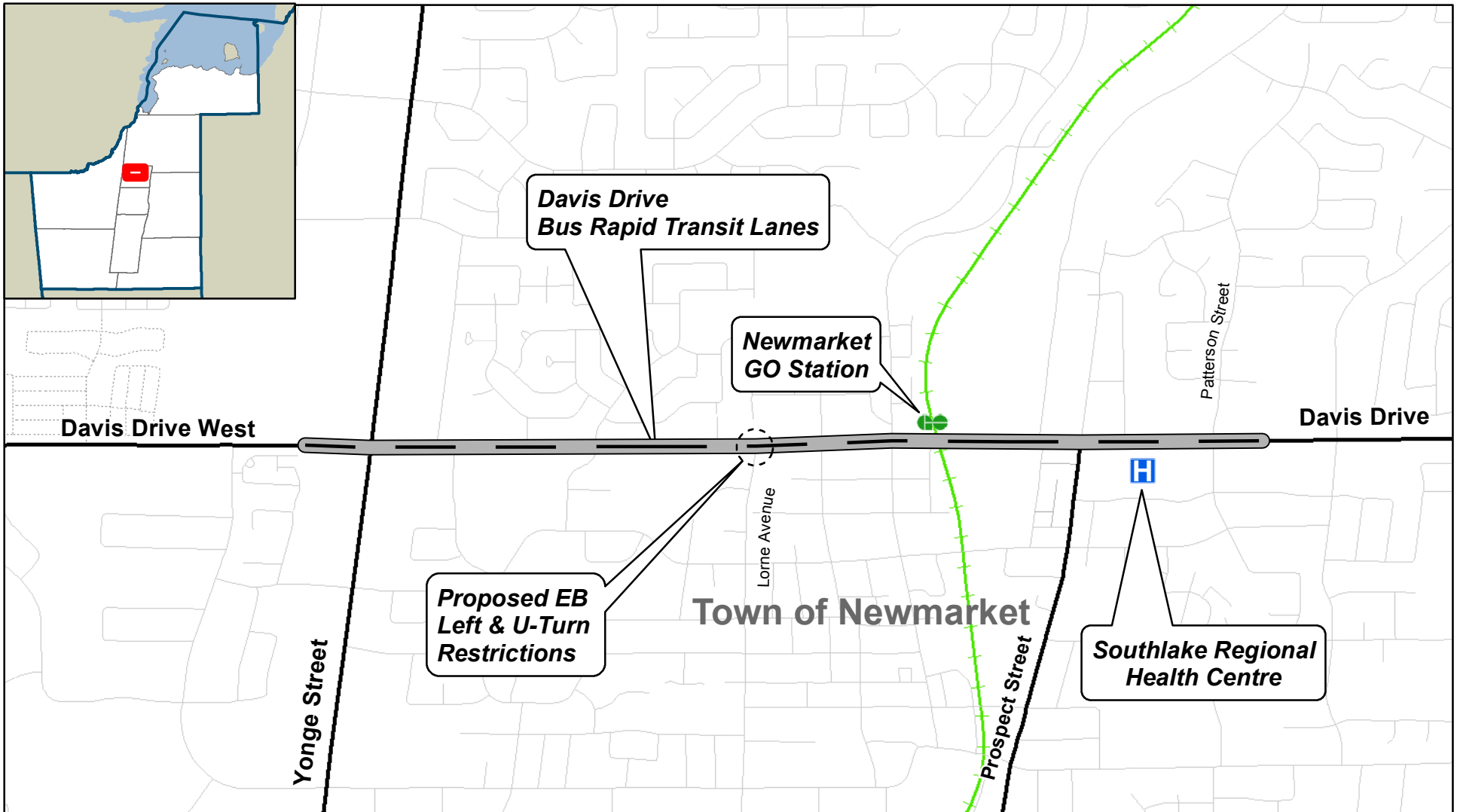
The Senior Management Group has reviewed this report.

August 12, 2015

Attachments (2)

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Accessible formats or communication supports are available upon request



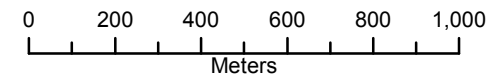
### Location Map - Davis Drive Bus Rapid Transit Corridor

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 September 10, 2015

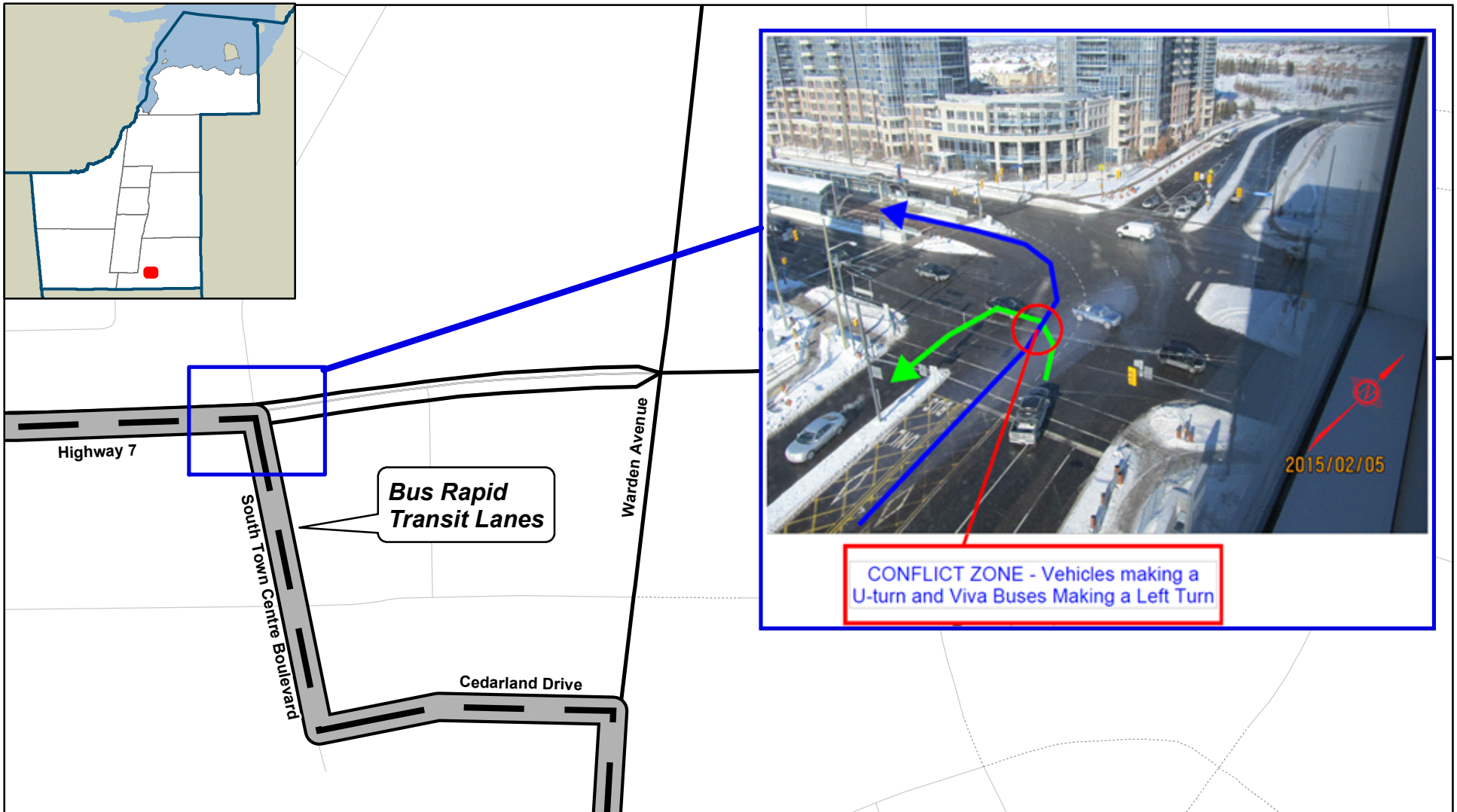


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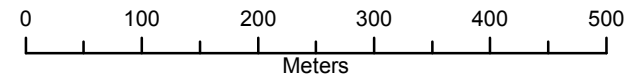
### Conflict Zone - Highway 7 at South Town Centre Boulevard

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