York Region Rapid Transit Corporation

City of Vaughan
VMC Sub-Committee
November 20, 2015
> Vaughan rapid transit project timelines
> Highway 7 West – phase 1 progress
> Toronto-York Spadina Subway Extension [TYSSE]
> Making transit connections in VMC
> VMC upgrades – from City of Vaughan
> SmartREIT Bus Terminal - VMC
> Highway 7 West – Phase 2 overview
> VivaNext project communications
> Business Support Program
> Regional Express Rail [RER]
> Yonge North Subway Extension
Vaughan rapid transit project timelines

construction timelines for rapidways & subway

- phase 1 rapidway construction [2012-2016/2017]
- phase 2 rapidway construction [2016-2019]
- subway extension from Downsview Station [2011-2017]
- VMC development area designated by City of Vaughan
Phase 1 progress update

- Highway 7 West phase 1 construction timelines are split into two areas:
  - east of Jane Street to Bowes Road
  - west of Jane Street, including Vaughan Metropolitan Centre [VMC] area
East of Jane Street – construction activities

- Road widening progressing well, and utility works nearing completion
- Concrete planter boxes being installed for future trees, shrubs and plants, followed by paver stones
- New street light poles installed between Jane and the CN MacMillan Bridge
- Vivastation canopies installed at Keele Street and Creditstone Road
- All major intersections paved
- CN MacMillan Bridge widened 8.5 metres
- Completion date: Q4 2016
West of Jane Street/VMC area – construction activities

- Work is moving forward, with north side paving completed for the season
- Three eastbound lanes open, and 2 westbound lanes open
- Opening to be coordinated with Toronto-York Spadina Subway Extension [TYSSE]
- **Completion date: 2017**
Toronto-York Spadina Subway Extension [TYSSE]

construction completion at 70%+

Funding Sources – Total Project Cost of $2.6 Billion

- Provincial 41%
- Federal 28%
- City of Toronto 20%
- Regional 13%
Making transit connections in VMC

- SmartREIT Bus Terminal – Vaughan Metropolitan Centre
- [TTC] Vaughan Metropolitan Centre Station
- [Viva] Vaughan Metropolitan Centre – Spadina Subway Station
- Toronto-York Spadina Subway Extension

Legend:
- phase 1 rapidway [2012-2016/2017]
- Toronto-York Spadina Subway Extension [2011-2017]
- phase 2 rapidway [2016-2019]
Project status update

- SmartREIT Bus Terminal at VMC is in design phase
- Design includes 9 bus bays, two of which accommodate articulated buses
- Partial bus terminal opening to coincide with TYSSE opening
Highway 7 West >> phase 2 overview

> Contract awarded to EDCO (EllisDon & Coco Paving) in September 2015 to design, build and finance phase 2

> **EDCO Proposed Project Timelines**
  
  - Detailed design: Q4 2015 – Q4 2016
  - Utility relocation: Q3 2016 – Q2 2018
  - Design build construction: Q2 2016 – Q2 2020
  - Substantial completion: Q4 2019
Highway 7 West >> phase 2 project highlights

Hwy 400 ramp realignment
> Ongoing coordination with Vaughan and MTO
> Highway 400 ramps to be reconfigured to accommodate new intersection into VMC

> Highway 7 bridge over 400 will be widened to accommodate rapidway lanes and median multi-use path
Highway 7 West >> phase 2 project highlights

> Municipal watermain replacement
  • Bathurst Street – 2016
  • Centre Street – 2017
> New sidewalks including pavers and landscaping
> Upgrades to traffic signals and streetlights
City of Vaughan has contributed streetscape enhancements

> located in the VMC area between Highway 400 and Edgeley Blvd
> upgraded unit pavers in place of standard concrete sidewalks
> banner brackets mounted on streetlight poles
> provisions for future pedestrian lighting mounted on existing streetlight poles
Highway 7 West >> phase 2 project highlights

Bike lanes

> Raised bike lanes to be used throughout the corridor
> Centre lane multi-use trail across Highway 400 includes accommodation for cyclists and pedestrians
> Integration with City of Vaughan bike lane program
Staying informed >> vivaNext communications

> Community Liaisons – are the key point of contact throughout project
> In process of visiting all businesses within construction limits and delivering phase 2 construction kick-off brochure >>>>>>>>>>>
> Regular construction updates delivered by email, social media and in person
> Other tools:
  • face-to-face communication
  • brochures and newsletters
  • public engagement
  • community events
  • social media
Phase 2 introductory postcard has been delivered by mail to 28,000 residents and businesses.
Business Support Program >> a key component

- Developed in collaboration with Vaughan Chamber of Commerce and Vaughan Business Enterprise Centre
- Businesses within construction zone are offered a variety of tools & resources, complimentary Chamber memberships and profiles on the vivaNext website
- Shop7 Business support campaign in market during holiday season featuring: radio, billboards, print, bus-backs and social media
> Together with York Region’s Transportation Services, we are meeting regularly with Metrolinx and York Region municipalities
> Will report back with updates on service concepts and/or funding/timeline announcements
> Barrie line >>
RER >> key considerations

- New station analysis
- Fleet expansion and the identification of appropriate fleet for electrified service
- Union Station Rail Corridor operations
- Fare policy and integration across transit providers
- Updated station access strategy
- Identification of potential new stations
- Enhanced train control
- Phasing and delivery plan
- Detailed operating plan – working with CN, CPR and VIA Rail
RER >> Metrolinx next steps

> Continue to refine Service Concept, station analysis, infrastructure plan, phasing plan and business case
> Ramp up engagement with municipalities, local transit agencies and other community stakeholders on planning and delivery
> Engage key industry stakeholders, including CN, CPR and VIA Rail
Yonge Subway Extension >> update

> Environmental Project Report and Conceptual Design Study – completed
> Yonge Relief Network Study [YRNS] to determine Yonge Subway capacity – completed in partnership with Metrolinx, TTC and City of Toronto
> YRNS recommended advancement to 15% preliminary design and engineering
> Committed/funded initiatives will increase Yonge Subway capacity and divert existing future riders to corridors
> Result: increase in capacity on Yonge Subway to offset need for the Downtown Relief Line until after 2031
Yonge North Subway Extension

Next steps:

> Preliminary design and engineering
> Meetings are now underway
> Project features:
  • 6.8 km long, up to six stations
  • underground train storage
  • two major bus terminals
  • Park-and-Ride lot for up to 2,000 cars
  • bridge over the East Don River
Thank you

VIVA next
be moved