**VivaStation design elements**

- Energy-efficient lighting throughout for greater safety and comfort.
- Roof and side panels made of reflective tinted glass for greater visibility and comfort.
- Roof extends up and over Viva vehicles to keep snow and rain off while embarking/disembarking.
- Extended platform length can accommodate multiple Viva vehicles, enhancing embarking/disembarking efficiency.
- Handy bicycle racks for quick and easy transit connections.
- Raised platform provides level boarding of Viva vehicles, eliminating the need to climb steps or lift objects.
- Temperature and motion activated heaters in full wind enclosure provide warmth while motion-activated entry doors minimize heat loss.
- Arrival/departure screens provide real-time scheduling info plus up-to-the-minute time, weather, news, sports and market headlines.
- Full-time security surveillance and intercom for emergency assistance on platform.
- Tactile pavers along rapidway edge provide greater safety.
- Gentle sloping ramp provides easy wheelchair, motorized scooter and stroller access.
- Ample seating inside and out provides greater personal space and comfort.
- Flexible cash, pass and Presto fare machines.

VivaNext
vivaNext route map

- Funded Rapidways*
- Future Rapidways*
- Spadina Subway Extension
- Proposed Light Rail Transit**
- Proposed Yonge Subway Extension
- Terminals
- GO Transit Rail Lines

*Planned construction of bus rapid transit, includes dedicated and non-dedicated rapidway
**Will connect to Bloor-Danforth subway
***Will connect to Bloor-Danforth subway
Map not to scale
Pedestrian access

Pedestrians will have full access to the existing vivastations on Enterprise Dr. and, to ensure that this is not obstructed, the construction area will be fenced-off and appropriate signage will show the access routes. The temporary signals at Warden Ave. will maintain the pedestrian push-buttons to allow safe crossings of Warden Ave. and Enterprise Dr.

Markham Centre will be a major connection point and key destination place along Highway 7.

Markham Centre will host the first transit-pedestrian mall in the GTA, and become a world-class mixed-use urban centre with businesses, residences, shops, restaurants, theatres and a 10-acre world-class park for people to enjoy without having to drive to get there.
how are rapidways built?

Guiding Principles

- Maintain access to business locations
- Minimize disruption
- Maintain 3 lanes of traffic
- Clean and safe work site

Phase 1: Concept Design
- Development of design elements
- Construction drawings
- Sequencing / scheduling of construction

Phase 2: Preliminary Design
- Utility relocation
- Road widening – one side at a time, including boulevards and planting
- Construct rapidways and stations down middle of road

Phase 3: Construction Phases
In order to minimize environmental impact to the river course, silt fencing will be erected around the work. This effectively minimizes silty water entering the river. Upon completion of construction, the use of a rip-rap lined channel and rock system will filter the surface run-off water as it flows towards the river.

- Construction will be performed during daylight hours thereby eliminating construction noise beyond the normal working hours allowed by the Town of Markham.
- Construction traffic will mostly be within the rapidway right-of-way; however, a dust control program will be in effect where streets will be swept and washed as required.
construction staging

To construct the rapidway and new vivastations, the following stages are required:

- Re-align existing utilities
- Establish temporary traffic signals at the Warden/Enterprise intersection
- Grading work to establish the road profile
- Installation of new utilities such as sewers, electrical and communication duct lines
- Excavation and construction of concrete platform foundations
- Asphalt paving and unit pavers
- Platform finishes and canopy installation
- Fare collection, communication systems and new traffic lights
- Landscaping and commissioning

The rapidway has its own dedicated alignment and does not share the existing roadway; however, it does cross at Warden Ave., Rouge Valley Dr. and Birchmount Rd.