VivaNext rapid transit projects – update
Town of Richmond Hill Committee of the Whole meeting
May 4, 2015
Agenda

> Opening/Introduction
> Highway 7 East
> Yonge Street Bus Rapidway
> Business Support
> Ongoing Communications
> OMSF
> Yonge North Subway Extension
> Regional Express Rail
Building the future in York Region through transit
Building complete communities
Highway 7 East statistics on completion

- Highway 7 East – Bayview to Town Centre open with a 10% increase in ridership from September 2013 to September 2014
- 6 km of rapidway which includes designated bike lanes
- 11 new stations
Y3.2 - Newmarket
> Mulock to Davis
> 2.4 km
> 3 vivastations

Y2.2 – Richmond Hill
> Levendale Rd to 19th Ave/Gamble
> 2.9 km
> 3 vivastations

Y2.1 – Richmond Hill
> Highway 7 to Major Mackenzie
> 3.6 km
> 4 vivastations
Yonge street rapidway – upcoming construction activities

> Detailed design in progress

> To prepare for utility relocation, road widening and retaining wall construction, trees were removed from York Region’s right-of-way along Yonge Street (from Highway 7 to Major Mackenzie and from Levendale Road to 19th Avenue)

> A comprehensive tree removal and communications plan was implemented prior to the start of removals

> Construction along the corridor will start with relocating utilities and underground infrastructure, building retaining walls and restoring culverts
Business support program

> ShopYonge – Business Support Program

> Working collaboratively with our partners at the Richmond Hill & Newmarket Chambers of Commerce to help support businesses during construction

> Campaigns include:
  > Newspaper, radio, digital ads
  > On-street billboards
  > Community engagement
  > Social media posts
  > Website posts and online business profiles
  > Education programs offered through the Chamber

> For more information on the Business Support Program contact Community Liaison, Leslie Pawlowski leslie.pawlowski@york.ca
Communications is key through construction
The facility has been built to store and maintain York Region Transit/Viva bus rapid transit vehicles and is located near Leslie Street and 16th Avenue in the Headford Business Park.

This state-of-the-art 481,679 sq. ft. facility is targeted to receive LEED silver certification with environmentally-friendly and energy-efficient features.

Substantial completion was reached on March 30, 2015, and was handed over to York Region Transit and Property Services on time and on budget.

Furniture and equipment has started to be moved into the facility and will continue for the next few months. Staff will begin moving to the facility within this timeframe.

The facility will open for service by the end of June.
OMSF – facility features

Bus Garage

Storage Garage

Admin Building Front Entrance

Admin Building
fun facts for the Operations, Maintenance and Storage Facility

- 26 repair garage bus bays
- 53 garage doors (34 exterior, 19 interior)
- 5 rainwater tanks for washing buses (100,000 litres each)
- 8,437 landscape pavers
- 19 skylights
- 24 bus lanes in storage garage
- 201 trees on property
- 42,480 m² reflective white roof material to save on cooling cost: approx. 10 acres
The Yonge Subway North Extension is the number one unfunded rapid transit priority for York Region.

- 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
York Region has kept the Yonge North Subway Extension in a technical state of readiness as a priority and has funded over $5 Million of studies to date.

Last year, the Ministry of Environment approved the Underground Tail Track Train Storage Facility Addendum. The Environmental Assessment and Conceptual Design Study are also completed, placing this project in a strong position for funding consideration.
York Region, City of Toronto, TTC and MTO are participating in the Metrolinx Yonge Relief Line Network Study to assess a broad range of alternatives to relieve capacity constraints on the Yonge Subway.

- Study expected to be complete in Q1/Q2-2015

- As announced in the Provincial budget, ongoing planning and design work will continue for Next Wave projects from the Metrolinx Big Move plan, including the Yonge North Subway Extension. The details are still to be determined.
RER is transformative and creates new travel choices across the GTHA
- An electrified service on corridors Metrolinx owns with 15-minute frequencies in core areas
- Service in both directions, throughout weekdays, in evenings and on weekends
- All-stop and limited stop service, to meet demand and reduce travel times

Phasing of RER delivery will consider business case analysis, ridership growth, appropriate sequencing of infrastructure projects and other evidence-based factors

In conjunction with the Province, Metrolinx staff continue to advance the RER work plan and are leading the analytical work
Together with York Region, we are meeting regularly with Metrolinx. We are also meeting with all municipalities to develop feedback on RER to Metrolinx.

As announced in the Provincial budget, additional GO train service will be implemented along several routes, including 3 lines in York Region (Barrie, Stouffville & Richmond Hill).

Current service on the Richmond Hill Line includes:
- 8 peak-direction train trips
- 3 off-peak (midday/evening) train trips
- No weekend trips

RER expansion on the Richmond Hill Line includes:
- Peak period, peak direction service on weekdays every 15-30 minutes
- Additional 4 peak direction weekday trips by the end of 2019 (2 in 2017 and 2 in 2019)
- No additional off-peak weekend trips
- No additional off-peak weekday trips
Thank you

VIVA next
be moved