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

The vivaNext plan includes a network of several rapidways across York Region, including the east-west Highway 7 rapidway, which will extend from Highway 50 in Vaughan to Reesor Road in Markham. Over the next 20 years, almost 300,000 jobs will be located within one kilometre of Highway 7, resulting in almost ten million annual transit trips.

Viva riders travelling along Highway 7 will be able to make seamless and convenient connections in Markham with GO Transit commuter rail and express buses, YRT local bus services, and other transit systems operating in surrounding regions. Bicycle racks will also be available for those who choose to cycle from that point.

In addition to being a major connection point, Markham will become a key destination place. It will host the first transit-pedestrian mall in the GTA, and become a world-class mixed-use urban centre with businesses, residences, shops, monuments, theatres, and 10 acres of world-class parks for people to enjoy without having to drive to get there.

Vaughan Metropolitan Centre’s easy access to great transit service will transform it into a major centre of activity.

The funded Spadina subway extension that is part of the vivaNext plan will extend from Downsview Station to the Vaughan Metropolitan Centre. Located along the east-west Highway 7 rapidway, Vaughan Metropolitan Centre will provide subway riders with a seamless and convenient point of connection with Viva and other transit systems.

Vaughan Metropolitan Centre’s centralized location and easy access to great transit services will transform it into a major centre of activity for local residents and businesses.

Mixed-use transit-oriented development along the area’s proposed tree-lined “main street” avenue, which will bisect a ring-road system, will include business offices, residences, entertainment and cultural facilities, and pedestrian shopping areas. It is expected to be the largest and most ambitious development project in the area’s history.

Richmond Hill/Langstaff Urban Growth Centre will be a major transit hub and focal point of transit-oriented development.

The proposed Yonge subway extension that is part of the vivaNext plan will extend from Finch Station to the Richmond Hill/Langstaff Urban Growth Centre at Highway 7. The Centre will be a major transit hub where subway riders will be able to make seamless and convenient connections with both GO Transit, YRT and other transit systems operating in surrounding regions.

As a major transit hub, the strategically located Centre will be the focal point of mixed-use transit-oriented development that incorporates high-quality urban design, signatures architecture and attractive public spaces. Everything from fine business and professional offices to high-density residential units, shopping and entertainment will all be found in and around this very busy and vibrant area.

This Environmental Project Report for the Yonge subway extension has been approved following extensive public consultation. York Region is currently working with Metrolinx, TTC and the City of Toronto to secure funding for its construction.

Improved accessibility along Davis Drive will lead to new development and economic revitalization.

One of the first vivaNext rapidways to be built is the east-west Davis Drive rapidway in Newmarket. Extending from Yonge Street to the Southlake Regional Health Centre, it will dramatically improve accessibility for Southern residents, including Southlake staff, patients, visitors and volunteers. This is especially important considering their new state-of-the-art cancer centre will open in 2010 with the capacity to accommodate 50,000 patient visits each year for treatments.

During construction of the Davis Drive rapidway, sound design principles – including green, open spaces – will create an attractive environment for new development.

As growth and mixed-use urban transformation occur along Davis Drive, there will be a focus on building communities rather than networks. This will reduce low-turn trip distances, encourage more pedestrian traffic, and limit urban sprawl.

Vaughan Metropolitan Centre’s easy access to great transit service will transform it into a major centre of activity.

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Planned construction includes bus rapid transit in both dedicated rapidways and in mixed traffic. It will connect to the Bloor-Danforth subway.
energy-efficient lighting throughout for greater safety and comfort

roof extends up and over Viva vehicles to keep snow and rain off while embarking/disembarking

roof and side panels made of reflective tinted glass for greater visibility and comfort

extended platform length can accommodate multiple Viva vehicles, enhancing embarking/disembarking efficiency

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

energy-efficient lighting throughout for greater safety and comfort
gently 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
a world of difference

one Viva vehicle can take up to 70 vehicles off the road
how are rapidways built?

Guiding Principles

- Maintain access to business locations
- Minimize disruption
- Maintain 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
yonge street rapidways timeline: highway 7 to gamble road

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♦ Reports to Regional Council
preliminary cross section

**intersection**

**mid-block**
boulevard

sidewalk at typical viva station intersection
mid-block access: left and u-turns

inbound access
access to side streets

outbound access
access from side streets
traffic signal operations

first signal phase
left and u-turns

second signal phase
general traffic, pedestrians and viva rapid transit

third signal phase
cross street general traffic and pedestrians