

York Region Rapid Transit Corporation

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Communication
PK1 : May 12/14
Item: 1



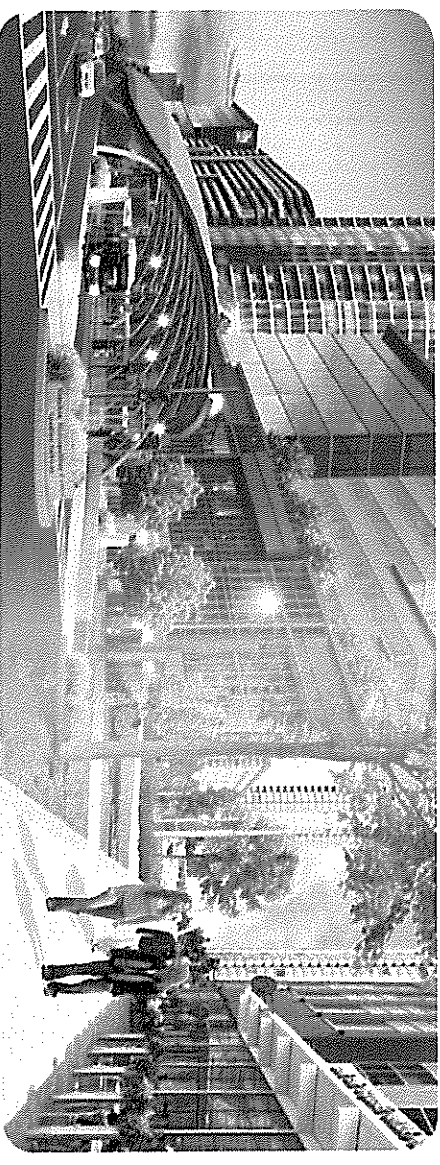
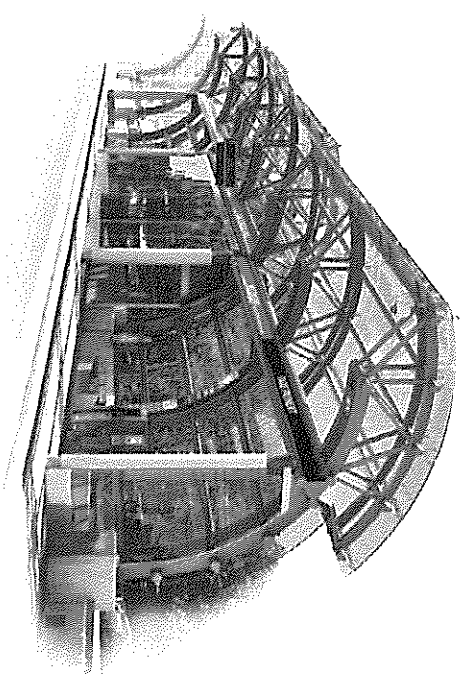
Highway 7 Update
City of Vaughan Priorities & Key Initiatives Committee Meeting
May 12, 2014

vivavnext
be moved

agenda

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1. Opening/introduction video
2. Project update – phase 1 [VMC]
3. Summary of 2014 construction
4. Project update – phase 2
5. Business Support Program
6. Information sharing
7. Project update – TYSSÉ
8. Project update – VMC Bus Terminal
9. Project update – Yonge Subway Extension



project overview video: Vaughan rapidways

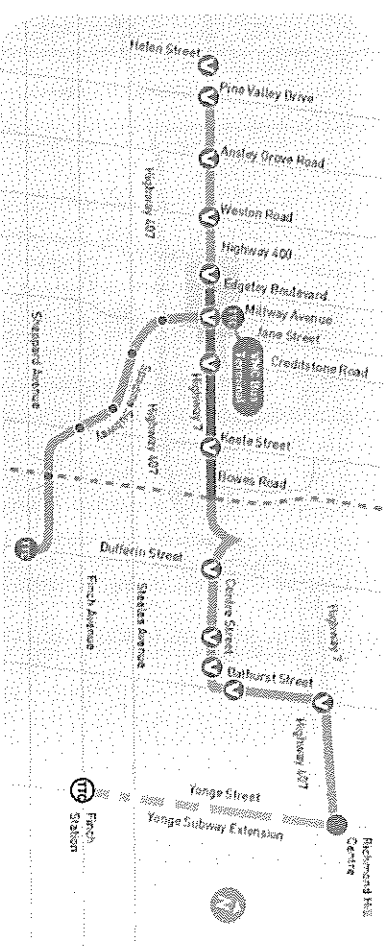
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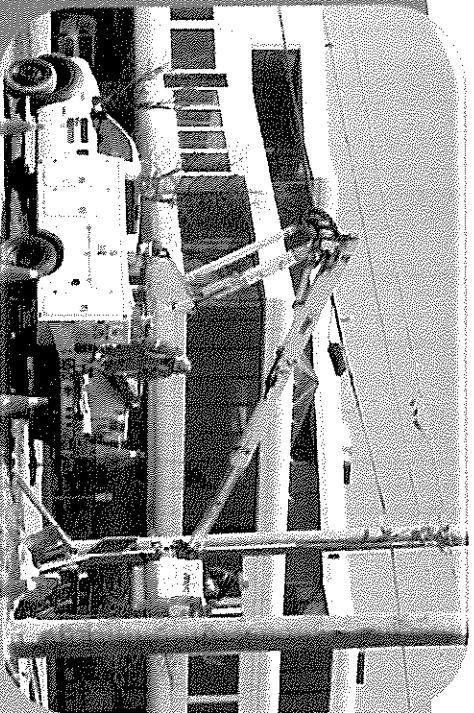
phase 1 project update: utilities

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- › Powerstream – 35% complete
 - › New pole installation, framing, stringing, old pole removals
- › Enbridge – 100% complete
- › Telecommunications – 35% complete
- › Utility relocation work will be complete by late 2014



■ phase 1 rapidway construction [2012-2016]
■ phase 2 rapidway construction [2015-2019]

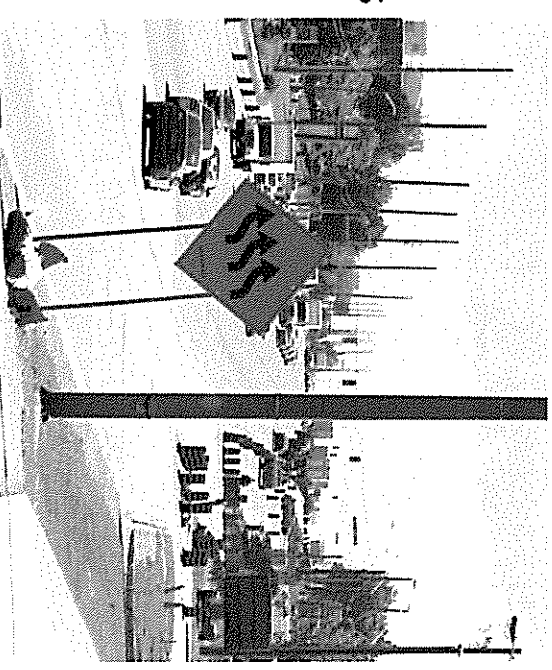


phase 1 project update: road widening

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› Traffic shift

- › Traffic will be shifted to the north side of Highway 7 [Jane – CN] within the next few weeks
 - › some asphalt paving work will be completed as part of this work
- › Additional traffic shift to the south will be needed later this year [Jane – CN]
 - › no paving associated with this shift



› Traffic staging

- › During construction there will continue to be three travel lanes in each direction with a dedicated left-turn lane [where possible]
 - › Over the CN Bridge traffic reduced to two lanes in each direction

› Road widening

- › This year Highway 7 will be widened from Jane – CN Bridge

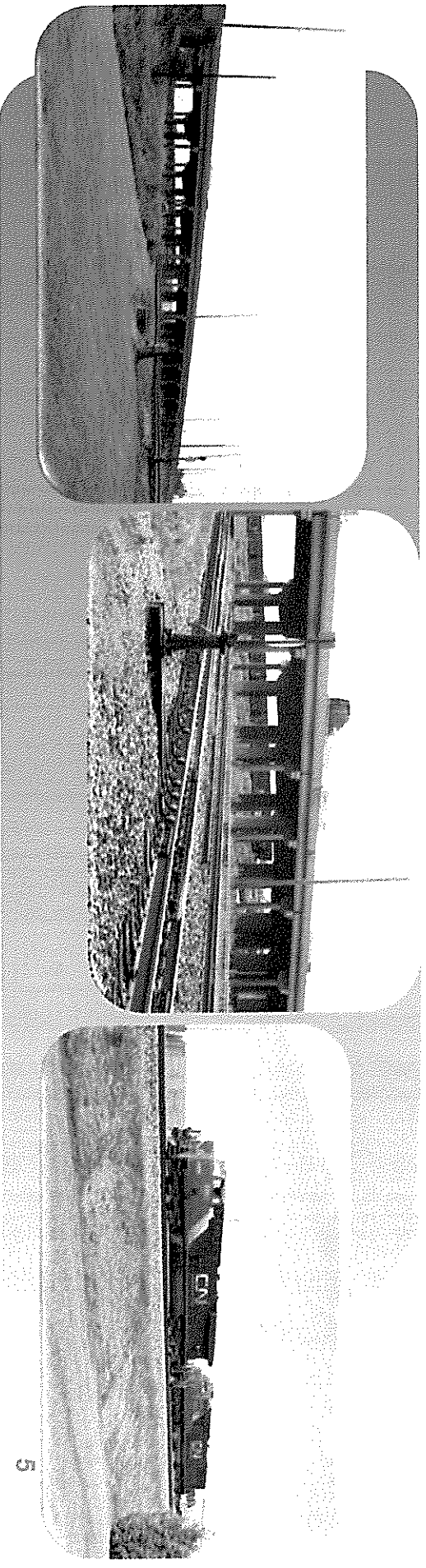
› Base-layer paving

- › Will follow road widening

phase 1 project update: CN Bridge

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- › CN Bridge will be widened approximately 8-metres to accommodate dedicated rapidway lanes, sidewalks and bicycle lanes
- › Work began late in 2013 and will continue into 2016
- › Contractor will work closely with CN to coordinate activities around train schedules
- › Over the duration of CN Bridge construction, activities will include:
 - › Removing the existing walls and sidewalks on the south side and building walls and columns [this year's focus]
 - › Building sidewalks and bridge decks
 - › Completing the surface finish with new light standards and pedestrian hand rails

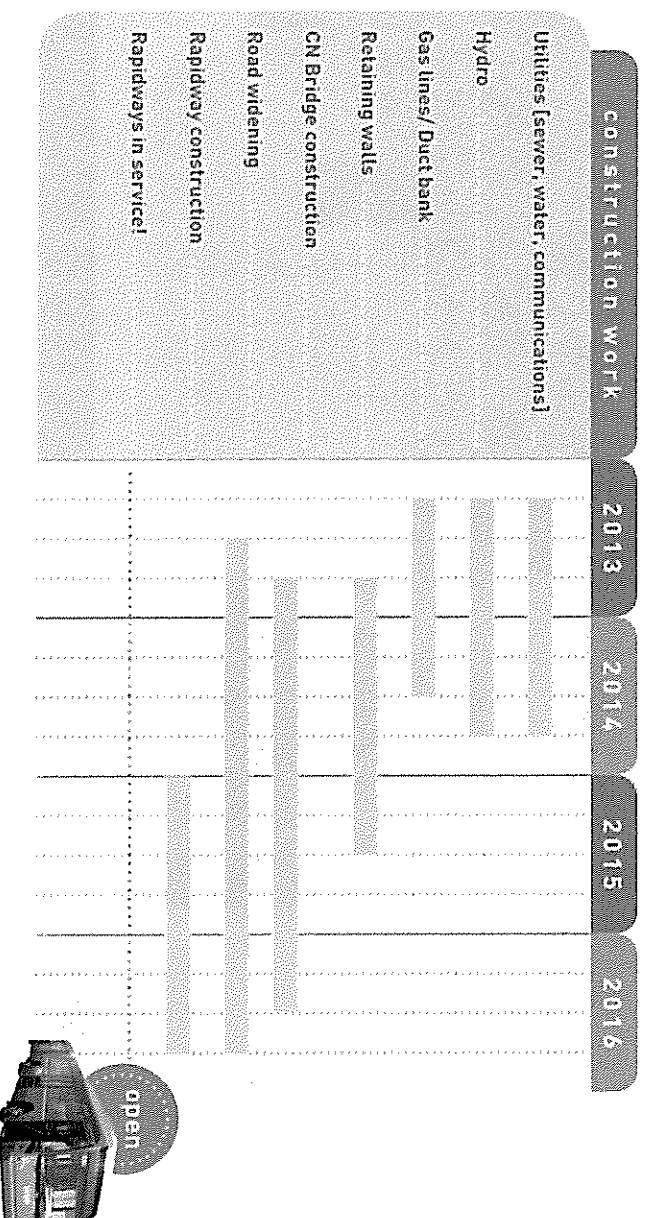


phase 1 project update: 2014

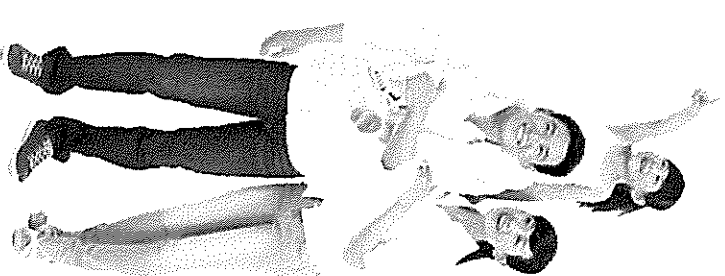
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> Retaining wall construction and road widening will be completed between Jane Street and the CN Bridge

> CN Bridge widening work continues

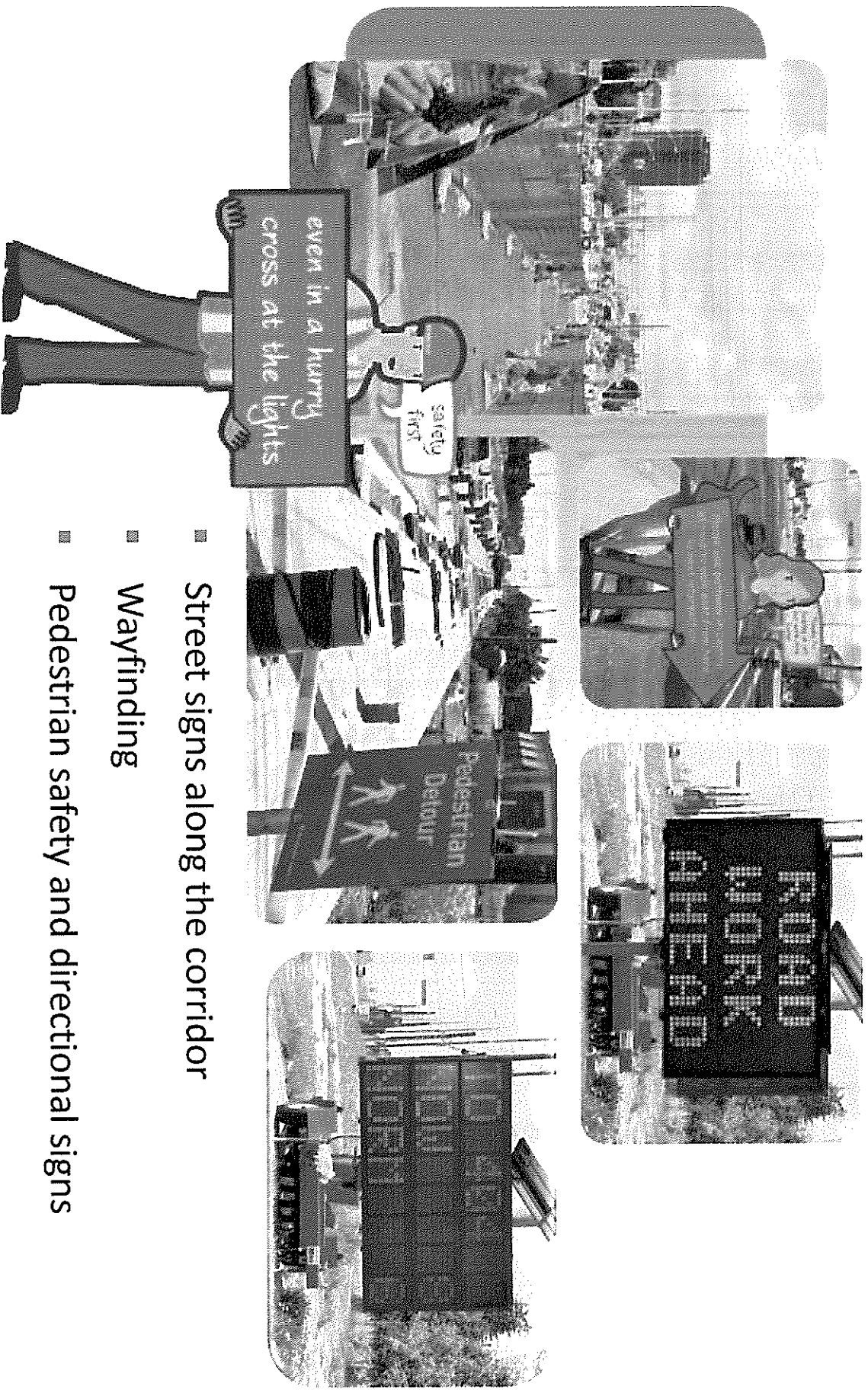


* For detailed construction information, sign up for construction updates at vivanext.com.
* Schedule subject to change.



minimizing disruption is a top priority

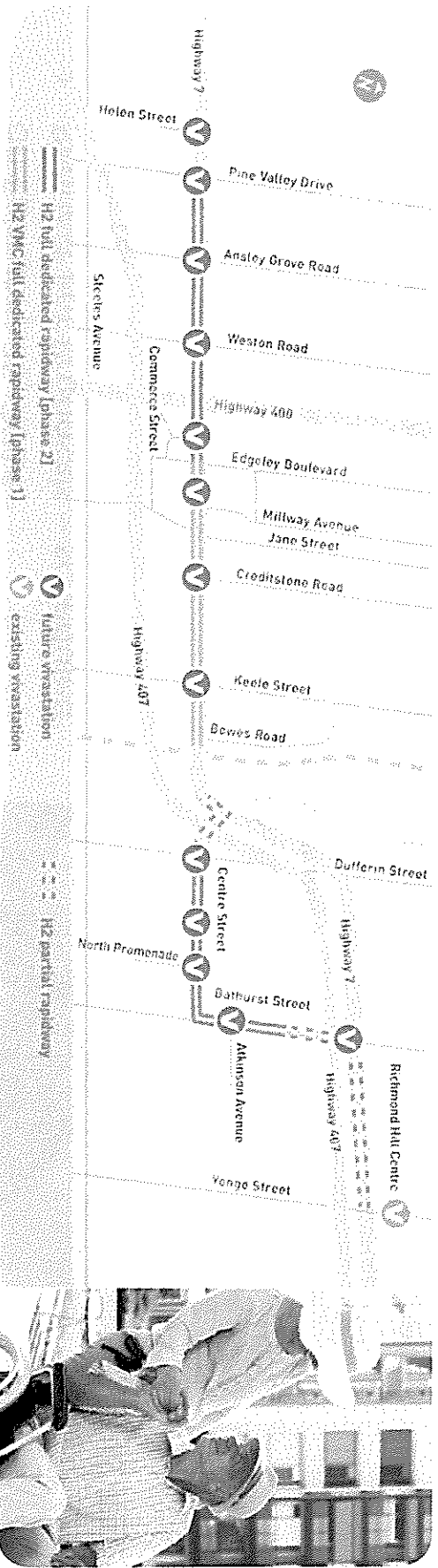
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- Street signs along the corridor
- Wayfinding
- Pedestrian safety and directional signs

phase 2 project update

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- › Project length: approximately 12km
- › total of 10 stations
 - › nine vivastations [18 platforms]
 - › Pine Valley Drive, Ansley Grove Road, Weston Road, Commerce Street, Dufferin Street, Future Road [east of Carl Tennen Street], North Promenade, New Westminster Drive, Bathurst Street Connector Road
 - › one curbside station [2 shelters] at Helen Street

phase 2 project update: timeline

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- › Property requirements are being finalized
 - › Land acquisition process is underway
 - › Contract procurement timelines:
 - › Request For Qualifications – closed on February 25, 2014
 - › Request For Proposals – scheduled to be released in summer 2014
 - › Contract Award – scheduled for spring/summer 2015
 - › Construction – scheduled to begin in late 2015 and be completed in 2019
- *note schedule is subject to change after the contract is awarded
- › YRRTC continues to work with City of Vaughan staff on defining scope of municipal work and city land requirements



business support program

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- › Shop7 – Business Support Program
 - › Partner with the Vaughan Chamber 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



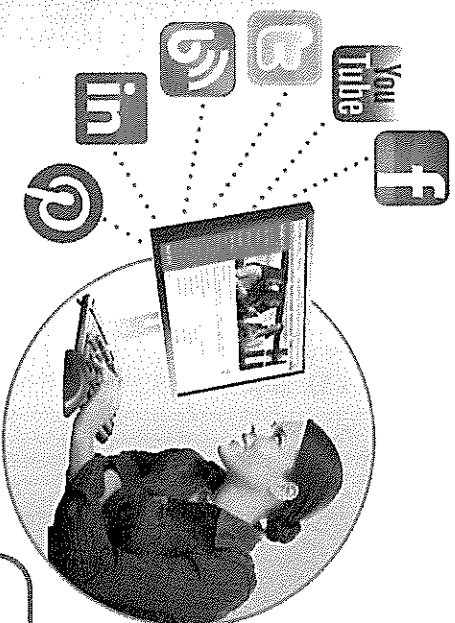
Shop7
We're Open.

**Shop7 Bathurst
& Centre**
We're Open.

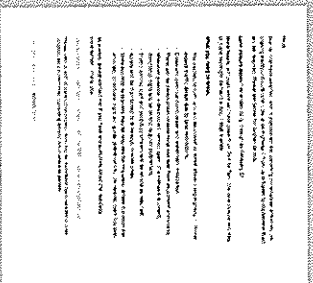
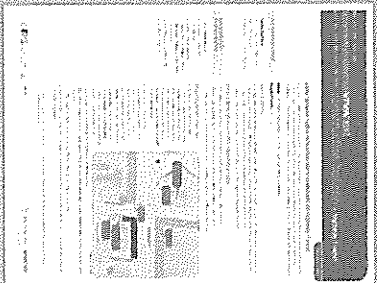
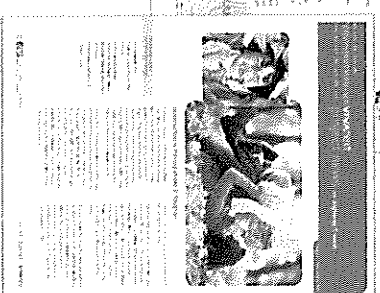
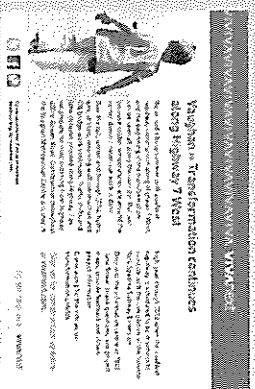


Communications is key throughout construction

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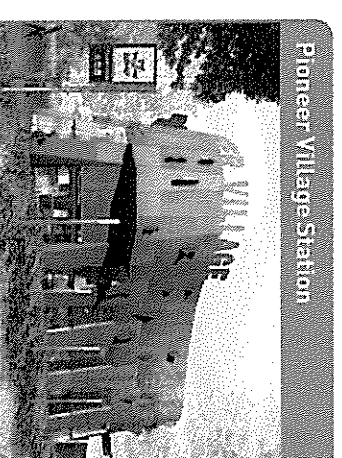
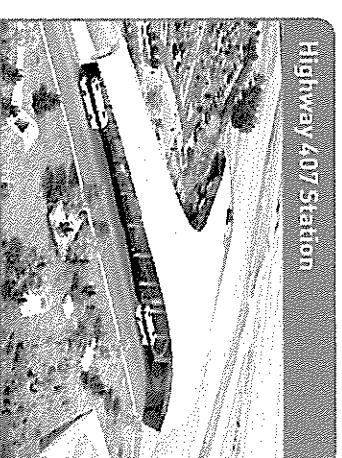
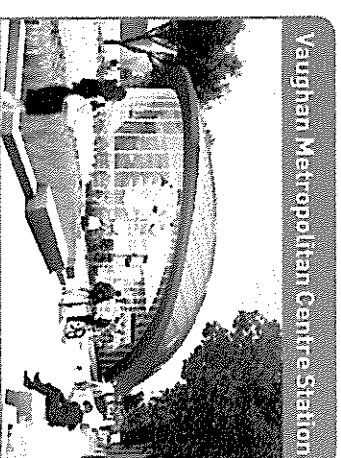
Over 1,200
online
subscribers



TVSSE: project update

vivaNext

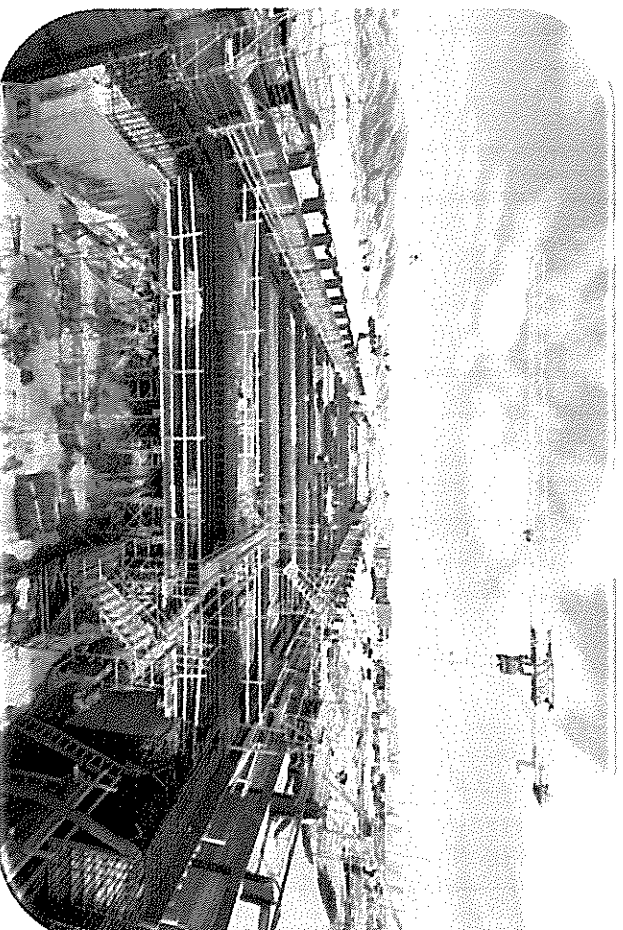
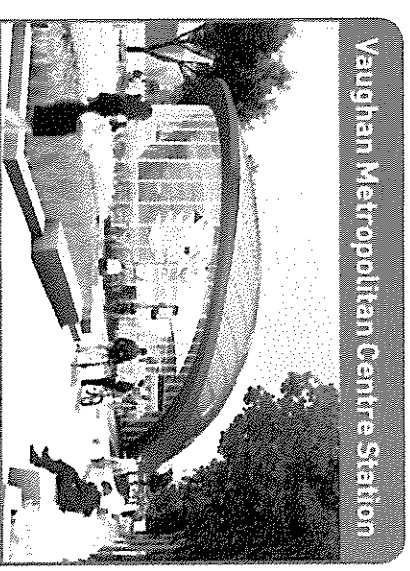
- › Tunnel boring was completed [Nov 2013]
- › Track work, electrical and systems installation has begun
- › Station construction is well underway; all station excavation is nearing completion
- › Three YRT bus terminals being built [1 at each station]
- › Viva Concourse – design completed and interface construction work underway to give direct pedestrian access interface between the VMC Subway Station & Highway 7 rapidway
- › The joint community office at 7800 Jane Street continues to provide information about the TVSSE and vivaNext rapidway projects



TVSSSE project update: VMC Station

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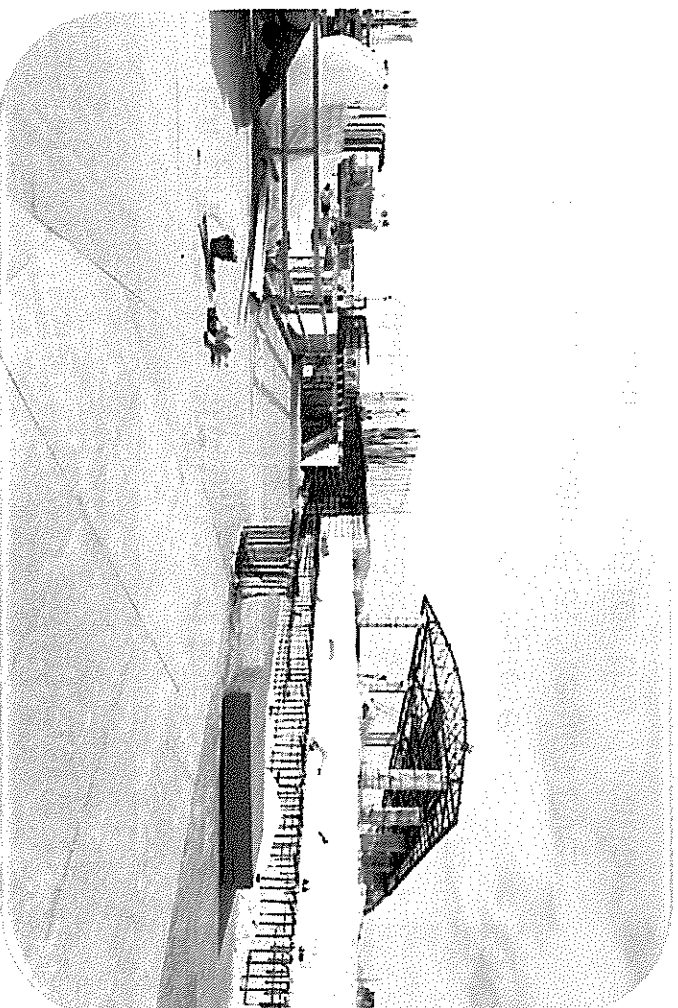
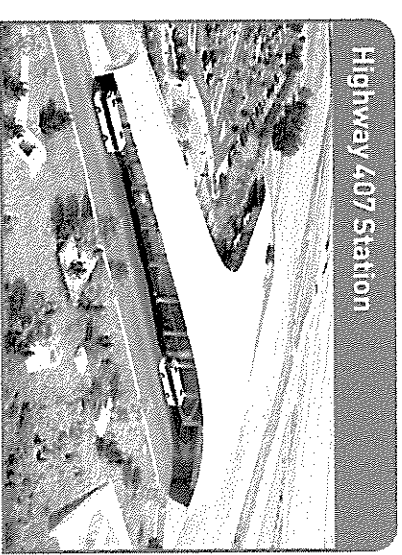
- › Current construction activities:
 - › Excavation within Highway 7 is nearing completion
 - › Concrete placement continues
 - › Coordination with Highway 7 West rapidways project
- › Construction disruptions:
 - › Remaining two traffic stages including removal of the temporary bridge and reinstating traffic around the future rapidway connection.



TYSSSE project update: 407 Station

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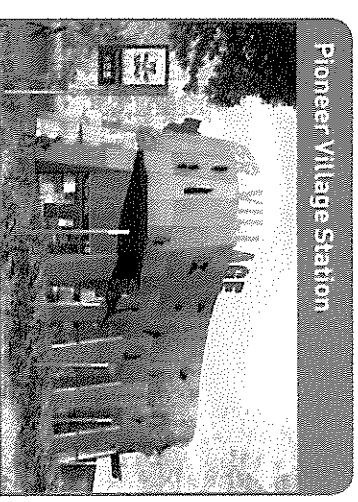
- › Current construction activities:
 - › Construction activities, including concrete placement, continue on the TTC station box and concourse entrance
 - › Work has commenced on the northern portion of the bus terminal including erection of metal roof members



TYSSSE project update: Pioneer Village Station

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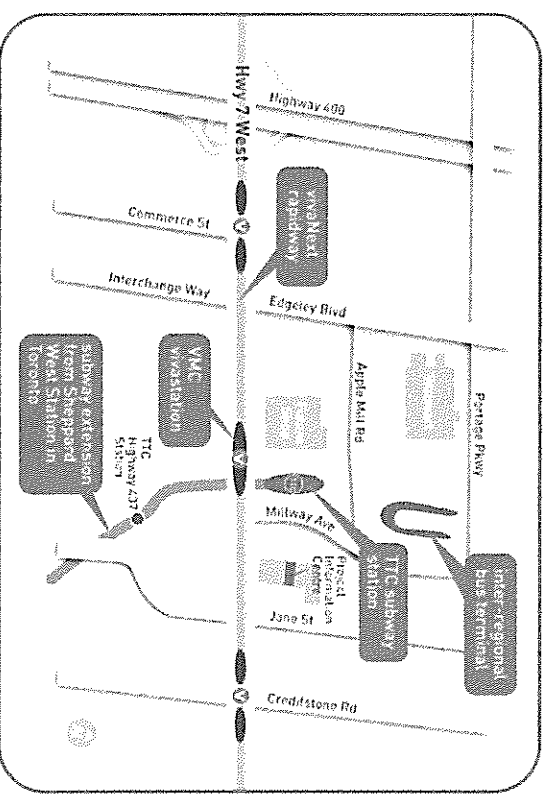
- › Site Plan Application for phase 2 is anticipated for late 2014 [bus terminal, parking lot etc.]
- › Current construction activities:
 - › Excavation is nearing completion within Steeles Ave. beneath the temporary traffic bridge
 - › TTC Substation, structural components are complete
 - › Temporary traffic signals have been installed at Steeles Ave. & Northwest Gate intersection - will be used for the duration of construction



VMC Bus Terminal: project update

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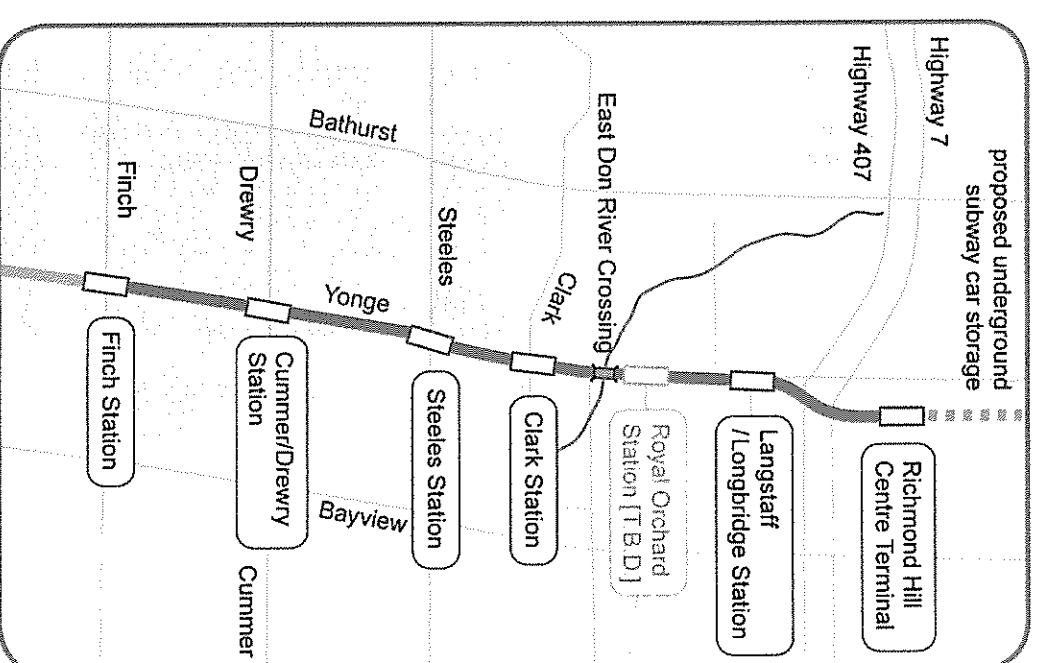
- > Current timeline:
 - > Architect's Agreement approved for execution
 - > Terminal design to commence Summer 2014
 - > RFP for design and engineering for Millway extension Summer 2014
 - > Request for Pre-Qualifications for Design Bid Builder Fall 2014
 - > Tender and award for Terminal and Millway Construction Spring 2015



Yonge Subway Extension: project update

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- > The Yonge Subway North Extension is the number one rapid transit priority for York Region
- > Project features:
 - > 6.8 kilometres long
 - > Up to six stations
 - > Underground train storage
 - > Two major bus terminals
 - > Park & Ride lot for up to 2,000 cars
 - > Bridge over the East Don River



map not to scale

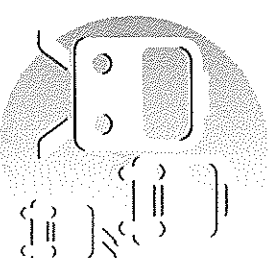
Yonge Subway Extension: project update

viva!next

> Metrolinx's most recent funding announcement reaffirms the Yonge Subway Extension to the Richmond Hill/Langstaff Urban Growth Centre as one of the priority projects in the next wave of *The Big Move*.

> The Environmental Assessment and Conceptual Design Study are completed, placing this project in a strong position for funding consideration as part of Metrolinx's investment strategy.

> York Region has kept the Yonge Subway Extension technical state of readiness as a priority and has funded over \$10million dollars of study to date



metrolinx's next wave projects

regional transit expansion

- Yonge North Subway Extension
- Brampton Queen Street Rapid Transit
- Dundas Street Bus Rapid Transit
- Durham-Scarborough Bus Rapid Transit
- Downtown Relief Line
- Go Rail Expansion: More Two-Way, All-Day and Rush Hour Service
- Electrification of GO Kitchener line and Union Pearson Express
- Go Lakeshore Express Rail Service - Phase 1 (including Electrification)
- Hamilton Rapid Transit
- Hurontario-Main Light Rapid Transit

*projects listed in no particular order

Yonge Subway Extension: timeline

vivannext

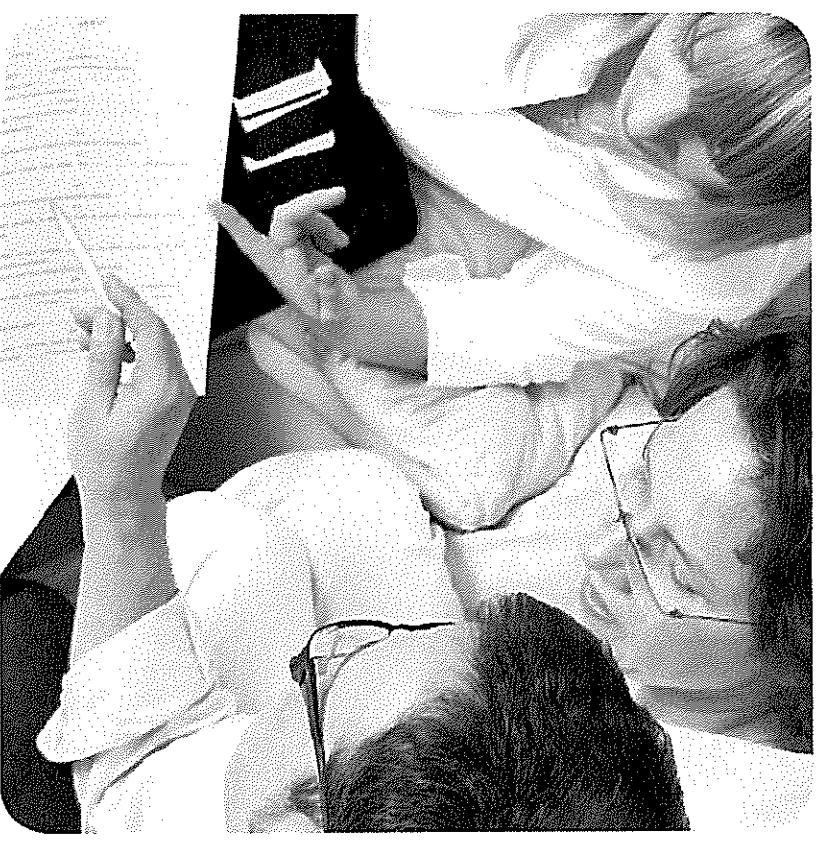
- › **1994** – YNSE is reflected in York Region's Official Plan
- › **2007** – The Province of Ontario announced YNSE as a key priority project as part of *MoveOntario 2020*
- › **2008** – Metrolinx completed studies and identified YNSE as one of the Top 15 Priority Projects in their Regional Transportation Plan *The Big Move*
- › **2009** – Ministry of Environment unconditionally approved environmental assessment
- › **2009** – Metrolinx Benefits Case Analysis set rationale for Conceptual Design Study
- › **2012** – York Region & TTC approved Conceptual Design Study
- › **2013** – Metrolinx released YNSE Benefits Case
- › **2014** – York Region & TTC submit Tail Track Train Storage Addendum to Ministry of Environment



Yonge Subway Extension: ongoing studies

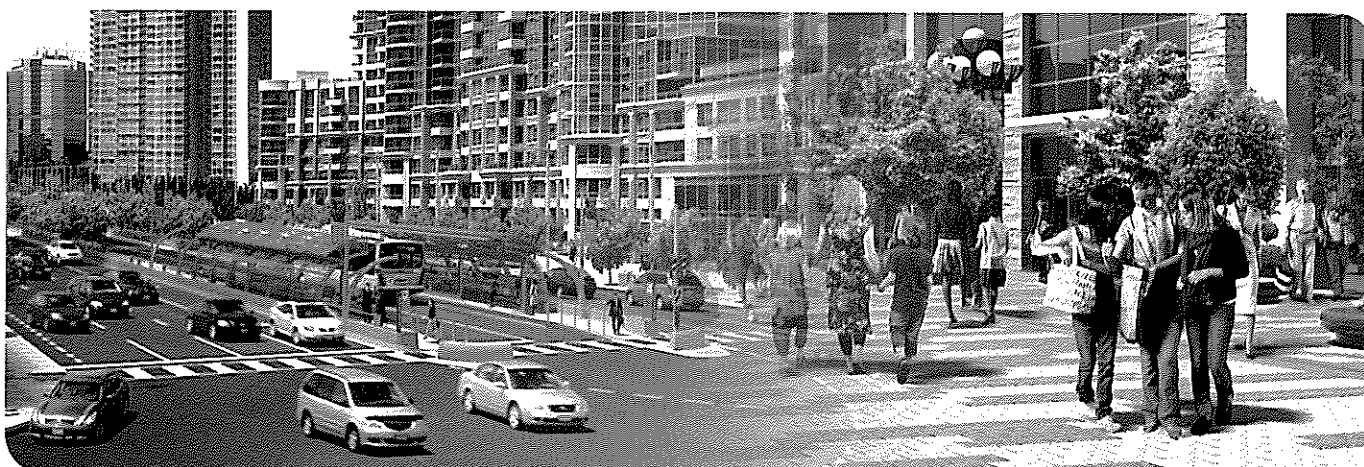
vivavnext

- › Metrolinx Yonge Relief Line Network Study
 - › York, Toronto, TTC and MTO participating in study
 - › Purpose is to assess a broad range of alternatives to relieve the Yonge Subway
 - › Study expected to be complete in Q1-2015
- › Toronto Official Plan Update underway
- › Downtown Relief Line Transit Expansion Study underway





growing centres and corridors



>> Population increase is happening across York Region, bringing many advantages. More people means the Region can attract and support new choices in housing, employment, shopping, entertainment, dining and recreation. And that means jobs, economic stimulus and thriving communities.

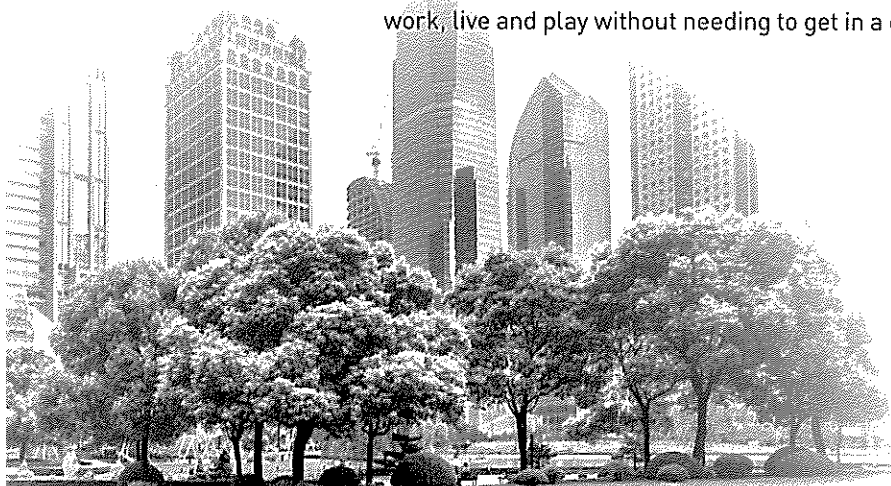
York Region has developed a strategy, in collaboration with both the Province of Ontario and the local municipalities, to channel much of that growth into newly developed communities clustered in urban centres along Highway 7 and in Newmarket. This "Centres and Corridors" strategy will protect existing neighbourhoods, along with the way of life that attracts many people to the Region in the first place.

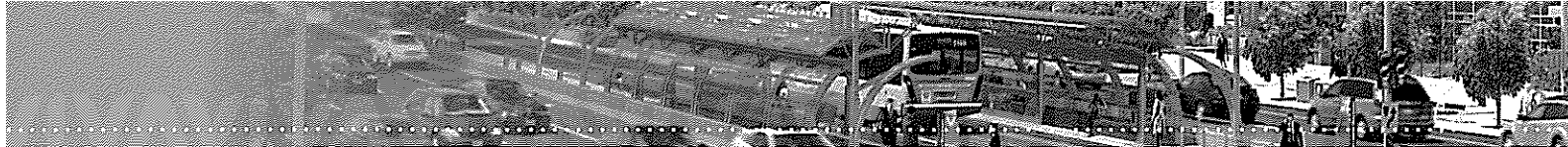
The new communities in the urban centres will be mixed-use, meaning they'll offer residential, employment and recreational options. Once these new downtowns are fully established, people can work, live and play without needing to get in a car.



Linking these urban centres will be major transportation corridors along Highway 7, Yonge Street and Davis Drive, featuring rapid transit, sidewalks, wide boulevards, updated utilities and more. With convenient access between these new urban neighbourhoods and an expanding rapid transit network, people can travel across York Region and into the rest of The Greater Toronto and Hamilton Area (GTHA) without needing a car, making the centres an attractive option for people who want an urban lifestyle within York Region.

The new Regional downtowns won't be built overnight but with new developments being built all along the corridors, transformation is well underway. Increasingly these new urban hubs will offer walkable, bike-friendly and people-centred neighbourhoods that will be welcoming to people at all stages of life, from young professionals to empty-nesters.





>> the missing link

Whether from a plane, from the ground or underground on the subway, it's easy to see that Yonge Street is one of the main arteries in the GTHA – as it has been for generations. Yonge Street is the spine in the GTHA's overall transportation network, with the Yonge Subway acting as the primary conduit for transit users moving into and out of the Toronto Transit System.

To the north at Richmond Hill, we are building the rapidway system that will extend across the Region, providing connections east, west and north.

To the south is the Yonge Subway's Finch terminus. And in between is the heavily congested Yonge Street roadway.

Linking these two rapid transit systems is a ready-to-be-built project: the Yonge Subway Extension, which would play a key role in advancing transportation – both road and transit – across the GTHA.

The planned Yonge Subway Extension will extend 6.8 kilometres north from Finch Station, with up to six stations. Its terminus at the Richmond Hill/Langstaff Urban Growth Centre will be a major transit hub where transit riders will be able to

make seamless and convenient connections to GO Trains, GO Buses, TTC Subway, YRT/Viva buses, the future 407 Transitway and other transit services.

>> ready to go

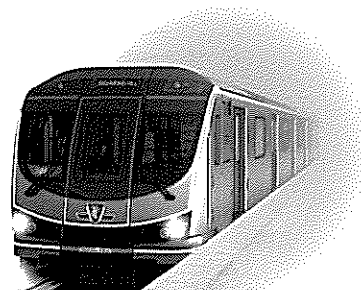
With the environmental assessment approved, the conceptual design study completed and its identification as a priority project by Metrolinx in their next wave of funding projects, this project is only waiting for capital funding before shovels can go in the ground.

Dealing with existing congestion on the Yonge Subway is already being addressed, with measures currently being put in place to increase capacity by 60%, including:

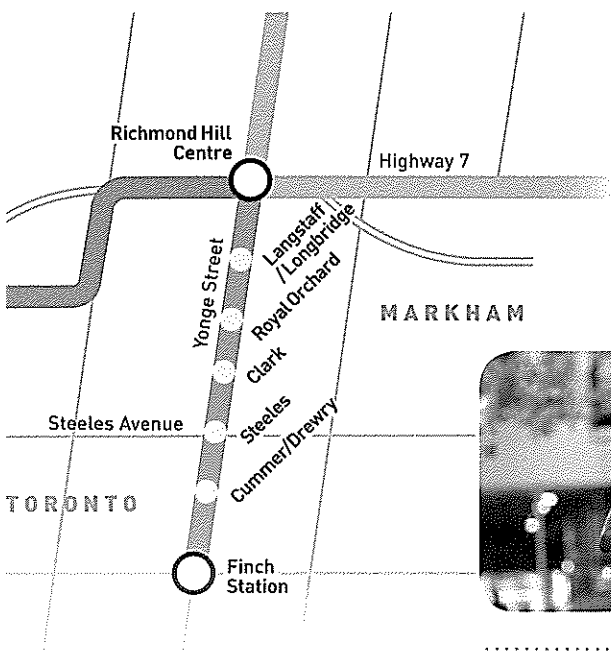
- Automatic train control [adds 36% capacity];
- New signals [adds 10% capacity];
- Six-car trains [Rocket Trains] [adds 10% capacity]; and
- Toronto-York Spadina Subway Extension [adds 8% capacity].

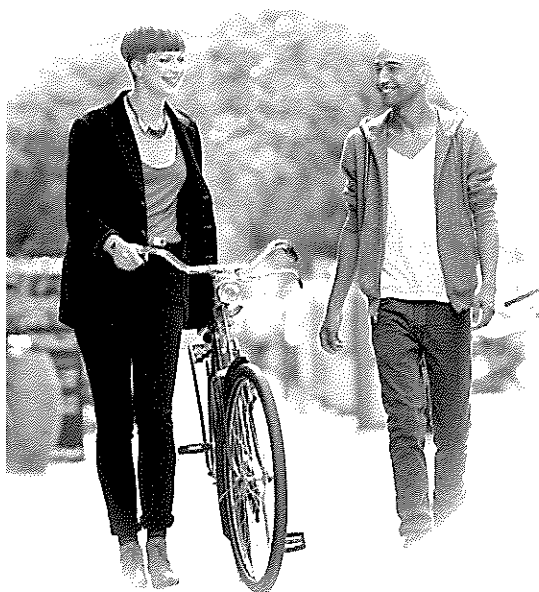
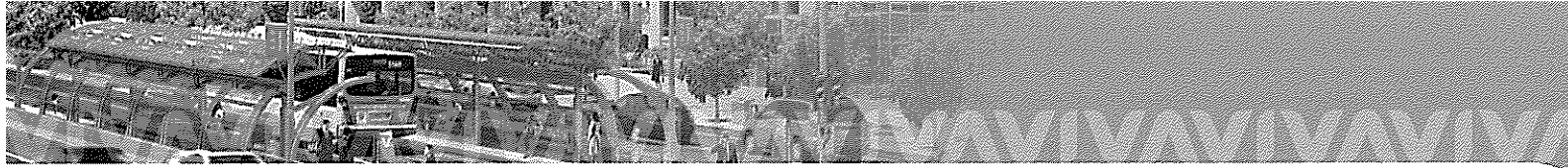
Work is now underway, including Metrolinx, TTC and the City of Toronto to develop a Regional Relief Strategy to improve transit service along the Yonge corridor. All options are being explored including service improvements, fare and network integration and new rapid transit projects. Future land-use, development and other considerations will all be taken into account as recommendations are put forward.

To understand why the Yonge Subway Extension to Highway 7 is such a top priority, see the article "The Missing Link" at vivaNext.com.



The planned Yonge Subway Extension will extend 6.8 kilometres north from Finch Station to Richmond Hill terminal, with up to six stations.





One of the benefits of designing a major infrastructure project like vivaNext is the opportunity it provides to enhance our natural environment wherever possible. Of course, at its most basic level, vivaNext is going to benefit the environment by helping to reduce the reliance on cars and provide options for how people get around. In addition to the new rapid transit system, the urban transformation that vivaNext is helping to shape will result in more walkable, people-friendly neighbourhoods that will encourage pedestrians and cyclists.

Through the Environmental Assessment phase of the project, detailed analyses of options and mitigation strategies for construction and design were considered and committed to. An ongoing process of reporting back on our progress is underway until the project's completion.

On all segments, we work closely with local conservation authorities who approve our final design before providing permission to work. We also use various construction strategies to mitigate any potential impacts while we're working, such as installing cofferdams from sheet piles or sand bags around our work zones within watercourses.

Our goal is, at a minimum, to avoid any harmful impacts [and ideally to actively enhance the natural environment] during construction and once we're in operation.

community liaisons

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award-winning design for award-winning transit

Core values for vivaNext include a focus on excellence and innovation.

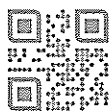
It's gratifying to have our commitment to excellence recognized by the industry, through the awarding of multiple, prestigious honours over the last several years.

The two most recent awards were received this winter, adding to previous awards that celebrate the planning, design and innovation.

The Ontario Public Works Association chose vivaNext as their Project of the Year, an honour granted to an organization that promotes excellence in the management and administration of public works projects by recognizing the coordination between the managing agency, the consultant, architect, engineer and the contractor.

Also, the York Region Chapter of the Professional Engineers of Ontario chose vivaNext as Engineering Project of the Year.

VivaNext's commitment to excellence, innovation and accountability will continue to shape how we work, and the legacy we leave for the future.



VIVAnext
be moved

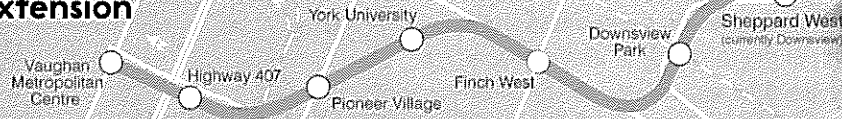
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Toronto-York Spadina Subway Extension



PROJECT NEWS

APRIL 2014

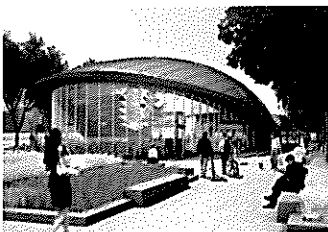
spadina.ttc.ca



Vaughan Metropolitan Centre Station looking south, concourse in foreground – February 25, 2014

Construction Update

VAUGHAN METROPOLITAN CENTRE STATION



Vaughan Metropolitan Centre (VMC) Station will be the final stop on the new Toronto-York Spadina Subway Extension. VMC Station is under construction north of Highway 7 and west of Jane Street. The

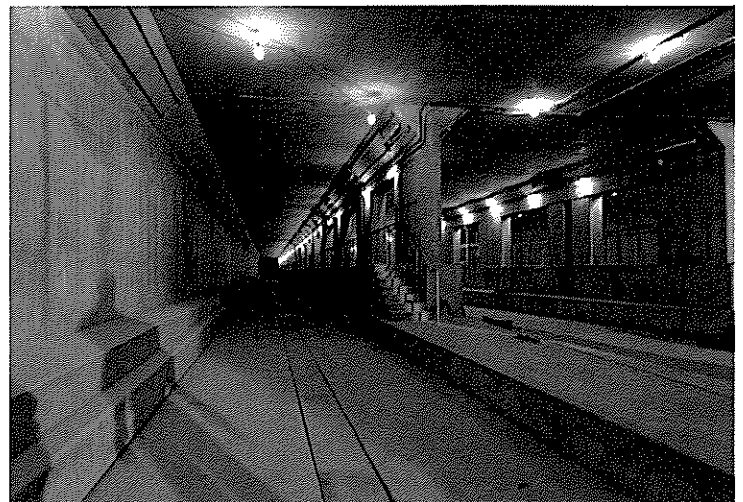
most distinctive feature of this station will be the domed main entrance building supporting a metal cool roof. The roof is designed with a high solar reflectance to reduce heat absorption. From the inside, transit riders will see a number of skylights in the dome that will allow daylight to shine through to the concourse level.

Construction progress

Construction of this station is progressing well for the three main components: station structure, tail track, and crossover track.

Station structure: The excavation of the station box and installation of shoring, including cross-bracing as shown in the photo above, are complete.

Installation of reinforcing steel and concrete work is in progress as the contractor builds the invert slabs, walls, platform, concourse and the roof.



Vaughan Metropolitan Centre tail track – December 19, 2013

Tail Track: (photo on front page) The tail track is located at the end of the subway line, where trains can be parked and stored when not in use. Construction of the tail track at VMC Station is substantially complete and backfilling over the structure is underway. A pedestrian tunnel, which sits on top of the tail track, is nearing completion and will provide an underground connection to the future York Region Transit bus terminal.

Crossover: A crossover structure (photo right) has tracks and switches that allow trains to cross from one track to another. The crossover at VMC Station is located south of Highway 7. The last tunnel boring machine arrived at the south end of the crossover in November 2013, completing all project twin tunnelling.

Building for the future

When the subway opens, commuters at the Vaughan Metropolitan Centre will experience transit that is connected and convenient. VMC Station will serve as a multi-modal transportation hub, offering access to a variety of other transit options, including a York Region Transit bus terminal and a connection to the vivaNext rapidway (see adjacent rendering) in which buses will run in dedicated centre-lanes east and west along Highway 7. VMC Station is designed to maximize potential transit oriented development. A single continuous concourse level will provide opportunities for future developer connections. ■



Crossover looking north from tunnel connection – February 25, 2014



Future vivaNext Rapidway



VMC Station rendering, concourse.

VMC Station rendering, entrance interior at street level.



The Toronto-York Spadina Subway Extension project is an 8.6-kilometre extension of the Toronto Transit Commission's Yonge-University-Spadina subway line from its present terminus at Downsview Station (to be renamed Sheppard West Station when the extension is complete) to the Vaughan Metropolitan Centre at Highway 7. It will have six new stations. The expansion of the subway will bring the line into The Regional Municipality of York.



In the next issue...

The next issue of Project News will feature Finch West Station.



Web: spadina.ttc.ca



Call: 1-800-223-6192



Email: tyse@ttc.ca to receive regular construction notices



YouTube: Visit the Official TTC YouTube Channel <http://www.youtube.com/officialttcchannel> to view three tunnelling videos; the latest shows construction of the northern tunnels by TBMs "Yorkie" and "Torkie" in York Region.

For More Information

The Toronto-York Spadina Subway Extension project is jointly funded by the Government of Canada, the Province of Ontario, the City of Toronto and The Regional Municipality of York.

Canada



Ontario

TORONTO

York Region

