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VIVA BUS RAPID TRANSIT MONTHLY REPORT OCTOBER 2008

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 1. The presentation by Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, be received; and**
- 2. The recommendation contained in the following report, October 8, 2008, from the Vice-President, York Region Rapid Transit Corporation, be adopted:**

1. RECOMMENDATION

It is recommended that:

1. Council receive this report for information.

2. PURPOSE

This report provides a comprehensive description of the activities of the York Region Rapid Transit office during September 2008, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, York University Bus Rapid Transit, the site selection study for an operations and maintenance facility, and communications and public engagement activities.

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3. BACKGROUND

Viva Phase 1 rapid transit runs today in mixed traffic in four key corridors. VivaNext, includes the construction of 67 kilometres of surface rapid transit in these same corridors as illustrated in Figure 1. The Viva system is integrated with the extensions of the Yonge and Spadina subway lines north to the Richmond Hill Centre and Vaughan Corporate Centre, respectively, as illustrated in Figure 2.

Figure 1
York Region Rapid Transit Network – vivaNext

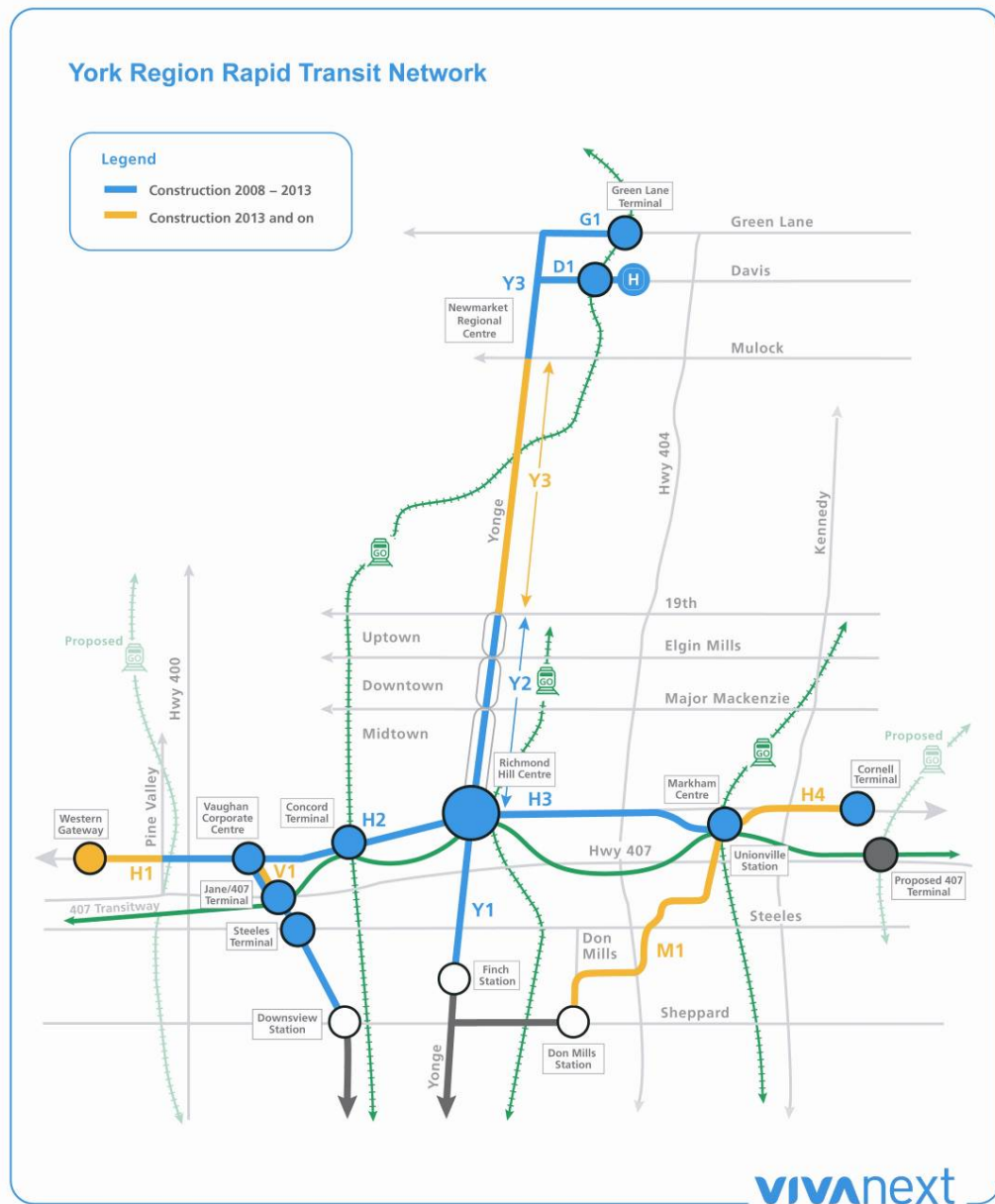
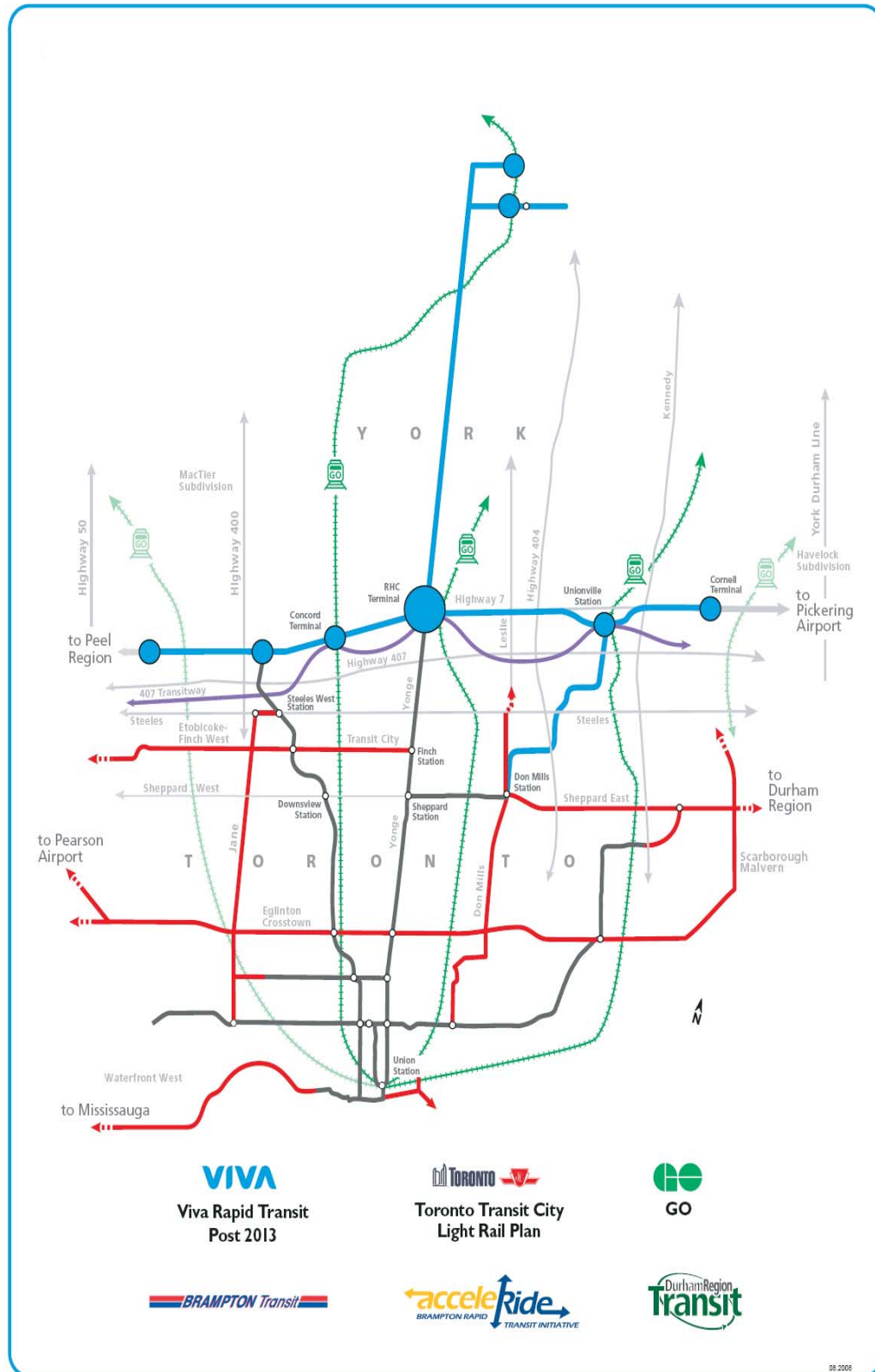


Figure 2
Viva: Part of a Proposed GTA-wide Network



4. ANALYSIS AND OPTIONS

4.1 VIVA BRT RAPIDWAYS

A detailed summary of vivaNext activities during the month of September is provided in *Attachment 1*.

H3 - Highway 7, Richmond Hill Centre to Unionville GO/Kennedy Road engineering is nearing completion

The engineering layouts for the rapidway on the Highway 7 - H3 corridor continue to be developed. All key preliminary engineering activities for the H3 corridor continue to make good progress to finalize the Guaranteed Maximum Price and Construction Program by the end of April 2009. Preliminary engineering tasks status to date:

- As a part of the Design Criteria, continued design coordination with relevant Richmond Hill and Town of Markham studies and reports including streetscape issues. The design criteria is now 80% complete.
- Digital Mapping – existing conditions, 100% complete.
- Pavement and Geotechnical Design Report – 85% complete.
- Drainage Design Report – 75% complete.
- Utility Identification and Coordination – 85% complete.
- Property Requirements and legal Descriptions – 90% complete.
- Preliminary Engineering Drawings – 65% complete.
- Transit Priority and ITS Deployment – 90% complete.
- VIVA Station Design – 40% completed.

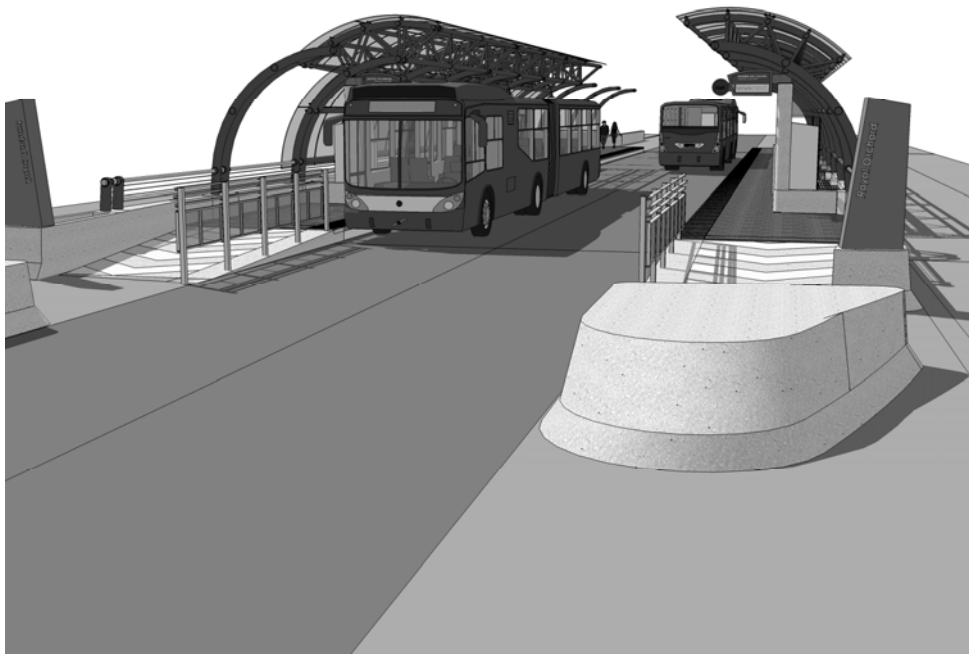
Based on the approved Environmental Assessment, staff continues to develop the H3 rapidways and road widening based on a 6 lane cross-section between Montgomery Crescent and South Town Centre Boulevard. The Town of Markham is expected to make a decision on their preference for the final cross-section design in December.

Y2 - Yonge Street, Highway 7 to 19th Avenue

The engineering layouts for the rapidway on the Yonge Street - Y2 corridor continue to be developed. All key preliminary engineering activities for the Y2 corridor continue to make good progress to finalize a capital cost estimate and an Implementation Plan by the end of April 2009.

Several meetings have been held with Richmond Hill staff to review the preliminary layout and to seek their input and comments. The property acquisition programme and public consultation are being dovetailed with Richmond Hill's Official Plan review process. The coordination and timing of the public consultation and priority acquisition programmes will be the subject to a future report to Committee. Activities to date have included:

- As a part of the Design Criteria, continued design coordination with relevant Richmond Hill studies and reports including streetscape issues. The design criteria is now over 70% complete.
- Digital Mapping – existing conditions, 100% complete.
- Pavement and Geotechnical Design Report – 85% complete.
- Drainage Design Report – 75% complete.
- Utility Identification and Coordination – 85% complete.
- Property Legal Descriptions – 90% complete.
- Preliminary Engineering Drawings – 55% complete.
- Transit Priority and ITS Deployment Plan – 90% complete.
- VIVA Station Design – 40% complete.



H2 – Highway 7, Richmond Hill Centre to Pine Valley Drive

York Consortium 2002 have commenced the conceptual design for the Highway 7 rapidways from Richmond Hill Centre to Pine Valley Drive

Ongoing work includes field investigations to review existing conditions and update base plans, collection of drainage and utility information, review of the alignment and cross-section, including the inclusion of bicycle lanes, and operational planning studies in key corridors.

D1- Davis Drive, Yonge Street to Southlake Regional Health Centre

The preferred alignment along Davis Drive from Yonge Street to the hospital has now been determined with the Town of Newmarket

The selection of the preferred alignment was made largely in consideration of the East Holland River crossing, specifically the cost of bridge replacement and new construction, maintaining four lanes of traffic, and avoiding impacts to heritage structures along the river.

Discussions have been held with Newmarket Hydro regarding the PowerStream study to examine the possibilities for the undergrounding of transmission lines for Newmarket

The PowerStream study continues to determine the feasibility and possible funding sources for underground relocation of power transmission lines along the Viva rapidway corridors and other major regional roads. Since Newmarket Hydro is not affiliated with PowerStream, staff has met with senior Newmarket Town and Hydro staff to determine if they would be prepared to participate in the study to address the corridors in Newmarket. Newmarket Hydro confirmed their interest in participating and staff will work together with them to determine the scope of activities. Consultation has also taken place with the municipalities on funding options and priorities for undergrounding transmission lines.

4.2 SITE SELECTION STUDY – O&M FACILITY

A study to identify and evaluate potential sites for an Operations and Maintenance (O&M) facility for the Viva fleet has recently commenced. An evaluation methodology is being used to review sites that meet a series of technical and operational criteria, and recommend a preferred location or locations, that maximize cost-effectiveness and support reliable operation and integrated development.

Local sites that meet the basic criteria and are on the property market are being assessed for their suitability.

A workshop will be held with Region staff at the end of October. At that time, the candidate sites will be evaluated and a preferred site will be identified. The draft report with the recommended O&M site(s) is anticipated in November.

4.3 PHASE 1 CAPITAL ENHANCEMENTS

The Jefferson Vivastation construction contract awarded to Kiewit EllisDon 2002 is making good progress

Kiewit EllisDon is close to completing construction of a new Vivastation, with platforms in both directions, on Yonge Street in the vicinity of Jefferson Sideroad. At this time, all

the civil work is complete and the canopies have been installed. It is expected that the station will be fully functional by November 16, 2008.

Preliminary engineering of the Savage Road Vivastation is now underway

York Consortium 2002 has commenced preliminary engineering of a new Vivastation at Savage Road in Newmarket. Preliminary engineering will be followed by final design, and pending utilities coordination, will be completed by end of November 2008. Construction is expected to commence in the spring of 2009.

4.4 YORK UNIVERSITY BUS RAPID TRANSIT (BRT)

The City of Toronto has begun the York University to Downsview Busway project which will include new Viva stations

The Toronto York University to Downsview Busway project to provide dedicated bus lanes between York University and Downsview station is making good progress and construction has commenced, including modifications to the Downsview station to accommodate Viva bus operations.

Discussions have commenced with the TTC project team to proceed with the installation of Viva bus stops along the busways. The construction drawings have been red-lined to include locations of vivaNext stops and equipment.

Completion of the York University to Downsview Busway is scheduled for November 2009; however, discussions are underway with a view to a possible acceleration of the schedule.

4.5 COMMUNICATIONS & PUBLIC ENGAGEMENT

Communications activities with Newmarket property owners and stakeholders continued

Staff continued to engage stakeholders in Newmarket through written correspondence and met with the Board of the Newmarket Chamber of Commerce.

Staff continued to work with municipalities regarding public consultation and planning in relation to the Richmond Hill Centre and Markham Centre

Stakeholder outreach efforts were also maintained regarding Highway 7 – Richmond Hill Centre to Markham Centre (H3). Discussions with municipal staff continued as we worked together to coordinate both the public consultation work and the Municipal Master Planning and Strategic Planning initiatives which are being undertaken by the municipalities.

New communications material was produced for public distribution and presentation to individual stakeholders

The communications team developed and produced various information handouts and presentations for public dissemination, and continued to keep www.vivayork.com updated with the latest presented material.

Public Engagements:

- October 2, 3, 4, 5 – Markham Fair booth.
- November 17 – Richmond Hill & Vaughan presentations to Council.
- November 25 – Markham Development Services presentation.
- November 26 – BRT, Highway 7 Public Consultation Centre.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

Viva is being closely coordinated with local planning and economic development activities along the rapid transit corridors.

7. CONCLUSION

This report provides a comprehensive description of the activities of the York Region Rapid Transit office during September 2008, relating to progress on the implementation of the vivaNext bus rapid transit programme, including Phase 1 capital enhancements, York University Bus Rapid Transit, the site selection study for an operations and maintenance facility, and communications and public engagement activities.

For additional information, please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the October 16, 2008 Committee meeting.)