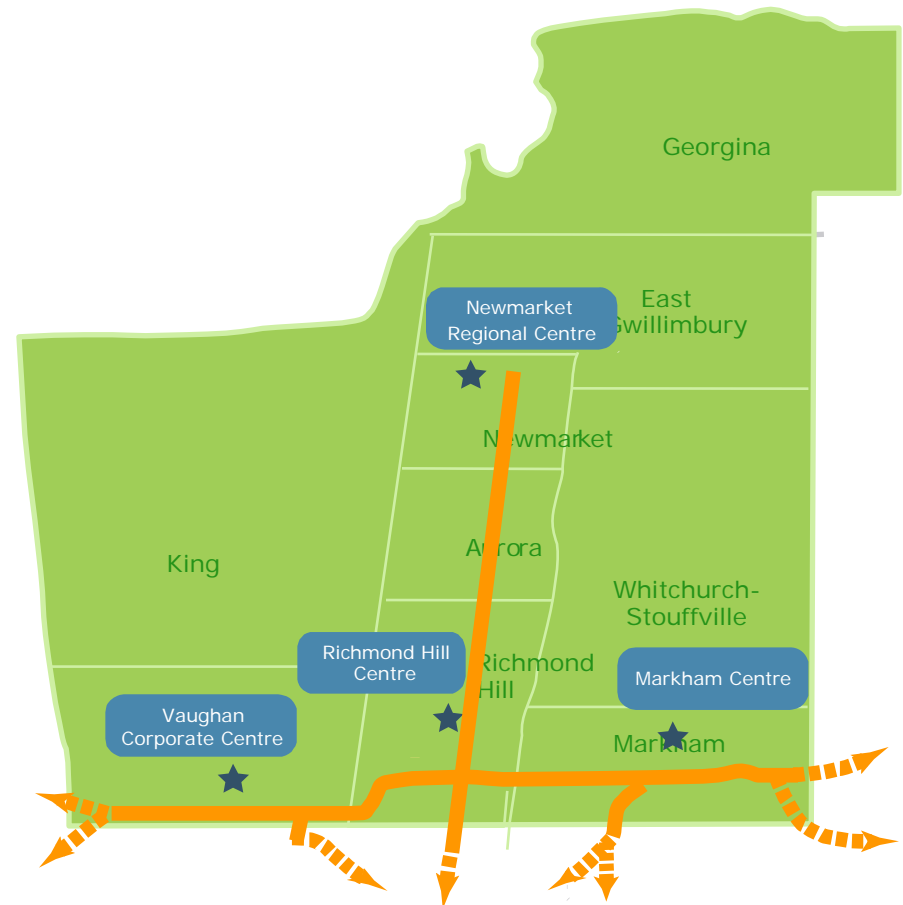
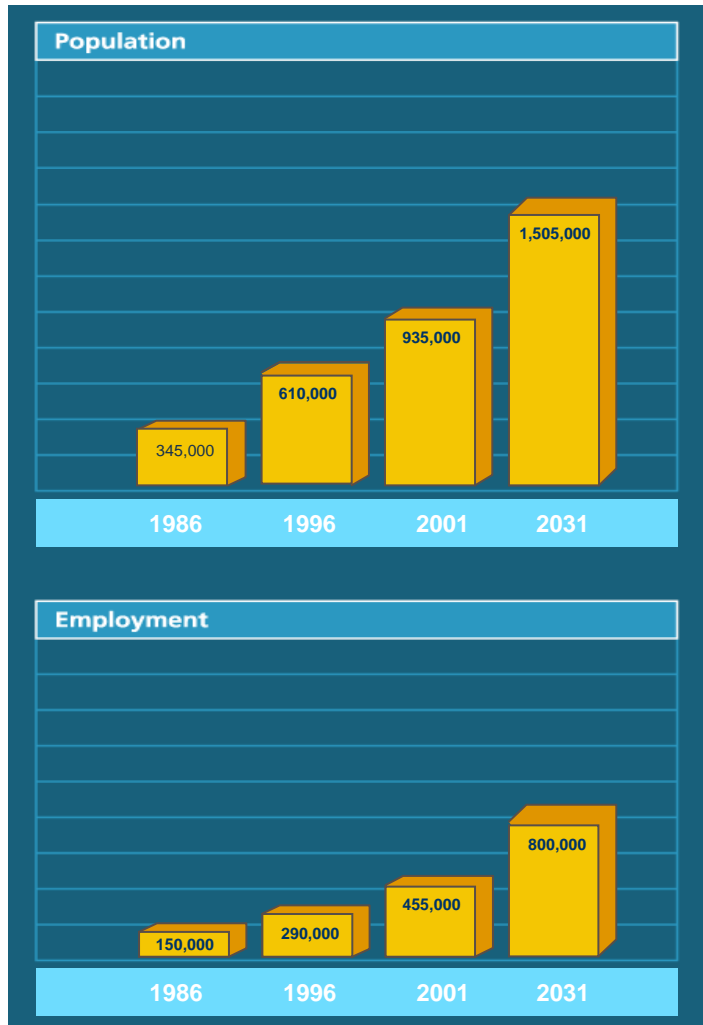




Highway 7 Rapidways



rapid growth...increasing traffic congestion



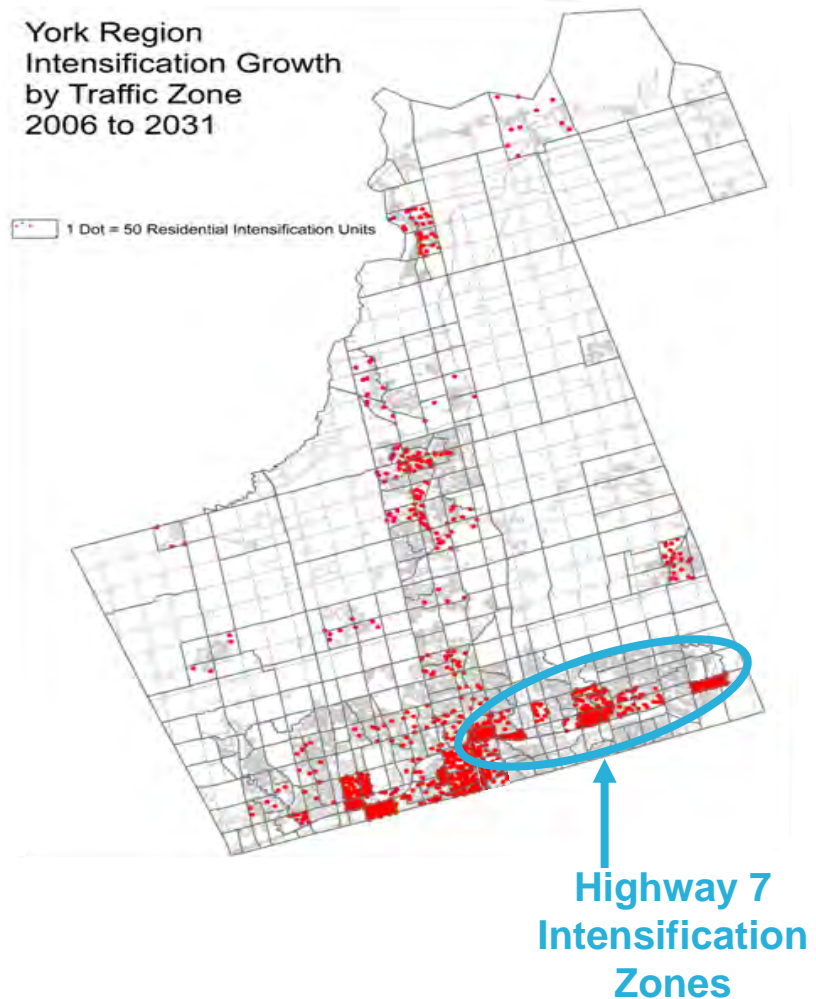
one transit vehicle replaces 70 cars





- Increased transit ridership
- Vibrant mix of residential, commercial and employment land use
- Evolving transit villages

- Second level intensification numbers are preliminary and include recent applications
- 85,000 units required to reach 40% target do not represent the full Regional intensification potential



york region intensification matrix (2006-2031)

	Units (1)	% of Intensification
Regional Centres	25,640	30%
Regional Corridors	14,490	17%
Local Centres	26,140	31%
Other Major Corridors	7,720	9%
Local Infill	11,350	13%
Total	85,340	100%

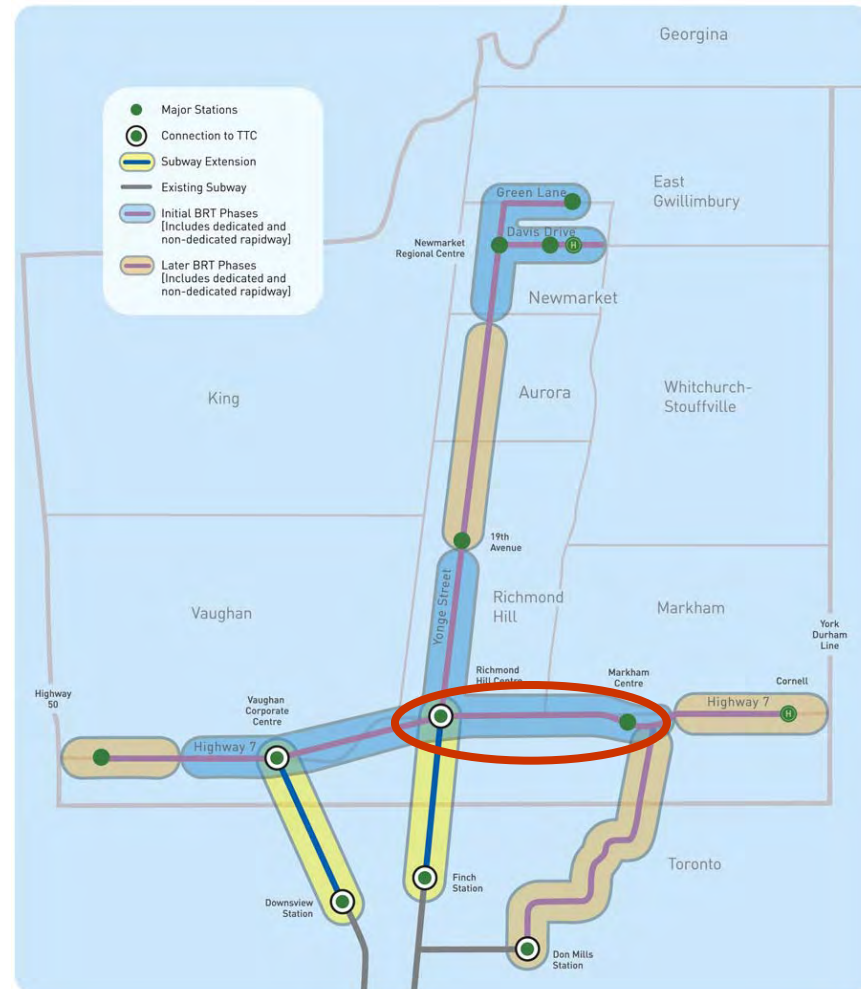
SOURCE: York Region Planning and Development Services, 2007

Note: Total May not add due to rounding

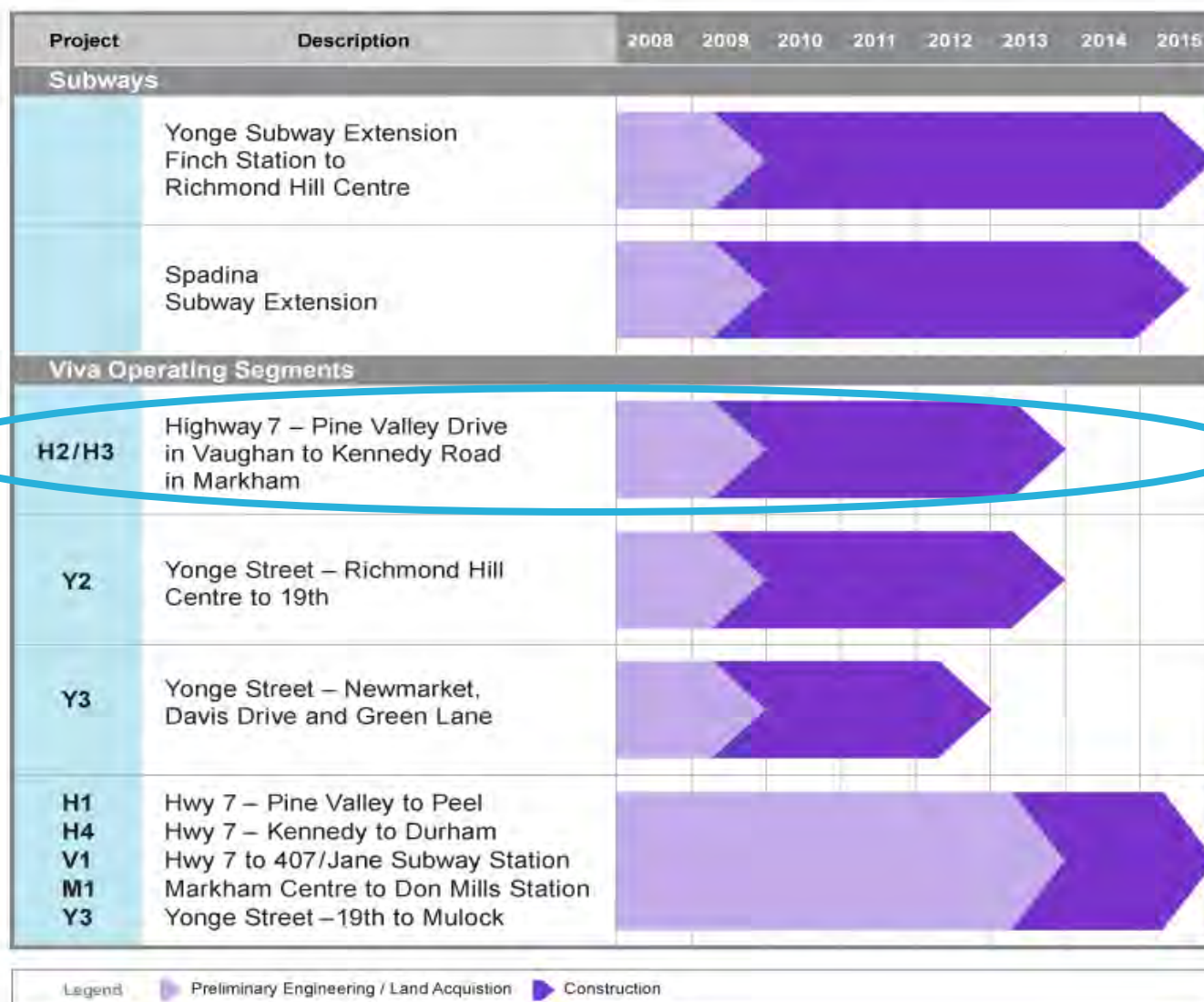


1. Total Intensification Unit Growth projected from 2006 to 2031 .
2. Secondary Suites are not included pending further analysis.
3. Other Major Corridors include select areas along Steeles Ave., Dufferin Street, Bayview Ave., and Major Mackenzie Drive.
4. Local Centres include locally defined centres (i.e. Woodbridge, Unionville, Thornhill), Towns and Villages, and Hamlets.
5. Regional Centres figure does not include built units as of July 1, 2006.

the proposed rapid transit network



vivaNext capital construction projects 2008-2015





traffic, transit and
pedestrian facilities

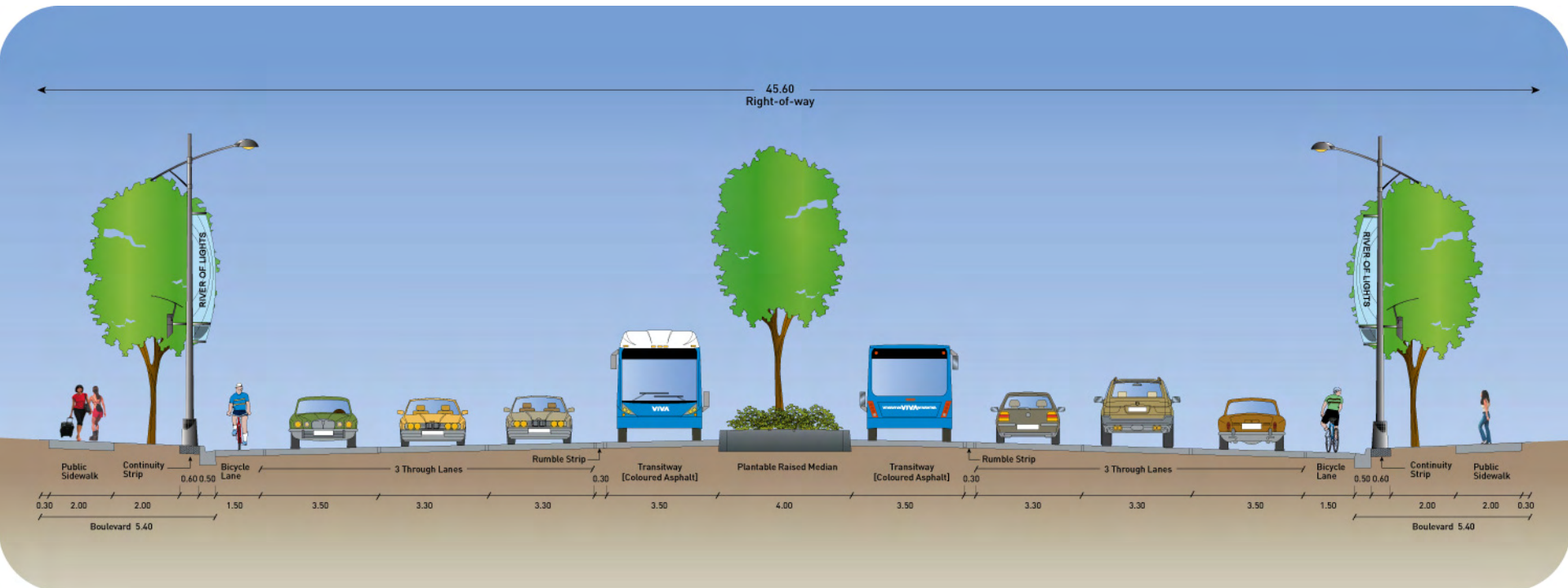


boulevards
and medians



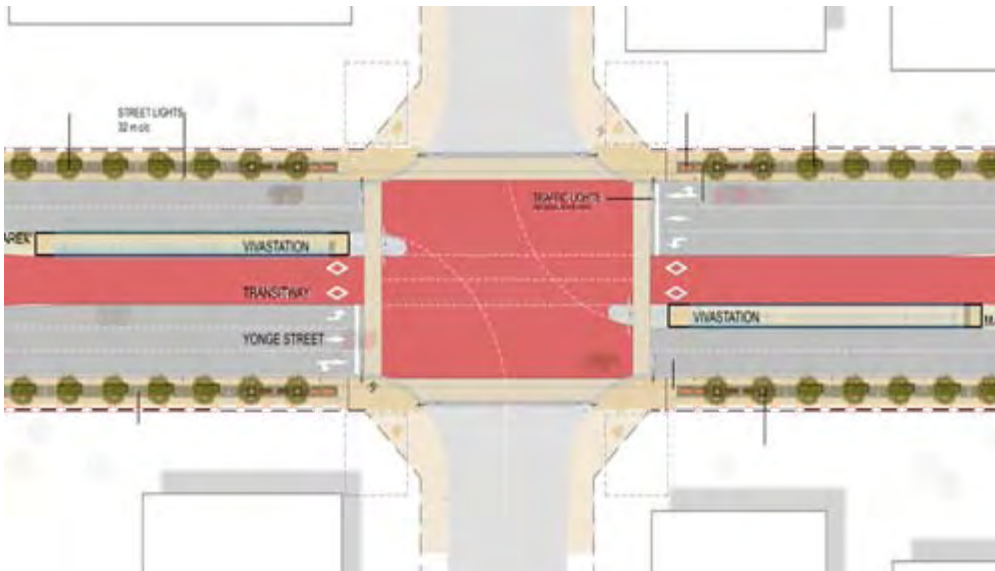
vivastations

dedicated rapidways



- Six through lanes with left turn lanes
- Dedicated centre lane rapidways
- Fully landscaped boulevards and median planting
- Dedicated bike lanes

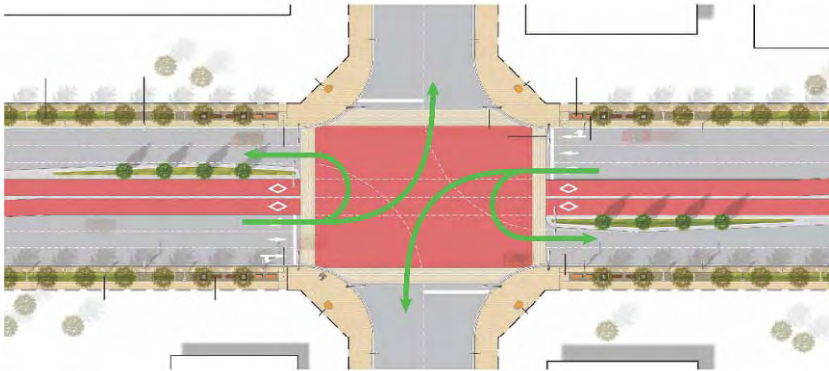
transit corridor intersections



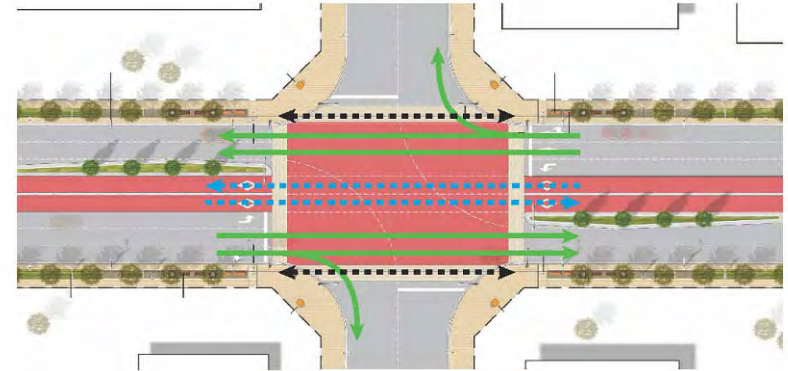
Enhancing public safety and access
for drivers, transit riders, pedestrians
and cyclists



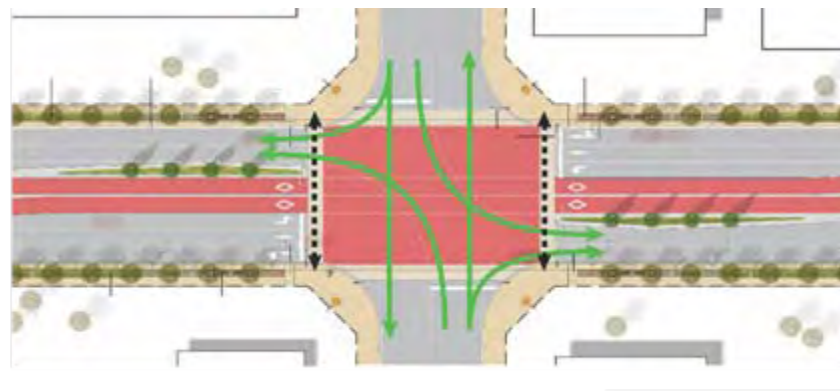
managing traffic movements at Intersections



First Signal Phase: Left turn and U turns only, no other traffic movements



Second Signal Phase: Corridor general traffic, Viva rapid transit and pedestrians

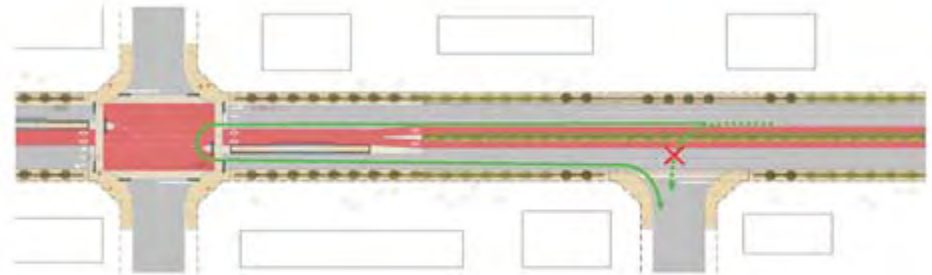


Third Signal Phase: Cross street general traffic and pedestrians

managing mid-block traffic movements

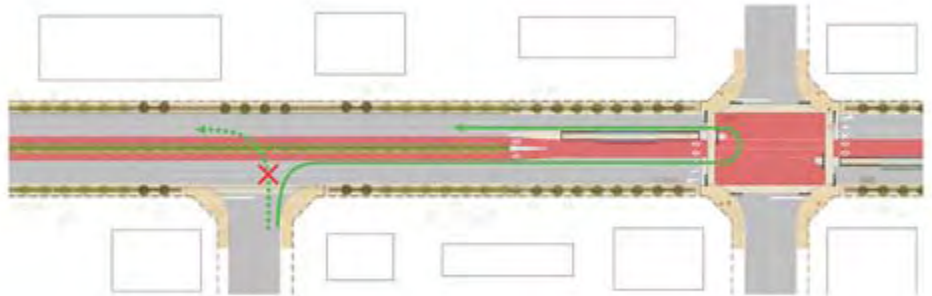
Inbound Access

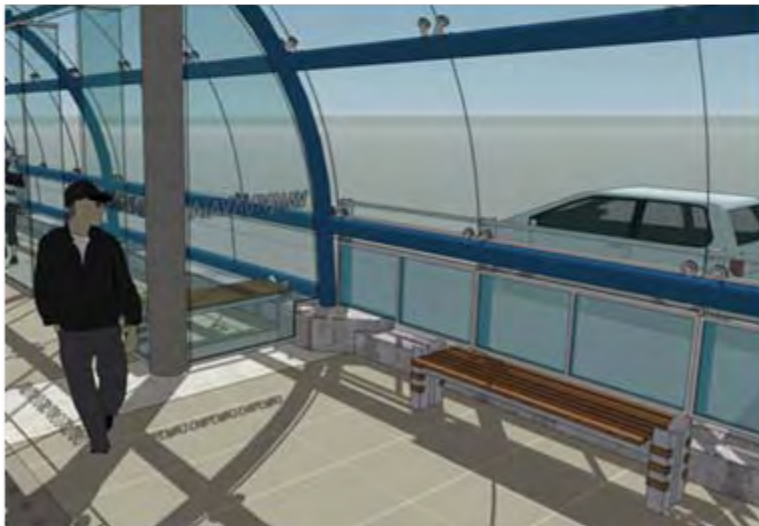
Access from Rapid transit corridor to side streets and properties between signalized intersections

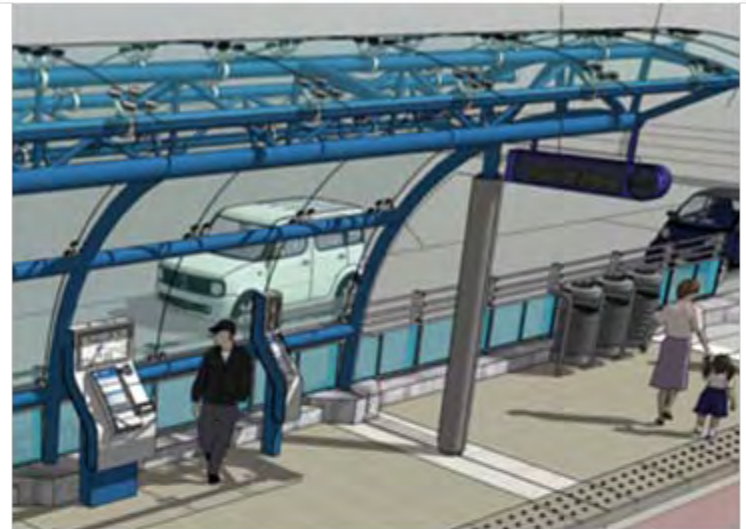


Outbound Access:

Access to Rapid transit corridor from side streets between signalized intersections







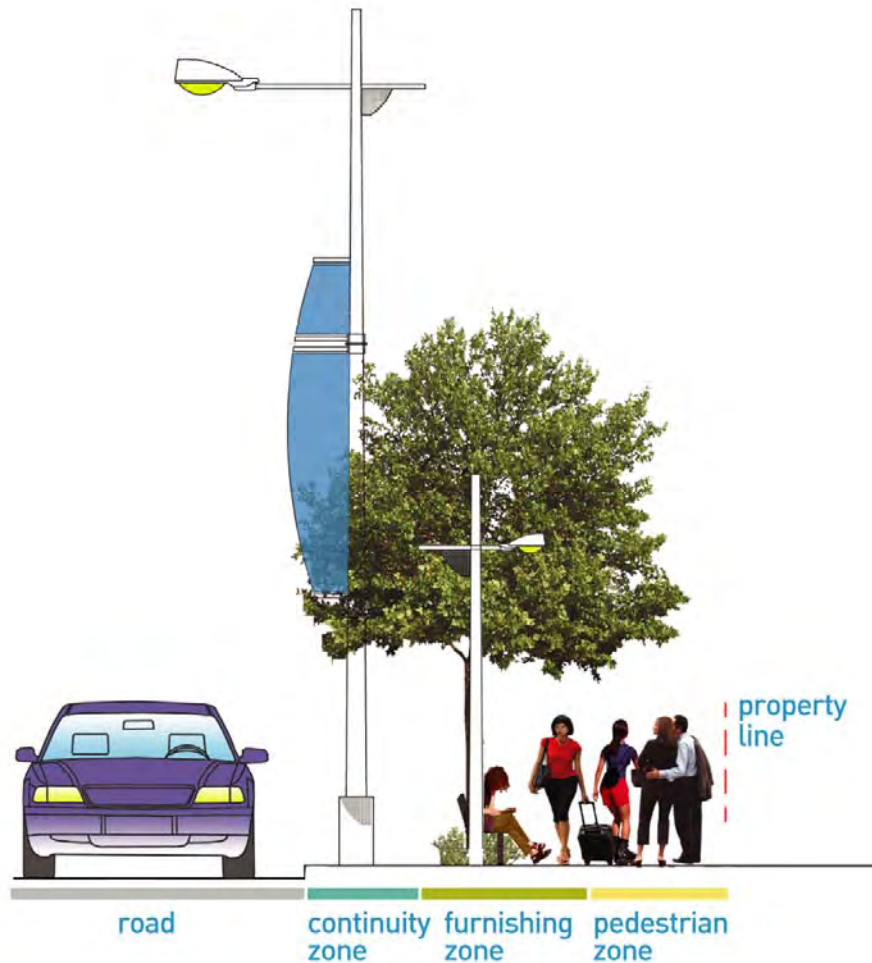
placemaking opportunities



landscaped boulevards and medians



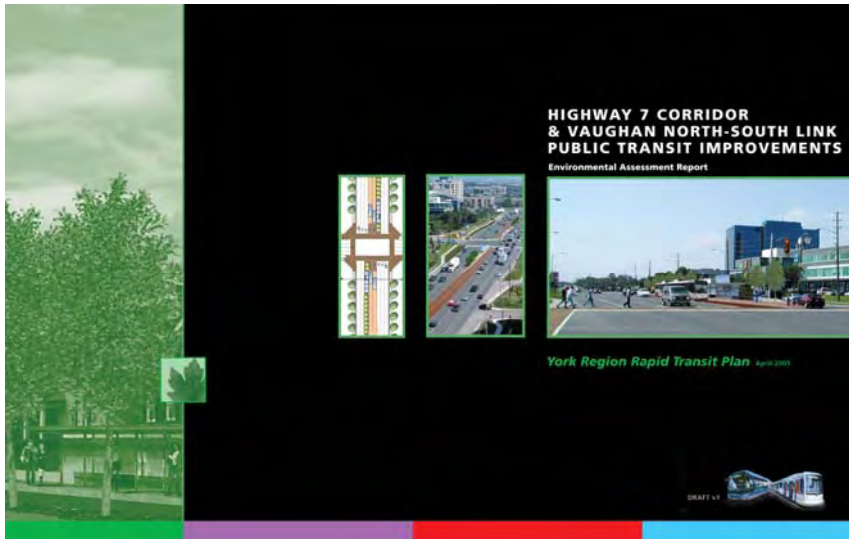
pedestrian-friendly streets



pedestrian-friendly streets



highway 7 – h3 project status



- EA completed March 2007
- Conceptual design complete
- Property requirements defined
- Preliminary engineering ongoing



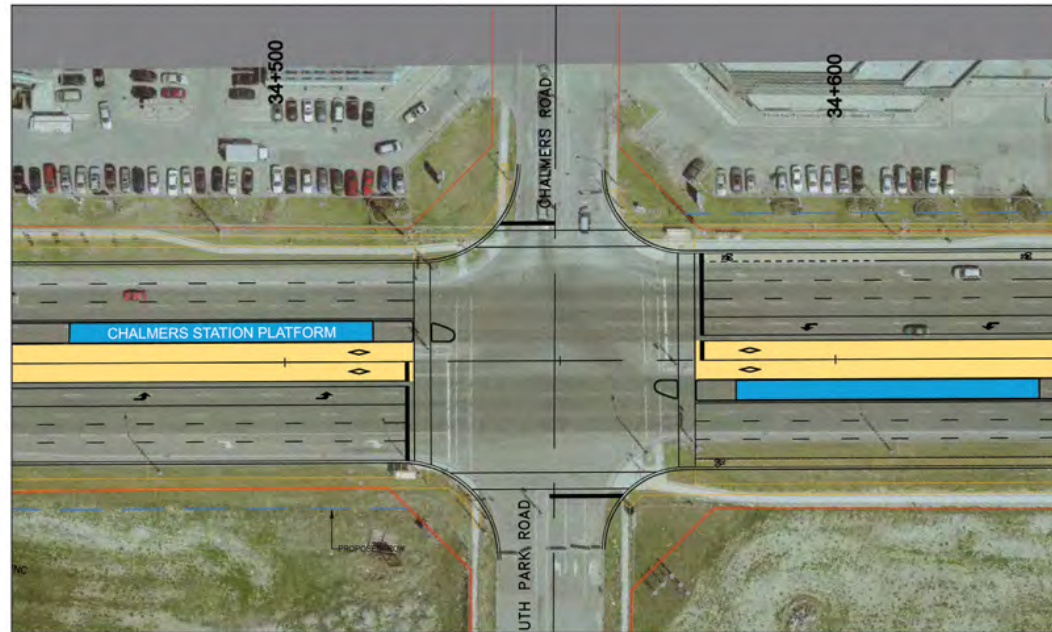
highway 7 – h3 rapidway alignment



highway 7 – richmond hill terminal to silver linden drive



highway 7 – doncrest road to valleymede drive



DONCREST
ROAD

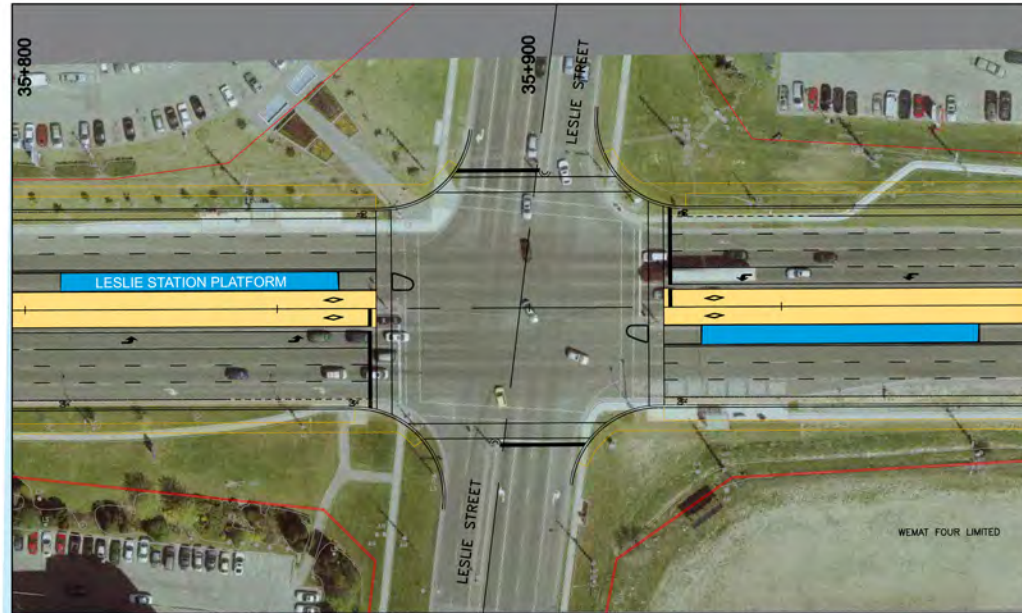
CHALMERS
ROAD

SADDELCREEK
DRIVE

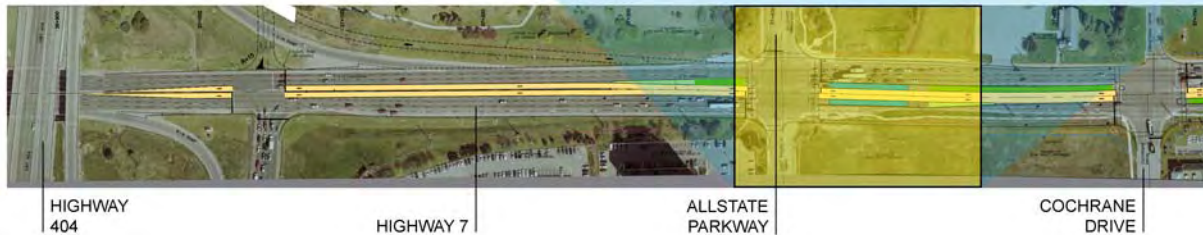
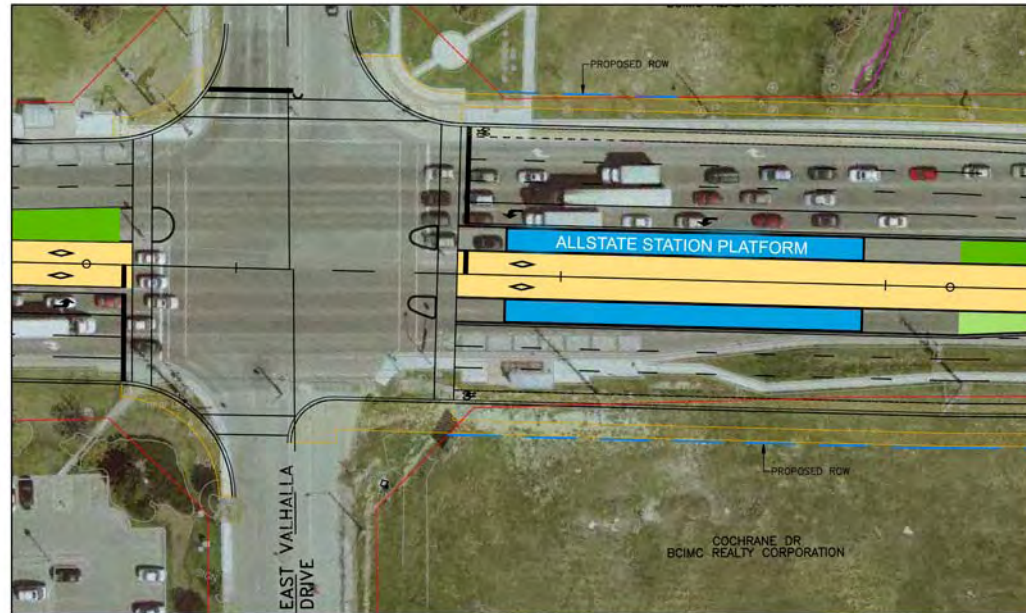
VALLEYMEDE
DRIVE

HIGHWAY 7

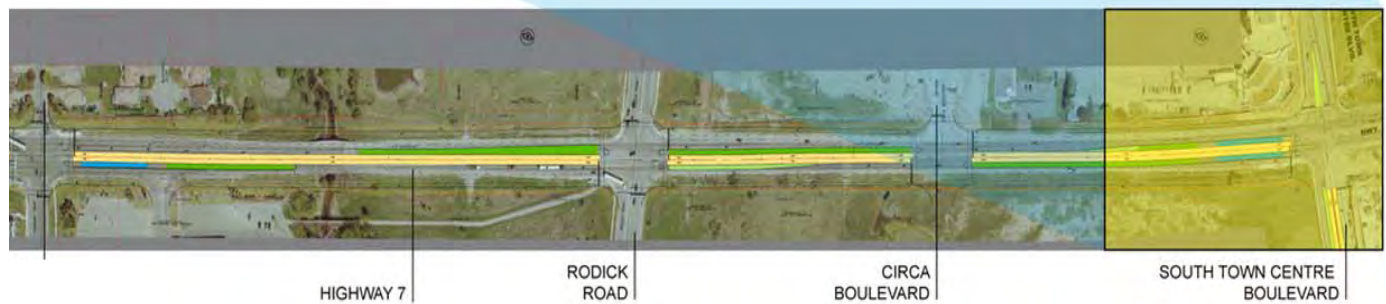
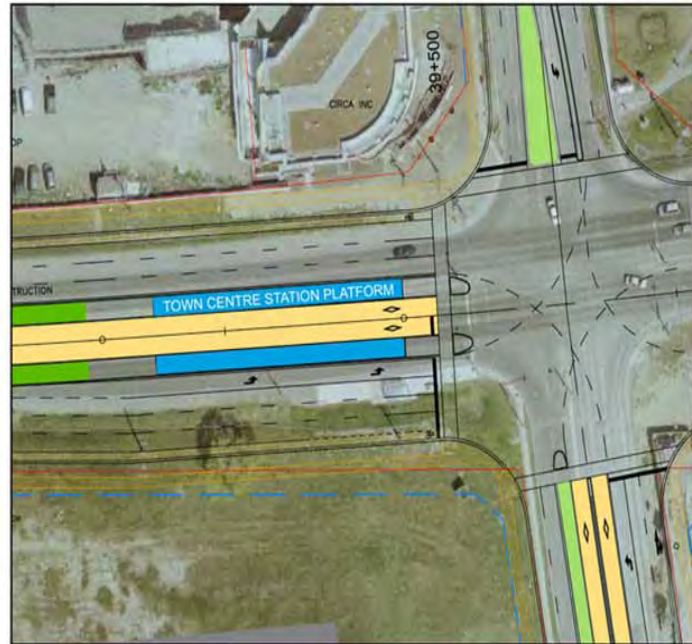
highway 7 – west beaver creek to highway 404



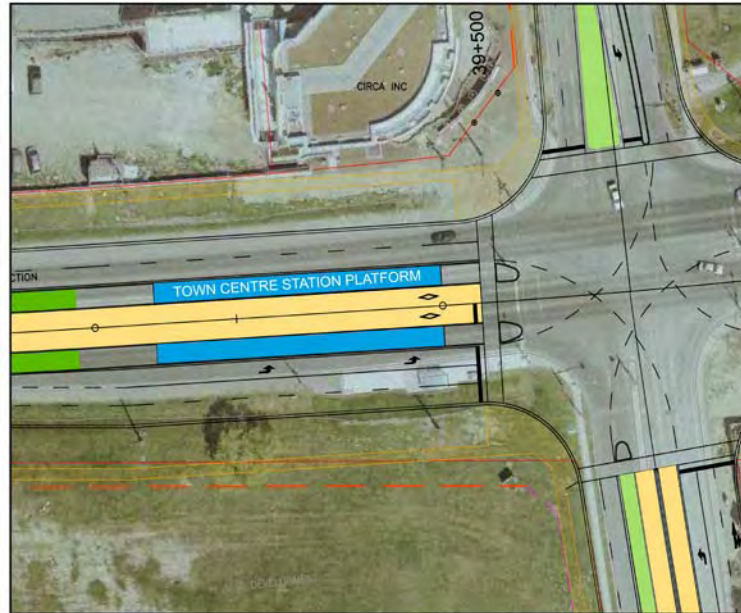
highway 7 – highway 404 to cochrane drive



highway 7 – montgomery court to south town centre boulevard



highway 7 – montgomery court to south town centre boulevard (4 lane alternative)



highway 7 – south town centre boulevard to cedarland drive

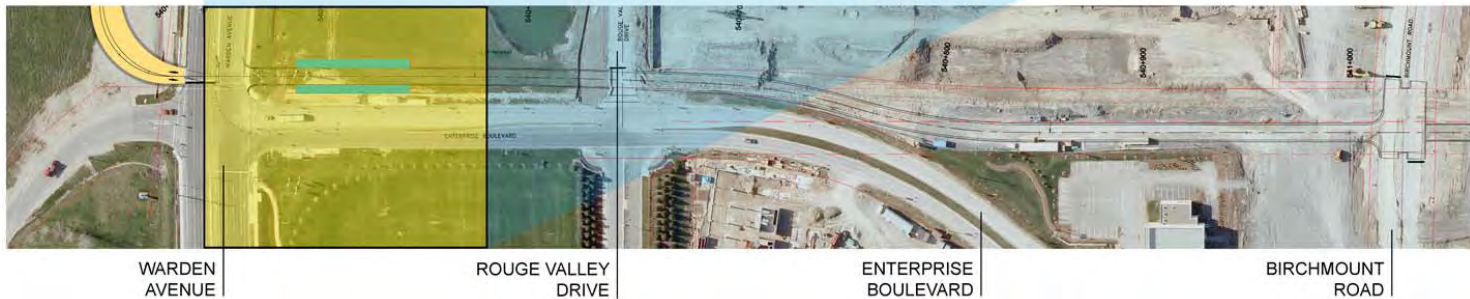


SOUTH TOWN
CENTRE BLVD.

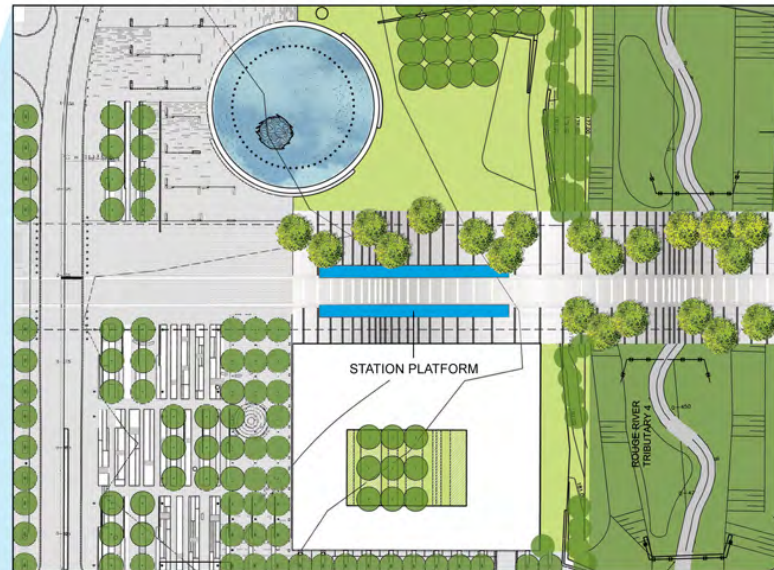
CEDARLAND
DRIVE



enterprise drive – warden avenue to birchmount road



markham centre – market drive to unionville go station



Markham Centre
Central Park

Viva station link
to GO under
further study



MARKET
DRIVE

ENTERPRISE
BOULEVARD

SCIBERAS
ROAD



- 🔒 Public Meeting #1 (June 17 & 18, 2008)
- 🔒 Property owner consultation (Summer 2008)
- 🔒 Public Meetings #2 and #3 (Fall 2008)
- 🔒 Construction starts on Civic Mall (Fall 2009)

thank you.....Q&A

