

West Toronto Railpath Realignment & Extension

Metrolinx Engage Live

Tuesday, April 27, 2021
6:00 - 7:30 p.m.



LAND ACKNOWLEDGEMENT

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular, we acknowledge that the Kitchener Fourth Track and West Toronto Railpath projects take place on Treaty 13 territory of the Mississaugas of the Credit First Nation.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on these projects.



1 West Toronto Railpath

2 West Toronto Railpath Extension

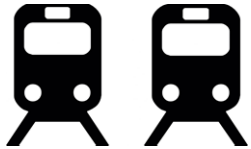
3 Barrie Line Greenway

4 Green Line

5 St Clair West Transportation Master Plan

6 On-street cycling connections

GO EXPANSION BACKGROUND: PERSONAL AND REGIONAL BENEFITS



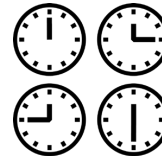
MORE TRIPS

6000 weekly trips
2x as many rush-hour options.
3x as many off-peak options



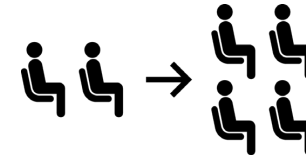
FASTER TRAVEL

Electric trains **accelerate and decelerate faster**.
Introduction of **additional express** services saving **20 min per day**



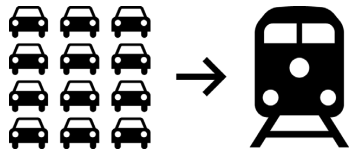
HIGH FREQUENCY

No need to check a schedule with service **every 15 minutes** or better, in both directions, all day



MORE CAPACITY

Doubling regional commuter capacity equivalent to **nine highways the size of the 401**



REDUCED CONGESTION

More trains = reduced congestion across the **region**, **taking close to 145,000 car trips per day, off the road**



CREATE JOBS

An estimated **8,300 annual jobs** created for the first 12 years of delivery will be created over the lifecycle of the program



SAVE TAXPAYERS MONEY

All operating costs covered with fare box revenue. **GO Rail revenues will exceed 110%** of operating costs over the next 60 years



INCREASED RIDERSHIP

More options and faster trains will increase peak and off peak service. **By 2055, annual ridership will exceed 200 million.**

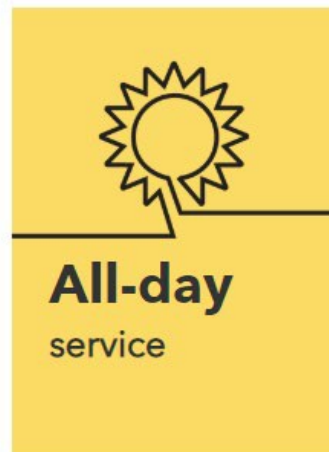
WHAT ARE WE DOING

Metrolinx GO Expansion Program

Metrolinx is working to transform the way the region moves by building a seamless, convenient and integrated transit network across the Greater Golden Horseshoe. Over the next 10 years, Metrolinx is transforming the existing GO rail system to deliver a whole new rapid transit experience to your community. With more frequent train service you will have more options to get where you need to go.

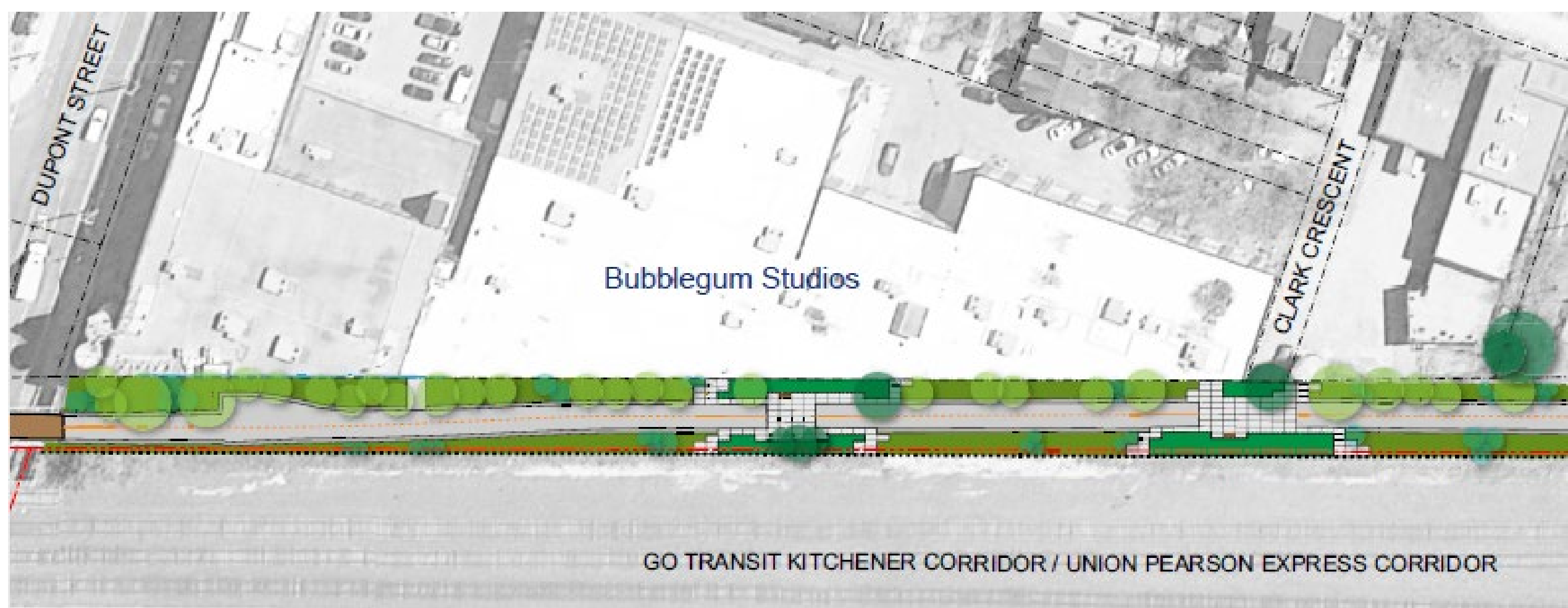
Kitchener GO Line Expansion

The fourth track Lansdowne the Black Creek project is a segment of work that is a part of the overall GO Expansion program. The realignment of the West Toronto Railpath will facilitate the new track to be installed and allow for more trains to be added to the Kitchener line. The Kitchener GO Line Expansion will bring all-day, two-way GO service for people across Toronto, Brampton and Kitchener.



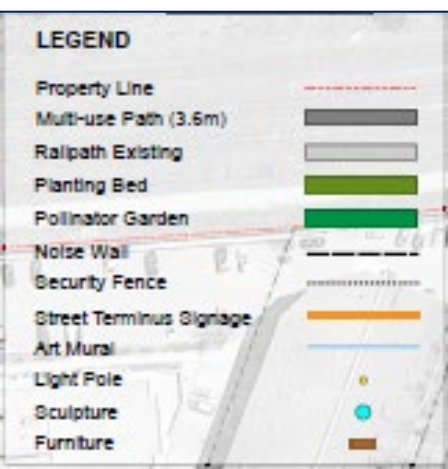
OVERVIEW

- The West Toronto Railpath Realignment and Extension will fall under two separate projects:
- Realignment of Existing Railpath for Kitchener Trackwork – Fourth Track Lansdowne to Black Creek
 - Part 1 – Trackwork from Dundas Street to Dupont Avenue
 - Part 2 – Bloor Station Connection and West Toronto Railpath Realignment
- West Toronto Railpath Extension on behalf of City of Toronto
 - 2km extension Railpath from Dundas Street to south of Queen Street (Abell Street at Sudbury Street).



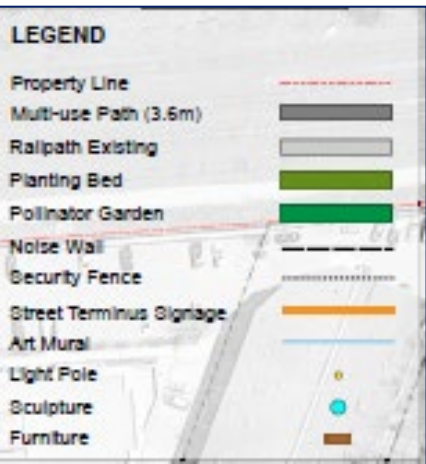
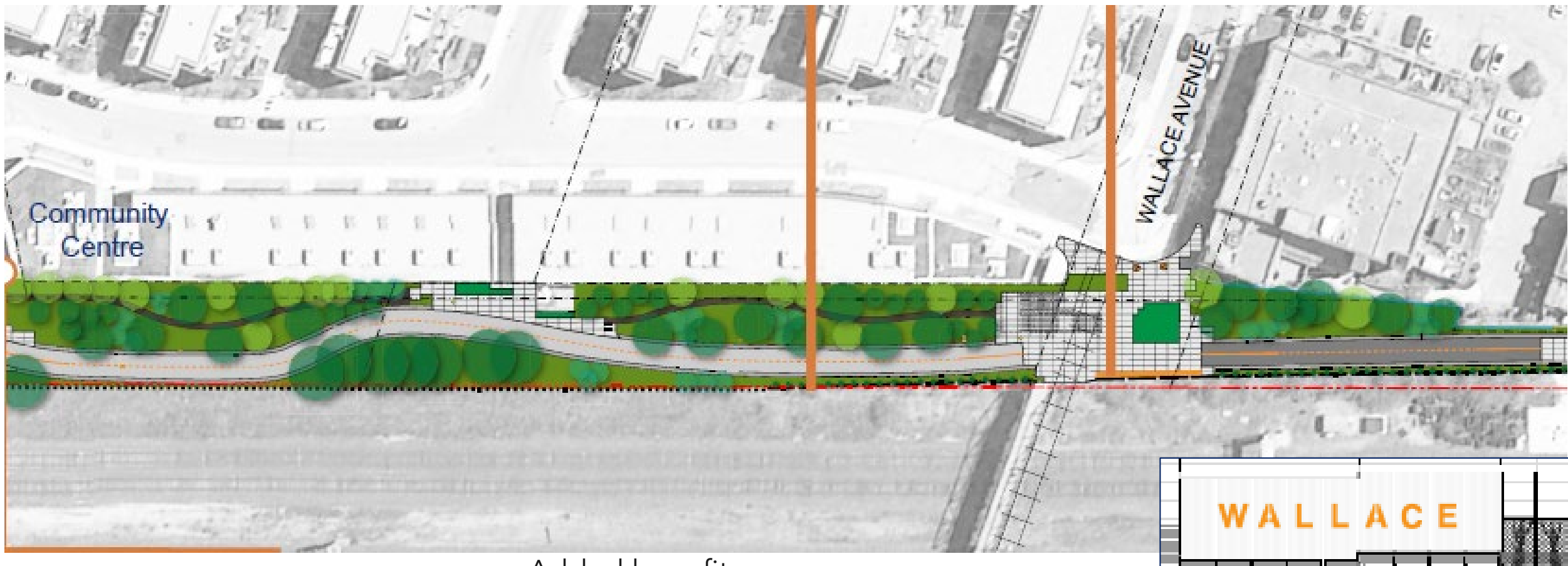
Added benefits:

- New trees to create woodland
- New pollinator gardens
- New concrete paving added to existing
- New furniture
- Protection of existing trees where possible



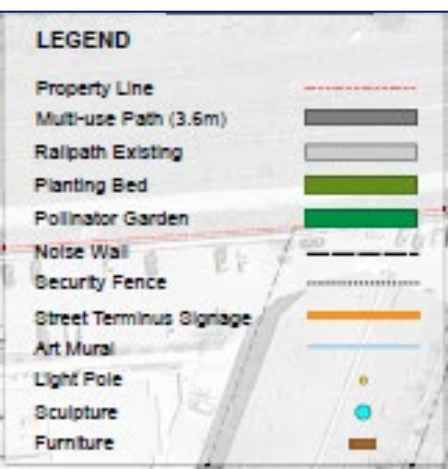
Added benefits:

- New trees to create woodland
- New pollinator gardens
- New concrete paving added to existing
- New furniture
- Protection of existing trees where possible



Added benefits:


- New trees to create woodland
- New pollinator gardens
- New concrete paving added to existing
- New furniture
- Protection of existing trees where possible
- Artistic street terminus signs also deterring graffiti
- Removal of invasive species and replaced with new planting.



Added benefits:

- New pollinator garden and park
- New furniture
- Protection of existing trees where possible
- New vine wall along noise wall barrier that is also graffiti deterrent.
- Artistic street terminus signs also deterring graffiti

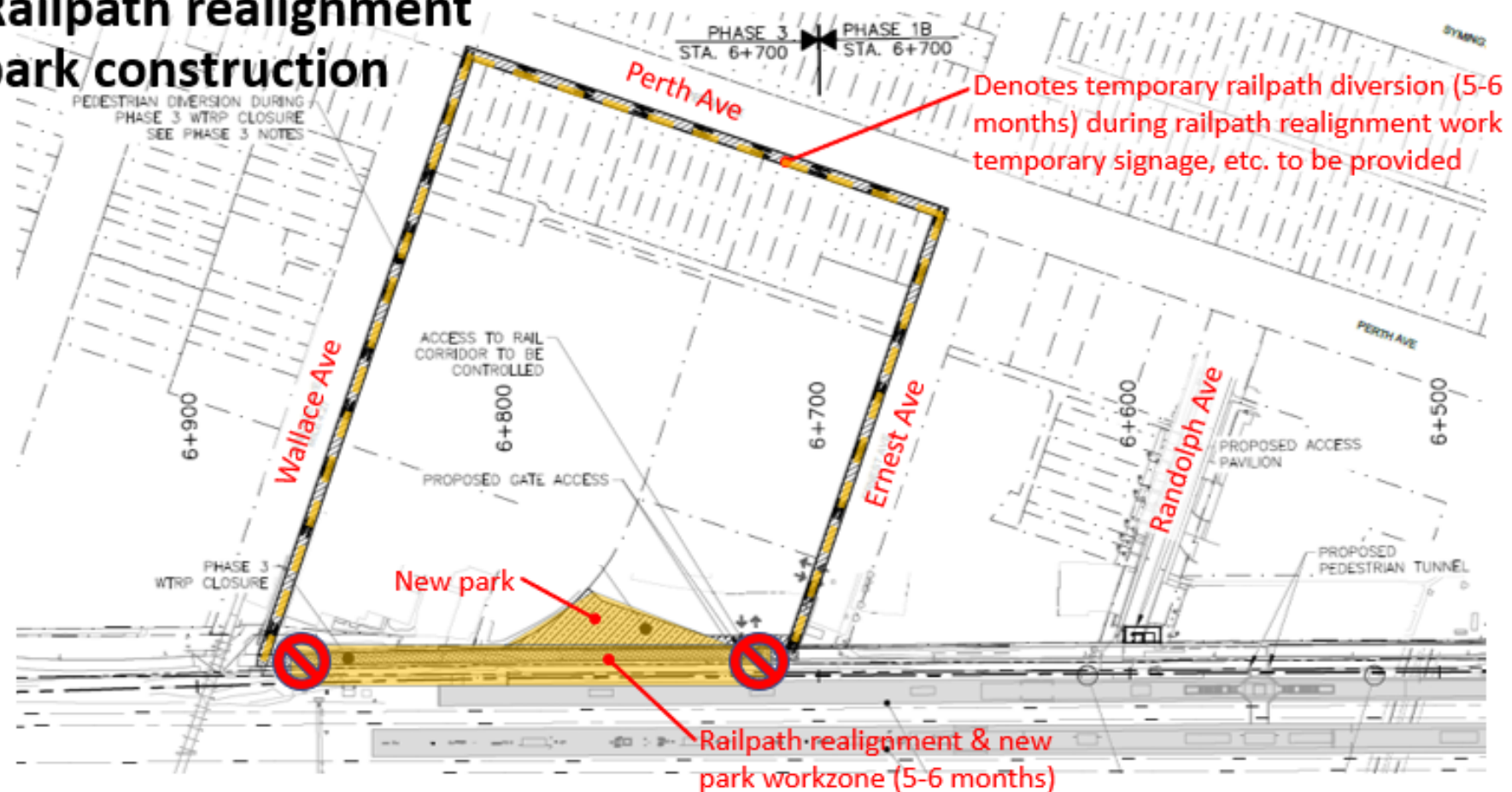
Phase 3 – Railpath Realignment

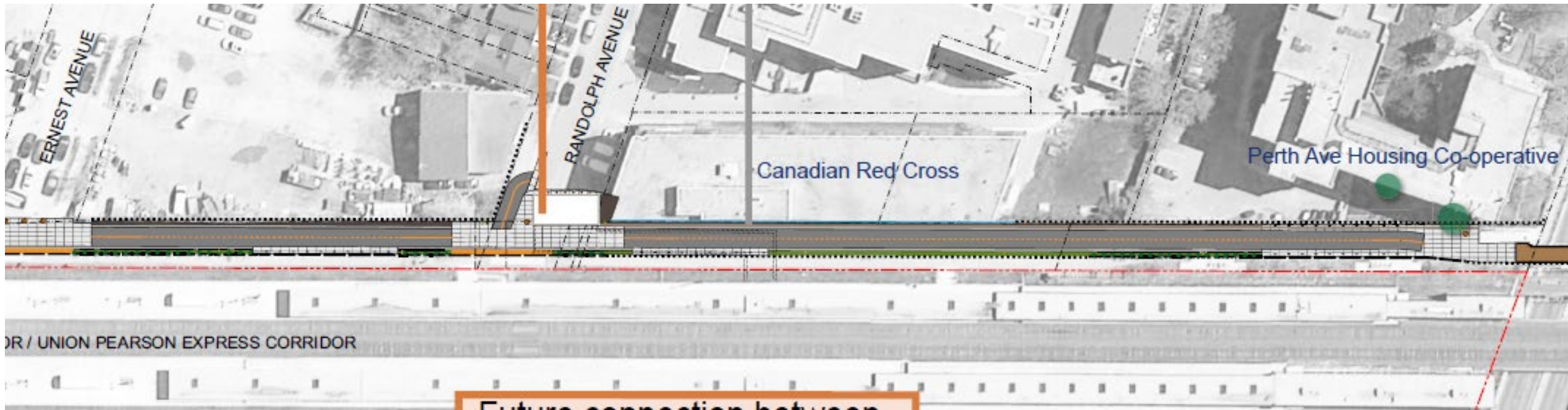
 DENOTES PATH CLOSED

Est. Duration: 5-6 months

Est. Start Date: After Phase 2

Scope: Railpath realignment
& new park construction





Added benefits:

- New concrete paving at Bloor St. entrance
- New vine wall along noise wall barrier that is also graffiti deterrent.
- Artistic street terminus signs also deterring graffiti
- Protected mural (Lynnette Postuma)
- New Access Pavillion and Pedestrian tunnel connection to Bloor GO Station.

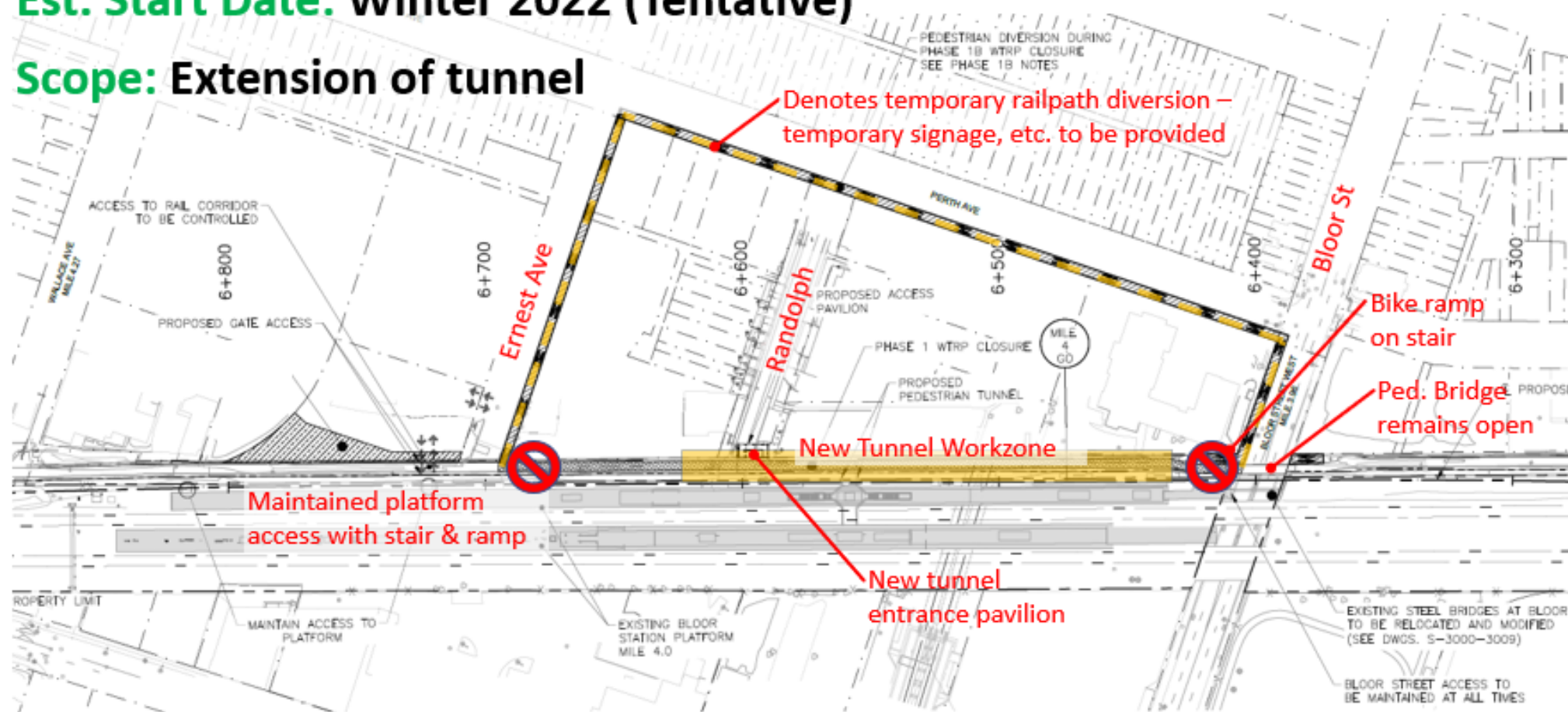


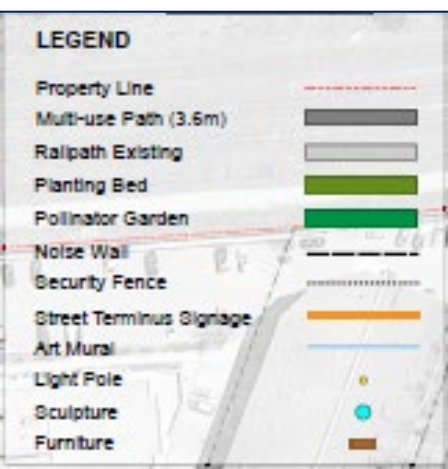
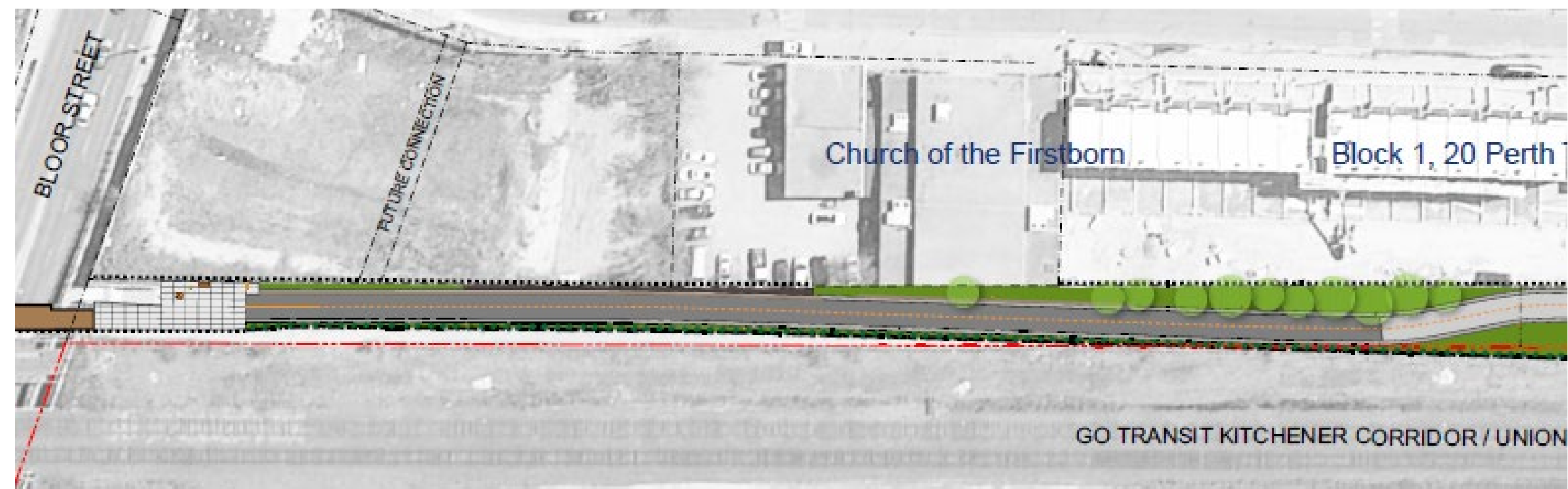
Phase 1 – Tunnel extension

Est. Duration: 12 months

Est. Start Date: Winter 2022 (Tentative)

Scope: Extension of tunnel





Added benefits:


- New concrete paving at Bloor St. entrance
- Protection of existing trees where possible
- New vine wall along noise wall barrier that is also graffiti deterrent.
- New furniture

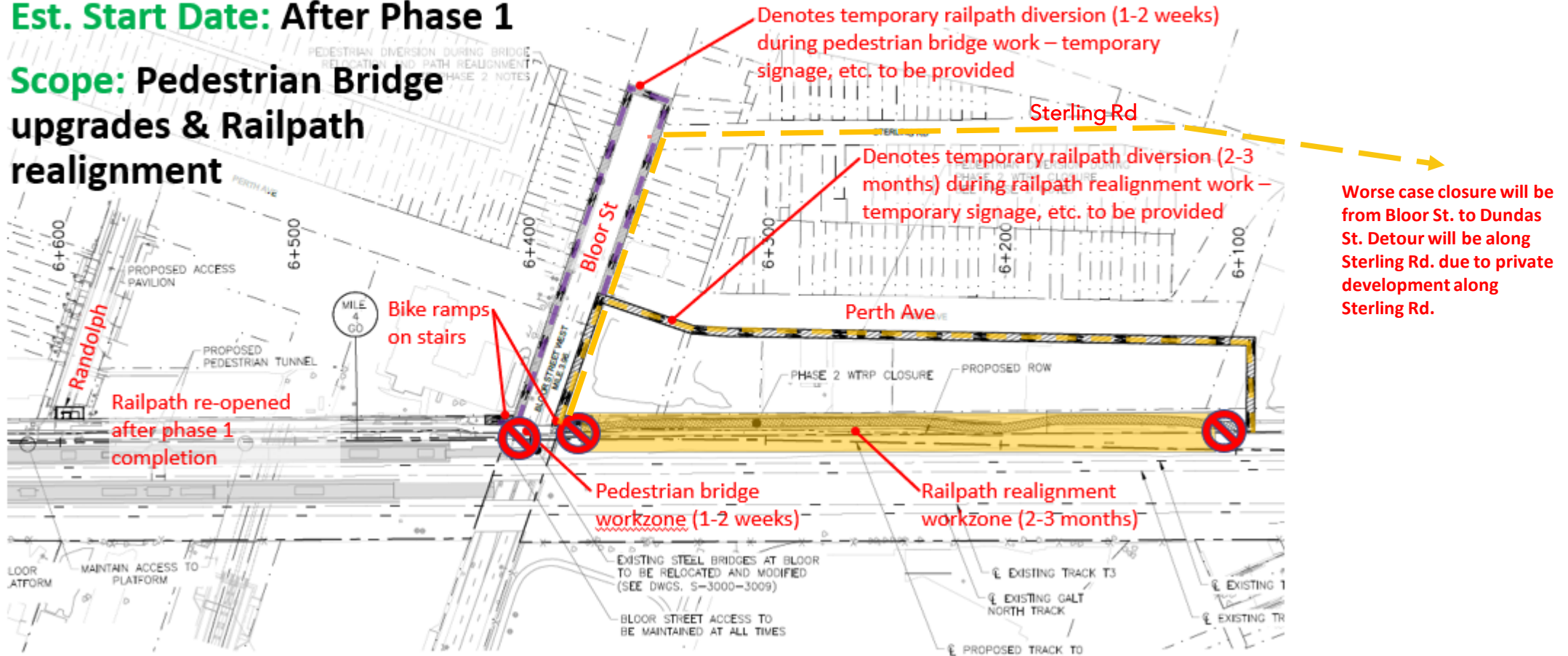
Phase 2 – Railpath Realignment

Est. Duration: 2-3 months

Est. Start Date: After Phase 1

Scope: Pedestrian Bridge upgrades & Railpath realignment

 DENOTES PATH CLOSED





Added benefits:

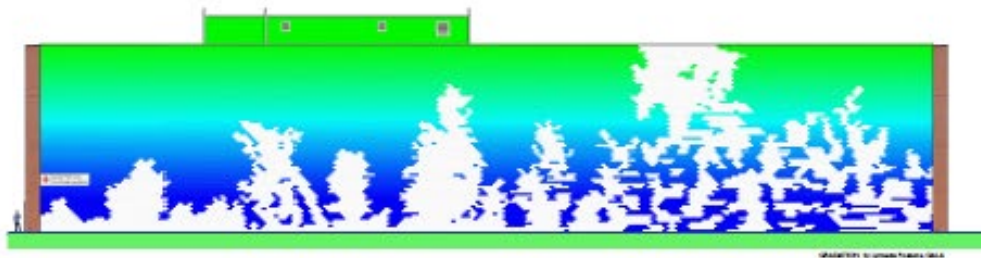
- New concrete paving at Perth Ave. entrance
- Protection of existing trees where possible
- New vine wall along noise wall barrier that is also graffiti deterrent.
- Protection of existing pause platforms (DeRAIL)
- New location for relocated sculpture
- Removal of invasive species and replaced with new planting.



Added benefits:

- Protection of existing trees where possible
- New vine wall along noise wall barrier that is also graffiti deterrent.
- New locations for relocated sculptures
- Removal of invasive species and replaced with new planting.

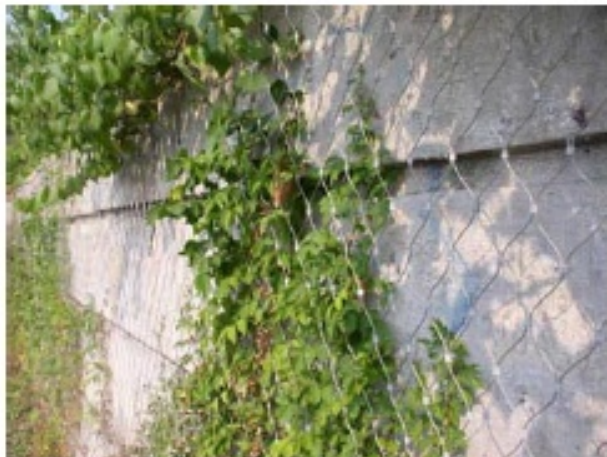




Existing gradation mural (Lynnette Postuma) to be protected / maintained



Existing pause platforms (DeRAIL) to be maintained



Carl Stahl X-TEND Stainless Steel Cable Mesh
Expressway Trellis, Chicago IL 2003



Brown + Storey Architects - Green Screen Wall Pilot Project, 2016
"Proposed Green Wall to be 3m height



Street ending terminus signage to be part of artwork strategy. Signage to be semi-transparent adhesive overlayed on acrylic noisewall panel.



Existing art (Frontier, John Dickson) to be relocated in cooperation with artist

Tunnel Entrance Pavilion – From Randolph



Tunnel Entrance Pavillion – Interior

CONSTRUCTION IMPACTS

- West Toronto Railpath realignment works will take place during the day.
- Pedestrian tunnel and new pavilion will take place during the day.
- Track, retaining walls and noise walls installation to take place at night when there are minimal impacts to train service – We are currently looking at options that would allow the work to take place during the day.

CONSTRUCTION STAGING AND ACCESS

- Equipment and material will be staged at 1877 Dundas (shared property – 2 laydown areas) with access to the various work zones via the side of the rail corridor where the fourth track will eventually be located.

PROJECT SCHEDULE (FOURTH TRACK)

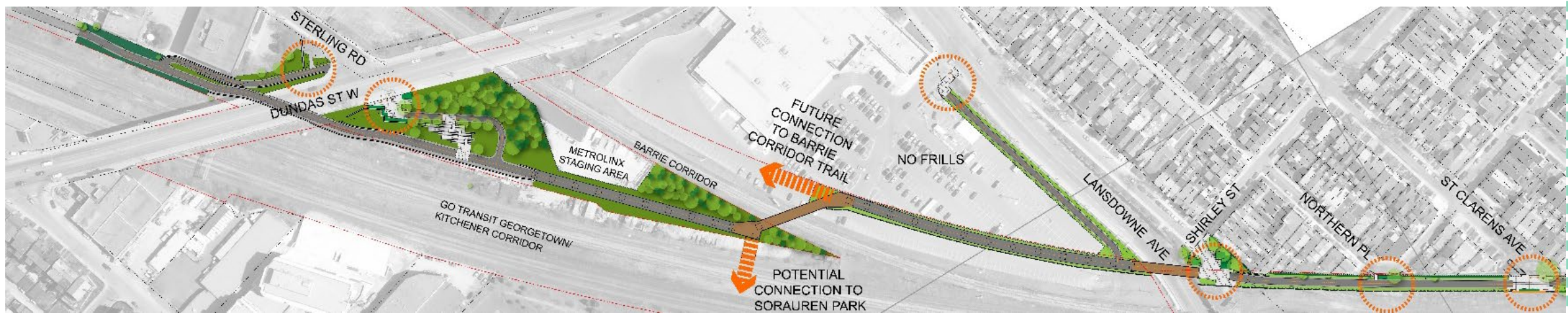
Tender Release	June 2021 (Tentative)
Tender Close	August 2021 (Tentative)
Construction Commence	October 2021 (Tentative)
Substantial Performance	November 2023
Total Performance	February 2024

Both tree and invasive species removals as well as final planting restoration remain part of the overall project. Dates and the full scope of trail closures required to complete these works will be confirmed once the contract is awarded.

PROJECT UPDATES & COMMUNICATIONS

- The last public meeting with the community on the Kitchener Fourth Track project was held in October 2019.
- The Community Relations Team will provide the community with relevant and timely updates throughout construction period.
- The team can be reached by email at TorontoWest@metrolinx.com and by phone M-F, 9-5 at 416-202-6911.
- For regular updates, please go to metrolinx.com/kitchenergoexpansion & follow us on Twitter @GOExpansion.

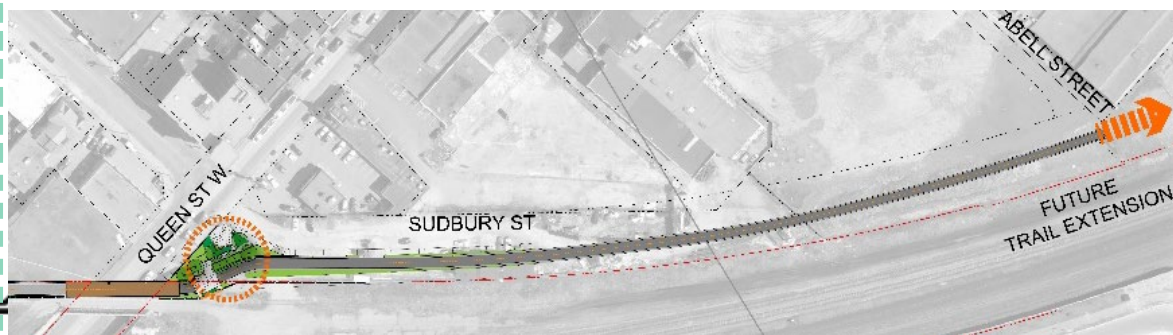
WEST TORONTO RAILPATH EXTENSION



Match Line A



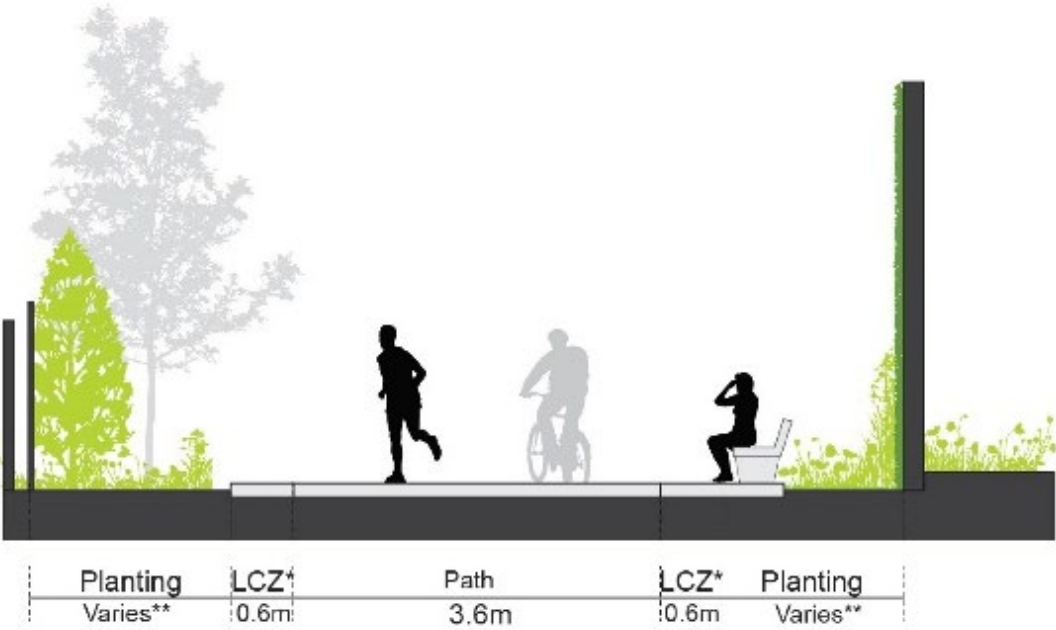
Match Line B



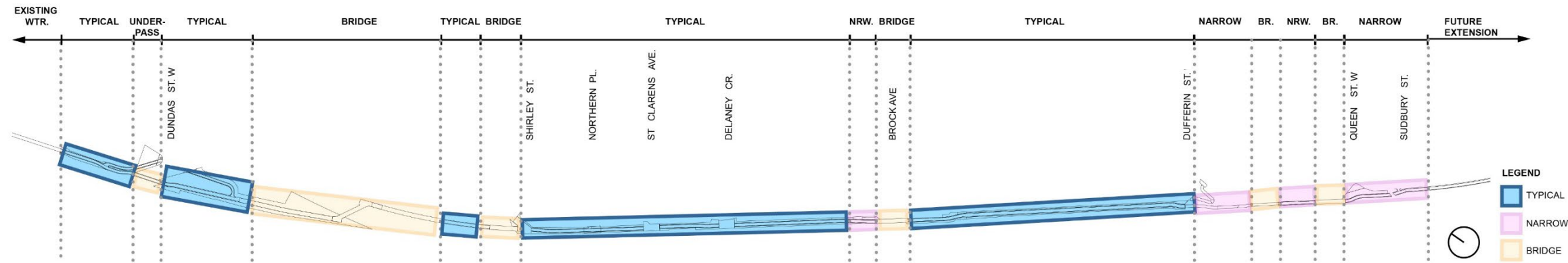


Proposed West Toronto Railpath Extension: planting, lighting, seating, wayfinding and multi-use pathway

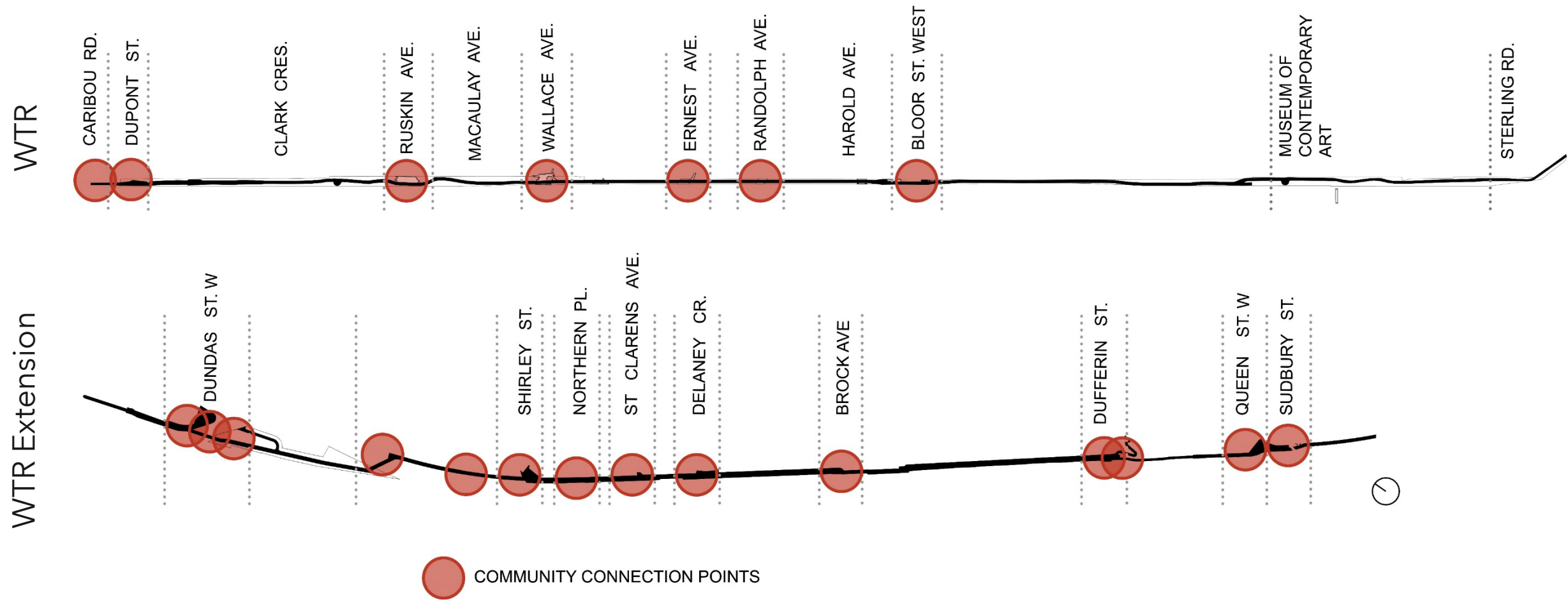
MULTI-USE PATH - TYPICAL SECTION



Material Palette



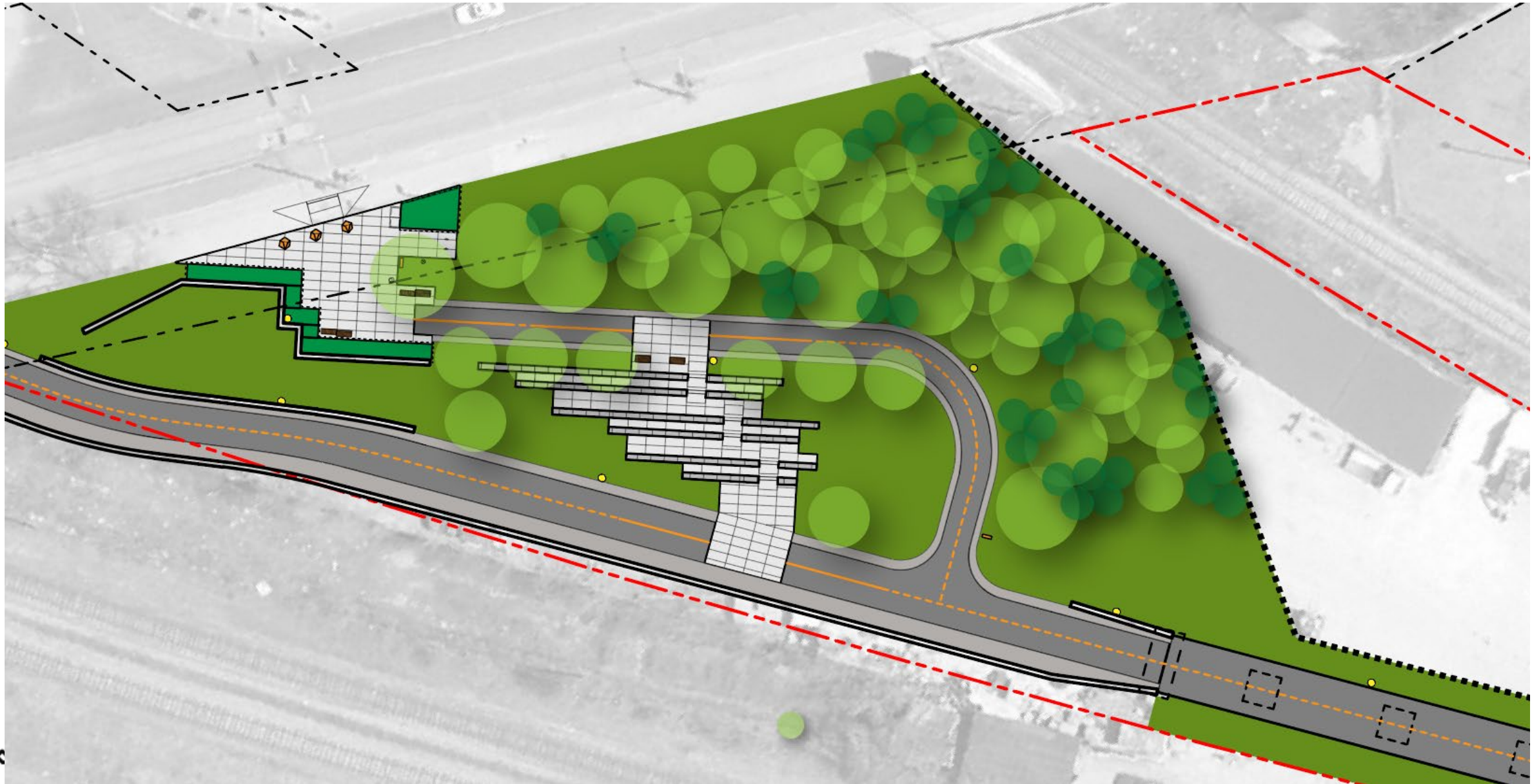
COMMUNITY CONNECTION POINTS



DUNDAS STREET WEST CONNECTION



DUNDAS STREET WEST CONNECTION





Queen Street West Connection



Lansdowne Ave. bridge

PROJECT UPDATES & COMMUNICATIONS

- The last public meeting with the community on the West Toronto Railpath Extension was held in February 2020.
- In partnership with Metrolinx, the City of Toronto completed detailed design in September 2020.
- Funding for property requirements and construction was included in the City of Toronto's 2021 Capital Budget.
- Further details available at www.toronto.ca/westrailpath, by email at westrailpath@toronto.ca, or by phone at 416-338-2850
- The City of Toronto is currently working with Metrolinx to prepare construction tender, with construction proposed to start in 2022.

Thank you! Any questions?

