

Kitchener Fourth Track Construction Liaison Committee (CLC)

Monday July 18, 2022

Agenda

- Welcome & Introductions
- Land Acknowledgment
- Safety Moment
- Meeting Purpose, Expectations & Code of Conduct
- GO Expansion
- Project Overview
- Project Schedule
- What To Expect Next
- Committee Discussion
- Community Engagement

Land Acknowledgement

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

In particular these lands are covered by 20 Treaties, and we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.

Safety Moment

Meeting Purpose, Expectations & Code of Conduct

MEETING PURPOSE, EXPECTATIONS & CODE OF CONDUCT

PURPOSE

- The monthly Construction Liaison Committee (CLC) meetings are an opportunity for the community to receive a regular cadence of project updates, for Metrolinx to listen to your feedback and collectively come up with mitigation strategies in a respectful and constructive way.

EXPECTATIONS

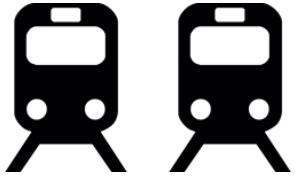
- During the presentation, please put yourself on mute to help us share all the project information. Once we finish our updates, we will have a discussion and answer any relevant questions you may have about the information we shared.

CODE OF CONDUCT

- Keep requested agenda and discussion items within the scope of the CLC and participate in a respectful manner - do not interrupt when someone is speaking or dominate discussions and refrain from foul language and derogatory comments.

GO Expansion

THE RIGHT INVESTMENT AT THE RIGHT TIME; GO RAIL EXPANSION WILL ENABLE:



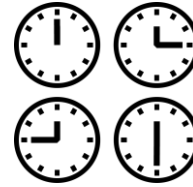
MORE TRIPS

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



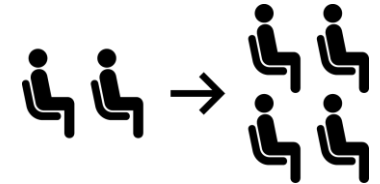
FASTER TRAVEL

Electric trains **accelerate and decelerate faster.**
Introduction of **additional express**
services.



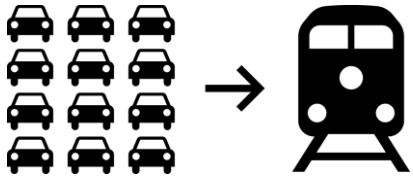
HIGH FREQUENCY

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



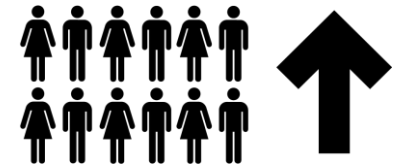
CREATE JOBS

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



SAVES 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.

42 upgraded stations



205 kilometres of new track



687 kilometres of electrified track

6 new maintenance and storage facilities



Trains running up to
29% faster
with **60%** lower operating costs per kilometre



14 bridges upgraded



2 rail/rail grade separations



11 pedestrian and river grade separations

11 road/rail grade separations

Two-way, all-day service across **5** GO Rail lines

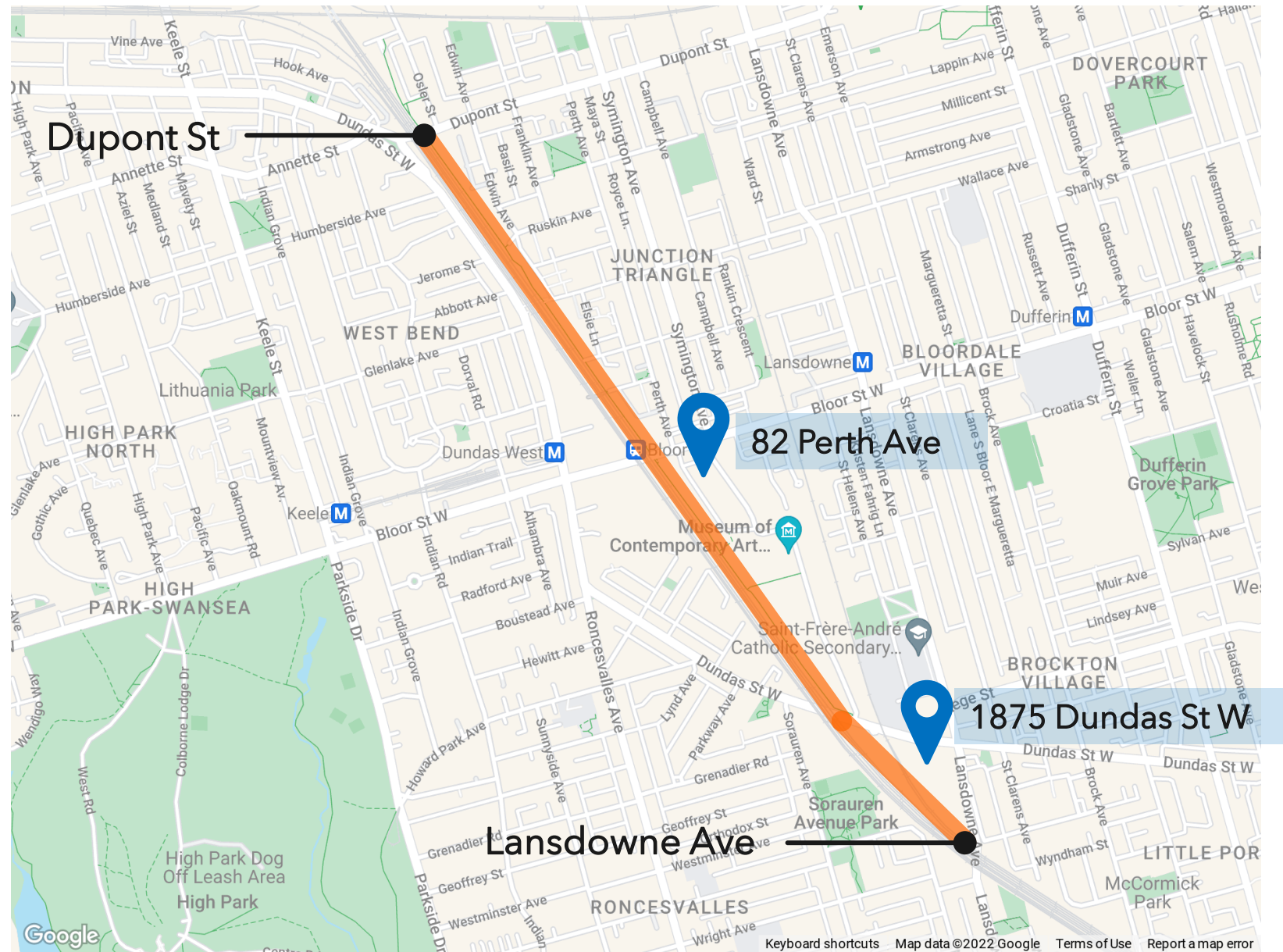


with over **6,000** services per week

Project Overview

PROJECT LOCATION

Kitchener GO Rail Corridor and
West Toronto Railpath from
Lansdowne Ave to Dupont St



Laydown Areas

PROJECT OVERVIEW

- **On-corridor Work (Kitchener Rail Corridor)**
 - A new 2.5-kilometer section of fourth track will be installed from Lansdowne Avenue to Dupont Street, on the east side of the corridor
 - Grading and drainage
 - Retaining walls, noise walls, high-security fencing
- **Off-corridor work (West Toronto Railpath):**
 - Path realignment from Wallace Avenue to south of Bloor Street West (675 meters)
 - Shifting of the existing rail bridge at Bloor Street West
 - A new pedestrian tunnel will connect Bloor GO Station with Randolph Avenue and a covered pedestrian pavilion will be added to access the station
 - A new park at Ernest Avenue (740 meters of new community space)
 - Landscaping (trees, shrubs, grasses, vines and furniture)

PROJECT SCHEDULE



Tree Clearing
(July 2022)



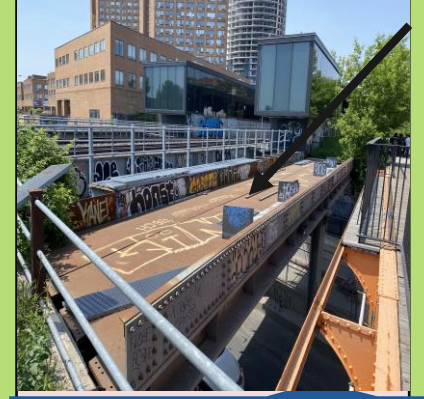
Site Furniture Removals
& Relocation
(July 2022)



Trackbed Grading
(Aug 2022)



Noise/Retaining Wall
Installation (Aug 2022)



Shifting of Rail Carrying
Bridge at Bloor St. (Oct
2022)



Bloor GO Tunnel
(Nov 2022) Ph1
Pedestrian Diversion



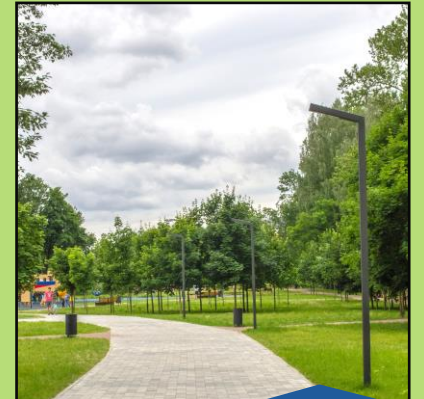
Track Work (May 2023)



WTRP Realignment
(Nov 2023) Ph3
Pedestrian Diversion



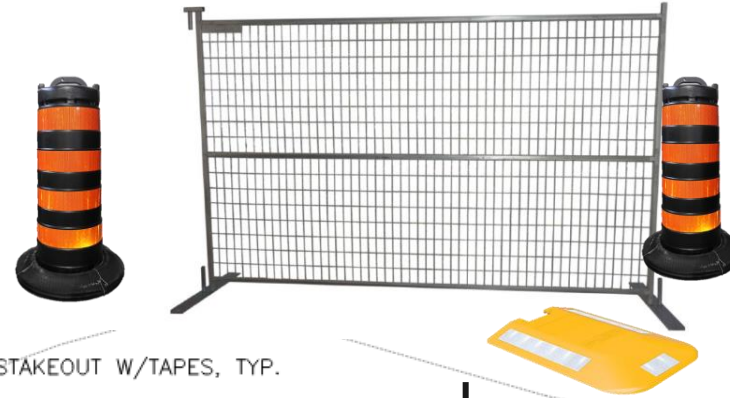
WTRP Realignment
(March 2024) Ph2
Pedestrian Diversion



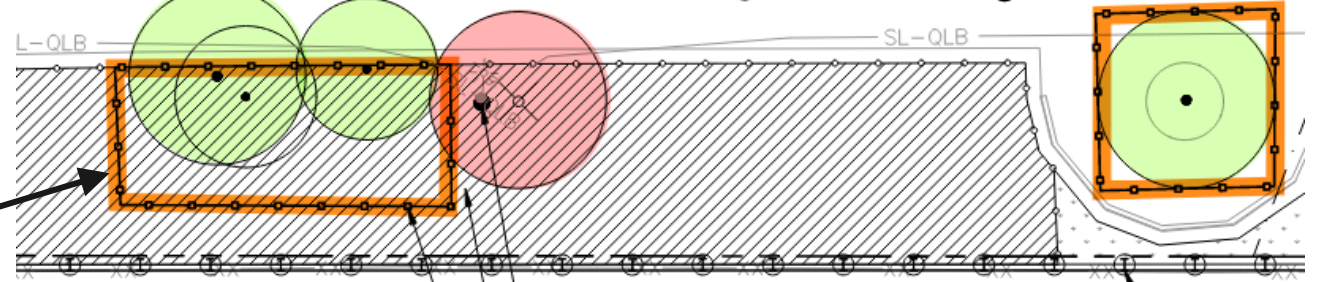
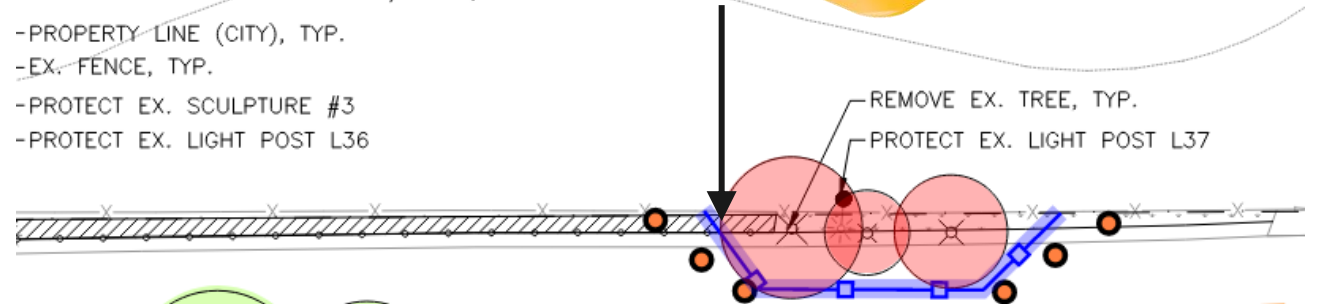
Landscaping
(May 2024)

WHAT TO EXPECT NEXT

- **Tree Identification and Removal**
 - Mark trees for removal
 - Install tree protection fencing
 - Rolling closures to protect path users during tree cutting



- INVASIVE CONTROL STAKEOUT W/TAPES, TYP.
- PROPERTY LINE (CITY), TYP.
- EX. FENCE, TYP.
- PROTECT EX. SCULPTURE #3
- PROTECT EX. LIGHT POST L36

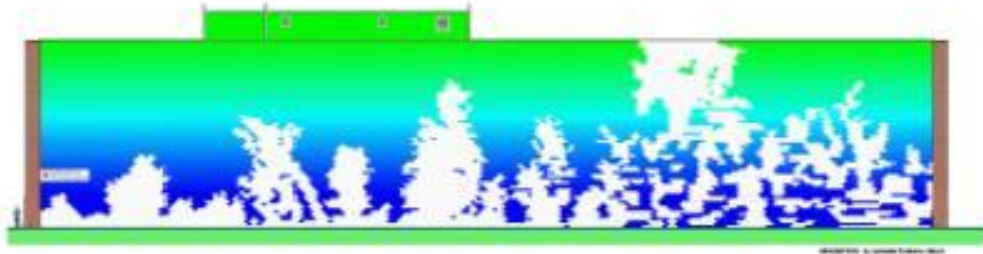


- PROTECT EX. LIGHT POST
- REMOVE EX. VEGETATION FOR NEW PLANTING, TYP. (REMOVE PLANTING MATERIAL ONLY, SOIL AND TOPSOIL TO REMAIN.)
- PROPOSED (REMOVALS REFER TO C
- TREE PROTECTION FENCE REFER TO ARBORIST REPORT AND TREE PRESERVATION PLAN

WHAT TO EXPECT NEXT

- **Rail Corridor Clearing and Grading**
 - Trees and vegetation inside the rail corridor will be removed
 - Machinery such as dozers, excavators and dump trucks will begin grading the track bed





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

Committee Discussion

COMMUNITY ENGAGEMENT

Updates will be communicated to the community via:

- Canada Post Mail Drops
- Weekly Toronto West e-newsletter
- Project Website (metrolinx.com/kitchener)
- Monthly Construction Liaison Committee (CLC) meetings -second last Monday of every month
- Upcoming Virtual Public Meetings (TBD)
- Upcoming Community Pop-ups (TBD)
- Toronto West phone number: 416-202-6911
- Toronto West email: TorontoWest@metrolinx.com
- Follow us on Twitter @GOExpansion
- Updates on Metrolinx News

