

Kitchener Fourth Track Project Construction Liaison Committee (CLC)

Thursday, August 11, 2022

4-5p.m.

Agenda

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

Land Acknowledgement

- Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.
- We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.
- We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.
- We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.
- We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

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

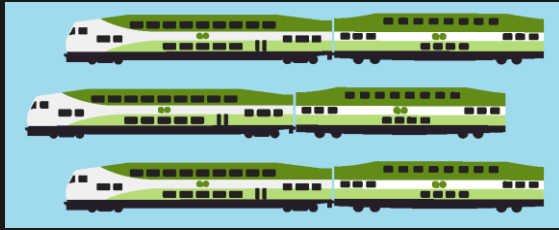
- During the presentation, please put yourself on mute to help us share all the project information. Once we finish our updates, we will have a discussion and answer any relevant questions you may have about the information we shared.

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 Overview

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



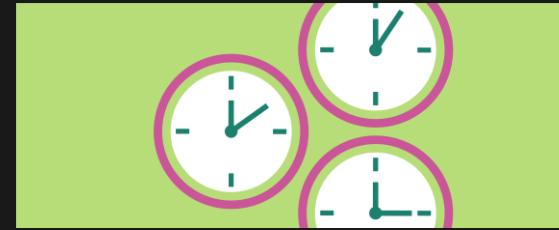
MORE TRIPS

3x more trips from 3500 weekly trips in 2019



FASTER TRAVEL

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



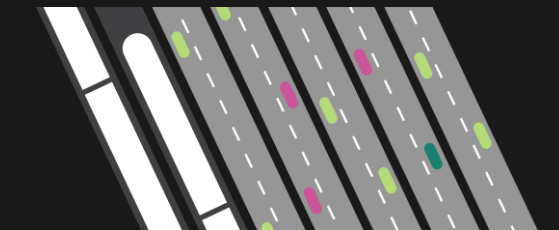
HIGH FREQUENCY

No need to check a schedule with service averaging every 5 minutes during peak periods, and 10 minutes evenings and weekends



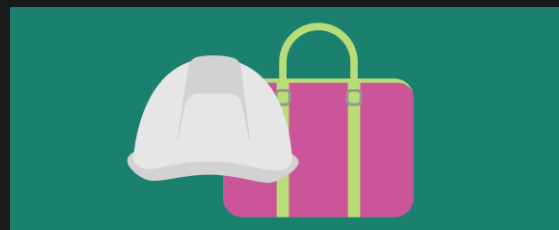
MORE CAPACITY

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**



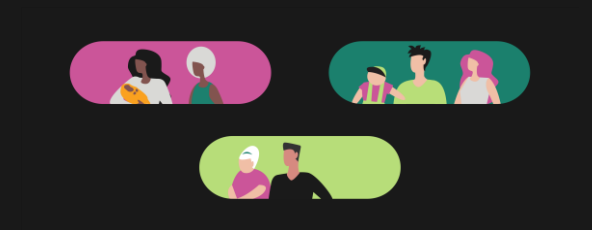
CREATE JOBS

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



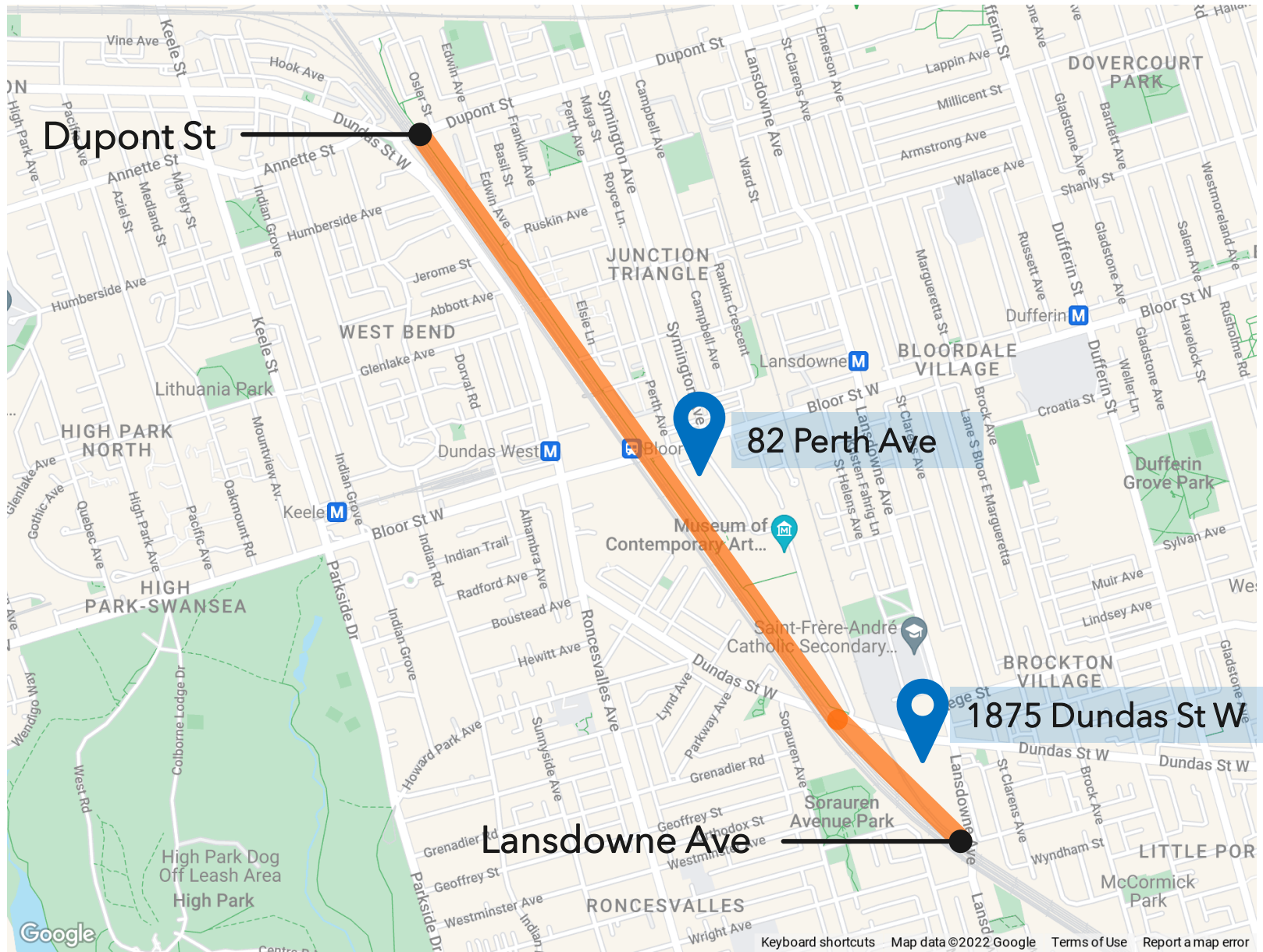
INCREASED RIDERSHIP

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

Project Overview

PROJECT LOCATION

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



Laydown Areas

PROJECT OVERVIEW

- **In-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
(**Aug** 2022)



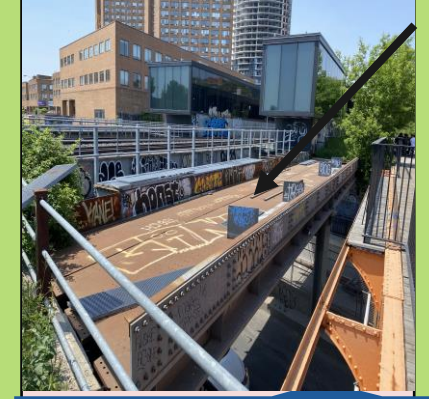
Site Furniture Removals
& Relocation
(**Aug** 2022)



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) **Ph2**
Pedestrian Diversion



WTRP Realignment
(March 2024) **Ph3**
Pedestrian Diversion

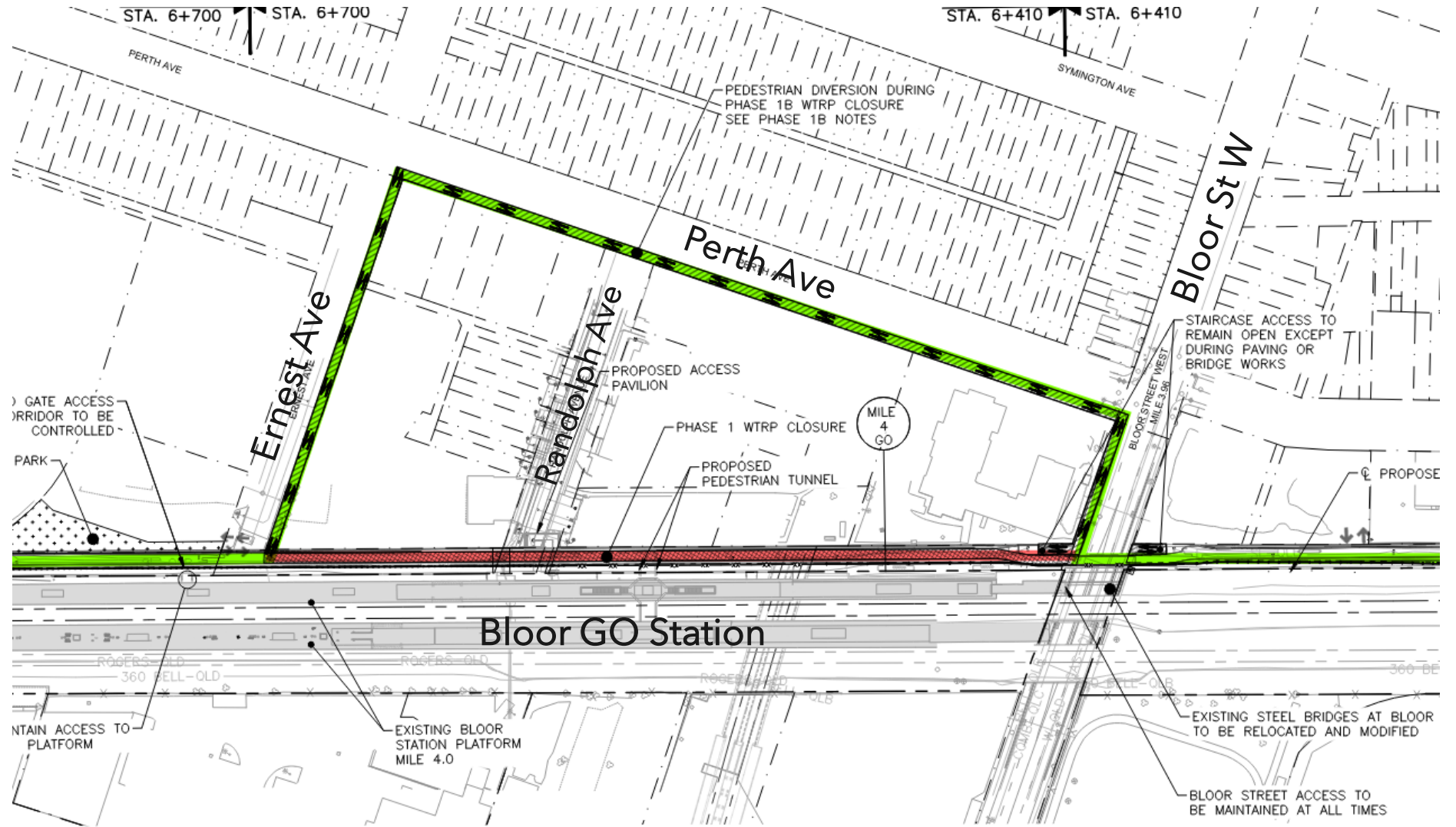


Landscaping
(May 2024)

PHASE 1 - PEDESTRIAN DIVERSION

- **Scope:**
 - Bloor GO Tunnel Construction
- **Start:**
 - Nov 2022
- **Duration:**
 - 1 year

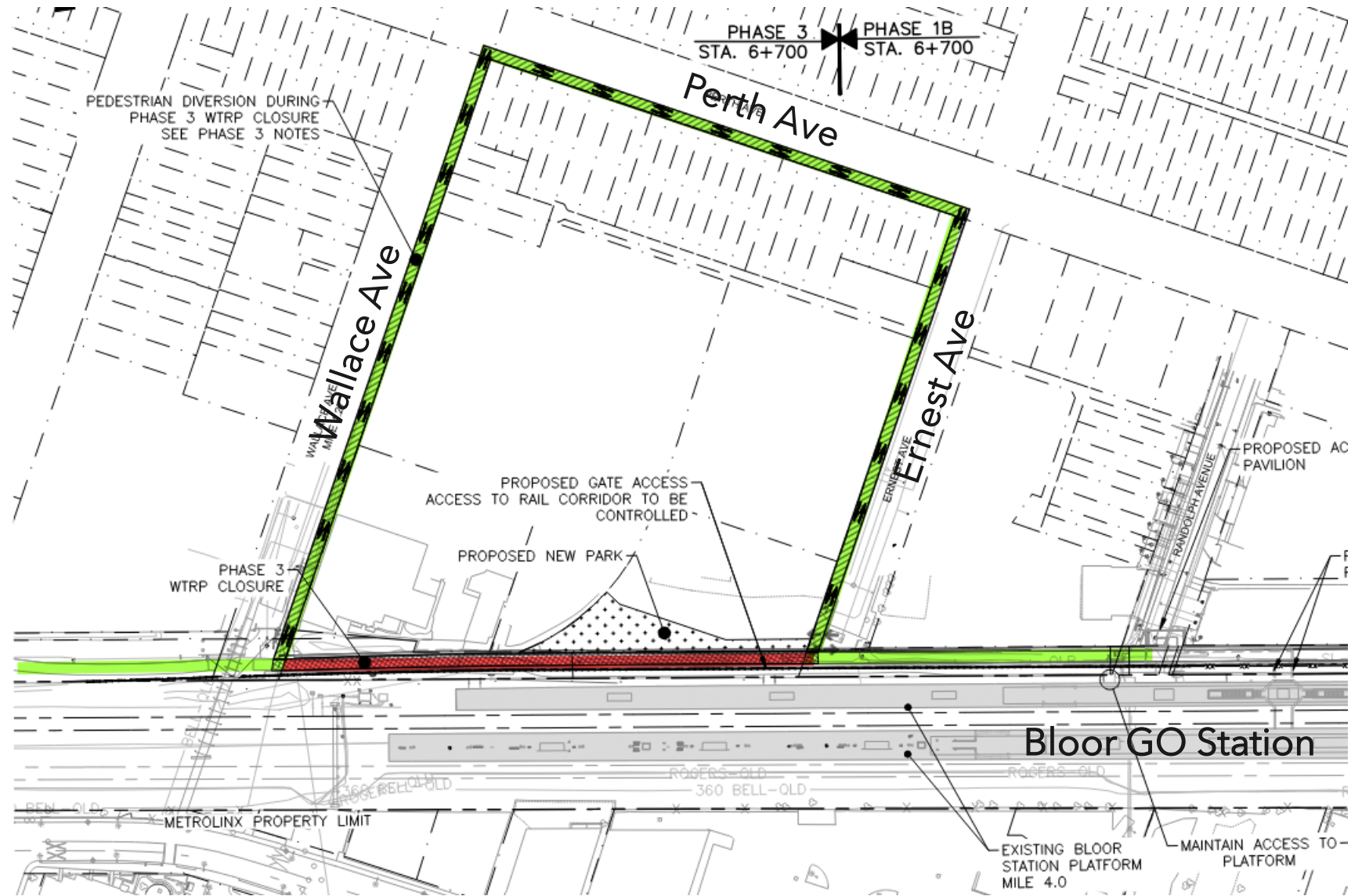
-  Diversion
-  Closed



PHASE 2 - PEDESTRIAN DIVERSION

- **Scope:**
 - WTRP Realignment (North of Bloor)
 - New Park
- **Start:**
 - Nov 2023
- **Duration:**
 - 4.5 months

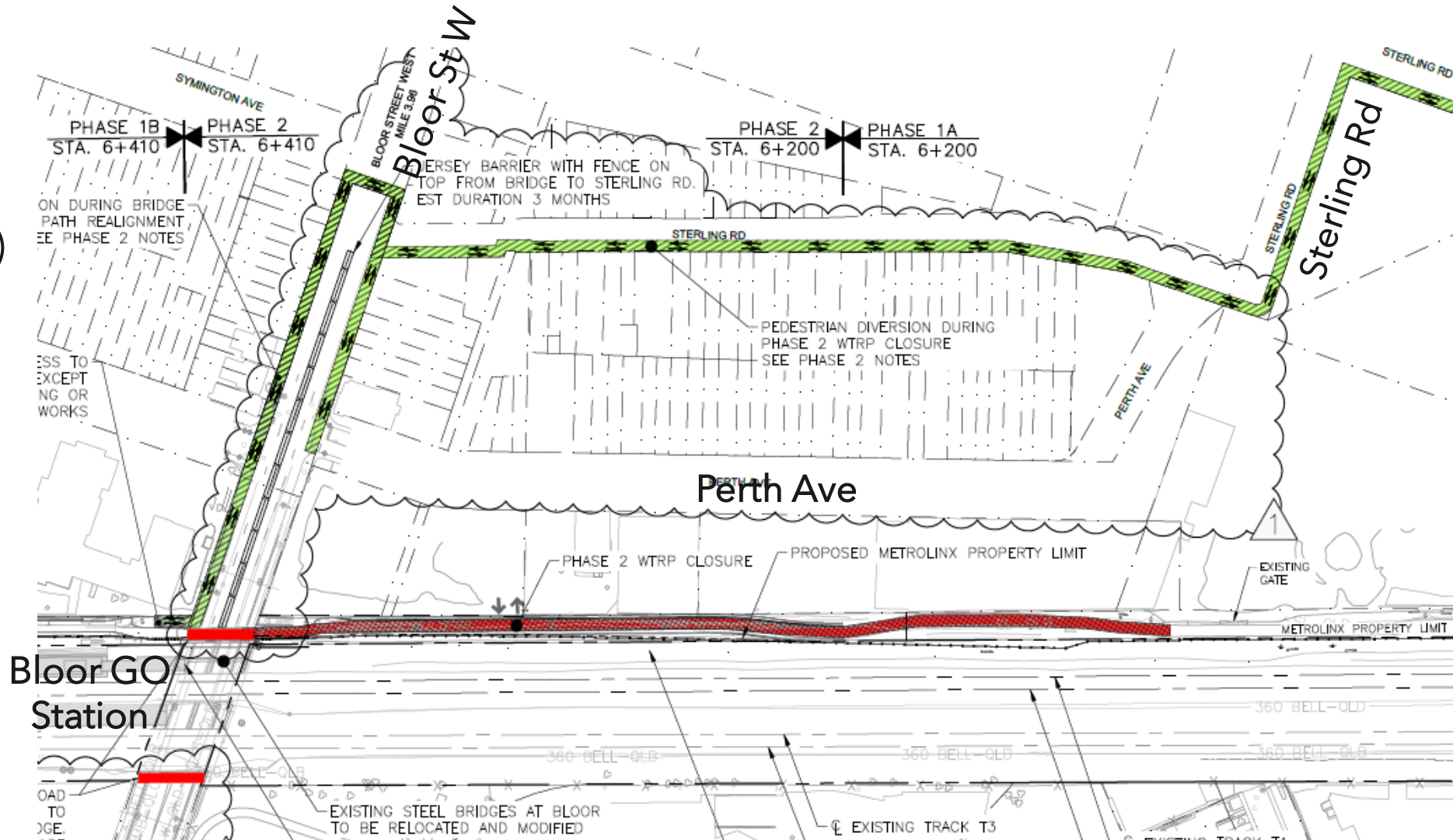
-  Diversion
-  Closed



PHASE 3 - PEDESTRIAN DIVERSION

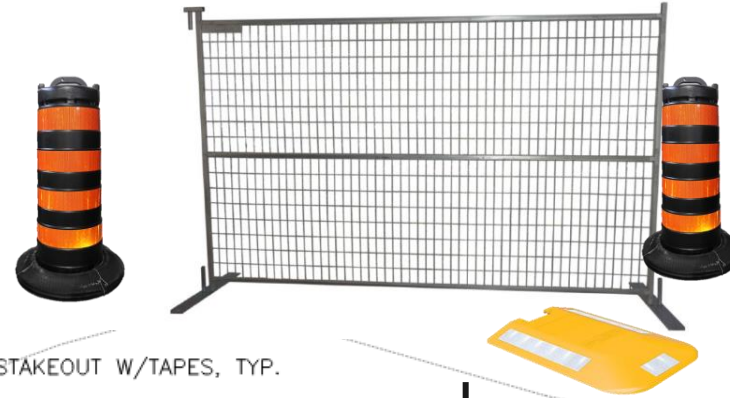
- **Scope:**
 - WTRP Realignment (South of Bloor)
- **Start:**
 - Mar 2024
- **Duration:**
 - 3 months
 - * Bridge sidewalks to be closed for 1 weekend only

-  Diversion
-  Closed

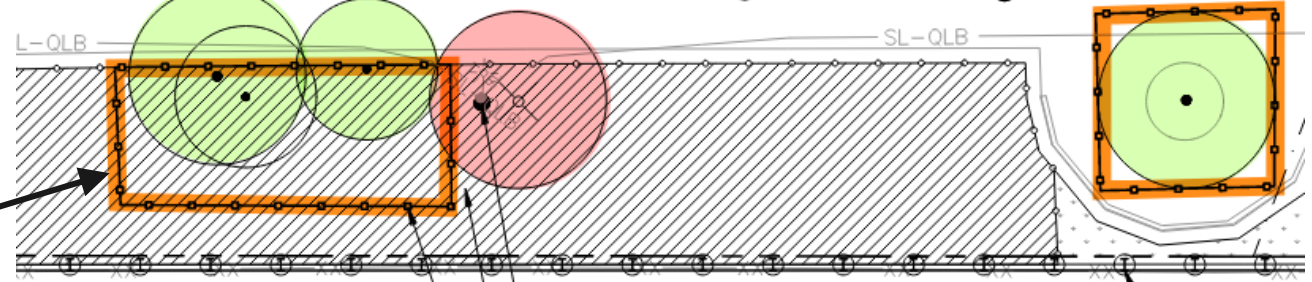
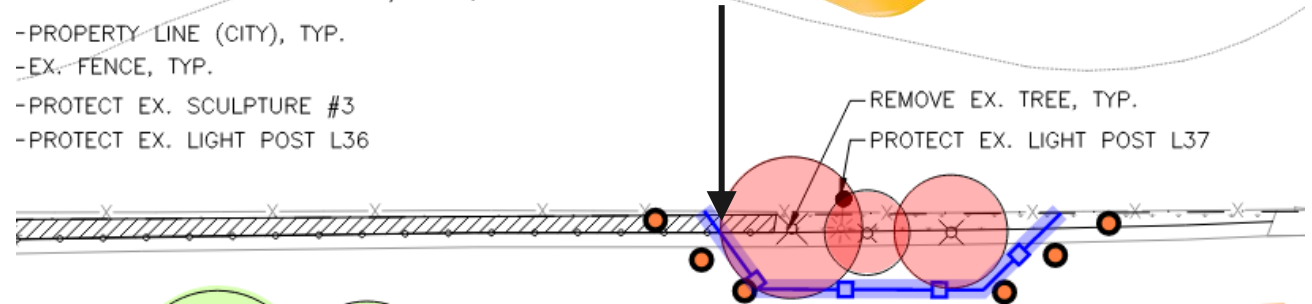


WHAT TO EXPECT NEXT

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



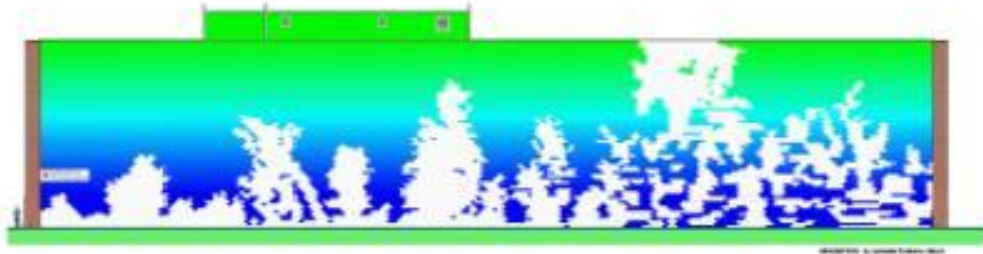
- INVASIVE CONTROL STAKEOUT W/TAPES, TYP.
- PROPERTY LINE (CITY), TYP.
- EX. FENCE, TYP.
- PROTECT EX. SCULPTURE #3
- PROTECT EX. LIGHT POST L36



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 Thursday of every month from 4-5 p.m.
- Virtual Public Meetings - Next one is on September 8, 2022, from 7-8:30 p.m.
- 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

