WELCOME!

WEST TORONTO RAILPATH EXTENSION

TORONTO

METROLINX

4 TRANSIT

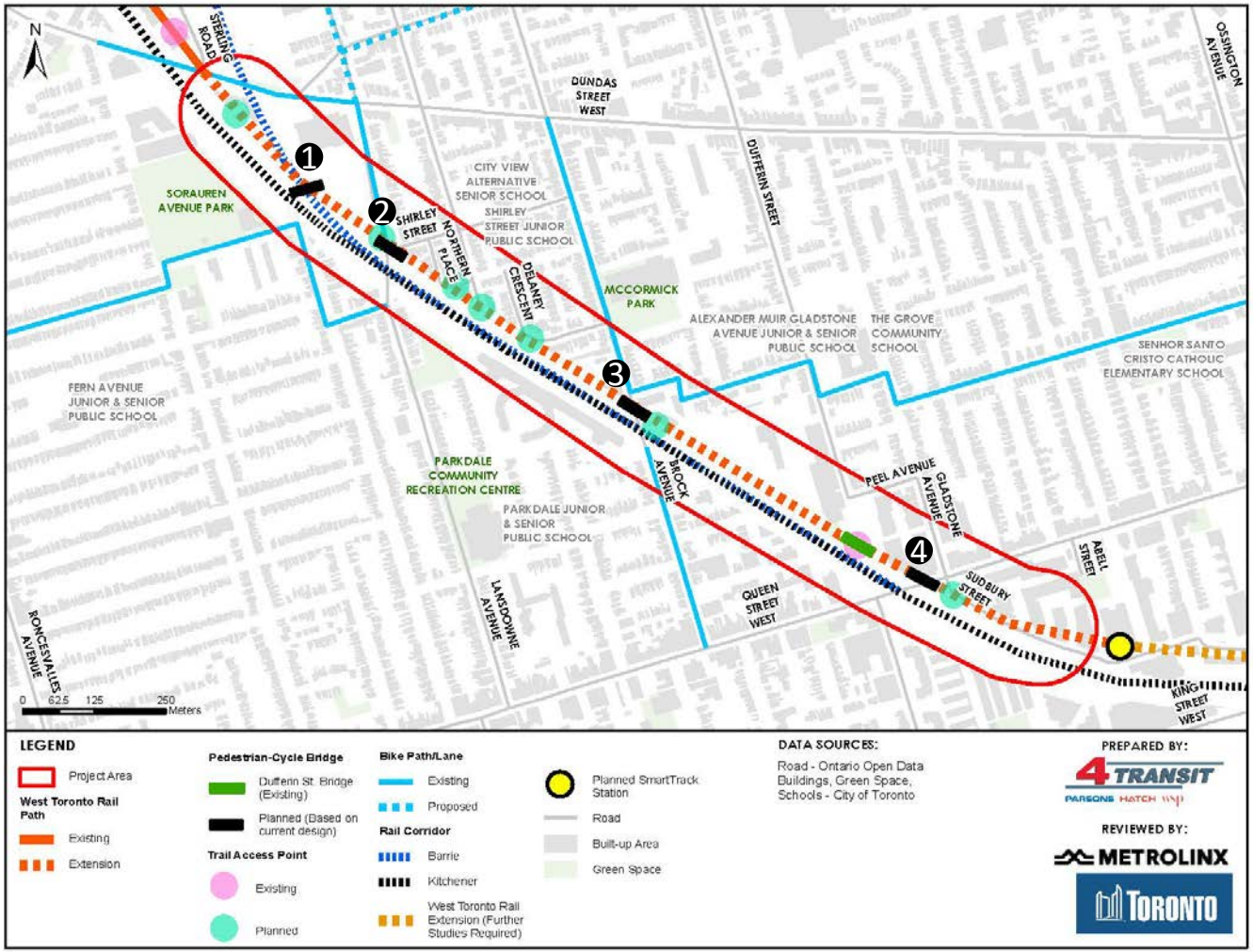
PARSONS HATCH WSP

Welcome!

- At this public event, you'll learn about how the City of Toronto in collaboration with Metrolinx is proposing to improve your community
- This meeting will provide an update on the proposed design of the West Toronto Railpath Extension
- How can you participate today?
  - The Project Team have nametags and are available to answer your questions
  - Please use the feedback forms provided - we want your feedback!
  - Sign-in to receive updates about the Project and future meetings

Project Overview

- The West Toronto Railpath Extension is a planned multi-use trail that will extend the existing West Toronto Railpath by approximately 2.1 km south from Dundas Street West to Sudbury Street and Abell Street
- Multi-use trails create pedestrian-cycling links between neighbourhoods that are separated from motor vehicle traffic and provide connections to community amenities and services
- Multi-use trails support participation in healthy activities and make Toronto a better place to live, work and play



What Does This Mean For Me?

- Active transportation corridor with connections to downtown cycling network and Waterfront
- Improved safety and comfort for cyclists, pedestrians and other trail users
- Community connections to services, amenities and neighbourhoods
- Opportunities for public art and green space and community events
- Inclusive and accessible active transportation facilities
- Access to planned King-Liberty Smart Track Station
- Prepare for further Railpath expansion

Detailed Design Phase

- The current Detailed Design phase will result in a design for the planned construction of the Railpath Extension
- The final design plan will be based on recommendations from the Environmental Assessment study, results of technical investigations, and feedback from the public
- The final design plan will include detailed drawings and plans for all aspects of the trail including:
  - Landscape design and plantings
  - Street access points and parkette areas adjacent to the trail
  - Four pedestrian-cycle bridges
  - Trail surface
  - Lighting
  - Environmental management (i.e. species at risk, noise impact etc.)
  - Construction management plan

Environmental Assessment Study

- Completed in Spring 2016
- Evaluation of alternative solutions for trail alignment from Dundas Street West to Garrison Crossing
- Identified preferred trail alignment to Sudbury Street and Abell Street
- Conclusion that further study needed to determine what should be done south of Sudbury Street and Abell Street
- Agreement that uncertainty south of Abell Street should not delay progress on design and construction on other segments

West Toronto Railpath Phase 1

- West Toronto Railpath Phase 1 is a multi-use trail between Cariboo Avenue and Dundas Street West

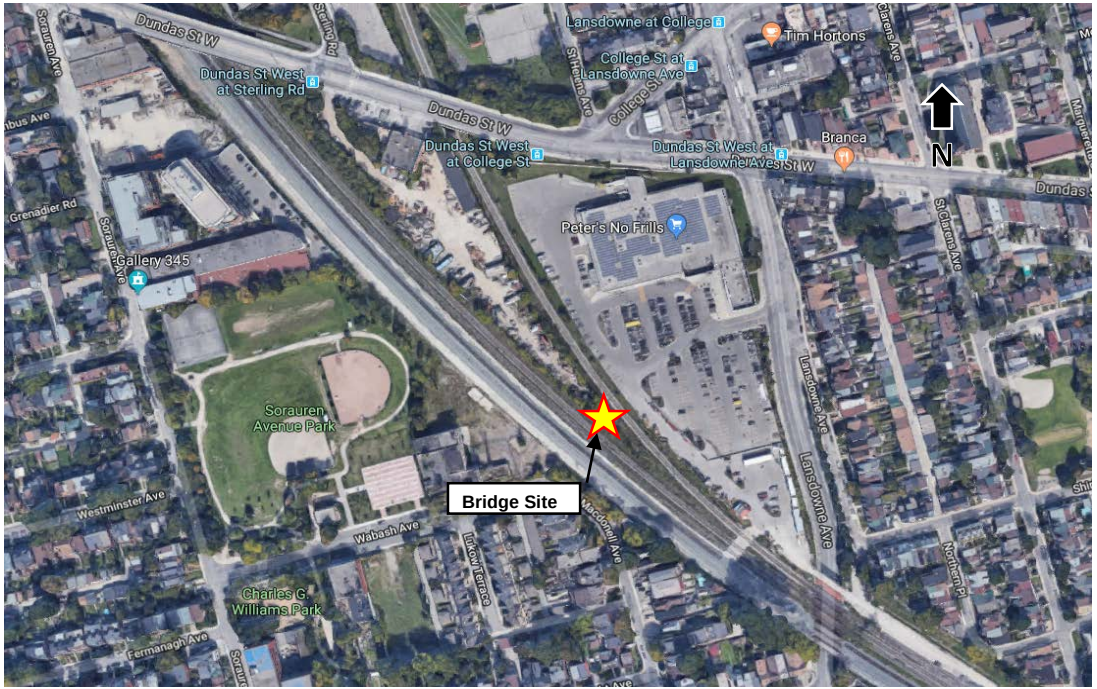
Count Location	Date	Daily Average Cyclists Volume
Dundas/Sterling	August 2018	1,120
Dundas/Sterling	November 2015	920
Dundas/Sterling	May 2013	750
Dundas/Sterling	October 2012	525

- City acquired land for Railpath Phase 1 in 2003 and it was opened in 2009
- Cyclists volume increasing over time on Railpath

Detailed Design - Project Update

- A collaborative effort between City of Toronto and Metrolinx
- Initiated based on the recommendations from the Environmental Assessment Study
- Topographic surveys and geotechnical, utility, environmental and field investigations are underway
- On-going coordination with other Project works planned in this area by Metrolinx and the City (i.e. Barrie Rail Corridor Expansion and King-Liberty SmartTrack Station)
- Identifying the feasibility, design characteristics, construction requirements and capital costs of bridge structure options are underway
- Technical analysis of trail alignment options have been completed
- Preliminary Design Report has been prepared

Bridge 1: Pedestrian-Cycle Bridge over Barrie Rail Corridor



Location: *Over the Barrie Rail Corridor adjacent to the No Frills plaza, at the southwest corner of Dundas St. West and Lansdowne Ave.*

Details:

- Prefabricated steel truss bridge
- Maintains aesthetic continuity along the West Toronto Railpath extension project limits
- Consists of a concrete deck slab topped with Matacryl waterproofing layer as premium wearing surface to minimize future concrete deck deterioration
- Safety railing to be provided along the full length of the bridge
- Community access points to be provided at the bridge approaches

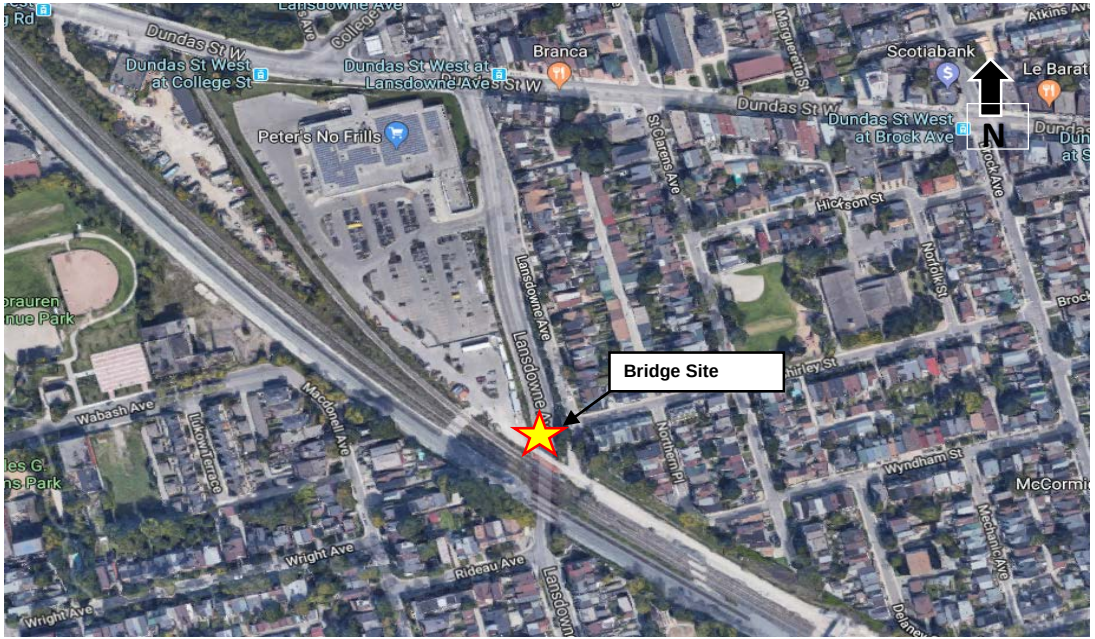
Specifications:

- 24.6m long
- 5m clear trail width
- 2m high non-climbable barriers are required along the length of the bridge

Proposed Barrie Corridor Pedestrian-Cycle Bridge
View from west landing looking south

Existing conditions at proposed bridge location

Bridge 2: Pedestrian-Cycle Bridge over Lansdowne Avenue



Location: *adjacent to the east side of the Barrie Rail Corridor overpass at Lansdowne Ave. approx. 300m south of Dundas St. West*

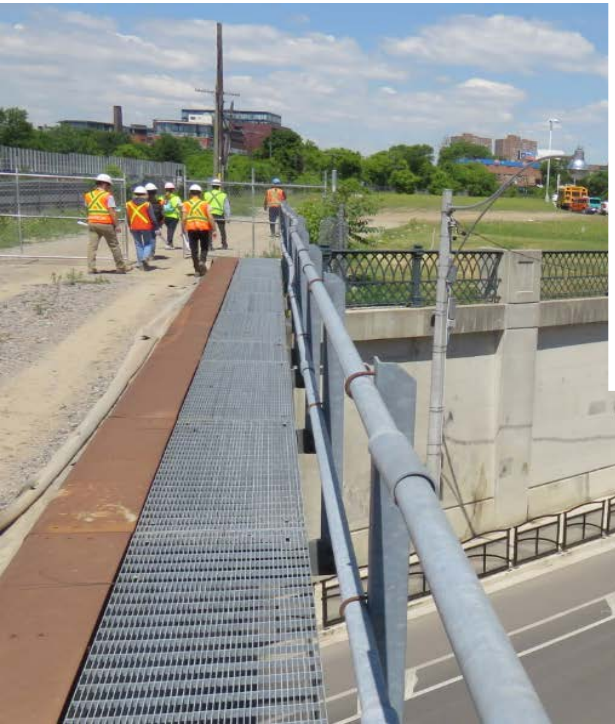
Details:

- Single-span, prefabricated steel truss bridge
- Aesthetically maintains material consistency with existing adjacent steel rail bridge
- Consists of a concrete deck slab topped with Matacryl waterproofing layer able to withstand heavy de-icing salts
- Safety railing to be provided along the full length of the bridge
- Pedestrian ramp access to be provided at the south approach

Specifications:

- 37.1m long
- 5m clear trail width
- Over 5.3m vertical roadway clearance (greater than minimum required)

Proposed Lansdowne Pedestrian-Cycle Bridge (option)
View on the deck facing north



Existing conditions at proposed bridge location

Bridge 3: Pedestrian-Cycle Bridge over Brock Avenue

Location: *adjacent to the east side of the Barrie Rail Corridor overpass at Brock Ave. approx. 430m north of Queen St. West*

Details:

- Single-span, prefabricated steel truss bridge
- Aesthetically maintains material consistency with existing adjacent steel rail bridge
- Consists of a concrete deck slab topped with Matacryl provided at the northwaterproofing layer for winter durability
- Safety railing to be provided along the full length of the bridge
- Community access points to be provided north and south approaches

Specifications:

- 42m long
- 4.8m clear trail width
- Over 5.3m vertical roadway clearance (greater than minimum required)

Proposed Brock Avenue Pedestrian-Cycle Bridge (option)

Existing conditions at proposed bridge location

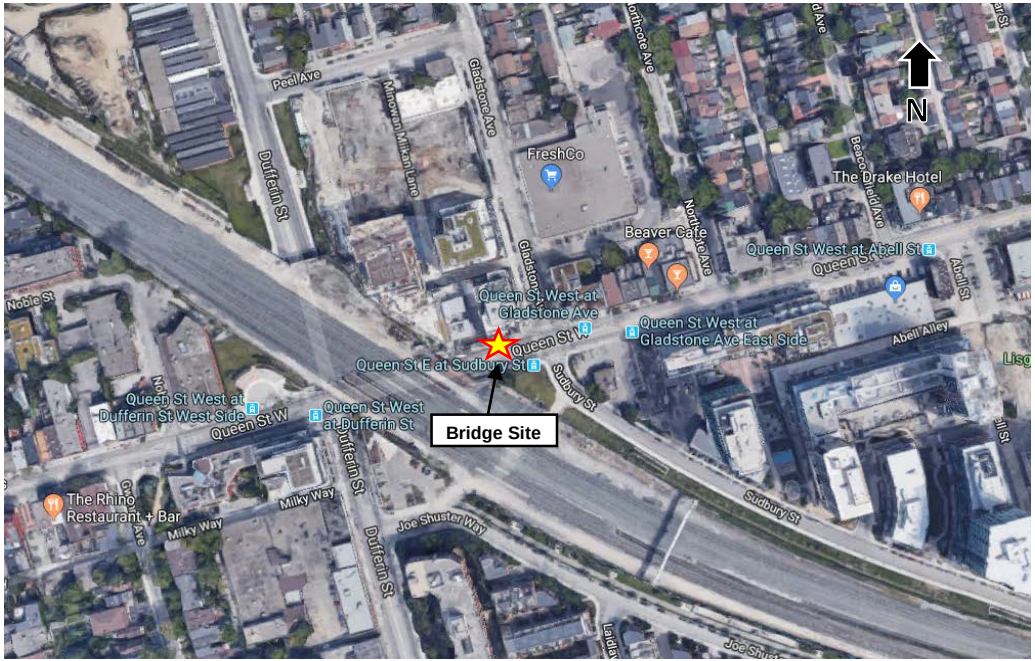
Dufferin Street Pedestrian-Cycle Bridge

Location: *widened Dufferin overpass across just north of Queen Street*

Details:

- Dufferin Street pedestrian-cycle bridge is part of the West Toronto Railpath
- This bridge was constructed in 2016

Bridge 4: Pedestrian-Cycle Bridge over Queen Street West



Location: *adjacent to the east side of the Barrie Rail Corridor overpass at Queen St. West approx. 400m north of King St. West*

Details:

- Single-span, prefabricated steel truss bridge
- Aesthetically maintains material consistency with existing adjacent steel rail bridge
- Consists of a concrete deck slab topped with Matacryl waterproofing layer able to withstand heavy de-icing salts
- Safety railing is to be provided along the full length of the bridge

Specifications:

- 40.6m long
- 4.7m clear trail width
- Over 5.3m vertical roadway clearance (greater than minimum required)

Proposed Queen Street West Pedestrian-Cycle Bridge (option)

Existing conditions at proposed bridge location

Railpath Landscape Architecture

Constraints	Opportunities
The path is restricted by: - 5m high noise wall to the west beside rail corridor - private property fences to the east The above limits the space for planting and furniture along the path	Noise wall and adjacent walls on private property provide vertical space for: - growing vines - incorporating art The residential neighbourhoods will: - provide many opportunities for community connections - Increase the number of “eyes” on the path

Design Principles:

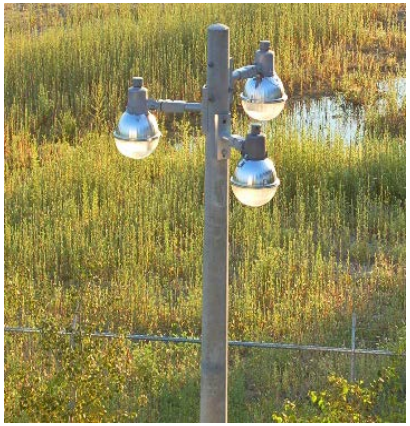
- Continue the “industrial” and “wild” design established in Phase I
- Bollards and signage made from Corten steel to recall the Junction’s industrial heritage
- Similar material palette as Phase I to provide a cohesive experience
- Maximize durability and minimize required maintenance
- Indigenous plant species with proven resilient qualities will ensure that the landscape grows naturally
- Elements that attracted graffiti in Phase I will be re-designed to prevent it:
  - i.e. noise wall will be covered with vines
- Use durable and easily repairable asphalt paving materials

Railpath Lighting

Details:

- Light the entire length of the trail to meet Toronto Multi-Use Trail Design Guidelines
- If possible, use the same lighting fixture as implemented on the existing sections of the West Toronto Railpath to provide a consistent lighting experience
- Lighting design will meet the criteria below:

Key Criteria	Description
Illumination level of access/exit of trail	To enhance safe access of trail
Illumination level of trail	Horizontal and vertical illumination
Finished Height of Luminaire	Minimum 4.5m
Lighting posts/poles spacing	Lighting posts/poles spaced at approximately 25m



Railpath Drainage

Drainage Considerations:

- Water Balance
- Water Quantity Control
- Erosion and Sediment Control
- Existing Drainage Conditions
- Site Soil Conditions
- Major Overland Flow Routes

- Drains through a combination of residential, commercial, and transportation land uses (rail corridor) to the roadway locations, which intersect and are adjacent to the rail corridor
- The site has been divided into 20 existing catchments, which will be altered and/or impacted based on the addition of the West Toronto Railpath

Design Elements

Bike Parking

- Standard City of Toronto bicycle rings
- Located on concrete pads
- Quantities will be location dependent
- Opportunity for artistic bike parking

Wayfinding Signage

- Identifies the name and location of the streets as they meet the Path
- WTRP orange colour strengthens trail identity
- Standard orange paint can be reapplied by maintenance staff to cover graffiti
- Consistent with Parks wayfinding signage

Benches

- Custom-made bench consistent with character from Phase I
- Located every 50m along the trail

Bollards

- Reference the industrial heritage of the West Toronto Railpath neighbourhoods
- Discourages automobile use of trail
- Details subject to change

Design Elements

Noisewall Vine Planting

- Indigenous vine species
- Uses cable system integrated into noisewall
- Helps to prevent graffiti on noisewall

Chainlink Fence

- Indigenous vine species
- Uses cable system integrated into chainlink fence
- Helps to prevent graffiti on chainlink fence

Indigenous Planting

- Indigenous species from seed
- Species to provide pollinator services
- Species to provide seasonal interest

Privacy Screens

- Located in front of residential fences from Lansdowne Ave. to Brock St.
- Provides visual continuity for trail users
- Provides increased privacy to property owners
- Incorporates habitat services for insects and birds

Design Elements

Public Art

- Parkettes provide optimal location for public art
- Art should reference immediate context
- Specific art pieces to be chosen through city of Toronto Public Art procurement procedure

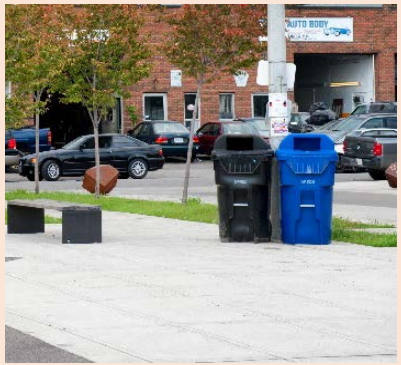
Coreten Terracing

- Planted terracies of Coreten moderate the grade change
- Graphic text on the Coreten may provide opportunity for branding

Interpretive Signage

- Signage that explains key features of the surrounding neighbourhood
- Example topics being used in the West Toronto Railpath Realignment include:
  - Industrial heritage
  - Invasive species
  - Indigenous species
  - Pollinators and vines

Waste Receptacles



- Standard City of Toronto recycling and waste receptacles
- To be fixed to a permanent structure like a light pole, fence or railing

Railpath Structural Elements

Elevated Railpath

- The Railpath will have slope less than 5%, will be furnished with guards (i.e. solid metal) on either side to protect from falling hazards
- Supplementary full-height steel picket guards are proposed, bringing the protected guard height to approximately 5m over the rail corridor
- Handrail is proposed on the up-slope side of these areas to enhance accessibility

Landings

- Landings are designed to be generous and accommodate comfortable turning maneuvers on bicycle
- Excess landing area is provided to allow for resting outside of the active path of travel

Bridges

- The structures will be steel warren truss, approximately square in proportion. The steel structures will accommodate lighting and guard attachment

Traffic Considerations

Traffic During Construction:

- Traffic control measures will be implemented to reduce conflicts and improve safety for users
- Traffic control will also be put in place to reduce interference with vehicular, cyclist and pedestrian traffic movements during construction

Traffic During Operation:

- Traffic signage and pavement markings will be in accordance with relevant cycling and pedestrian facility traffic control and design guidelines
- At ramp connections cyclist yield signage will be provided on the ramp approach to streets
- Two points where Metrolinx will have crossover of the railpath for maintenance vehicles:
    1. East side of Lansdowne Avenue
    2. South side of Queen Street West
- These points will include gates with stop control for vehicular traffic, warning signs and hazard markings on the approaches to these two locations

Accessibility, Safety and Sustainability

Accessibility and Safety

- Regular pattern of accessible community connection plazas along its length
- Plazas, parkettes and regularly spaced benches (min. 50m) provide resting spots
- Variation in paving surfaces at connections will identify path junctures, signals users to slow down and use caution
- Bollards made from concrete and Corten steel to discourage automobile use
- Regular lighting along path and brighter lighting at bridges and connections, keeping users safe during all times of day and seasons
- Iconic wayfinding signage at community connection plazas to help orient users along the path

Sustainability

- Landscaping will be designed for minimum maintenance
- Indigenous plant species with proven resilient qualities will be used so landscape grows naturally without need for irrigation, weeding, mowing or pruning

Public Consultation and Next Steps

- **Project Team will continue to engage stakeholders and public to gather feedback on landscaping, access point nodes, lighting, public art, etc.**

- **Two public events: September 2018 (30% design) + Winter 2018/2019 (90%)**
  - **Goals: Engage + Inform**

- **Two Key Stakeholder Meetings: May 2018 + Late Fall 2018**
  - **Goals: Engage + Consult**

- **Two presentations to Design Review Panel: Fall 2018 (60% design) and Winter 2018/2019 (90%)**

- **Construction potentially to start in 2021, subject to available funding, coordination with Metrolinx construction with the in rail corridor and property implications**

Share Your Thoughts!

Complete a feedback form and sign up to stay informed about the Project

- Please submit your feedback by September 28, 2018 to be included in the published meeting summary
- All feedback will be recorded
- Visit Toronto.ca/westrailpath to review project materials
- Sign up for email updates at westrailpath@toronto.ca
- Call us at 416-338-2850