

# Welcome to the



## Farmers Market Trail Feasibility Study and Detailed Design

Public Information Centre  
November 30, 2017  
6 p.m. – 8 p.m.

Please...



Sign in, and pick up a  
comment form



Project Team Members  
are here to speak with  
you about the project,  
answer your questions  
and share ideas with you



# Project Background

## Purpose:

**To develop an improved Trans Canada Trail (TCT) alignment between St. Jacob's Farmers Market and the Research & Technology (R&T) Park**

- The need for an improved TCT route is identified in the:
  - Regional Active Transportation Master Plan (ATMP 2014) and
  - City of Waterloo Transportation Master Plan (2011)
- In 2016 the Region of Waterloo and City of Waterloo worked together to acquire funding under the Federal Government Public Transit Infrastructure Fund (PTIF) program for this study



# TCT Route Today (2017)

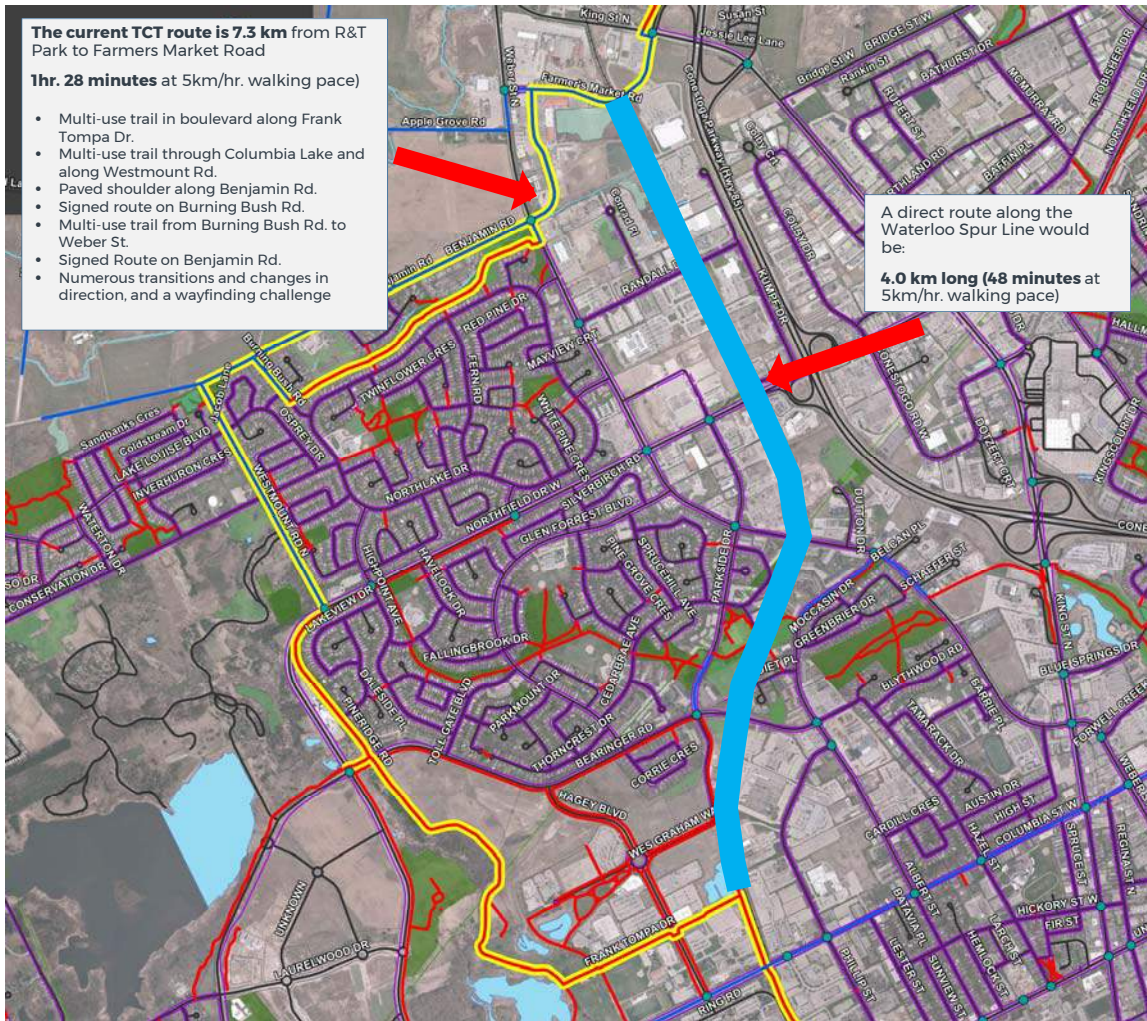


The current TCT route is 7.3 km from R&T Park to Farmers Market Road

Thr. 28 minutes at 5km/hr. walking pace)

- Multi-use trail in boulevard along Frank Tompa Dr.
- Multi-use trail through Columbia Lake and along Westmount Rd.
- Paved shoulder along Benjamin Rd.
- Signed route on Burning Bush Rd.
- Multi-use trail from Burning Bush Rd. to Weber St.
- Signed Route on Benjamin Rd.
- Numerous transitions and changes in direction, and a wayfinding challenge

A direct route along the Waterloo Spur Line would be:  
4.0 km long (48 minutes at 5km/hr. walking pace)



- The existing Trans Canada Trail (TCT) route in north Waterloo is circuitous
- The improved alignment is envisioned as a more direct connection generally following the Waterloo Spur Line
- The Waterloo Spur Line is a functioning railway corridor owned by the Region
  - ION operates along a portion of the corridor (south of Northfield Dr.)
  - CN Rail and Goderich Exeter Railway (GEXR) operate trains along the entire corridor within the study area
- The realigned TCT trail will connect people to the new ION system, Waterloo Central Railway and the St. Jacobs market area
- It will benefit nearby residents, commuters and tourists using active transportation modes of travel

# Project Background

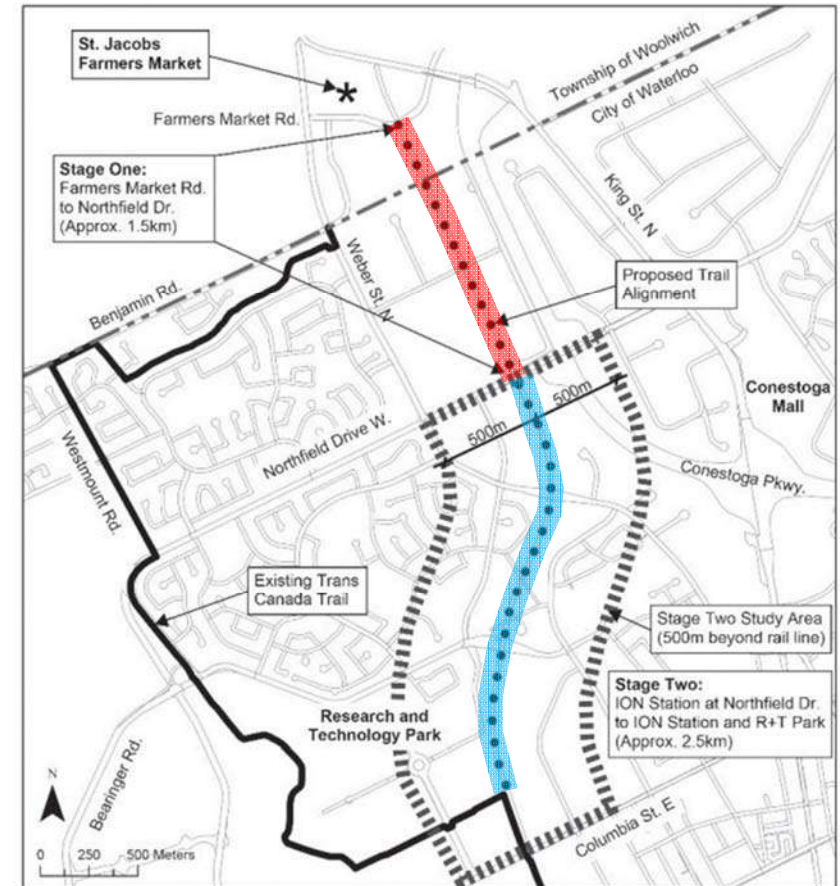
The project has two distinct portions:

## Stage One: Farmers Market Road to Northfield Drive

- Determine which side of the railway line the trail should be located on
- Develop the detailed design and estimated cost of a multi-use trail within the railway right-of-way
- **The completed detailed design will position the Municipal Partners for future infrastructure funding opportunities**

## Stage Two: Northfield Drive to R&T Park

- Identify potential alternative routes
- Evaluate the alternatives
- Select a preferred route
- Prepare a preliminary design for the preferred route
- **The results will inform future detailed design**



# Timeline/Schedule



## **Predesign Investigation**

July - August 2017

## **Supporting Studies and Analysis**

August - October 2017

## **Stakeholder Meetings**

November 17 and 24, 2017

## **Public Information Centre**

November 30, 2017 (6-8pm Albert McCormick Community Centre)

## **Stage 1: Develop Detailed Design**

December 2017-March 2018

## **Stage 2: Select Preferred Alignment and Develop Preliminary Design**

December 2017-March 2018



We are here



# Stage 1

## Farmers Market Road to Northfield Drive

- Determine alignment for a multi-use trail within the railway right-of-way (east side versus west side)
- Develop the detailed design and estimated costs for the preferred alignment
- Obtain regulatory approvals
- The completed detailed design will position the Municipal Partners for future infrastructure funding opportunities



# Precedents



## Trails with Rails - Spur Line Trail



### Located in Kitchener and Waterloo

- From downtown Kitchener (Ahrens at Breithaupt Street) to Uptown Waterloo (Regina Street)
- Connects with the Laurel Trail
- Same railway line (GEXR) as the Farmers Market Trail
- Trail set back 3.0m from centerline of tracks
- No barrier between rail line and trail

- 1** Pedestrian Rail Crossing at Ferdinand Ave. with stop bars and stop and rail crossing signs
- 2** Trail through woodlot between Allen St. and William St.
- 3** Pedestrian Rail Crossing at Waterloo City Hall
- 4** Road Crossing at Union St. with bollards and stop sign
- 5** Trail Light Standard
- 6** Buffer between trail and rail (approx. 2.5m)
- 7** Road Crossing at Guelph St. with tactile warning plates and pavement markings
- 8** Trail adjacent to rail and parking lot at Regina St.
- 9** Road Crossing at Wellington St. with bollards
- 10** Standard Trail Signage at each trail entrance

# Precedents



## Trails with Rails - Other Locations



### Trans Canada Trail (Guelph, ON)

Low volume low speed rail line  
 Trail set back 3.0m from centerline of tracks  
 Rail barrier separates trail from rail line

### Burke-Gilman Trail Extension (Seattle WA)

Connection through industrial area  
 Trail set back 3.0 to 7.6m from tracks depending on location  
 Physical separation varies depending on location

### Kennebec River Trail (Farmingdale, ME)

Trail set back 4.1m from centerline of tracks in most locations  
 3.0m wide trail narrowed in constrained areas to maintain a minimum 3.8m setback. Chain link fence separation in these locations

### Railtown Park Trail (Edmonton, AB)

Parallels tourist streetcar line  
 Provides connection in downtown core  
 Separation varies depending on location



# Evaluation

Determining which side of the railway line is best suited for the trail (east side versus west side) includes a review of:

## Technical Considerations

- Available width between railway line and edge of railway right-of-way
- Existing infrastructure in the corridor
- Topography and Drainage
- Natural Environment
- Construction feasibility and requirements
- On-going railway operations

## Other Considerations

- Surrounding trail and cycling routes
- Existing “desire-lines”
- Points of interest and destinations beside the corridor
- Interest by neighbouring land owners to connect to the trail



Future location of the Waterloo Central Railway loading platform



Example of topography in corridor north of Northfield Dr.



New railway infrastructure at Randall Dr.



Forwell Creek flows beneath the railway north of Randall Dr.



“Desire Line” pathway crossing railway near Farmers Market Rd.



Woodlot on east and west side of corridor at Farmers Market Rd.

# Evaluation

## 1 Farmers Market Rd. to Randall Dr. Preliminary Preferred = East Side

A number of potential connections to existing adjacent businesses along entire route on east side

Interest in connecting to the trail

- Wide stretch of open well compacted area for approximately 150m north from Randall Dr.
- Avoids having to cross additional spur line near Randall
- Avoids large wetland on the west side
- Includes opportunity to connect to west side near the stormwater management pond near Farmer's Market Road ("desire" line pathway already there)

## 2 Randall Dr. to Northfield Dr. Preliminary Preferred = West Side

- A number of employment destinations closer to Randall Dr.
- Redevelopment of NCR lands will include mixed uses and a variety of employment destinations, with opportunities to connect to the trail
- Avoids existing rail infrastructure at Randall Dr.
- Provides a connection to new WCR Platform



# Stage 2

## Northfield Drive to R&T Park

Numerous constraints within the ION corridor make the direct line route very challenging to achieve, therefore the Stage 2 scope consists of:

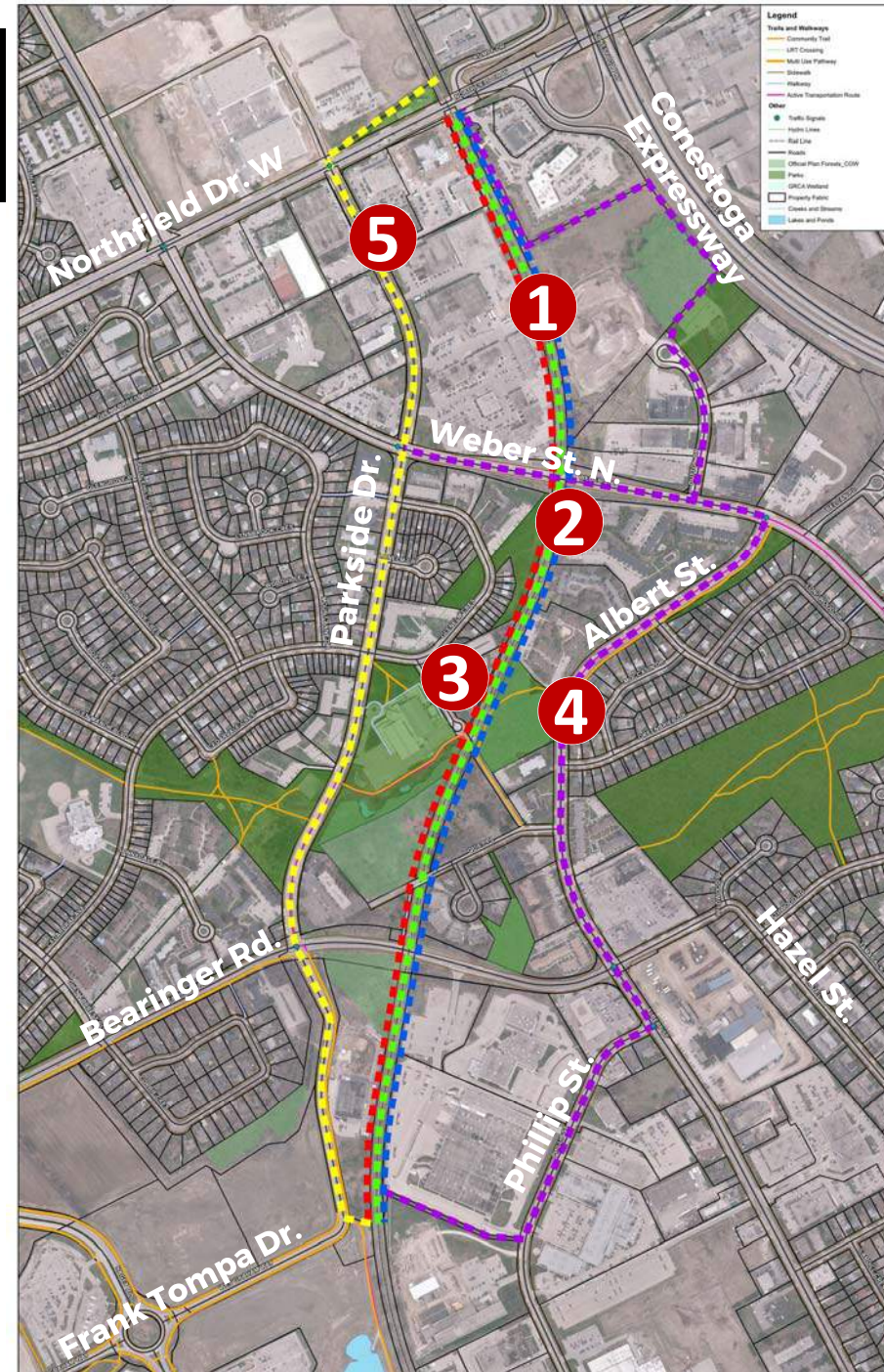
- Identifying potential alternative routes within 500 m either side of the Waterloo Spur Line
- Evaluating the alternatives routes
- Recommending a preferred route based on the evaluation
- Preparing a preliminary design for the preferred route

The results will inform future detailed design



# 5 Alternatives Being Considered

- 1 Within the ION Corridor** (1.9 km long)
  - Offset from rail line, along the east or west side.
- 2 East Side Adjacent to the ION Corridor** (1.9 km long)
  - Outside of ION corridor, along the east side of right-of-way
- 3 West Side Adjacent to the ION Corridor** (1.9 km long)
  - Outside of ION corridor , along the west side of right-of-way
- 4 East Route - Phillip - Albert - Weber - Dutton** (2.9 km long)
  - Within existing road right-of-way along Phillip St., Albert St., Weber St., and Dutton Dr.
- 5 West Route - Parkside - Northfield** (2.1 km long)
  - Within existing road right-of-way along Wes Graham Way, Parkside Dr. and Northfield Dr.



# Evaluation Criteria

The preliminary evaluation results can be found on display board 14. The evaluation criteria include the following:



## Active Transportation Value

- Convenience and Connectivity
- User Comfort and Accessibility



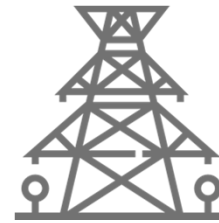
## Socio-Economic / Cultural

- Benefits to Surrounding Lands / Properties
- Tourism
- Private Property Impacts



## Environmental

- Natural Environment



## Technical

- Utility Impacts
- Road Crossings
- Railway Impacts
- Physical Constraints



## Financial

- Capital Cost
- Maintenance Cost



## Implementation

- Phasing / Timing for Implementation

# Preliminary Evaluation Results



Evaluation Criteria		Alternatives				
		1	2	3	4	5
Active Transportation Value	Convenience and Connectivity	●	●	●	●	●
	User Comfort and Safety	●	●	●	●	●
Socio-Economic/Cultural	Benefits to Surrounding Land Uses	●	●	●	●	●
	Tourism	●	●	●	●	●
	Private Property Impacts	●	○	○	●	●
Environmental	Natural Environment	●	●	●	●	●
Technical	Utility Impacts	●	●	●	●	●
	Road Crossings	●	●	●	●	●
	Railway Impacts	○	●	●	●	●
	Physical Constraints	○	●	●	●	●
Financial	Capital Cost	○	●	●	●	●
	Maintenance Cost	●	●	●	●	●
Implementation	Phasing/Timing for Implementation	○	●	●	●	●

## Alternative 5 is the preliminary preferred

- A portion of trail already exists in the boulevard along Wes Graham Way and Parkside Drive (580m, or 28% of the entire route length)
- Highly visible route, not located behind buildings or in isolated areas
- No / minimal potential private property impacts
- All major road crossings are signalized
- Avoids potential trail user conflicts with ION or CN trains
- No impact on ION/rail infrastructure or operations
- Lowest construction and maintenance costs
- Easily accessed for construction, and can be phased with minimal disruption to active transportation users during construction

### LEGEND

- Meets criteria / no impact to low impact
- Meets criteria for the most part / low to moderate impact
- Partially meets criteria / moderate impact
- Only meets criterial somewhat / moderate to high impact
- Does not meet criteria / high impact



# Thank You for Attending!



## Next Steps

- Receive and review comments
- \* **Please remember to fill out a comment form before you leave tonight \***



- Finalize recommendations for
  - Stage 1 - East side versus west side of railway line
  - Stage 2 - Preferred route option and alignment
- Prepare detailed design for Stage 1
- Prepare preliminary design for Stage 2

For further information please contact:

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Visit the City of Waterloo website at:

[waterloo.ca/transcanada](http://waterloo.ca/transcanada).

