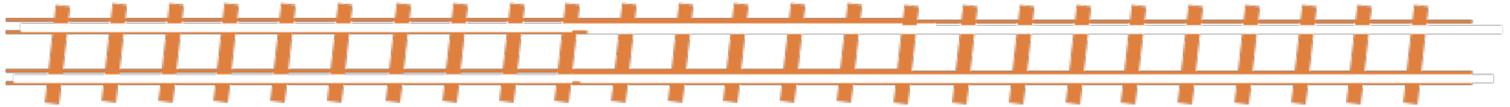


# WEST TORONTO RAILPATH EXTENSION



## Detailed Design Public Event No.1 Feedback Summary

November 2018



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# 1. Introduction

The detailed design phase for the West Toronto Railpath Extension (Project) takes over from the environmental assessment study which was completed in 2016. Design and implementation of the Railpath Extension is being carried out by both the City of Toronto and Metrolinx.

Detailed design includes attention to: asphalt pavement surfaces, fencing, lighting, urban design and plantings. Four pedestrian-cyclist bridges are also designed over the Barrie GO Rail Corridor, Lansdowne Avenue, Brock Street and Queen Street West. This phase will produce detailed design drawings for construction, a Construction Management Plan, Environmental Monitoring Plan and Trail Operations and Maintenance Plans.

The final design is also based on public feedback. During this phase the project team meets with the public and stakeholders at key points during the process. On September 13<sup>th</sup>, the City hosted the first of two public events. The second event will take place early next year.

This report summarizes the feedback received leading up to, during and after the event held on September 13, 2018 at the New Horizon Tower.

## Overview of Consultation Activities for the Design Phase

Public consultation for this project utilizes a range of engagement and consultation activities to involve community members including:

- Two stakeholder workshops (1 of 2 hosted May 14, 2018)
- Two public events (1 of 2 hosted September 13, 2018)
- Two meetings with the City's Design Review Panel (1 of 2 November 1, 2018)
- Individual meetings with property owners who are impacted by the multi-use trail
- Communications:
  - o website ([www.toronto.ca/westrailpath](http://www.toronto.ca/westrailpath))
  - o updates to email subscribers (subscribe via website)
  - o online feedback forms
  - o event tweets (@TO\_Cycling)
- Information sharing with local councillors and elected officials

## 2. Public Event Format and Methods

The objective of the first public event was for the project team to gather information and gain a better understanding of peoples' priorities for the design phase. Areas of focus related to access, connections, bridges, landscaping, trail users and public art along the West Toronto Railpath Extension from Dundas Street West and Sterling Road south to Abell Street and Sudbury Street.

### Communications

Potentially interested or affected residents and organizations were notified about the event through the following methods:

- 41,000 flyers for public event delivered by Canada Post (Sept 4)
- Email to subscribers to project email list
- Project webpage: [toronto.ca/westrailpath](http://toronto.ca/westrailpath)
- Event tweets (@TO\_Cycling)
- Information materials presented at the event (i.e. panels, maps, feedback form etc.) were posted on the project website prior to the event

### Event Format

The event was a drop-in style/open house format. Attendees were greeted upon arrival, requested to sign-in, provided a feedback form, and invited to review various project materials setup throughout the room. Project materials presented at the event included information boards, trail alignment roll out maps and panels illustrating various design renderings. Materials presented at the event are available on the project website ([toronto.ca/westrailpath](http://toronto.ca/westrailpath)). The following topics were covered:

- Update on the current phase of the project
- Proposed design elements (i.e. lighting, drainage, bike parking, public art, etc.)
- Proposed bridge options
- Proposed community connections and landscaping design
- Proposed trail alignment and site locations
- Next steps in the process

Attendees were encouraged to ask questions and discuss the Project with the numerous staff and technical experts present at the event. Project team members answered questions and listened to comments, documenting their discussions. Attendees were requested to provide input by completing feedback forms which asked whether they had specific issues or concerns related to any elements of the project, as well as any other comments, questions, or suggestions. Feedback forms could be submitted at the venue, mailed directly to the City of Toronto, emailed to a dedicated email address ([westrailpath@toronto.ca](mailto:westrailpath@toronto.ca)) or via an online feedback form located on the project webpage. A summary of the comments received at the event and from submitted feedback form follows.

## Participation and Feedback

Approximately 108 people attended the public event. A total of 44 feedback forms were received from attendees at the event and 322 people completed the online feedback form via the project website.

The perspective of people who filled out the feedback form was mainly comprised of people who:

- live in the area closest to the Existing Railpath north of Dundas St. W. (63%)
- live in the area closest to the Existing Railpath south of Dundas St. W. (26%)
- travel along the existing Railpath (68%)

## 3. Overall Feedback

Consistent with the feedback received during the environmental assessment study, there is a very high level of support for extending the West Toronto Railpath south to Sudbury Street/Abell Street. Overall, respondents want the trail to be built as soon as possible and some have grown impatient with the time constraints and process.

Respondents have the most to say about trail width, project schedule, trail users, access points and signage. Many people point out that signage in particular, plays an important role to help explain how the trail works, trail etiquette, local history and an acknowledgement of adjacent neighbourhoods.

In terms of the design considerations, respondents have different priorities. For some safety, access points and lighting are the most important elements and for others, accommodating different users, trail width and signage are key.

The project team has also been advised to take a holistic approach to connect the different design elements and consider all trail users throughout the design process. Making the connections between elements such as signage and public art should be integrated early on in the process.

Following the event, submissions were received from ~~====~~DeRAIL Platform for Art + Architecture on October 1, 2018 and Friends of West Toronto Railpath on November 1, 2018 (see *Appendix*).

## What we heard

Below is a summary of key comments received by members of the public through the various communications listed above which have been amalgamated, summarized, and organized by topic.

### What do you love about the existing Railpath?

- Knits together communities and amenities
- Railpath is one of the best parts of the city
- Northern part of the Railpath that's a bit like a forest
- It's a great way to escape the hectic city
- Encountering birds and small animals on the trail
- Not having to bike in traffic with children
- Keep building it and you will keep building a vibrant Toronto
- Greenery and street murals
- Wish there was more
- Both a park and a means for commuting and for getting exercise

#### Sample Comments:

*-This is my favourite piece of infrastructure in Toronto thank you for making it happen.*

*-My husband and I even had our wedding photos taken there last year because we love it so much and is such a great mixed use space.*

*- My family and I bought our home near it on purpose.*

*-What I love about the present one is the introduction of a natural flora corridor (esp. for the monarch butterflies) along with the Railpath, as well as it being simply a place meant for walking, away from automobile traffic. Beauty is such a relaxing thing, especially when combined with consciousness that we need to be active in preserving the life of the earth. Walking, bicycling, and train travel support that last idea.*

### Accessibility

- All bridges should have a ramp to allow wheelchairs to go up and down
- Make Railpath accessible by people who use a walker
- Public Wi-Fi along path would help low income individuals without data plans
- Limit grade changes to areas that require bridge access
- Make trail 100% accessible with level pavement

### Bike Parking

- Suggestion for ring and post parking instead of corral bike racks
- Incorporate art into bike parking options and ensure all types of bikes can be accommodated

### Bridges

- Concern that steel truss material is prone to tagging and vandalism which can allow for "public art opportunities"
- Allow for viewing platforms of city views
- Should not be enclosed at eye level because people want to look out
- Concerns expressed about the two (2) metre height requirement of the bridge guards (i.e. over Barrie rail corridor) and suggestions include:

- be transparent or translucent in order to increase safety and surveillance
- give users sense of openness
- incorporate glass which is more expensive but vandal resistant
- laminate glass with decorative frit to prevent birds from hitting structure
- Truss bridge is best but needs at least translucent panels (not opaque)
- Consider rubber lined or durable plastic barrier/tresses with attractive colours and shapes that can also offer protection from electrification
- Comments that the bridge designs are uninspiring
- Make the trail crossing of Barrie rail corridor a landmark
- Suggestion that if there can be no ramp, ensure troughs on stairs

Sample comments:

*-Don't cheap out. Make the bridge designs truly intense.*

*-Be more imaginative and build for look-outs with seating and places to watch the train.*

*-I would rather travel a longer distance than the nightmare of carrying my bike up and down stairs. They made these ramps work in Quebec, not sure why the City builds bike bridges with stairs in Toronto.*

### **Community Connections – Access Points**

- Requests for access point through 1875 Dundas St. W. off of Dundas
- Parkdale is a high density neighbourhood with low income people and requires a good connection
- No Frills business and customers can benefit from direct ramp access to Railpath
- Proper drainage, less noise and no seating at Delaney Cres. connection
- Provide maps and notice boards at access points
- Provide more connections and ask community members to assist in approaching supportive private land owners/developments
- Connections need to be safe and clean
- New developments need to do a better job interfacing with Railpath
- Enhance this space and make it a usable feature
- Do not impact parking of Townhouse complex on Sudbury St.

### **Cycling Network and Street Connections to Railpath**

- Dufferin St. and Queen St. W. intersection has blind corners and dangerous for cyclists
- Safety concerns about the current crossing condition at Brock St. and Florence St.
- Work to provide access to local businesses similar to Museum of Contemporary Art (MOCA) and Henderson Brewery – current seating area outside MOCA and under Wallace bridge is nice
- Fix scary intersection at Annette St., Dupont St. and Dundas St. W.
- Allow seamless, ease of access to/from GO stations
- Revisit a cycling route along Macdonell Ave.
- Crossing light (on demand) needed at corner of Dufferin St. and Peel Ave.

## **Future Connection to Sorauren Park**

- Best location to land this connection is at Sorauren Park or Wabash Ave. which would provide further linkages to bicycle routes on Fermangh St., High Park and proposed new Wabash Community Centre
- Consider rail deck type park connection
- Access from west of Lansdowne Ave. is important because many children in area need safe access and bridge at Dundas St. W. is dangerous
- Great to see future provisions in place for this bridge connection

## **More Future Connections**

- Suggestion to explore extending east west along Dupont rail corridor
- Desire to connect to Martin Goodman Trail in the south
- Access point needed to the north from York South-Weston neighbourhood
- Extend to the Lavender Creek Trail (York South-Weston)

Sample comments:

*-Go as far as you can, I don't want my kid riding on the streets these days.*

*-I want to ride further north – build the northward connection faster.*

## **Landscape, Plantings and Trees**

- Request for a focussed discussion on landscaping and maintenance plan with key stakeholders
- Same planting strategy should be used for both existing and Railpath extension
- Greening needed for connecting to ramps and parkettes
- Requests for lots of shade (trees, structures) during summer months and particularly tree plantings for west side of the trail
- Consider native edible and pollinator gardens
- More trees wherever possible
- Incorporate as much natural elements as possible
- Overgrown vegetation is currently a problem and impedes existing Railpath
- Native species plantings needed to attract birds and insects including native trees
- Maintain the plants and overhang

Sample comment:

*-Some London Plane trees would be nice.*

## **Lighting**

- Existing Railpath (Phase 1) is too bright and fewer lumens should be used
- Consider LED lighting and lamp posts
- Look to Metrolinx Davenport Diamond Grade Separation and Greenway project for lighting example (colour, unique light fixtures)
- Ensure well-lit and safe for joggers at night
- Integrate into bridge design from the start
- Consider low to path placement
- UP/GO Station is overly bright and does not align design-wise to the other path lighting
- Creative lighting options like stringing lights in certain areas

- Use white light as opposed to many of the orange lights still used on many Toronto streets
- Consider Dark Sky Association approved lighting (with warm no cool lighting)

### **Look and Feel**

- Maintain current look of Railpath
- Orange is a good colour to mark the path
- Change font for "West Toronto Railpath" on bridges with a cool industrial font
- Keep the wild and industrial look
- Consider open and free feeling through careful selection of fencing and walls
- Reflect area's industrial past and provide setting of nature to users
- Provide and highlight views of the city
- Preference for wayfinding and historical or informative plaques

Sample comments:

*-Useable and beautiful.*

*-Make it feel like a multi-use pathway in a nature reserve but with urban artistic flavour.*

*-Please don't make this a concrete or plexi-glass mess.*

### **Pavement Markings**

- Red tainted asphalt preferred
- Bi-directional markings needed with centre line in the middle of the trail
- Slow traffic down

### **Public Art**

- Provide lots of opportunities for public art
- Consider ongoing public art programming not just permanent pieces
- Promote art opportunities to marginalized people and groups
- Balance commissioned art with resident contributions in an organic way

Sample comments:

*-Please stop putting up walls to discourage street art which only results in bad street art. Hire or encourage street art that contributes to the neighbourhood.*

*-Should either avoid graffiti with a green wall or just embrace it and accept it as element of the path.*

*-Art needs consideration that committees can be afraid of.*

*-Develop a unique art program to enhance future public experience of Railpath that reflects life, identity, and aspirations of this unique place and community.*

### **Public Consultation Event – Sept 13, 2018**

Highlights about who attended the public event and/or filled out a feedback form include:

- 52% of respondents found the information presented was easy to understand (45% of respondents indicated they were neutral)
- 27% of respondents felt staff were able to answer their questions (69% of respondents indicated they were neutral)
- 45% of respondents felt they were provided with an opportunity to share their comments (53% of respondents indicated they were neutral)

#### Additional comments:

- Show key maps on bridge drawings so people can conceptualize where they are
- Have a context map with an area larger than project area
- Evaluation criteria needs to be clearer (e.g. 3=Excellent, 2=Better, 1=OK)
- Show property lines
- Show noise wall locations on maps
- Reach out and keep people informed of progress

#### Sample comment:

*-Took me a while to get my bearings so presentation would help navigate and convey project challenges.*

#### Safety:

- Suggestions to use video surveillance, cameras, and lights
- Some people feel that some cyclists travel too fast and will need to respect the posted speed limit
- Some people feel safe cycling on trails because there are no cars
- More lighting will help people feel safer in the evening
- Consider gendered perspectives - better sight lines and lighting can help women feel more comfortable
- Comment that more of a police presence will be needed

#### Sample comments:

*-I want to feel safe using Railpath at night and as a woman often using the path alone, design should prioritize safety.*

*-Make it bright, make it fun, and make it safe.*

*-Far too often on runs I have seen predatory types on this path.*

#### Schedule

- People are frustrated with the amount of time it is taking to build the extension
- Assertion that timing is key and this is an incredibly important north south link for those who commute by bike downtown
- Recommendation to simplify design to speed up process
- Suggestion to build and open sections as they become completed prior to 2021
- Concern that new bridge over the rail corridor will take years to implement because of plans to electrify rail corridor

#### Sample comments:

*-I have nightmares that I will die before it is opened, I am 55 and only have a few decades left to live.*

*-I don't understand why it can't be done sooner. I want my mother using this BEFORE she passes away.*

*-Metrolinx, please please please take your foot off the brakes! This is an incredibly valuable community improvement and it will reflect well if you do everything in your power to move it forward as quickly as possible.*

*-Olympic stadiums are designed and built in less time than this trail is taking.*

## **Signage and Wayfinding**

- Important to delineate between cyclists and pedestrians
- Explain and promote all the allowed ways people can use the trail
- Standardize signage and signals for bike paths
- Signs should be frequent
- Consider graffiti art signs
- Identify max speed for cyclists
- Signs need to be large enough to read by fast moving cyclists
- Identify neighbourhoods along Railpath like Parkdale, West Queen West
- Incorporate neighbourhood history so people can learn about where they are
- Markers explaining native trees and plantings
- Be clear and spell out words
- "Share the Trail" signs
- Wayfinding needed at Queen St. W. and Abell St. to The Centre for Addiction and Mental Health (CAMH) connection to help facilitate access to Richmond Adelaide Cycle Tracks
- Remind dog owners to leash their pets
- Consider Indicating which side of Railpath can be safely used by commuters at peak times (morning and evening)
- Message at several points needed to remind people to keep right and indicate direction of traffic

Sample comment:

*-The three letter signs on existing path are cute but not that helpful.*

## **Suggestions for other Design Features**

- Water fountains for people and dogs
- No chain link fences because they look terrible
- Lots of trash and recycling bins
- Bike mechanic stations with pump and basic tools
- More benches and seating locations (don't always use benches)
- Benches needed on trail near Brock St. access north of Earnbridge St.
- Seating areas should promote social interaction
- Consider places to have a coffee or read a book
- Picnic areas, fun workout structures in parkettes or random places along the way
- Connect to Bike Share locations
- Areas for children to play out of the way of bikes
- Allow for pop up vendors and some small-scale events and activities
- Suggestion for small stainless steel cigarette butt disposals in appropriate places to stop the litter of cigarette butts
- Replace the half pipe (vert ramp) under Dundas bridge which got removed by someone and should be put back

## **Trail Design**

- Consider level pavement because slope can be awkward for joggers, strollers and bikes
- Use standardized paving markings

- Learn from other multi-use trail experiences like the Waterfront Trail
- Ban electric vehicles
- Requests to make width sufficient for cyclists and walkers/runners to be side by side where possible
- Ensure all season use
- Consider future increase in trail traffic due to Museum of Modern Canadian Art (MOCA) and increasing residential density of surrounding neighbourhoods
- Bike traffic should be a major consideration in design
- Access points that are accessible by bike
- Always design for quality
- Use New York City's High Line as an example for public space and park ideas

### **Trail Users**

- Should be inclusive and accommodate all users
- Cyclist speeds are a concern for some
- Separation between cyclists and pedestrians wherever possible
- Determine if trail is for recreation or commuters and design accordingly
- Comment that trail should be designated as a bike path only
- Consider future high traffic on trail
- Consider that pinch points are a source of collision between cyclists and other trail users
- Existing Railpath is very busy on Saturdays and painted lanes could help
- Children are users of Railpath too
- Dogs need to be on a leash and sign accordingly
- Keep electric bicycles off
- Consider that Railpath is both a park and a trail

### Sample comments:

*-Already friction between cyclists and walkers. With more distance and more riders, expect more friction.*

*-My one complaint, and I can't believe I'm saying this as a cyclist, is that cyclists are going too fast on it, do not use their bells etc. It's a multi-use path and that needs to be emphasized through signage.*

*-Don't let design elements interfere with the capacity to accommodate many cyclists and pedestrians.*

### **Vandalism**

- Use lots of vertical greening to deter tagging and vandalism
- Murals are a line of defence against vandalism
- Avoid white wash to clean tagging because it looks awful

## 4. Questions and Answers

The following is a summary of the key questions received from the feedback forms and responses provided below are from the project team.

### **1. Why does electrification of rail corridor mean that the bridges need solid walls?**

Solid walls are a matter of safety and will deter people from throwing things from and off the bridge to the electrified corridor below.

Further design iterations and enhancements are being explored, including the introduction of glazing in order to reduce the apparent sense of enclosure and improve sight lines. Findings and recommendation will be presented at the next public event.

At the Barrie Rail Corridor Bridge the introduction of glazing is being considered – findings and recommendation will also be presented at the next public event.

### **2. Have you considered plastic thruss for electrification protection?**

Guards will follow design criteria for Electrified Rail Corridors Protective Bridge Barriers. This is developed with oversight from Metrolinx Design Excellence and the Electrification Departments.

### **3. Will you be able to look out of the bridges?**

Yes. Current proposed design will allow for viewing opportunities through glass panels with intermittent and articulating corten steel panels.

Further to the views from the bridge deck itself, the landings at both East and West ends of the Barrie Rail Corridor Bridge are over-sized to encourage viewers to linger out of the traffic flow of active path users. At Road Overpass Bridges (Lansdowne Ave., Brock Ave., and Queen St.), guard heights are lower and are proposed as metal pickets, allowing good visibility from the street to the bridge decks.

### **4. Does the approach to Barrie rail corridor have to use concrete piers? Could this use an earthberm design approach that integrates landscaping?**

Functional Design Plans from the Environmental Assessment suggested incorporating improvements below the elevated structure such as bike parking, benches, etc. City of Toronto will ultimately own and maintain the structure, therefore there could be additional considerations such as maintenance costs.

### **5. Is it possible to use Metrolinx Right-of-Way adjacent to Soraren Park as an earthberm condition to provide direct link to Railpath or "raildeck" type of crossing?**

Earth berms will be incorporated where ever available property permits along the length of the WTRE. At the Barrie rail corridor crossing an earth berm is not feasible given the property and railway constraints. An elevated deck structure with piers was selected as it is the best solution in terms of cost and constructability when compared to an elevated path with high fill retaining walls. During the detailed design improvements below the elevated structure (such as bike parking, benches) will be reviewed. The City of

Toronto will ultimately own and maintain this structure, therefore there this review will include additional considerations such as future maintenance costs.

#### **6. Will the ramps to bridges be accessible?**

The path as a whole has maximum running slope of no greater than 6.67% (1:15) which meets AODA requirements for accessible ramps accommodating all types of pedestrians. Bridges form part of the path and meet this same design criteria. Barrier-free access is provided at all trail access points. Note that direct stair access from the Barrie Rail Corridor Bridge to the No Frills site is proposed as a shortcut to the longer barrier-free ramp access which slopes towards Lansdowne Avenue.

#### **7. How will you ensure proper drainage?**

The stormwater management design for the path will be developed to provide proper drainage. As proposed in the approved Environmental Assessment, the design will include Low Impact Development (LID) drainage structures along the new path to capture and control water runoff.

#### **8. What will happen to the current green space on Sudbury Street for dog walking?**

We recognize that the boulevard is popular with dog-owners and it is rare to find this type of space within the neighbourhood. This area is subject to Metrolinx's rail expansion plan and will be used for Railpath extension. Design options will be considered that maintain the existing dog-friendly boulevard and green space along Sudbury Street to the fullest extent possible.

#### **9. When will further study take place for extending the Railpath south/east of Abell Street?**

There is no date for further study. Currently, this particular area is experiencing many changes including new development applications, Metrolinx track expansion for Regional Express Rail and Electrification, new SmartTrack / GO RER station in the Liberty Village and King Street West area. As part of the above projects, the City, in coordination with Metrolinx, will work to include the Railpath extension south of Queen Street. The City will also explore opportunities for providing dedicated cycling infrastructure along Sudbury Street, south of King Street up to Strachan Avenue and along Wellington Street east of Strachan Avenue in order to connect with the Garrison Crossing which is under construction right now.

#### **10. How will the Railpath Extension connect to the Martin Goodman Trail?**

The plan is to link to Garrison Crossing via cycling infrastructure along Douro Street. Strachan is also an important connector to the Martin Goodman Trail.

#### **11. Is there funding for construction?**

Funding for construction is not secured yet. The City is continuing to explore other opportunities for funding in collaboration with other levels of governments.

**12. What is the approach for trail aesthetics?**

The intent is to continue the aesthetic of the existing Railpath north of Dundas Street including font and colour. Way finding signage, interpretive signage and bollards would be painted the same as the bridge colour.

The team is also working to balance functionality and the unique urban planting experience. Currently, we are proposing incorporating vines planting with metal mesh on Railpath side of the Metrolinx noise walls.

**13. What is the vegetation maintenance plan with timelines with responsibilities delineating between Metrolinx, City of Toronto, Community, and Developers?**

The project team recommends vegetation be maintained by a contractor for the first three years as per the existing Railpath (Phase 1). Afterwards, the City will take over the maintenance. A management plan will be developed.

**14. In term of a vegetation maintenance plan, can there be controlled burns?**

The currently design does not indicate controlled burns. City will confirm for future maintenance.

**15. What stewardship opportunities are available and if not, how can we address this (stewardship models for art and plantings)?**

Stewardship opportunities need to be discussed with Friends of the West Toronto Railpath. Plantings in community connections are designed to be stewardship opportunities. City maintenance will focus on larger zones between community connections as well as incorporating vines.

**16. Are there plans for water catchment?**

Yes. As part of the design a Stormwater Management Plan will be developed. As proposed in the approved Environmental Assessment, the design will include Low Impact Development (LID) drainage structures along the new path to capture and control water runoff.

**17. Will there be panic buttons or stations and police patrol?**

No.

**18. Will there be signage to direct to neighbourhoods e.g. North/South, Parkdale?**

Currently, the wayfinding signage design (street terminus signage affixed to noise wall and stand-alone metal signs) will indicate street name only. There will be a trail head map at Dundas Street West and Queen Street West showing the trail and major street connections.

**19. How will you deter vandalism to community connection signs?**

All signage will be painted in saffron/orange colour (to match Bloor West and Dupont bridges). Signs can be easily touched up or repainted if required.

**20. How will you address the conflict between faster and slower users?**

The Railpath Extension is being designed as a multi-use facility and will function as a shared space between a variety of different users including cyclists, pedestrians and

rollerbladers, among others. Generally, the paved portion of the trail will be 3.5 metres or wider, based on available space from the Metrolinx Go rail corridor. The surface of the Railpath will be paved while bridges and other specialty structures will have a concrete or other durable hard surface that conforms to accessibility requirements.

In terms of the shared use aspect of multi-use trails and delineating separate space for users, the reality is that we are very constrained. A significant section of the trail does not have enough space to provide any kind of user-separation. That said, the project team is investigating various possibilities to mitigate this issue, for instance:

- "traffic calming" in "pinch point" areas
- maintaining sight-lines
- encouraging safe and appropriate use of the trail through signage and trail etiquette communications

## 5. Conclusions

As noted throughout this Report, there is considerable public interest in the design for extending the Railpath. Public event #1 was well attended and there were many questions and comments that were received by staff. Though the public continues to express support for the project, they also identified concerns with respect to community connections, lighting, timing, signage, safety and accessibility.

### Next Steps

The project team will review all feedback received, together with technical considerations, and stakeholder comments and work towards the next level of design (60%).

The project team will be heading to the Design Review Panel on November 1, 2018. You can learn more about this process from the [Design Review Panel webpage](#).

We expect our second public event to take place early next year in February or March.

**Thank you for being involved!**

# Appendix 1 - DeRAIL Platform for Art + Architecture Submission

October 1, 2018

Dear Maogosha-

Thank you for coordinating an informative WTRE stakeholder meeting to share this stage of planning. It's great to see the project moving forward, decisions being made and to learn about the various components of the project at this early design development stage.

We are pleased to contribute in this informal way but are interested, as we mentioned, to provide more formal (and hopefully valuable) insights based on our combined years as designers, artists, public space curators. Specifically, our recent commissions as DeRAIL to bring artists and the public together, to show how strategic, place-specific public art can animate the daily WTR experience and to show the railpath visitors how this unique urban landscape can be a functional, as well as an experiential, sensory space.

We are writing to express our interest to work more closely with the WTRE design development team. We see an exciting potential for your team to leverage this period of early infrastructure planning to help develop an unique art program that will enhance the future public experience of the WTRE; one that reflects the life, identity and aspirations of this unique place and community.

We would like to take you up on your invitation to talk about a role for DeRAIL and would especially like to share ideas we have for a new kind of public art engagement at two key activation points along the WTRE; points that have not fully been acknowledged (as far as we have seen) in the planning process to date.

Please let us know if you're interested and when is a good time to meet. Thursday and Friday mornings are open for us at this point. Thank you and we look forward to hearing from you.

All our best,

Victoria Taylor ([victoriataylor.ca](http://victoriataylor.ca))

Gelareh Saadatpajouh ([spaceanimator.com](http://spaceanimator.com))

Founders/Curators

**DeRAIL Platform for Art + Architecture**

[derailart.com](http://derailart.com) [Instagram](#) [Twitter](#) [Facebook](#)

# Appendix 2 - Friends of West Toronto Railpath Submission

November 1, 2018

Here is the feedback from Friends of west Toronto Railpath regarding the design showing recently. The items relating to the bridge and the No Frills parking lot are significant. Its great to see this finally moving along. We look forward to helping in any way we can.

- The landscaping plan needs to include a management plan that Parks agrees to. Great designs don't work if they are forgotten the day the path opens.
- The exit to No Frills needs to have more than just stairs. This location will become an important site for thousands of people who find it hard to get to this site in its current configuration. It is our impression that no meaningful dialog has been undertaken with the store about this and no design should consider the plans done for this location until we have had that dialogue which would include Councillor Bailao. This item was by far the number 1 thing that the public has asked us about.
- More benches but please no designer benches or backless benches; we need regular benches with backs that work for moms and seniors.
- Another water fountain/filling station.
- For bridge options we prefer the Option B “truss style” as it mirrors existing Railpath structures and nods to the industrial history of the corridor. BUT the use of “isolation barriers” and steel panels are 100% a no no. For security, comfort of space, and cycle safety there needs to be wide visibility in every direction. These barriers create a feeling of being penned in and provide a massive canvas for tagging which would only further add to making the space unfriendly. Metal bar fencing is the best solution.
- The design notes mention “Metrolinx criteria” and we suggest that the correct criteria would be the needs to be that of the actual bridge users. Considering there are numerous existing bridges in the area over the corridor (including Railpath) and there have been no issues we are not convinced of the need for steel panels.
- In terms of finish, the Corton Steel look has become a bit cliché but it does in our case connect with the industrial path. It should be noted though that the existing painted Railpath bridges painted orange with the name on them look great and are excellent wayfinding/branding features. It would be great to continue this style on all the bridges so that people really feel that Railpath is a ribbon connecting communities.
- New orientation signs at each entry node - in addition to streets maybe they can also feature notes about ecology and significant landmarks connected to the Railpath.

Consistent Railpath branding along entire route that includes use of iron, iron street plates, Railpath Orange, and the Railpath name on bridges.

- The Railpath can be dark at night because the street lights are obstructed by trees/vegetation - perhaps there could be two levels of lights, one higher up and one closer to the ground to future-proof the lighting when the vegetation grows.
- Future locations for integrated art need to be developed.
- Dense planting vs. seeding (plugs and pots)—based on the existing Railpath seeding was not the best process.
- In original RailPath design the street access points featured large white concrete areas that on one hand were good for creating public space but in places like Ruskin are just giant hard concrete pads that are uninviting. We need to break these spaces up in some way and also allow for trees to create some shade.
- Trees whenever possible.

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FWTR