

Online Survey and Open House Summary Report

Trinity Bellwoods Park Access and Circulation Study

Phase 2: Exploring Recommendations

City of Toronto – Parks and Recreation

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Introduction

The City of Toronto is conducting a study to assess Trinity Bellwoods Park's pathways and entrances and consider how to improve functionality, connectivity, accessibility and the overall experience of navigating the park.

As the number of visitors and activities has grown in Trinity Bellwoods Park, concerns about movement within the park have become more noticeable. The City has launched this study to assess current challenges and develop a long-term plan to improve access and circulation, while protecting the park's natural and heritage features. The study will also explore opportunities to improve wayfinding and signage, address maintenance and operations challenges, and balance the needs of the park's many users and events.

Public and stakeholder feedback, along with technical analysis, will guide the development of recommendations and an implementation strategy that considers cost, feasibility and long-term sustainability.

The study scope is limited to recommendations related to access and circulation, and does not include recommendations for other park amenities or features.

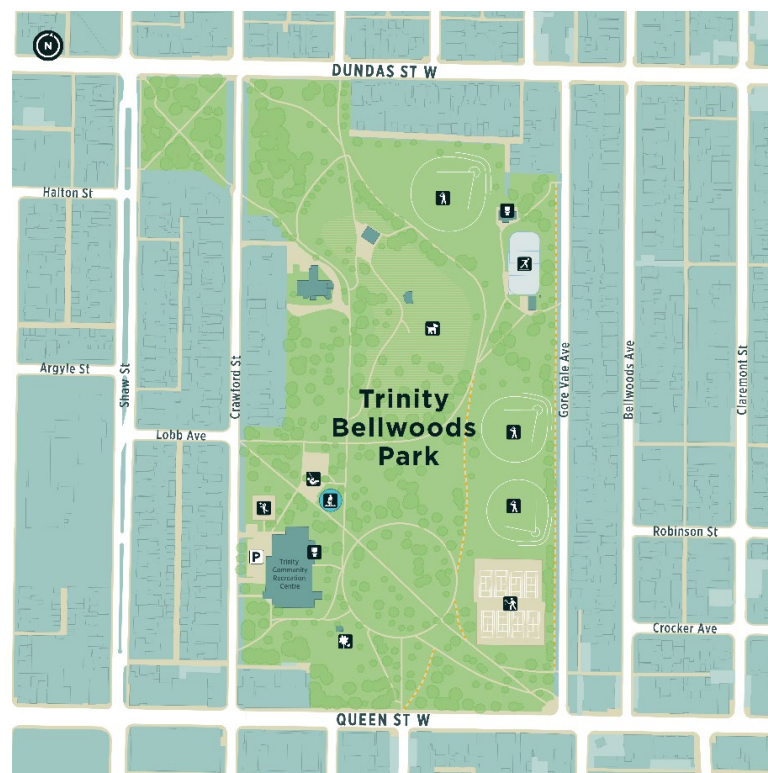


Figure 1. Map of the study area, bounded by Dundas Street West to the north, Gore Vale Avenue to the east, Queen Street West to the south, and Crawford Street and Shaw Street to the west.

Phase 2: Exploring Recommendations

In this phase of engagement, the City built on the outcomes of Phase 1: Gathering Information and Identifying Issues to propose draft recommendations for park access and circulation improvements. These draft recommendations were then brought to the public for feedback.

The draft recommendations included:

- Improving circulation by establishing a pathway hierarchy of primary, secondary and tertiary routes; widening existing pathways; adding new pathways where needed; retiring redundant routes.
- Improving safety and accessibility by introducing traffic calming measures at entrances, along pathways and at intersections within the park; upgrading pathways to meet accessibility regulations including the Accessibility for Ontarians with Disabilities Act (AODA) and the Toronto Accessibility Design Guidelines (TADG).
- Enhancing long-term pathway sustainability through appropriate surfacing and edge treatments.
- Upgrading pathway amenities by adding or relocating seating and rest areas, bicycle racks, waste bins and portable washrooms.
- Protecting trees and green spaces by discouraging off-path travel and mitigating damage, soil compaction and erosion along pathway edges.
- Upgrading park entrances through entrance widening; placemaking; paving upgrades; landscape enhancements; and updated amenities (e.g. seating, bicycle racks, lighting, signage) – while protecting existing heritage features.
- Upgrading lighting to ensure consistent illumination levels throughout the park.
- Enhancing wayfinding and interpretive signage, including gateway signage and maps, directional signs and information about heritage and Garrison Creek features.
- Improving maintenance and operations with optimized routes, pull-off locations and pathway improvements to facilitate access where needed while minimizing damage to adjacent park areas, and optimized placement of portable washrooms and waste bins.

Draft recommendations to improve access and circulation in Trinity Bellwoods Park were grouped in three key study areas for feedback:

- Pathways and circulation
- Entrances and park access

- Safety and accessibility

In addition to a meeting with the Community Advisory Committee and a presentation to the Parks and Recreation Community Disability Steering Committee, the City's project team collected feedback on the draft recommendations for access and circulation improvements through the following engagement activities:

- An online survey, open from February 2 to March 20, 2026, that collected feedback from 1,821 respondents. Respondents had the option to provide input on any of the three key study areas.
- An open house event on March 18, 2026, from 6 to 8 p.m. at Trinity Community Recreation Centre. Approximately 63 community members participated in the event. Participants used dot stickers and sticky notes to respond to any questions or topics that interested them.

This report includes a summary of the draft recommendations and the feedback collected in the online survey and at the open house. To review feedback summaries from the Community Advisory Committee and Parks and Recreation Community Disability Steering Committee meetings, visit the project webpage at: toronto.ca/TrinityBellwoodsStudy.

Pathways and Circulation

Draft Recommendations

General recommendations related to pathways and circulation included:

- Creating a hierarchy of pathways with primary, secondary and tertiary routes:
 - Primary routes connect major destinations in the park. They are 4+ metres wide with an asphalt surface and mountable concrete curbs.
 - Secondary routes support slower movement through the park. They are 3–4 metres wide with surfaces of asphalt, concrete or unit pavers.
 - Tertiary routes support leisure and passive use. They are 2.1 metres wide with surfaces of mulch or crushed stone.
- Preventing damage to pathway edges with mountable concrete curbs on primary routes, bench seating on primary and secondary routes, and armour stones on secondary routes
- Removing one of two pathways connecting the east path around the dog bowl to the ice rink
- Removing an inaccessible pathway connecting to Gore Vale Avenue north of Queen Street and providing a safer alternative route via an accessible ramp

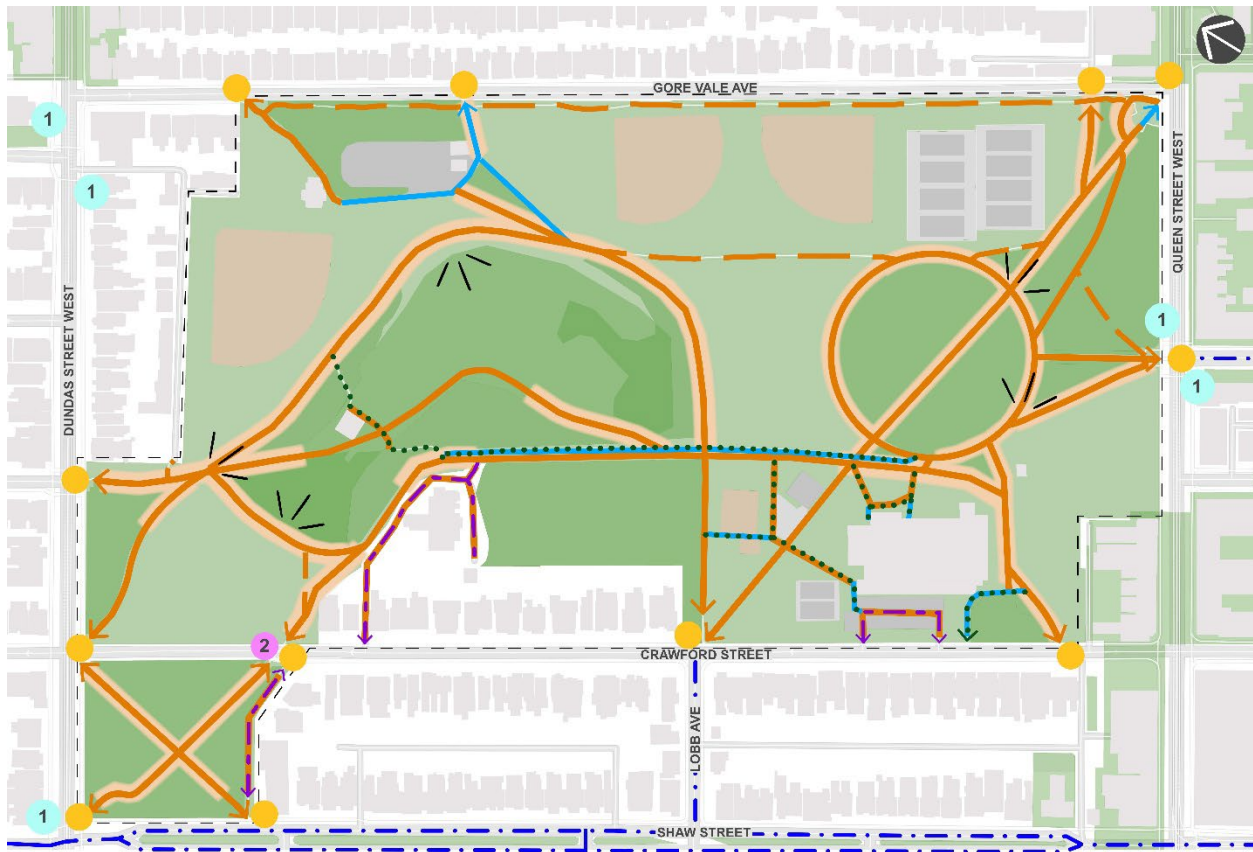


Figure 2. Site plan showing existing circulation patterns and pathway conditions in Trinity Bellwoods Park.

Legend

	Asphalt pathways		Shared cyclist lane
	Concrete pathways		Cyclist-only lane
	Desire lines		Transit stop
	Pedestrian circulation		Road crossing
	Vehicular circulation		Key sightlines
	Poor edge conditions		
	Site access point		

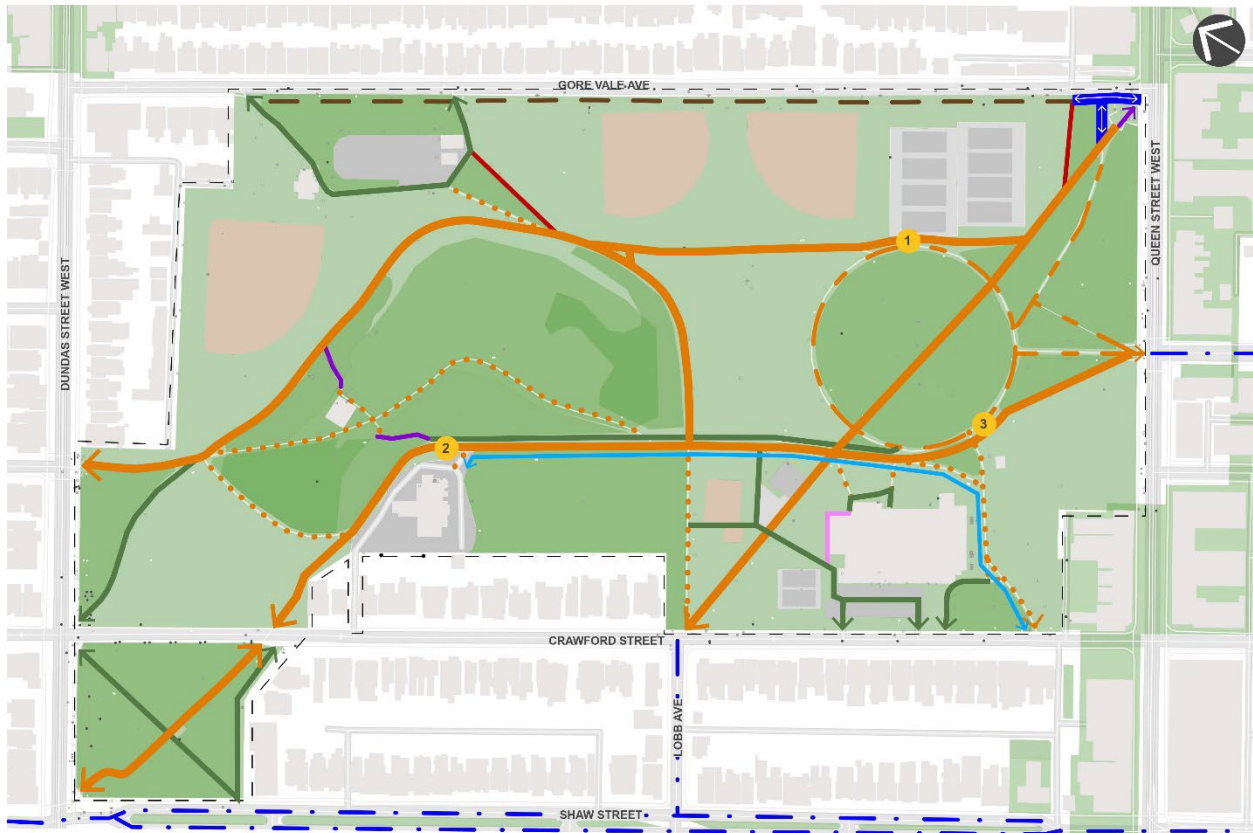


Figure 3. Site plan showing the proposed circulation and pathway hierarchy in Trinity Bellwoods Park.

Legend

	Primary route		Ramp
	Secondary route: leisure/passive use		Pathway to remain
	Secondary route: maintenance/general circulation		Pathway to be retired
	Tertiary route: leisure/passive use		Emergency route
	Stairs		Adjacent cyclist route
	Building entrance pathway		

1. Improve connection to tennis courts, separate primary route and secondary route
2. Improve connection to John Gibson House
3. Improve traffic flow from south entrance, separate primary and secondary routes

Targeted circulation recommendations at two locations with unique challenges within the park included:

- Separating a primary route west of the tennis courts from a secondary route around Trinity Circle with a paved buffer and bollards (Figure 4)
- Widening the primary route west of the dog bowl, between the ravine slope and the John Gibson House access road, along with introducing a curb separation for user safety and installing a safety railing at the top of the slope (Figure 5)

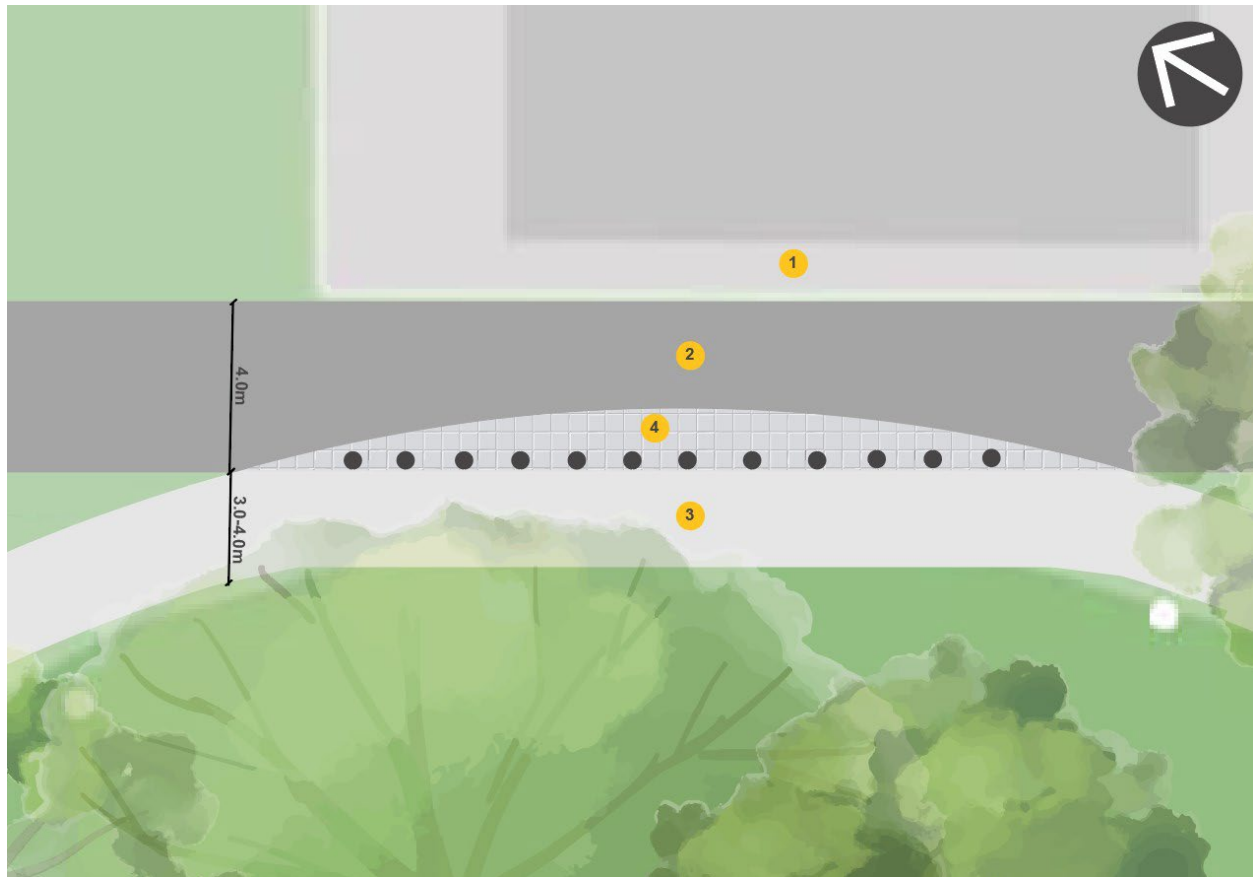


Figure 4. Illustration of the proposed separation of pathways at the tennis courts by Trinity Circle in Trinity Bellwoods Park's southeast area.

Legend

1. Tennis courts
2. Primary route
3. Secondary route: leisure/passive use (Trinity Circle)
4. Paved buffer with bollards

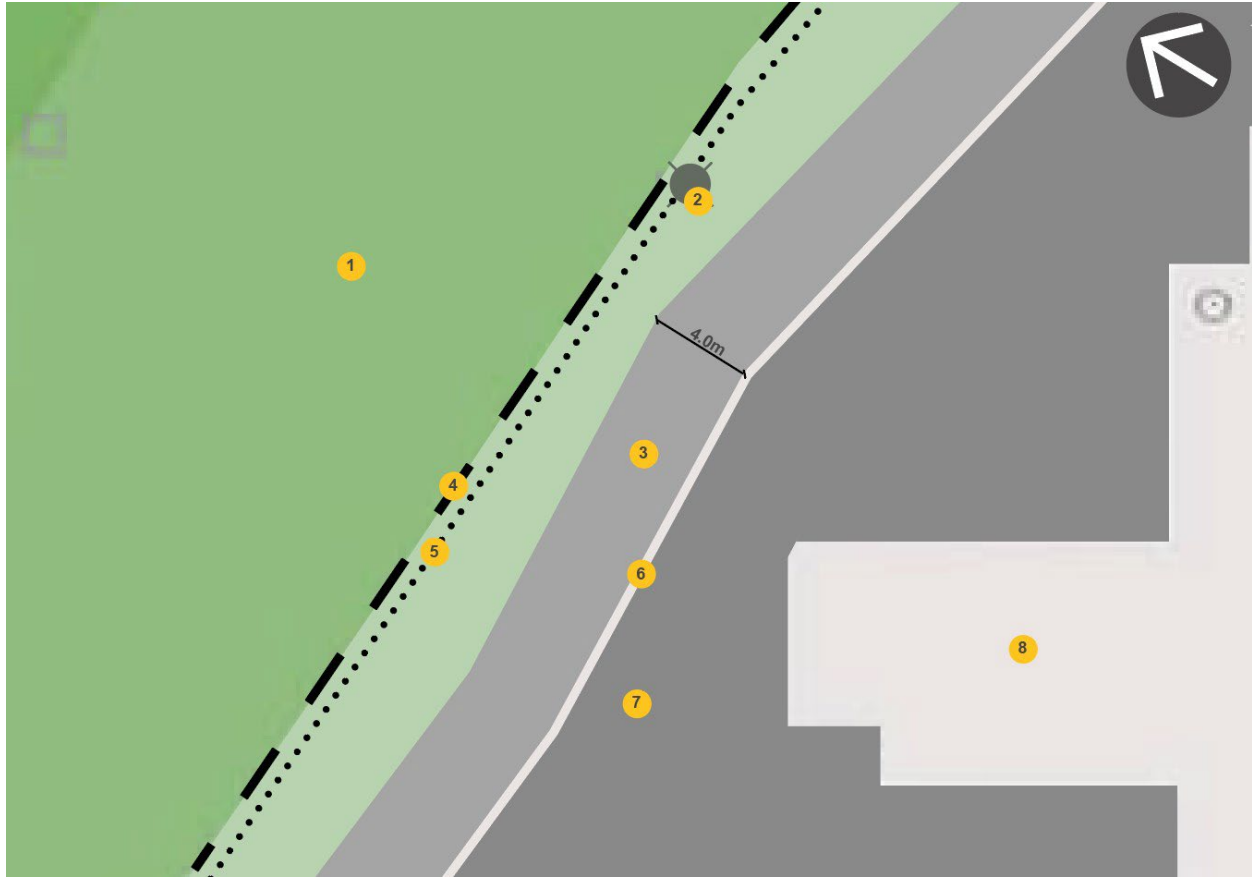


Figure 5. Illustration of the proposed primary route between the ravine slope and John Gibson House in Trinity Bellwoods Park.

Legend

1. Dog bowl
2. Existing lighting
3. Primary route
4. Top of slope
5. Safety railing
6. Curb separation between pathway and access road
7. Existing building access road and parking lot
8. John Gibson House

Online Survey Feedback

772 survey respondents provided feedback on recommendations related to pathways and circulation, and 371 provided additional comments.

General Recommendations

28 per cent of respondents strongly agreed with the general recommendations, 52 per cent agreed, six per cent were neutral, eight per cent disagreed and three per cent strongly disagreed.

When invited to share comments, common themes included:

- 116 comments about conflicts between pathway uses: 65 comments requesting separate pedestrians and cycling paths, 30 comments expressing negative sentiments about cyclists, 18 comments requesting pedestrians be prioritized, 12 comments suggesting limiting or banning cycling and 11 comments requesting intervention to slow cyclists
- 26 comments about removing the inaccessible pathway connecting to Gore Vale Avenue north of Queen Street, with 25 comments requesting that the path remain
- 24 comments about pathway materials: 14 comments requesting more attractive or green materials
- 24 comments about widening pathways: 12 comments were positive and 12 comments were negative
- 20 comments about maintenance: 13 comments requesting snow removal from pathways
- 15 comments about mountable curbs: 14 comments were negative, with six concerned about limits to cyclists and six concerned with tripping or accessibility
- 13 comments about paving unpaved paths: 12 comments were positive
- 13 comments about signage and wayfinding: 11 comments requesting signage to reduce user group conflicts
- 11 comments requesting additional pathways or features
- 10 comments requesting that no changes be made to the park
- 10 comments requesting that as much greenery be preserved as possible

Targeted Recommendations

When asked about the targeted recommendation to separate the primary route west of the tennis courts from the secondary route around Trinity Circle:

- 28 per cent of respondents strongly agreed with the recommendation, 42 per cent agreed, 13 per cent were neutral, nine per cent disagreed and four per cent strongly disagreed.
- Common themes in the comments and suggestions related to this recommendation included 34 negative comments about bollards and three comments concerned with the aesthetics of bollards.

When asked about the targeted recommendation to make changes to the primary route west of the dog bowl, between the ravine slope and John Gibson House access road:

- 38 per cent of respondents strongly agreed with the recommendation, 39 per cent agreed, 11 per cent were neutral, five per cent disagreed and three per cent strongly disagreed.
- Common themes in the comments and suggestions related to this recommendation included 18 negative comments about the safety railings and eight comments noting the high volumes of pedestrians and cyclists on this path.

Open House Feedback

Open house participants shared their level of agreement with recommendations related to pathways and circulation:

- Three participants agreed with the proposed circulation and pathway hierarchy.
- One participant agreed with the targeted circulation recommendation at the tennis courts and Trinity Circle; one participant was neutral and one disagreed.
- One participant agreed with the targeted circulation recommendation between the ravine slope and access road to John Gibson House.

Participants provided 15 comments related to pathways and circulation. Common themes and suggestions included:

- Three comments expressing concerns about bollards at the tennis courts and Trinity Circle hampering access for mobility devices and strollers

- Two comments expressing concerns about mountable curbs becoming tripping hazards when made less visible by snow
- Two comments requesting another paved pathway to the rink in the northeast section of the park
- Two comments requesting improvements to the pathway around the dog bowl

Entrances and Park Access

Draft Recommendations

General recommendations related to entrances and park access included:

- Improvements to primary entrances, which support the highest volume of visitors and connect to major roads, transit and key park destinations:
 - Widen and upgrade entrances with improved paving and seating
 - Add gateway features to create a strong sense of place
 - Install clear wayfinding and interpretive signage at these key hubs
 - Enhance landscaping to strengthen park character
 - Provide amenities such as bicycle racks, seating and waste bins as needed
 - Ensure lighting supports safety and easy navigation
- Improvements to secondary entrances, which support a lower volume of visitors and connect to quieter streets without transit:
 - Install smaller scale entrance and wayfinding signage
 - Enhance landscaping to strengthen park character
 - Provide amenities like bike racks, seating or waste bins as needed
 - Ensure lighting supports safety and easy navigation
- Improvements to maintenance and emergency entrances, which support park operations and emergency response:
 - Ensure lighting supports safety and visibility
 - Add signage to identify maintenance routes
 - Maintain existing emergency access

While targeted recommendations were developed for all park entrances, key entrances were highlighted in the online survey and open house for community feedback, including:

- The Shaw Street at Dundas Street West primary entrance (Figure 7)
- The Montrose Avenue at Dundas Street West primary entrance (Figure 8)
- The Gore Vale Avenue at Queen Street West primary entrance (Figure 9)

- The Strachan Avenue at Queen Street West primary entrance (Figure 10)
- The Crawford Street crossing and secondary entrance in the northwest quadrant of the park (Figure 11)
- The Crawford Street at Lobb Avenue secondary entrance (Figure 12, highlighted only at the open house)

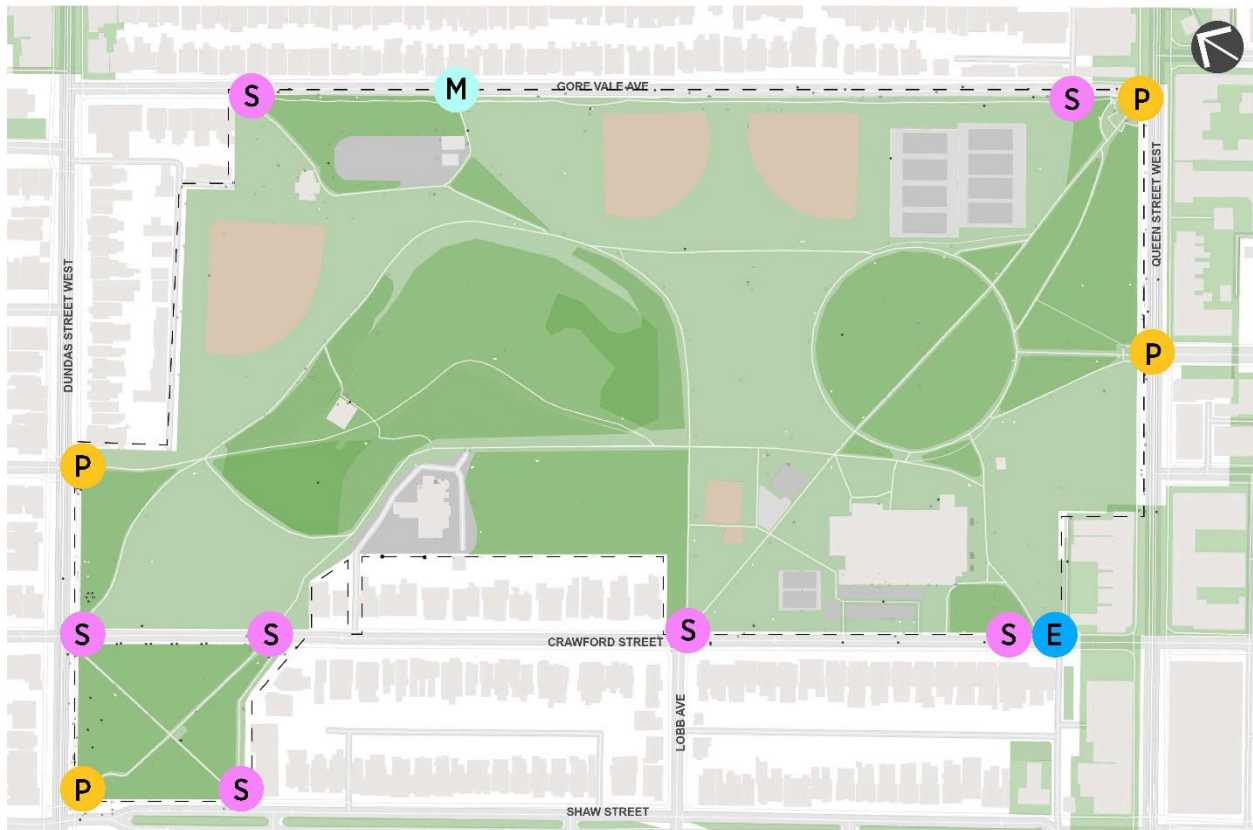


Figure 6. Site plan showing key entrances and access types in Trinity Bellwoods Park.

Legend

- P** Primary access
- S** Secondary access
- M** Maintenance access
- E** Emergency access

Recommendations for the Shaw Street at Dundas Street West entrance:

- Incorporate primary access features and amenities



Figure 7. Illustration of the targeted recommendations for the Shaw Street at Dundas Street West entrance in Trinity Bellwoods Park's northwest corner.

Legend

1. Primary access: placemaking feature
2. Primary access: wayfinding and interpretive signage
3. Primary access: entrance paving
4. Seatwalls
5. Bench seating
6. Waste bin
7. Bicycle rack
8. Landscape enhancements
9. Primary route
10. Consider future improvements to adjacent roadway intersection

Recommendations the Montrose Avenue at Dundas Street West entrance:

- Incorporate primary access features and amenities

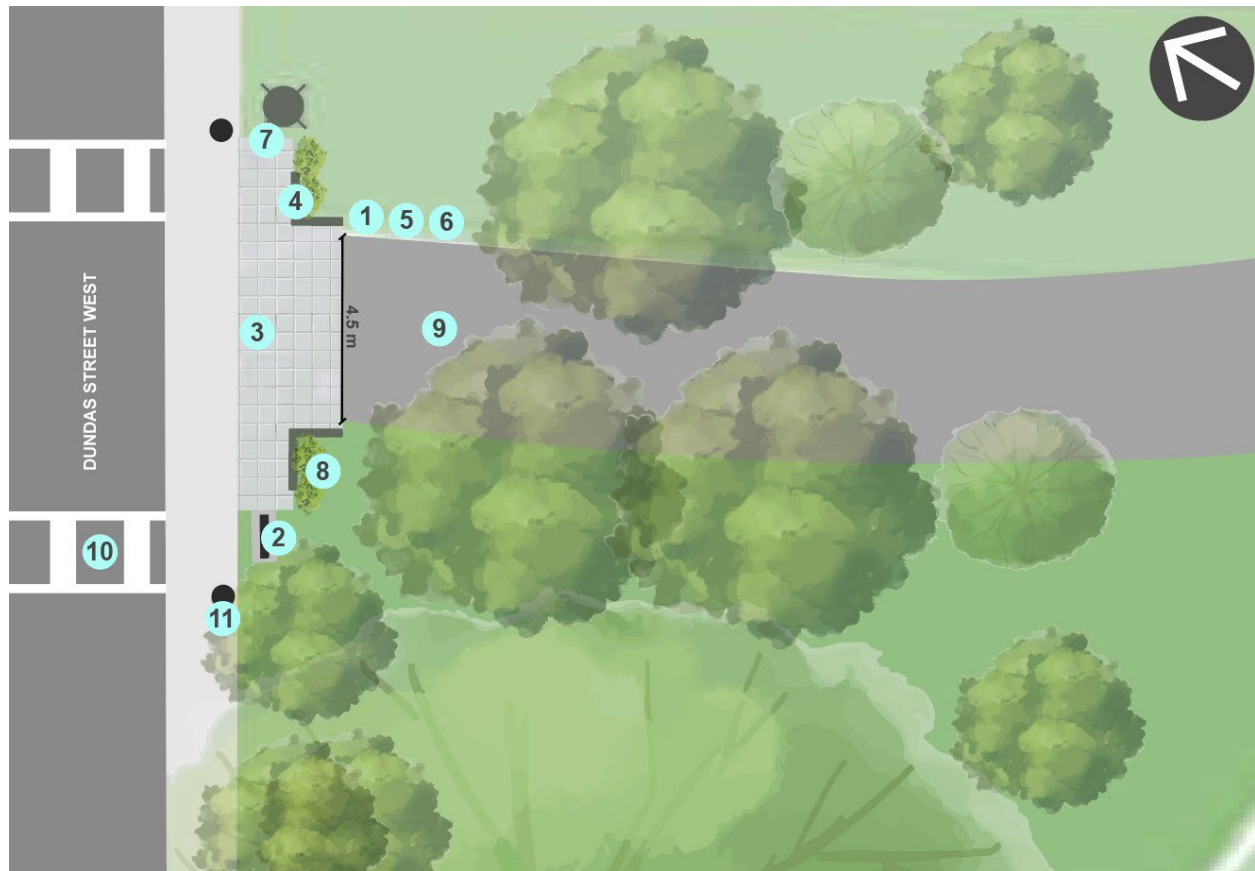


Figure 8. Illustration of the targeted recommendations for the Montrose Avenue at Dundas Street West entrance in Trinity Bellwoods Park's north.

Legend

1. Primary access: placemaking feature
2. Primary access: wayfinding and interpretive signage
3. Primary access: entrance paving with vehicular access control measures
4. Seatwalls
5. Bench seating
6. Waste bin
7. Bicycle rack
8. Landscape enhancements
9. Primary route
10. Existing crosswalk
11. Existing traffic pole

Recommendations for the Gore Vale Avenue at Queen Street West entrance:

- Incorporate primary access features and amenities
- Protect and reuse existing heritage plaque
- Upgrade stairs and add ramp with railing
- Proposed crossing maintains direct cyclist access via the proposed ramp and supports safer movement across Gore Vale Avenue. Further study is required.



Figure 9. Illustration of the targeted recommendations for the Gore Vale Avenue at Queen Street West entrance in Trinity Bellwoods Park's southeast corner.

Legend

- | | |
|--|---|
| 1. Primary access: placemaking feature | 8. Landscape enhancements |
| 2. Primary access: wayfinding and interpretive signage | 9. Primary route |
| 3. Primary access: entrance paving | 10. Ramp with railing |
| 4. Seatwalls | 11. Tertiary route: leisure/passive use |
| 5. Bench seating | 12. Proposed crossing (further study required) |
| 6. Waste bin | 13. Consider future improvements to adjacent roadway intersection |
| 7. Bicycle rack | 14. Stairs |

Recommendations for the Strachan Avenue at Queen Street West entrance:

- Incorporate primary access features and amenities
- Preserve existing heritage features including historic gates and cobblestone paving
- Improve circulation and accessibility by re-laying and levelling cobblestones, and providing access routes around gates

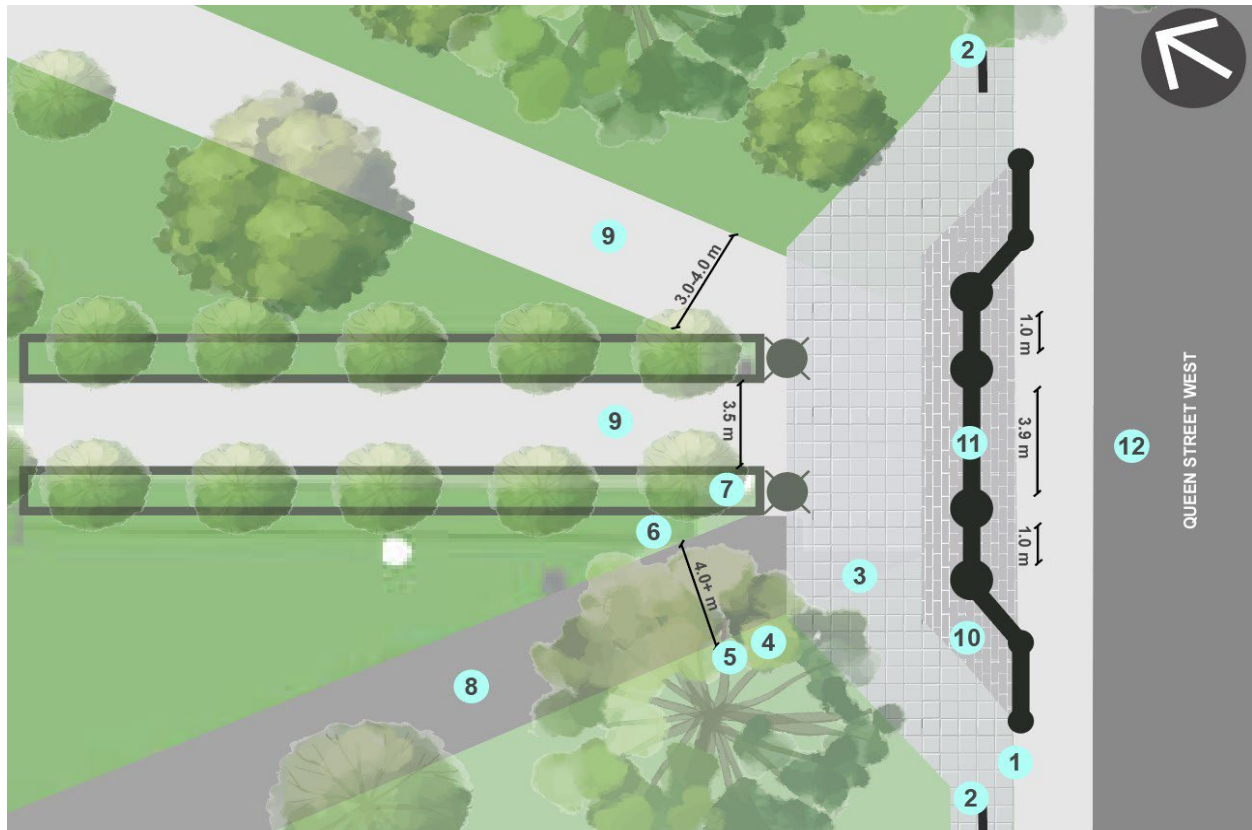


Figure 10. Illustration of the targeted recommendations for the Strachan Avenue at Queen Street West entrance in Trinity Bellwoods Park's south.

Legend

- | | |
|--|---|
| 1. Primary access: placemaking feature | 8. Primary route |
| 2. Primary access: wayfinding and interpretive signage | 9. Secondary route: leisure/passive use |
| 3. Primary access: entrance paving | 10. Existing cobblestones to be re-laid and levelled with mortar |
| 4. Bench seating | 11. Existing historic gates to be protected |
| 5. Waste bin | 12. Consider future improvements to adjacent roadway intersection |
| 6. Bicycle rack | |
| 7. Landscape enhancements | |

Recommendations for the Crawford Street crossing:

- Incorporate secondary access features and amenities
- Enhance and incorporate existing heritage features and signage commemorating Garrison Creek and Crawford Street Bridge into updated entrance design
- Realign the pathway and crossing to improve safety by giving drivers and pathway users clearer sight lines, shortening the time pedestrians and cyclists spend in the roadway, and creating predictable, consistent crossing behaviour

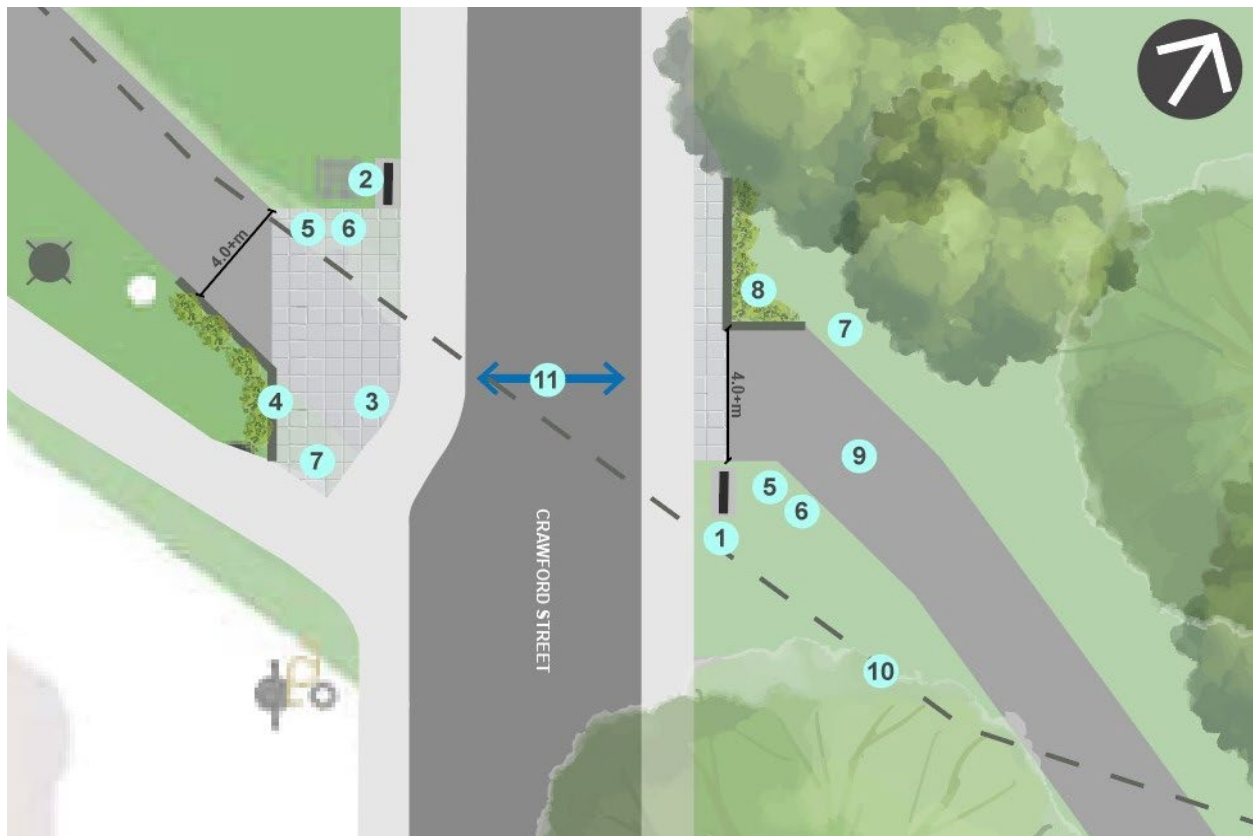


Figure 11. Illustration of the targeted recommendations for the Crawford Street crossing in Trinity Bellwoods Park's northwest quadrant.

Legend

- | | |
|--|--|
| 1. Secondary access: placemaking feature | 6. Waste bin |
| 2. Secondary access: wayfinding and interpretive signage | 7. Bicycle rack |
| 3. Secondary access: entrance paving | 8. Landscape enhancements |
| 4. Seatwalls | 9. Primary route (realigned pathway) |
| 5. Bench seating | 10. Existing pathway alignment |
| | 11. Proposed crossing (further study required) |

Recommendations for the Crawford Street at Lobb Avenue entrance:

- Incorporate secondary access features and amenities
- Realign entrance with crossing to improve safety



Figure 12. Illustration of the targeted recommendations for the Crawford Street at Lobb Avenue entrance in Trinity Bellwoods Park's west.

Legend

1. Secondary access: placemaking feature
2. Secondary access: wayfinding and interpretive signage
3. Secondary access: entrance paving
4. Bench seating
5. Waste bin
6. Bicycle rack
7. Secondary route: maintenance/general circulation
8. Primary route
9. Proposed crossing (further study required)

Online Survey Feedback

438 survey respondents provided feedback on recommendations related to entrances and park access on the online survey, and 164 provided additional comments.

General Recommendations

43 per cent of respondents strongly agreed with the recommendations, 39 per cent agreed, eight per cent were neutral, four per cent disagreed and three per cent strongly disagreed.

When invited to share comments, common themes included:

- 27 comments about signage and wayfinding: eight comments advocating for minimal signage and six comments indicating that wayfinding is unnecessary or undesirable
- 14 comments about lighting; six comments supporting or requesting more lighting and six comments specifying that lighting should not be overly bright
- Seven comments supporting or requesting more seating
- Seven comments requesting more bike racks or Bike Share stations
- Five comments requesting that the entrance at Dundas Street West and Crawford Street be considered primary rather than secondary

Targeted Recommendations

When asked about the targeted recommendations for the Shaw Street at Dundas Street West entrance:

- 43 per cent of respondents strongly agreed with the recommendations, 34 per cent agreed, 10 per cent were neutral, seven per cent disagreed and three per cent strongly disagreed.
- Common themes in the comments and suggestions related to this recommendation included three comments requesting interventions to address cyclist traffic.

When asked about the targeted recommendations for the Montrose Avenue at Dundas Street West entrance:

- 40 per cent of respondents strongly agreed with the recommendations, 37 per cent agreed, 11 per cent were neutral, four per cent disagreed and four per cent strongly disagreed.

When asked about the targeted recommendations for the Gore Vale Avenue at Queen Street West entrance:

- 37 per cent of respondents strongly agreed with the recommendations, 34 per cent agreed, seven per cent were neutral, 14 per cent disagreed and six per cent strongly disagreed.
- Common themes in the comments and suggestions related to this recommendation included eight comments on safety at the entrance and intersection and seven comments requesting a pedestrian crossing across Queen Street West.

When asked about the targeted recommendations for the Strachan Avenue at Queen Street West entrance:

- 44 per cent of respondents strongly agreed with the recommendations, 33 per cent agreed, seven per cent were neutral, 11 per cent disagreed and four per cent strongly disagreed.
- Common themes in the comments and suggestions related to this recommendation included 10 comments requesting that the historic gates be preserved, four comments noting crowding or congestion, and four comments suggesting improvements to reduce user conflicts.

When asked about the targeted recommendations for the Crawford Street crossing in the northwest quadrant of the park:

- 39 per cent of respondents strongly agreed with the recommendations, 37 per cent agreed, 11 per cent were neutral, seven per cent disagreed and three per cent strongly disagreed.

Open House Feedback

Open house participants shared their level of agreement with recommendations related to entrances and park access:

- Two participants agreed with the general park access recommendations.

- Five participants agreed with the Shaw Street at Dundas Street West entrance recommendations.
- Two participants agreed with the Montrose Avenue at Dundas Street West entrance recommendations.
- Three participants agreed with the Gore Vale Avenue at Queen Street West entrance recommendations; one participant was neutral and one disagreed.
- Two participants agreed with the Strachan Avenue at Queen Street West entrance recommendations.
- Four participants agreed with the Crawford Street crossing entrance recommendations; one participant was neutral.
- Two participants agreed with the Crawford Street at Lobb Avenue entrance recommendations.

Participants provided 25 comments related to entrances and park access. Common themes and suggestions included:

- Five comments about the proposed ramp design at the entrance of Gore Vale Avenue and Queen Street West, including concerns about the ramp's steepness and suggestions for a universal five per cent slope as a safer alternative
- Three comments requesting another entrance in the northeast section of the park via the laneway from Dundas Street West and Grace Street

Safety and Accessibility

Draft Recommendations

General recommendations related to safety and accessibility included:

- Adding ramp access at Queen Street West and Gore Vale Avenue where current slopes are too steep to meet accessibility standards
- Improving stairs to comply with AODA and TADG requirements
- Installing safety railings along pathway edges next to steep ravine slopes
- Intersection improvements at primary-primary and primary-secondary path intersections:
 - Traffic calming measures to reduce speeds and mitigate conflicts
 - Amenity improvements
 - Surface delineation (i.e. use of a distinct surface material at intersections along with a mountable curb to signal the need to slow down)
 - Signage and corner radii improvements
- Intersection improvements at secondary-secondary path intersections:
 - Pathway widening
 - Signage and corner radii improvements
- Intersection improvements at playground entrances:
 - Added signage and access control
 - Fenced play area with access focused at pathway intersections and regulatory signage at entry points to improve safety
 - Pathways within the playground to be updated as part of a separate playground improvements project

Recommendations for conflict mitigation included:

- Widening pathways to provide more room for all users
- Improving sightlines so people walking, rolling, and cycling can see each other well in advance
- Using distinct surface materials at key locations, such as intersections and play area entrances, to cue users to slow down
- Strategically placing signs and pavement markings to improve awareness without overwhelming users

Separate pedestrian and cycling routes are not feasible because of limited space and environmental constraints. Painted centre lines are not recommended as they can give the impression of defined lanes that do not reflect how the shared-use pathways function and that may encourage faster travel than would be suitable.



Figure 13. Site plan showing the proposed safety and accessibility improvements in Trinity Bellwoods Park.

Legend

- | | | | |
|--|--|----|---|
| | Primary route | | Intersection improvements: primary-primary and primary-secondary pathways |
| | Secondary route: leisure/passive use | | Intersection improvements: secondary-secondary pathways |
| | Secondary route: maintenance/general circulation | | Intersection improvements: playground |
| | Tertiary route: leisure/passive use | | Proposed crossing (further study required) |
| | Pathway to remain | | |
| | Ramp | | |
| | Improve stairs to accessibility standards | | |
| | Slopes exceeding 5% - inform park users with signage | | |
| | Proposed safety railing location | | |
| | | 1. | Separate pathways |
| | | 2. | Potential to add switchback pathway (AODA/TADG compliant). Additional trees would require removal (further study required). |

Recommendations for traffic calming at primary-primary path intersections:

- Use a distinct surface material at intersections (e.g. concrete or unit paving) along with a mountable curb to signal the need to slow down
- Incorporate signage and/or pavement markings on approaches to reinforce reduced speeds, where needed
- Design can be adjusted to protect trees close to the intersection by excluding or reducing paving between paths

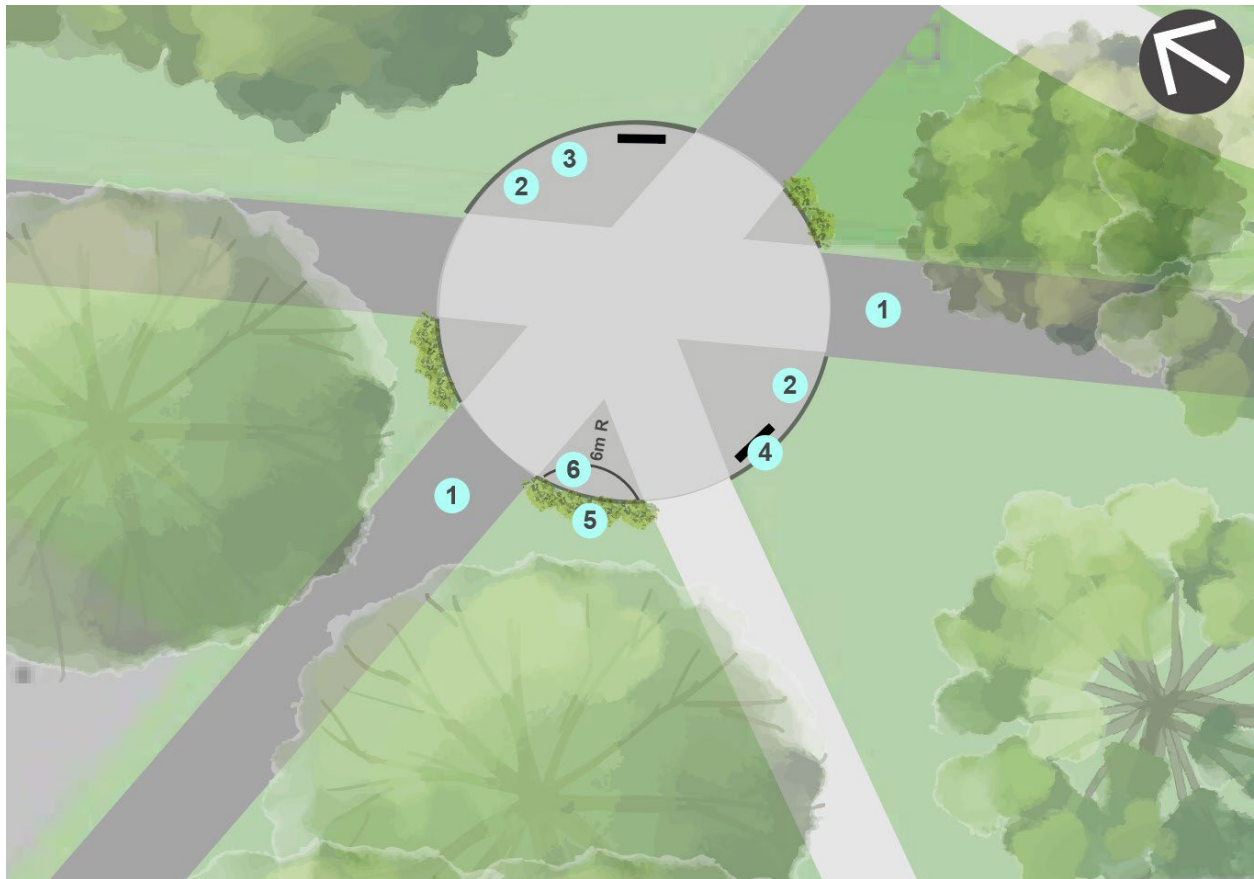


Figure 14. Illustration of the traffic calming recommendations at primary-primary path intersections.

Legend

1. Primary route
2. Bench seating
3. Waste bins
4. Directional wayfinding signage and accessibility signage
5. Landscape enhancements
6. Minimum 6 metre radius

Recommendations for traffic calming at primary-secondary path intersections:

- Transition the secondary route to distinct paving at the intersection to create a clear tactile and visual cue for users to slow down
- Incorporate signage and/or pavement markings on approaches to reinforce reduced speeds, where needed
- Design can be adjusted to protect trees close to the intersection by excluding or reducing paving between paths

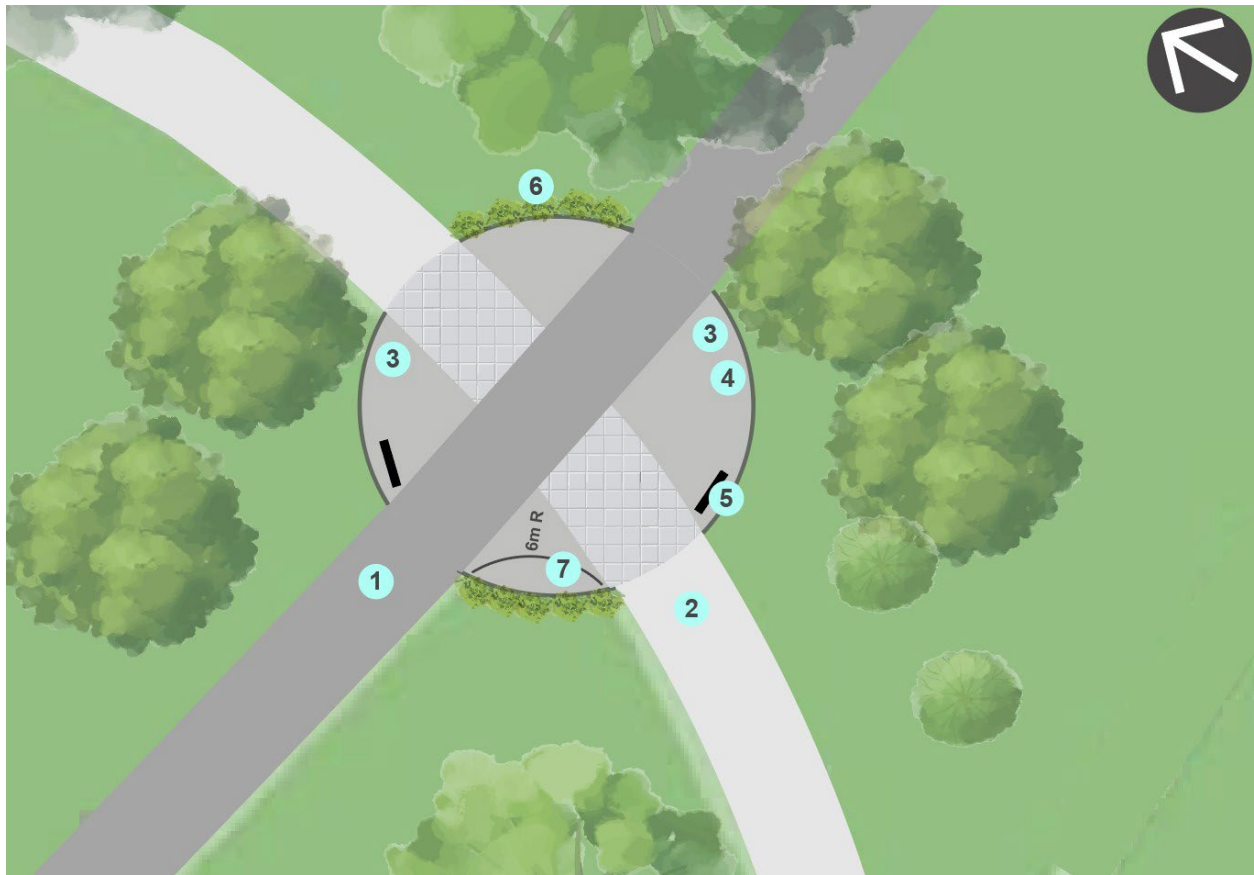


Figure 15. Illustration of traffic calming recommendations at primary-secondary path intersections.

Legend

1. Primary route
2. Secondary route
3. Bench seating
4. Waste bins
5. Directional wayfinding and accessibility signage
6. Landscape enhancements
7. Minimum 6 metre radius

Online Survey Feedback

438 survey respondents provided feedback on recommendations related to safety and accessibility, and 164 provided additional comments.

31 per cent of respondents strongly agreed with the recommendations, 42 per cent agreed, 11 per cent were neutral, eight per cent disagreed and five per cent strongly disagreed.

When invited to share comments, common themes included:

- 36 comments about conflicting uses between cyclists and other pathway users: 11 comments requesting separate pedestrian and cycling paths
- 24 comments about signage and wayfinding: four comments requesting signage that identifies pedestrians' right of way and four comments advocating for limited or minimal signage
- 13 comments about the entrance at Gore Vale Avenue and Queen Street West: eight sharing concerns about the proposed ramp
- Nine comments about accessibility: five requesting that improvements are accessible for users in mobility devices

Open House Feedback

Open house participants provided feedback on the recommendations related to safety and accessibility:

- One participant agreed with the safety and accessibility recommendations.
- One participant provided a comment related to safety and accessibility, suggesting refinements to the proposed intersection designs.

Additional Feedback

Online Survey

The final project-specific question on the survey invited respondents to provide any additional comments about the draft recommendations of the Trinity Bellwoods Park Access and Circulation Study. 356 comments were provided. Common themes are described below.

Conflicts between user groups

- 57 comments about conflicting uses between cyclists and other pathway users; 30 comments requested separate pedestrians and cycling paths, 15 comments requested pedestrians be prioritized, and six comments limiting or banning cycling
- 16 comments about dogs off leash, all noting safety concerns or other issues; six comments asked that the off-leash area be fenced and six comments requested signage or policies related to enforcing leashing

Infrastructure and maintenance

- 30 comments about washrooms: 15 requested more washrooms, 13 requested upgraded or permanent washrooms
- 21 comments about seating: 12 comments asked for more seating
- 15 comments about lighting: 10 requested more lighting
- 14 comments requesting better maintenance
- 13 comments about paving pathways: 11 comments requesting paving desire lines and 10 comments about materials

Other themes

- 21 generally positive comments about the recommendations or study
- 18 comments requesting more trees and plants
- 16 comments about road infrastructure and safety: eight comments related to Queen Street West
- 15 comments requesting that no changes be made to the park
- 12 comments requesting that green features be preserved

- 11 comments about damage caused by service vehicles
- 10 comments requesting that improvements do not impact the park's character

Open House

Open house participants provided 81 additional comments about the draft recommendations. Common themes and suggestions included:

- Nine comments requesting separate pedestrian and cycling paths
- Nine comments about seating
- Eight comments about limiting service vehicles in the park or damage caused by them
- Seven comments requesting that green features be preserved
- Six comments identifying drainage issues or improvements needed

Next Steps

Input from the engagement activities in Phase 2: Exploring Recommendations, along with technical and feasibility considerations, will help refine the draft recommendations for access and circulation improvements in Trinity Bellwoods Park.

The project will then move into Phase 3: Communicating the Direction. In this final phase of the engagement process, the project team aims to:

- Share the refined recommendations for park access and circulation improvements in a final report on the project webpage and through the project mailing list.

These recommendations will guide future pathway and entrance improvement projects, which will be implemented in phases based on priority and available funding after the study is completed.

To learn more about the project, visit: toronto.ca/TrinityBellwoodsStudy.