

**From:** [Caroline](#)  
**To:** [Aadila Valiallah](#); [Infrastructure and Environment](#)  
**Subject:** [External Sender] Re: Martin Grove Cycling Connections to be presented for approval at committee on December 4  
**Date:** November 27, 2025 8:36:59 PM  
**Attachments:** [image001.png](#)

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We have commented on this before but it seems to have been ignored, so just for the record the bike lanes south of Bloor are NOT a good idea at all.

Wilmar, Montesson and Acorn are not wide roads just one lane in each direction, not oversized lanes by any means. They already have more traffic than was planned for when they were first built at least 60 years ago, added to now by all the traffic trying to cut through from Dundas to Bloor with the thousands of condos being built. Speed humps/bumps were installed because of the traffic increase in number and speed, and as anyone living here will tell you speed humps/bumps don't work as drivers speed up brake speed up brake, unless the truck/SUV has a wide enough base and then they can just speed over them with little notice of the bumps.....don't believe us come and see for yourselves on any of the roads around here with speed humps/bumps.

There are NO sidewalks on any of the roads and there are ditches, just who will win and who will lose when someone is walking and a bike and a car wish to go by at the same time? Now add in parked cars blocking lanes. Plenty of young families walk on these roads, Wilmar leads to 2 parks for instances. So if you're walking with a young child holding your hand or a dog with you and you find a bike coming behind you and a car and a car in the opposite direction what happens? Who yields? Who enforces it?

There are ditches which haven't been cleaned for decades or have been filled in, so when there's heavy rain the roads often flood. Are you expecting the bikes to ride through the water or will they swerve into the cars?

Just like with the park someone has looked at a map and decided this is a good route but they haven't applied common sense, something which isn't so common these days sadly. Maybe you should all get out of the office and actually walk the route yourselves and decide if it's safe to do this because we the residents know it is not safe and when there's an accident it won't go unnoticed by the public at large, I just hope it's not a young family that's hurt/killed.

On Thu, Nov 27, 2025 at 4:50 PM Aadila Valiallah <[Aadila.Valiallah@toronto.ca](mailto:Aadila.Valiallah@toronto.ca)> wrote:

Hello,

This email provides an update on the Martin Grove Cycling Connections Project. The public consultation process and design review is complete. The 2022 Public Consultation Report, as well as project news and updates can be viewed at [toronto.ca/MartinGroveBikeway](https://toronto.ca/MartinGroveBikeway).

In 2022 City Council approved changes to Martin Grove Road between Eglinton Avenue West and Burnhamthorpe Road. In response to public feedback the proposed changes south of Burnhamthorpe Road to Bloor Street West were further reviewed in 2025. Transportation Services is now seeking City Council authority to install the remaining segments of the

project from Burnhamthorpe Road to Dundas Street west to complete the connection to Kipling GO Station. If approved, the cycling connection would be installed in 2026.

Highlights of the proposed design include the following:

- Shared lane markings (sharrows) along
  - Martin Grove Road south of Burnhamthorpe Road
  - Swan Avenue from Martin Grove Road to Charleston Road
  - Charleston Road from Swan Avenue to Rockfield Drive
  - Rockfield Drive from Charleston Road to Martin Grove Road
  - Wilmar Road from Bloor Street West to Montesson Street
  - Montesson Street from Wilmar Road to Acorn Avenue
  - Acorn Avenue from Montesson Street to Dundas Street West
- Bi-directional cycle track on the north side of Bloor Street West from Wilmar Road to Martin Grove Road
- Improved intersection design with designated lanes for people cycling
  - Martin Grove Road at Eglinton Avenue West to 115 metres south of Nottinghill Gate/Winterton Drive
  - Martin Grove Road at Burnhamthorpe Road 92 metres north; 34 metres south go for northbound travellers, 55 metres south for southbound travel
  - Wilmar Road 29.5m south of Bloor Street West.

As part of the approval process, staff will report to the Infrastructure and Environment Committee of City Council on December 4, 2025. A copy of the staff report is available at [2025.IE26.6](#).

Members of the public can arrange to speak or submit comments to the Committee.

### **How to Participate**

If you want to speak at the meeting, you must contact the Infrastructure and Environment Committee Administrator at 416-392-4666 or [iec@toronto.ca](mailto:iec@toronto.ca) by 4:30 p.m. on December 3, 2025.

You can also submit comments by emailing the Committee at [iec@toronto.ca](mailto:iec@toronto.ca). All communications and public submissions will become part of the public record and will be listed in the legislative record of the meeting. [Learn more about this process.](#)

You may also send comments by mail:

Infrastructure and Environment Committee

Attn: Committee Administrator

Toronto City Hall, Floor 10, West Tower

100 Queen Street West

Toronto, ON M5H 2N2

You are receiving this email because you have submitted feedback to the project or requested to receive email updates. If you no longer wish to receive email updates for this project please reply with a request to be removed from the email list.

Kind Regards,

Aadila Valiallah (she/her)

Senior Coordinator, Public Consultation Unit

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