



Martin Grove Cycling Connections

Public Consultation Report
June 20, 2022

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Project Overview

The City of Toronto is proposing new bikeways to connect existing on-street and off-street bikeways along Martin Grove Road between Eglinton Avenue West and the Kipling TTC and GO stations at Dundas Street West. The project will also include opportunities to improve safety for people walking, people cycling and driving on Martin Grove Road.

This report summarizes consultation activities and feedback received during stakeholder consultation in April 2022 and public consultation between April 24 - May 18, 2022.

Project Area and Background

In 2021, City Council approved bike lanes from Rathburn Road to approximately 100 meters north of Burnhamthorpe Road.

In December 2021, City Council adopted IEC Agenda Item [IE26.9](#), endorsing the new bikeway projects contained in the [Cycling Network Near-Term Implementation Plan \(2022 – 2024\)](#) which recommended an additional project to close the network gaps on Martin Grove Road.

The project is informed by City of Toronto policies and guidelines including the [Vision Zero Road Safety Plan, Complete Streets](#) and [TransformTO; Toronto's Climate Action Strategy](#).

The project area includes segments of Martin Grove Road from Eglinton Avenue West to Dundas Street West. In these areas the City is proposing:

- Intersection improvements that include a dedicated safe space for pedestrians and people cycling, turn lanes and bus stop improvements at Eglinton Avenue West, Winterton Drive, Burnhamthorpe Road, and Bloor Street West / Wilmar Road
- To complete the missing cycling connection from Eglinton Avenue West to south of Winterton Drive
- Improved trail connection to Ravencrest Park and West Deane Trail system
- A new multi-use trail through Wedgewood Park
- Neighbourhood bikeways between Burnhamthorpe Road and Dundas Street West



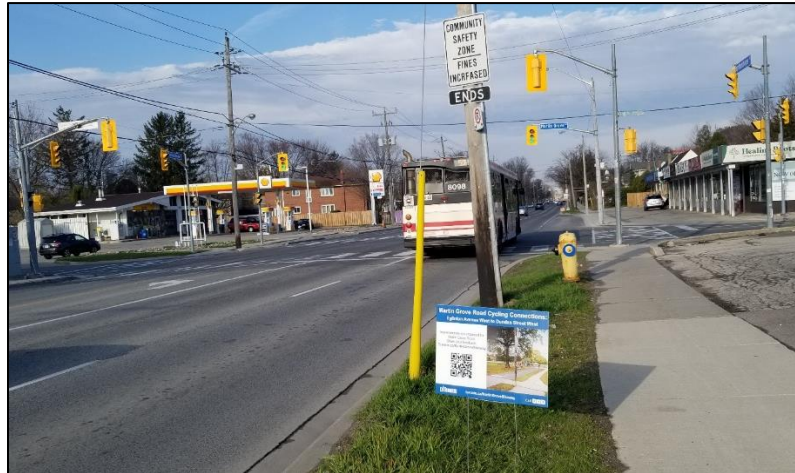
This project does not replace continued discussion about a potential cycle route through the Hydro Corridor.

Engagement Overview

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project Website www.toronto.ca/MartinGroveBikeway
- Canada Post direct mail to 20, 953 addresses in the area bordered by the Westway on the north, Dundas Street West to the south, the East Mall to the west and Kipling Avenue to the east
- Email to 53 contacts on the stakeholder list including residents associations, community groups and organizations, institutions and elected officials
- Social media posts via @TorontoCycling (3 posts) and @GetInvolvedTO (1 post)
- Yard signs along the public right of way directing people to the project website (21 signs)



Consultation Activities

The public and stakeholders were invited to comment on the project and provide feedback through the following activities:

Activity	Date	Participation
Public Event	Tuesday May 4, 2022	85 attendees
Survey	April 24 – May 18, 2022	199 responses
Stakeholder Meetings: <ul style="list-style-type: none">- Community stakeholder groups- Property Owner(s)- Wedgewood Park Junior School and School Council- Our Lady of Peace Church	April 2022	4 discussions 13 participants overall
Email/Phone	April 24 – May 18, 2022	30-35 comment threads received (40 emails)
Website	April 24 – May 18, 2022	753 unique visits and 1,274 views

Feedback Summary

They key sentiments expressed in response to public consultation for the Martin Grove Cycling Connections have been summarised below. Details on key discussion points and feedback are elaborated on in each section of the Consultation Report.

1. There is large support for safety improvements in project segments from *Eglinton Avenue West to Burnhamthorpe Road* including the West Deane trail entrance and intersection safety improvements.
2. The three traffic diversion options for *Burnhamthorpe Road to Wedgewood Park* generated a high level of concern for impacts to the neighbourhood including a common concern that diversion options 1 and 2 either restrict or remove access to the only signalised intersection for the neighbourhood at Burnhamthorpe Road. This intersection is important for making a safe left turn to exit the neighbourhood on, or enter from, Burnhamthorpe Road.
3. There is general support for the *multi-use trail through Wedgewood Park*. However, safety concerns were expressed for pedestrians and children playing next to a multi-use trail suggesting further consultation would be beneficial.
4. The two segments of proposed neighbourhood greenways identified by sharrows from *Wedgewood Park to the Bloor Street intersection*, and from *Bloor Street West to Dundas Street West* received a range of feedback including a request for separated cycle tracks to improve safety.
5. There is a high level of support for the proposed improvements at the *Bloor Street intersection* although concerns were raised about the interaction between the various users and the proposed safety features.
6. Use of the Hydro Corridor as an alternative was raised throughout consultation activities. The Hydro corridor is beyond the scope of this project but has been identified as a potential, separate project.

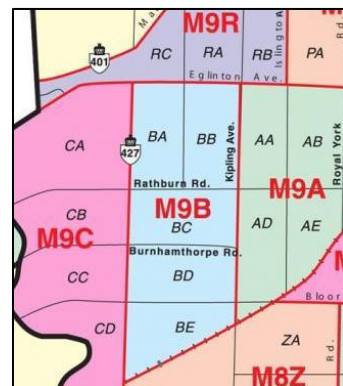
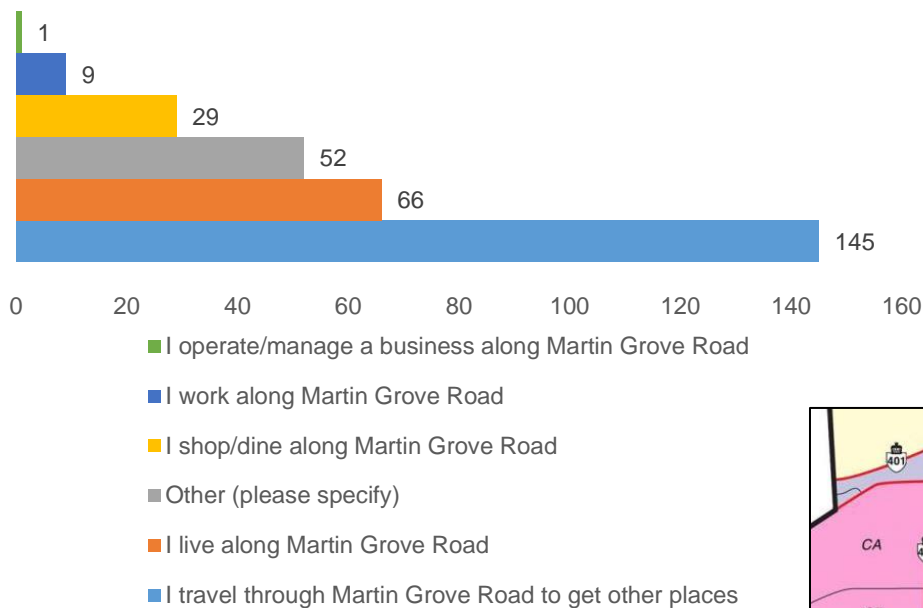
Consultation Feedback

Online Survey

The survey included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes, and optional demographic questions. Participation in the survey was anonymous. Responses received to each survey question are described in this section.

Relationship to the area

Q. Which of these options best describes your relationship to the project area? [Check all that apply.]

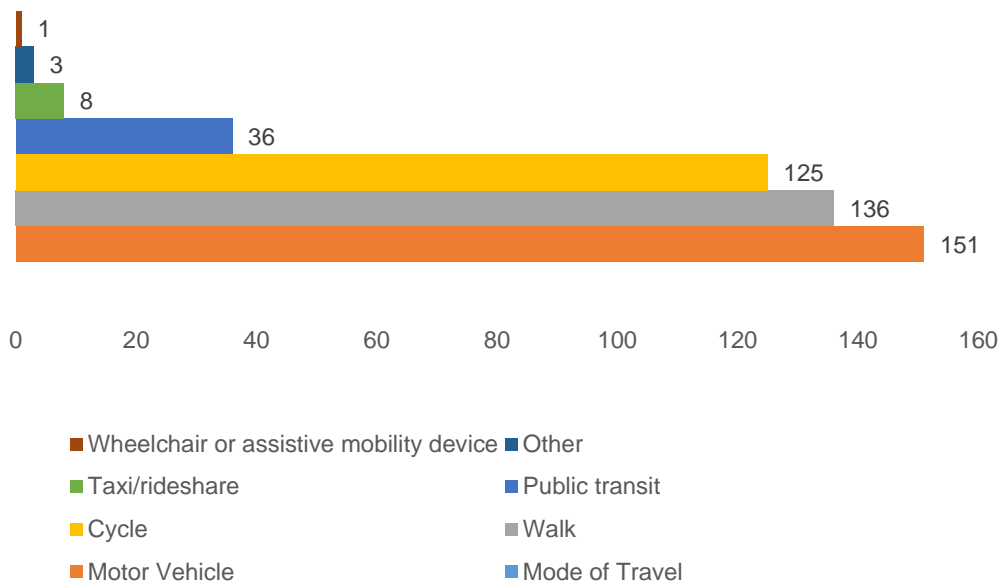


There were 199 respondents who completed the survey to the end. Of the respondents, 156 live in the M9B postal code area, aligning with the project area.

The majority of respondents describe their relationship based on travel (145), a portion live along Martin Grove Road (66), followed by people describing their relationship through a variety of interactions (52), including living on adjacent streets, attending Wedgewood Park school or and visiting Wedgewood Park.

Mode of Travel

Q. How do you regularly travel along Martin Grove Road and within the project area?
[Check all that apply.]



Among survey participants:

- 151 travel by motor vehicle
- 136 walk
- 125 cycle

Further analysis indicates

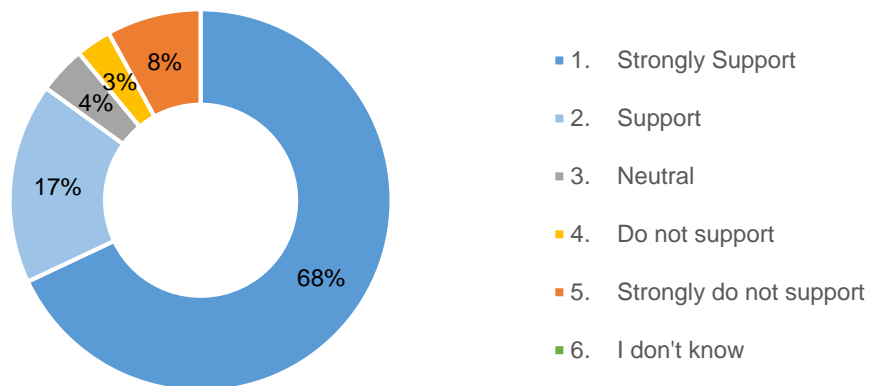
- 81 travel by motor vehicle and cycle
- 44 cycle but don't travel by motor vehicle
- 69 travel by motor vehicle but don't cycle

Of those survey participants living within the M9B postal area:

- 129 travel by motor vehicle
- 86 cycle
- 74 walk
- 17 use public transit

Eglinton Avenue West and Winterton Drive

Q. How supportive are you of the proposed improvements between Eglinton Avenue West and Winterton Drive?



There is overall support for the proposed improvements.

- 85% strongly support or support the proposed improvements,
- 11% do not or strongly do not support the proposed improvements
- 4% were neutral

Reasons noted for support include:

- Increased safety for people on bike
- The respondents stated preference for separated cycle tracks
- People on bike can safely move along the cycle track especially in areas of heavy traffic
- There is missing connection to the Eglinton bikeway

Reasons for not supporting proposed changes are:

- Low volume of cycle traffic
- Improper usage of resources that should be allocated to other priorities
- Concern for accommodating large vehicles

Design Concerns and Recommendations:

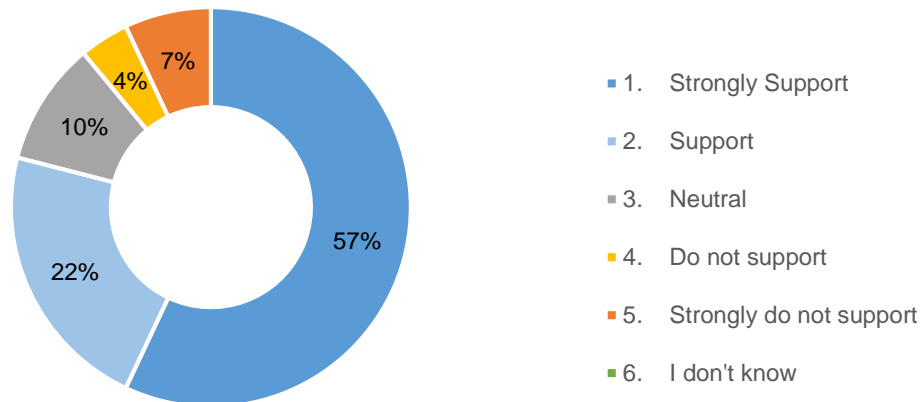
- Lane width and space for large vehicles
- Increased separation and requested additional safety measure such as
 - Separated cycle tracks along the bikeway (1.8m wide)
 - Preference for low-wall / concrete barriers
 - Raised cycle tracks
 - Bollards at intersections (cement, metal bollards)
 - Fully protected turn lanes
 - Bike signals
 - Painted cycle tracks (green)
- The intersection at Eglinton Avenue West is too wide
- More greenery preferred over five vehicle travel lanes

Additional feedback

- Request to extend bikeway north of Eglinton Avenue West
- Alternate route suggestions: Hydro Corridor

Mimico Creek Bridge and West Deane Trail Connection

Q. How supportive are you of the proposed improvements for the bridge including the proposed connection to the West Deane Trail?



There is overall support for the proposed improvements.

- 79% strongly support or support the proposed improvements
- 11% do not support or strongly do not support the proposed improvements
- 10% were neutral

Reasons noted for support include:

- Area currently feels very unsafe for people cycling
- Support for the separated bike lane over the bridge
- increased safety with the additional buffer space

Design Concerns and Recommendations:

- Potential for conflict between people cycling and vehicles turning right
- Cars drive fast in this area need for traffic calming such as
 - Speed humps
 - Narrowing vehicle lanes
 - Lowering speed limit to 40 km/h
- Need for barrier protection north of the bridge
- Suggested additional safety measures
 - Narrow the vehicle lanes to reduce speed
 - Protected bike lanes with the following, 1.8m width, curb barrier, low wall barrier, bollards, raised cycle tracks, flexi posts in the buffer areas

Feedback specific to the Median

- Curb separated lanes would prevent cars avoiding the median from entering the bike lane
- Preference for a raised median (traffic island)
- Concern for the impact of the median on snow removal
- Additional access to the trail via the west side of Martin Grove
- Bi-directional lanes on either side of the median
- Refuge should include barrier

Reasons for not supporting proposed changes are:

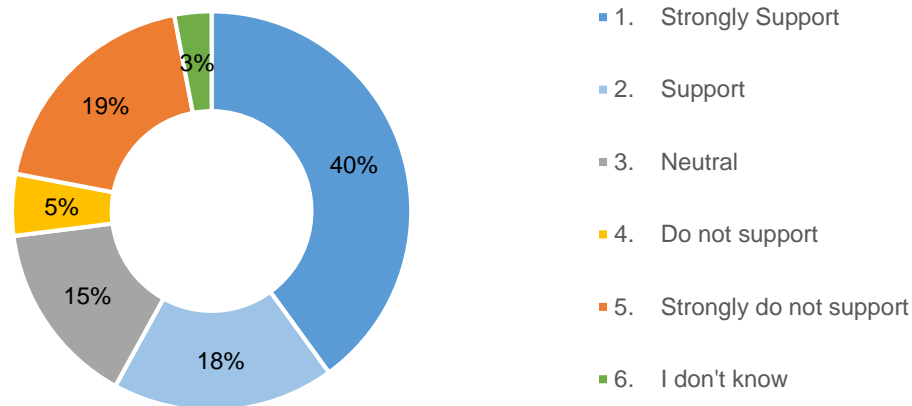
- Improper use of City resources.

Additional feedback noted:

- Increase sidewalk space
- Maintenance and safety improvements to the West Deane trail are needed

Burnhamthorpe Road Intersection

Q. How supportive are you of the proposed connection for the Martin Grove Road and Burnhamthorpe Road intersection?



There is overall support for the proposed improvements at the Martin Grove Road and Burnhamthorpe Road intersection.

- 58% strongly support or support the proposed improvements
- 24% do not or strongly do not support the proposed improvements
- 15% were neutral
- 3% did not know

Reasons noted for support include:

- Support for removing layby parking
- Support for relocation of the transit stop to the east side
- Support for the curb extension
- Support for the cycle tracks
- Support for cycle route

Reasons for not supporting proposed changes are:

- Lane reductions will increase traffic on adjacent streets
- Preference for keeping the road as it is
- The intersection is too busy with cars and busses for people cycling

Design Concerns and Recommendations:

- There are safety concerns with vehicles using the plaza driveway on the east side to enter and exit onto Martin Grove Road
- The cross traffic on Burnhamthorpe is fast, fully protected intersection preferred, with fully protected left-turn signal
- The intersection is congested and lane reconfiguration will make it worse

- Use an island to shorten pedestrian crossing and allow people cycling to pass behind it
- Additional safety improvements for bikeway
 - Make cycle tracks 1.8m wide
 - Separate cycle track using bollards, low walls or raised tracks
 - Leading bike and pedestrian light signals

Burnhamthorpe Road to Wedgewood Park (Swan Avenue) – 3 Options

Three options were presented. The summary below applies to all options followed by feedback specific to each option presented.

Overall support for proposed changes

- Promotes reduced auto-mobility and has the maximum safety for pedestrians and people cycling

Overall reasons for not supporting proposed changes

- Removed / restricted access to the only signalised intersection in the neighbourhood at Burnhamthorpe Road; Option 1 restricts access, Options 2 removes access
- Traffic flow impacts to access the school and the park
- Safety concerns with traffic diversions on streets that don't have sidewalks
- Impact of traffic diversion on adjacent streets
 - Many streets do not have sidewalks, creating new safety concerns (Wedgewood Avenue in particular)
 - Wedgewood Avenue is a busy street with increased traffic from the Church
- The suggested cycle route will lead more people on bike through the park, creating conflict with other park users

Overall design concerns and recommendations:

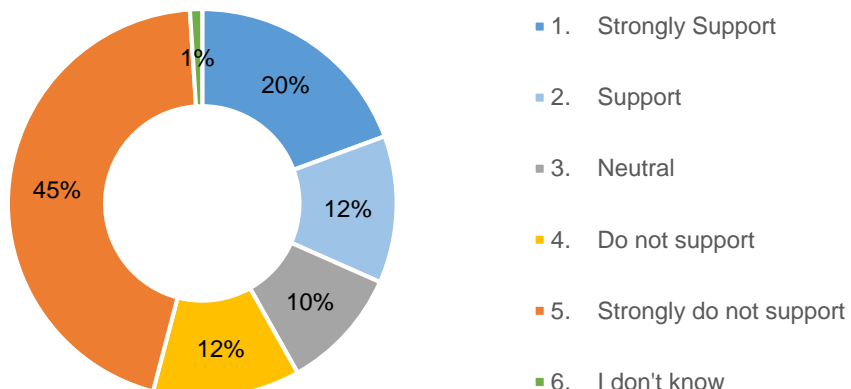
- Enforcement needed for compliance with speed limits, stopping at stop signs
- Remove street parking
- There is a low expectation that people will follow new traffic flow
- Install separated cycle tracks (use bollards)
- Wayfinding and signage needed for people cycling

Alternative route suggestion

- The Hydro Corridor
- Ashbourne Drive

The ratio of opposition to support for Option 1 and Option 2, is almost equal and is roughly 2:1. For Option 3 the ratio of oppositions and support is almost 1:1 if neutral is considered support. However, as seen from the comments this is because the option is less impactful, both in terms of creating a disturbance as well as in achieving results.

Traffic Diversion Option 1 – Turn Restrictions (preferred option)



- 31% strongly support or support Option 1
- 56% do not support or strongly do not support this option
- 10% were neutral
- 1% did not know

Reason noted for support

- The best option for drivers, although has risk of non-compliance unless there is a physical separation
- Can be undone if not successful
- It maintains some traffic flow to Burnhamthorpe Road

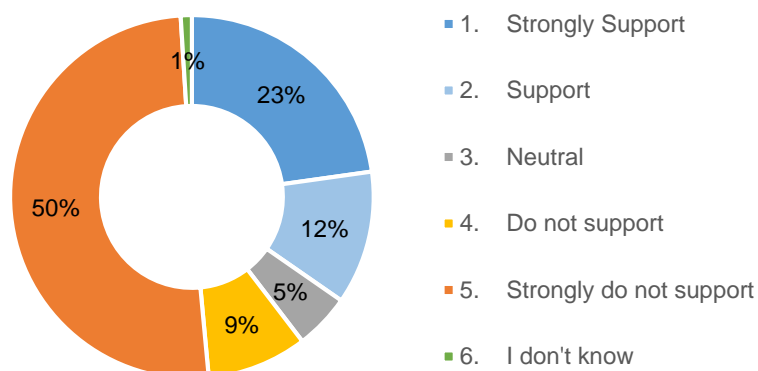
Reasons for not supporting Option 1 are:

- Restrict access to Martin Grove and Burnhamthorpe Road, impacting ability to make a safe left turn on to Burnhamthorpe Road
- Impacts ability to make a continuous journey east-west along Swan Avenue
- Limits certain movement access only access to the park, the parking lot, and the school for both school drop off and recreation
- Creates a dead end driving east on Swan Avenue which will force cars to back-up, drivers will need to make either a u-turn or a 3-point turn
- Travel south west will be difficult (Bloorlea Middle School, Smithwood Park, Cloverdale Mall, etc.)

Design Concerns and Recommendations:

- Pilot advisory bike path

Traffic Diversion Option 2 Feedback – Contraflow



- 35% strongly support or support Option 2
- 60% do not support or strongly do not support this option
- 5% were neutral
- 1% did not know

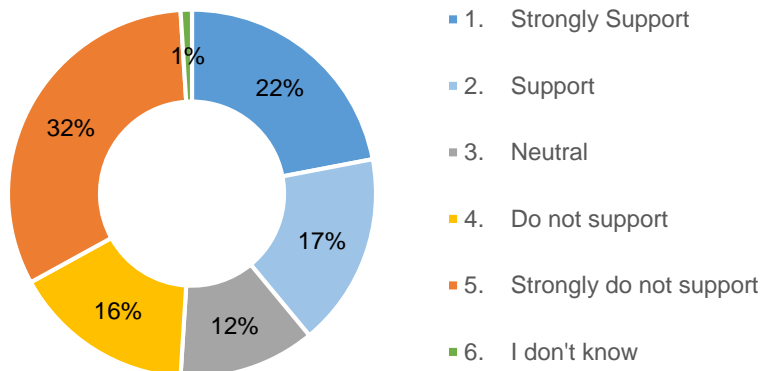
Reasons noted for support include:

- Maximum safety for pedestrians and people cycling
- Could see similar success as Shaw Street
- Contraflow bike lanes are the best solution to improve safety for people biking on Martin Grove from Burnhamthorpe to Wedgewood Park

Reasons for not supporting Option 2 are:

- Access for left turn at the signalised Burnhamthorpe intersection is a consistent concern. Access is removed entirely with Option 2 and is limited to a portion of residents with Option 1. The Martin Grove traffic light is the only signalised intersection between Kipling and the 427 and it provides a safe left turn as well as a safe connection north for those travel by motor vehicle.
 - Concern with not being able to make a safe left turn onto the Burnhamthorpe when exiting the neighbourhood (northbound).
 - No alternate route for making a continuous journey north of Burnhamthorpe Road
 - The signalised intersection is the safest option for entering the neighbourhood, when making a left turn off Burnhamthorpe into the neighbourhood
- Wedgewood Avenue cannot handle increased traffic (from the one-way street circuit) as it is a busy street ,does not have sidewalks cannot handle increased traffic volumes
 - Wedgewood Avenue is a busy street and does not have sidewalk)
- The traffic flow is confusing
- One-way streets can cause traffic backlog and are not used in Etobicoke
- The impact on Swan Avenue restricts access to school and parking
- Impacts direct access from the north to the school and park

Traffic Diversion Option 3 Feedback - Speed humps



- 39% strongly support or support Option 3
- 48% do not support or strongly do not support this option
- 12% were neutral
- 1% did not know

Reasons noted for support include:

- Least invasive / disruptive to the neighbourhood

Reason for not supporting Option 3 are:

- Speed humps are viewed as ineffective
- ineffective use of resources
- Uncomfortable for cyclists

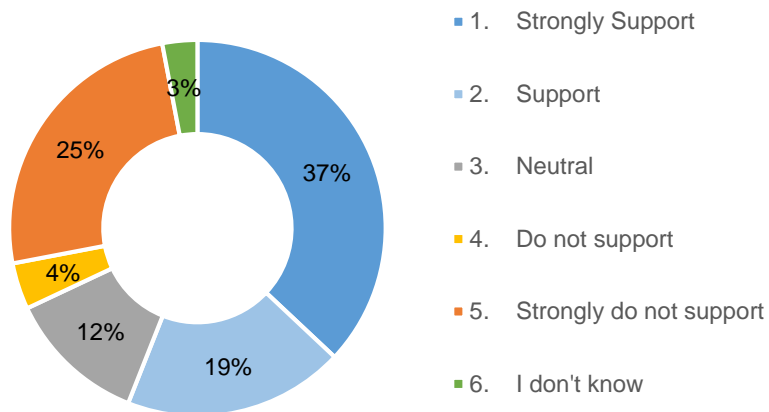
Design Concerns and Recommendations:

- Include cuts in the speed humps for bicycles
- Pilot advisory bike lanes

Wedgewood Park Multi-Use Trail

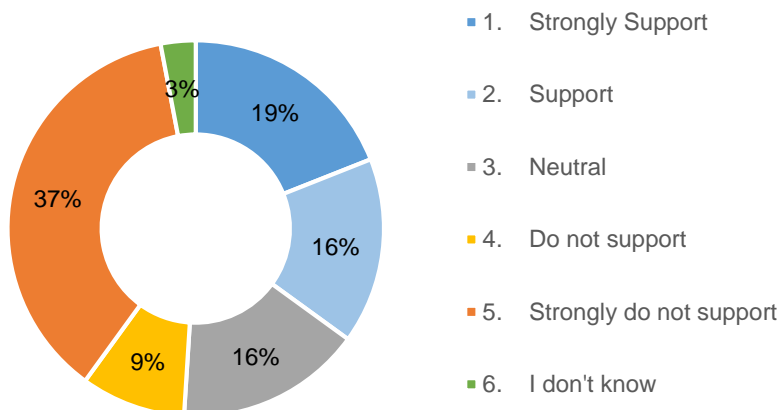
Two options were presented for the multi-use trail through Wedgewood Park. For each option respondents were asked to identify their level of support. Most of the feedback was in response to a multi-use trail and less directed and specific options.

Multi-use Trail Option 1



- 56% strongly support or support the proposed improvements
- 29% do not support or strongly do not support the proposed improvements
- 12% were neutral
- 3% did not know

Multi-use Trail Option 2



- 35% strongly support or support the proposed improvements
- 46% do not support or strongly do not support the proposed improvements
- 16% were neutral
- 3% did not know

Overall there is preference for Option 1 although there some opposition to a multi-use trail going through the park irrespective of design option.

Overall reasons noted for support include:

- Supporting alternate methods of travel with considerations for the climate emergency
- Facilitate cycling to the pool in the summer

Overall reasons for not supporting the proposed multi-use trail:

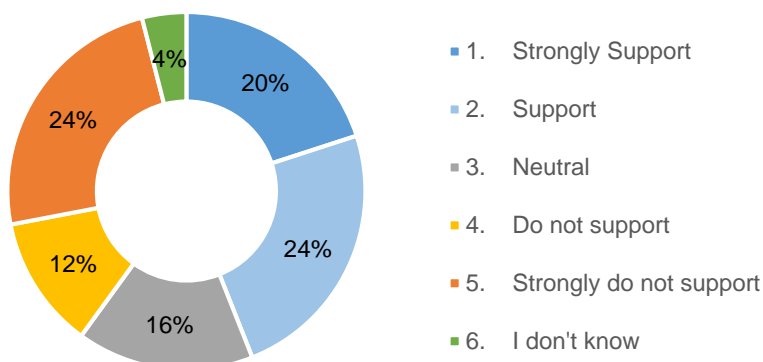
- Bikeways should not be near schools
- Dangerous for children / pedestrians
 - Greater separation needed between multi-use trail and park
 - Cyclists traveling at a high speed are a safety concern
 - Children frequently cross from the school and park area on the east (soccer field, baseball diamond) to the playground, pool tennis courts on the west
- The multi-use trail will attract more people from outside of the neighbourhood to the park

Overall design concerns and recommendations:

- Add bollards in parking lot to prevent cars from parking too close to trail
- Trees in the route of the trail need to be protected

Suggested alternatives

- Switch the pedestrian sidewalk and multi-use trail so that pedestrians walking to the playground do not need to cross the multi-use trail

Wedgewood Park to Bloor Street**Q. How supportive are you of the proposed improvements for Wedgewood Park to Bloor Street?**

- 44% strongly support or support the proposed improvements
- 36% do not support or strongly do not support the proposed improvements
- 16% were neutral
- 4% did not know

Reasons noted for support include:

- The street is quiet and the route is nice

Reasons for not supporting proposed changes are:

- Several respondent indicated that sharrows are not "infrastructure" and do not support safety
 - Drivers do not accommodate/share with people on bike
 - Paint does not provide protection

- Those who do not support the proposed multi-use trail through the park, do not support the continued route
- Unmarked roads are shared between all users, therefore paint is not needed

Design Concerns and Recommendations:

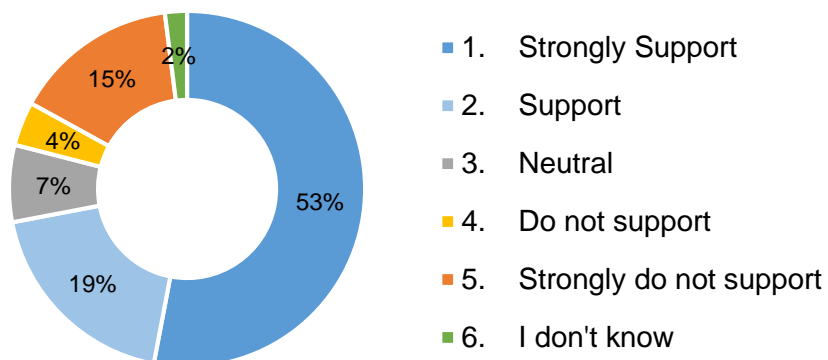
- Preference for separated cycle tracks
- Maintain parking
- Request to remove parking on Martin Grove in this segment, to make the road safer for people cycling, pedestrians
- Change speed limit to 30km/hr

Additional feedback noted:

- Add traffic calming
- Pilot advisory bike lanes in this area
- Road needs resurfacing
- Any plans for transportation in the area need to consider the impact of new developments and increasing neighbourhood density on traffic
- Preference for route through the Hydro Corridor

Bloor Street West Intersection

Q. How supportive are you of the proposed improvements for the Bloor Street West Intersection?



There is overall support for the proposed intersection improvements

- 72% strongly support or support the proposed improvements
- 19% do not support or strongly do not support the proposed improvements
- 7% were neutral
- 2% did not know

Reasons noted for support include:

- The intersection is currently very busy and dangerous for pedestrian and motorists
- A safer way for people cycling to cross Bloor Street
- Improvements for pedestrian safety

Reasons for not supporting proposed changes are:

- Impact of layby removal on Our Lady of Peace church operations (used for weddings and funerals)
- Concern for transit riders' crossing the bikeway when boarding and exiting the bus

Design Concerns and Recommendations:

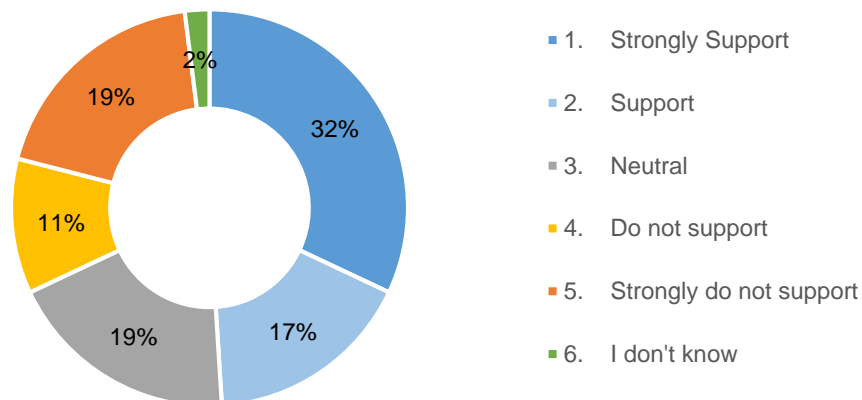
- Include bollards at the transit stop
- Not enough space for all uses
- Include traffic signal for people cycling
- Clear signage is needed to direct different users on where to go
- Concern for interactions between those turning on / from Bloor Street to / from Martin Grove Road

Additional feedback noted:

- Extend Bloor Bike lanes
- Use Ashboure Drive as an alternate route
- Sidewalks are needed south of Bloor Street

Wilmar Road, Montesson Street, and Acorn Avenue

Q. How supportive are you of the proposed improvements along Wilmar Road, Montesson Street, Acorn Avenue?

**Design Concerns and Recommendations:**

- Lack of sidewalk and narrow road is dangerous
- Separated cycle tracks preferred
- Exit from Kipling Station through intersection is busy
- Remove parking on one side of the road

Reasons for not supporting proposed changes are:

- Sharrows are not considered adequate / safe
- Include traffic calming

Additional feedback noted:

- Sidewalks needed
- Suggest Ashbourne Drive as alternate route
- use of Hydro corridor safer than sharrows

Public Event

During the May 4, 2022 public event, participants expressed questions and comments summarized below:

Topic	Feedback
General	<ul style="list-style-type: none"> • Support for needed cycling infrastructure • Intersection safety improvements needed • Interaction between people on bike and transit riders is a concern • The implementation schedule is too far out, changes are needed sooner, especially at Eglinton Avenue, • Sidewalks are needed throughout the neighbourhood • Plan for increase in traffic as residential density increases with all the new developments • The validity of traffic counts during COVID is questionable • Concern that cycle counts and the projected number of people cycling is not accurate or does not warrant cycle tracks • More information is requested on the overall decision-making process behind selecting final design
Eglinton Avenue to Winterton Drive	<ul style="list-style-type: none"> • Transition area needed north of Eglinton Avenue where the cycle tracks end • There is an interest in other types of separation treatment and cycle track design • Concern the slope of the potential 2nd West Deane trail connection may be too steep • Opposition to removal of layby parking adjacent to the trail entrance
Burnhamthorpe Road Intersection – Wedgewood Park (Traffic Diversions)	<ul style="list-style-type: none"> • Consider one-way streets to assist with traffic diversion (some are in favor and others opposed) • Restricted access to the Martin Grove Road and Burnhamthorpe intersection removes options for drivers to make safe left turn to go westbound on Burnhamthorpe or a safety left turn to go southbound into the neighbourhood. • Concern with impacts of increased traffic flow on surrounding streets, also noting that several surrounding streets do not have sidewalks and people walk on the road • Restrictions along Swan Avenue will impact school access for student pick up and drop off • Consider adding (an) additional traffic light along Burnhamthorpe Road to (Shaver Avenue/ Burnelm Drive) to ease impacts of restricted access at Martin Grove Road <p>Option1</p> <ul style="list-style-type: none"> • Concerns with traffic flow on Swan Avenue, as a result of dead end west of Martin Grove Road • Impacts on private property of people doing 3 point turns to exit the dead-end on Swan Avenue eastbound <p>Option 2</p>

	<ul style="list-style-type: none"> Safety concerns about removing access to the signalized Intersection at Martin Grove Road and Burnhamthorpe Road for drivers exiting the neighbourhood <p>Option 3</p> <ul style="list-style-type: none"> Minimal opposition as there is minimal impact
Wedgewood Park Connection (Multi-use Trail) & Wedgewood Park to Bloor Street	<ul style="list-style-type: none"> The park is not big enough for all users including a multi-use trail for people cycling Directing cyclists through the park would be dangerous for the children crossing the path and playing between the public park and TDSB park Ensure that efforts are made to preserve the park trees and to save the (benches with) dedicated plaques Explore additional design tools to enhance safety and unique park features Concern for impact of neighbourhood greenway on street parking Concern for impact of removing Bloor Street transit layby on church use of the space for weddings and funerals Consider implementing one-way street south-bound as a safety improvement Suggested alternate route along Ashbourne Drive
Martin Grove Road and Bloor Street West Intersection & Wilmar Road, Montesson Street, Acorn Avenue	<ul style="list-style-type: none"> Create connections between Martin Grove and Six Points redesign Extend the Bloor bike lanes to connect to the Martin Grove bikeway Adapt traffic signal to accommodate increasing traffic from growing population Install additional signals along Bloor to slow down traffic (a signal at Ashbourne would support Ashbourne Drive as a cycle route)

Stakeholder Meetings

The questions and comments received through all the stakeholder meetings are combined and summarized below:

Segment	Feedback
Eglinton Avenue to Winterton Drive	<ul style="list-style-type: none"> Support for creating access to the trail The grade on the hill is too steep for a direct connect to Martin Grove Road West Deane Park trail needs improvements / maintenance Suggested cycle path through the Hydro corridor
Burnhamthorpe Road Intersection	<ul style="list-style-type: none"> Overall support for moving the transit stop east of Martin Grove Road – current conflict area with bus stop and plaza driveway Potential for additional safety improvement such bollards, planters and signage to assist with directing exit-only traffic on to Martin Grove road Impact of removing lay-by parking minimal as plaza has

	parking lot (47 spaces)
Burnhamthorpe to Wedgewood Park	<p>General feedback</p> <ul style="list-style-type: none"> • Support for changes as they would facilitate walking for to school from the local neighbourhood (WalkTO advocated for walking local distances to school) • Need to accommodate vehicle traffic for school access and drop-off <ul style="list-style-type: none"> ○ The school is a TDSB 'transit hub' with many (7) busses ○ Students are bussed in from Kipling and 427 area • Concern for impacts on neighbourhood parking <ul style="list-style-type: none"> ○ Majority of parents park along Swan, mostly on the south side, or in the pool parking lot (parking is between Burnelm Drive and Martin Grove Road) ○ There is no parking on the north side of Swan Avenue and the sidewalk does not continue all the way. ○ Parent occasionally park on Martin Grove Road, to Ashbourne Drive, Gaylord Avenue ○ Loss of parking on Martin Grove Road, will force parents to park on other streets with no sidewalks, which is dangerous for kids <p>Option 1 – Turn restrictions</p> <ul style="list-style-type: none"> • Confusion with route and direction changes, risk of drivers not following the rules • Turn restrictions would force parents to get stuck, u-turns not possible with high traffic and parked cars <ul style="list-style-type: none"> ○ It is too dangerous to do a u turn, we need a thoroughfare to be able to get in and out ○ If there is no spot by the pool, parents will have to make a u-turn to get back around to find parking for school pick-up. • Not possible to pass the length of the front of the school is coming from the west. no place to stop if coming from the east • Not be possible for a parent to drive around the school <p>Option 2 - Contraflow</p> <ul style="list-style-type: none"> • Parents driving for school to daycare at Burnhamthorpe will not be able to make a straight trip • Removal of parking on Martin Grove Road will mean parents park on Wedgewood Drive which has no sidewalk, making it more dangerous for children getting out of the car and walking to the school <p>Option 3 – speed humps</p> <ul style="list-style-type: none"> • Least impactful to community • Begin with humps and make incremental changes if needed <p>Current use feedback</p> <ul style="list-style-type: none"> • Often conflict along Swan Avenue with those making 3 point turns after school drop-off, several near miss situations • TDSB staff operate a kiss n ride on the east side of the school entrance • During drop off time, the City parking lot is beyond capacity with

	<p>cars parked in spots and parallel along the edge of the curb</p> <ul style="list-style-type: none"> • Swan Street tends to be used more by the kindergarten parents who park on south side close to the curb (crossing the parking lot driveway is little dangerous), parent of older student also use Gaylord Avenue for drop-off • Sidewalks are needed on Wedgewood Drive, those who park there for school-drop off walk on the road • There are no crossing guards. The school has applied for crossing guards but they have not been allocated
Wedgewood Park Connection & Wedgewood Park to Bloor Street	<ul style="list-style-type: none"> • General support for Option 1 • The (current) north end of the sidewalk path always creates a difficult re-routing from the park to the sidewalk on Martin Grove Road • Minimizing impact on the trees
Bloor Street Intersection, Wilmar Road, Montesson Street, Acorn Avenue	<ul style="list-style-type: none"> • Impacts on street parking for Mervyn Avenue to Bloor Street • Use of transit layby during funerals and weddings • Design and safety feature of the proposed median • Clarity on traffic counts

Phone and Email Feedback

The questions and comments received through phone and email are summarized by theme below. Most of the email comments addressed the Traffic Diversion Options and the Multi use trails with some feedback on other segments.

Eglinton Avenue West to West Deane Trail

General support for

- Protected intersection at Eglinton Avenue
- Separated cycle track leading to Eglinton Avenue

Burnhamthorpe Road Intersection – Wedgewood Park

- Options 1 and 2 will cause too many disruptions, option 3 does not address the problem on Martin Grove Road or the speeding on Swan Avenue
- Traffic diversions will result in traffic being directed to Ashbourne Drive or less safe streets (Wedgewood Avenue, Shaver Avenue, Burnelm Drive)
- Wedgewood Avenue does not have sidewalks, increased traffic on streets with no sidewalks will make it more dangerous for pedestrians
- Cycling infrastructure not needed; very few cyclists use this route, detailed resident analysis

Option 1

- Vehicles travelling east bound on Swan will have no exit point forcing a u-turn or 3 point turn on the street or in the parking lot

Option 2

- Support for the contra-flow with separated tracks
- Option 2 is dangerous as it removes neighbourhood access to the only signalized intersection along Burnhamthorpe, impacting the ability for safe left turns (westbound travel towards the 427)

- Martin Grove Road is the only street between Kipling and the East Mall with a traffic light

Option 3

- Option 3 is the best / has least impact but is also less effective
- Enforcement needed for compliance at stop signs and future changes
- No changes are needed, very few people on bike

Multi-use Trail

- Wedgewood Park is very busy, the multi-use trail would make the park dangerous
 - Concern for impact of cyclists on the many elderly people and children who use the park and run between the TDB field and fields
 - Young children will not distinguish the play area from the multi-use trail with bike traffic
- Create separated bike lane or move the cycle route to another street

Neighbourhood greenway (north and south of Bloor Street)

- Sharrows are not infrastructure and do nothing to protect those who bike
- Alternate route suggestion
 - Hydro Corridor
 - Ashbourne Drive

Bloor Street intersection

- Support for creating cycling connections and intersection improvements
- Intersection is currently confusing and changes will add to confusion
- Lots of traffic from people heading north from Bloor Street – changes will make turning north onto Martin Grove more dangerous

Additional Feedback

- Additional information on traffic studies was requested
- Extend Bloor Bike Lanes
- Neighbourhood streets are missing speed limit signs and sidewalks
- Alternate route suggestions
 - Hydro Corridor (access to the Hydro Corridor and Echo Valley Park was included in development process for 5251 Dundas Street West)
 - Ashbourne Drive is wider and has sidewalks