

The Eglinton-Bendale South Streets Plan

Presentation to the Scarborough Community Council

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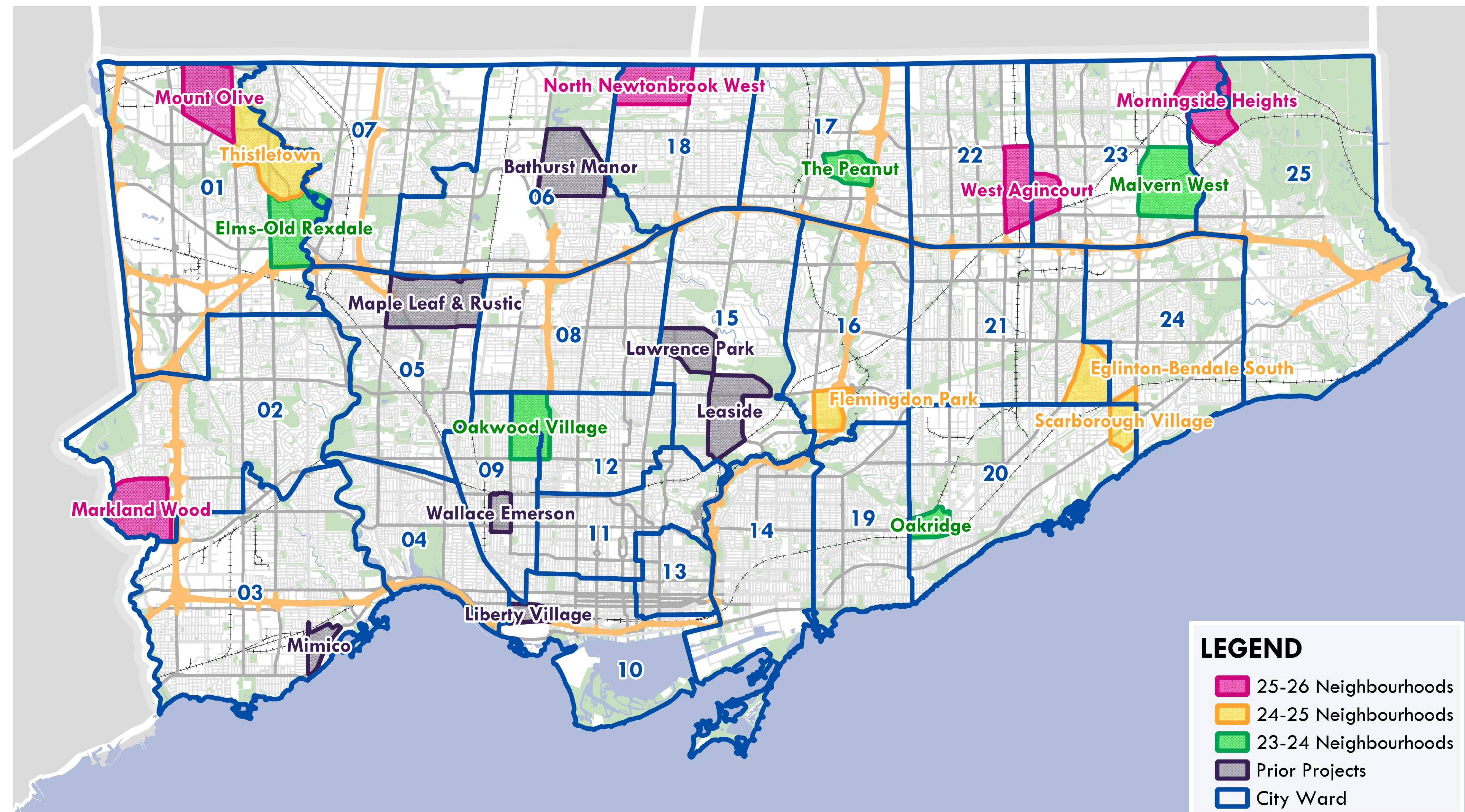
The Program for Neighbourhood Streets Plans

Neighbourhood Streets Plans work with communities across Toronto to address concerns related to traffic, road safety, and active transportation in their local area.

Streets Plans result in changes that can be made in the short or medium-term (typically 6 months to 5 years) and identify desirable changes which are best achieved as part of programmed road work, property development, or other major city-building projects in the future.

Recommendations resulting from Neighbourhood Streets Plans are subject to approval of the local Community Council.

Learn more: toronto.ca/NSP



This map shows the neighbourhoods across Toronto that have an on-going or completed Streets Plan.

All Toronto neighbourhoods are continually served by city-wide improvement programs such as the Vision Zero Road Safety Plan and the Congestion Management Plan.

What is a Neighbourhood Streets Plan?

Proposed changes are developed through consideration of City policies, programs and technical research alongside public feedback.

Public Feedback:

- Community knowledge about concerns, opportunities and priorities provided through consultation activities

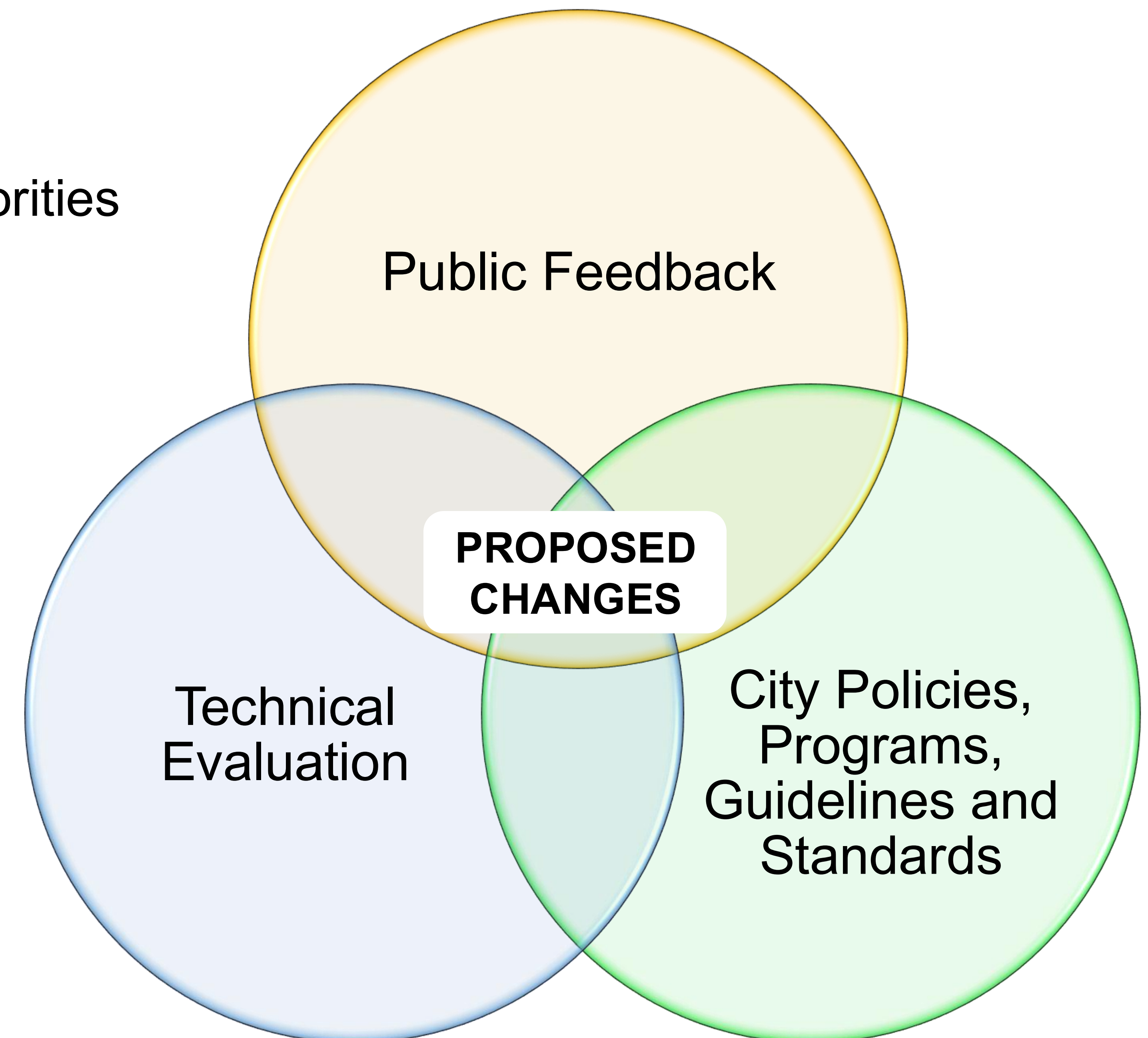
City Policies and Programs:

- City policies, guidelines, and standard practices
- Infrastructure requirements (e.g. State-of-Good-Repair)
- Design guidelines and construction standards
- City Capital and Operating Budgets and Capital Plan

Technical Evaluation:

- Traffic data
- Collision history
- Site visits and observations

Proposed changes are reviewed by City services that use roadways so that Toronto's Fire Services, Paramedics, Police, Solid Waste pick-up, TTC, Wheel-Trans, road maintenance and snow clearing can continue to function well and serve the community.



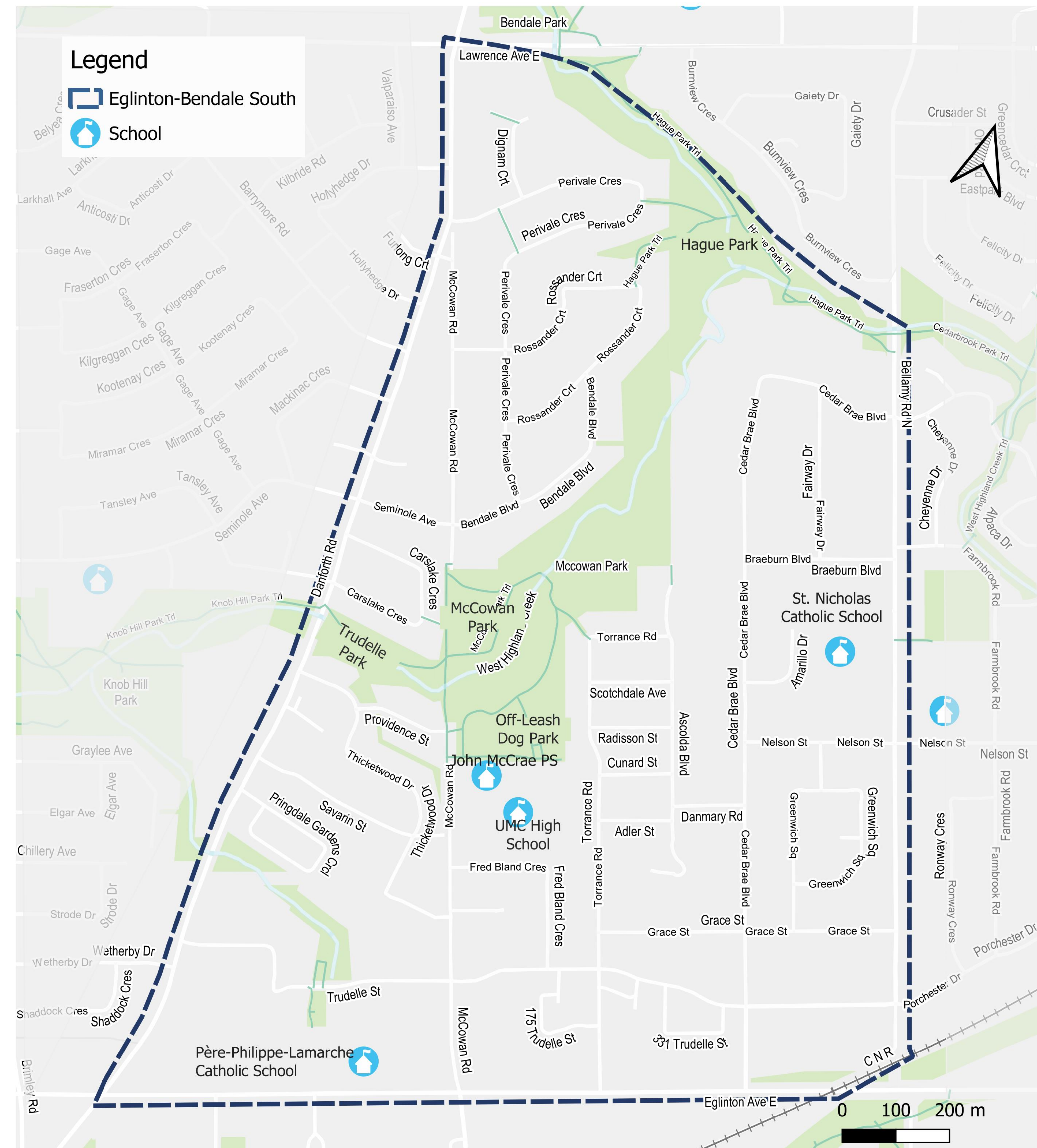
Eglinton-Bendale South Streets Plan

The **Eglinton-Bendale South Streets Plan** identifies, prioritizes and recommends changes to traffic operations and road design to support safety for all road users including seniors, school children, pedestrians and people cycling and driving.

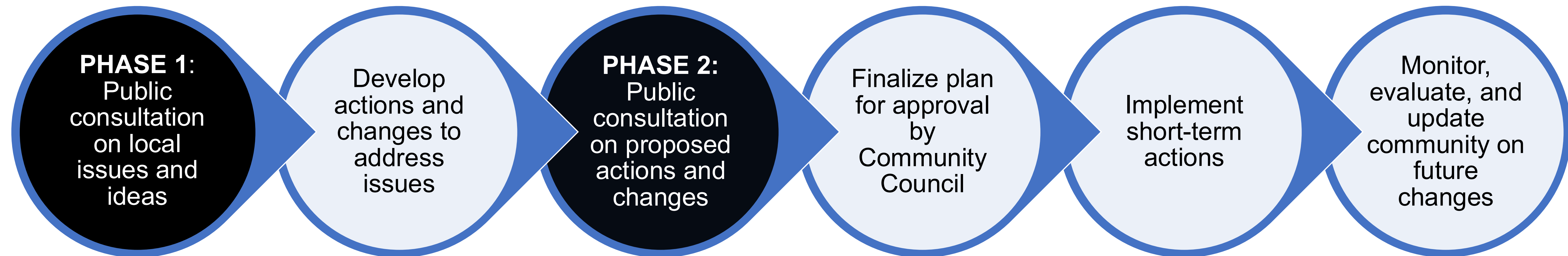
The process included reviewing existing conditions, hearing from residents and interest groups, completing technical review and developing proposed changes.

What we heard that guided the recommendations:

- **Conflict between road users:** Concerns were raised regarding pedestrian crossing safety, cycling safety, unsafe turning movements at intersections, and non-compliance with traffic rules.
- **Motor vehicle speeding:** Residents raised concerns about speeding along specific road segments and at intersections where drivers speed through turns.
- **Through traffic on local streets:** Residents noted high traffic volumes on certain roads related to through traffic on local streets as drivers avoid major intersections and arterial roads.
- **School-related safety:** Traffic safety concerns were identified near schools including traffic at busy drop-off/pick-up times, drivers making unsafe turning movements, and a need for safe pedestrian crossings.



How we engaged with Eglinton-Bendale residents



Phase One

Goal: To gather public input, identify existing concerns and safety issues within the study area, and understand the context.

Activities include:

- Mailout of Notice (10,439 addresses)
- Virtual Community Interest Group meeting (30 contacts)
- Online Interactive Map (178 visits)
- Public Drop-In Event
- Pop-up activities (Over 100 people engaged)
- Over 400 postcards distributed across the neighbourhood

The project received feedback from approximately **200** residents through various channels

Phase Two

Goal: To share proposed changes with the community to inform and to assess level of support.

Activities include:

- Mailout of Notice (11,503 addresses)
- E-notification to project subscribers (369 contacts)
- Online survey on project webpage (65 responses)
- Public Drop-In Event
- Pop-Up Activities

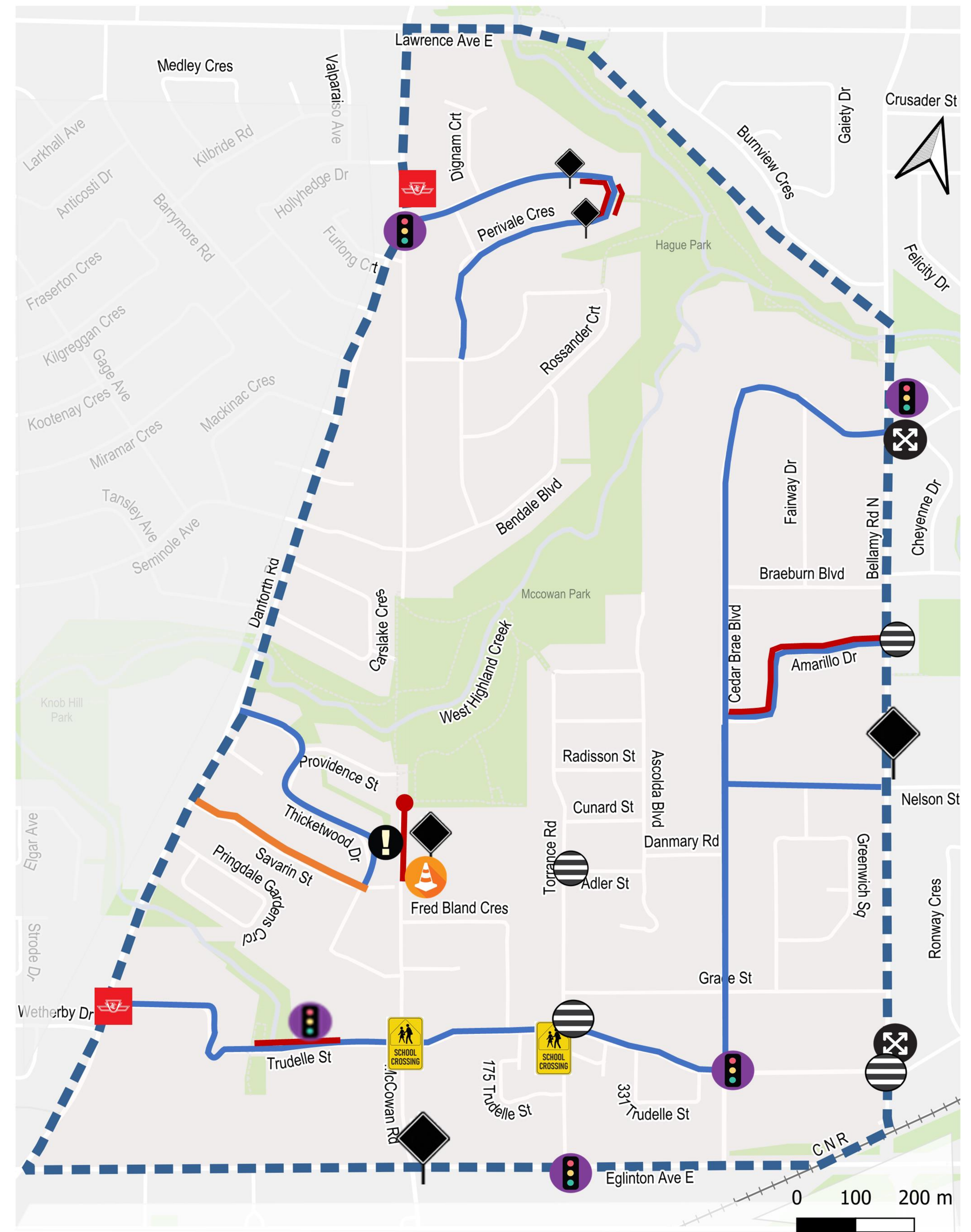
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Proposed short-term and medium-term changes

Legend

-  **Traffic Calming (Speed Humps)**
-  **Speed Limit Reduction (40 km/h to 30 km/h)**
-  **New Signage**
-  **Turning Restriction**
-  **School Crossing Guards**
-  **TTC Stop Relocation**
-  **Pavement Markings**
-  **Traffic Management Improvement**
-  **Intersection Safety Improvement**
-  **New Signal or Signal Adjustment**
-  **Parking Restrictions**



Thank you.

Eglinton-Bendale South Streets Plan
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