

# Eglinton-Bendale South Streets Plan

Public Drop-In Event  
April 10, 2025





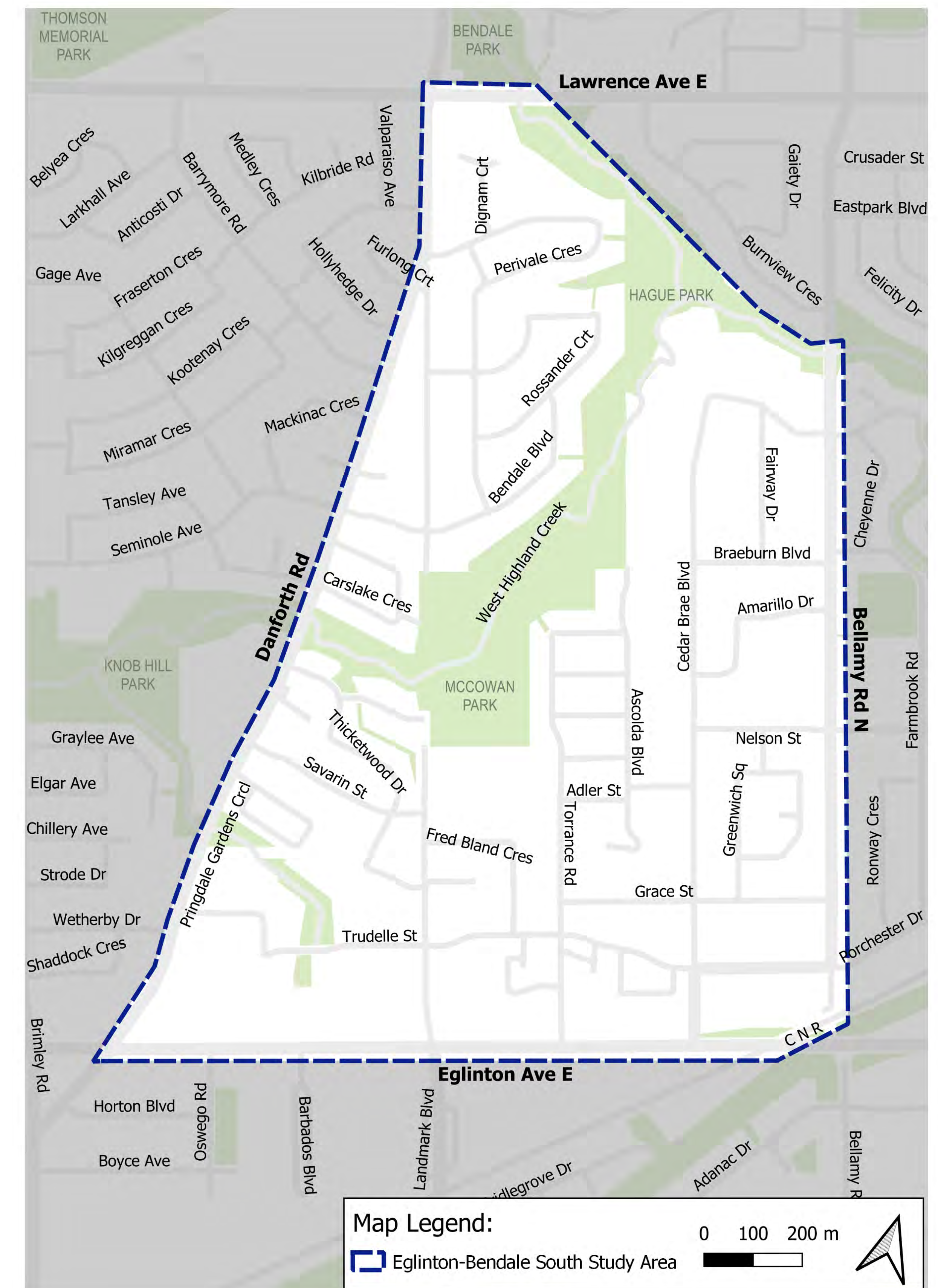
# Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan (NSP) for Eglinton-Bendale South that identifies, prioritizes and recommends short-term actions and long-term changes to traffic operations and road design to support safety for all modes of transportation.

The study area is bound by Lawrence Avenue East and Hague Park to the north, Eglinton Avenue East to the south, Bellamy Road North to the east, and Danforth Road to the west. The project area covers segments of two City neighbourhoods: Eglinton East and Bendale South.

The Eglinton-Bendale South Streets Plan will investigate four main areas of concern in the neighbourhood:

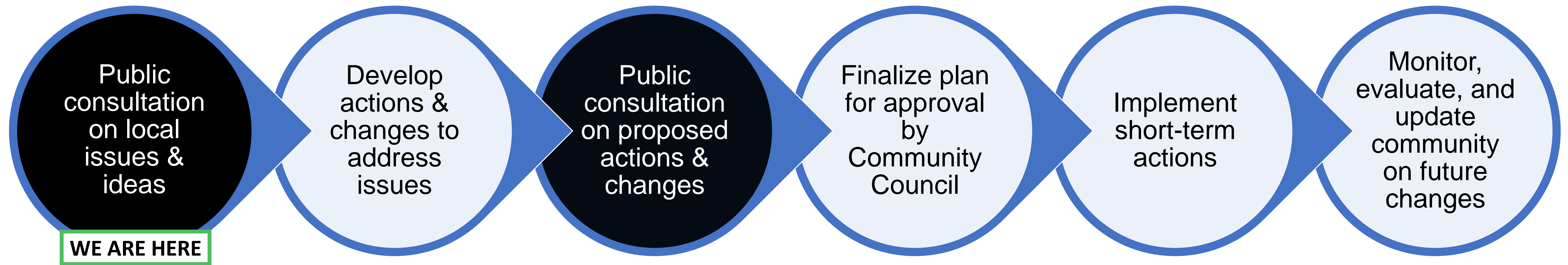
1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Supporting opportunities for active transportation (walking and cycling)



Eglinton-Bendale South Streets Plan study area



# Developing the Plan



Neighbourhood Streets Plans (NSPs) are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets.

**Public consultation takes place in two stages shown in the timeline above.**

Development of the NSP:

- ✓ Employs a neighbourhood perspective to develop solutions that, together, support local objectives for mobility and safety.
- ✓ Considers the needs of all road users including vulnerable road users (e.g. seniors, school children, pedestrians and people cycling).
- ✓ Assesses network-wide transportation needs, and coordinate with existing projects and planned future connections.
- ✓ Identifies opportunities for quick-build measures that can be implemented within 6-18 months.
- ✓ Identifies opportunities to complete more permanent measures alongside planned road resurfacing or reconstruction.



# Data and Guidelines

In addition to public input gathered through the first phase of consultation, data that will be used to develop the NSP includes:



- **Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Used to identify issues, confirm community reported issues, and determine appropriate changes.



- **Collision data** collected by Toronto Police Services. Focused on collisions involving vulnerable road users and resulting in death or serious injury.



- **Reports and requests from the public and local Councillor.** Calls to 311 about traffic operations and road safety.

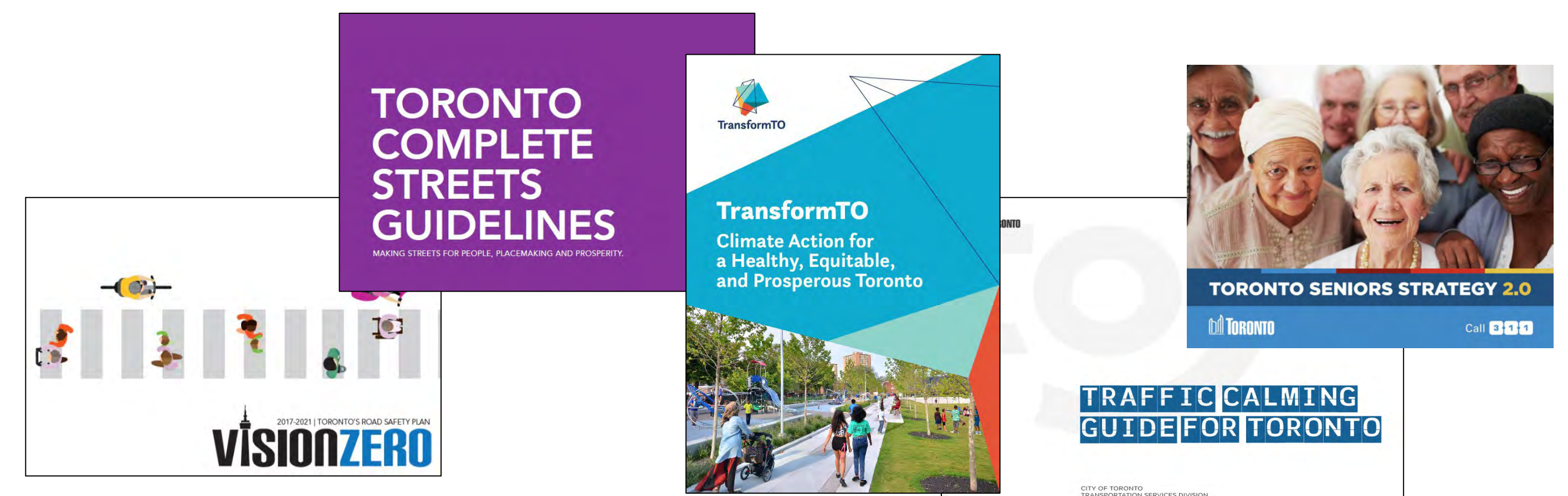


- **Site visits and observations in the neighbourhood**



The City follows guidelines to inform the design of streets for all road users.

- **Traffic Calming:** Physical features intended to alter driver behaviour and improve safety conditions for everyone who uses the street.
- **Vision Zero:** An action plan and measures focused on reducing traffic-related fatalities and serious injuries on our streets.
- **Complete Streets:** Provide safe routes for people walking or cycling, expand our tree canopy, and help manage stormwater.
- **TransformTO Climate Change Action Plan** commits to converting 75% of trips under five kilometres to walking, cycling or transit.
- **Toronto Seniors Strategy:** Holistic plan to enhance seniors' well-being, inclusion, and quality of life through accessible programs, supportive policies, and community partnerships.





# Plan Components

Actions and changes that will be studied and proposed in the NSP are organized by four categories:



## Road Safety

Conflicts between road users can be addressed through operational measures and through providing dedicated space.



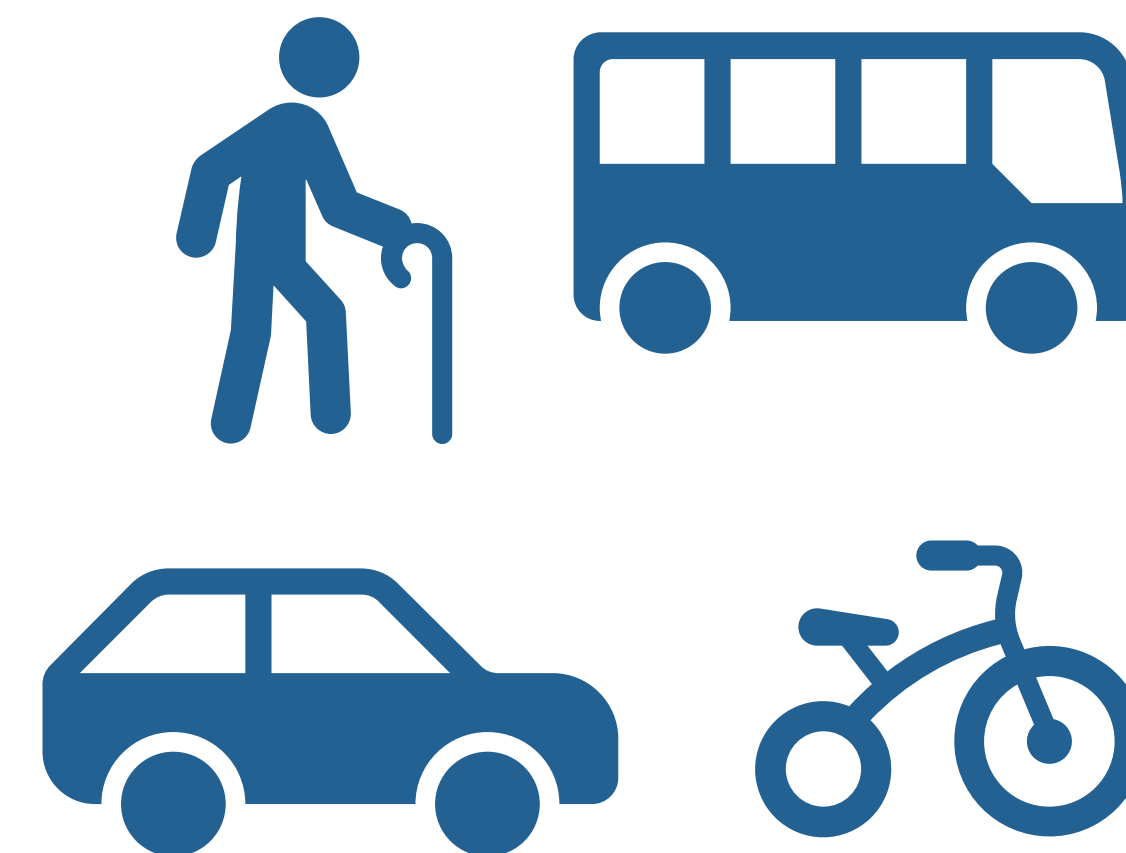
## Volume Management

The number of vehicles that use a street can be managed using operational features or modifications to the built environment.



## Speed Management

Speeds on neighbourhood streets can be reduced through operational elements and physical changes.



## Transportation Options

Diverse transportation and travel options can reduce reliance on private motor vehicle use.



# Community Characteristics

Travel within the neighborhood is usually to/from home or these common destinations:

- **Schools:** John McCrae PS, UMC High School, Père-Philippe-Lamarche Catholic SS, St. Nicholas Catholic School
- **Library:** Toronto Public Library – Bendale Branch
- **Parks:** Hague Park, McCowan Park, Trudelle Park, Off-Leash Dog Park
- **Plazas:** Lawrence Avenue Plaza (just outside the project boundary)



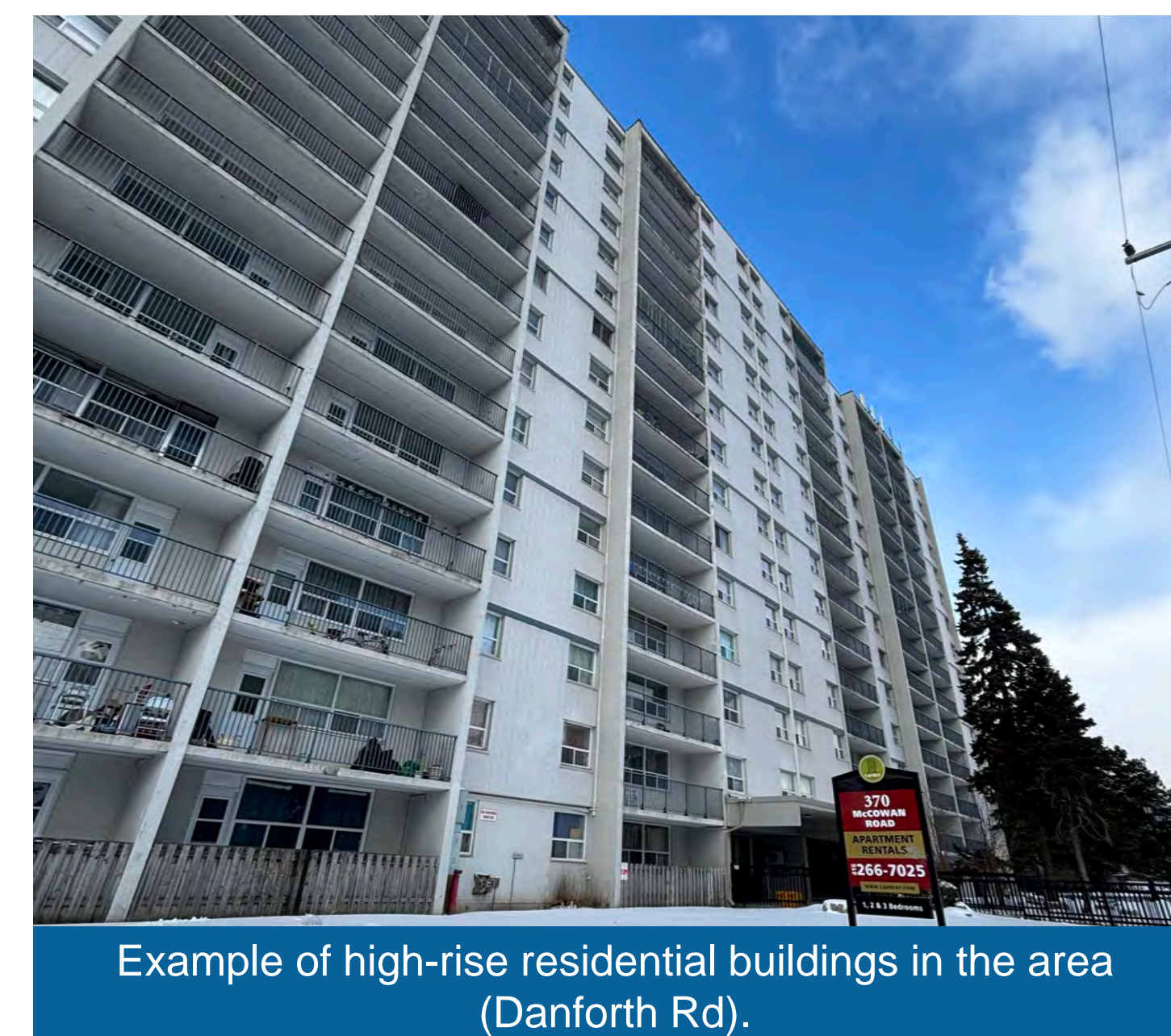
McCowan Park



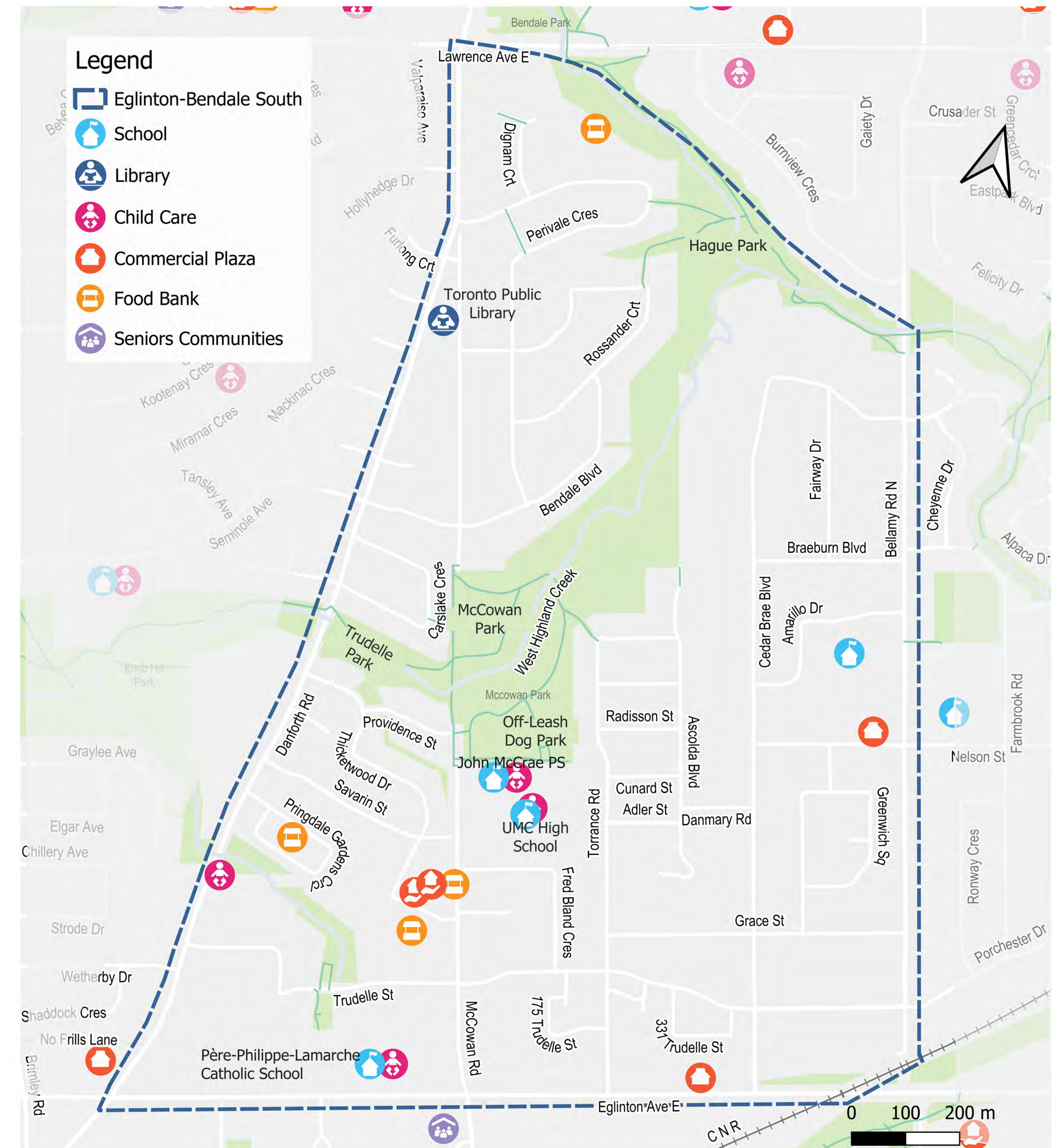
Plaza on 2900 Eglinton Ave E



John McCrae Public School



Example of high-rise residential buildings in the area (Danforth Rd).



Map of study area with destinations



# Community Mobility

## Mobility Characteristics:

- 45% of trips are taken by car: 31% as a driver and 14% as a passenger.
- 21% of households do not own a car.
- 12% of trips are made by walking, while 30% are by transit.
- About 72% trips under 1 km are walked, but the majority of trips between 1 and 2 km are made by car.

**Public transit** in the area is provided by multiple bus routes, including 86, 302, 16, 54 and 9.

The area features multi-use trails, including the West Highland Creek Trail and McCowan Park Trail.

Based on **traffic data** collected over the last five years there is evidence of speeding on streets across the neighbourhood including Torrance Road, Burnview Crescent, Danforth Road, and McCowan Road.



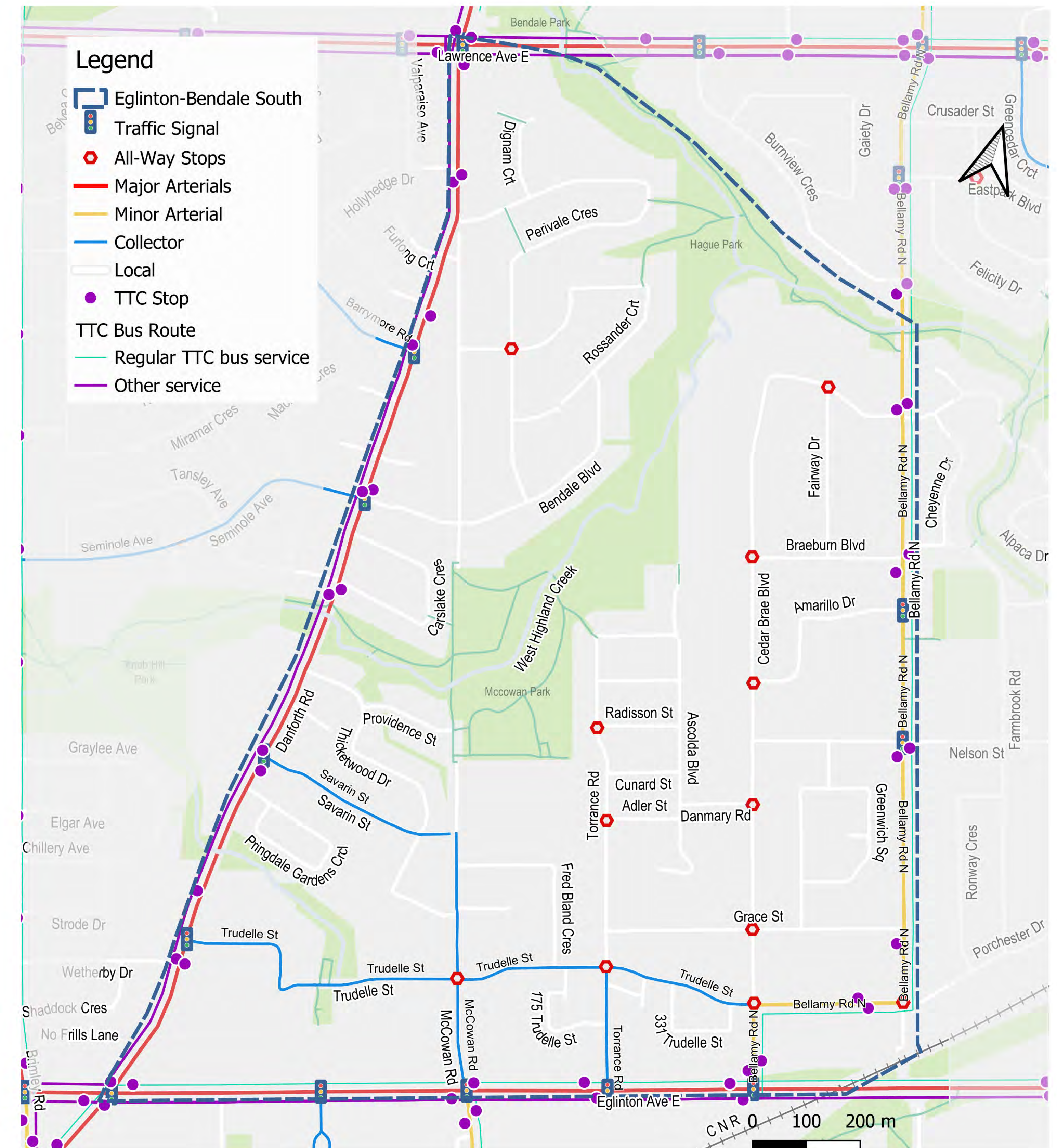
Bus Stop on Bellamy Rd N



Bus Stop on Danforth Rd and Wetherby Dr



Bus Stop on Danforth Rd and Savarin St





# Known Transportation Issues

Over the past few years, community members have submitted requests to 311, the Councillor's office, and City staff regarding concerns about:

- The need for improvements at major intersections to provide safer crossings for students attending the three schools in the area.
- Speeding on McCowan Road, Torrance Road, and Bellamy Road North.
- The need for better traffic management during school drop-off and pick-up times.
- Missing crosswalks at intersections along Torrance Road, frequently used by students and residents for east-west movement.



Traffic management during school drop-off and pick-up times



Lack of Crossing Facilities on Torrance Rd (East-West Movement)



Crossing (sidewalk connection) Missing on Torrance Rd



Crossing guard at Bellamy Rd N and Amarillo Dr highlights speeding and red-light violations as main concerns



# Active Transportation Network

The Plan will consider active transportation changes that connect community destinations and address safety issues.

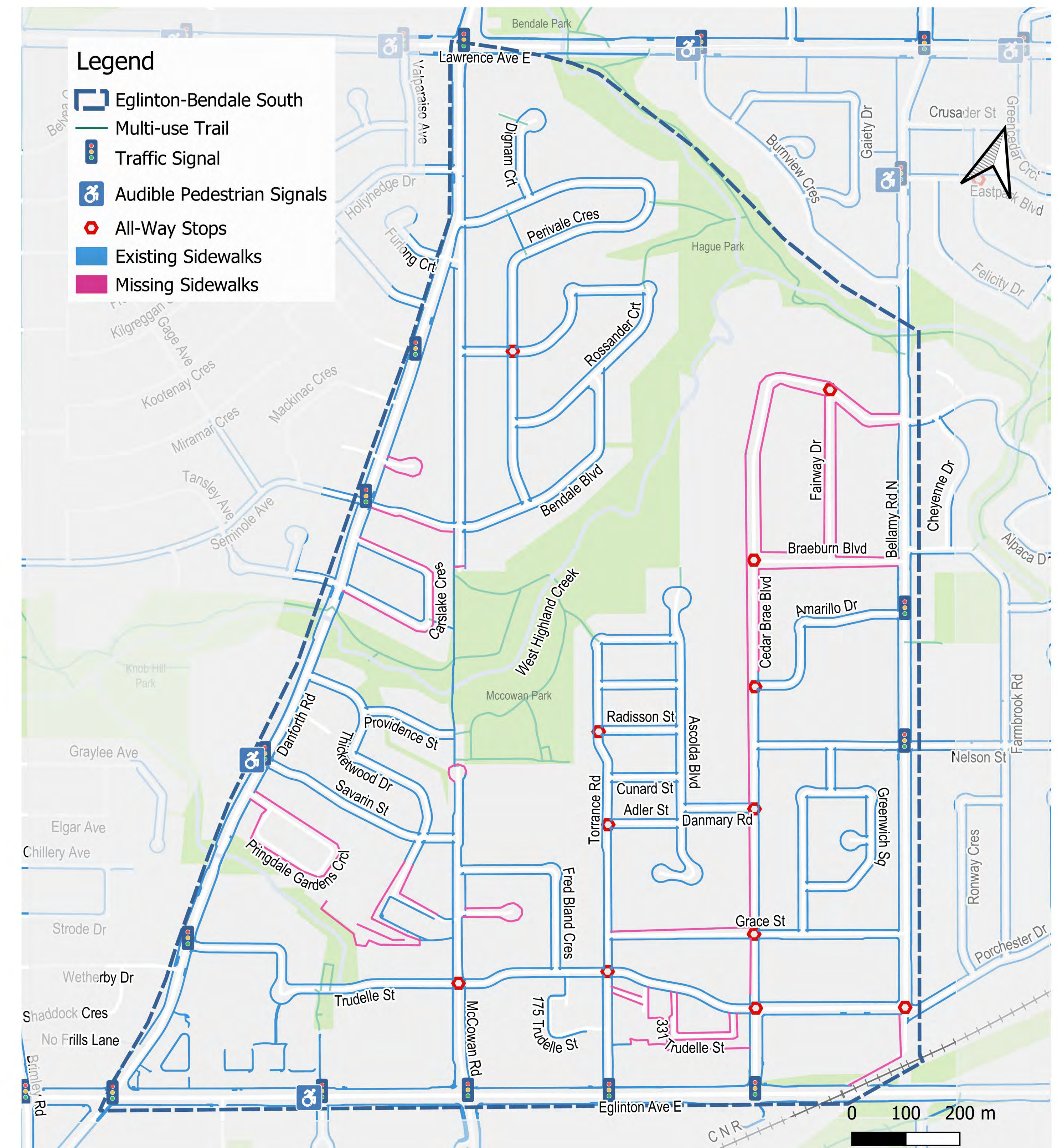
## Sidewalks

The City aims to have sidewalks on both sides of collector and arterial roads and at least one side of local streets. Some local streets are missing sidewalks on one or both sides including:

- Cedarbrae Boulevard: missing the west sidewalk between Amarillo Drive and Grace Street
- All roads in the area north of Amarillo Drive and west of Bellamy Road North
- One side of Carslake Crescent
- Both sides of Pringdale Gardens Crescent

## Bikeways

There are existing gaps in the cycling infrastructure in the area but cycling routes have been identified for study as part of the Council-approved Cycling Network Plan's 2025-2027 Near-Term Implementation Program, including Eglinton Avenue East and Bellamy Road North.



Map of study area with sidewalk locations and signalized/stop sign intersections



# Road Safety: Collision History

Over the last 10 years, a total of 2,976 collisions have been reported within the study area.

Of those collisions, 125 have involved a vulnerable road user (VRU):

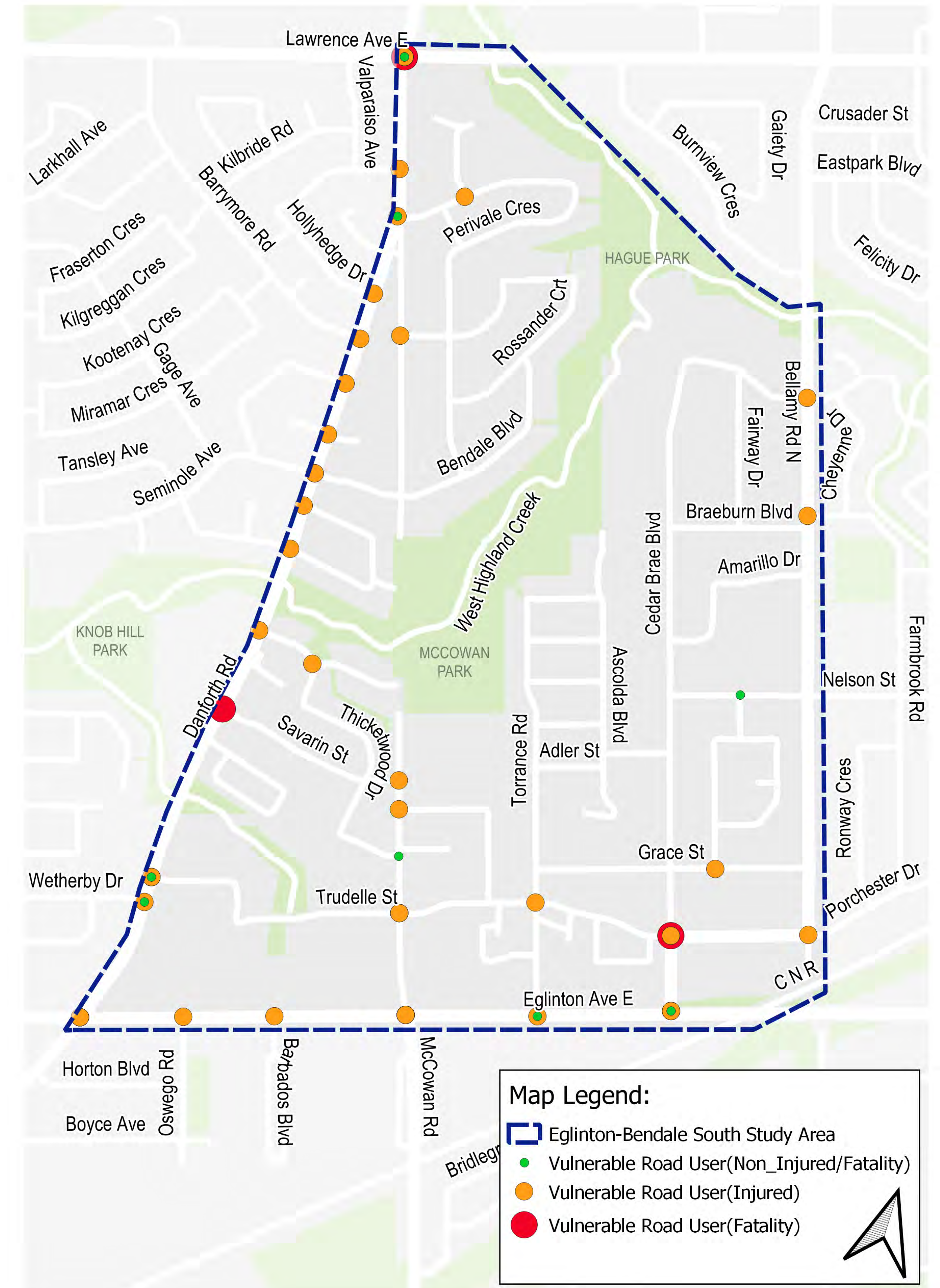
- 100 collisions involving a pedestrian (3 fatalities)
- 25 collisions involving a person cycling (0 fatalities)

Over that 10-year period, a total of 27 collisions have resulted in death or serious injury:

- 7 collisions involving an older adult aged 55 years or more (2 fatalities)
- 4 collisions involving a school-aged child (0 fatalities)
- 16 collisions involving people in other age groups (1 fatality)

The three fatal collisions that occurred in the last 10 years were the result of:

- A driver in a motor vehicle striking a pedestrian at the intersection of Danforth Road and Savarin Street in September 2024.
- A driver in a motor vehicle striking a pedestrian in a crosswalk at the intersection of Cedar Brae Boulevard and Bellamy Road North/Trudelle Street in November 2018.
- A driver in a motor vehicle striking a pedestrian in a crosswalk at the intersection of McCowan Road and Lawrence Avenue East in June 2015.



Map of 10-Year Collision History



# Related Projects

## Proposed Eglinton Avenue E, Bellamy Road N and Kingston Road Safety and Cycling Upgrades

- 1 Eglinton Avenue East from McCowan Road to Kingston Road: Proposed safety upgrades with the aim to enhance the street design for the safety and comfort of all road users, including people that drive, use transit, cycle and walk.
- Bellamy Road North from Eglinton Avenue East to Lawrence Avenue East: Proposed road resurfacing, installation of bikeway facilities, geometric safety improvements and green infrastructure.

## Eglinton East Light Rail Transit (EELRT)

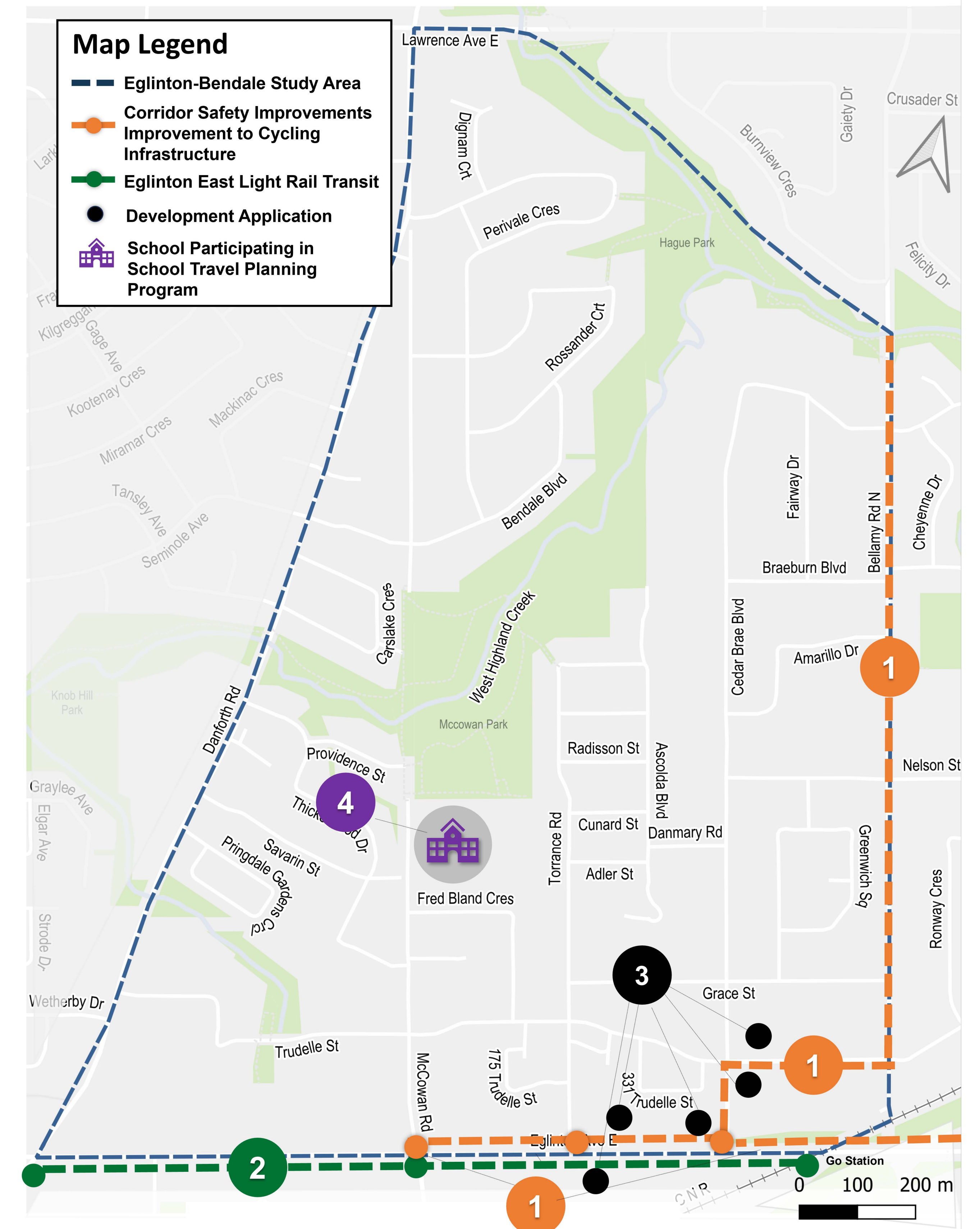
- 2 An 18.6 km LRT line is proposed for eastern Scarborough, with stops at Danforth Avenue and McCowan Road and new complete street features along the route.

## Development Applications

- 3 Several developments are proposed near Eglinton Avenue East and Bellamy Road North which propose a total of 2,844 residential units, 1,678 vehicle parking spaces, and 1,834 bicycle parking spaces between them.

## School Travel Planning (Funded by the City of Toronto and delivered by an external partner)

- 4 Green Communities Canada is collaborating with the John McCrae School community to assess traffic and safety issues and recommend improvements.



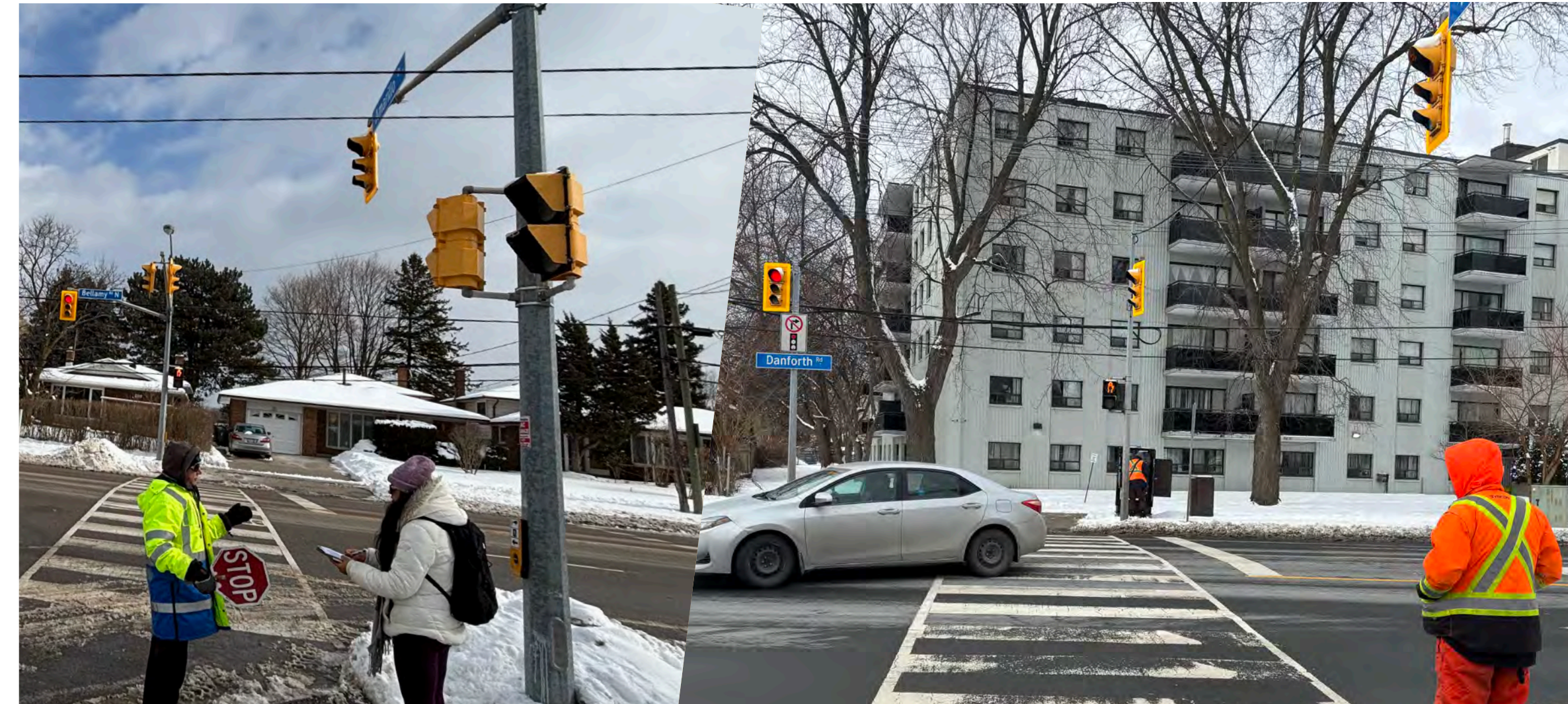
Map of Related Active Projects in the Neighbourhood



# Possible Changes: Road Safety

Conflicts between road users can be addressed through operational measures like stop signs, traffic signals, and improved pedestrian crossings.

- **Intersection controls** like stop signs and traffic signals provide an orderly flow of traffic and reduce conflicts by regulating movements through an intersection. When considering locations for stop signs or traffic signals, City staff follow the Ontario Traffic Manual guidelines which outline the criteria for their implementation.
- **Advisory signs and beacons** help alert drivers to potential dangers and conflicts with other road users or fixed objects near the roadway.



Intersection controls



School crossing guards



Advisory beacon and signs



Stop Sign on Ascolda Blvd



# Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through operational elements including:

- **‘Watch Your Speed’** signs measure oncoming vehicles’ speeds and remind drivers to check their speed and obey limits. Addressing excessive speeding is crucial because speeding increases drivers’ reaction time, increases collision severity, and reduces field of vision and awareness. Locations for signs are chosen based on data, Councillor requests, and public input.
- **Speed humps and speed cushions** are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds.
- **Lane narrowing** can reduce speeds and encourage driver alertness. The space removed from existing lanes can be repurposed to expand sidewalks, cycling facilities, and green space. **Edge lines** or **in-road flexible speed signs** can also have a narrowing effect.



Watch Your Speed sign



Speed hump



Lane narrowing or edge lines  
(source: NACTO)



In-road flexible  
speed sign



# Possible Changes: Speed Management

Speeds on neighbourhood streets can be reduced through physical changes including:

- A **curb extension**, which is a sidewalk extended into the curb lane to narrow the roadway and provide additional pedestrian space at key locations. Curb extensions help reduce vehicle speed and increase visibility of people walking when placed at intersections.
- **Chicanes** are a series of curb extensions on alternate sides of a roadway which narrow the roadway and requires drivers to steer from one side to the other to travel around the chicane. Chicanes help reduce speed and discourage through traffic on local streets.



Curb extension with concrete and asphalt and signage



Curb extension with quick-build materials



Chicanes



# Possible Changes: Volume Management

The number of vehicles that use a street can be managed using operational changes like one-way street conversions, turn restrictions, or physical changes including:

- **One-way street conversions** change the direction of one or more segments of an existing streets to remove direct routes through a neighbourhood. These conversions discourage through traffic on neighbourhood streets.
- **Directional closures** are a curb extension or upright barrier extending to approximately the centerline of a roadway, effectively obstructing one direction of traffic at a specific location.
- **Turn restrictions** prohibit turning movements to or from a street to discourage through traffic on neighbourhood streets and can also help improve the flow of traffic by prohibiting turns onto busy roads at unsignalized intersections.



One-way and Do Not Enter signs



Curb extension to reinforce a directional closure



Turn restriction signs



# Possible Changes: Volume Management (cont.)

- **Raised medians at intersections** are vertical barriers located on the centerline of a two-way roadway through an intersection, which prevent left turns and through movements on one of the roadways. Raised medians can obstruct short-cutting or through traffic while maintaining access for people walking or cycling.
- **Diagonal diverter** is a type of raised median or other treatment that restricts the movement of motor vehicle traffic in a neighbourhood while maintaining access for people walking or cycling.



Raised median restricting auto through travel  
(source: NACTO)



Diagonal diverter (source: Urban Bikeway Design Guide)



# Possible Changes: Transportation Options

Motor vehicle traffic in the neighbourhood starts with the need to travel and a choice to travel by car. The City aims to make it feel safe and easy to choose walking, cycling, transit or other shared mobility for short trips.

- **Supporting pedestrians:** A focus on connecting sidewalks and pedestrian crossings to local destinations in addition to traffic calming can support people to choose to walk. **New or expanded sidewalks** create access, connectivity, and improve safety for pedestrians along a street. Separating pedestrians from vehicles on the roadway reduces the likelihood of a collision occurring.
- **Access to transit:** Improvements to pedestrian accessibility to transit stops and stations, and comfort of bus stops can encourage trips by public transit.
- **Supporting people to bike:** Cycling can be supported as a viable option with designated bikeways for all ages and abilities that extend across the community and connect to neighbouring areas, and when there is secure bike parking at the destination.



Example of a protected bikeway



Pedestrian on the Road at the Red Light Near the Eglinton and Danforth Bus Stop



Pedestrians Crossing at McCowan Rd



Existing Bike Share Station on McCowan Rd



# Timeline for Changes

Some changes can be made relatively quickly and do not require Council approval or lengthy design and review periods.

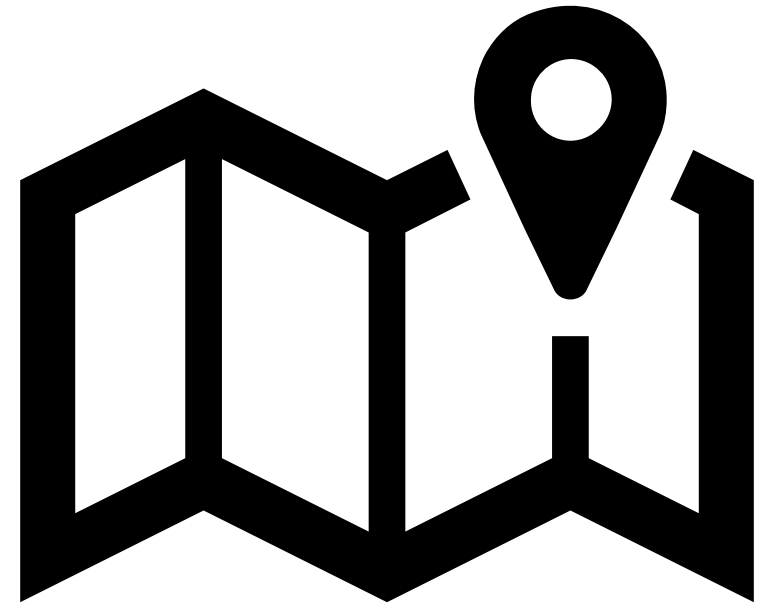
Others that are more complex, impact a wider area, or require major capital work and can take more time.

The Plan will identify a range of measures from 'quick wins' to longer-term changes.

Phased Improvement	Timing	Examples
<b>Quick Wins</b> <ul style="list-style-type: none"> <li>No Council approval required</li> <li>Primarily movable/flexible materials</li> </ul>	6-18 months	<ul style="list-style-type: none"> <li>Intersection improvements</li> <li>Refreshed pavement markings (e.g. stop bars and centre lines)</li> <li>Signage &amp; sightline fixes</li> </ul>
<b>Short-term Actions</b> <ul style="list-style-type: none"> <li>Council approval required</li> </ul>	1-3 years	<ul style="list-style-type: none"> <li>Speed humps</li> <li>Pedestrian crosswalks</li> <li>Directional changes</li> <li>Cycling network improvements</li> <li>Parking amendments</li> </ul>
<b>Longer-term Changes</b> <ul style="list-style-type: none"> <li>Council approval required</li> <li>Permanent materials</li> </ul>	3+ years	<ul style="list-style-type: none"> <li>Measures not implemented as Quick Wins or Short-term Actions to be delivered alongside future roadworks or development</li> </ul>

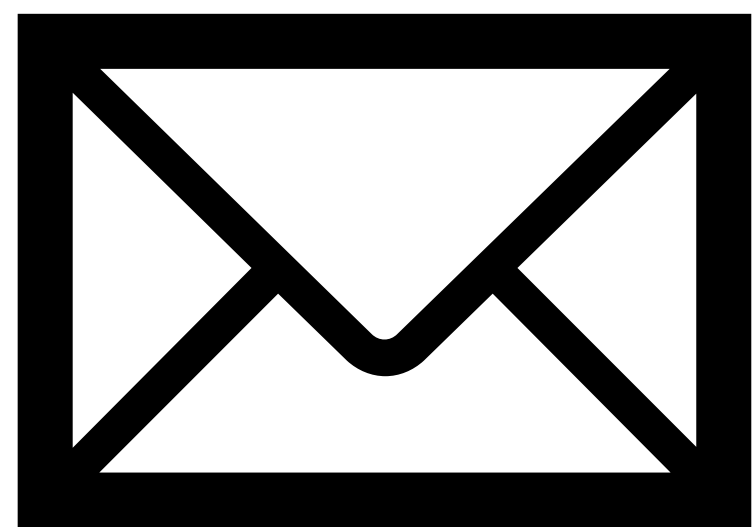


# Provide Feedback

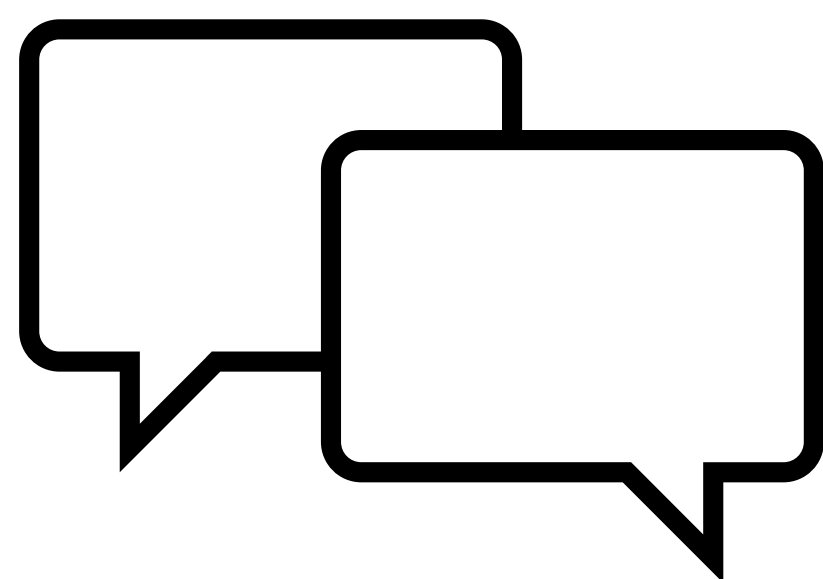


## **Post Comments on an Interactive Map**

Use the online map to mark locations where you see issues and opportunities for change on the streets and complete a short survey.



**Provide feedback via email, phone or mail.** Stay up to date by visiting the project webpage and subscribe to receive email updates.



## **Contact**

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**Comment deadline:**  
Wednesday, April 30, 2025

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EglintonBendaleStreets](https://toronto.ca/EglintonBendaleStreets)**

