

# The Eglinton-Bendale South Streets Plan

Public Drop-In Event  
February 18, 2026

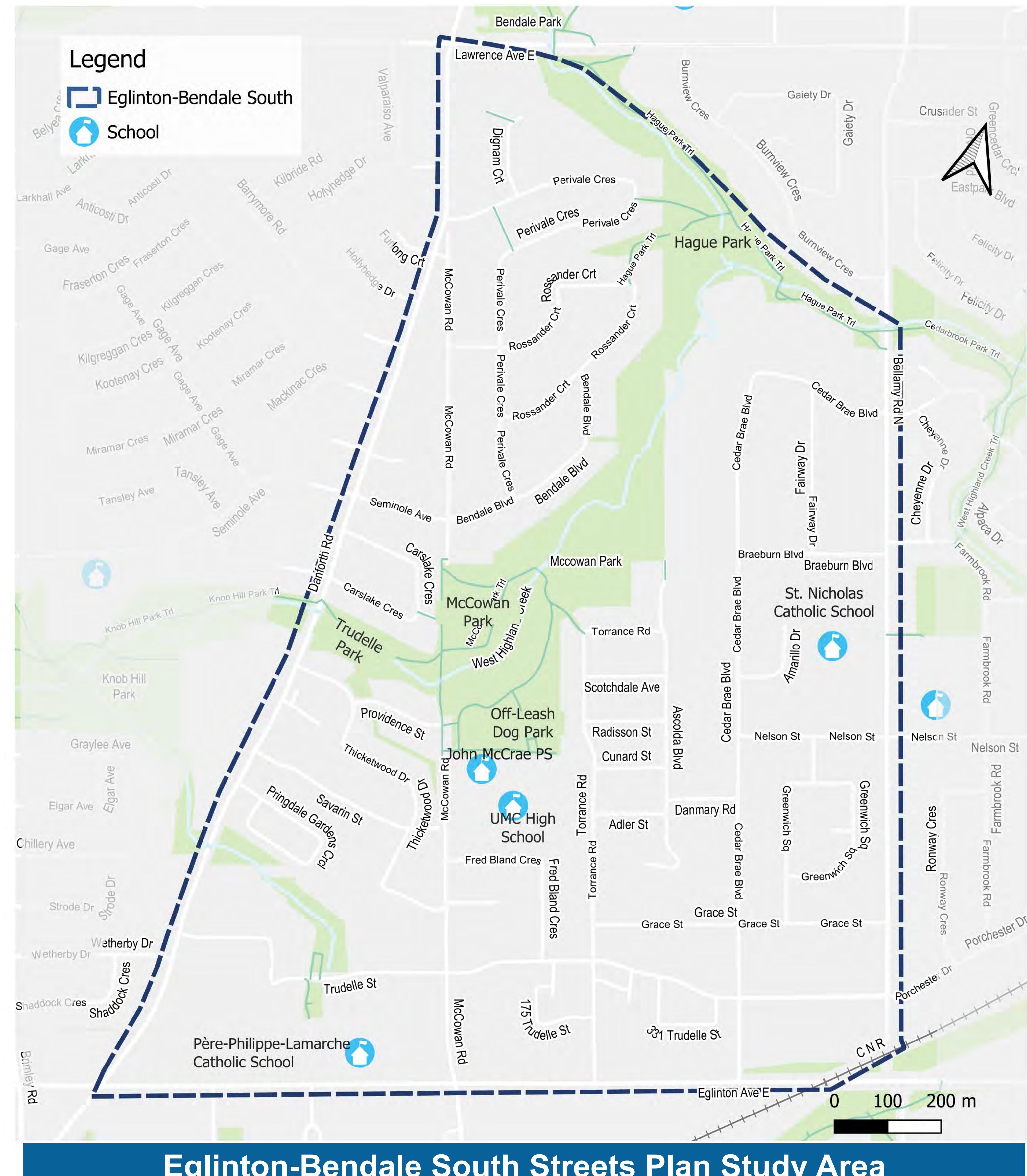


# Project Overview

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 City is now seeking feedback on proposed changes to address **four key issues** identified by the community:

1. Conflicts arising from interactions between drivers, pedestrians, and people cycling at crossing points or turning locations
2. Speeding on both major arterials and local streets
3. Increased traffic volumes on neighbourhood streets
4. Congestion and unsafe driving behaviours near schools



Eglinton-Bendale South Streets Plan Study Area

# About Neighbourhood Streets Plans

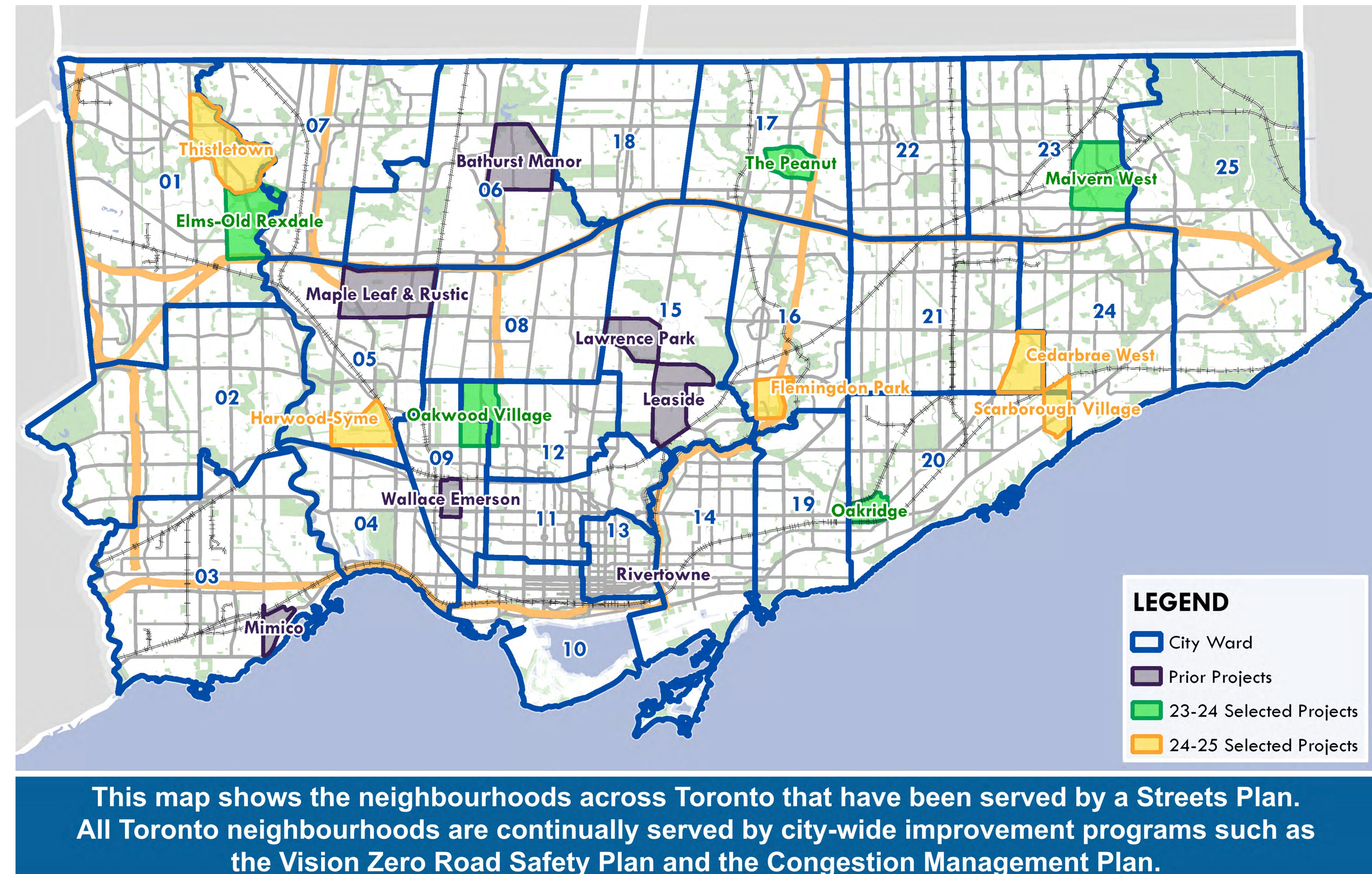
## Neighbourhood Streets

Plans work with communities across Toronto to make changes to improve traffic, road safety, and transportation options 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). They also identify desired improvements which are best achieved as part of programmed road work, property development, or other major city-building projects in the future.

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

Learn more at [toronto.ca/NSP](http://toronto.ca/NSP).



# Consultation Overview

Public consultation for the **Eglinton-Bendale South Streets Plan** is taking place over multiple phases.



## Phase 1 (March-April 2025)

Phase 1 of public consultation included:

- Mailed notices to 10,439 addresses in the project area
- Online interactive map and survey
- Pop-up engagements at local community spaces including the Toronto Public Library - Bendale Branch
- Community Interest Group meeting
- In-person public drop-in event at John McCrae Public School
- Email and phone feedback

## Phase 2 (Now)

Since Phase 1, the project team has

- Reviewed public comments, investigated key issues and analyzed the relationship between nearby issues
- Developed potential changes and conducted an internal review to coordinate with nearby projects

The current phase of consultation invites the community to provide feedback through a drop-in public event, a community interest group meeting, pop-up engagement activities, an online survey and email and phone comments.

# What We Heard: Phase 1 Public Consultation

Phase 1 consultation gathered input from more than 170 participants through a range of communication channels tailored to neighbourhood context focused on traffic and road safety concerns. 56% of survey responses were from people that live in Eglinton–Bendale South.

## Here is a summary of what we heard:

- Concerns about **road safety** at intersections, particularly along Trudelle Street, Torrance Road, and Cedar Brae Boulevard, with a focus on safety for school children and people walking
- Ongoing concerns about **speeding** along Bellamy Road North, Trudelle Street, Cedar Brae Boulevard and Torrance Road, with requests for traffic calming measures
- Student travel and **school-related** traffic congestion were identified as key issues, particularly near John McCrae Public School and St. Nicholas Catholic School during pick-up and drop-off times.
- Desire for **safer pedestrian conditions** through additional signalized crossings, pedestrian push-buttons, and improved winter sidewalk maintenance across the study area.



Phase 1 public drop-in event at John McCrae Public School

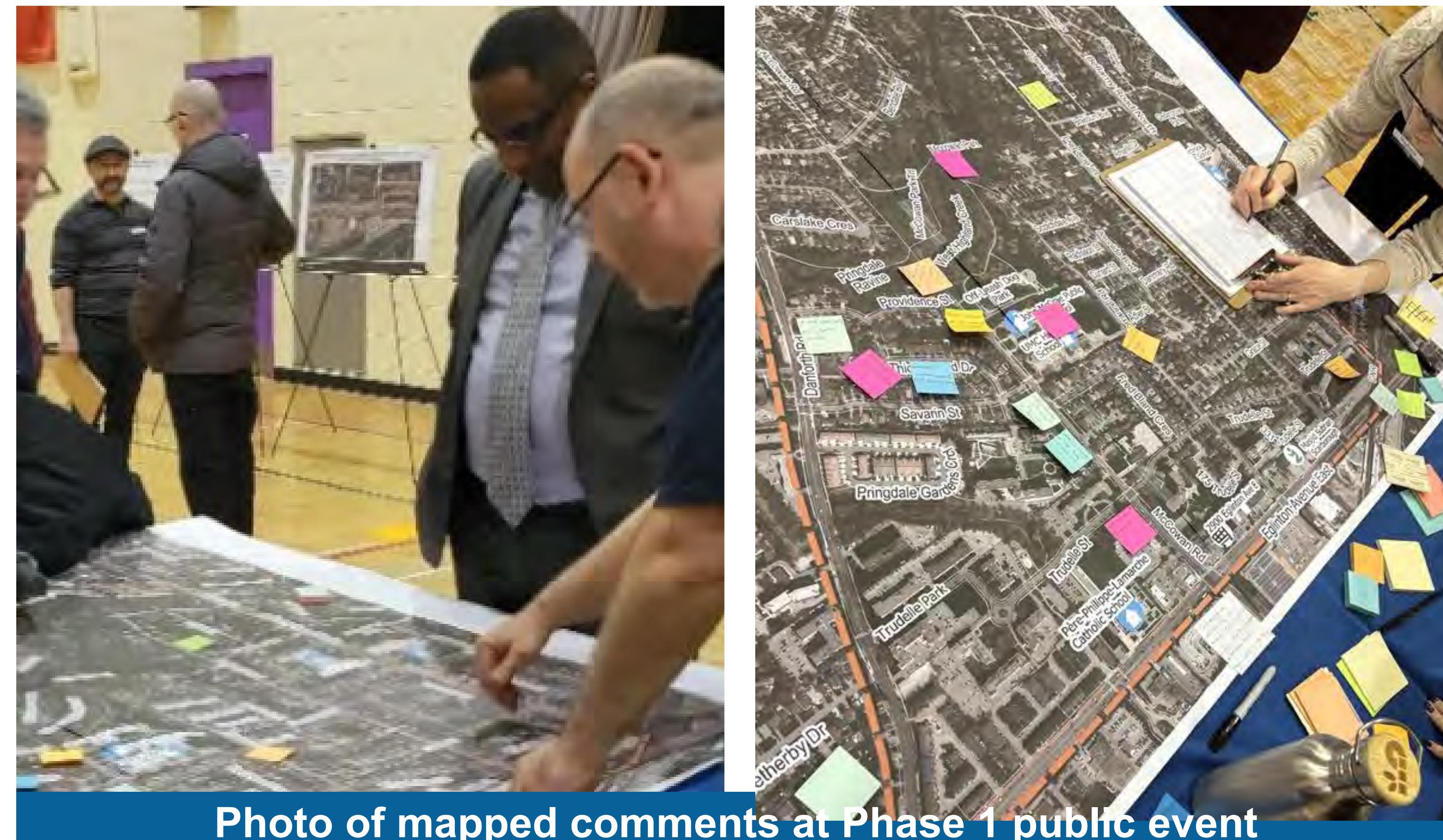


Photo of mapped comments at Phase 1 public event

# What We Heard: Beyond the Streets Plan

The City has received feedback regarding several changes that are handled by other teams at the City and the Toronto Transit Commission:

- Requests for more trees and beautification elements
- Concerns about the impact of new development
- Requests for increased police enforcement
- Trail user conflicts (between pedestrians and people cycling)
- Winter maintenance of sidewalks, roads, and snow storage
- Faded or obscured signage due to nearby vegetation

These items are not within the scope of the Streets Plan because they are addressed through other planning processes in the city or City services.

The project team has forwarded concerns to the TTC and relevant divisions such as Parks and Recreation and Development Planning.

Requests for maintenance and repairs have been submitted to address issues raised during the first phase of consultation (e.g. broken bollards, tree pruning). For future concerns related to repairs, winter maintenance, or faded signage, they are best reported to 311.

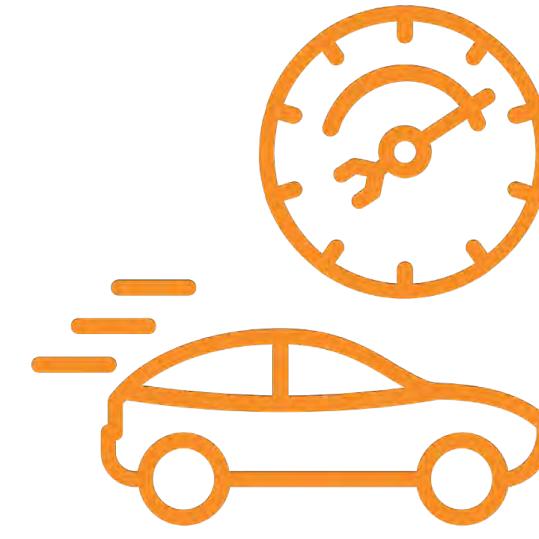
Requests for police enforcement at a specific location should be made directly to Toronto Police Service.



Icy sidewalks following snowfall (issue that is outside the scope of this project)

# What We Researched: Data Analysis

**Data was collected and analyzed to inform recommendations including:**



**Traffic data** such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections. Data is used to identify issues, assess community reported issues, and determine appropriate changes according to guidelines and standards.



**Reports and requests** from the public and local Councillor. Staff reviewed calls to 311 about traffic operations and road safety, information from Councillors about correspondence from constituents, recent items at local Community Councils, as well as comments collected from the first phase of consultation in the project.



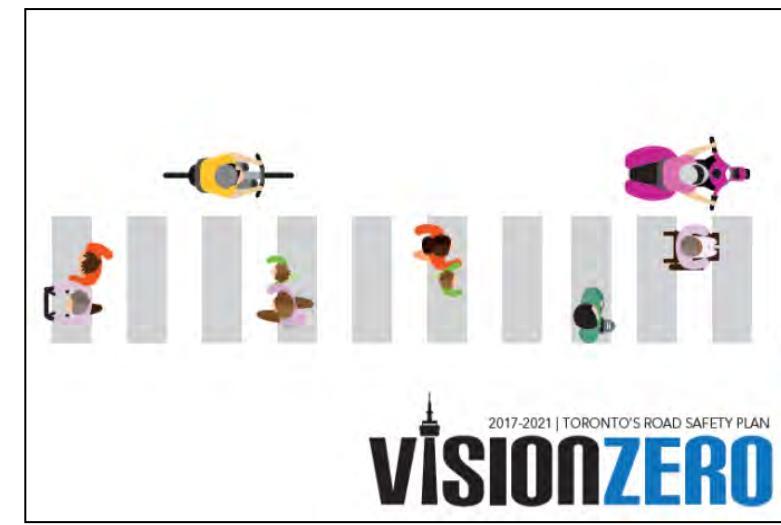
**Collision data** collected by Toronto Police Services. Collision history is reviewed with focus on collisions involving vulnerable road users and those resulting in death or serious injury.



**Site visits and observations** in the neighbourhood. Between March and September, four site visits were conducted to observe conditions throughout the Eglinton-Bendale neighbourhood.

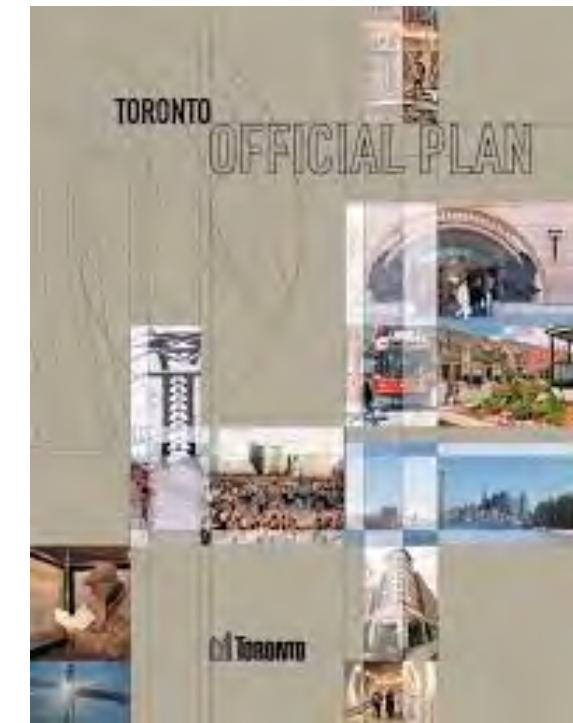
# What We Researched: Policy Review

**City-wide policies and programs as well as local area studies guide this plan:**

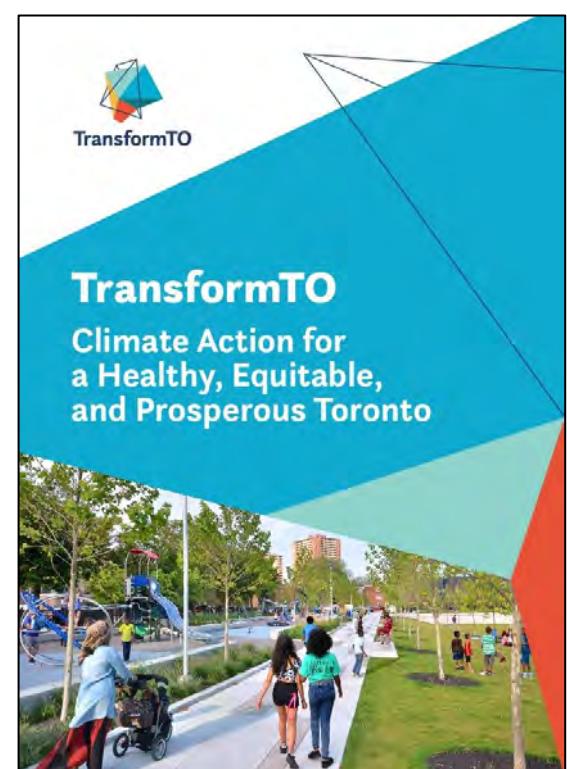


## [Vision Zero Road Safety Plan](#)

commits to taking actions that reducing traffic-related fatalities and serious injuries on our streets

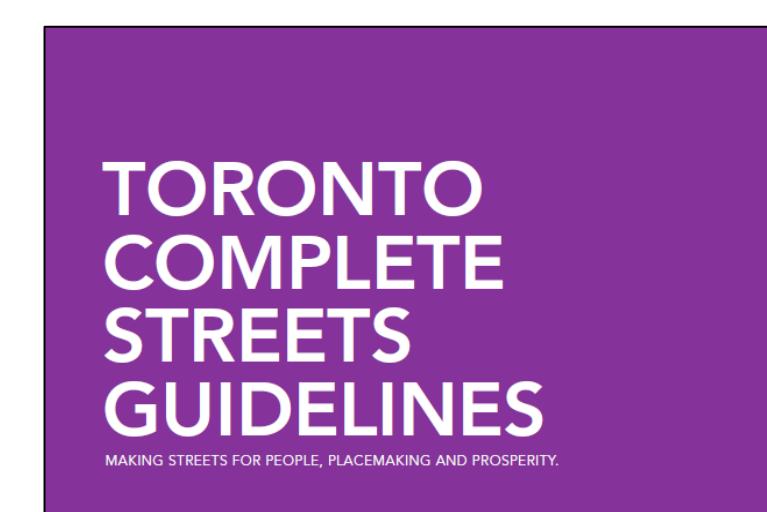


[Official Plan](#), Secondary Plans and local planning frameworks help Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.

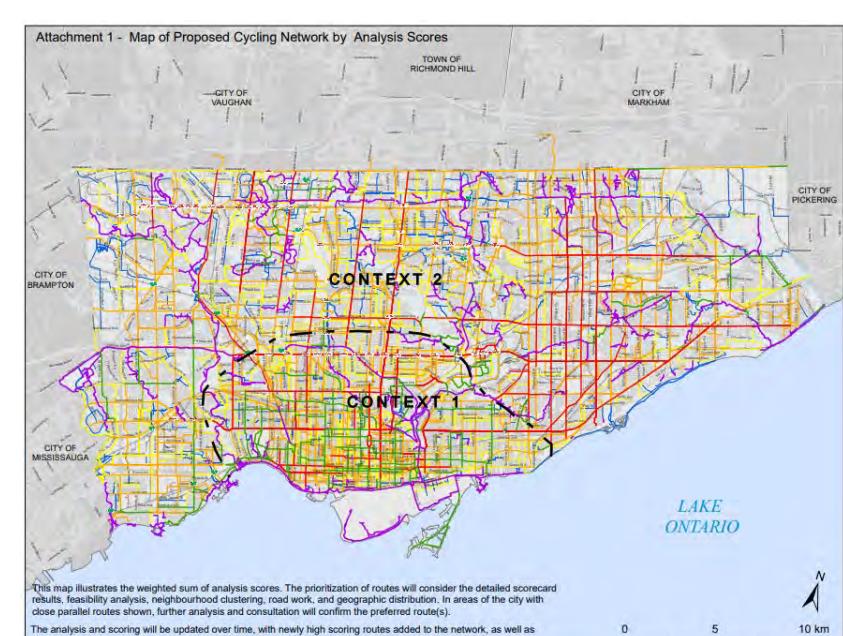


## [TransformTO Climate Change](#)

[Action Plan](#) commits to making 75% of trips under 5 kilometres to walking, cycling or transit



[Complete Streets Guidelines](#)s set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.



[Cycling Network Plan](#) establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking



[Capital Budget and Plan](#) determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

# Related Projects

## Eglinton Avenue East Safety Improvement Project between McCowan Road to Kingston Road

- Safety improvements along Eglinton Avenue East, particularly at intersections, will be delivered through the planned intersection safety improvement project. This project will include its own public consultation process.

## Eglinton Avenue East On-Street Bikeway Construction Project between McCowan Road and Kingston Road

- Addition of cycle tracks within roadway with civil work required at intersections. This project will be bundled with Eglinton Avenue East safety improvement project (Planned for 2030-2031).

## Bellamy Road North On-Street Bikeway Construction Project between Eglinton Avenue East and Bellamy Road North

- Addition of cycle tracks within roadway with civil work required at intersections. This project will be bundled with Eglinton Avenue East Safety Improvement project (Planned for 2030-2031).

## Bellamy Road North between Bellamy Road North and Lawrence Avenue East

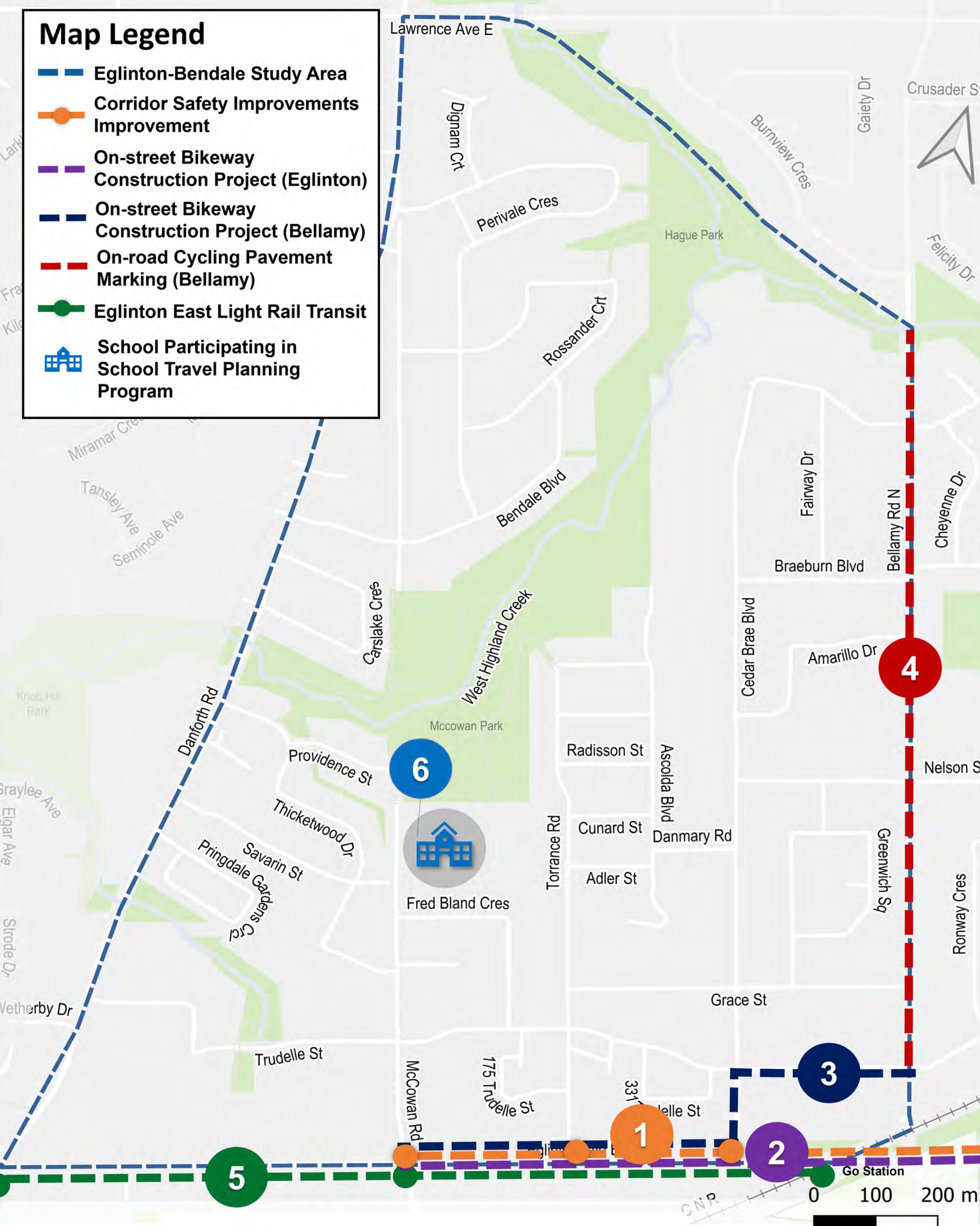
- Addition of cycle tracks using quick-build or modular materials (currently under feasibility review due to provincial amendments to the Highway Traffic Act).

## Eglinton East Light Rail Transit (EELRT)

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

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

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



# Existing Conditions



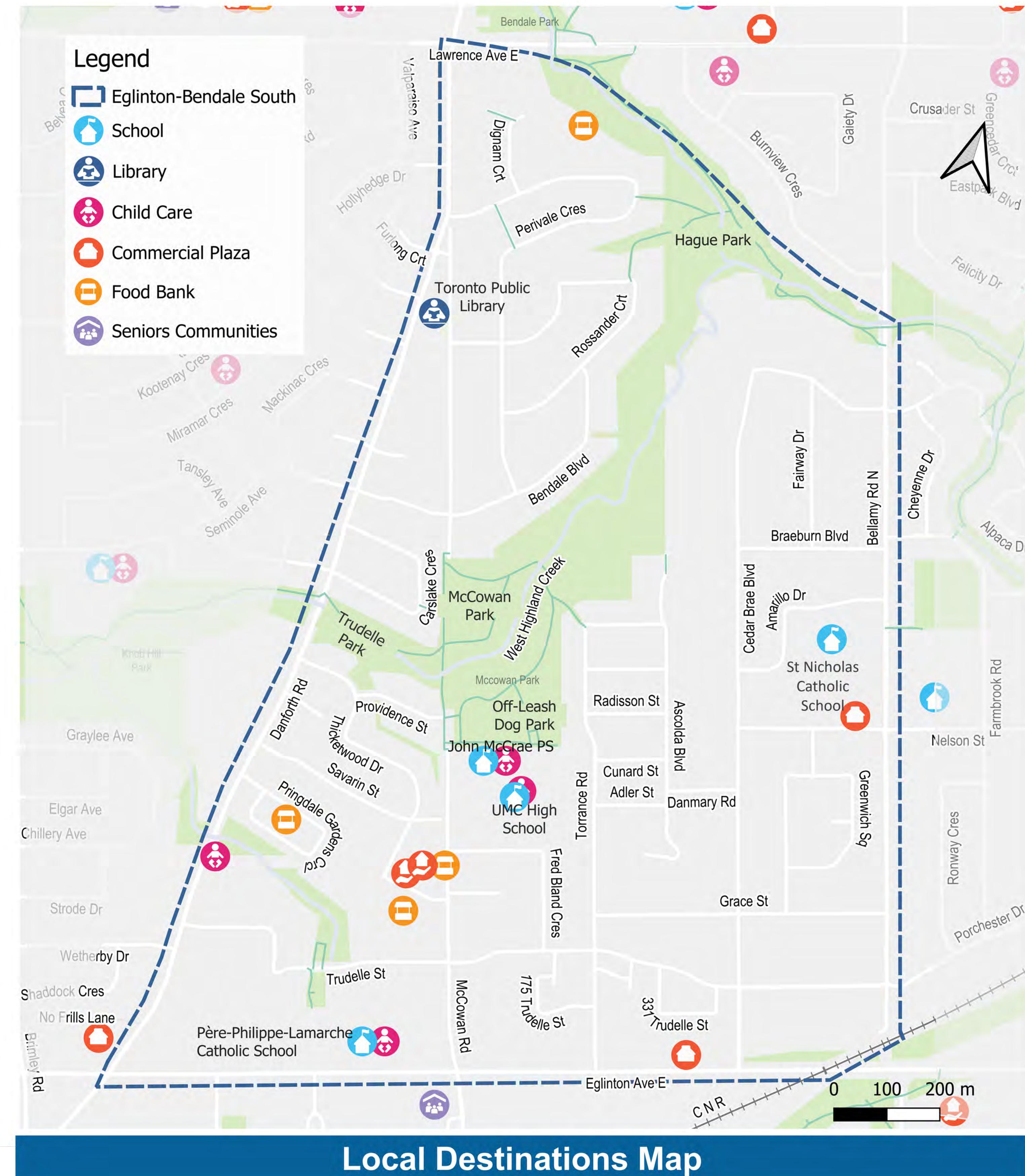
# Community Characteristics

The project area covers segments of two City of Toronto neighbourhoods: Eglinton East and Bendale South.

The area is home to four schools, and its largest age groups are children (0–14 years) and older adults (55+). As such, safety for vulnerable road users is a key priority for this plan.

Travel within the neighbourhood is typically to/from home or one of 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)



# Mobility

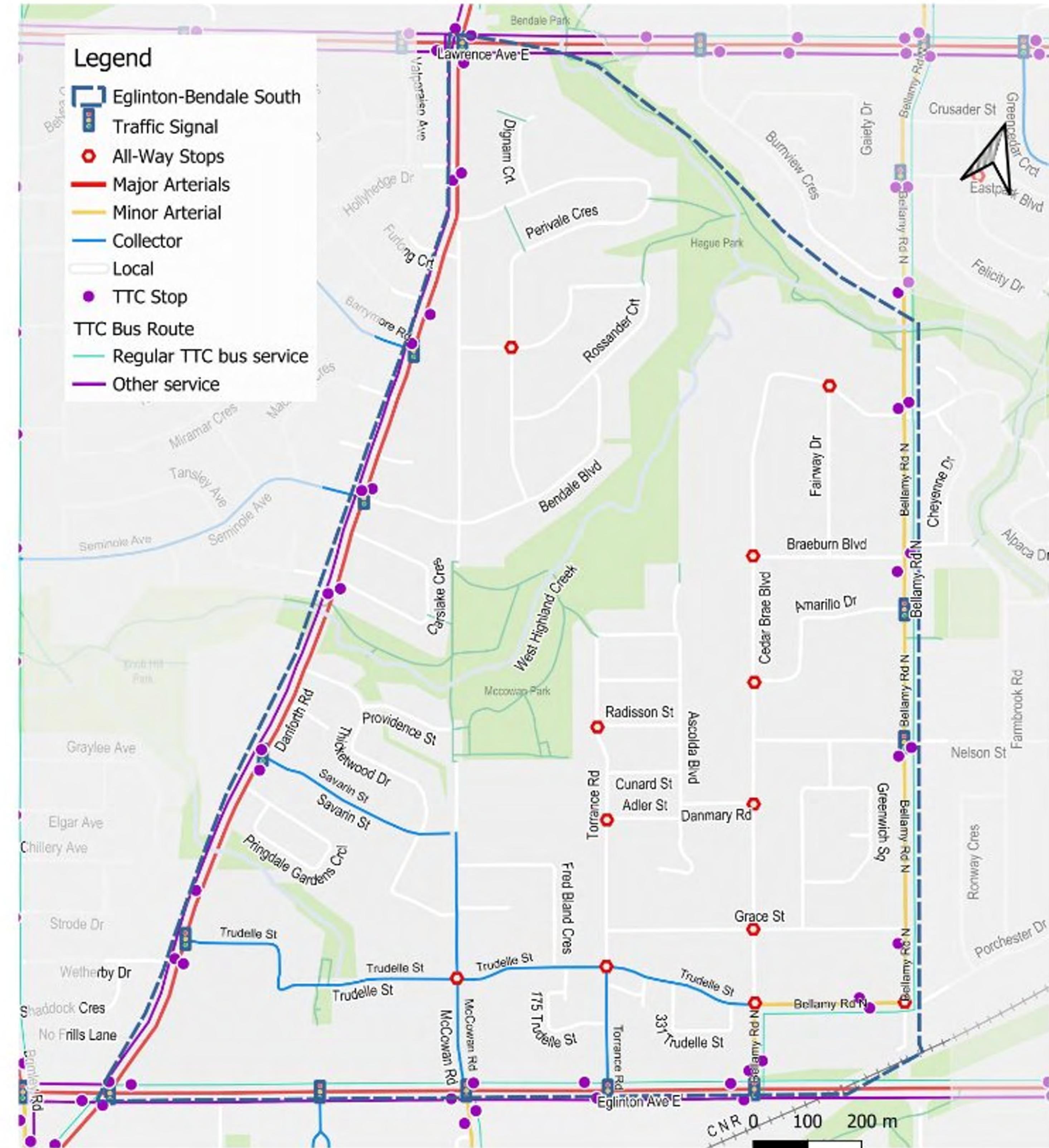
People travel to, from, and within the Eglinton-Bendale South neighbourhood in a variety of ways.

## Travel Choices:

- 21% of households do not own a car.
- 45% of trips are taken by car: 31% as a driver and 14% as a passenger.
- 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 TTC 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.



Map of road classification and transit routes within Eglinton-Bendale

# Active Transportation Network

Active transportation means getting around using any form of human-powered travel like walking, biking, or using mobility devices. It promotes physical activity while getting from one place to another.

## Sidewalks and Trails in the Project Area

Currently, about 70% of local streets have sidewalks. Some sidewalks may be narrower than current City standards due to older design requirements.

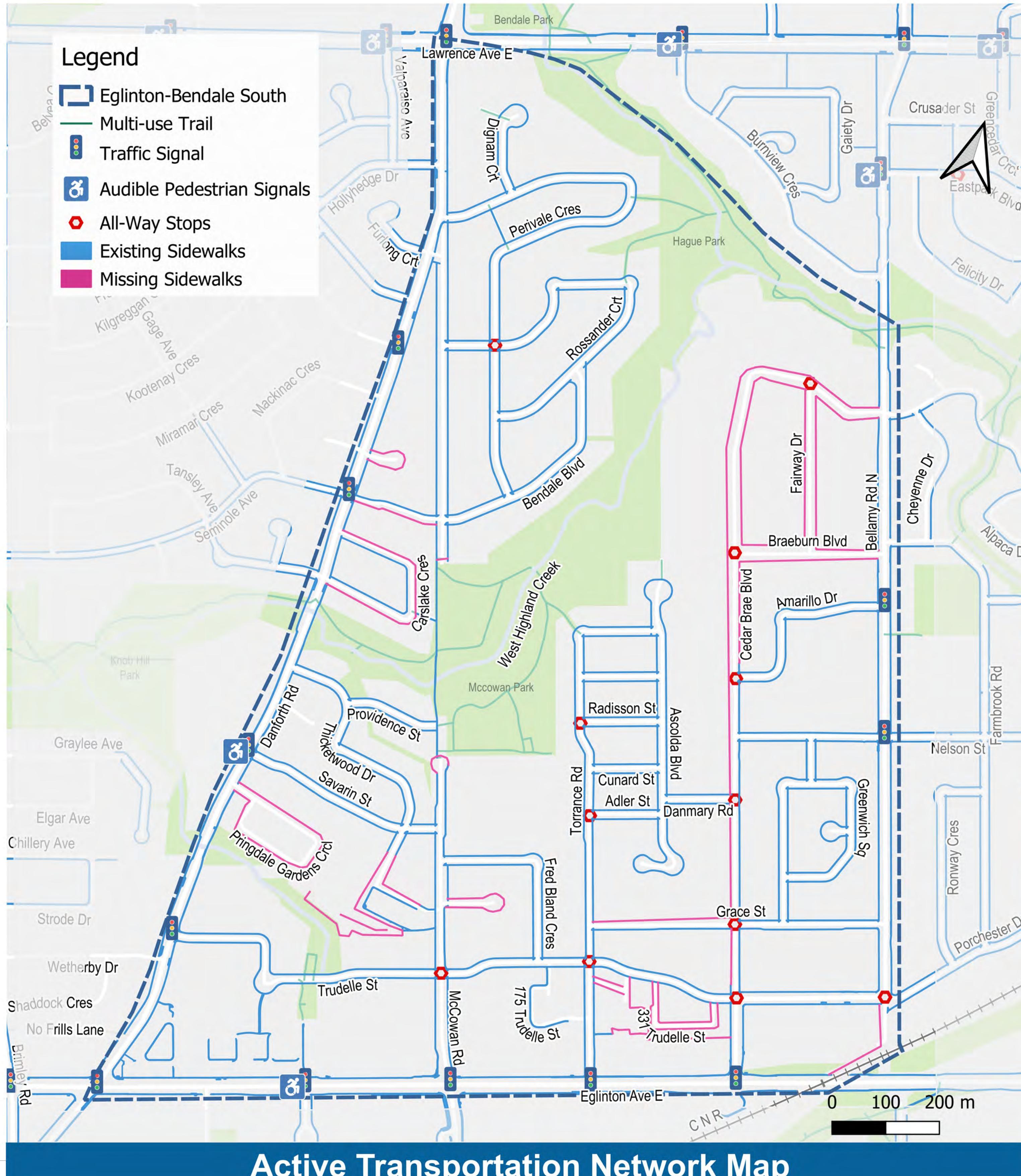
The following streets have missing sidewalks on one or both sides:

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

## Bikeways

To fill the gaps in the cycling network, bikeways 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. The City will carry out dedicated engagement to gather community input on these routes in the future.

See *Related and Nearby Projects (Panel 8)* for more information.



Active Transportation Network Map

# Road Safety

## Safety Zones

The neighbourhood includes two School Safety Zones, two Senior Safety Zones, and three Community Safety Zones. Eglinton Avenue East and Bellamy Road North are designated Pedestrian Safety Zones.

## Speeding

Speed limits in Eglinton-Bendale South are generally 30 km/h on Local Roads and 40 km/h on Collector Roads (i.e. Trudelle Street). Based on traffic data collected over the last five years there is evidence of speeding on streets across the neighbourhood including Torrance Road, Cedar Brae Boulevard, Burnview Crescent, Danforth Road, and McCowan Road.

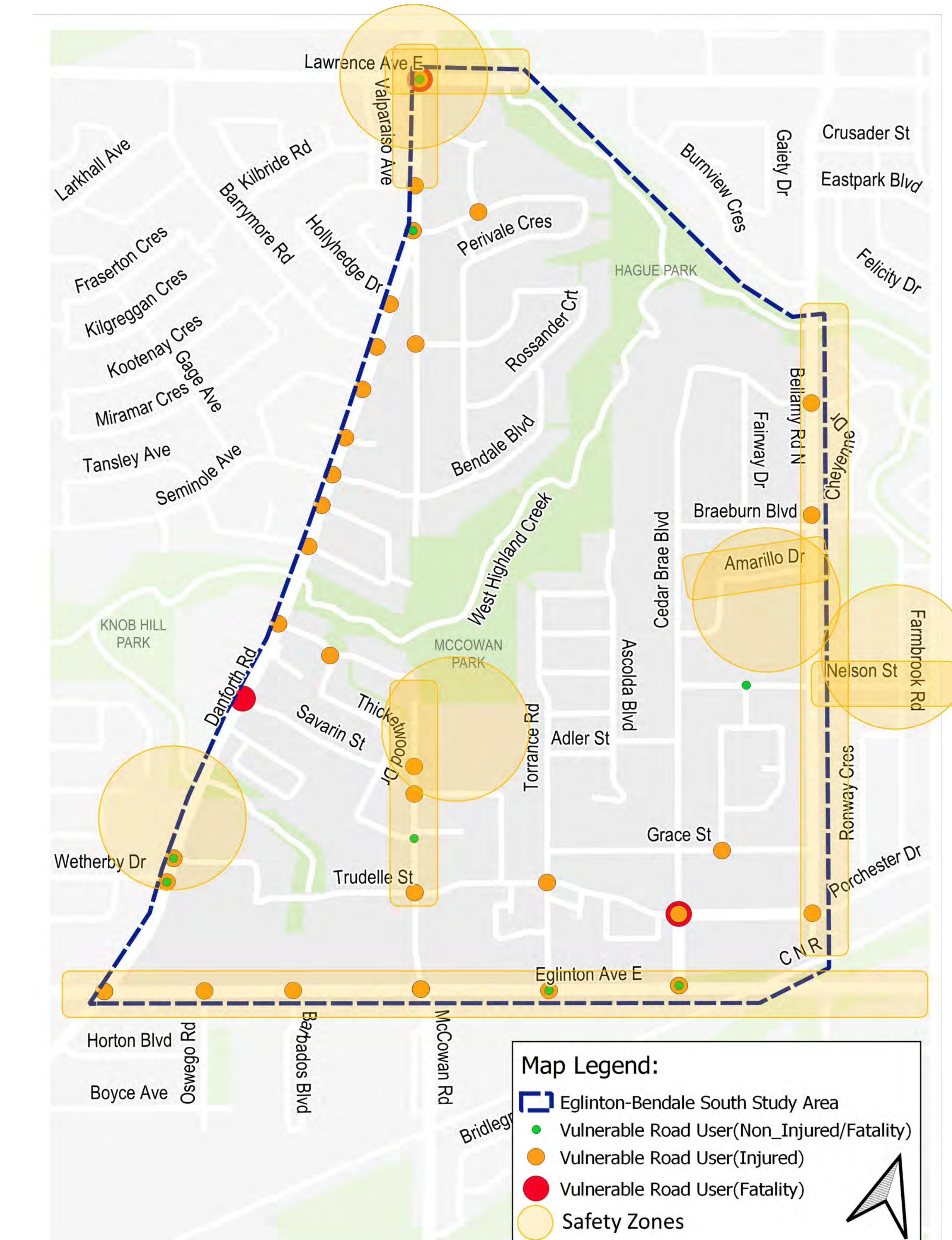
## Collision History

Over the last 10 years, 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
- 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 just north of 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 Collisions Resulting in Serious Injury or Death (2015-2025) and Safety Zones

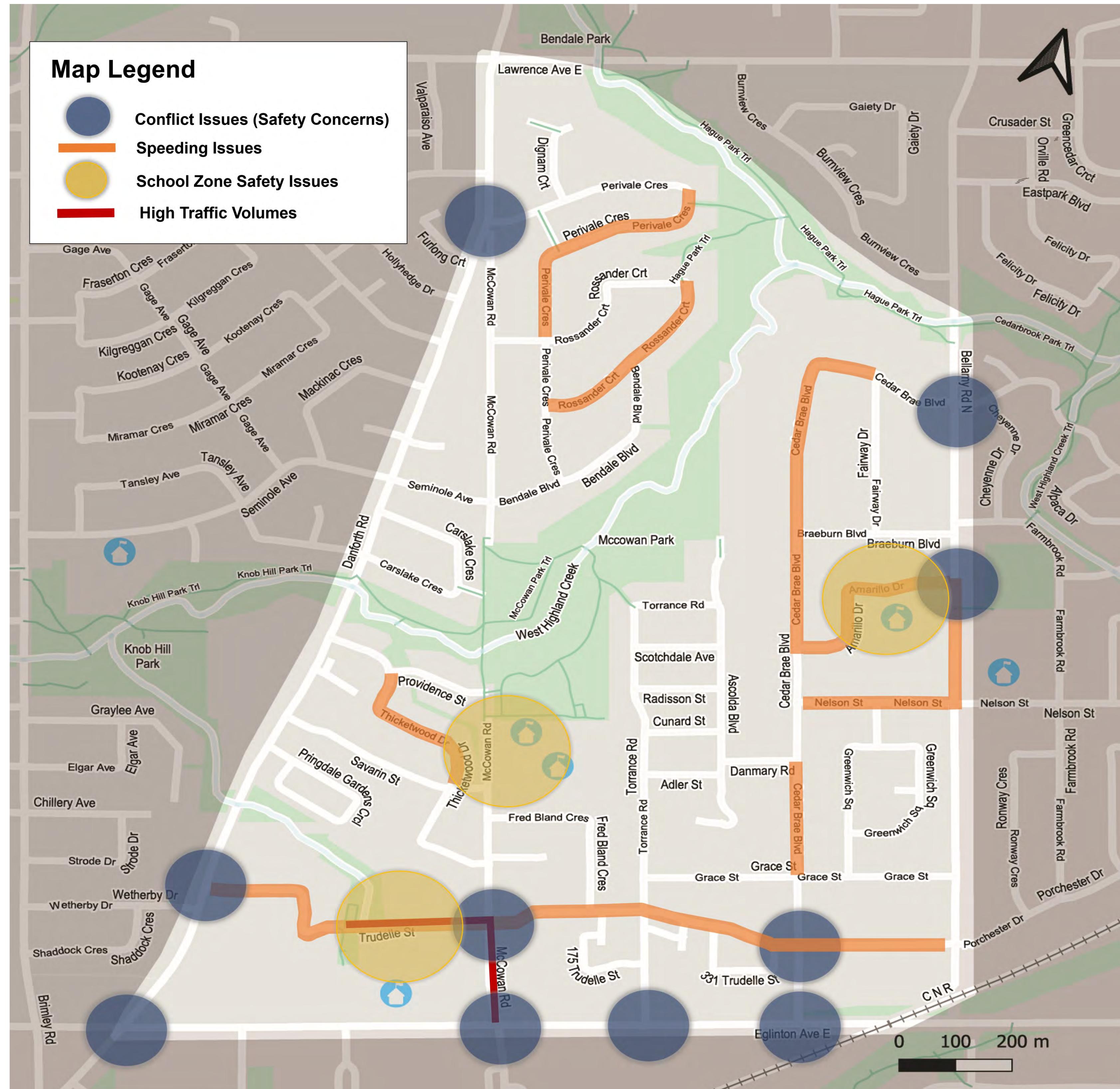
# Proposed Changes



# Top Four Issues and Opportunities

Based on analysis of public feedback from Phase One consultation and data collection, the top four issues and opportunities identified in the neighbourhood are:

- **Conflict Issues:** Concerns were raised regarding pedestrian crossing safety, cycling safety, unsafe turning movements at intersections, and non-compliance with traffic rules.
- **Speeding Issues:** Residents have raised concerns about speeding along specific road segments and at intersections where drivers speed through turns.
- **High Traffic Volume:** Residents noted high traffic volumes on certain roads, often caused by non-local traffic as drivers avoid major intersections and arterial roads.
- **School-Related Safety Issues:** Traffic safety concerns were identified near schools, including congestion at drop-off/pick-up times, unsafe turning movements, and risks at nearby designated crossings.



# How Proposed Changes Were Developed

Proposed changes were 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

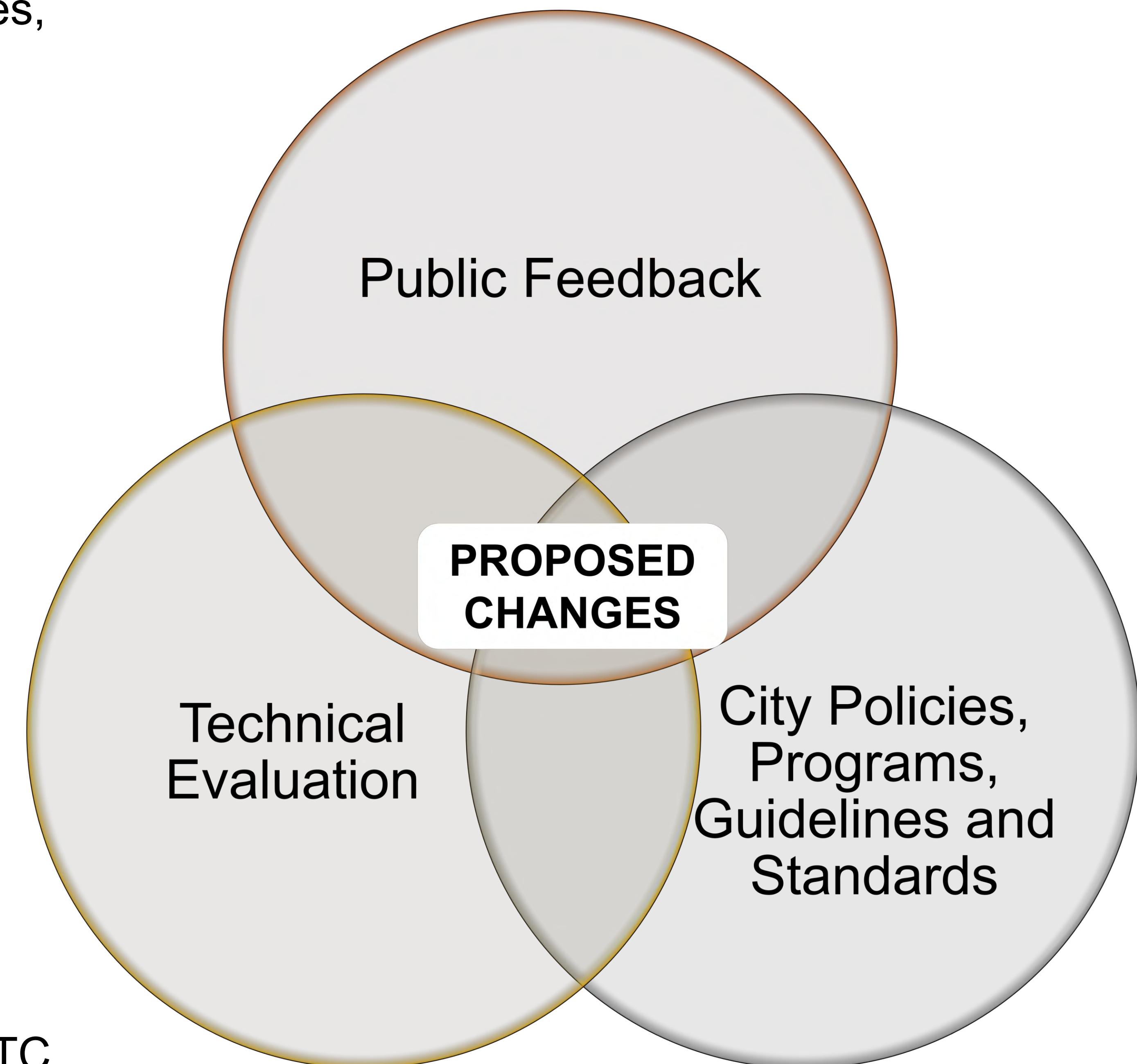
## City Policies and Programs:

- 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

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

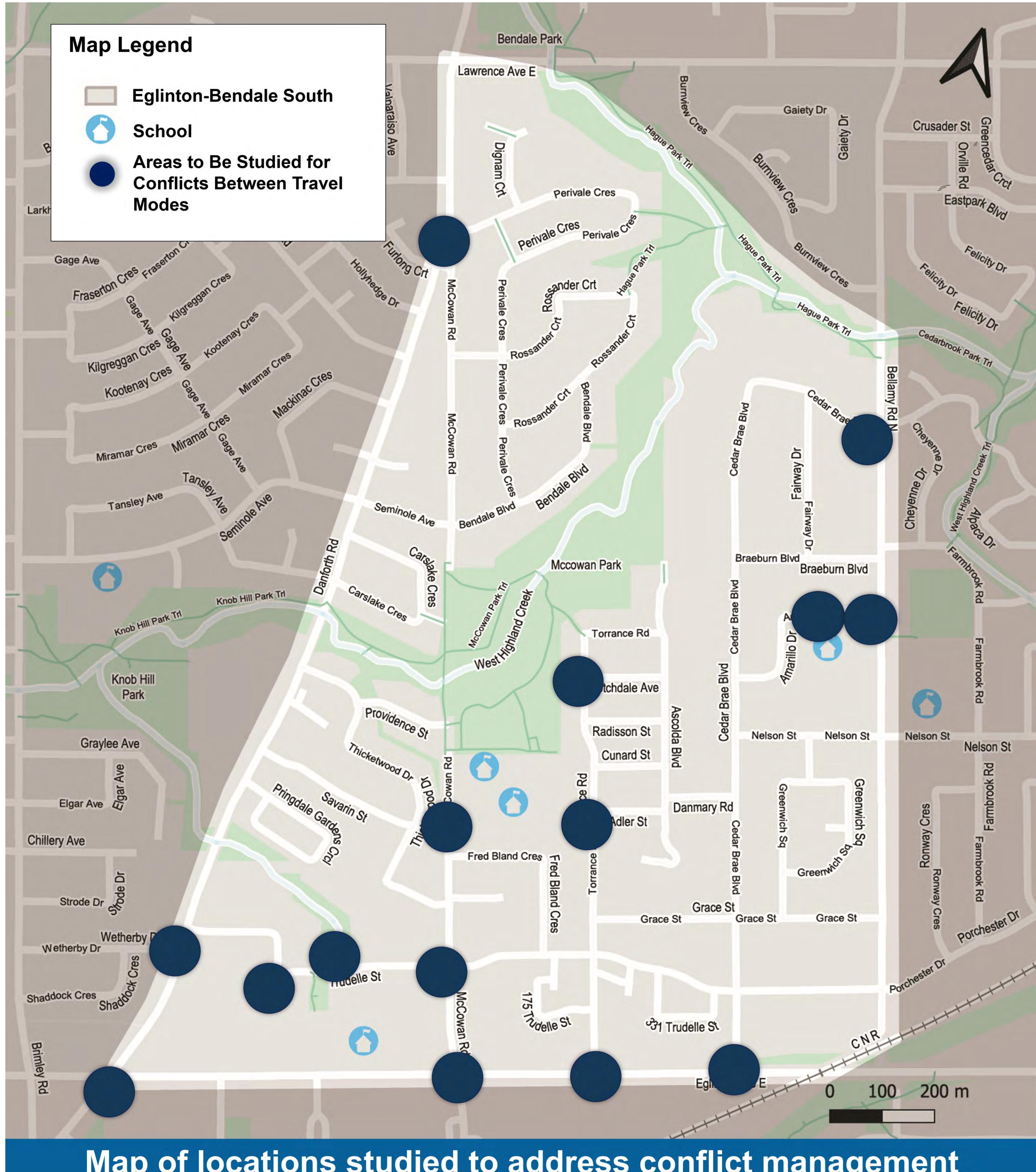


# Issue 1: Conflict Management - Overview of Issues

“Conflict” refers to situations where pedestrians, people cycling, transit users and people driving come into close interaction that can increase the risk of collisions or unsafe behavior.

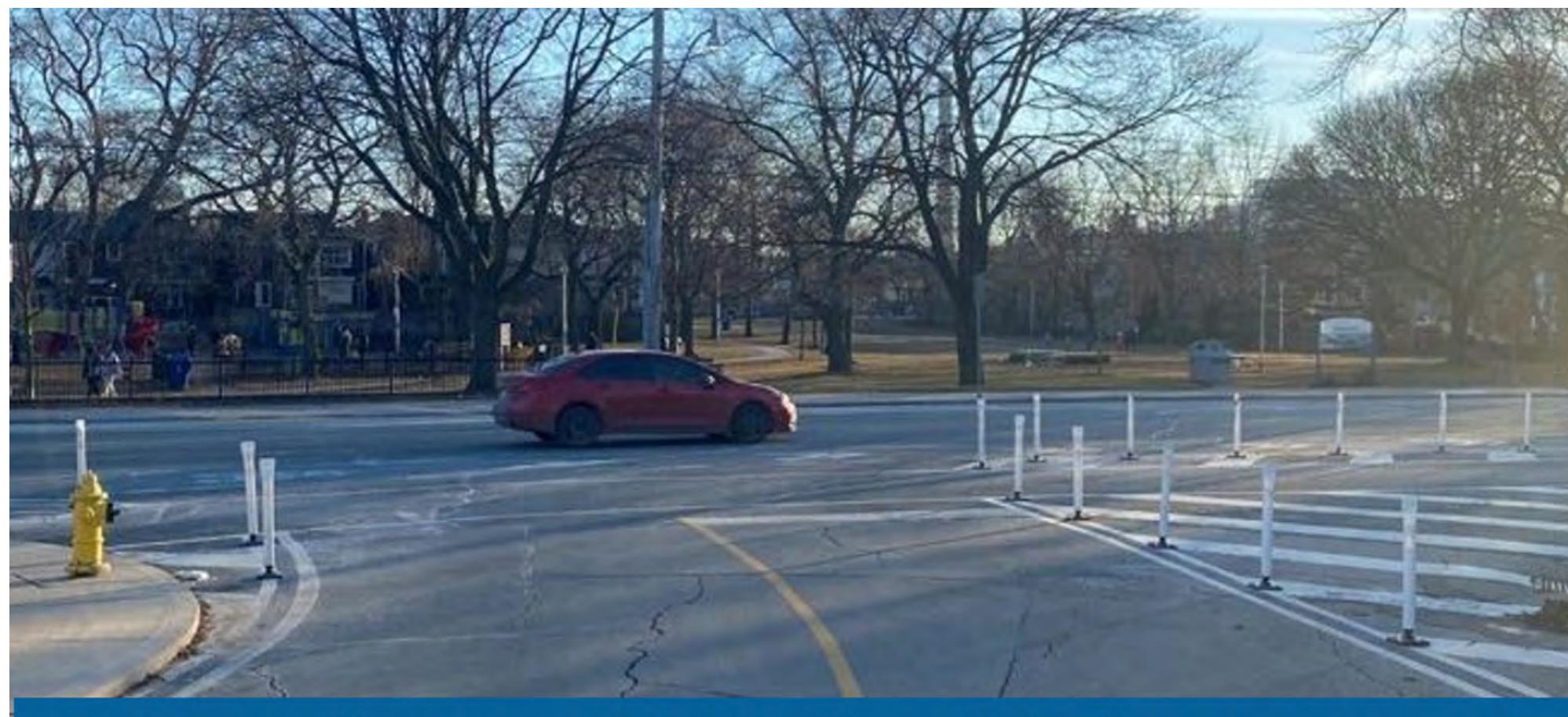
Key conflict issues in the study area include:

- **Intersection and crossing conflicts:** High turning volumes, complex intersection layouts and difficult pedestrian crossings were noted, especially along Eglinton Avenue East where the arterial road meet local streets.
- **Pedestrian safety and visibility:** Long crossing distances, limited sightlines and a lack of designated crossings contribute to conditions that can feel unsafe for pedestrians, particularly at busy intersections.
- **Conflict issues near schools:** Around the schools in this neighbourhood, congestion during drop-off and pick-up times is compounded by illegal parking, U-turns and children crossing mid-block between parked vehicles.

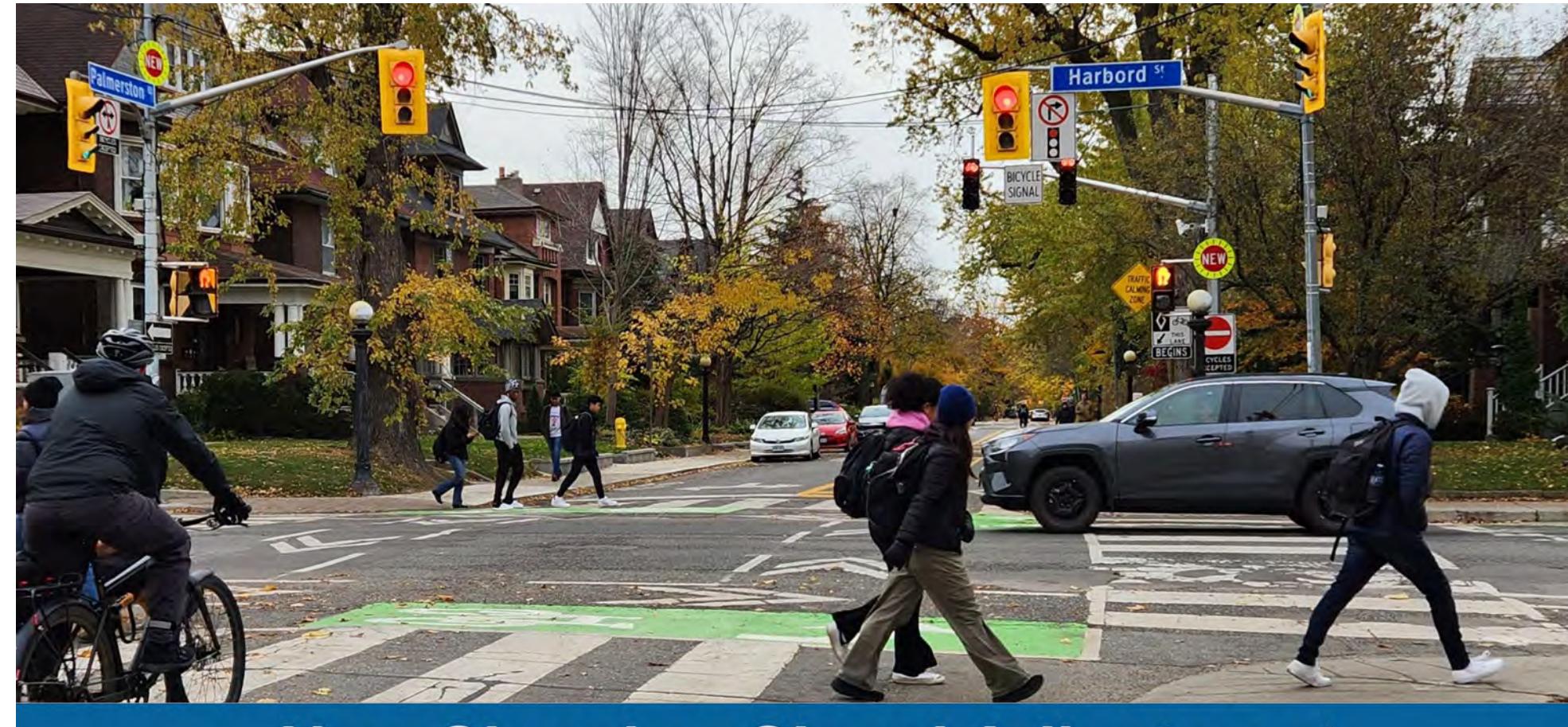


# Issue 1: Conflict Management - Proposed Changes

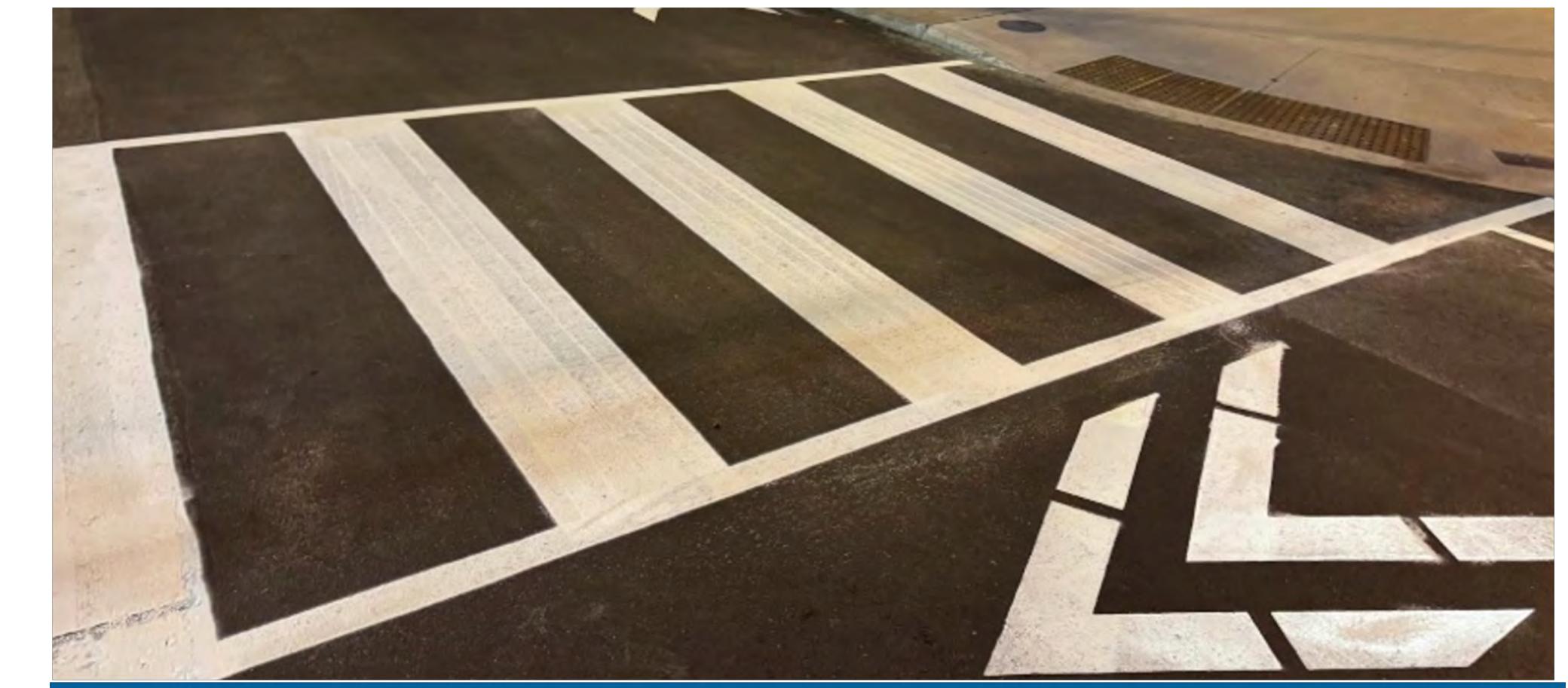
Operational and design improvements are proposed to reduce conflict points across the neighbourhood. Together, these measures aim to create safer, more predictable and more comfortable conditions for all road users.



Intersection or mid-block safety improvement



New Signal or Signal Adjustment



Improved Pavement Markings and Signage

Safety upgrades are planned at several intersections to improve visibility, crossing safety, and traffic flow. These may be implemented as permanent or temporary measures depending on future planned projects. Locations:

- **Eglinton Avenue East and McCowan Road**
- **Eglinton Avenue East and Danforth Road**
- **Eglinton Avenue East and Torrence Road**
- **Eglinton Avenue East and Bellamy Road (GO Station)**
- **Savarin Street and McCowan Road**

To improve safety and comfort for all pedestrians, particularly seniors and students, new traffic signals and signal timing improvements are proposed to enhance intersection safety and reduce conflicts between different road users. Locations:

- **Bellamy Road North and Trudelle Street**
- **Danforth Road and Perivale Crescent**
- **Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North**
- **Eglinton Avenue East and Torrence Road**
- **Trudelle Street near Père Philippe Lamarche Catholic Senior School**

To enhance visibility and safety for all road users, new pavement markings, improved pavement markings, and signage are proposed throughout the neighbourhood. Locations:

- **Torrance Road and Adler Street**
- **Bellamy Road North and Amarillo Dr**
- **Danforth Road and Perivale Crescent**
- **McCowan Road and Eglinton (new signage)**
- **McCowan Road near John McCrae PS (new signage)**

# Issue 1: Conflict Management Map of Proposed Changes

## Proposed Changes to resolve conflict issues:

### Intersection or mid-block safety improvement\*

- Eglinton Avenue East and McCowan Road
- Eglinton Avenue East and Danforth Road
- Eglinton Avenue East and Torrence Road
- Eglinton Avenue East and Bellamy Road
- Savarin Street and McCowan Road: Raised pedestrian crossing

### New or Improved Pavement Markings:

- Torrance Road and Adler Street: Addition of Zebra markings on north and south leg of the intersection
- Bellamy Road North and Amarillo Drive: Refresh pavement markings
- Danforth Road and Perivale Crescent: Addition of Zebra markings on the east leg for visibility improvement

### New Signage:

- McCowan Road and Eglinton "No Exit to Lawrence, Pedestrians Excepted"
- McCowan Road near John McCrae PS: Install No U-turn signage

### New Traffic Signals or Signal Adjustment

- Bellamy Road North and Trudelle Street: addition of a new traffic signal
- Danforth Road and Perivale Crescent: Addition of a half signal to provide a protected pedestrian crossing
- Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North: Addition of a half signal to provide a protected pedestrian crossing
- Eglinton Avenue East and Torrence Road : Addition of Accessible Pedestrian Signals
- Trudelle Street near Père Philippe Lamarche CSS: Addition of a pedestrian crossover (PXO) near the park and trail access point.



\*Changes to intersections along Eglinton Avenue East will be completed through the Safety Improvement Project planned for 2030-2031 with separate public engagement efforts.



# Issue 2: Speed Management Overview of Issues

Arterial roads in this area carry high volumes of fast-moving traffic, which can influence driver behaviour on nearby local streets. This has contributed to concerns about speeding on local roads and higher turning speeds at some major intersections.

Through consultation and observations conducted between March and April 2025, the following streets were identified for review of potential solutions:

- Amarillo Drive
- Bellamy Road North
- Cedar Brae Boulevard
- McCowan Road
- Nelson Street
- Perivale Crescent
- Rossander Court
- Thicketwood Drive
- Torrance Road
- Trudelle Street

Concerns about turning speeds were raised at the following intersections:

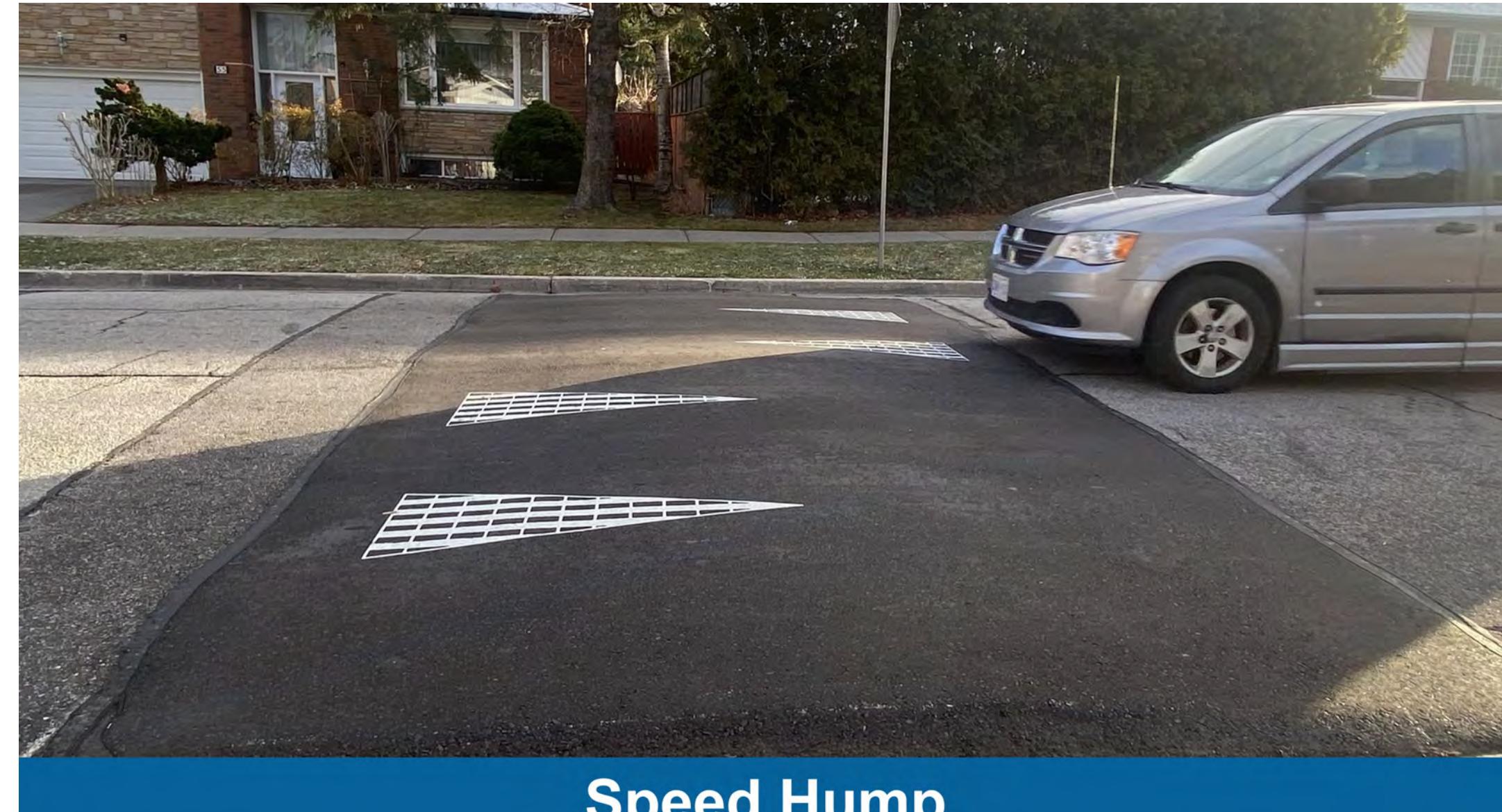
- Bellamy Road North and Nelson Street
- Eglinton Avenue East and Danforth Road
- Eglinton Avenue East and McCowan Road
- Eglinton Avenue East and Torrance Road
- Eglinton Avenue East and Bellamy Road North
- Bellamy Road North and Cedar Brae Boulevard



Map of locations studied to address speed management

# Issue 2: Speed Management Proposed Changes

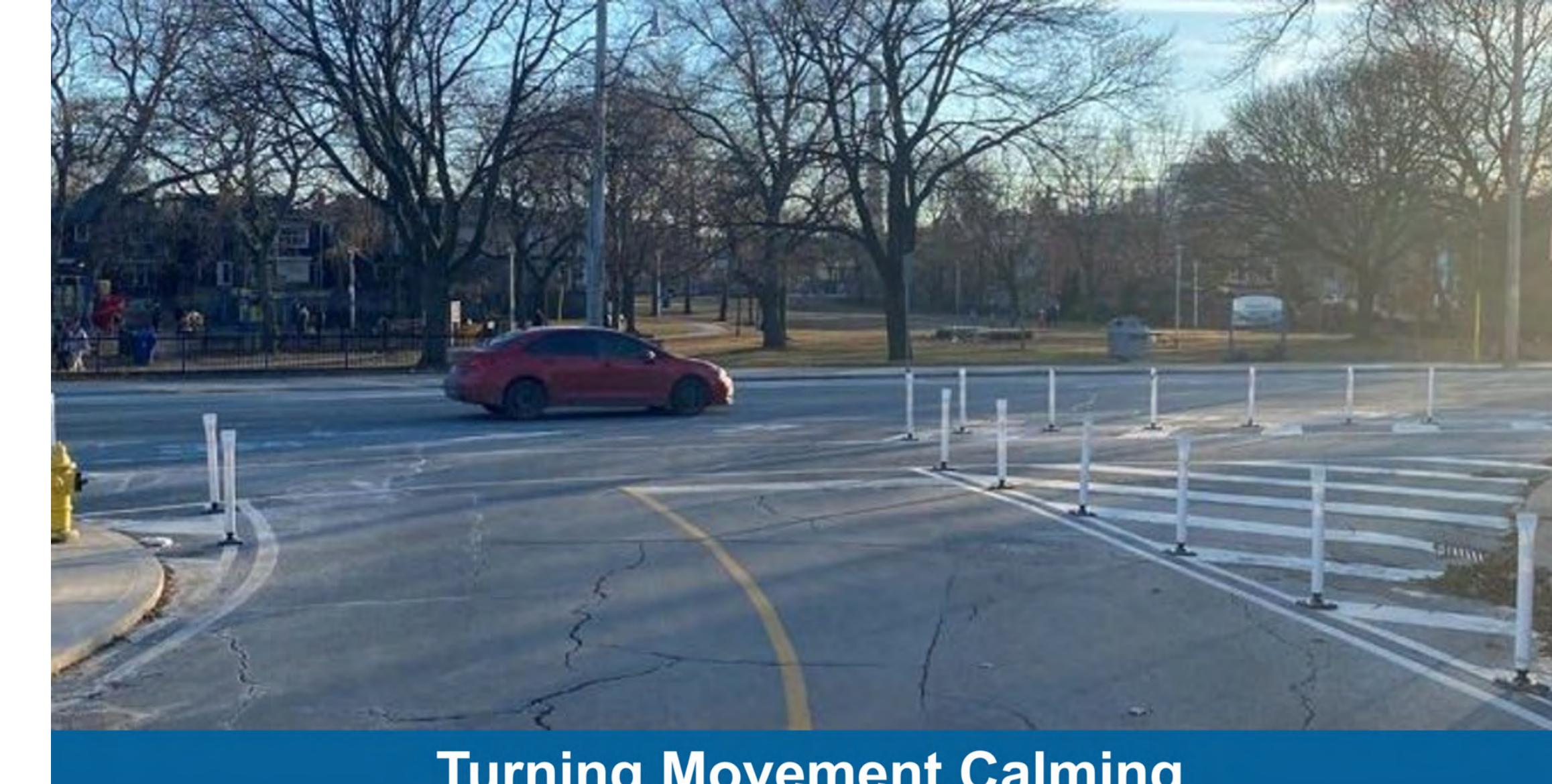
Speeding concerns have been examined, particularly in areas with high pedestrian activity and near schools. To address these issues, the plan proposes measures such as **speed humps**, **turning movement calming** to narrow the roadway and slow vehicles at intersections and **Watch Your Speed Signs (speed feedback signs)**.



Speed Hump



Watch Your Speed Sign



Turning Movement Calming

To help reduce speeding and calm traffic, speed humps are proposed at the following locations:

- **Thicketwood Drive** between Danforth Road to Providence Street
- **Cedar Brae Boulevard** between Bellamy Road North and Grace Street
- **Nelson Street** between Kinsmen Gt and Bellamy Road North
- **Perivale Crescent** Between Danforth Road to Rossander Court
- **Amarillo Drive** between Cedar Brae Boulevard and Bellamy Road North
- **Trudelle Street** between Danforth Road and Cedar Brae Boulevard

To alert drivers and encourage lower motor vehicle speeds, a “Watch Your Speed” sign is proposed for **Bellamy Road North**, just north of Nelson Road. These signs display motorists’ current speeds and encourage drivers to slow down.

To slow down fast-turning vehicles and make intersections safer, turning movement calming is proposed at these locations:

- **Eglinton Avenue East and Danforth Road**
- **Eglinton Avenue East and McCowan Road**
- **Eglinton Avenue East and Torrance Road**
- **Eglinton Avenue East and Bellamy Road North**
- **Bellamy Road North and Cedar Brae Boulevard**

# Issue 2: Speed Management Map of Proposed Changes

## Speed Humps

- Thicketwood Drive between Danforth Road to Providence Street
- Cedar Brae Boulevard between Bellamy Road North and Grace Street
- Nelson Street between Kinsmen Gt and Bellamy Road North
- Perivale Crescent Between Danforth Road to Rossander Court
- Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North
- Trudelle Street between Danforth Road and Cedar Brae Boulevard

## Watch Your Speed Sign

- Bellamy Road North, just north of Nelson Street

## Turning Movement Calming at Intersections

*(primarily addressed through the safety improvements proposed under Conflict Management)*

- Eglinton Avenue East and Danforth Road
- Eglinton Avenue East and McCowan Road
- Eglinton Avenue East and Torrance Road
- Eglinton Avenue East and Bellamy Road North
- Bellamy Road North and Cedar Brae Boulevard



# Issue 3: Traffic Volume Overview of Issues

As part of the study, site visits, data analysis, and public input helped identify the following streets for review:

- McCowan Road experiences temporary congestion during school drop-off and pick-up hours
- Trudelle Street is used for non-local trips as a bypass of nearby arterial roads
- Amarillo Drive experiences temporary congestion during school drop-off and pick-up hours

## Data Review and Analysis

A review of traffic volume data from the past five years shows that all streets, including those influenced by school traffic, **remain below the City's standard thresholds**: less than 2,500 vehicles per day for local roads, and between 2,500 and 8,000 vehicles per day for collector roads.

## Proposed Actions

Based on the analysis, no traffic volume management measures are proposed on these roads. However, new parking restrictions in school zones, along with speed humps and other speed management measures across the neighbourhood, can discourage non-local drivers to use the local roads.



A new green advisory sign indicating “No Exit to Lawrence, Pedestrians Excepted” is proposed at Eglinton Avenue East and along McCowan Road to inform non-local drivers that McCowan Road does not provide a through connection.



Map of locations studied to address volume management

# Issue 4: School-Related Safety Overview of Issues

The study area within the Eglinton-Bendale South project area includes four schools:

- John McCrae Public School
- UMC High School
- Père-Philippe-Lamarche Catholic Senior School
- St. Nicholas Catholic School

The issues identified around these schools can be grouped into three types:

## Pedestrian crossing safety concerns

- Trudelle Street (midblock)
- Trudelle Street and Danforth Road
- McCowan Road and Trudelle Street
- McCowan Road in front of John McCrae Public School
- Bellamy Road North and Amarillo Drive

## Speeding on streets in front of schools

- Trudelle Street
- Amarillo Drive
- McCowan Road

## Traffic congestion during school drop-off and pick-up

- Amarillo Drive
- McCowan Road
- Trudelle Street



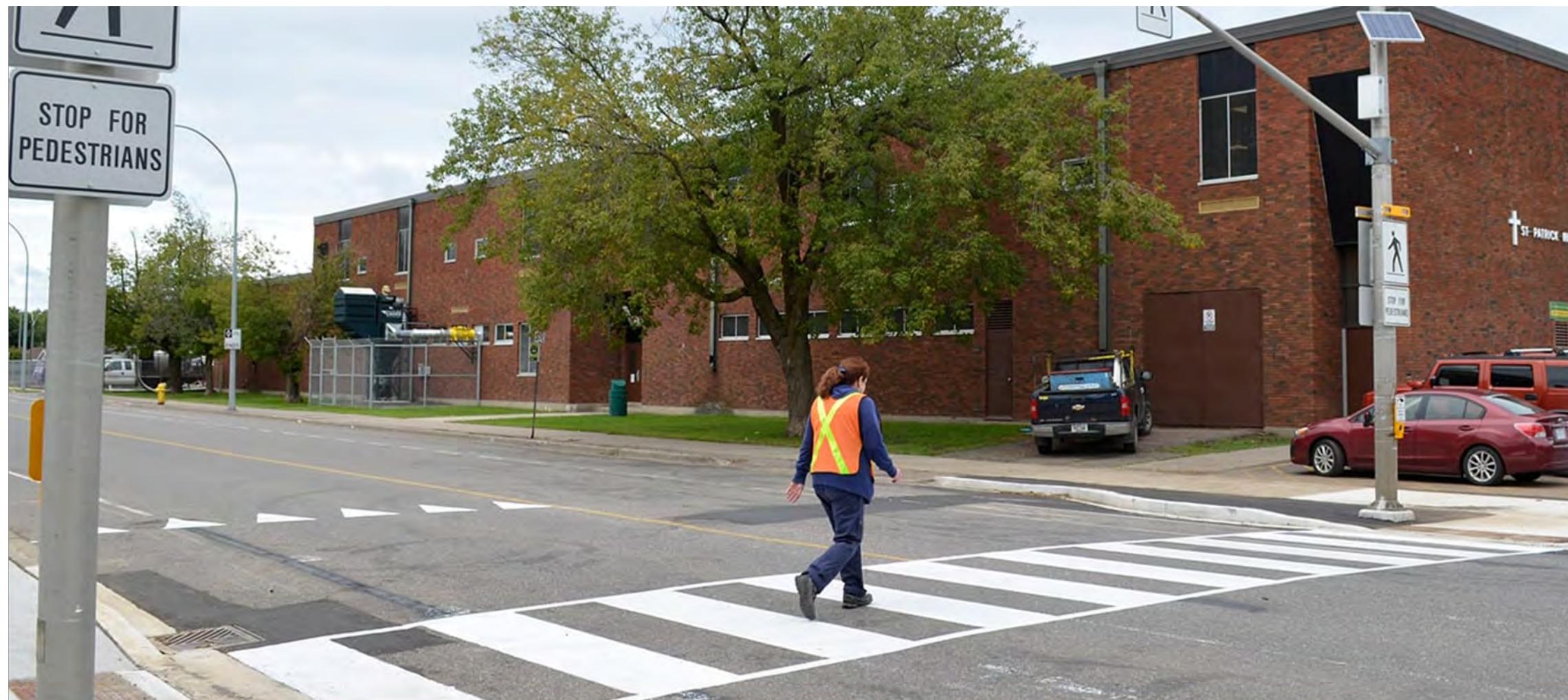
Map of locations studied to address traffic safety concerns around the schools

# Issue 4: School-Related Safety Proposed Changes

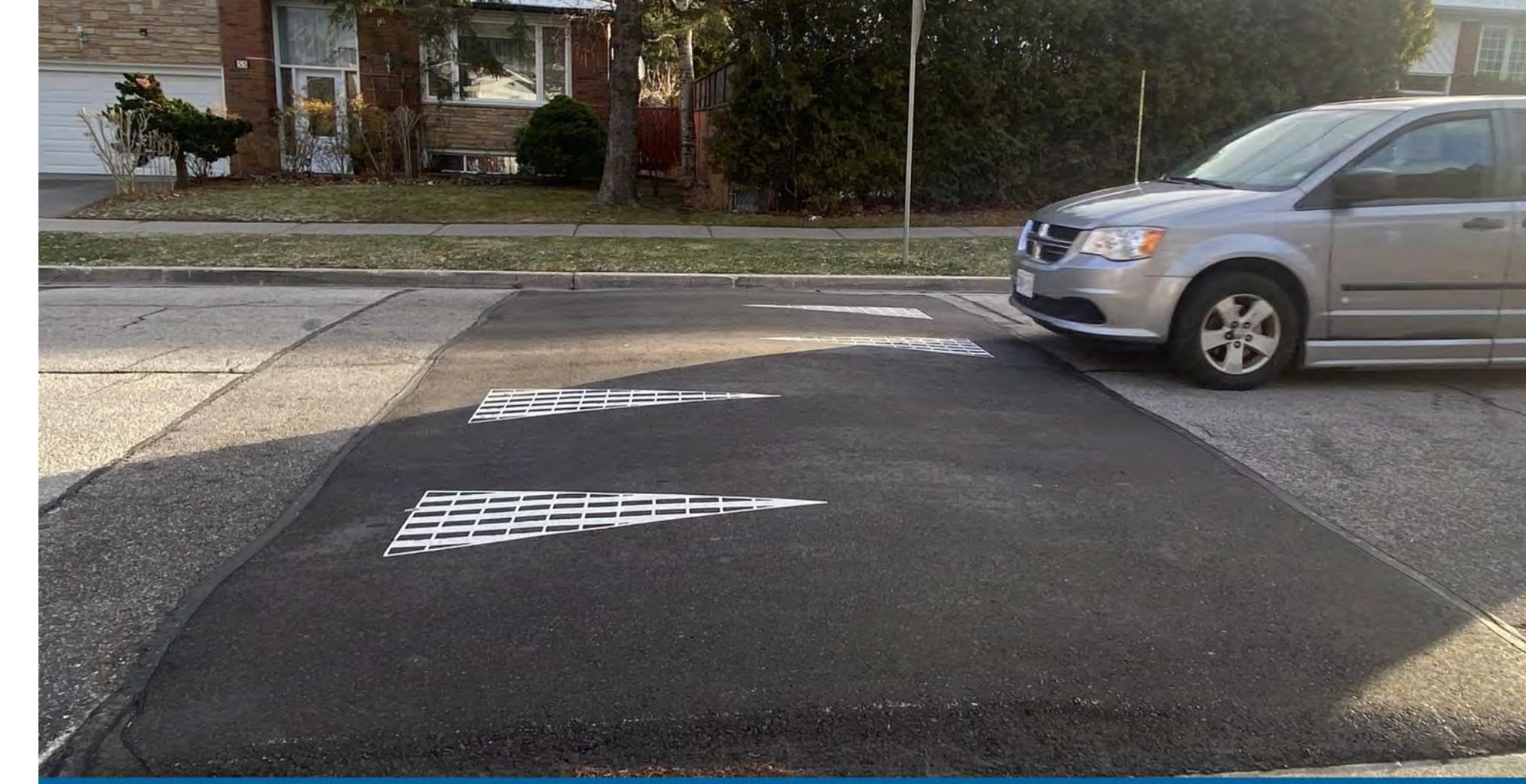
A range of interventions are proposed to address traffic safety concerns around the schools. Some of these changes also help to address other key issues identified through the Streets Plan including speed management, parking management, and conflict management.



Parking Management  
to Reduce Traffic Congestion



Intersection Safety and Pedestrian  
Crossing Improvement



Speed management

All by-laws and parking restrictions on streets around the schools were reviewed. New or amended parking restrictions are proposed for:

- **Amarillo Drive**
- **McCowan Road**
- **Trudelle Street**

Several design enhancements are proposed to improve intersection and pedestrian crossing safety, including a new crossing guard, a new pedestrian crossover and upgraded pavement markings. Locations:

- **Bellamy Road North and Amarillo Drive** (refreshed pavement marking)
- **McCowan Road** in front of John McCrae Public School (raised crosswalk and flex bollards)
- **Trudelle Street** in front of Père-Philippe-Lamarche Catholic Senior School (pedestrian crossover)
- **McCowan Road and Trudelle Street** (new crossing guard)

New speed humps are proposed on the following streets to help slow down traffic in front of schools and discourage non-local drivers from using these routes:

- **Amarillo Drive**
- **Trudelle Street**

# Issue 4: School-Related Safety Map of Proposed Changes



# Pedestrian Crossing Improvement

- Bellamy Road North and Amarillo Drive: Pavement marking refreshment
- Trudelle Street in front of Père-Philippe-Lamarche Catholic School: Addition of a new pedestrian crossover
- McCowan Road In front of John McCrae Public School: Raised crosswalk at the pedestrian crossover and addition of flex bollards 15 m from the pedestrian crossover to improve sightline of pedestrians crossing



# Crossing Guard

- Trudelle Street and McCowan Road



# Speed management interventions on school streets

- Trudelle Street between Danforth Road and Cedar Brae Boulevard
- Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North



# Parking Management to Ease Traffic Congestion and By-law change

- McCowan Road (John McCrae Public School):
  - West side and cul-de-sac: No Stopping, Mon–Fri, 8–9 a.m. and 3–4 p.m.
  - East side (north of pedestrian crossover): Designate a 15-minute “Drop-Off Only” zone
- Amarillo Drive (St. Nicholas Catholic School):
  - North side: By-law amendment to implement No Stopping, Mon–Fri, 8–9 a.m. and 3–4 p.m.
  - South side: Designate a 15-minute “Drop-Off Only” zone
- Trudelle Street (in front of Père-Philippe-Lamarche Catholic Senior School):
  - North side: No Stopping restrictions, Mon–Fri, 7 a.m. –4 p.m.
  - South side: Designate a 15-minute “Drop-Off Only” zone
- McCowan Road In front of John McCrae Public School:
  - All approaches: No U-turn



# Summary of Proposed Action Plan

The following tables and map summarize all changes to traffic operations and road design proposed to improve safety and mobility in Eglinton-Bendale South. Some changes can be made in the short-term, while others require more time to coordinate material, talent and budget needed to get the work done.

<b>Short-Term Changes</b> <i>Short-term changes can be implemented within 6 months to 2 years of decision to proceed.</i>	
Change	Location
1 <b>Speed humps</b>	<ul style="list-style-type: none"> <li>Thicketwood Drive between Danforth Road and Providence Street</li> <li>Cedar Brae Boulevard between Bellamy Road North and Grace Street</li> <li>Nelson Street between Kinsmen Gate and Bellamy Road North</li> <li>Perivale Crescent between Danforth Road and Rossander Court</li> <li>Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North</li> <li>Trudelle Street between Danforth Road and Cedar Brae Boulevard</li> </ul>
2 <b>New Signage</b>	<ul style="list-style-type: none"> <li>McCowan Road and Eglinton Avenue East: "No Exit to Lawrence, Pedestrians Excepted" sign</li> <li>Bellamy Road North and Nelson Street: "Watch Your Speed" sign placed on a rotating basis</li> </ul>
3 <b>U-turn Restriction</b>	<ul style="list-style-type: none"> <li>McCowan Road in front of John McCrae Public School</li> </ul>
4 <b>Crossing Guards</b>	<ul style="list-style-type: none"> <li>Intersection of Trudelle Street and McCowan Road (approved for one crossing guard for two shifts (a.m. and p.m.))</li> </ul>
5 <b>TTC Stop Relocation</b>	<ul style="list-style-type: none"> <li>Trudelle Street and Danforth Road: The two bus stops to be relocated to the north of the intersection closer to the crosswalk</li> <li>Danforth Road and Perivale Crescent: Moving TTC Stops to the south to get closer to the proposed crosswalk</li> </ul>
6 <b>New or Refreshed Pavement Markings</b>	<ul style="list-style-type: none"> <li>Torrance Road and Adler Street: Addition of zebra markings on north and south side of the intersection</li> <li>Bellamy Road North and Amarillo Drive: Refresh pavement markings</li> <li>Danforth Road and Perivale Crescent: Addition of zebra markings on the east side for visibility improvement</li> </ul>
7 <b>Intersection Safety Improvement</b>	<ul style="list-style-type: none"> <li>Cedar Brae Boulevard and Banmoor Boulevard: new curb line using paint and bollards to slow turning vehicles</li> </ul>
8 <b>Traffic Management Improvement</b>	<ul style="list-style-type: none"> <li>McCowan Road in front of John McCrae School: Addition of flex bollards 15 m from the pedestrian crossover to improve sightline of pedestrians crossing</li> </ul>
9 <b>New Signal</b>	<ul style="list-style-type: none"> <li>Trudelle Street and Cedar Brae Boulevard: Addition of a new traffic signal</li> <li>Danforth Road and Perivale Crescent: Addition of a half signal to support pedestrian crossing</li> <li>Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North: Addition of a half signal to support pedestrian crossing</li> <li>Trudelle Street near Père Philippe Lamarche CSS: Addition of a pedestrian crossover near the park and trail access point</li> </ul>

# Summary of Proposed Action Plan (continued)

Short-Term Changes (continue)	
Change	Location and Implementation Considerations
10 <b>Parking Restrictions</b>	<ul style="list-style-type: none"> <li>McCowan Road at John McCrae Public School: <ul style="list-style-type: none"> <li>West side and cul-de-sac: No Stopping, Mon–Fri: 8–9 a.m. and 3–4 p.m.</li> <li>East side (north of pedestrian crossover): Designate a 15-minute “Drop-Off Only” zone</li> </ul> </li> <li>Amarillo Drive at St. Nicholas Catholic School: <ul style="list-style-type: none"> <li>North side: By-law amendment to implement No Stopping, Mon–Fri: 8–9 a.m. and 3–4 p.m.</li> <li>South side: Designate a 15-minute “Drop-Off Only” zone</li> </ul> </li> <li>Trudelle Street at Père-Philippe-Lamarche Catholic Senior School: <ul style="list-style-type: none"> <li>North side: No Stopping restrictions, Mon–Fri: 7 a.m.– 4 p.m.</li> <li>South side: Designate a 15-minute “Drop-Off Only” zone</li> </ul> </li> </ul>

Medium-Term Changes	
Medium-term changes are those that can be implemented within 2 to 5 years of decision to proceed.	
Change	Location and Implementation Considerations
1 <b>Signal Improvement</b>	<ul style="list-style-type: none"> <li>Eglinton Avenue East and Torrence Road : Addition of Accessible Pedestrian Signals (APS)</li> </ul>

Other changes are being considered in the long-term (5+ years), subject to further programming, feasibility study, public consultation, and/or detailed design. Changes noted for future consideration include:

- **Intersection or mid-block safety improvement (permanent changes to the design):**
  - Along Eglinton Avenue East to be delivered as part of the planned Eglinton Avenue East Safety Improvements project
  - At Savarin Street and McCowan Road: Raised crosswalk at the PXO
- **New cycling connection:**
  - Eglinton Avenue between McCowan Road and Bellamy Road North: On-street bikeway construction
  - Bellamy Road North between Eglinton Avenue East to Bellamy Road North: On-street bikeway construction
  - Bellamy Road North between Bellamy Road North and Lawrence Avenue East: Addition of cycle tracks using quick-build or modular materials (currently under feasibility review due to provincial amendments to the Highway Traffic Act)
- **Missing sidewalks:** City policy requires sidewalks on at least one side of local roads in Toronto. The City's Missing Sidewalk Installation Program identifies opportunities to add sidewalks as part of planned road reconstruction. Subject to future road work planning, Cedar Brae Boulevard, Braeburn Boulevard, Fariway Drive, Carslake Crescent and Pringdale Gardens Circle have been identified for sidewalk installation.

# Map of Proposed Changes (Short-Term Changes (6 months to 2 years) and Mid-Term Changes (2-5 Years))

## Speed Humps

- Thicketwood Dr from Danforth Road to Providence Street
- Cedarbrae Boulevard between Bellamy Road North and Grace Street
- Nelson Street between Kinsmen Gt and Bellamy Road North
- Perivale Crescent Between Danforth Road to Rossander Crt
- Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North
- Trudelle Street between Danforth Road and Cedarbrae Boulevard

## New Signage

- McCowan Road and Eglinton "No Exit to Lawrence"
- McCowan Road near John McCrae PS: Install No U-turn signage
- Watch Your Speed Sign (speed display signs)

## Bylaw Change for Turning Restriction

- McCowan Road in front of John McRae Dr: No U-Turn (by-law change)

## Crossing Guards

- Intersection of Trudelle Street and McCowan Road (approved for 2 shifts)

## TTC Stop Relocation

- Trudelle Street and Danforth Road. Stop #4967 to move 20m north (closer to the crosswalk). Stop# 4969 to be relocated to 20 m north of the intersection closer to the crosswalk
- Danforth Road and Perivale Crescent: Moving the Stop #5669 and #5668 to the south to get closer to the proposed crosswalk

## Pavement Markings

- Torrance Road and Adler Street: Addition of Zebra markings on north and south leg of the intersection
- Bellamy Road North and Amarillo Dr: Refresh pavement markings
- Danforth Road and Perivale Crescent: Addition of Zebra markings on the east leg for visibility improvement

## Traffic Management Improvement

- McCowan Road in front of John McRae School: Addition of Flex Bollards 15m from the PXO to improve sightline

## Intersection Safety Improvement

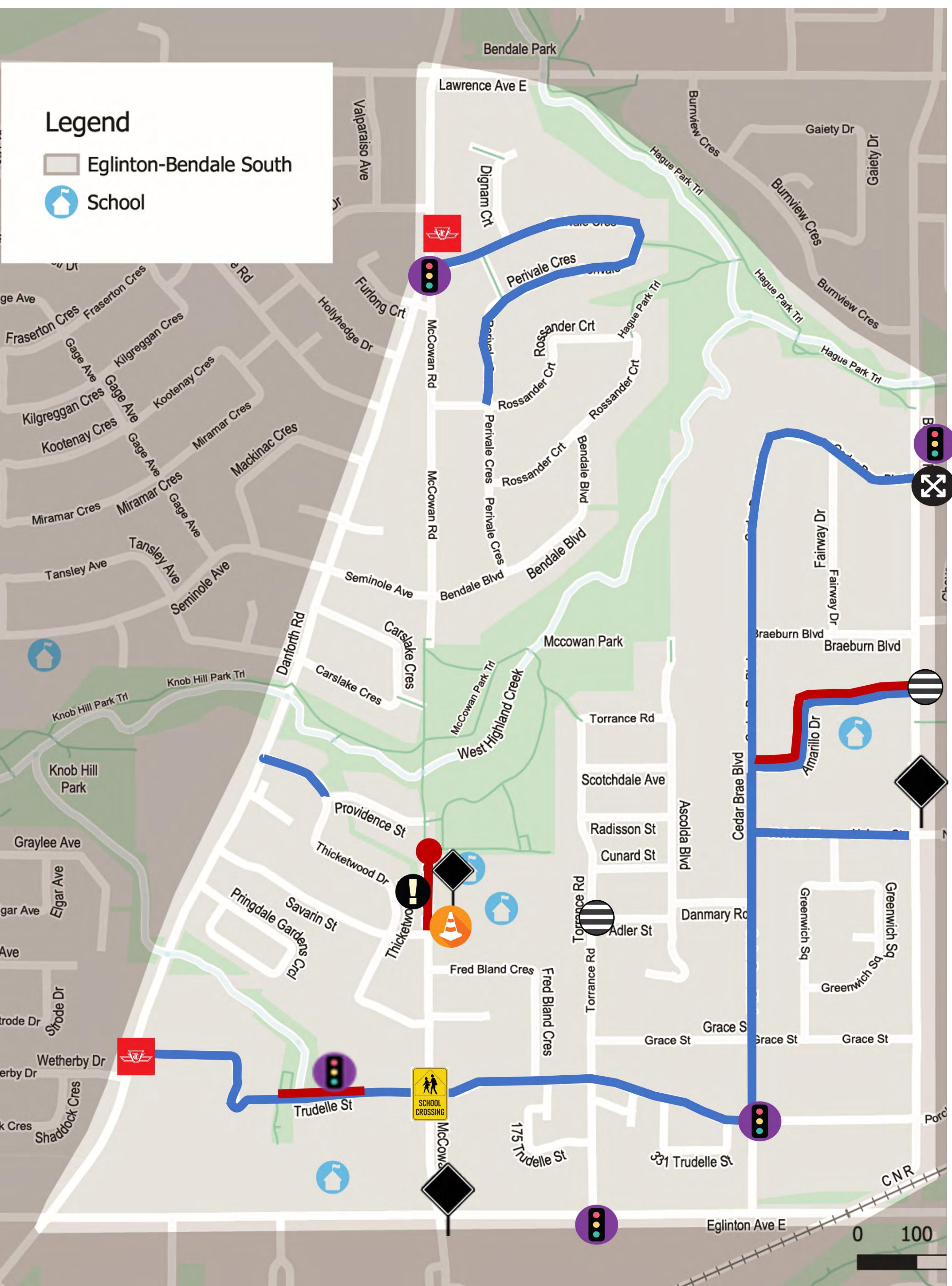
- Cedar Brae Boulevard and Banmoor Boulevard: Geometric safety improvements including paint and bollards

## New Signal or Signal Adjustment

- Bellamy Road North and Trudelle Street: addition of a new traffic signal
- Danforth Road and Perivale Crescent: Addition of a half signal to support pedestrian crossing
- Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North: Addition of a half signal to support pedestrian crossing
- Eglinton Ave E and Torrence Road : Addition of Accessible Pedestrian Signals (APS)
- Trudelle Street near Père Philippe Lamarche CSS: Addition of A pedestrian crossover (PXO) near the park and trail access point.

## Parking Restrictions

- McCowan Road:
  - West side and the Cul-de-Sac: No-Parking to No-Stopping, Monday–Friday, 8 AM–9 AM and 3PM–4 PM
  - East Side, 30 m north of PXO): Designate a 15-minute “Drop-Off Only” zone
- Amarillo Dr:
  - North side: By-law amendment to implement No Stopping, 8-9 AM–3-4 PM.
  - South side: Designate a 15-minute Drop-off Only zone.
- Trudelle Street:
  - North of Trudelle Street before and after the curve ‘No Stopping’ restrictions (Mon–Fri, 7 AM - 4 PM)
  - South side: Designate a 15-minute “Drop-Off Only” zone



# Next Steps



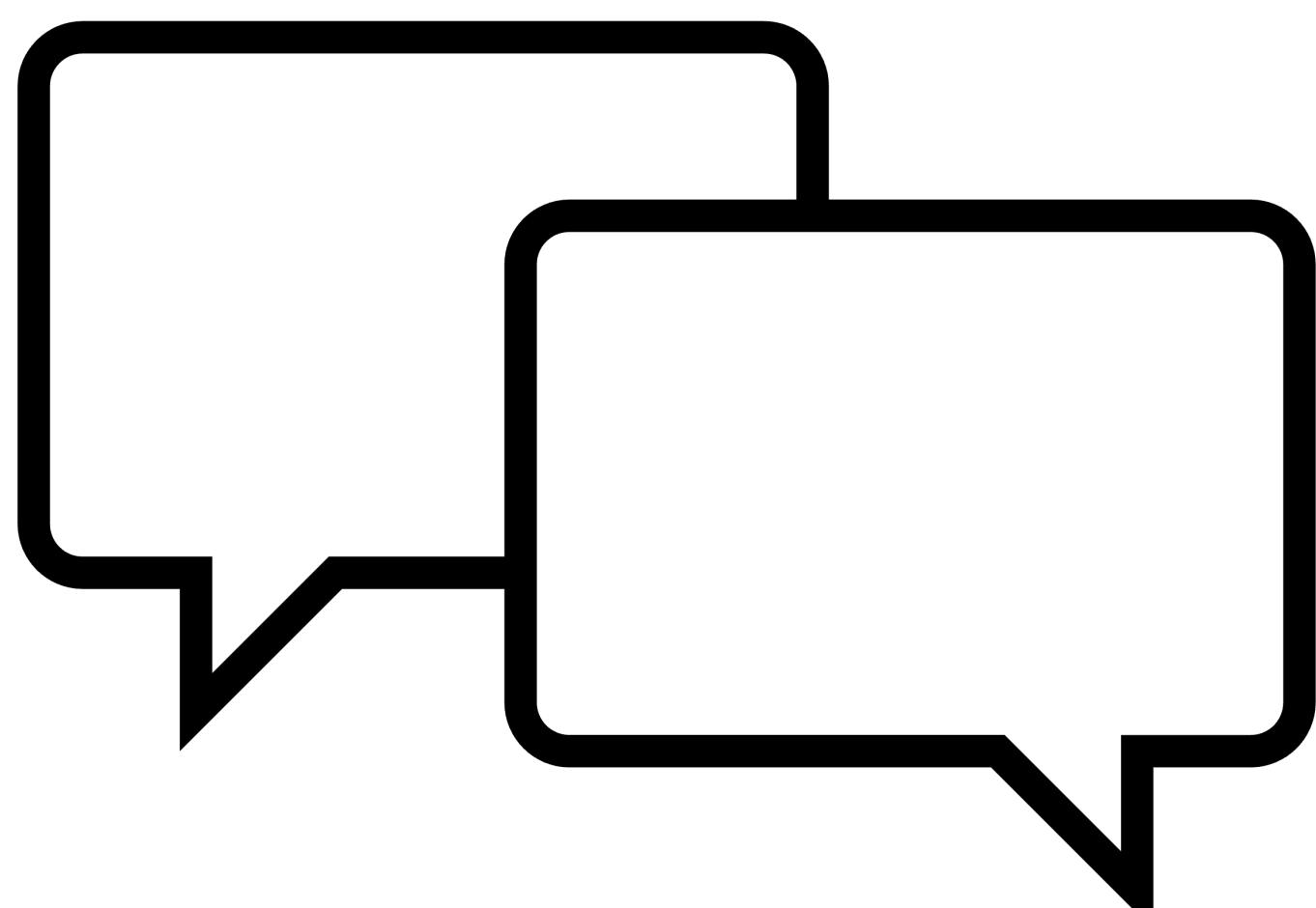
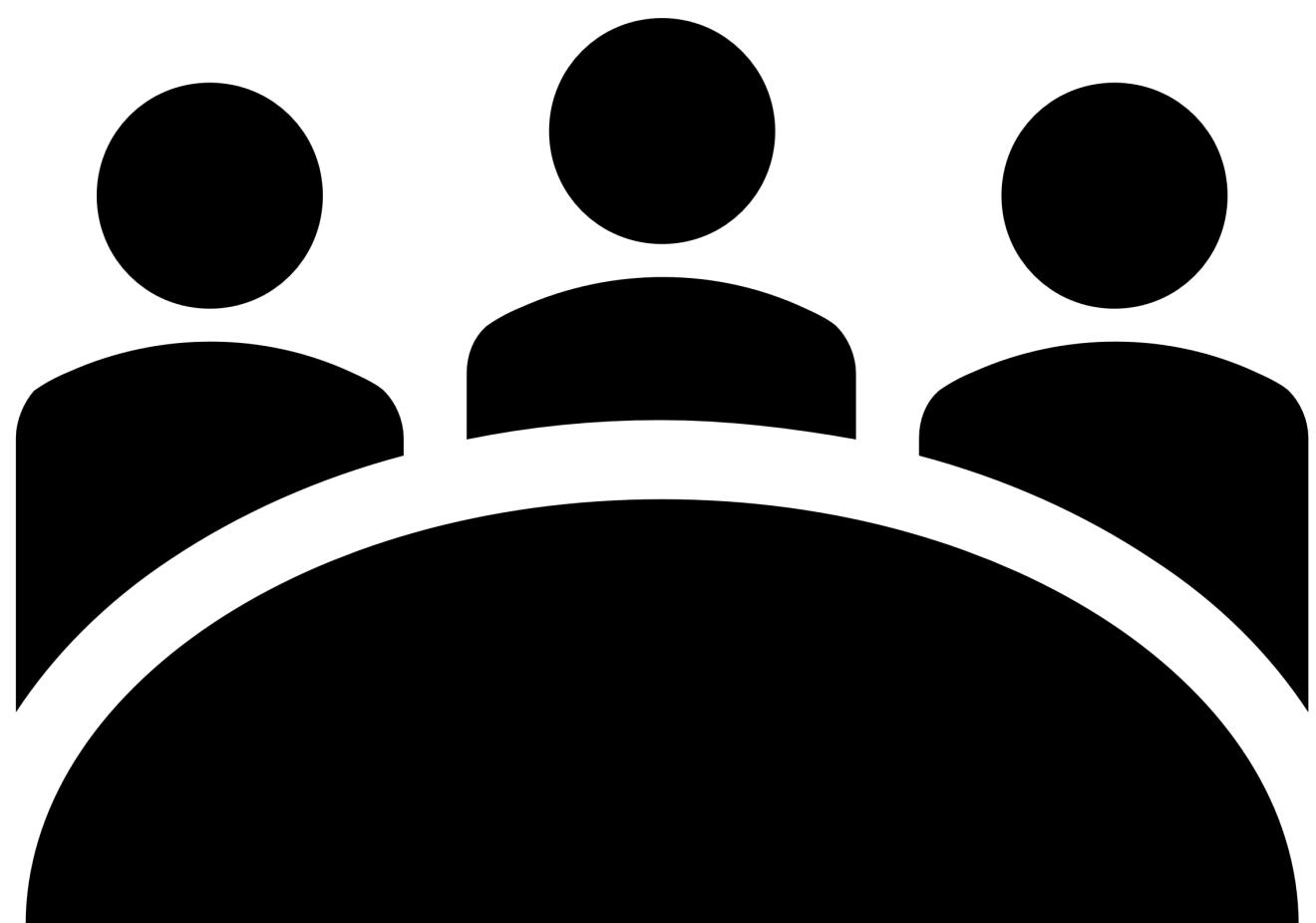
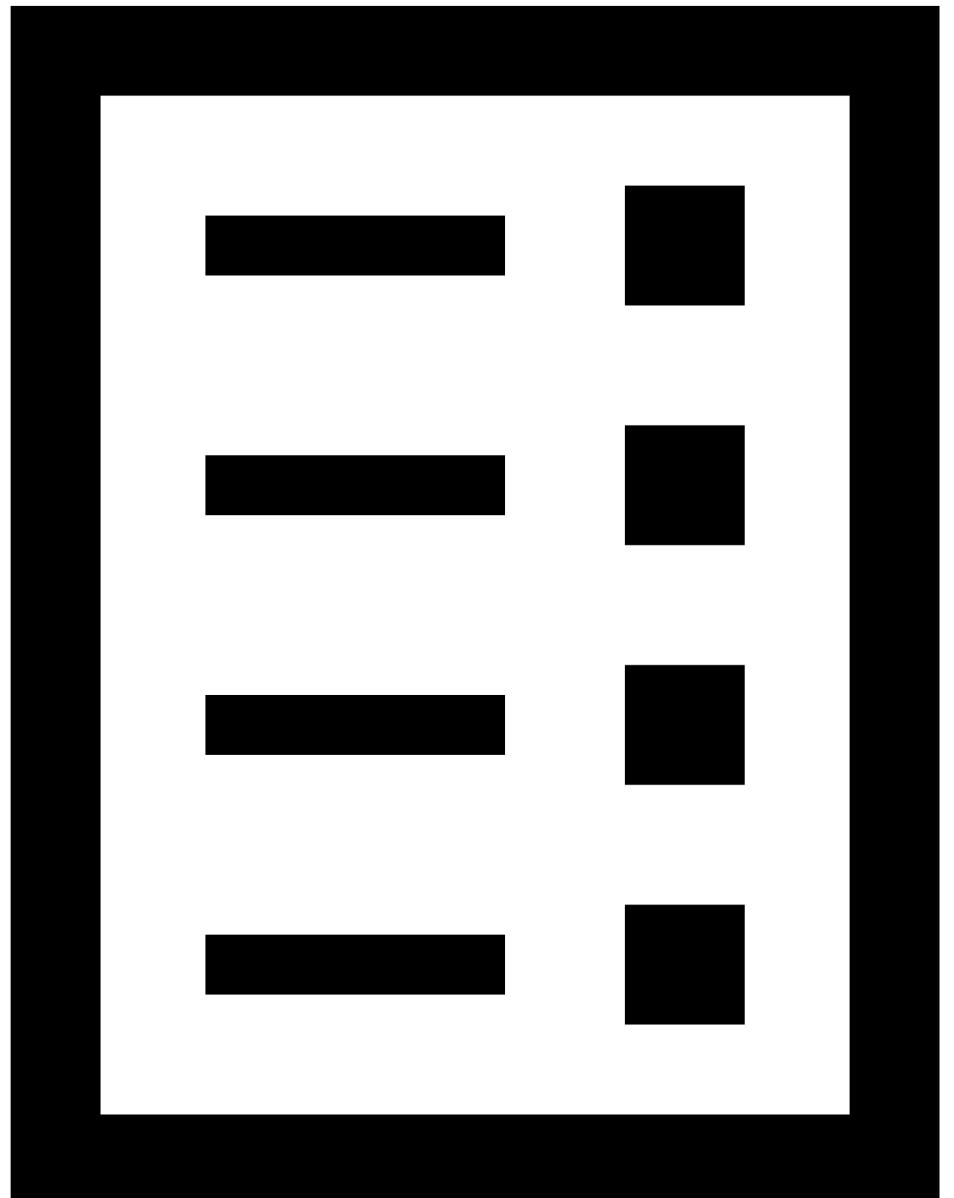
# Decision Making and Monitoring

Following consultation, the City's project team will prepare a **consultation report** summarizing all activities and feedback received that will be posted to the project webpage.

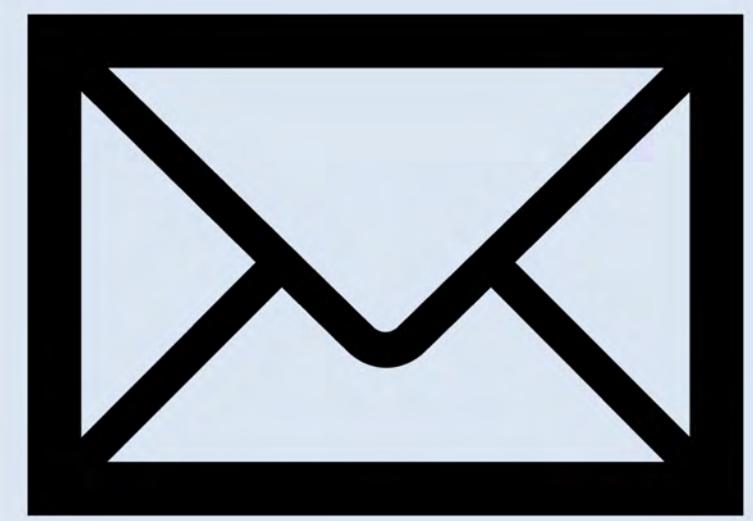
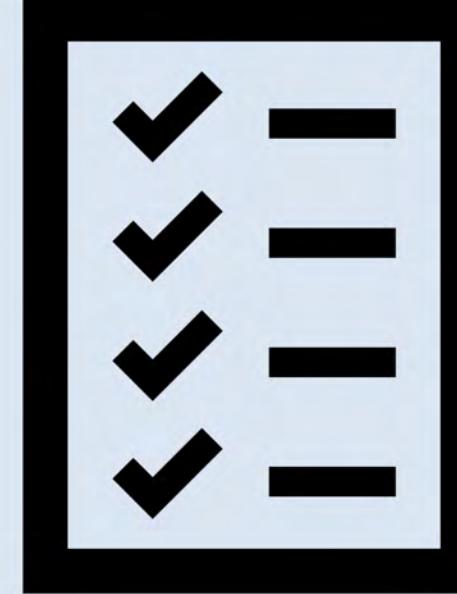
Staff will review all feedback and present final recommendations to the Scarborough Community Council in Spring 2026. The Committee/Community Council may vote to 'adopt', 'defer', 'reject', or 'receive' the recommendations of the Streets Plan, and may submit additional related motions.

Members of the public can arrange to speak ("depute") at Committee/Community Council or submit comments in writing in advance. More information on how to participate is available through the City's web site and will be shared with the project email list about one week in advance of the meeting date, once the meeting agenda is available.

After changes are installed, the City continues to monitor the project area, respond to feedback, and make additional adjustments as needed.



# Provide Feedback



**Comment deadline:**  
March 4, 2026

- ✓ **Provide feedback via survey, email, phone or mail**
- ✓ **Subscribe for email updates**

**Contact:**  
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Toronto, Ontario. M5V 3C6



## General Requests and Enforcement

- Contact your local Councillor to **pick up a Slow Down sign** that helps remind the people driving to slow down and be aware.
- **Contact 311** to create a service request for immediate roads, sidewalks and traffic safety concerns  
[311@toronto.ca](mailto:311@toronto.ca)  
[Toronto.ca/311](http://Toronto.ca/311)
- File a police report or request enforcement regarding parking or driving complaints, or a local neighbourhood traffic issue or concern. **Toronto Police Services 43 Division**  
416-808-2222