

February 4, 2026

Eglinton-Bendale South Streets Plan



The **Eglinton-Bendale South Streets Plan** recommends changes to traffic operations and road design to enhance safety and accessibility for everyone using the streets. Based on public feedback, data analysis, and a review of City programs and policies, the key issues and opportunities identified in the neighbourhood include: speeding on local roads, safety concerns and conflicts between different road users especially at intersections, school-related traffic safety issues and high traffic volumes.

Proposed Changes

The City is seeking feedback from the community on proposed changes including:

- New and improved pedestrian crossings and pavement markings at key intersections and at mid-block locations to enhance safety
- Intersection safety improvements along Eglinton Avenue East to slow fast-turning vehicles and reduce conflict between all road users
- Speed humps and one “Watch Your Speed” sign to help manage vehicle speeds on six local streets
- School area safety improvements including upgraded crossings, speed humps and parking restrictions
- New signal and signal timing adjustments at multiple intersections to improve safety and reduce conflicts between road users

See the following pages or visit the project webpage for more details.

The City invites residents and interest groups to learn more and provide feedback about the proposed changes.

Learn More



View project information including information panels.

[toronto.ca/
EglintonBendaleStreets](http://toronto.ca/EglintonBendaleStreets)

Attend the Public Drop-In Event *



Wednesday, February 18, 2026

6 to 8 p.m.
John McCrae Public School
431 McCowan Road

Provide Feedback



Complete the online survey or request a printed copy. Submit comments by email, mail or phone.

Comment deadline:
Wednesday, March 4, 2026

Access to the public drop-in event location is wheelchair/mobility aid accessible. If you require other disability-related accommodation to participate, please contact us one week before the event.

*Visit the webpage for information about community pop-ups and to sign up for email updates about the project.

The following changes are being proposed as part of the Eglinton-Bendale South Streets Plan. A map showing locations is included on the next page.

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

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 safety improvements, a new cycling connection on Eglinton Avenue East, and installation of missing sidewalks.

Map of Proposed Short-Term and Medium-Term Changes



Legend

- Speed Humps
- Parking Restrictions
- New Signage
- Pavement Marking
- Signal Adjustment
- Intersection or mid-block safety improvement
- New Crossing Guard

Traffic Management Tool

TTC Stop Relocation

Turning Restriction

Related Projects:

Eglinton Avenue East Safety Improvements

Improvements along Eglinton Avenue East between McCowan Road to Kingston Road, particularly at intersections, will be delivered through the planned intersection safety improvement project. This project will include its own public consultation process.

What is a Neighbourhood Streets Plan?

Neighbourhood Streets Plans serve neighbourhoods where traffic and travel options challenge the safety and mobility of people using the streets. Through the planning process, a team of City staff work with communities to identify local issues and opportunities, collect and analyze traffic and travel demand data, and review relevant City programs and policies. The resulting Streets Plan prioritizes the greatest needs and recommends changes to traffic operations and street designs. Streets Plans consider the needs of all road users and emphasize the safety of vulnerable road users such as seniors, school children, pedestrians and people cycling.

Neighbourhood Streets Plans are subject to approval of the local Community Council. Approved changes are implemented in coordination with several City divisions to achieve efficiencies and minimize disruption from construction and roadwork. Timeline for implementation varies accordingly.

What types of changes are considered?

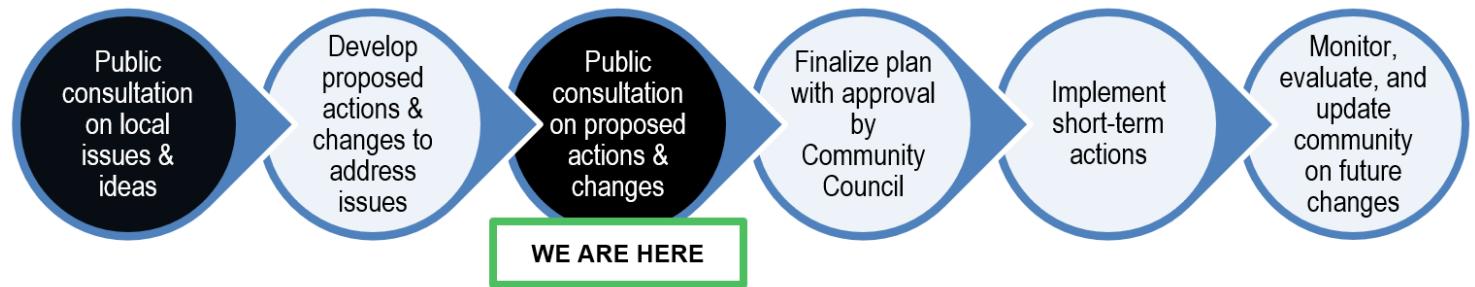
Streets Plans typically result in street improvements in the short or medium-term (months to 5 years) which can be made using temporary, flexible materials like signs, asphalt, paint, and bollards. Plans also identify desirable changes which are best accomplished as part of programmed road work, property development, or other major city-building projects in the future (typically 5+ years).

The outcomes of each Streets Plan are different based on local conditions and the needs of each neighbourhood. Generally, recommended actions relate to managing motor vehicle speed and volume, and reducing traffic safety conflicts. In every neighbourhood, the planning process is informed by the City's Traffic Calming Guide, Vision Zero Action Plan, Complete Streets Guidelines, Congestion Management Plan, as well as the latest transit service improvement plans advanced in partnership with the Toronto Transit Commission.

How is the community involved?

Public consultation on Neighbourhood Streets Plans takes place in two phases. The participation of local residents and interest groups is essential to identify appropriate changes and actions for the neighbourhood. Each phase of consultation typically includes a scheduled community event, online copies of information materials, and an online survey for self-guided participation.

Community members may also register to speak (depute) at the Community Council meeting where the recommended version of the Neighbourhood Streets Plan is subject to debate and vote.



More Information

Visit the web page to sign up for emails including a notice of final report to Community Council.



Anna Kim
Senior Public Consultation Coordinator
Metro all, 19th Floor, 55 John St.
Toronto, ON M5 3C

Email: EglintonBendaleStreets_toronto.ca
Tel: 41 -338-1837

தமிழில் உதவியைப் பெறுவதற்கு, 311 ஜுத் தொடர்பு கொள்ளவும்.

আপনার নজিরে ভাষায় সহায়তার জন্য, অন্গরহ করে 311 নম্বরে কল কৰুন।

** Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.*