

Eglinton-Bendale South Streets Plan

Phase Two Public Consultation Report

April 2026

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Consultation Summary

Public and interest group consultation for Phase Two of the Eglinton-Bendale South Streets Plan took place from February 4 to March 4, 2026. The focus of Phase Two public consultation was to obtain feedback about proposed changes to address safety and mobility concerns within the project area.

Phase Two public consultation activities included a virtual community interest group meeting, a public drop-in event, community pop-up engagement activities, an online survey, and comment tracking. Five people attended the in-person drop-in event, five people were engaged through the community pop-up activities, 65 survey responses were received along with 15 comments by mail, phone and email.

Communications to notify the public and interest groups about Phase Two public consultation and opportunities to participate included targeted emails to community interest groups, distribution of 11,503 notices about public consultation to all addresses in the project area by Canada Post, and distribution of information about public consultation to the project email list.

Overall, public and interest group consultation participants expressed positive feedback about the proposed changes for conflict management and school-related safety measures. There was a mixed response to proposed changes to address speed management issues, particularly the proposed speed humps and turning movement calming at intersections.

The feedback gathered through this consultation will inform staff recommendations to City Council.

More information about the project can be found at toronto.ca/EglintonBendaleStreets.

Project Overview

The Eglinton-Bendale South Streets Plan is proposing changes to traffic operations and road design to enhance safety and accessibility for everyone using the streets. The Eglinton-Bendale South area was nominated for a Neighbourhood Streets Plan by members of the local community.

The plan focuses on the neighbourhood between Lawrence Avenue East and West Highland Creek to the north, Eglinton Avenue East to the south, Bellamy Road North to the east, and Danforth Road to the west. The study area covers segments of two City neighbourhoods: Eglinton East and Bendale South.

City staff sought public feedback through two phases of public consultation.

Phase One consisted of public and interest group consultation from March 27 to April 30, 2025, and focused on identifying local issues and opportunities. The top priorities and issues raised among participants were:

- The need to improve road safety for vulnerable road users. Participants called for the installation of traffic signals, stop signs, traffic lights, push buttons and other interventions to help pedestrians cross safely and reduce conflicts between people driving and pedestrians at intersections.
- Concerns about excessive speeding on Bellamy Road North, Trudelle Street and Torrance Road.
- High traffic volume near John McCrae Public School (JMPS) and St. Nicholas Catholic School (SNCS) during drop-off and pick-up times.
 - At JMPS, participants requested a crossing guard to improve the safety of children and caregivers going to and from school.
 - At SNCS, participants noted that vehicles often park on both sides of Amarillo Drive, leading to traffic congestion and blocking access to driveways, which impedes the mobility of local residents.

Phase Two took place from February 4 to March 4, 2026. City staff shared the proposed changes with the public for feedback. Proposed changes were based on safety and mobility concerns identified in Phase One, along with data analysis and a review of City programs and policies. Proposed changes for the Eglinton-Bendale South Streets Plan included:

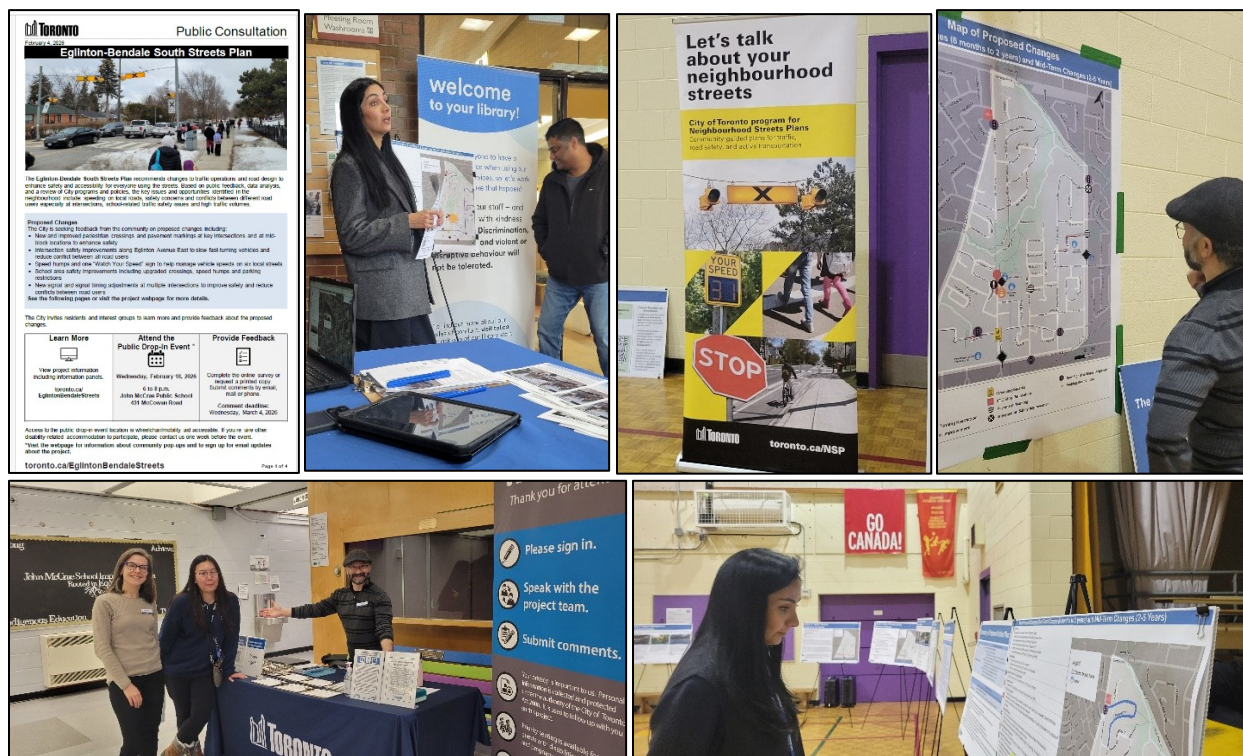
- Speed humps on six local roads and one 'Watch Your Speed' sign on Bellamy Road North to help manage vehicle speeds
- New and improved pedestrian crossings and pavement markings at identified intersections and at mid-block locations to enhance safety, along with intersection safety improvements along Eglinton Avenue East to slow fast-turning vehicles and reduce conflict between road users
- School area safety improvements including upgraded crossings, speed humps and parking restrictions to improve safety for students and other road users
- New signals and signal timing adjustments at multiple intersections to improve safety and reduce conflicts between road users.

Overview of Communications and Consultation Activities

Communication Activities in Phase Two of Public Consultation

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

- Project web page toronto.ca/EglintonBendaleStreets (176 unique visits)
- Notice delivered via Canada Post (11,503 addresses in the project area)
- E-notification to project subscribers (369 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (12 contacts)
- Email communication with school administrators to ensure awareness about the project, to obtain and to disseminate information to parents of school children and the larger community.
- Posters at schools, multi-residential buildings, and shops in the project area and posted at bus stops and near road crossings.



Images showing public consultation communications and activities (left to right, starting from top row): notice mailed to all addresses in the project area; pop-up activity at Bendale Library and public drop-in event held at John McCrae Public School.

Consultation Activities

Comments on the project was received through the following activities:

Activity	Date	Participation
Interest Group Meeting	February 3, 2026	3 attendees (16 invited)
Community Pop-Up	February 11, 2026	5 participants
Drop-In Public Event	February 18, 2026	5 attendees
Online Survey	February 4 to March 4, 2026	65 responses
Email/Phone	February 4 to March 4, 2026	15 comments received from 12 individuals.

What We Heard

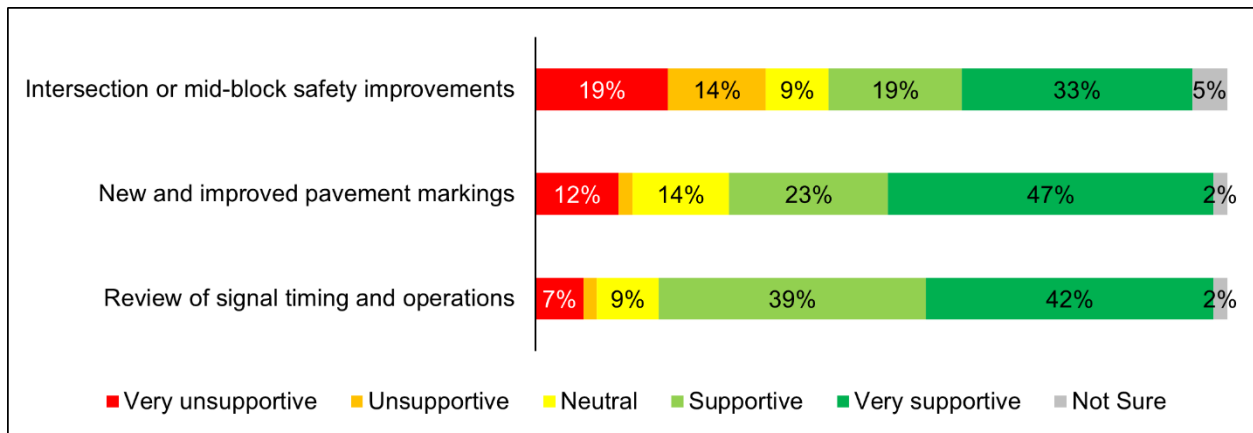
- Overall, public and interest group consultation participants expressed positive feedback about the proposed conflict management measures. Notably, there was a high level of support amongst survey respondents for the proposed traffic signal at Bellamy Road North and Trudelle Street and for the recommended pedestrian crossing on Trudelle Street near École secondaire catholique Père-Philippe-Lamarche to enable pedestrians to cross safely given high volumes of motor vehicle traffic and speeding on Trudelle Street.
- Participants expressed support for proposed changes to respond to school-related safety issues. Among survey respondents, pedestrian crossing improvements and speed management on school streets received the highest level of support. Some participants raised concerns that the proposed restrictions in front of John McCrae Public School may be difficult to enforce and may create additional challenges for people dropping off or picking up students.
- There was a mixed response to proposed speed humps. For most locations where speed humps were proposed, participants were evenly divided on their level of support for these speed management measures. For Perivale Crescent, a larger percentage of survey respondents did not support the speed humps (47%) compared to those who did support the speed humps (27%). The Broader Bendale Residents' Association also raised concerns specifically about the speed humps proposed for Perivale Crescent.

Survey

The survey, hosted by Medallia, was available online on the project web page and included background information about the project before asking questions about the proposed changes. The survey consisted of single-select questions and open-ended comment boxes. Participation in the survey was anonymous, and optional demographic questions were included (see Appendix A for survey participant profile). Responses received to each question are presented in this section.

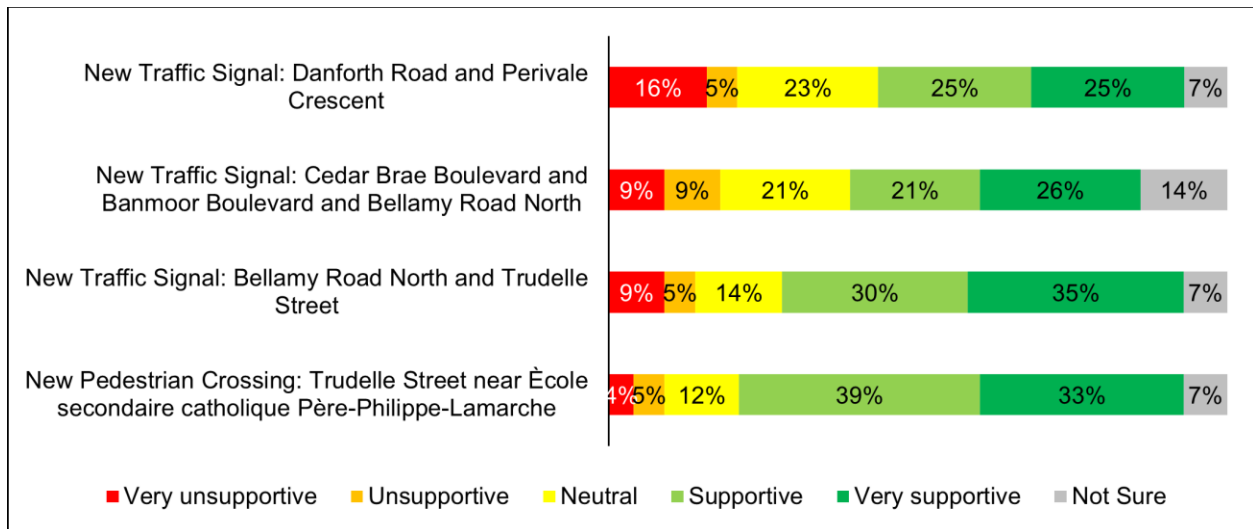
Conflict Management Measures

Question 1. In general, do you support the following proposed changes to respond to conflict management issues in the project area?



- **Intersection or mid-block safety improvements:** There were 57 responses, with 52% who are strongly supportive or supportive of this proposed change, 9% neutral, 33% very unsupportive or unsupportive and 5% unsure.
- **New and improved pavement markings:** There were 57 responses, with 70% who are strongly supportive or supportive of this proposed change, 14% neutral, 14% very unsupportive or unsupportive and 2% unsure.
- **Review of signal timing and operations:** There were 57 responses, with 81% who are strongly supportive or supportive of this proposed change, 9% neutral, 8% very unsupportive or unsupportive and 2% unsure.

Question 2. Do you support the following proposed changes to respond to conflict management issues at these locations?



- **New Traffic Signal at Danforth Road and Perivale Crescent:** There were 57 responses, with 50% who are strongly supportive or supportive of this proposed change, 23% neutral, 21% very unsupportive or unsupportive and 6% unsure.
- **New Traffic Signal at Cedar Brae Boulevard and Banmoor Boulevard and Bellamy Road North:** There were 57 responses, with 47% who are strongly supportive or supportive of this proposed change, 21% neutral, 18% very unsupportive or unsupportive and 14% unsure.
- **New Traffic Signal at Bellamy Road North and Trudelle Street:** There were 57 responses, with 65% who are strongly supportive or supportive of this proposed change, 14% neutral, 14% very unsupportive or unsupportive and 7% unsure.
- **New Pedestrian Crossing at Trudelle Street near École secondaire catholique Père-Philippe-Lamarche:** There were 57 responses, with 72% who are strongly supportive or supportive of this proposed change, 12% neutral, 9% very unsupportive or unsupportive and 7% unsure.

Comments:

Overall, the majority of respondents support the proposed conflict management measures.

The most common reasons noted for supporting the proposed conflict management measures included:

- Concerns about motor traffic volume and speeding near John McCrae Public School and the safety of school children walking to and from school and concerns about them crossing the roads safely.
- High volumes of cut-through, non-local traffic driving through the project area.
- Enabling children to cross Trudelle Street safely to access the splash pad and cross the road safely.
- Enabling pedestrians to cross safely at Danforth Road and Perivale Crescent and to enable motor traffic to exit and enter Perivale Crescent safely.

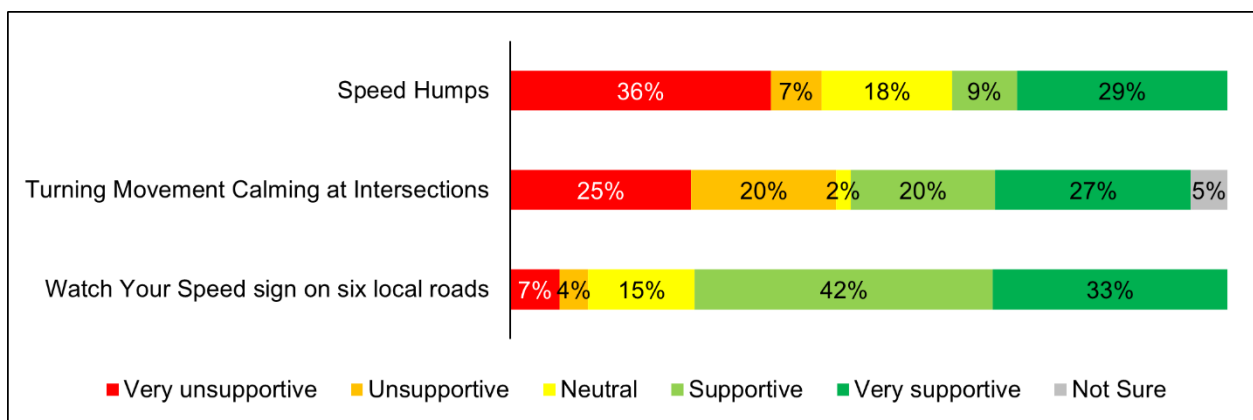
The most common reasons noted for not supporting the proposed conflict management measures included concerns that there are too many traffic signals in the project area which in turn could result in increased traffic congestion and safety concerns for pedestrians and people cycling.

Additional comments included the desire to see more changes in addition to the ones proposed, namely:

- Installing speed humps on Savarin Street to address speeding.
- Installing a dedicated left-turn signal from Eglinton Avenue East at Bellamy Road North to access Trudelle Street.
- Installing a traffic signal at the intersection of Bellamy Road North and Porchester Drive/Trudelle Street to address speeding concerns.

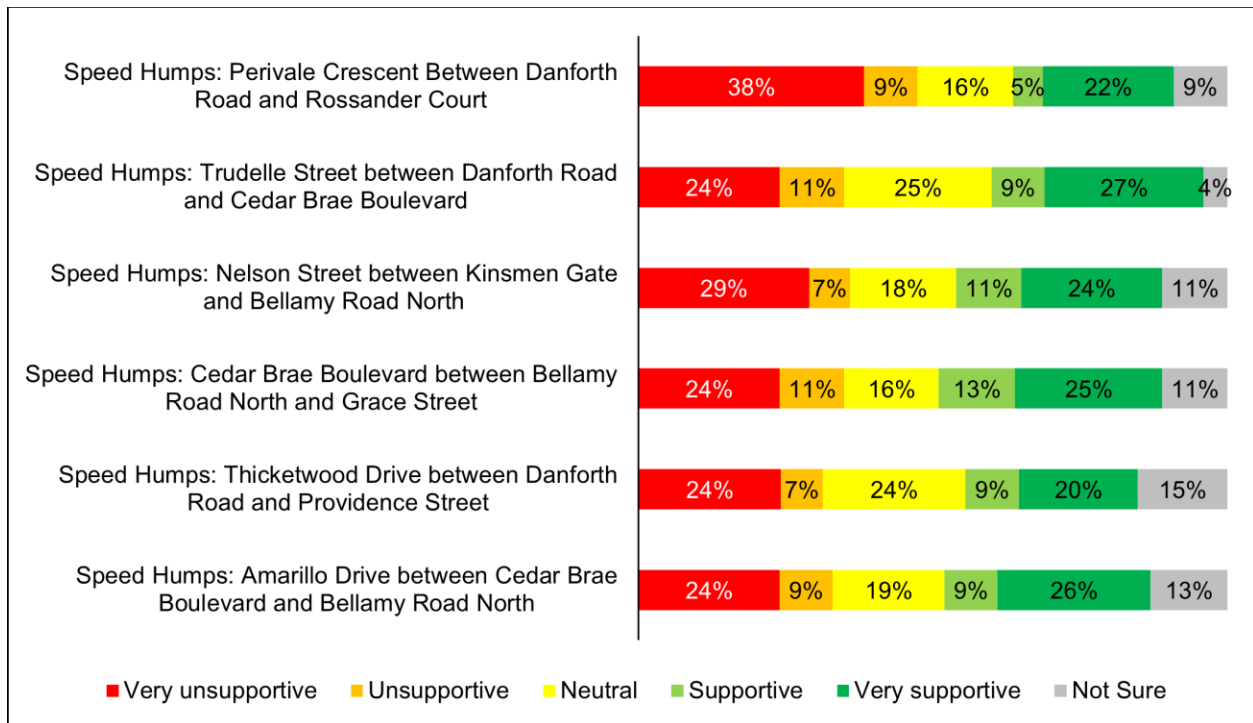
Speed Management

Question 3. In general, do you support the following proposed changes to respond to speed management in the project area?



- **Speed humps:** There were 55 responses, with 38% who are strongly supportive or supportive of this proposed change, 18% neutral, 43% very unsupportive or unsupportive and 0% unsure.
- **Turning movement calming at intersections:** There were 55 responses, with 47% who are strongly supportive or supportive of this proposed change, 2% neutral, 45% very unsupportive or unsupportive and 5% unsure.
- **Watch Your Speed sign on six local roads:** There were 55 responses, with 75% who are strongly supportive or supportive of this proposed change, 15% neutral and 10% very unsupportive or unsupportive.

Question 4. Do you support the following proposed changes to manage vehicle speeds at these locations?



- Speed Humps on Perivale Crescent between Danforth Road and Rossander Court:** There were 55 responses, with 27% who are strongly supportive or supportive of this proposed change, 16% neutral, 47% very unsupportive or unsupportive and 9% unsure.
- Speed Humps on Trudelle Street between Danforth Road and Cedar Brae Boulevard:** There were 55 responses, with 36% who are strongly supportive or supportive of this proposed change, 25% neutral, 35% very unsupportive or unsupportive and 4% unsure.
- Speed Humps on Nelson Street between Kinsmen Gate and Bellamy Road North:** There were 55 responses, with 35% who are strongly supportive or supportive of this proposed change, 18% neutral, 36% very unsupportive or unsupportive and 11% unsure.
- Speed Humps on Cedar Brae Boulevard between Bellamy Road North and Grace Street:** There were 55 responses, with 38% who are strongly supportive or supportive of this proposed change, 16% neutral, 35% very unsupportive or unsupportive and 11% unsure.
- Speed Humps on Thicketwood Drive between Danforth Road and Providence Street:** There were 55 responses, with 29% who are strongly supportive or supportive of this proposed change, 24% neutral, 34% very unsupportive or unsupportive and 15% unsure.
- Speed Humps on Amarillo Drive between Cedar Brae Boulevard and Bellamy Road North:** There were 55 responses, with 35% who are strongly supportive or supportive of this proposed change, 19% neutral, 33% very unsupportive or unsupportive and 13% unsure.

Overall, there was mixed support for the proposed speed management measures. For most streets, respondents were evenly divided in their level of support.

The most common reasons noted for supporting the proposed speed management measures included concerns about speeding, the risk of pedestrians being killed, and the need for speed humps near schools and churches.

The most common reasons noted by respondents that do not support the proposed speed management measures included:

- The perception that speed management measures are not needed
- Concerns about increased travel times for emergency vehicles
- The perception that speed humps result in aggressive driving after motor vehicles drive over speed humps.

The most common reasons noted from respondents who do not support the proposed speed management measures on Perivale Crescent included concerns that speed humps may:

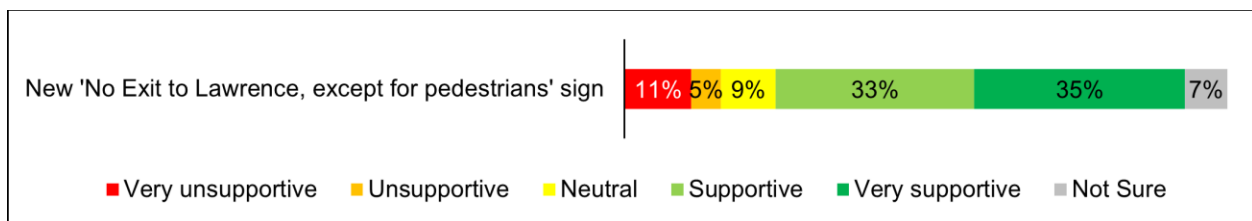
- Exacerbate ongoing snow removal challenges on Perivale Crescent
- Make it more challenging to drive along the road owing to parking on the road
- Impact the response times of emergency vehicles.

Other comments about speed management measures included:

- The desire to have speed humps installed on Savarin Street.
- The desire to have speed humps installed on streets west of Danforth Road.

Traffic Volume

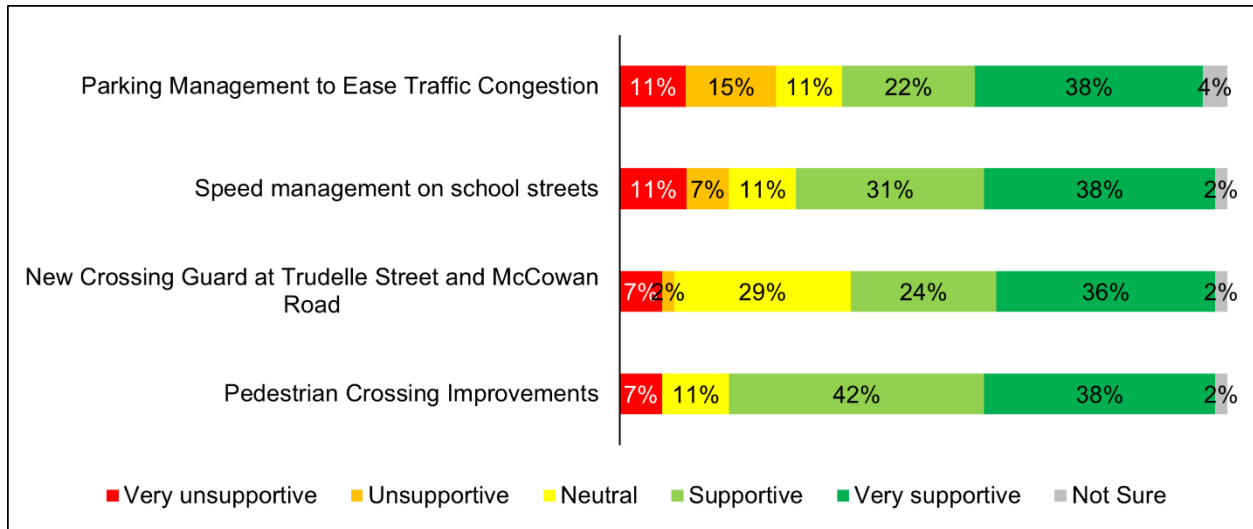
Question 5: In general, do you support the addition of a 'No Exit to Lawrence' sign ?



- There were 55 responses, with 68 who are strongly supportive or supportive of this proposed change, 9% neutral, 16% very unsupportive or unsupportive and 7% unsure.

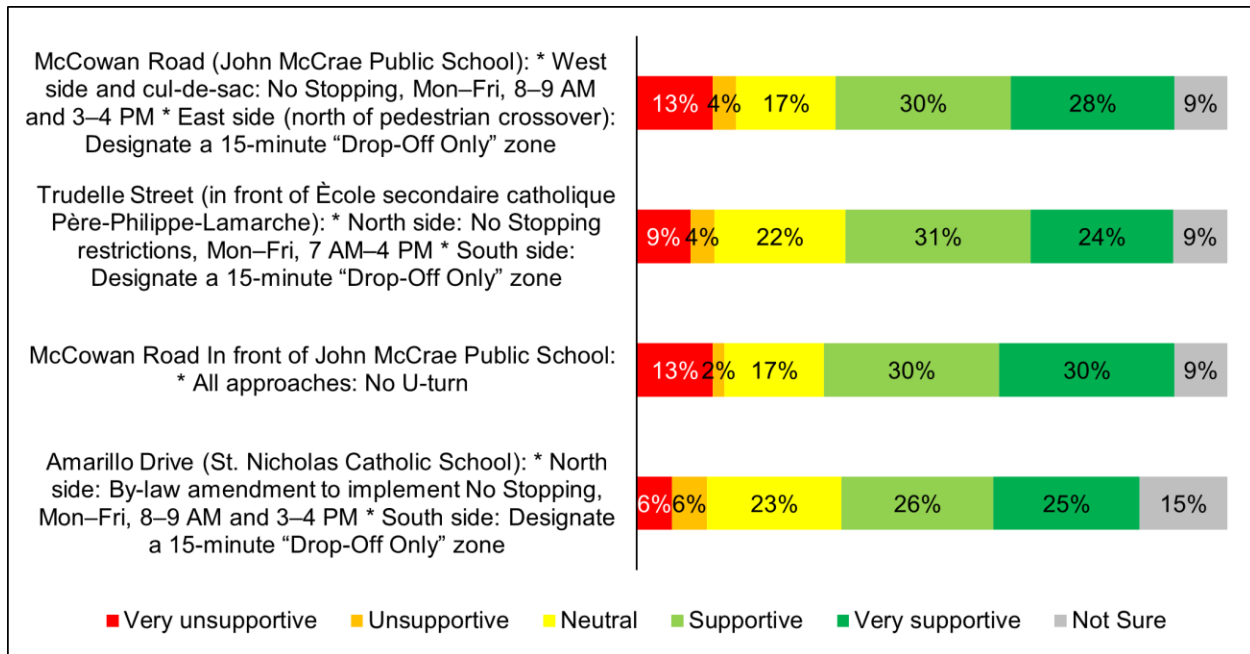
School-Related Safety Issues

Question 6. In general, do you support the following proposed changes to respond to school-related safety issues in the project area?



- Parking Management to Ease Traffic Congestion:** There were 55 responses, with 60% who are strongly supportive or supportive of this proposed change, 11% neutral, 26% very unsupportive or unsupportive and 4% unsure.
- Speed management on school streets:** There were 55 responses, with 69% who are strongly supportive or supportive of this proposed change, 11% neutral, 18% very unsupportive or unsupportive and 2% unsure.
- New Crossing Guard at Trudelle Street and McCowan Road:** There were 55 responses, with 60% who are strongly supportive or supportive of this proposed change, 29% neutral, 9% very unsupportive or unsupportive and 2% unsure.
- Pedestrian Crossing Improvements:** There were 55 responses, with 80% who are strongly supportive or supportive of this proposed change, 11% neutral, 7% very unsupportive or unsupportive and 2% unsure.

Question 7: In general, do you support the following proposed changes to ease traffic congestion and improve school-related safety at these locations?



- McCowan Road (John McCrae Public School): * West side and cul-de-sac: No Stopping, Mon–Fri, 8–9 AM and 3–4 PM * East side (north of pedestrian crossover): Designate a 15-minute “Drop-Off Only” zone:** There were 55 responses, with 58% who are strongly supportive or supportive of this proposed change, 17% neutral, 17% very unsupportive or unsupportive and 9% unsure.
- Trudelle Street (in front of École secondaire catholique Père-Philippe-Lamarche): * North side: No Stopping restrictions, Mon–Fri, 7 AM–4 PM * South side: Designate a 15-minute “Drop-Off Only” zone:** There were 55 responses, with 55% who are strongly supportive or supportive of this proposed change, 22% neutral, 13% very unsupportive or unsupportive and 9% unsure.
- McCowan Road In front of John McCrae Public School: * All approaches: No U-turn:** There were 55 responses, with 60% who are strongly supportive or supportive of this proposed change, 17% neutral, 15% very unsupportive or unsupportive and 9% unsure.
- Amarillo Drive (St. Nicholas Catholic School): * North side: By-law amendment to implement No Stopping, Mon–Fri, 8–9 AM and 3–4 PM * South side: Designate a 15-minute “Drop-Off Only” zone:** There were 55 responses, with 51% who are strongly supportive or supportive of this proposed change, 23% neutral, 12% very unsupportive or unsupportive and 15% unsure.

Overall, the majority of respondents support the proposed school-related safety measures.

The most common reasons noted for not supporting the proposed measures to ease traffic congestion in front of John McCrae Public School included:

- The perception that the 15-minute drop-off zone needs to be larger to accommodate the number of parents dropping off and picking up their children
- Experiences of congestion in front of the school where making a U-turn was felt to be the only way to exit the area for motor vehicle traffic
- Concerns that the no-stopping and no U-Turn restriction will further exacerbate challenging traffic during drop-off and pick-up times.

Other comments included:

- The desire to have changes at Cedarbrook Public School which is near the project to respond to school-related safety concerns.
- The need for more changes for the drop-off and pick-up area at John McCrae Public School.

Public Drop-in Event

The public consultation event held on February 18, 2026 included a public drop-in event where attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Location	Comment Summary
Speed	Trudelle Street between Cedarbrae Boulevard and Torrance Road	- Resident shared that she does not support proposed speed humps. Speed humps would impede access to driveway on the northwest side of Trudelle Street and Cedarbrae Boulevard.
	Perivale Crescent	- Supports proposed speed humps on Perivale Crescent. Speeding has increased over the last three years. More signage needed for speed limit.
	Bellamy Road North and Porchester Drive	- More enforcement of speed limit needed. Porchester Drive is used as a cut-through and cars speed on this road. Concerns about dangers to children who live east of Bellamy Road North.
Road Safety	Danforth Road and Wetherby Drive	- Sightline issue for traffic turning left.
Conflict Management	Trudelle Street and Bellamy Road North	- Supports a traffic signal at this intersection. - Suggests cutting off access to Trudelle Street from Bellamy Road North.
	Trudelle Street and Cedarbrae Boulevard	- Supports a traffic signal at this intersection. - Many drivers do not stop at the intersection. - Intersection needs better alignment. Cars traveling west on Trudelle Street sometimes use the left-turn lane to travel straight through intersection. Suggests signage to create clarity about left-turns.
	Danforth Road and Perivale Crescent.	- Supports proposed half-signal at the intersection. Pedestrians crossing have been hit here.
School Safety	John McCrae Public School	- Parents are engaging in physical and verbal conflict during drop-off and pick-up times.
Parking	Nelson Road near Cedarbrook Public School	- Parking is an issue.
	Perivale Crescent	- People park on the bend near park making it difficult to exit driveway.
Other	Trudelle Street and Cedarbrae Boulevard	- Roots of tree near corner are raising the sidewalk.
	Bellamy Road North and Porchester Drive	- Suggests improving motor vehicle access to the GO parking lot. - Garbage is being dumped near GO parking lot. - Intersection needs better lighting.
	Bellamy Road North	- More lighting needed.
	McCowan Road and Providence Street	- Suggests connecting these roads.

Interest Group Feedback

The comments received through meetings with community interest groups are summarized below:

Topic	Location	Comment Summary
Speed	Perivale Crescent	- Opposition to proposed speed humps owing to perceived snow removal issues, road grade, routine parking on curve and concerns about emergency vehicle access. Recommends measures that will not impede snow removal.
Road Safety	McCowan Road near John McCrae Public School.	- Concern raised about bollards as they are destroyed easily. Suggestion for using alternative, more durable materials. - John McCrae Public School received approval from Fire Services to close the laneway south of the school using a chain. Traffic ends up getting stuck on McCowan Road or Torrance Road when cars enter those two streets.
	McCowan Road and Perivale Crescent	- Request for the proposed half-signal to include a traffic light for vehicles turning left onto Danforth Road from Perivale Crescent.
Pedestrians	Torrance Road and Adler Street	- A recent application for a crossing guard for Torrance Road and Adler Street was denied owing to the lack of a crosswalk. Inquiry about the need for a new application for a crossing guard at Torrance Road and Adler Street given the proposed zebra pavement markings.
Other	Lawrence Avenue East and McCowan Road near the Scarborough Health Network General Hospital	- Intersection is highly congested. Inquiry about measures to alleviate the traffic congestion in this area.

Additional Feedback

The comments received through phone and email are summarized by theme below:

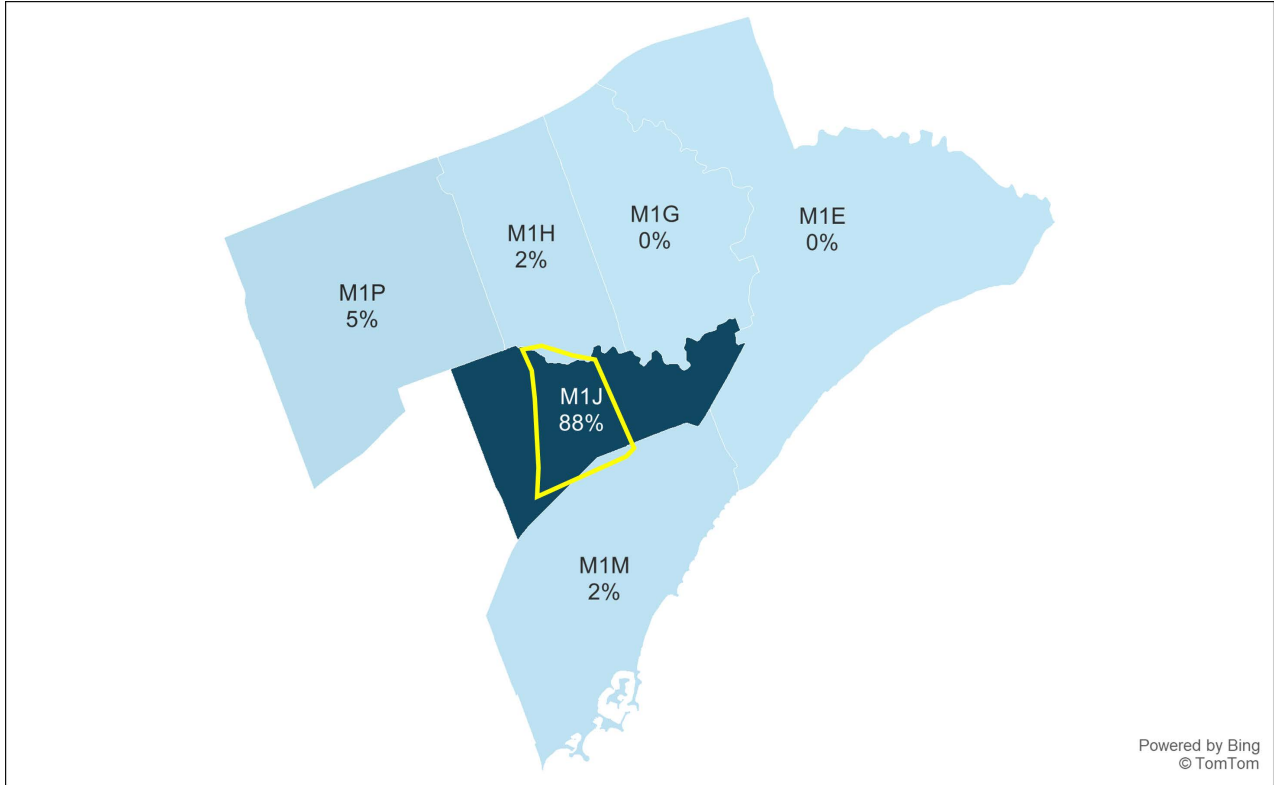
Topic	Location	Comment Summary
Speed	Savarin Street	- Speeding cited on Savarin Street. Requests traffic study for Savarin Street to see if speed humps are warranted.
	Thicketwood Drive	- Speed humps are not needed on Thicketwood Drive.
	Thicketwood Drive	- Speed humps are needed on Thicketwood Drive to address speeding by parents dropping off and picking up their children at John McCrae Public School and to prevent injuries and death.
	Perivale Crescent	- Does not support speed humps on Perivale Crescent due to perceived issues related to snow removal and ice buildup related to the road grade; the 'blind' curve on Perivale Crescent by the trail to Hague Park and the potential impact on emergency vehicle access
Road Safety	Bellamy Road North and Porchester Drive	- Intersection needs traffic infrastructure including traffic lights, a visible, pedestrian-activated crosswalk and signage to make the intersection safer for drivers and pedestrians. Traffic volume at this intersection has increased. Porchester Drive is used as a cut-through route to access Markham Road.
	Trudelle Street near Trudelle Park	- Concern that proposed traffic signal will result in traffic congestion up to Danforth Road.
	Savarin Street and McCowan Road	- Suggests removal of metal barrier between Savarin Street and McCowan Road to relieve traffic congestion in front of John McCrae Public School.
School Safety	McCowan Road in front of John McCrae Public School	- A child walking on the crosswalk was almost hit by a speeding driver. Requests the installation of a speed hump and a school crossing guard.
		- Traffic congestion in front of the school during school drop-off. Parking measures are needed. Measures are also needed to address speeding.
Parking	Dog park near John McCrae Public School	- Designated parking for dog park users is suggested.
Other	Cedarbrook Public School	- Requests including Cedarbrook Public School in the study to address traffic and road safety concerns.
	Oswego and Horton	- Requests installation of speed humps to address speeding.
	Burnview Crescent and Bellamy Road North	- Inquiry about status of pedestrian and vehicle safety concerns expressed during Phase One.

Appendices

Appendix A: Survey Participant Profile

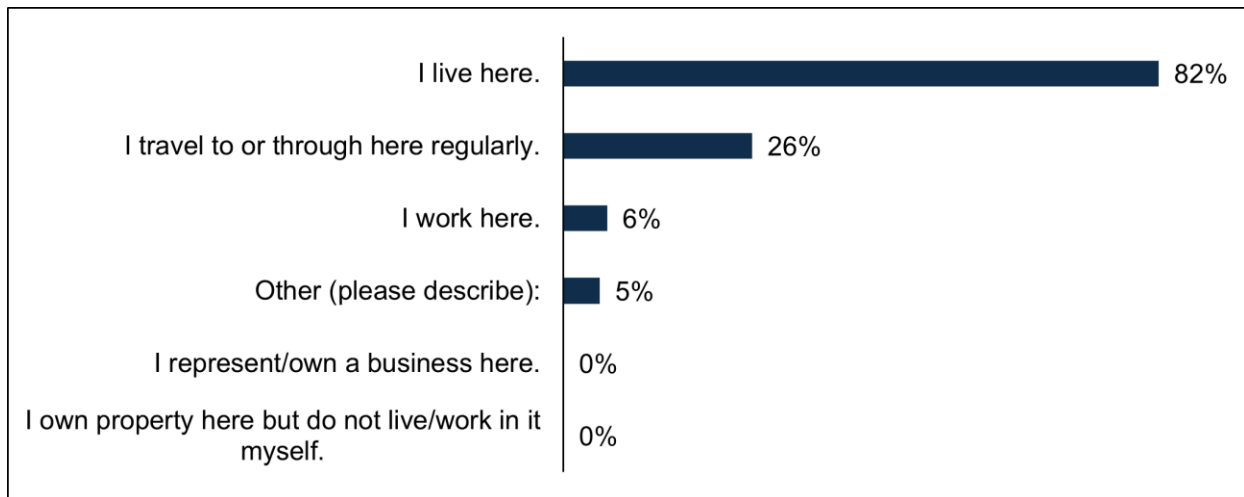
A total of 65 survey respondents provided optional demographic information described below.

Postal Code | n=65



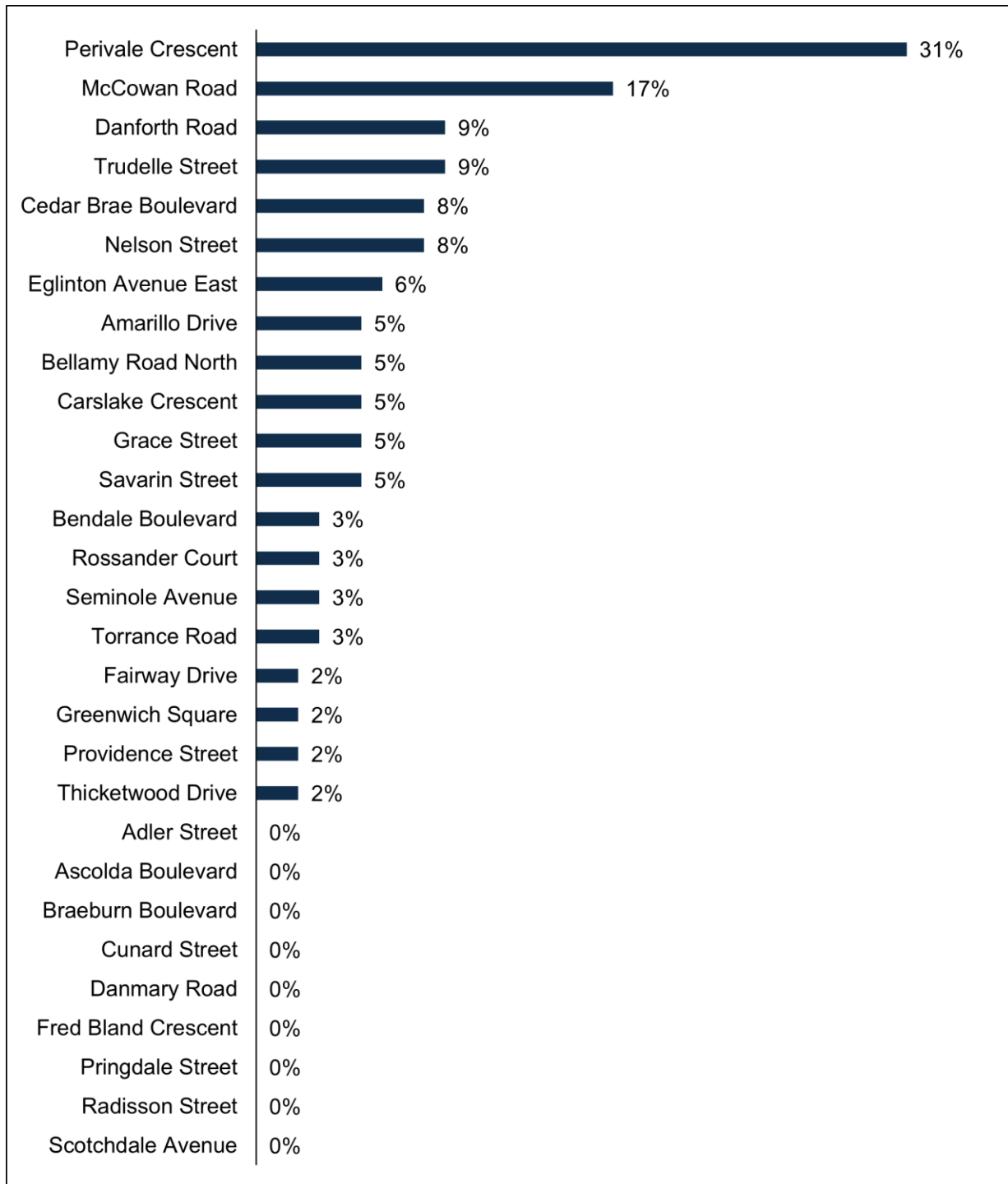
Almost 90% of all survey respondents live in or near the study area (M1J). Most other respondents live close to the project area.

Relationship to the Project Area | n=65



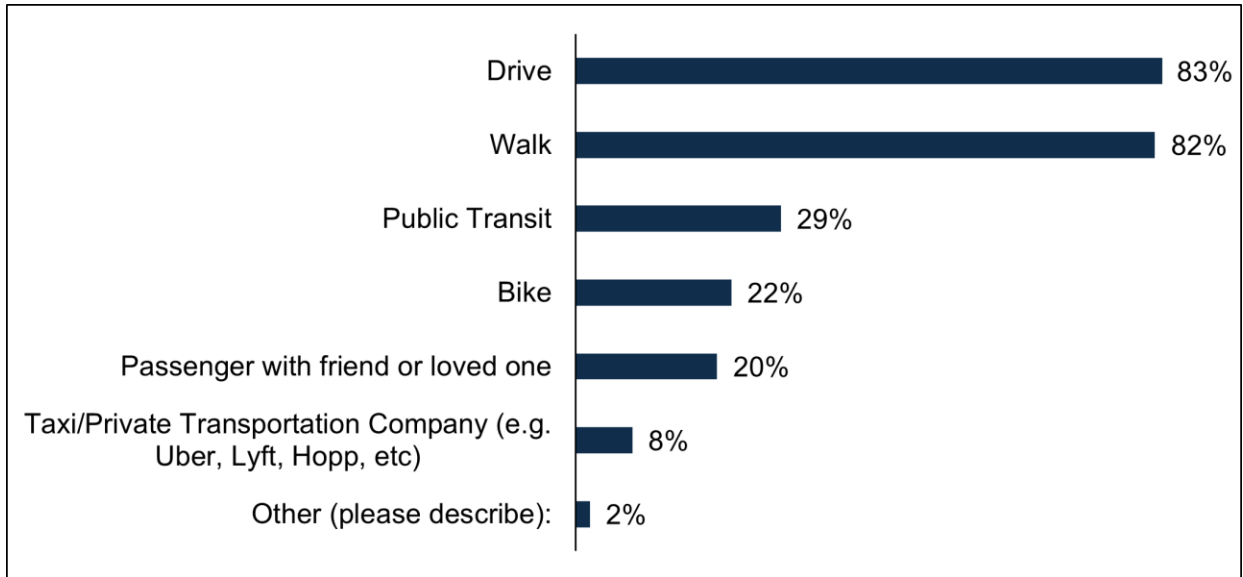
All survey respondents reported a relationship with the area. Other relationships with the project area that were identified include living close to the project area and having children who attend school in the project area.

Street(s) in the project area where you live, work and/or own property | n=65



All survey respondents reported that they live, work and/or own property on a street in the project area. Twenty respondents (31%) report that they live, work and/or own property on Perivale Crescent. Over 25% live, work and/or own property on McCowan Road or Danforth Road. Most other survey respondents live south of McCowan Park.

Typical Ways of Travelling In/Near the Project Area | n=65



Most survey respondents drive and/or walk in or near the project area. Over 80% of survey respondents typically drive and/or walk in the project area followed by respondents who take public transit, cycle, are passengers with a friend or loved one or are passengers in a motor vehicle or a taxi/private transportation company.

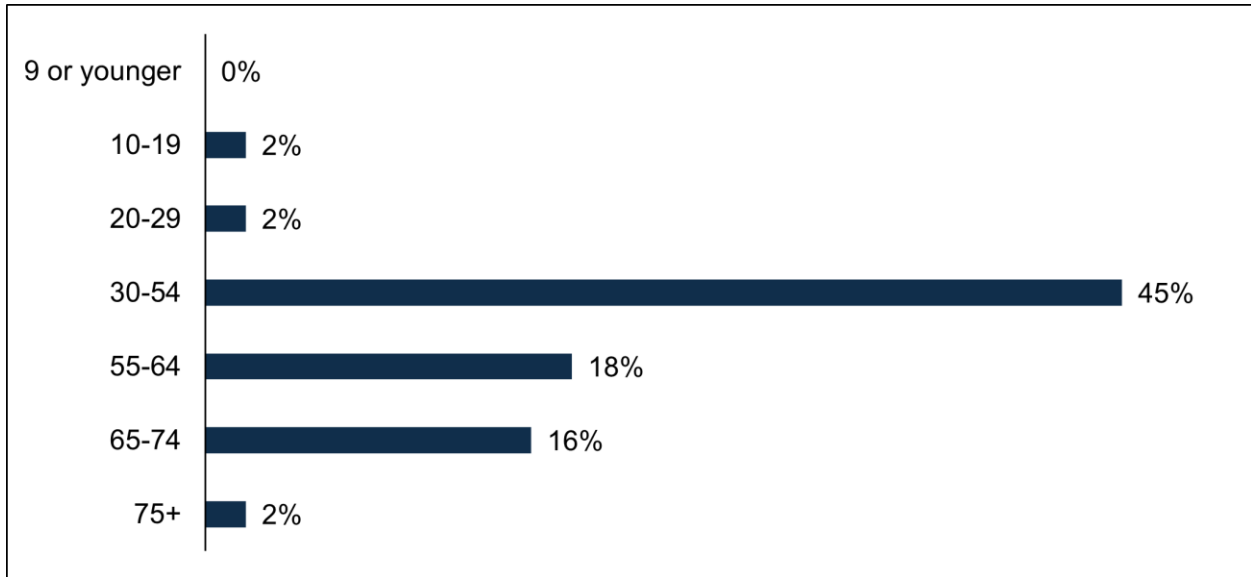
Use of an assistive mobility device, such as a wheelchair, stroller, walker scooter | n=65



Most survey respondents do not use an assistive mobility device. Over 15% of respondents report that they at least on occasion use an assistive mobility device.

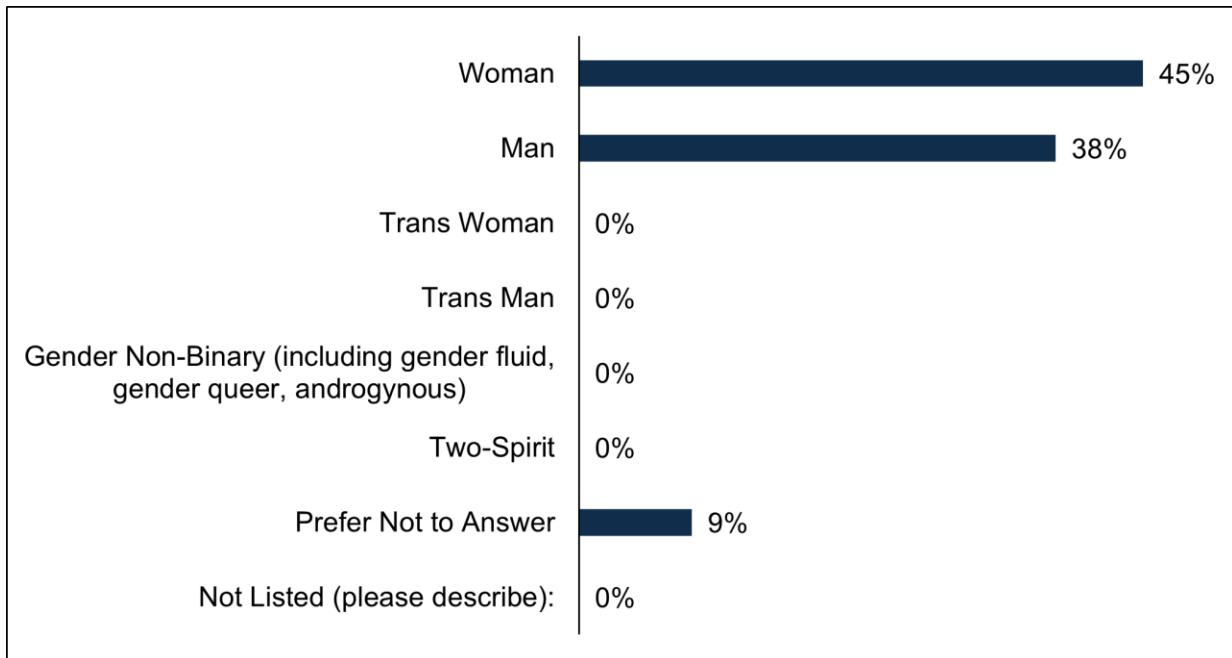
Appendix B: About You - Participant Demographic data

Age | n=55



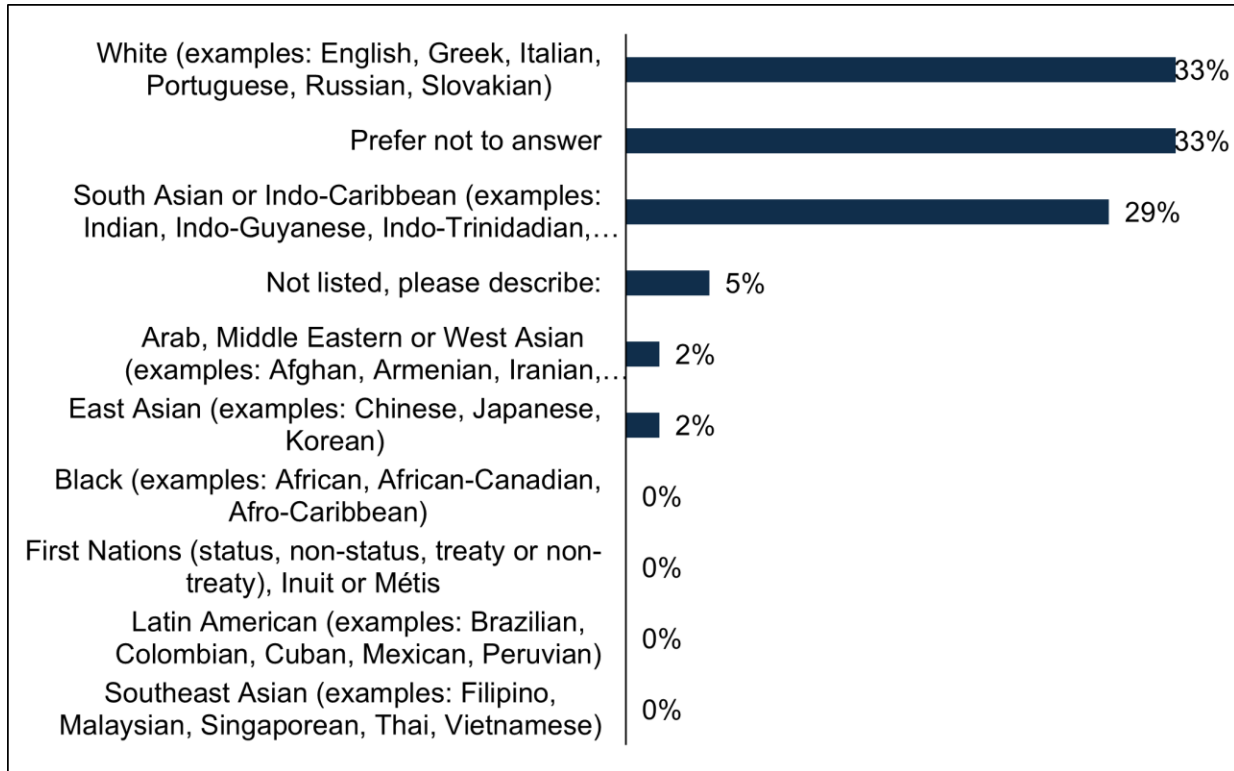
Most survey respondents for this question are between 30 and 54 years old. Over 35% of survey respondents are 55 years old or older and under 5% are 29 years old or younger.

Gender | n=55



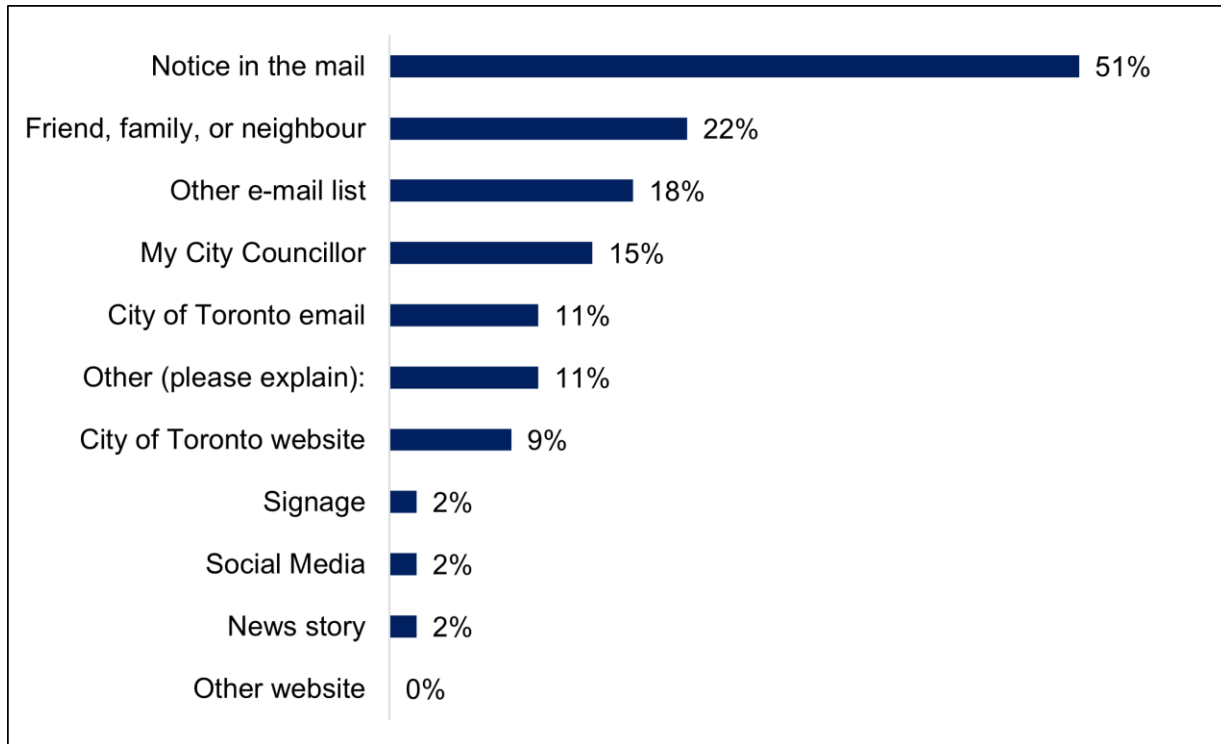
45% of survey respondents identified as a woman, followed by 38% identifying as a man. 9% of survey participants chose not to answer.

Race | n=55



One third of respondents identified themselves as White, almost 30% of respondents identified as South Asian or Indo-Caribbean and one-third preferred not to answer this question. Other respondents identified as Arab, Middle Eastern or West Asian, East Asian and Bangladeshi.

Point of Engagement | n=65



Most survey respondents heard about this consultation by the notice delivered by Canada Post to the project area, followed by friends, family or a neighbour, other mailing lists, their City Councillor, by other means including a notice from their condominium management office, schools and direct engagement with City staff on a street in the project area, or from a City of Toronto website.