



Hendon Avenue Road Safety Improvements

Public Consultation Report July 2026



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Executive Summary

This report provides a summary of the consultation activities and feedback received for the Hendon Avenue Road Safety Improvements study, held between May 5 and July 1, 2025. The purpose of the consultation was to receive public feedback on several recommended road safety upgrades that would keep Hendon Avenue open as a through street rather than closing it with a cul-de-sac, as previously directed by City Council. The new, recommended changes include:

- Lower speed limit and speed humps between Greenview Avenue/future Beecroft Road extension and Talbot Road
- A new pedestrian crossing, stop signs and curb extensions at Eldora Avenue

Nearly 170 people completed the online feedback form, three comments were received by email, about 30 people attended a Councillor-led town hall and more than 550 people engaged through the City Planning-led public meetings for the North York at the Centre initiative.

To notify the community, the City shared background information and how to participate in the consultation through the project web page, 1,957 notices were distributed by Canada Post in the study area and nine signs installed along Hendon Avenue.

The following key themes emerged through the consultation:

- **General support for improving road safety along Hendon Avenue.** Most participants supported the recommended road safety improvements, including lowering the speed limit, installing speed humps and providing a new pedestrian crossing. Support was largely driven by concerns about pedestrian safety, particularly for children, families, seniors and other vulnerable road users accessing Hendon Park, as well as a desire to reduce vehicle speeds.
- **Some concerns about the impacts of speed humps.** While participants generally supported the objective of improving road safety, some raised concerns about the effectiveness of speed humps, potential traffic congestion, emergency vehicle access, comfort for people driving, vehicle wear and winter maintenance.
- **Some concerns about future traffic volumes and neighbourhood impacts.** A few participants referenced anticipated growth and the future Beecroft Road extension, with some concerns about increasing traffic volumes and impacts on neighbourhood mobility.
- **Questions about the effectiveness of the recommended changes.** Some participants questioned whether the changes would meaningfully improve road safety or address traffic-related issues without additional enforcement, including police enforcement or speed cameras. A small number of out-of-scope suggestions were also received, including restricting parking on Hendon Avenue and nearby streets, or relying on 'Local Access Only' signage and enforcement instead of implementing the recommended road safety improvements.

More information about the study is available at toronto.ca/hendon.

Project Summary

In 1993, City Council approved the Uptown Service Road and Associated Road Network Environmental Assessment study. The study recommended extending Beecroft Road from Finch Avenue West to Drewry Avenue, via Greenview Avenue. The City of Toronto is now in the early stages of designing this planned extension.

As part of that study, City Council had also approved closing Hendon Avenue west of Greenview Avenue with a cul-de-sac. However, due to recent development, public feedback and changing transportation needs, the City now recommends keeping Hendon Avenue open as a through street, as it operates today.

The recommended road safety improvements are intended to address community concerns related to traffic volumes and safety, particularly in advance of the future Beecroft Road extension. The recommended improvements on Hendon Avenue include:

- Speed humps and a reduction of the posted speed limit from 40 km/h to 30 km/h between Greenview Avenue/future Beecroft Road extension and Talbot Road, to discourage non-local traffic, reduce vehicle speeds and improve safety for people walking.
- A new pedestrian crossing, stop signs and curb extensions at Eldora Avenue to improve access to Hendon Park.

This report summarizes the consultation activities and feedback received during the public consultation period, which took place from May 5 to July 1, 2025.

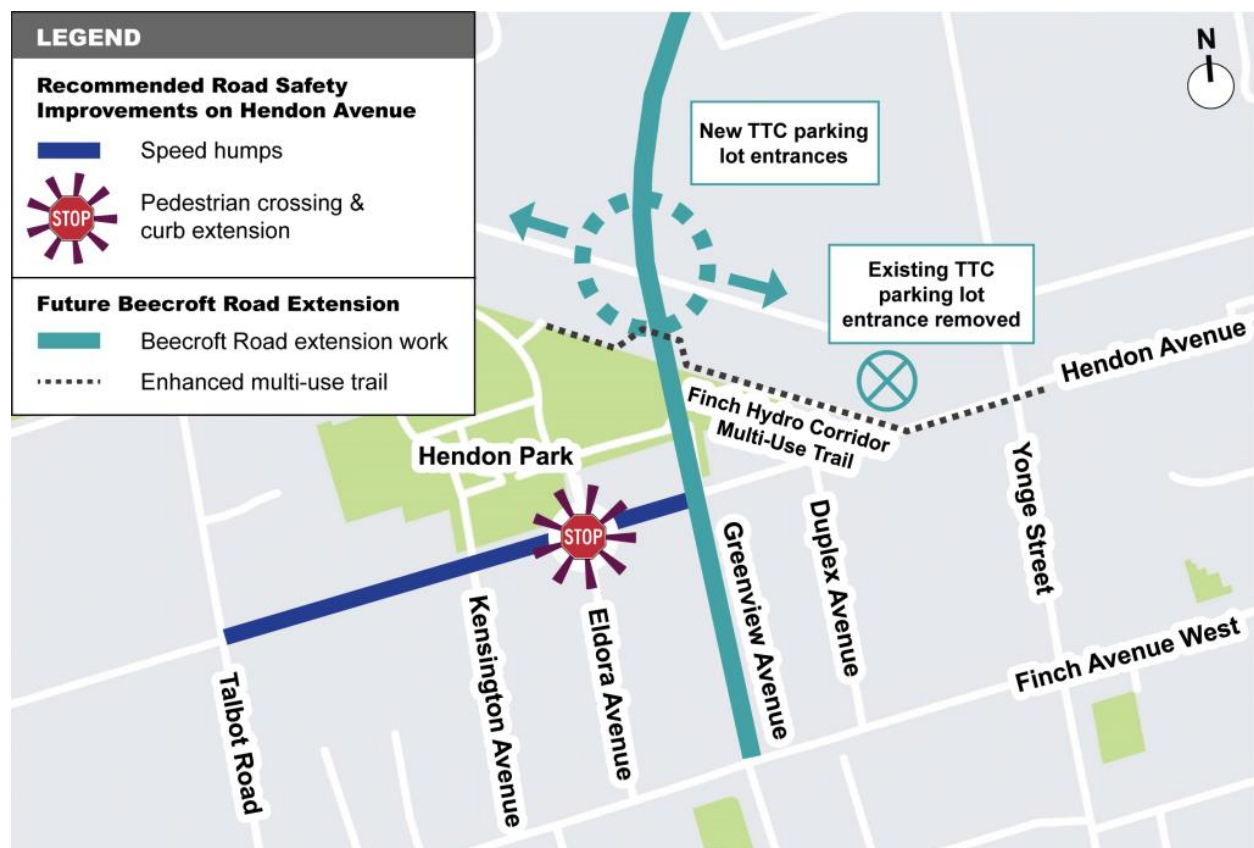


Figure 1: Study area showing recommended road safety improvements on Hendon Avenue

Notification & Consultation Activities

Notification

A range of methods were used to inform local residents about the project and opportunities to provide feedback starting the week of May 5, 2025. These included:

- Project web page: toronto.ca/hendon (186 unique visits)
- Notices delivered through Canada Post (1,957 addresses in the study area)
- On-site signage installed on posts and fences along Hendon Avenue (9 signs)

Activities

Online Feedback Form

An online feedback form was available from May 5 to July 1, 2025, and received 166 responses. The form included background information, followed by demographic questions and three open-ended questions about the recommended road safety improvements. Participation was anonymous.

Email Comments

Members of the public were invited to share comments or ask questions via phone, email or written letter. A total of three comment submissions were received between May 5 and July 1, 2025. All comments were recorded and reviewed by the project team for consideration and response.

Guest Presentation at Councillor-Led Town Hall

The local Councillor organized and facilitated the Newtonbrook West Spaghetti Town Hall on May 5, 2025, which featured presentations on local projects by City staff. A presentation on the Hendon Avenue Road Safety Improvements was delivered by Casey Morris, Senior Project Manager, Transportation Services, and was attended by about 30 attendees. Attendees were provided an opportunity to ask questions and were encouraged to provide additional feedback through the online feedback form or by contacting the Project Team by email or phone.

Participation at Public Meetings for Nearby City-Led Projects

Project team members also attended three public meetings for the North York at the Centre Secondary Plan Update, led by City Planning, held on June 23, July 10 and 23, 2025. Members of the project team were available before the presentations and during panel discussions to answer questions and gather feedback related to the Hendon Avenue Road Safety Improvements. A total of 564 people attended these meetings across all three sessions.

Feedback Summary

Key Highlights

- **Strong overall support for the recommended road safety improvements along Hendon Avenue.** Participants frequently expressed support for lowering vehicle speeds, improving pedestrian crossings and creating a safer environment for children, families, seniors and other vulnerable road users.
- **Vehicle speeds and pedestrian safety are key concerns on Hendon Avenue.** Concerns about speeding were raised, with many participants indicating that additional tools are needed to improve road safety and encourage slower driving.
- **Support for the proposed measures was often linked to a desire for additional enforcement.** Common suggestions included speed cameras, increased police presence and other measures to encourage compliance with traffic regulations.
- **Feedback on speed humps reflected a wide range of views.** Reasons for support included reducing vehicle speeds and discouraging non-local traffic, while concerns focused on comfort for people driving, vehicle wear, driveway access, emergency response times and winter maintenance.
- **Support for the proposed pedestrian crossing at Eldora Avenue.** Many participants noted that pedestrians already cross at this location to access Hendon Park and indicated that a formal crossing would improve safety and accessibility. A small number of participants suggested locating the crossing at Kensington Avenue or preferred a pedestrian crossover or traffic signals instead.
- **Concerns about current and future traffic volumes.** A few participants referenced anticipated traffic volume increases associated with planned development and the future Beecroft Road extension and questioned whether the proposed measures would sufficiently address traffic growth.
- **Some participants questioned the effectiveness of the proposed measures.** Feedback included questions about whether lower speed limits and speed humps would meaningfully improve safety or reduce traffic impacts without additional enforcement.
- **Several out-of-scope suggestions were received.** These included requests to restrict on-street parking on Hendon Avenue and nearby streets, as well as suggestions to rely on measures such as Local Access Only restrictions or enforcement rather than implementing the recommended road safety improvements.

Email Comments

Comments received via email from members of the public are summarized below:

Topic	Question & Comment Summary
Traffic impacts	• Speed humps will not reduce traffic volumes • Will cause increased traffic from the Beecroft Road extension
Out-of-scope	• Reconsider closing Hendon Avenue with a cul-de-sac • Re-open the temporary Talbot Road parking lot entrance used during earlier Metrolinx construction • Sightline concerns related to on-street parking on Hendon Avenue

Online Feedback Form

Responses received to each question are presented in this section.

Question: Please provide feedback on any of the recommended road safety improvements along Hendon Avenue:

Reduction of the posted speed limit from 40 km/h to 30 km/h to lower motor vehicle speeds and reduce the risk of traffic-related injuries and fatalities on a residential street.

A total of 123 respondents provided feedback on the proposed speed limit reduction.

The most common reasons for support included:

- Improved safety for pedestrians, including children near Hendon Park
- Willingness to drive slower to help protect vulnerable road users
- Keeping speeds consistent with nearby 30 km/h streets
- Need to pair the lower speed limit with measures such as removing on-street parking, speed enforcement or physical traffic calming

The most common reasons for opposition included:

- Concerns that new 30 km/h posted speed limit is too slow, with some saying the existing posted speed limit of 40 km/h already feels slow
- Skepticism that the change will be effective without enforcement
- Concerns that lower speeds could worsen traffic congestion as the area continues to grow
- Belief that motor vehicle speeds are already around 20 to 30 km/h due to traffic congestion and stop signs
- Preference to focus on other safety issues, such as illegal parking or redesigning nearby intersections
- Questions about whether lowering the posted speed limit would meaningfully improve road safety

Installation of speed humps between Greenview Avenue/future Beecroft Road extension and Talbot Road to discourage non-local traffic, reduce motor vehicle speeds and provide a safe pedestrian environment.

There were 119 respondents to this question.

The most common reasons for support include:

- Improved safety for pedestrians, including children, seniors, park users and other vulnerable road users
- Reducing vehicle speeds and helping to address concerns about speeding on Hendon Avenue
- Discouraging non-local traffic using Hendon Avenue as a shortcut
- Preparing for anticipated traffic increases associated with future development and the Beecroft Road extension
- Belief that physical traffic calming measures are more effective than signs alone at slowing vehicles

The most common reasons for opposition included:

- Concerns that speed humps would create inconvenience, discomfort, noise or vehicle wear for local residents
- Concerns about potential impacts on emergency response times, including ambulances and fire trucks
- Preference for alternative measures such as speed cameras, enforcement, lower speed limits, road narrowing or improved signage
- Concerns that speed humps could increase congestion, create stop-and-go traffic and make access to driveways more difficult
- Belief that traffic volume and congestion, rather than speeding, are the primary issues needing to be addressed

Installation of a pedestrian crossing, stop signs and curb extension at Eldora Avenue to improve accessibility to Hendon Park and reduce motor vehicle speeds.

There were 122 respondents to this question.

The most common reasons for support included:

- Creation of a safer and more convenient crossing location where many pedestrians already cross
- Reduced vehicle speeds and increased driver awareness of pedestrians and people cycling
- Improved accessibility to Hendon Park and other community destinations

The most common reasons for opposition included:

- Concerns that additional stop signs, crossings or curb extensions would increase congestion and delay traffic
- Concerns that curb extensions could create challenges for people cycling, snow clearing and vehicle turning movements
- Preference for alternative measures, such as a pedestrian crossover, traffic lights or a crossing at Kensington Avenue instead
- Concerns that enforcement of existing traffic controls would be more effective than additional infrastructure

Additional Comments

Questions and comments were received following the guest presentation at the local Councillor's town hall and North York at the Centre public meetings.

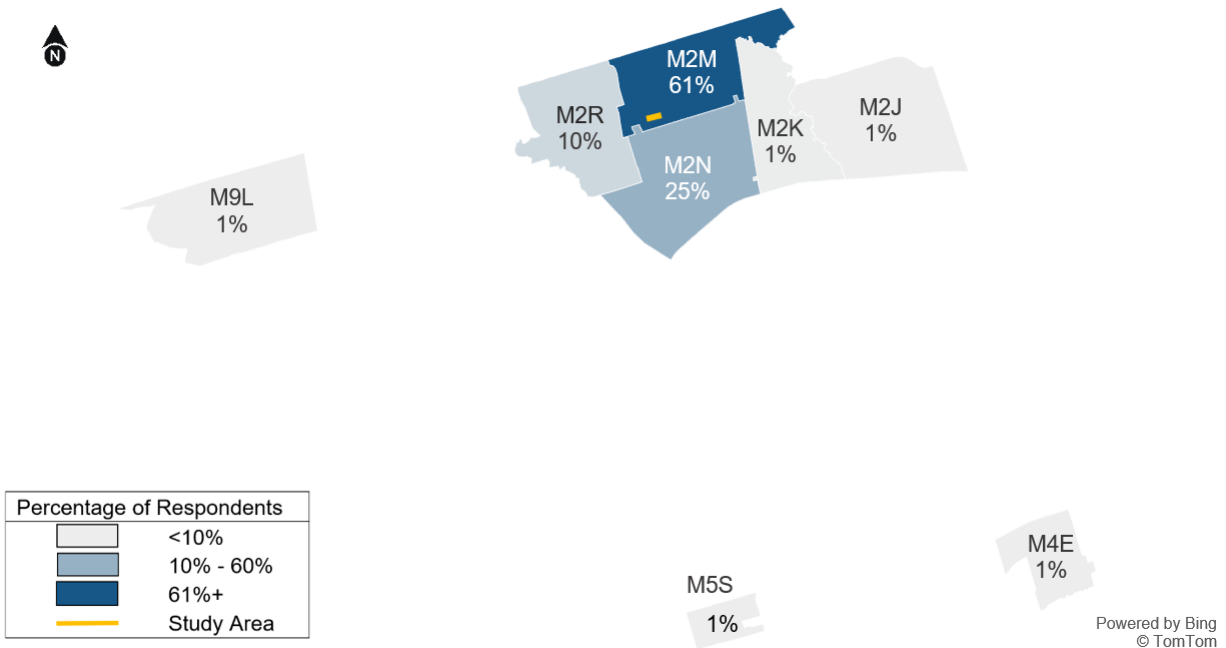
Topic	Question & Comment Summary
Support for changes	• General support for the traffic calming and recommended road safety improvements along Hendon Avenue
Alternative pedestrian crossing location	• Suggestion to locate the proposed pedestrian crossing at Kensington Avenue instead of Eldora Avenue
Traffic speeds	• Concerns with the vehicular speeds along Hendon Avenue

Topic	Question & Comment Summary
Traffic volumes	Concerns about future traffic volumes on Hendon Avenue, particularly in relation to planned development and growth in the area

Appendix A: Online Feedback Form Participant Demographics

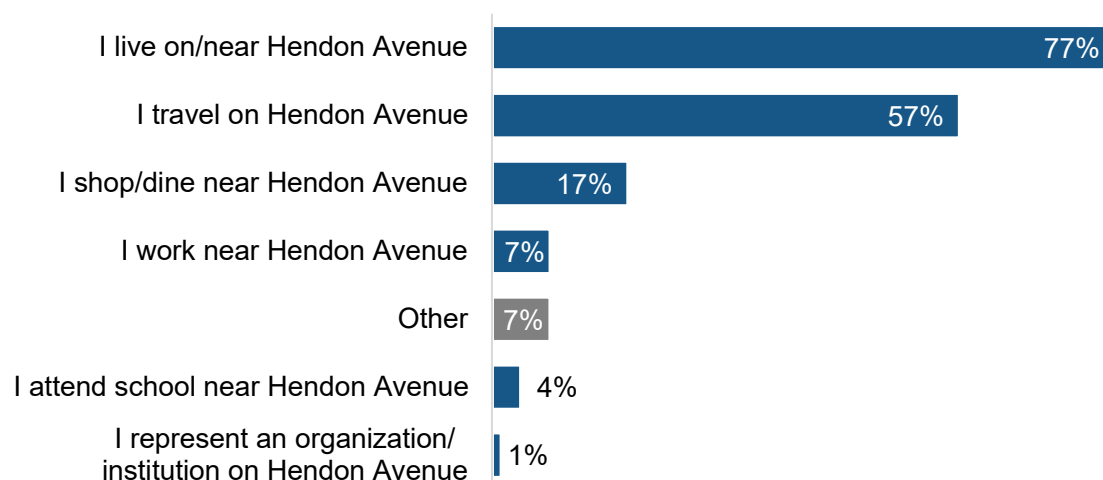
A total of 166 feedback form respondents provided the demographic information described below.

Postal Code | n=166



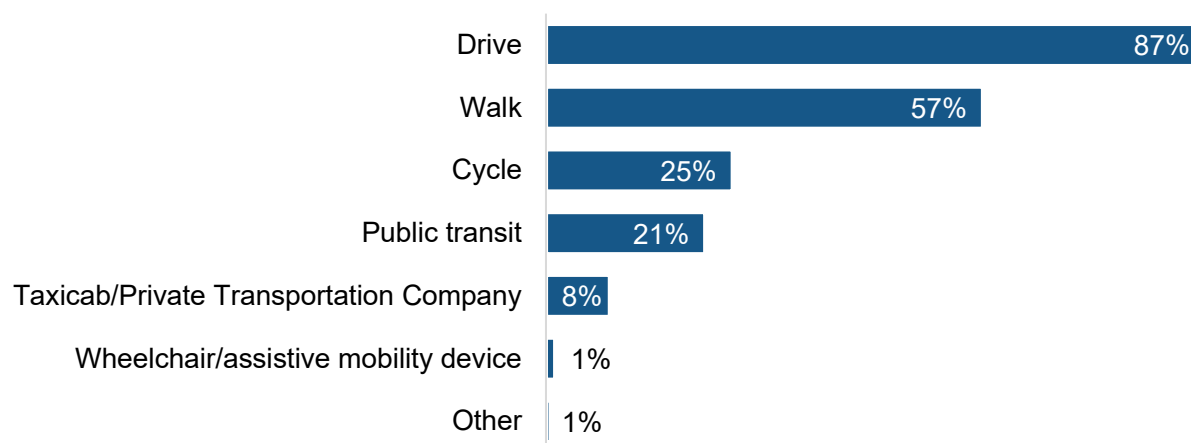
The majority of respondents live near the study area.

Relationship to the Study Area | n=166



The majority of respondents have a direct connection to the study area, with 77% living on or near Hendon Avenue and 57% travelling on Hendon Avenue. Other commonly mentioned relationships with the study area identified include those who visit Hendon Park (50 Hendon Avenue) and those who attend the North York Senior Centre (21 Hendon Avenue).

Typical Ways of Travelling In/Near the Study Area | n=166



Most respondents drive in or near the study area, followed by just over half of respondents who walk, and about a quarter of respondents cycle or take public transit.