

West Agincourt Streets Plan

Public Consultation Report
September 2026



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Consultation Summary

Public and interest group consultation for the West Agincourt Streets Plan took place from June 10 to July 10, 2026.

Consultation activities included interest group meetings, a public drop-in event, a school survey, an online interactive map and optional demographic survey, and comment tracking. Over 45 people attended the in-person drop-in event, 137 contributions from 29 contributors were received on the online map, 8 schools provided survey responses, and 17 people provided comments by mail, phone and email.

Communications to notify the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to project interest groups, in-person site visits to area schools, and 6,380 notices distributed by Canada Post throughout the project area. Information was also shared in community social media channels, school communications and through the local Councillor's office.

In Phase 1 of public consultation, top ideas, issues and concerns raised by participants were:

- **Road safety improvements for vulnerable road users such as school children and older adults.** There is support for road design changes to improve safety, reduced non-local traffic and reduced vehicle speeds in the project area.
- **Concerns about high vehicle speeds, wide roads and lack of pedestrian infrastructure and bikeways on arterial and local roads.** A variety of streets in the area were identified as areas of concern due to high traffic volumes and high motor vehicle speeds.
- **Safer streets around schools.** Support for road safety improvements including enhanced crosswalks, crossing guards and measures to reduce speed around schools in the project area.
- **Improvements to parking and pedestrian safety around Agincourt GO Station.** Concerns that street parking and pick-up and drop-off activity on neighbourhood streets surrounding the Agincourt GO Station blocks visibility and movement on the street during morning and afternoon rush hour. Participants also expressed a desire for improved cycling, walking and transit connections to the station.

A second phase of consultation is planned for 2027 to receive feedback on proposed changes.

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

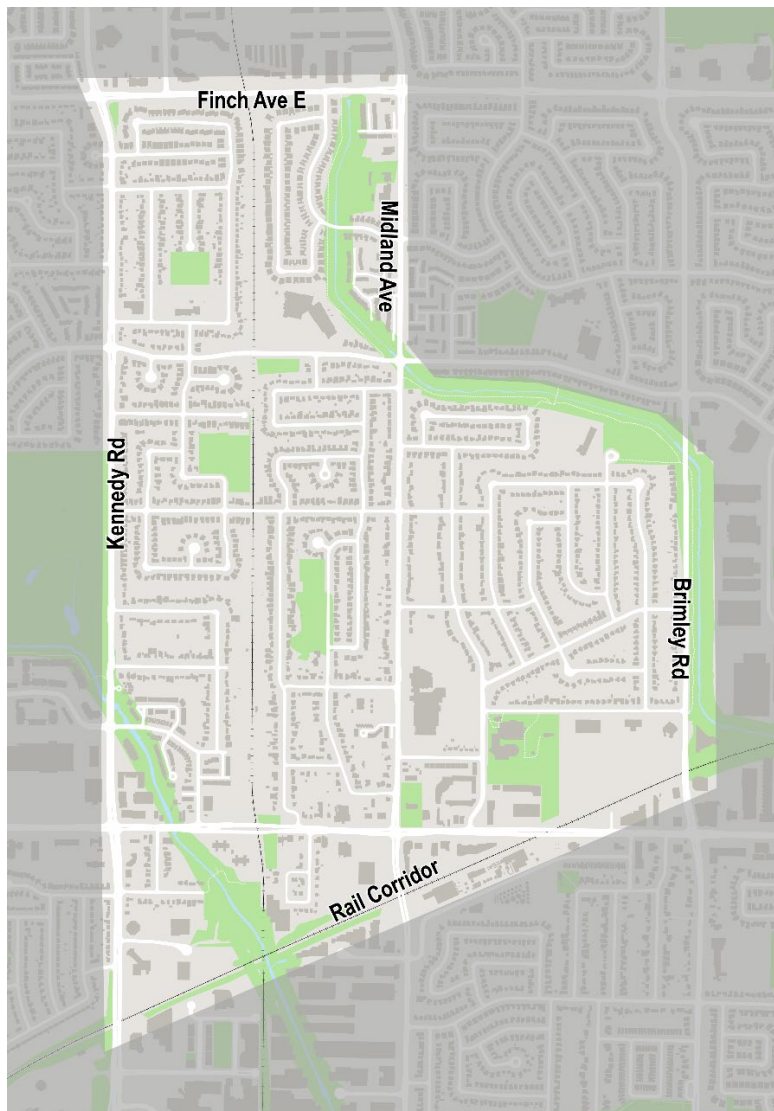
Project Overview

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for West Agincourt. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets.

The West Agincourt Streets Plan will investigate five main areas of improvement:

- Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
- Motor vehicle speeding
- Through traffic on local streets
- Supporting transportation options (e.g. transit, walking and cycling)
- Curbside activity (e.g. parking, bus stops, loading zones)

The West Agincourt Streets Plan project area is bounded by Finch Avenue (north), Midland Avenue, the East Highland Creek and Brimley Road (east), the CPR rail corridor (south), and Kennedy Road (west).



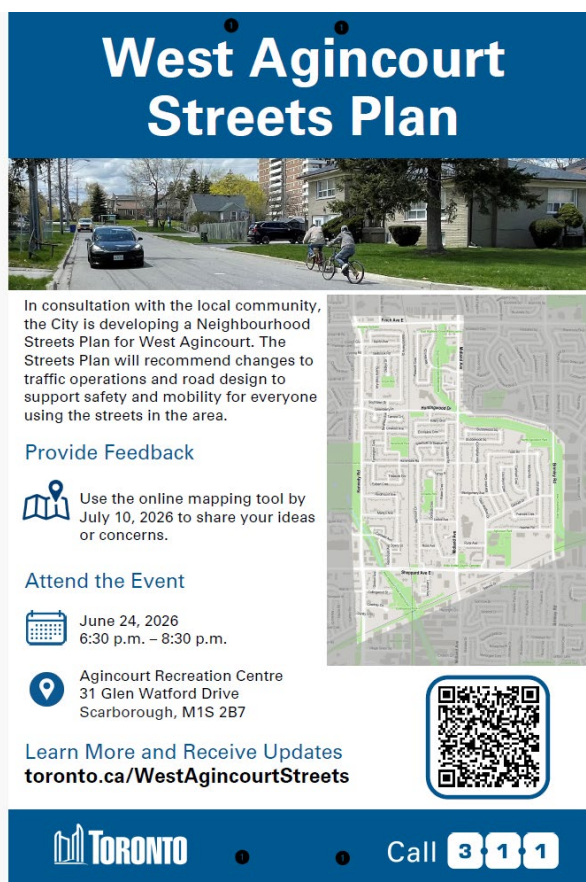
Map of area covered by West Agincourt Streets Plan

Overview of Communications and Consultation Activities

Communication Activities

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

- Project web page toronto.ca/WestAgincourtStreets (631 unique visits)
- Notice delivered via Canada Post (6,380 addresses in the project area)
- E-notification to project subscribers (56 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (44 contacts)
- 200 postcards printed and distributed in project area
- 26 large signs posted on utility poles and other visible locations in the project area
- Cantonese and Mandarin translation on notices and Cantonese and Mandarin interpreters at the public event
- Survey distributed to project area schools



West Agincourt Streets Plan

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for West Agincourt. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets in the area.

Provide Feedback

Use the online mapping tool by July 10, 2026 to share your ideas or concerns.

Attend the Event

June 24, 2026
6:30 p.m. – 8:30 p.m.

Agincourt Recreation Centre
31 Glen Watford Drive
Scarborough, M1S 2B7

Learn More and Receive Updates
toronto.ca/WestAgincourtStreets

TORONTO Call **311**



TORONTO Public Consultation
June 10, 2025

West Agincourt Streets Plan
愛靜閣西區街道規劃
爱静阁西区街道规划

People cycling on a local street in the project area

In consultation with the local community, the City is developing a Neighbourhood Streets Plan for West Agincourt. The Streets Plan will recommend changes to traffic operations and road design to support safety and mobility for everyone using the streets.

The West Agincourt Streets Plan will investigate five main areas of improvement:

1. Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling)
2. Motor vehicle speeding
3. Through traffic on local streets
4. Supporting transportation options (e.g. transit, walking and cycling)
5. Curbside activity (e.g. parking, bus stops, loading zones)

Project Area
The project area is located between Finch Avenue (north), Midland Avenue, the East Highland Creek, and Brimley Road (east), the CPR rail corridor (south), and Kennedy Road (west).

The City invites residents to learn more about the project and participate in identifying issues, opportunities, and ideas for the neighbourhood.

Learn More	Attend the Public Drop-In Event	Provide Feedback
 Visit the project webpage and view information panels that will be presented at the public event.	 View information panels, provide comments, ask questions and speak with the project team. Wednesday, June 24, 2026	 Tell us about your transportation issues and ideas using an interactive map and take a short survey

Signs posted around the project area and notice distributed to the public

Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Site visits to schools to conduct surveys	June 19, 2026	7 schools participated (9 schools contacted)
Interest Group Meeting	June 22, 2026	2 attendees (44 invited)
School walkabout with community organization	June 22, 2026	10 participants
Drop-In Public Event	June 24, 2026	46 attendees
Online Interactive Map	June 10 – July 10 2026	137 contributions from 29 contributors
Email/Phone Comments	June 10 – July 10 2026	18 comments received from 17 individuals

What We Heard

- Participants were in favour of road safety improvements, specifically those that would ensure safety of vulnerable road users such as school children and older adults through road design, reduce non-local traffic and reduce speeding.
- Kennedy Road, Sheppard Avenue West, Midland Drive, were the top locations noted for concerns about high motor vehicle speed and wide roads without much pedestrian or cycling infrastructure. Havendale Road and Huntingwood Road were also identified as concerns for high traffic volumes and high motor vehicle speeds.
- School road safety was mentioned around local schools including Agincourt Junior Public School, Sir Alexander MacKenzie Public School, North Agincourt Public School, St Bartholomew Catholic School and Agincourt Collegiate Institute. Location-specific comments at Glen Watford Drive, Heather Road, Lockie Avenue, Southlawn Drive and Todd Road mentioned a desire to see improved crosswalks and measures to reduce motor vehicle speeding.
- The Agincourt GO station is a major transit hub and concerns were raised about street parking on the neighbourhood streets surrounding the station, and a desire for improved cycling, walking and transit connectivity to the station. Reduced visibility due to parked cars, traffic signal timing and motor vehicle volumes at morning and afternoon rush hours raised safety concerns for vulnerable road users such as school children, seniors, and those with accessibility needs.
- Some existing cycling infrastructure exists in the neighbourhood and there are varying perspectives on separated cycle lanes versus painted markings.

Interactive Map and Online Survey

An interactive map was available online via Social Point and allowed respondents to identify specific locations on a map where they experienced concerns or saw opportunities for transportation changes.

Participation in the survey was anonymous, and optional demographic questions were included (see Appendix for survey participant profile).

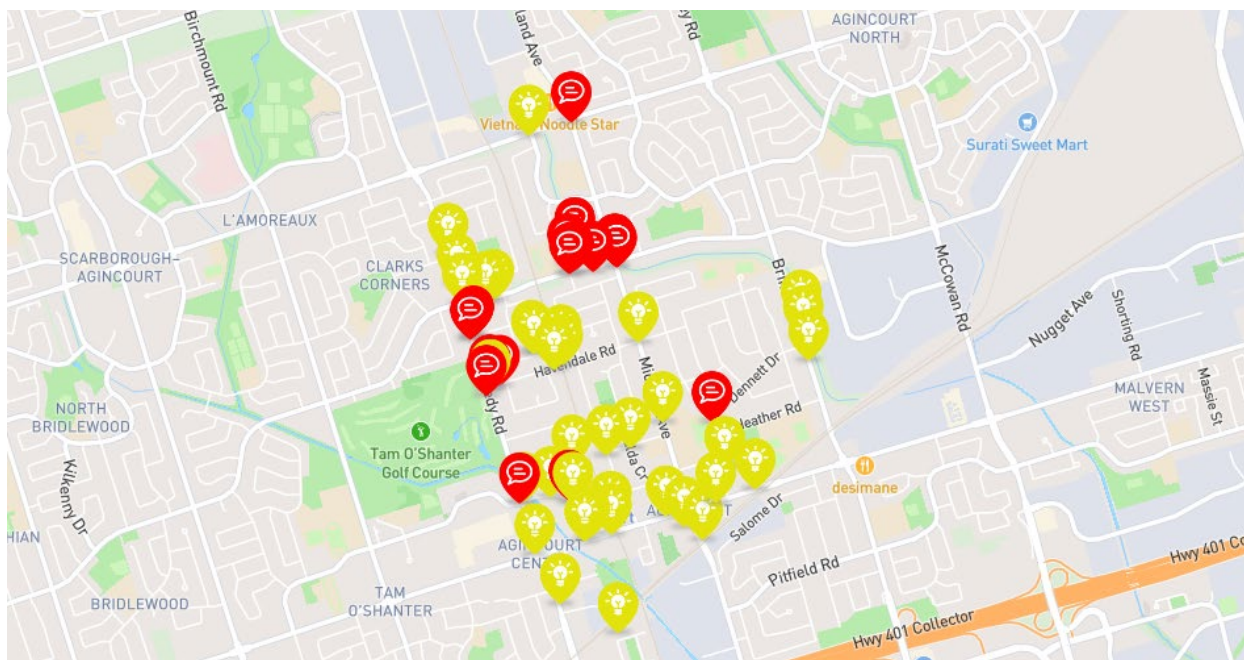


Image of online interactive map for West Agincourt Streets Plan.

Road Safety

Location	Comment Summary
Agincourt Drive and Sheppard Avenue East	- Right hand turn curb on Agincourt Drive gets piled with snow in the winter and reduces sightlines - Request for protected left turn signal for vehicles exiting Agincourt Drive
Belgreen Avenue and Huntingwood Drive	- Poor sightlines for southbound traffic on Belgreen Avenue at the intersection
Kennedy Road and Cardwell Road/Bonis Avenue	- Right and left turning motor vehicles conflict with pedestrians crossing
Midland Avenue and Huntingwood Drive	- High number of collisions at this intersection
Sheppard Avenue East at Agincourt GO Station, Reidmount Avenue	- Suggestion to install curb extensions to shorten radius for turning - Request for signage to prevent vehicles blocking the intersection - Request for signage to facilitate left-turning vehicles exiting Reidmount Avenue

Speed

Location	Comment Summary
Dennett Drive	- High motor vehicle speeds due to wide road
Glen Watford Drive and Dennett Drive	- Request for traffic calming measures to address high motor vehicle speeds near the school
Havendale Road	- High motor vehicle speeds along this road - Request for traffic calming at the rail tracks
Kennedy Road	- Motor vehicles travel at high speeds and run the red lights at Havendale Road
Midland Avenue	- High motor vehicle speeds, request for traffic calming measures

Location	Comment Summary
Sheppard Avenue East	- High motor vehicle speeds and vehicle lanes are seen as too wide
Todd Road	- High motor vehicle speeds during school drop off times, request for traffic calming measures

Volume

Location	Comment Summary
Finch Avenue East and Kennedy Road	- Busy intersection with motor vehicles getting stranded in the pedestrian crossing due to signal timing - Curb extensions need repair
Havendale Road and Kennedy Road	- Havendale Road has become a bypass route for Huntingwood Drive resulting in higher volumes at this intersection and turning traffic backs up on Kennedy Road at the signal
Huntingwood Drive	- High volumes of through traffic - Requests that only local traffic be permitted
Huntingwood Drive and Kittery Boulevard	- Difficult for motor vehicles to turn onto Huntingwood Drive from Kittery Boulevard due to high traffic volumes and poor sightlines
Kennedy Road and Marilyn Avenue	- Request to remove left hand turn restrictions
Midland Avenue and Havendale Road	- Request for signal timing changes to reduce long lines on Havendale Road on west side of Midland Avenue at signal during rush hours
Sheppard Avenue East at Agincourt GO Station	- High amount of motor vehicle congestion, - Suggestion for a pedestrian walkway over Sheppard Avenue East to connect Village Square and Agincourt GO Station

Cycling

Location	Comment Summary
Agincourt Drive, Havendale Road	- Request for upgrade of existing shared use bikeways
Cardwell Avenue	- Request that bicycles be exempted from the no-through traffic signs - Request that cycle tracks not be considered
Finch Avenue East, Kennedy Road, Midland Avenue, Brimley Road, Lockie Avenue, Shappard Avenue East	- Requests for bikeways
Huntingwood Drive	- Request for extension of bike lanes with physical separation on Huntingwood Drive east of Kennedy Road - Request for Bike Share station at Kennedy Road - Concerns about any additional physical separation of bike lanes, requests for painted markings instead

Pedestrians

Location	Comment Summary
Donalda Crescent	- Concern about missing sidewalk between Roker Crescent and Lockie Avenue, poses safety risk for children walking to school on the road
Dowry Road	- Concerns about missing sidewalks connecting to Agincourt GO Station

Location	Comment Summary
Dowry Road, Reidmount Avenue, Marilyn Avenue	- Request for modal filters to improve pedestrian safety and manage pick up/drop off traffic at Agincourt GO Station
Finch Avenue East and Midland Avenue	- Concerns about pedestrian safety at intersection crosswalks
Glen Watford Drive	- Request for pedestrian crossing to the shopping plaza at Dynasty Centre
Havendale Road and Agincourt Drive/Stainforth Drive	- Concerns about pedestrian safety at offset intersection
Havendale Road and Belgreen Avenue	- Request for safe crossing for pedestrians to access playground at Havendale Park
Havendale Road at Havendale Park	- Request for safe crossing for pedestrians accessing the park
Havendale Road at rail tracks	- Concern about ability for pedestrians to cross the rail tracks during future planned construction
Kennedy Road and Cowdray Court	- Concerns about pedestrian safety, suggestion for guard rails above grade to improve pedestrian safety
Kennedy Road and Havendale Road	- Request to add more time to the pedestrian signal countdown
Lockie Avenue and Donalda Crescent	- Concern about pedestrian safety for the many school children on the street
Marilyn Avenue at GO rail tracks	- Request to create a pedestrian crossing to cross the GO train tracks
Midland Avenue and Rural Avenue	- Request for pedestrian crossing for students accessing Agincourt Collegiate
Montgomery Avenue, Marydon Crescent, Lauralynn Crescent, Canham Crescent, Shilton Road	- Concern about missing sidewalks on these streets that connect to schools on Heather Road
Moran Road	- Request for sidewalk and/or pedestrian crossing at cul-de-sac on Moran Road to increase pedestrian safety
Pedestrian walkway on east side of GO station to Agincourt Drive	- Request for better maintenance, lighting and sightlines

Public Transit

Location	Comment Summary
Linwood Avenue and Kennedy Road	- Request for mid-block crossing for pedestrians to access the TTC bus stop

Parking

Location	Comment Summary
Agincourt Drive	- Request for No Parking or No Standing signage for cars doing drop off at Agincourt GO Station
Glen Watford Drive	- Request for parking restrictions for cars dropping off students at Agincourt Collegiate
Huntingwood Drive	- Request for reduction or elimination of street parking to allow more space for walking, biking and public transit - Motor vehicles parking in the bike lane creates unsafe conditions for cyclists
Moran Road	- Request for better parking solutions during school pick-up and drop-off

Location	Comment Summary
Reidmount Avenue, Marilyn Avenue	- Request for more parking signage and restrictions for motor vehicles parking to access the Agincourt GO Station

Other

Location	Comment Summary
East Highland Creek Trail	- Request for shrub and winter maintenance, widening and better signage on the trail to improve access for students
Project area	- Concern about late night street racing and loud car and motorcycle engines

Public Drop-in Event

The public consultation event was held on June 24, 2026 from 6:30 to 8:30 p.m. at Agincourt Recreation Centre. Attendees were able to view information panels about the project and speak with members of the project team. Attendees were also able to provide feedback by adding notes at specific locations on a large map of the project area.





Participants at the public event on June 24, 2026

Participant comments are summarized below:

Road Safety

Location	Comment Summary
Agincourt Drive, Dowry Street	- Concern about school children road safety around busy GO station
Dennett Drive and Brimley Road	- Poor sightlines at this intersection for turning motor vehicles
Glen Watford Drive and Dennet Drive	- Many pedestrians crossing, request for a stop sign to slow down traffic and allow pedestrians to cross
Kennedy Road and Bonis Avenue	- Concerns about road safety and pedestrian safety at this intersection
Rural Avenue and Glen Watford Drive	- Concern about past collisions and incoming development, request for a traffic signal
Sheppard Avenue East at Midland Avenue, Kennedy Road	- Very busy and dangerous intersections
Southlawn Drive	- Request for more visible signage prohibiting U-turns in front of Lynwood Heights School
Todd Road and Marydon Crescent	- Wide turn results in motor vehicles turning into opposite travel lane

Speed

Location	Comment Summary
Havendale Road, Huntingwood Drive, Agincourt Drive, Southlawn Drive, Bellefontaine Drive, Roker Crescent, Brimley Road	- Requests for speed reduction measures
Project area	- Confusion about different speeds on different local streets, some are 30 km/h, others are 40 km/h
Sheppard Avenue East, intersections with Midland Avenue and Kennedy Road	- Motor vehicles turning at high speeds through these intersections

Location	Comment Summary
Todd Road, Moran Road	- Motor vehicles travelling at high speeds during school pick up and drop off times

Volume

Location	Comment Summary
Agincourt Drive, Havendale Road, Huntingwood Drive	- High volume of non-local traffic, concern about increased traffic with rail line bridge
Emmeline Crescent, Kittery Blvd	- These side streets experience cut-through motor vehicle traffic from vehicles avoiding Midland Avenue and Huntingwood Drive

Cycling

Location	Comment Summary
Agincourt GO station, Reidmount Avenue, Gordon Avenue	- Request for better bikeway connections to Agincourt GO Station
Huntingwood Drive	- Concerns about any additional physical separation of bike lanes, requests for painted markings instead
Midland Avenue, Sheppard Avenue East, Finch Avenue East, Havendale Road, Brimley Road	- Requests for more bikeways
Ron Watson Park to West Highland Creek Trail	- Request for multi-use trail

Pedestrians

Location	Comment Summary
Agincourt Drive	- Concerns about crossing at Havendale Road due to offset intersection
Bellefontaine Street	- Request to create pedestrian access from Finch Avenue East
Glen Watford Drive, Havendale Road, Buena Vista Avenue, Bellefontaine Street, Bellbrook Road, Marilyn Avenue, Reidmount Avenue, Dowry Street	- Requests for sidewalks
Glen Watford Road	- Request for crosswalk at Heather Road for students at Agincourt Collegiate
Kennedy Road and Cardwell Street	- Dangerous pedestrian crossing at Agincourt Mall
Midland Avenue and Havendale Road	- Concern about safety of children walking to school
Reidmount Avenue, pedestrian GO walkway	- Concerns about pedestrian safety during morning and afternoon rush hours around Agincourt GO station

Public Transit

Location	Comment Summary
Sheppard Avenue East and Midland Avenue	- Consider moving bus stop shelter on southwest corner of Midland Avenue to closer to the stop
Project area	- Suggestion to have bus-only lanes when arterial roads have three lanes in the same direction

Parking

Location	Comment Summary
Agincourt GO Station	- Parking lot is always full - Illegal parking happens on streets around the station, such as Marilyn Avenue, Cardwell Street, Reidmount Avenue
Huntingwood Drive	- Concerns about cars parking in the bike lane
Todd Road	- Concern about parked cars causing congestion during school drop off and pick up

Other

Location	Comment Summary
Glen Watford Drive	- Road surface is in poor condition

Interest Group Feedback

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

Road Safety

Location	Comment Summary
Lockie Avenue	- Request for a crossing guard on the west side at Donalda Crescent - Request for a U-turn prohibition in front of Sir Alexander McKenzie school
Reidmount Avenue	- Very busy side streets close to Agincourt GO Station, - Request for road safety measures such as curb extensions or turn restrictions

Speed

Location	Comment Summary
Huntingwood Drive, Bellefontaine Street, Agincourt Drive, Heather Road	- Concerns about motor vehicle drivers travelling at high speeds

Volume

Location	Comment Summary
Brimley Road and Heather Road	- Traffic queuing occurs, request for advanced left turn lane on Brimley Road turning onto Heather Road
Huntingwood Drive	- High traffic volumes at entrance to Sir William Osler School during peak hours, making it difficult to turn in and out of school parking lot

Pedestrians

Location	Comment Summary
Francis Crescent	- Concern about missing sidewalk
Heather Road and Glen Watford Road	- Many students cross the road here; Request for a pedestrian crossing
Marilyn Avenue	- Request to make the end of this street pedestrian-only, similar to Dowry Street

Location	Comment Summary
Sheppard Avenue East	- Concern about students walking to local schools having to cross Sheppard Avenue at busy intersection at Agincourt GO Station parking lot
Project area	- Many streets in the area are without sidewalks and school children need to walk on the road around parked cars, results in poor visibility and dangerous walking conditions

Parking

Location	Comment Summary
Lockie Avenue	- Concern about cars parking too close to pedestrian crossing in front of Sir Alexander McKenzie School

Additional Feedback

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

Road Safety

Location	Comment Summary
Belgreen Avenue and Linwood Avenue	- Request for a stop control for pedestrian safety
Kennedy Road and Cardwell Avenue	- Concern about road safety and pedestrian safety at this intersection
Kennedy Road and Linwood Avenue	- Request for signals to help pedestrians cross Kennedy Road

Speed

Location	Comment Summary
Havendale Road, Belgreen Avenue	- Concern about high motor vehicle speeds on neighbourhood streets
Kittery Boulevard and Huntingwood Drive	- Concern about high motor vehicle speeds on Huntingwood Drive and cut through traffic on Kittery Boulevard

Cycling

Location	Comment Summary
Kennedy Road and Cardwell Avenue	- Request for bicycle exemption for westbound-through prohibition at the intersection
Project area	- Concern about adding physical separation for bike lanes

Pedestrians

Location	Comment Summary
Donalda Crescent and Lockie Drive	- Concern about safety of children walking to school, lack of sidewalks and request for intersection safety review
Glen Watford Drive	- Concern about students crossing the road safely to access Agincourt Collegiate entrance on Glen Watford Drive
Kennedy Road and Reidmount Avenue	- Request for pedestrian crossover
Reidmount Avenue	- Request for sidewalk snow clearing and debris clearing regularly for improved accessibility to the Agincourt GO station entrance

Parking

Location	Comment Summary
Reidmount Avenue, Marilyn Avenue	- Concerns about unauthorized parking on streets around Agincourt GO station, resulting in road safety issues for pedestrians

Other

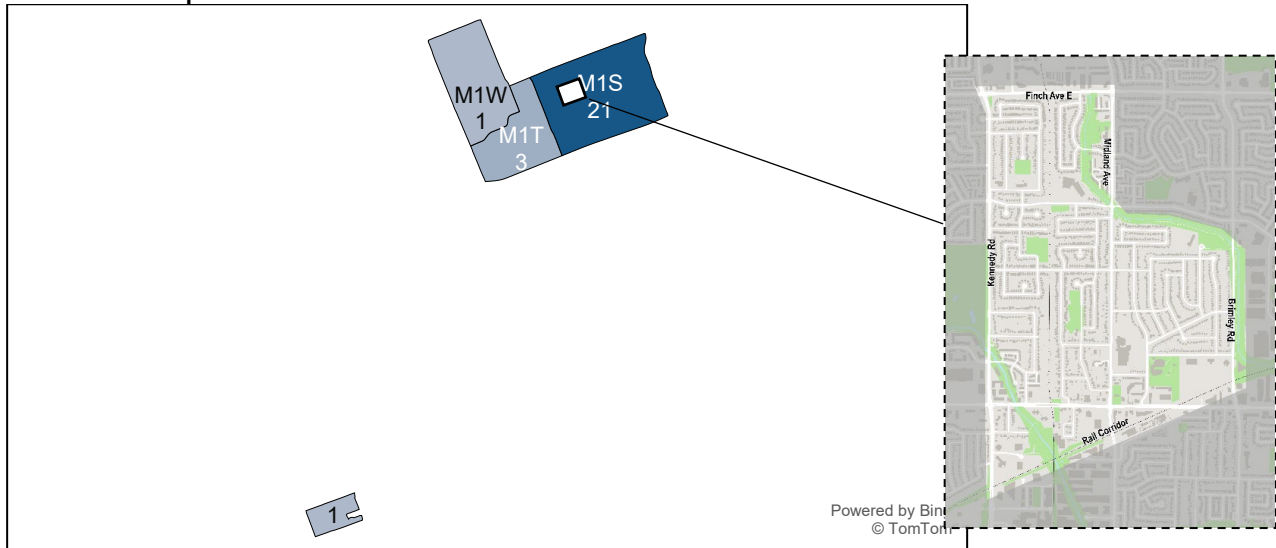
Location	Comment Summary
Kennedy Road	- Concern about e-bikes and mopeds on the sidewalks
Sheppard Avenue East	- Concerns about motor vehicle noise late at night

Appendices

Appendix A: Survey Participant Profile

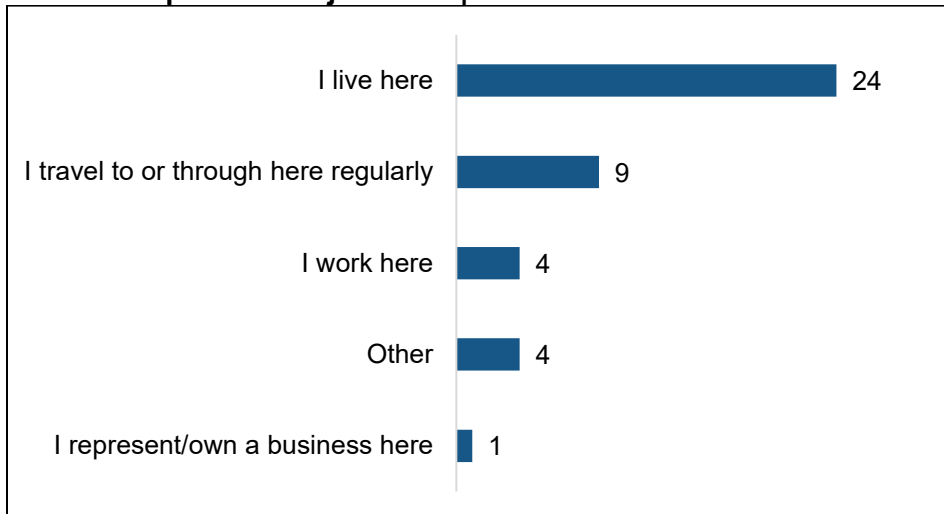
A total of 26 survey respondents provided optional demographic information described below.

Postal Code | n=26



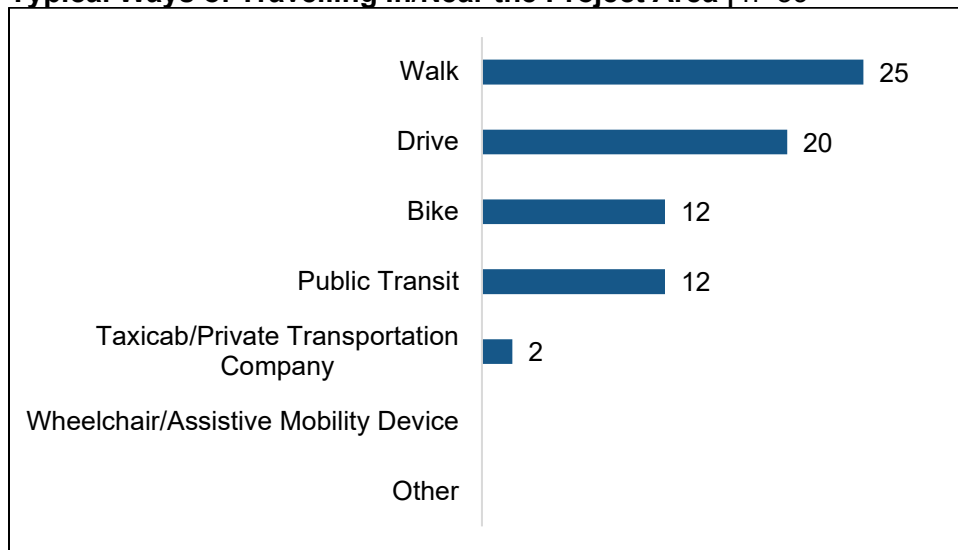
Almost all survey respondents live in or near the study area (M1S).

Relationship to the Project Area | n=42



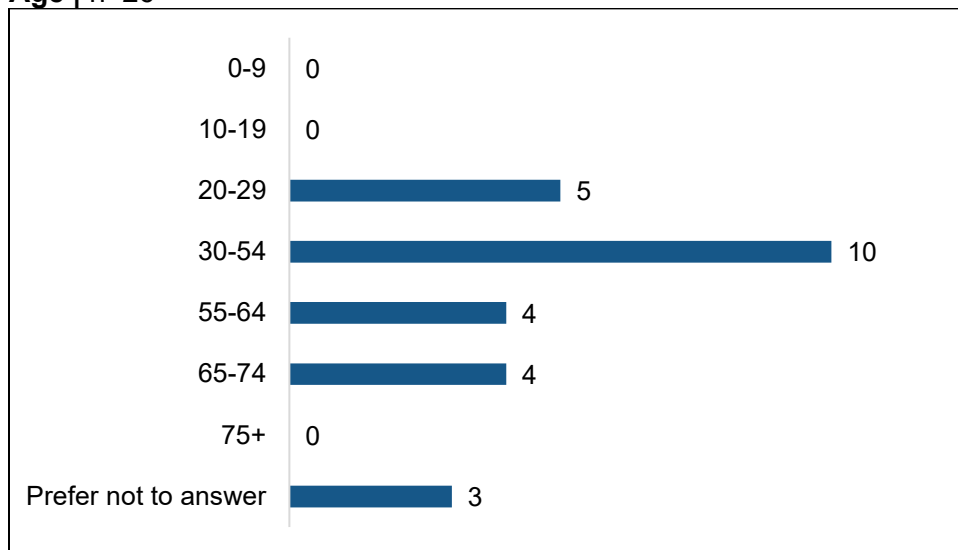
All respondents identified a relationship with the area, the largest number of respondents live in the project area, followed by people who travel to or through the area regularly. Respondents were able to select more than one option.

Typical Ways of Travelling In/Near the Project Area | n=39



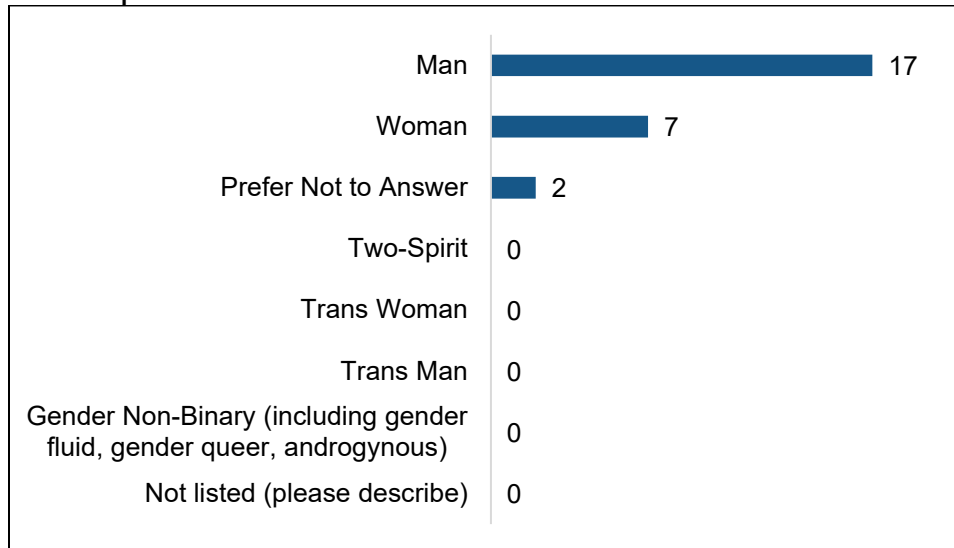
Most survey respondents walk or drive in or near the project area, followed by about one third of respondents who cycle or take public transit. Respondents were able to choose more than one selection.

Age | n=26



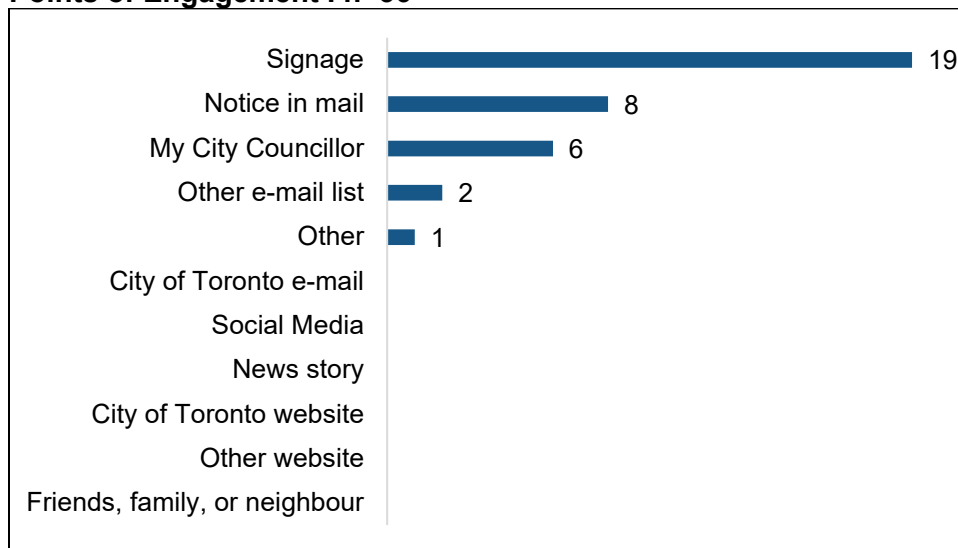
Most survey respondents are in the working age categories.

Gender | n=26



More survey respondents identified as men than women, with two participants who chose not to answer.

Points of Engagement | n=36



Most survey respondents heard about this consultation by signage posted around the project area and notice delivered to the project area, followed by their City Councillor and other email lists. Respondents were able to select more than one option.