

Traffic Calming (Speed Cushions) - Wright Avenue

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 5, York South-Weston

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Wright Avenue, City Council approval of this report is required.

Transportation Services is recommending the installation of speed cushions on Wright Avenue, between Jane Street and Plainfield Road. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed cushions should be installed on Wright Avenue, between Jane Street and Plainfield Road.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic calming (1 speed cushion) on Wright Avenue, between Jane Street and Plainfield Road, generally as shown in Attachment 2, Drawing No. TC-716, dated June 2026 from the Director, Enforcement and Street Management, Transportation Services.
2. Subject to the approval of Part 1 above and in conjunction with the installation of traffic calming:
 - a. City Council prohibit standing at all times on, the north side of Wright Avenue between a point 83 metres west of Jane Street and a point 46 metres further west.
 - b. City Council amend the existing parking prohibition in effect at all times on the south side of Wright Avenue between Jane Street and Pine Street, to be in effect between Jane Street and a point 83 metres west and between a point 129 metres west of Jane Street and Pine Street.

c. City Council prohibit standing at all times on the south side of Wright Avenue, between a point 83 metres west of Jane Street and a point 46 metres further west.

FINANCIAL IMPACT

The estimated cost for installing one speed cushion and the associated standing prohibitions on Wright Avenue is \$9,000. Funding is available for these capital projects categorized as Health & Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing traffic calming on Wright Avenue, between Jane Street and Pine Street. The residents are concerned that motorists travel at a high rate of speed on Wright Avenue.

Existing Conditions

Wright Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The daily two-way traffic volume is approximately 1,827 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is Toronto Transit Commission (TTC) service provided by the 32C Eglinton bus
- There is a sidewalk located on the north side of the street

The land use in the area consists mostly of detached and semi-detached residential dwellings. This subject section of Wright Avenue is not within a designated Community Safety Zone.

A map of the area and proposed location of the speed cushion is included in Attachment 2.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Wright Avenue for three consecutive days between July 8th, 2025, and July 10th, 2025.

The study results on Wright Avenue disclosed the following:

- 24-hour total vehicle volume is 1,827 vehicles
- The block length from Jane Street to Plainfield Road is 170 metres
- The block length from Plainfield Road to Gibson Avenue is 70 metres
- The block length from Gibson Avenue to Pine Street is 100 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44 km/h

Based on the study results, Wright Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed for the segment between Jane Street and Plainfield Road. The block length was greater than 120 metres and the operating speed is 9 km/h over the warranted speed of 30 km/h.

The 2 remaining segments of Wright Avenue, between Plainfield Road and Gibson Avenue and Gibson Avenue and Pine Street did not satisfy the warrant criteria as the segments are less than the required minimum of 120 metres between adjacent stop controls.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for Wright Avenue, between Jane Street and Plainfield Road. Therefore, staff recommend the installation of speed cushions on Wright Avenue on that section.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged

- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Wright Avenue, between Jane Street and Plainfield Road, scored 39 ranking points out of a possible 100.

Speed cushions require standing to be prohibited within the vicinity. Parking amendments on Wright Avenue are required in conjunction with the installation of the proposed speed cushion in order for TTC vehicles to be able to traverse the speed cushions without being impeded by parked vehicles. There will be a loss of approximately 7 or 8 parking spaces on the north side of Wright Avenue. Parking is already prohibited on the south side of the street.

Installation of the speed cushion would have minimal effect on winter services, street cleaning and garbage collection.

Consultation with Emergency Services

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Paramedic Services responded on May 12, 2026 and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 3. Toronto Police Service and Toronto Fire Services have not provided comments at the time of writing this report. Installing speed cushions will result in slower operating speeds for all vehicles, including emergency service vehicles.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

Mike Barnet., P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Wright Avenue

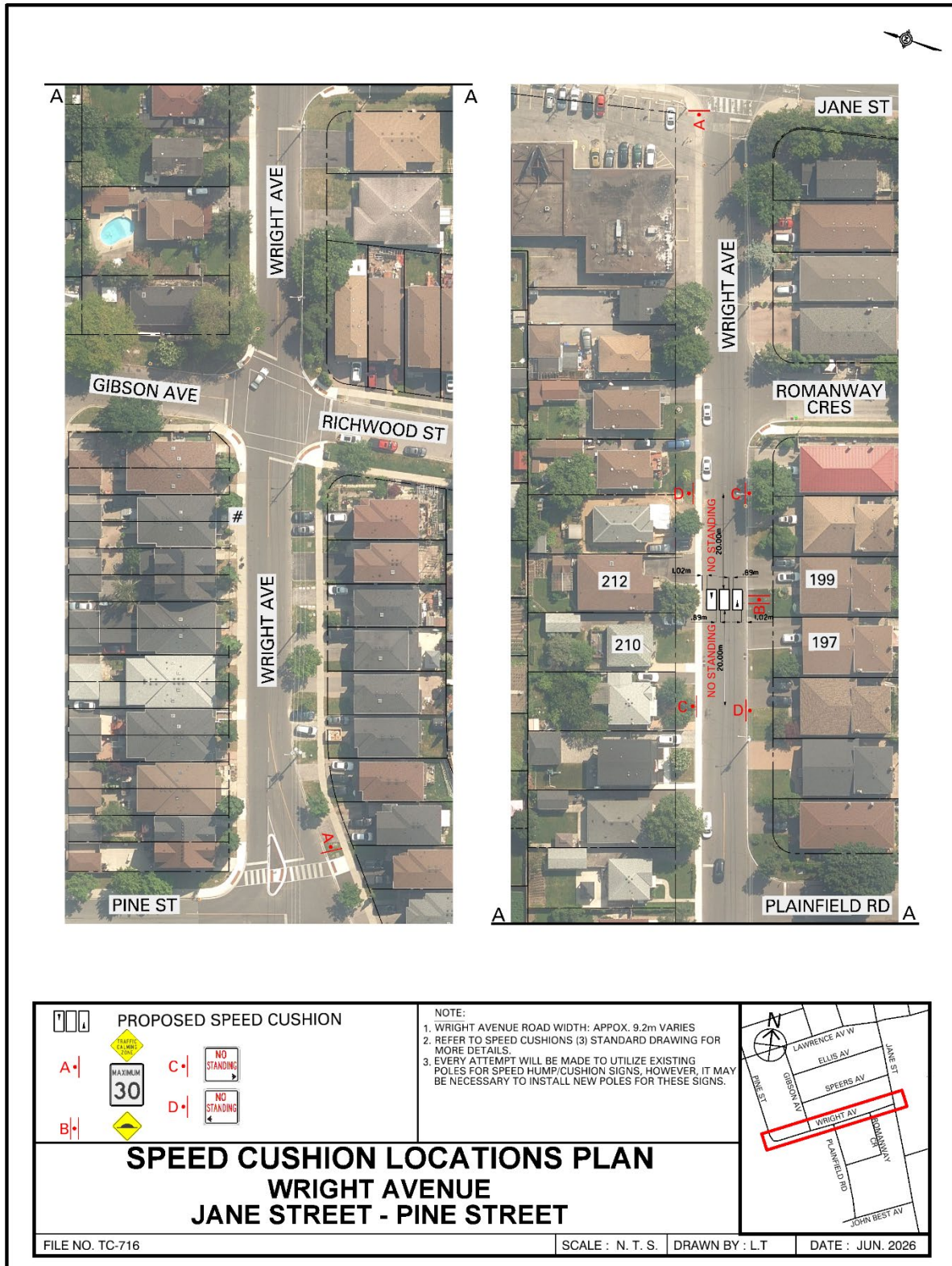
Attachment 2: Speed Cushion Locations Plan - Wright Avenue

Attachment 3: Letter from Toronto Paramedic Services, dated May 12, 2026

Attachment 1: Traffic Calming Warrant - Wright Avenue

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes.
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (170m) No (100m and 70m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (14 km/h)

Attachment 2: Speed Cushion Locations Plan - Wright Avenue



Attachment 3: Letter from Toronto Paramedic Services, dated May 12, 2026

RE: Comments for Wright Avenue Traffic Calming Speed Cushion Installat...



EMS Planning
To ○ Ahmed Muse
Cc ○ EMS Planning



Tue 6:29 PM

Hi Ahmed,

We have received and reviewed the proposal for installation of speed humps on Wright Avenue, between Jane Street and Pine Street, with the following comments:

The installation of speed humps on Wright Avenue, between Jane Street and Pine Street, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Wright Avenue, between Jane Street and Pine Street, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

