

Date: April 20, 2026

To: Toronto and East York Community Council

From: Mike Barnet, Director, Enforcement and Street Management

Re: Compulsory Stop Controls – Norwood Road and Benlamond Avenue/Glen Oak Drive (Ward 19, Beaches - East York)

Transportation Services has been requested by the Ward 19 Councillor to provide recommended wording for recommendations they plan to present to the April 30, 2026, Toronto and East York Community Council. Staff request that this memorandum accompany the Councillor's letter.

This memorandum is about a matter that Community Council has delegated authority from City Council to make a final decision.

Summary

- ☒ Staff **support** the draft recommendations provided below
- ☐ Staff **do not support** the draft recommendations provided below
- ☐ Staff do not have sufficient data and/or time to determine if the draft recommendations provided below can be supported by staff, at this time.

Draft Recommendations:

1. *Toronto and East York Community Council authorize a compulsory stop control for southbound traffic on Norwood Road and Benlamond Avenue/Glen Oak Drive*

Currently, the intersection of Norwood Road and Benlamond Avenue/Glen Oak Drive is stop-controlled on Benlamond Avenue and Glen Oak Drive, while the southbound approach of Norwood Road operates under free-flow conditions. This intersection has a non-standard geometry, resulting in potential operational challenges that are not present at more typical intersections.

In 2025, Transportation Services reviewed the feasibility of implementing all-way stop control at this intersection and determined that it was not numerically warranted. The average vehicle volume was recorded was 73 vehicles/hour (required 375), the vehicle/pedestrian volume crossing the major road was 75 units/hour (required 150) and the percentage volume split was recorded as 43/57. During our study, an average of 30 pedestrians were recorded crossing Norwood Road. The pedestrian volumes were

factored by 2, consistent with the approved all-way stop warrant. A review of the Toronto Police Service collision history for the three-year period ending January 1, 2026, did not indicate any reported collisions at this intersection that would be considered potentially preventable with the installation of an all-way stop control.

At the request of area residents and the Ward Councillor, the intersection is scheduled for geometric improvements. A quick-build installation with pavement markings is planned this year with permanent changes scheduled for 2027. These upgrades include reducing curb radii and formalizing crosswalks to better manage vehicle speeds, clarify right-of-way, and improve sightlines in accordance with current design standards. In order to support and reinforce these design changes, Transportation Services recommends the implementation of all-way stop control at this intersection, notwithstanding the numeric warrants not being met.

Financial Impact

Staff have not been able to develop engineering estimates for this work but based on previous experience and similar work in the past, we expect the costs associated with approving the draft recommendation above will be approximately \$1,000.00. As this work was not anticipated, it has not been specifically included in any approved budgets. Completion of the work would be subject to availability and competing priorities within future Transportation Services Operating Budgets, unless a specific funding source is identified by the councillor and approved by Toronto and East York Community Council.

Contact

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