

June 23, 2026

To: Toronto and East York Community Council
From: Director, Enforcement and Street Management, Transportation Services
Re: Traffic Calming on Glenhurst Avenue – Motion Memorandum
Wards: Ward 9, Davenport

Transportation Services has been requested by a local Councillor to provide recommended wording and technical drawings for recommendations they plan to present in a motion to Toronto and East York Community Council. Staff request that this memorandum accompany the member's submission.

Summary

- ☐ Staff **support** the draft recommendations provided below
- X 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 the installation of traffic calming (four speed humps) on Glenhurst Avenue between Appleton Avenue and Winona Drive, generally shown on attached Drawing No. ATP-SH-153 dated June 2026.*

Comments

In consultation with local community, the City developed a Neighbourhood Streets Plan for the Oakwood Village area that investigated four main areas of concern:

1. Road safety for vulnerable road users (i.e. seniors, school children, and people walking or cycling)
2. Excessive speeding
3. Excessive motor vehicle traffic on local streets
4. Opportunities to support active transportation

The Oakwood Village Streets Plan was considered by the Etobicoke York Community Council at its meeting on May 28, 2026 ([TE33.52](#)). Key findings in that report include:

- Eighteen streets were investigated for traffic calming and ten streets met the warrant criteria for traffic calming based on the [Traffic Calming Policy](#).
- There was general community support for speed humps across the neighbourhood, and the level of support varied by street.

- The Streets Plan investigated Glenhurst Avenue between Oakwood Avenue and Appleton Avenue and concluded that the warrant criteria for traffic calming were not met. It did not investigate the section between Oakwood Avenue and Winona Drive for traffic calming as speed was not identified as a safety issue in this location.

Based on subsequent community engagement conducted by the local Councillor's office, the local Councillor has requested that staff prepare draft recommendations and drawings to support the installation of traffic calming (speed humps) on Glenhurst Avenue. The requested wording above and Drawing No. ATP-SH-153 is supplied as an attachment to this memo.

Glenhurst Avenue is classified as a local road with two-way operation and a posted speed limit of 30 km/h.

Road Segment between Applewood Avenue and Oakwood Avenue

There are two feasible locations to install a speed hump between Applewood Avenue and Oakwood Avenue. However, staff do not support installation of speed humps in this road segment because:

- Warrant criteria are not met according to the Traffic Calming Policy. A warrant speed of 38 km/h or higher is required for a street with 30km/h posted speed. Data collected in June 2024 recorded an 85th percentile speed of 28 km/h and daily volume of 500 vehicles.
- Current design guidelines recommend a minimum spacing of 1 metre between a private driveway and a speed hump. Close spacing of driveways and requirements for field adjustment may result in speed humps being placed less than 1 metre distance from private driveways for the locations identified between Crang Avenue and Appleton Avenue.

Road Segment between Oakwood Avenue and Winona Drive

Installation of speed humps is not feasible between Robina Avenue and Roseneath Boulevard due to existing road grade. Current design guidelines recommend a maximum grade of 5%, to mitigate risk of speed hump geometry forming a ramp that motor vehicles may lift off in icy conditions or high speeds. The grade of Glenhurst Avenue between Robina Avenue and Roseneath Boulevard is 8%.

There are two locations where it is feasible to install a speed hump. However, staff do not support the installation of speed humps in this road segment because:

- Warrant criteria are not met according to the Traffic Calming Policy. The block lengths, 80 to 85 metres, are less than the minimum 120 metres between controlled intersections
- Speed and volume warrant criteria cannot be assessed without more recent data. The most recent data was collected in May 2013. It recorded 85th percentile speeds that range from 34 to 39 km/h and daily volume between 1,370 and 1,530 vehicles. Staff did not have sufficient time to collect more recent data.
- City design guidelines recommend speed humps to be installed between 30 to 45 metres away from an all-way stop, to mitigate risk that driver attention is diverted from the controlled intersection. The two feasible locations are located within 20 to 25 metres of an all-way stop.

Cost

The estimated cost for the installation of one speed hump is \$4,000; four speed humps are proposed, for a total estimated cost of \$16,000. Funding is available, categorized as Health and Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

If the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation in a given year, funding for approved installations will be prioritized using a prioritization score to promote equitable distribution of service.

Contact

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