

## **Traffic Calming (Speed Humps) - Sancrest Drive**

**Date:** June 19, 2025

**To:** Scarborough Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 21, Scarborough Centre

### **SUMMARY**

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

Transportation Services is recommending the installation of speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive. Staff's assessment indicates that the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Sancrest Drive.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of six speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive, generally as shown on Attachments 2 and 3, Drawings TC-536 and TC-537, dated June 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Sancrest Drive" from the Director, Traffic Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing six speed humps on Sancrest Drive is \$24,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive. The residents are concerned that motorists travel at a high rate of speed on Sancrest Drive.

### **Existing Conditions**

Sancrest Drive is characterized by the following conditions:

- It is a two-lane, local roadway
- It runs, east-west and south-north, with a 90 degree curve located mid-block
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 250 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The adjacent land use in the area is mainly residential, consisting of detached residential dwellings. Sancrest Drive is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

### **Study Results**

As part of the assessment of the warrant criteria, a three-day speed and volume study was conducted on Sancrest Drive, from January 21 to 23, 2025.

The study results on Sancrest Drive disclosed the following:

- 24-hour total vehicle volume is 245 vehicles
- The block length from Neapolitan Drive to Brimorton Drive is 442 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, Sancrest Drive, between Neapolitan Drive and Brimorton Drive, has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. 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 overall investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Sancrest Drive.

### **Relative Priority and Other Impacts**

In the event that the number of approved requests for roadway traffic calming measures exceeds 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. Sancrest Drive, between Neapolitan Drive to Brimorton Drive scored 17 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will 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 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 4. Toronto Fire Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps 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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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-396-3226, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

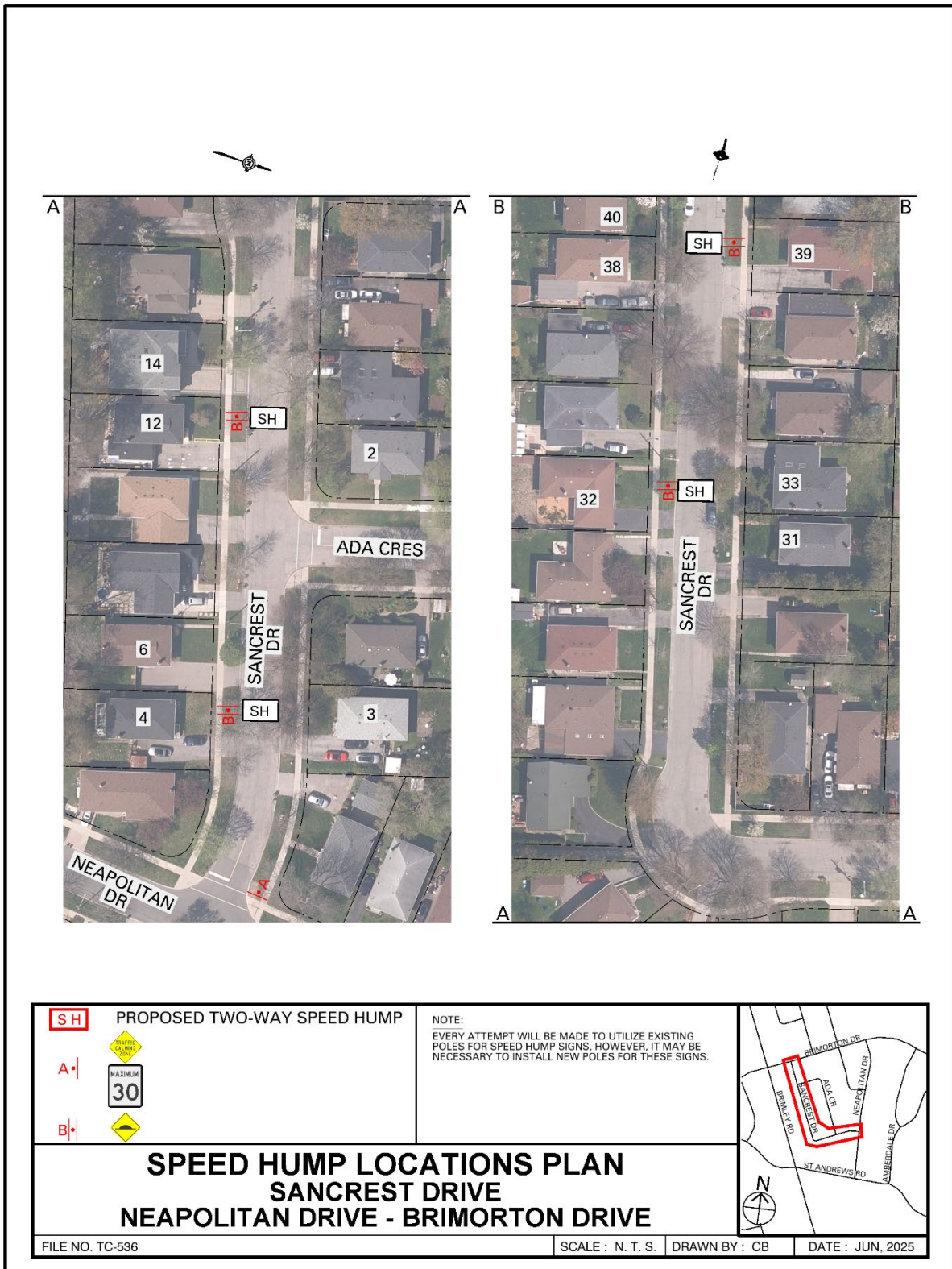
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- Attachment 1: Traffic Calming Warrant - Sancrest Drive, between Neapolitan Drive and Brimorton Drive
- Attachment 2: Speed Hump Locations Plan - Sancrest Drive, Neapolitan Drive - Brimorton Drive (Matchline, see drawing TC-537)
- Attachment 3: Speed Hump Locations Plan - Sancrest Drive, Neapolitan Drive - Brimorton Drive
- Attachment 4: Letter from Toronto Paramedic Services, dated May 28, 2025

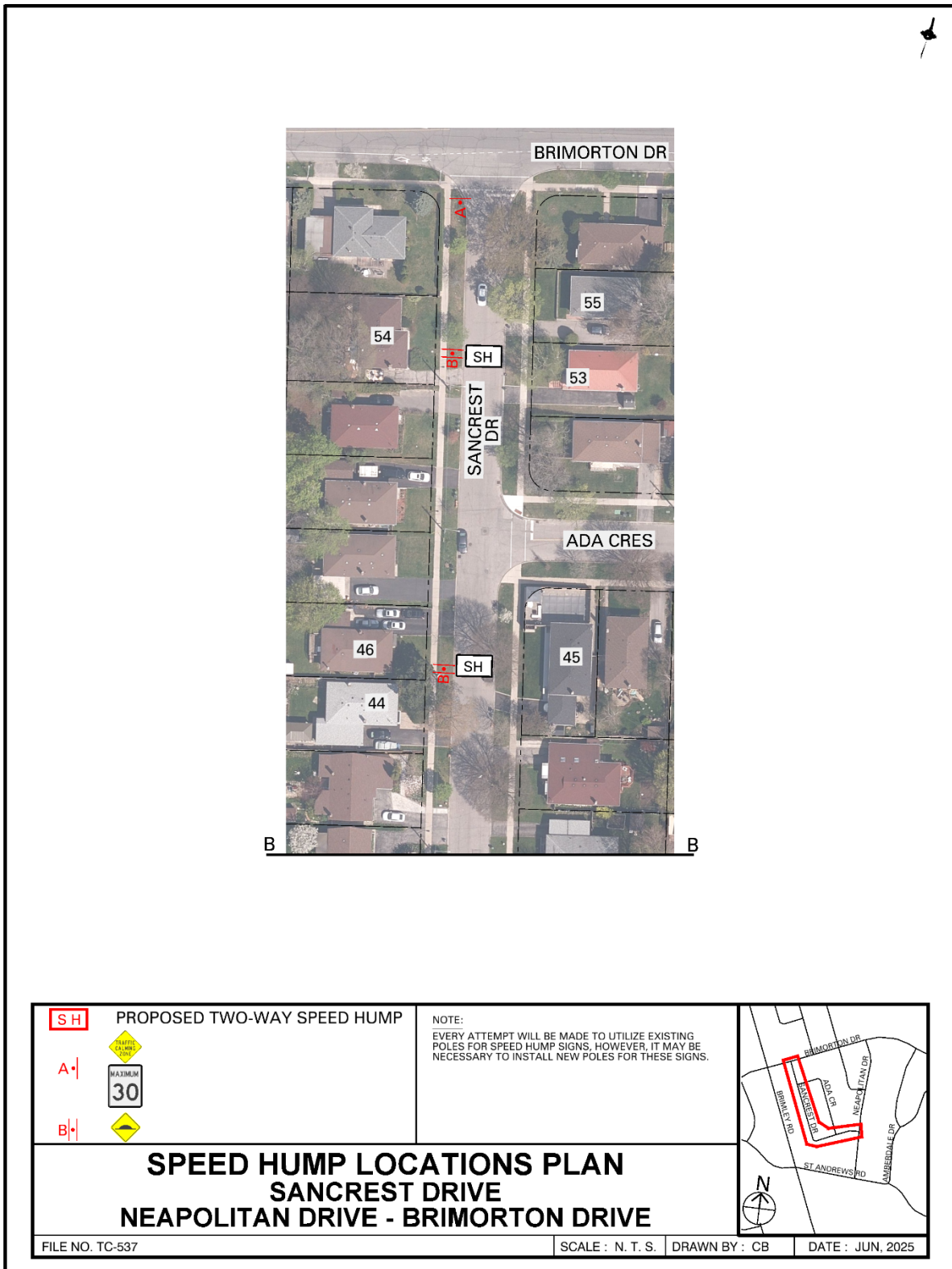
Attachment 1: Traffic Calming Warrant - Sancrest Drive, between Neapolitan Drive and Brimorton Drive

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	N/A
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 (442 m)
	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 Hump Locations Plan - Sancrest Drive, Neapolitan Drive -  
Brimorton Drive (Matchline, see drawing TC-537)



Attachment 3: Speed Hump Locations Plan - Sancrest Drive, Neapolitan Drive - Brimorton Drive



Attachment 4: Letter from Toronto Paramedic Services, dated May 28, 2025

**From:** [EMS Planning](#)  
**To:** [Ghamdan Al-mukardi](#)  
**Cc:** [Atif Sharif](#); [Jennifer Chung](#); [EMS Planning](#)  
**Subject:** RE: Traffic Calming Speed Humps\_ Sancrest Drive  
**Date:** May 28, 2025 7:29:27 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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*We have received and reviewed the proposal for installation of speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive, with the following comments:*

*The installation of speed humps on Sancrest Drive, between Neapolitan Drive and Brimorton Drive, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Sancrest Drive, between Neapolitan Drive and Brimorton Drive, 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.*

