

Traffic Calming (Speed Humps) - Sedgemount Drive

Date: September 3, 2025

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 24, Scarborough-Guildwood

SUMMARY

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 Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection). Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Sedgemount Drive.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the installation of speed humps on Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection).
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of nine speed humps on Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), generally as shown on Attachments 3 and 4, Drawings TC-556 and TC-557, dated August 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Sedgemount Drive" from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing nine speed humps on Sedgemount Drive is \$36,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

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 speed humps on Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection). The residents are concerned that motorists travel at a high rate of speed on Sedgemount Drive.

Existing Conditions

Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume varies from approximately 700 to 950 vehicles
- The speed limit is 30 km/h
- U-Turns are prohibited between Pandora Circle (southwest intersection) and Daventry Road
- 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
- There is an all-way stop sign-controlled intersection located at Daventry Road

The land use consists of single-family residential dwellings, Tredway Woodsworth Public School and Woodsworth Park. This subject section of Sedgemount Drive is within a designated Community Safety Zone.

Study Results

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Sedgemount Drive from April 8 to 10, 2025, for the block between Pandora Circle (southwest intersection) and Daventry Road, and from April 23 to 25, 2024, for the block between Daventry Road and Pandora Circle (northeast intersection). The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Sedgemount Drive are summarized in Table 1.

Table 1: Sedgemount Drive Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Between Pandora Circle (southwest intersection) and Daventry Road	950	39 km/h	38 km/h	44 km/h	45 km/h
Between Daventry Road and Pandora Circle (northeast intersection)	700	44 km/h	38 km/h	49 km/h	45 km/h

Based on the study results, both sections of Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), have satisfied the warrant criteria for the 85th percentile speeds. Additionally, all blocks are over the minimum 120 metre length requirement.

The overall investigation concluded that the eligibility and warrant criteria outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Sedgemount Drive.

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 cyclist
- 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. Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), scored 41 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 5. Toronto Police Service and Toronto Fire Services 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

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-396-3226, Dan.Clement@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Sedgemount Drive, between Pandora Circle (southwest intersection) and Daventry Road

Attachment 2: Traffic Calming Warrant - Sedgemount Drive, between Daventry Road and Pandora Circle (northeast intersection)

Attachment 3: Speed Hump Locations Plan - Sedgemount Drive - Pandora Circle (southwest intersection) - Pandora Circle (northeast intersection) (Matchline, see drawing TC-557)

Attachment 4: Speed Hump Locations Plan - Sedgemount Drive - Pandora Circle (southwest intersection) - Pandora Circle (northeast intersection)

Attachment 5: Letter from Toronto Paramedic Services, August 15, 2025

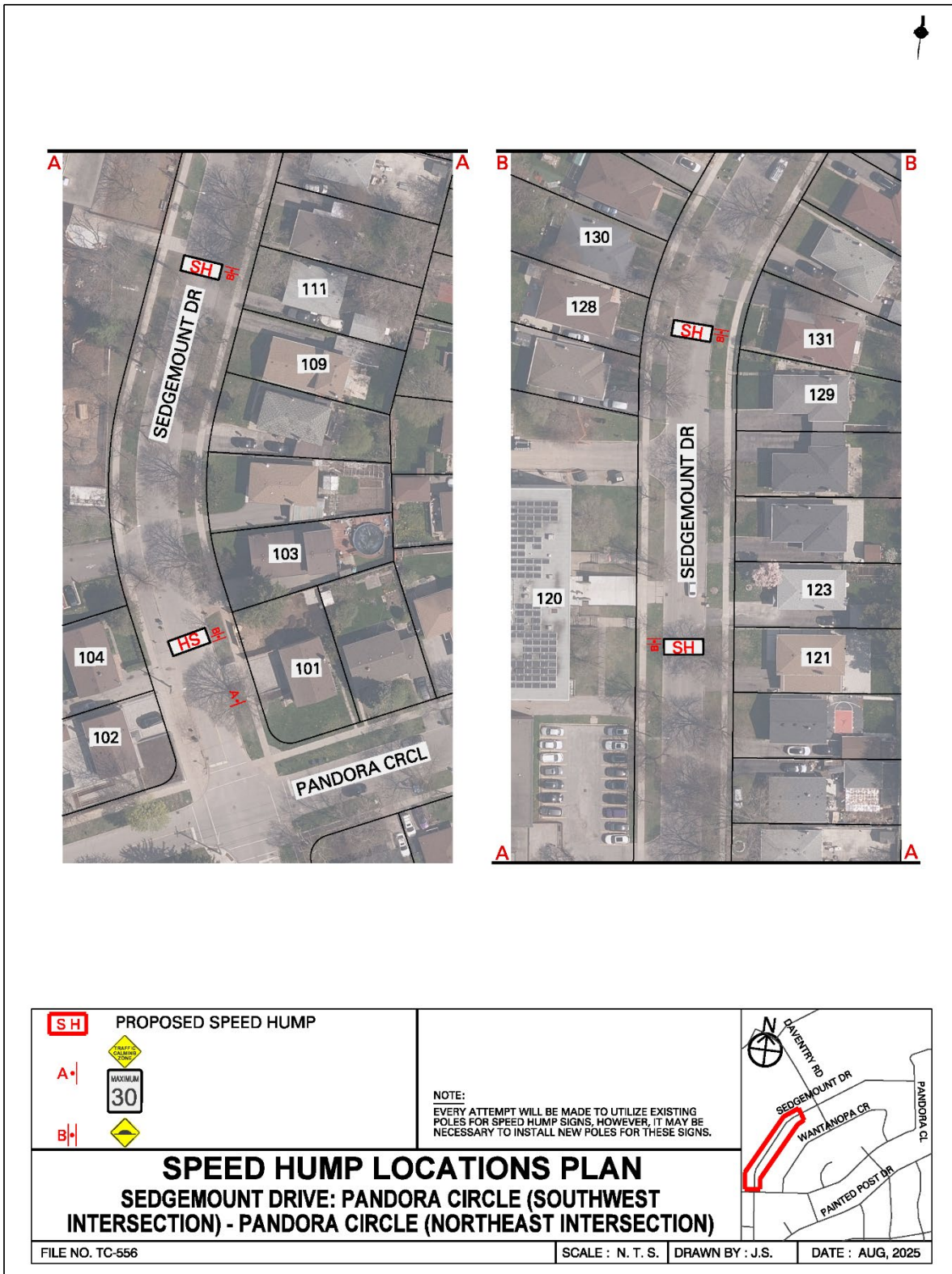
Attachment 1: Traffic Calming Warrant - Sedgemount Drive, between Pandora Circle (southwest intersection) and Daventry Road

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 (350 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)

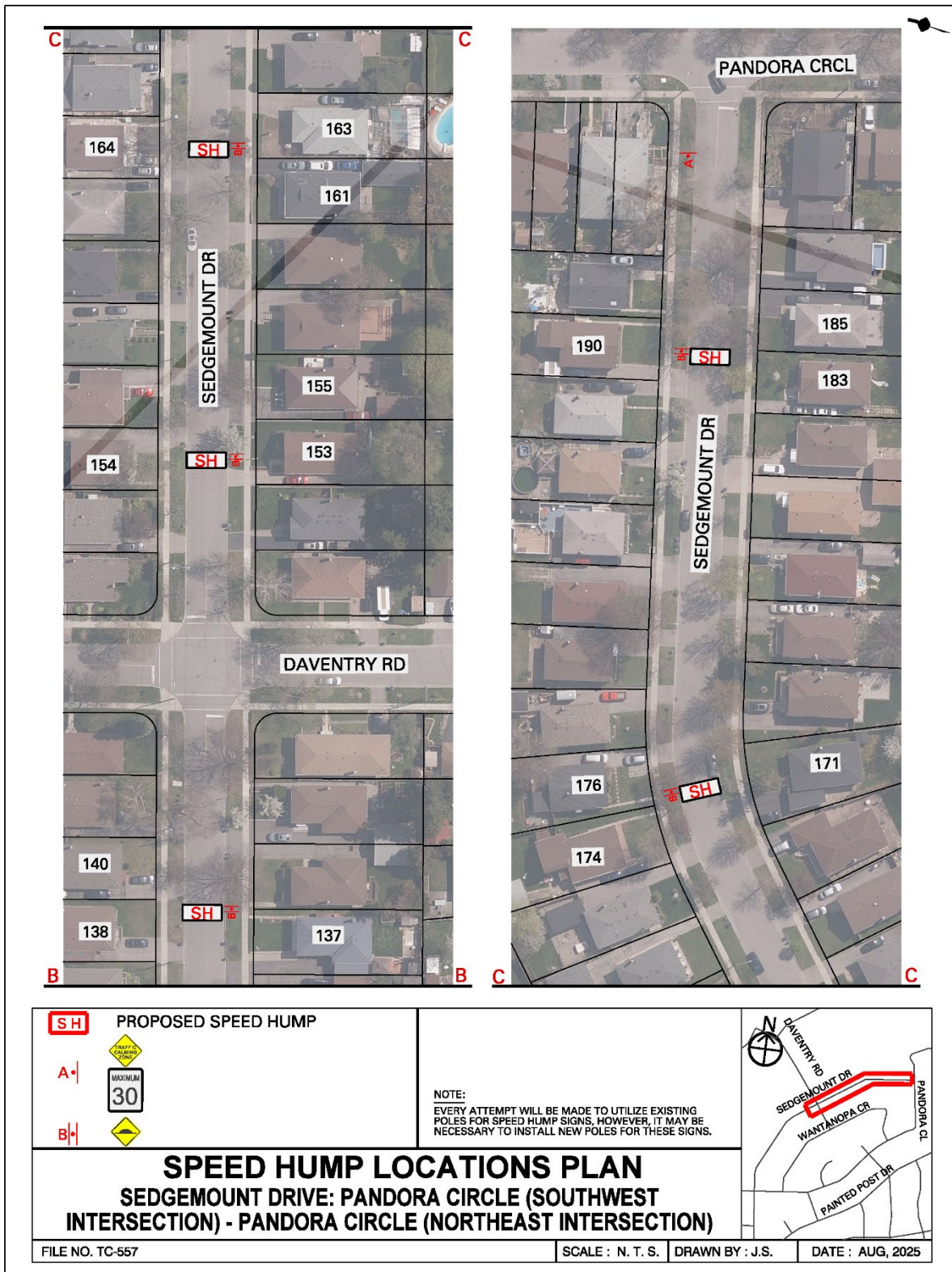
Attachment 2: Traffic Calming Warrant - Sedgemount Drive, between Daventry Road and Pandora Circle (northeast intersection)

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 (320 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (14 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (19 km/h)

Attachment 3: Speed Hump Locations Plan - Sedgemount Drive - Pandora Circle (southwest intersection) - Pandora Circle (northeast intersection) (Matchline, see drawing TC-557)



Attachment 4: Speed Hump Locations Plan - Sedgemount Drive - Pandora Circle (southwest intersection) - Pandora Circle (northeast intersection)



Attachment 5: Letter from Toronto Paramedic Services, August 15, 2025

From: EMS Planning <emsplanning@toronto.ca>

Sent: August 15, 2025 3:04 PM

To: Omar Omar <Omar.Omar@toronto.ca>

Cc: Alena Suslina <Alena.Suslina@toronto.ca>; Atif Sharif <Atif.Sharif@toronto.ca>; EMS Planning <emsplanning@toronto.ca>

Subject: RE: Speed Humps - Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection)

Hi Omar,

We have received and reviewed the proposal for installation of speed humps on Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), with the following comments:

The installation of speed humps on Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Sedgemount Drive, between Pandora Circle (southwest intersection) and Pandora Circle (northeast intersection), 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.

