

## **Traffic Calming (Speed Humps) - Highcastle Road and Pineslope Crescent**

**Date:** June 22, 2026

**To:** Scarborough Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 24, Scarborough-Guildwood

### **SUMMARY**

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

Transportation Services is recommending the installation of speed humps on the two streets sections listed below.

- Highcastle Road, between Sealstone Terrace and Military Trail
- Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied for both streets. Therefore, speed humps should be installed on the subject sections of Highcastle Road and Pineslope Crescent.

### **RECOMMENDATIONS**

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

1. Scarborough Community Council authorize the installation of traffic calming (eight speed humps) on Highcastle Road, between Sealstone Terrace and Military Trail, generally as shown in the Attachments 3 and 4, Drawing Nos. TC-723 and TC-723-1, dated May 2026, from the Director, Enforcement and Street Management, Transportation Services.

2. Scarborough Community Council authorize the installation of traffic calming (five speed humps) on Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, generally as shown in the Attachment 5, Drawing No. TC-722, dated May 2026, from the Director, Enforcement and Street Management, Transportation Services.

3 Subject to approval of Recommendation 1 above, Scarborough Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Highcastle Road between Military Trail and Oakmeadow Boulevard (north intersection), from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1) ), in conjunction with the installation of speed humps.

## **FINANCIAL IMPACT**

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The estimated cost for installing a total of 13 speed humps on Highcastle Road and Pineslope Crescent is \$52,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2027 Capital Budget.

The estimated cost by street is as follows:

- Eight speed humps on Highcastle Road, between Sealstone Terrace and Military Trail, costing \$32,000.00
- Five speed humps on Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, costing \$20,000.00

## **DECISION HISTORY**

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Scarborough Community Council, at its meeting on January 8, 2020, adopted Item SC12.23 (Re-opening of Item SC11.8 - Scarborough Minor Arterial and Collector Road Speed Limit Reductions as Part of Vision Zero Speed Management Strategy) authorizing the 30 kilometres per hour speed limit on Highcastle Road, between Oakmeadow Boulevard (north intersection) and Military Trail. The Scarborough Community Council decision can be found at:

[Agenda Item History - 2020.SC12.23](#)

## **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 Highcastle Road, between Sealstone Terrace and Military Trail, and on Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road. The residents of these streets are concerned that motorists travel at a high rate of speed.

## **A. Highcastle Road**

### **Existing Conditions**

Highcastle Road is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 900 vehicles
- The speed limit is 40 km/h between Sealstone Terrace and Oakmeadow Boulevard (north intersection) and is 30 km/h between Oakmeadow Boulevard (north intersection) and Military Trail
- 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 a pedestrian crossover located immediately south of Oakmeadow Boulevard (south intersection) and an all-way stop controlled intersection at Oakmeadow Boulevard (north intersection)

The land use in the area consists of single-family residential dwellings as well as St. Edmund Campion Catholic School. The section of Highcastle Road between Oakmeadow Boulevard (north intersection) and Military Trail is within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps are included in Attachments 3 and 4.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Highcastle Road from March 5 to 7, 2024.

The study results on Highcastle Road disclosed the following:

- 24-hour total vehicle volume is approximately 900 vehicles
- The block length from Oakmeadow Boulevard (north intersection) to Military Trail is 525 metres and from Sealstone Terrace to Oakmeadow Boulevard (north intersection) is 104 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 45 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 50 km/h

Based on the study results, Highcastle Road, between Oakmeadow Boulevard (north intersection) and Military Trail, has satisfied the warrant criteria for both minimum block lengths and minimum vehicle speed. The block lengths were greater than 120 metres, the operating speed is 15 km/h over the warranted speed of 30 km/h and the 95th percentile is 20 km/h over the warranted speed of 30 km/h.

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

## **B. Pineslope Crescent**

### **Existing Conditions**

Pineslope Crescent is characterized by the following conditions:

- It is a two-lane, east-west and north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 150 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of single-family residential dwellings as well as St. Edmund Campion Catholic School. The subject section of Pineslope Crescent is within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 5.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Pineslope Crescent from March 25 to 27, 2025.

The study results on Pineslope Crescent disclosed the following:

- 24-hour total vehicle volume is approximately 150 vehicles
- The block length from Oakmeadow Boulevard to Highcastle Road is 395 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, Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, 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 outlined in the Traffic Calming Policy have been satisfied. Therefore, staff recommend the installation of speed humps on Pineslope Crescent.

## **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. Highcastle Road, between Sealstone Terrace and Military Trail, scored 47 ranking points out of a possible 100. Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, scored 40 ranking points out of a possible 100.

No alterations to parking regulations will be required on any streets, 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 6. 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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Mike Barnet, P. Eng.  
Director, Enforcement and Street Management, Transportation Services

## **ATTACHMENTS**

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- Attachment 1: Traffic Calming Warrant – Highcastle Road, between Oakmeadow Boulevard (north intersection) to Military Trail
- Attachment 2: Traffic Calming Warrant – Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road
- Attachment 3: Speed Hump Locations Plan – Highcastle Road, Military Trail - Sealstone Terrace (Matchline, see drawing TC-723-1)
- Attachment 4: Speed Hump Locations Plan – Highcastle Road, Military Trail - Sealstone Terrace
- Attachment 5: Speed Hump Locations Plan – Pineslope Crescent, Highcastle Road – Oakmeadow Boulevard
- Attachment 6: Letter from Toronto Paramedic Services, dated May 26, 2026

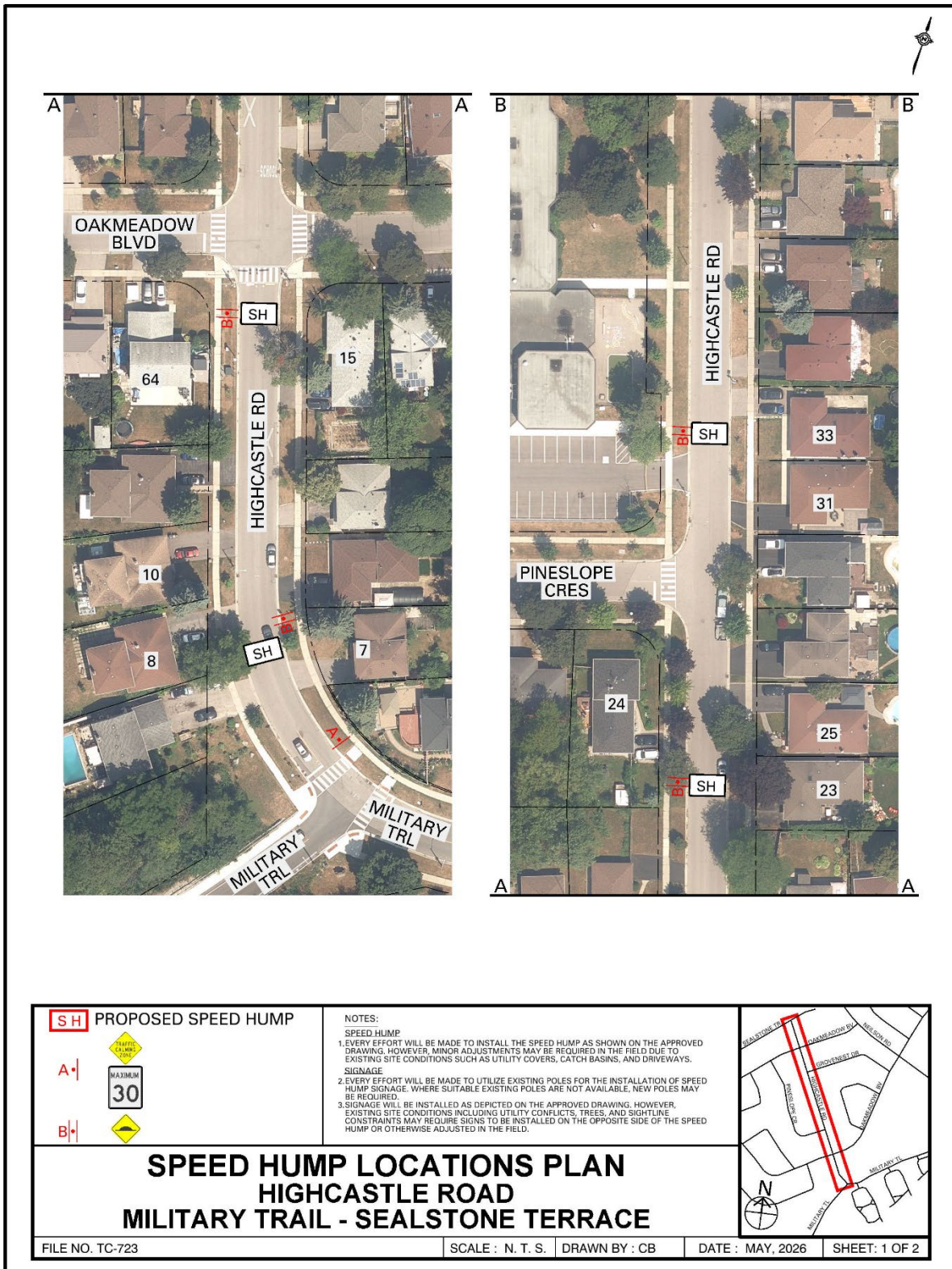
Attachment 1: Traffic Calming Warrant – Highcastle Road, between Oakmeadow Boulevard (north intersection) to Military Trail

| 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 (525 m)        |
|                      | 85th percentile speed | Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR                                                          | Yes (15 km/h)      |
|                      | 95th percentile speed | Minimum 95th percentile speed of 15 km/h over the warranted speed limit                                                            | Yes (20 km/h)      |

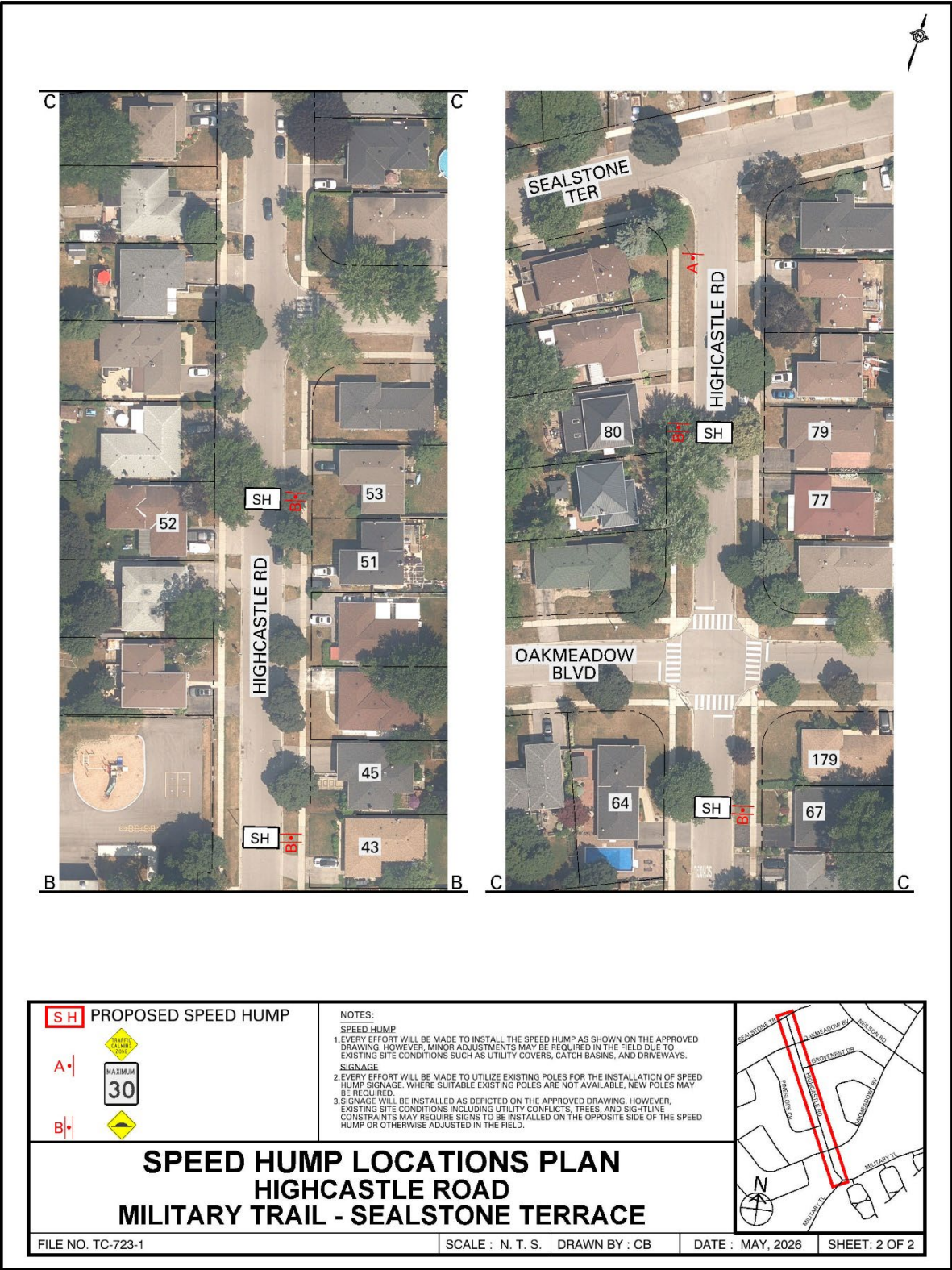
Attachment 2: Traffic Calming Warrant – Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road

| 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<br>(395 m)     |
|                      | 85th percentile speed | Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR                                                          | Yes<br>(9 km/h)    |
|                      | 95th percentile speed | Minimum 95th percentile speed of 15 km/h over the warranted speed limit                                                            | No<br>(14 km/h)    |

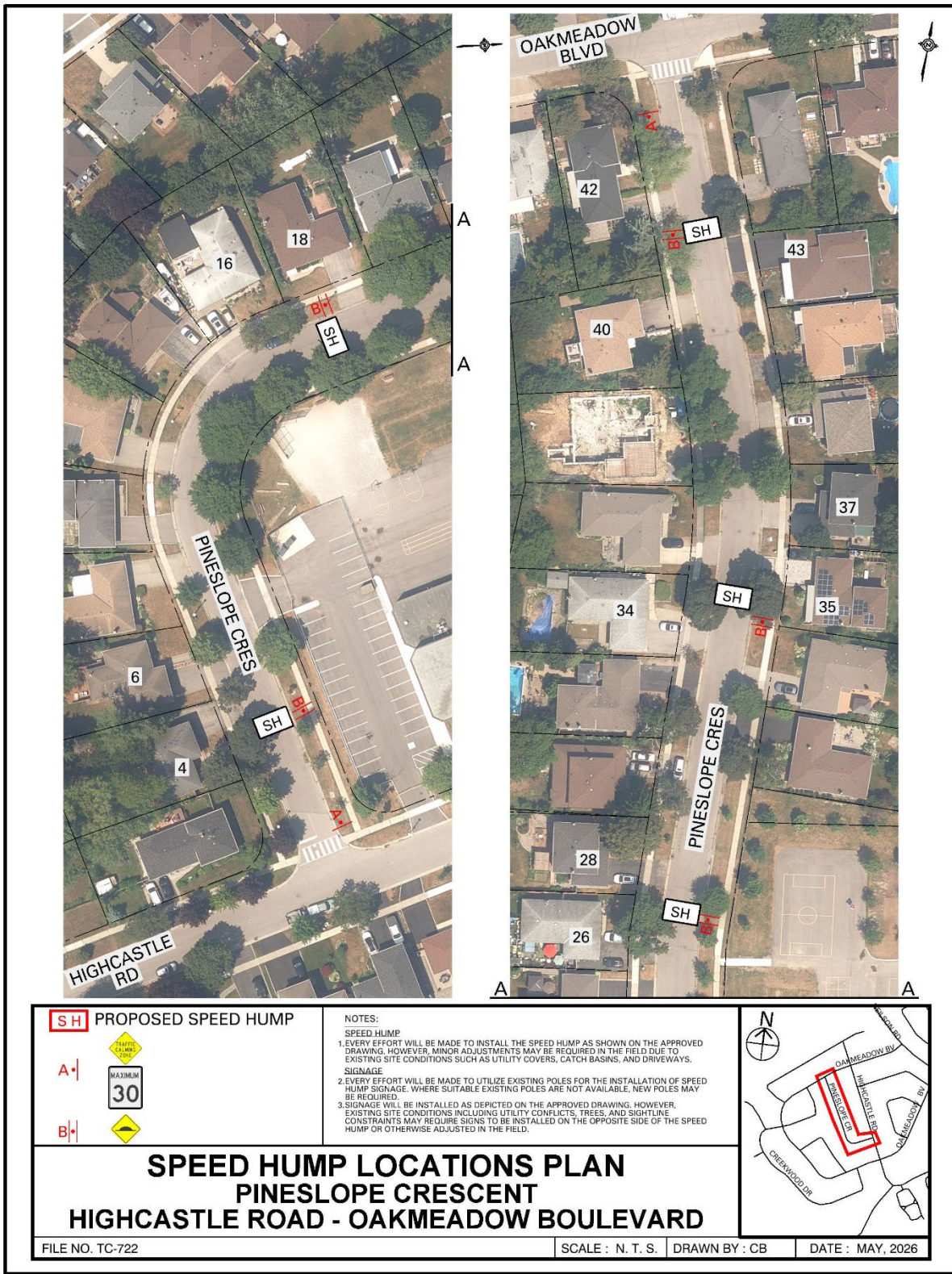
Attachment 3: Speed Hump Locations Plan – Highcastle Road, Military Trail - Sealstone Terrace (Matchline, see drawing TC-723-1)



Attachment 4: Speed Hump Locations Plan – Highcastle Road, Sealstone Terrace - Military Trail



Attachment 5: Speed Hump Locations Plan – Pineslope Crescent, Highcastle Road – Oakmeadow Boulevard



## Attachment 6: Letter from Toronto Paramedic Services, dated May 26, 2026

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**From:** EMS Planning <emsplanning@toronto.ca>  
**Sent:** May 26, 2026 8:21 AM  
**To:** Alena Suslina <Alena.Suslina@toronto.ca>  
**Cc:** EMS Planning <emsplanning@toronto.ca>  
**Subject:** RE: Traffic Calming (Speed Humps) - Highcastle Road and Pineslope Crescent

Hi Alena,

We have received and reviewed the proposal for installation of speed humps on Highcastle Road, between Sealstone Terrace and Military Trail, and at Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, with the following comments:

The installation of speed humps on Highcastle Road, between Sealstone Terrace and Military Trail, and at Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Highcastle Road, between Sealstone Terrace and Military Trail, and at Pineslope Crescent, between Oakmeadow Boulevard and Highcastle Road, 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.

