Sandhurst Circle Neighbourhood Connections:
A Road Safety Improvement Project

Supplementary Information on Traffic Data, Analysis and School Drop-Off / Pick-Up Observations

Supplementary Information

The project information panels are available online on the project web page: **toronto.ca/SandhurstConnections** in the Public Consultation section. The panels provide an overview of the project rationale, summaries of existing conditions, parking survey results, and proposed road safety design options.

This document contains information to supplement the project information panels and has been prepared for community members interested in reviewing technical and detailed traffic data and further documentation of site observations.

Overview of Project Data

Extensive data collection and analyses were done to understand conditions in the project area and to inform proposed design changes including:

- **Site observations**: morning drop-off and afternoon pick-up at all six project area schools
- **Confirmation of**:
  - ✓ roadway widths
  - ✓ parking by-laws
- **Parking utilizations surveys,** morning, afternoon and evening; weekday and weekend
- **Automated counts** of motor vehicles and speeds at mid-block locations and intersections, and counts of people walking and cycling
- **Analysis** of detours (distance and estimated times) for potential one-way street segments
- **Collisions**: data from 2015 to 2025

Site observations in September 2025

Site observations in February 2026

Supplementary Information Contents

Turning Movement Counts

Turning Movements: Locations and Counts Available

Traffic counts at the following locations and dates were used to inform proposed changes:

Location	Date
Brimwood Blvd / Amanda Dr	2025-11-04
Brimwood Blvd / Brimley Rd	2024-11-02, 2024-10-31
Brimwood Blvd / East Highland Creek Trail	2025-10-15
Brimwood Blvd / Sandhurst Circle	2023-12-12
Chartland Blvd S / Briarscross Blvd	2024-11-02
Chartland Blvd S / East Highland Creek Trail	2025-10-15
Dibgate Blvd / Chartland Blvd	2025-10-02
Dibgate Blvd / Huntingwood Dr	2025-10-02
Sandhurst Circle / Chartland Blvd	2025-10-02
Sandhurst Circle / Finch Ave (E)	2024-06-11
Sandhurst Circle / Finch Ave (W)	2024-06-11
Sandhurst Circle / Kenhatch Blvd	2025-11-04
Sandhurst Circle (S) / McCowan Rd	2024-10-16
Sandhurst Circle / White Heather Blvd	2025-10-02
White Heather Blvd / Dragoon Cres	2025-11-04
White Heather Blvd / McNicoll Ave	2025-07-08

This data is available at: https://open.toronto.ca/dataset/traffic-volumes-midblock-vehicle-speed-volume-and-classification-counts/

Example: Finch Ave E (W) / Sandhurst Circle 2024-06-11

TORONTO Transportation Services
TMC Summary Report

FINCH AVE E AT SANDHURST CIR W
2024-06-11

Date
2024-06-11 (Tue)

Study Hours
Routine

Traffic Signal Number
PX 1177

Total Volume
16,694

Total Vehicles
14,726

Total Cyclists
131

Total Pedestrians
1,837

See our TMC documentation

Time Period	Vehicle Type	NORTHBOUND (SOUTH APPROACH)					EASTBOUND (WEST APPROACH)					SOUTHBOUND (NORTH APPROACH)					WESTBOUND (EAST APPROACH)					APPROACH					
		Exits	Left	Thru	Right	Total	Exits	Left	Thru	Right	Total	Exits	Left	Thru	Right	Total	Exits	Left	Thru	Right	Total		N	E	S	W	Total
07:30–18:00	CAR	2,461	347	589	120	1,056	4,527	1,341	4,022	342	5,705	968	385	540	1,495	2,420	5,886	86	4,044	531	4,661	PED	936	316	211	374	1,837
8H SUM	TRUCK	22	3	1	0	4	209	15	205	2	222	5	4	3	14	21	185	0	168	6	174	BIKE	46	31	20	34	131
	BUS	42	6	13	2	21	194	21	185	6	212	18	7	12	21	40	209	0	182	8	190	OTHER	0	0	0	0	0
16,694	TOTAL	2,525	356	603	122	1,081	4,930	1,377	4,412	350	6,139	991	396	555	1,530	2,481	6,280	86	4,394	545	5,025	14,726					
08:15–09:15	CAR	362	85	116	16	217	599	157	504	56	717	152	79	84	227	390	991	12	679	89	780	PED	78	38	23	109	248
AM PEAK	TRUCK	3	0	0	0	0	23	2	22	0	24	1	1	1	1	3	30	0	29	1	30	BIKE	11	3	1	7	22
	BUS	13	1	5	0	6	29	7	26	3	36	4	3	1	8	12	40	0	31	1	32	OTHER	0	0	0	0	0
2,517	TOTAL	378	86	121	16	223	651	166	552	59	777	157	83	86	236	405	1,061	12	739	91	842	2,247					
17:00–18:00	CAR	429	41	112	13	166	816	234	742	84	1,060	174	61	81	202	344	824	9	581	83	673	PED	72	44	25	38	179
PM PEAK	TRUCK	1	1	0	0	1	16	0	16	0	16	0	0	0	1	1	13	0	11	1	12	BIKE	3	8	4	2	17
	BUS	3	0	2	0	2	17	1	17	0	18	0	0	0	0	0	19	0	19	0	19	OTHER	0	0	0	0	0
2,508	TOTAL	433	42	114	13	169	849	235	775	84	1,094	174	61	81	203	345	856	9	611	84	704	2,312					

Speed and Volume Studies

Speed and Volume: Locations and Counts Available

Speed and volume studies at the following locations and dates were used to inform proposed changes:

Location	Date
Brimwood Blvd between East Highland Creek Trail and 55 Brimwood Blvd	2025-04-15
Brimwood Blvd between Bridley Dr and Ardgowan Cres	2025-04-15
Chartland Blvd S between Dibgate Blvd and Briarscross Blvd	2026-01-20 to 2026-01-22
Dibgate Blvd between Norhead Ave and Blueberry Dr	2025-09-30 to 2025-10-02
Sandhurst Circle between Brimwood Blvd and Finch Ave E	2026-01-20 to 2026-01-22
Sandhurst Circle between Chartland Blvd S and Posthorn Grv	2026-01-20 to 2026-01-22
Sandhurst Circle between Lysander Crt and Finch Ave E	2025-09-30 to 2025-10-02
Sandhurst Circle between Placentia Blvd and Tooklea Cres	2025-09-30 to 2025-10-02
White Heather Blvd between Longsword Dr and Lady Sarah Cres	2025-09-30 to 2025-10-02

This data is available at: https://open.toronto.ca/dataset/traffic-volumes-midblock-vehicle-speed-volume-and-classification-counts/

Example: Sandhurst Circle between Brimwood Blvd and Finch Ave E 2026-01-20 to 2026-01-22

TORONTO Transportation Services
24-Hour Summary Report

SANDHURST CIR S OF BRIMWOOD BLVD
2026-01-20 to 2026-01-22

SANDHURST CIR S OF BRIMWOOD BLVD	Station Code	Artery Code	Study Type	Count Date	AM Peak	AM Peak Hour	PM Peak	PM Peak Hour	Off Peak	Off Peak Hour	24 Hour Total
Northbound											
SANDHURST CIR S OF BRIMWOOD BLVD	24732	24732	Speed / Volume ATR	2026-01-20 (Tue)	245	08:15–09:15	245	16:15–17:15	237	15:15–16:15	2,507
SANDHURST CIR S OF BRIMWOOD BLVD	24732	24732	Speed / Volume ATR	2026-01-21 (Wed)	181	08:30–09:30	187	16:00–17:00	156	14:15–15:15	2,107
SANDHURST CIR S OF BRIMWOOD BLVD	24732	24732	Speed / Volume ATR	2026-01-22 (Thu)	201	08:15–09:15	247	17:30–18:30	234	15:45–16:45	2,737
			Northbound Total:		627		679		627		7,351
			Northbound Average:		209		226		209		2,450
Southbound											
SANDHURST CIR S OF BRIMWOOD BLVD	24733	24733	Speed / Volume ATR	2026-01-20 (Tue)	331	08:15–09:15	239	15:15–16:15	165	14:00–15:00	2,304
SANDHURST CIR S OF BRIMWOOD BLVD	24733	24733	Speed / Volume ATR	2026-01-21 (Wed)	250	08:15–09:15	131	14:45–15:45	136	09:15–10:15	1,729
SANDHURST CIR S OF BRIMWOOD BLVD	24733	24733	Speed / Volume ATR	2026-01-22 (Thu)	240	08:15–09:15	197	16:30–17:30	181	15:30–16:30	2,403
			Southbound Total:		821		567		482		6,436
			Southbound Average:		274		189		161		2,145
			SANDHURST CIR S OF BRIMWOOD BLVD Total:		1,448		1,246		1,109		13,787

Date	Direction	Total Vehicles	Mean Speed
2026-01-20 to 2026-01-22	All Directions (NB, SB)	13,787	34.3 KPH
15th Percentile	**50th Percentile**	**85th Percentile**	**95th Percentile**
22.7 KPH	33.3 KPH	44.1 KPH	57.2 KPH

Date	Direction	Total Vehicles	Mean Speed
2026-01-22 (Thu)	Southbound	2,403	40.4 KPH
15th Percentile	**50th Percentile**	**85th Percentile**	**95th Percentile**
26.1 KPH	36.6 KPH	57.1 KPH	72.3 KPH

Counts of People Cycling

Counts of People Cycling

Traffic counts taken at various locations in the project area show a typical range of 25 to 150 people cycling on any given day and place.

Examples from 8-hour counts on these dates:

- October 2, 2025: 144 people cycling at Brimwood Boulevard and the East Highland Creek Trail.
- June 11, 2024: 131 people cycling at Sandhurst Circle and Finch Avenue East (north-west quadrant).
- July 8, 2025: 112 people cycling at White Heather Boulevard and the Finch Corridor Trail.

Note on Infrastructure Planning

Building safe, connected cycling infrastructure promotes cycling

Decades of evidence show that when safe, connected cycling infrastructure is added:

- The number of people cycling increases
- A broader range of people ride (all ages, abilities, trip purposes)
- Some short driving trips (like under 5 km) shift to biking

Infrastructure planning needs to be future-oriented

- Just like roads are built to accommodate future growth and not just today's traffic and transit lines are planned based on expected future ridership and not current bus overcrowding alone, *cycling infrastructure also needs to be built to accommodate future needs*.
- Toronto is a growing city with growing transportation needs, demands and preferences including cycling. Indeed, if we make it easier for people to choose cycling, there could be less congestion for those who need to travel by car.
- Waiting for high cycling counts to build infrastructure overlooks the reality that low numbers of people cycling are often caused by a lack of safe, connected bikeways. The absence of safe infrastructure perpetuates low usage.

Analysis of Vehicle Queuing at Sandhurst Circle and Brimwood Boulevard

Analysis of Vehicle Queuing at Sandhurst Circle and Brimwood Blvd

Peak hours analyzed:
AM 08:15–09:15 and PM 14:45–15:45

Analysis based on: observed traffic volumes, stop control, and existing lane configuration

Queue lengths shown: 95th percentile queues for vehicles waiting at the stop sign (95% of the time, the line of cars waiting at the stop sign will be this length or shorter)

Operations: queueing shown is generally typical and reasonable for a stop-controlled intersection

Bikeway impact: proposed bikeway is not expected to materially worsen queueing

Image showing vehicle queuing during peak periods in the morning (orange) and afternoon (purple) at Sandhurst Circle and Brimwood Boulevard

Note on Traffic Modelling

Traffic modelling of impacts from proposed street design projects (that is, predicting how motor vehicle movements may change in the new design) typically requires a change to the existing motor vehicle lane configuration.

On Sandhurst Circle, no changes are proposed to the number of motor vehicle lanes. Where left turn lanes currently exist, the left turn lanes are being maintained.

Therefore, traffic modelling was not undertaken for this project.

School Drop-Off and Pick-Up Observations

Overview of School Observations

- On Tuesday, September 9th, a sunny and warm day (16-18 C), pairs of City staff observed traffic conditions during the morning drop-off and afternoon-pick up for each of the six schools that front streets in the project limits:

  - Albert Campbell Collegiate Institute
  - Brimwood Boulevard Junior Public School
  - École élémentaire catholique Saint-Jean-De-Lalande
  - Iroquois Junior Public School
  - Our Lady of Grace Catholic School
  - Percy Williams Junior Public School

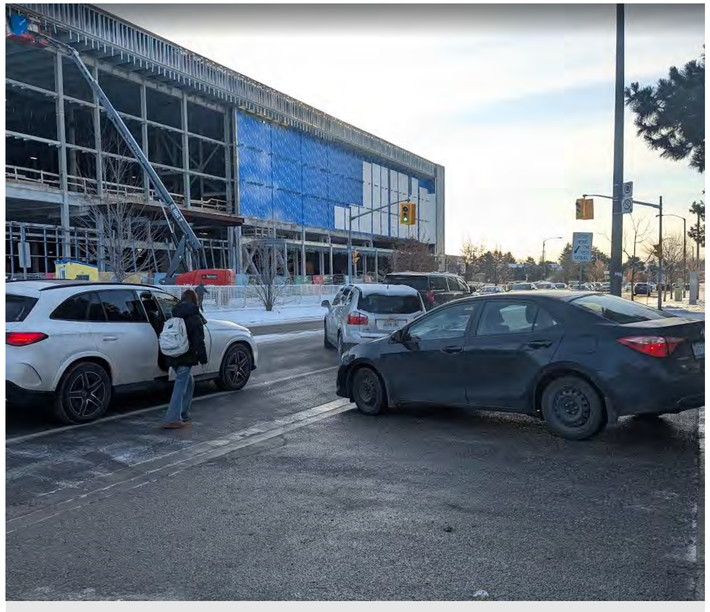
- Subsequent school hour observations during area site visits by the core project team took place across October 2025 to February 2026, including October 20th and 21st, November 18th, December 8th, January 22nd, February 12th, and February 26th.

Images showing locations and times for observations of traffic conditions of schools

Overview of Common Observations Across School Zones

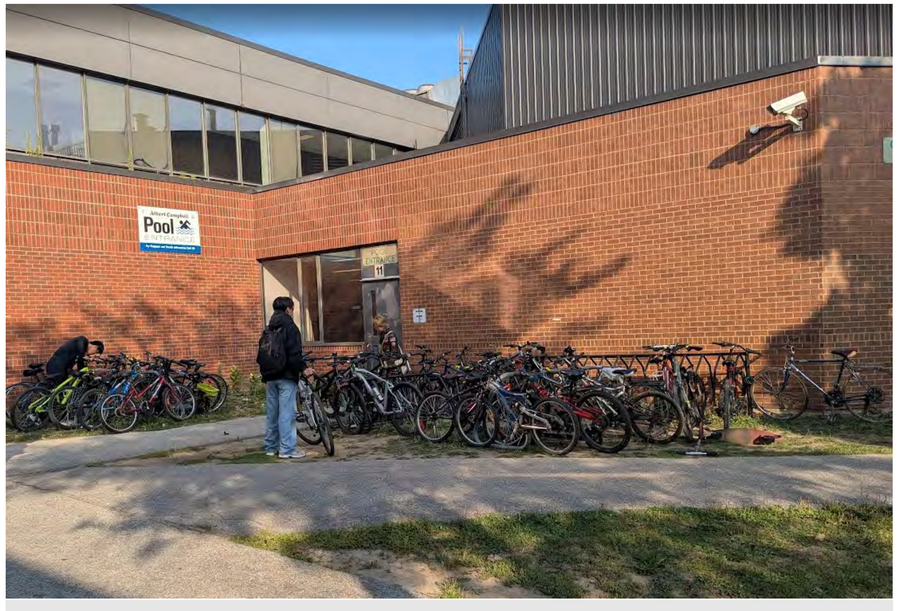
- High volumes of students walking and cycling (especially in warmer weather); high volumes of parents driving and stopping on both sides of the road
- Drop-off/pick-up peaks create intense congestion for about 10 to 20 minutes; volume of driving/congestion is higher during inclement weather
- Vehicles block driveways, fire hydrants, double park, and spill into nearby residential streets
- Many people driving do not yield to pedestrians crossing; many points of conflict between people walking, cycling and those driving especially at schools with loops / driveways
- Unsafe driving behaviour is common, such as U-turns and 3-point turns in front of schools

Albert Campbell Collegiate Institute



Conflict areas at school driveways

Formal drop-off/pick-up loop off the street



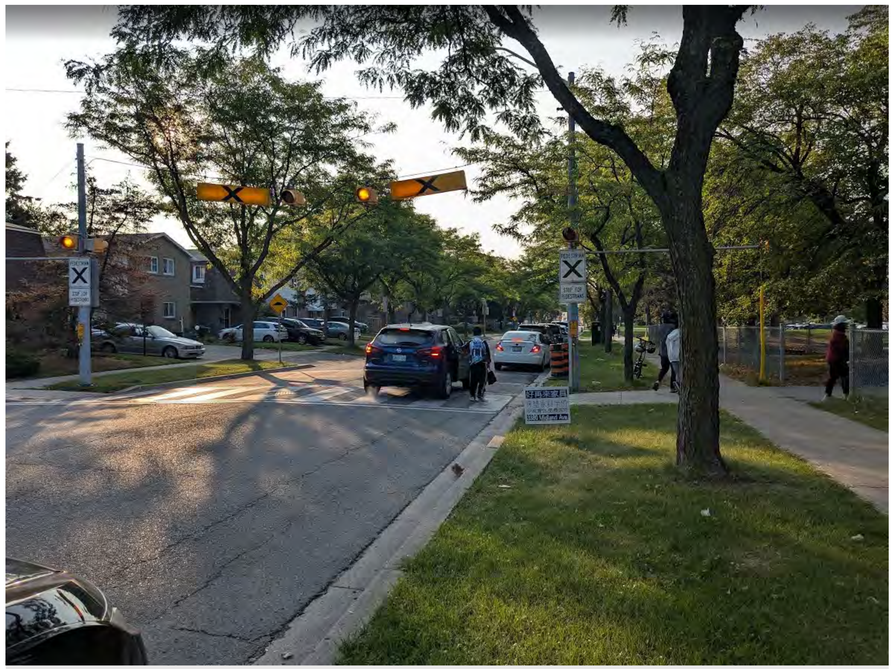
Many students bike to school

Drivers pulling over in No Stopping zones, some double up in single lane; unsafe passing

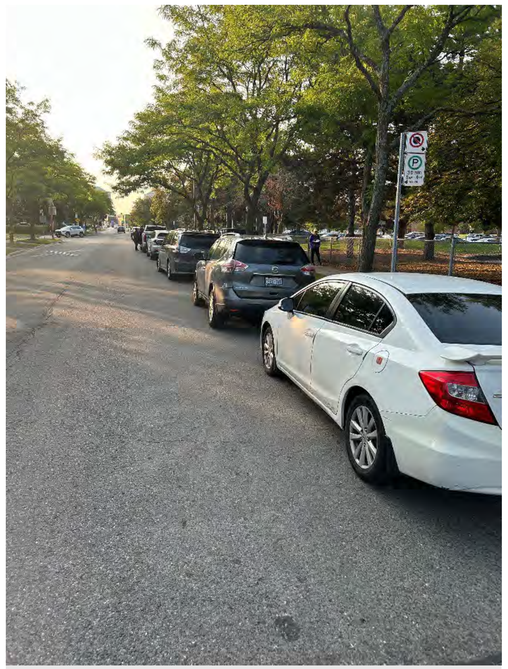
Aggressive driving at intersections

Large groups of students walking

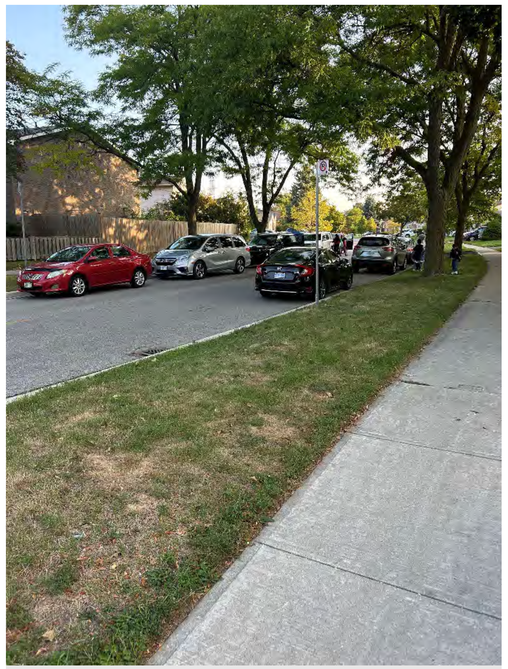
Brimwood Boulevard Junior Public School



Vehicles stopping in pedestrian crosswalk



Full drop-off/pick-up areas



Side streets also busy

Loop in school parking lot

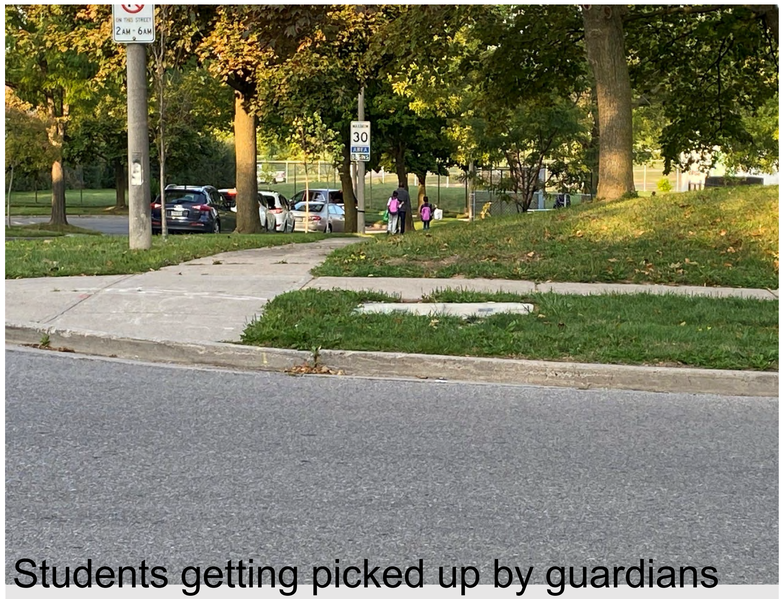
Students and parents walking and cycling

Narrower roadway with heavy snowfall

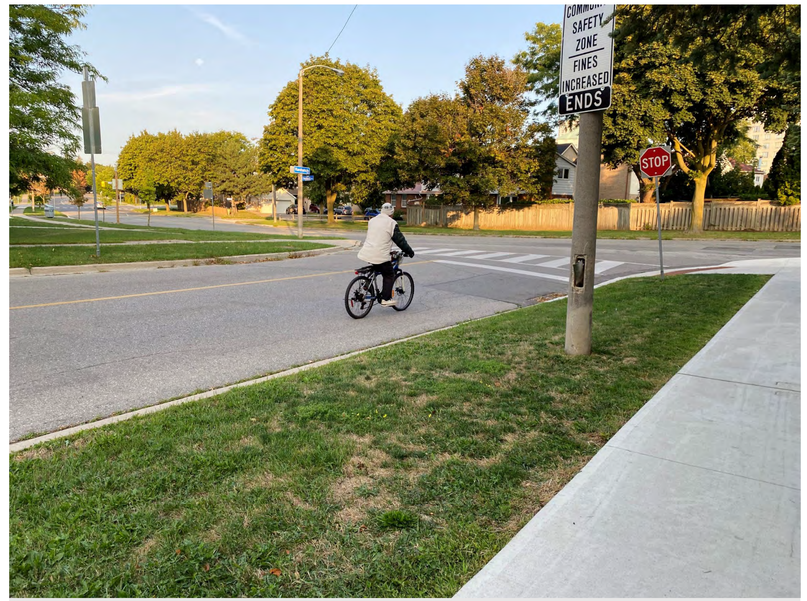
Winter Walk Day Event

École élémentaire catholique Saint-Jean-De-Lalande

School buses lined up along curb for student drop-off



Students getting picked up by guardians with parked vehicles along Marrakesh Dr



Person cycling through the school area

Note: School drop-off and pick-up times at École élémentaire catholique Saint-Jean-De-Lalande were substantially quieter than at the other schools observed. The majority of students arrive on school buses; very few families drop-off or pick-up by car.

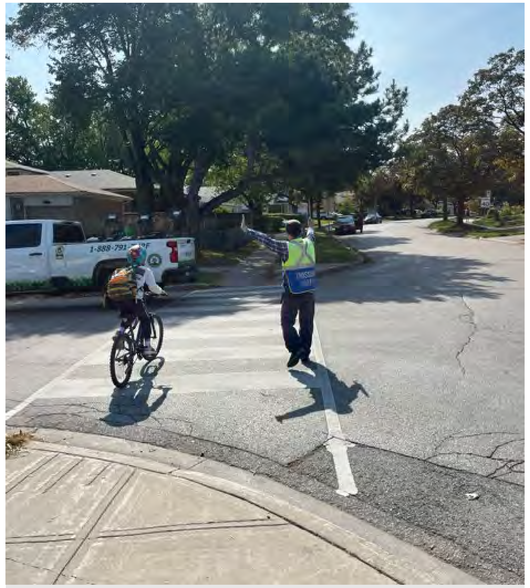
Person cycling through the school area

Iroquois Junior Public School

Many students take school buses

Many students walk and cycle

Unsafe U-turns despite no U-turns allowed



Two crossing guard locations

Parents parking in No Stopping section on bridge

Morning congestion with many buses and cars

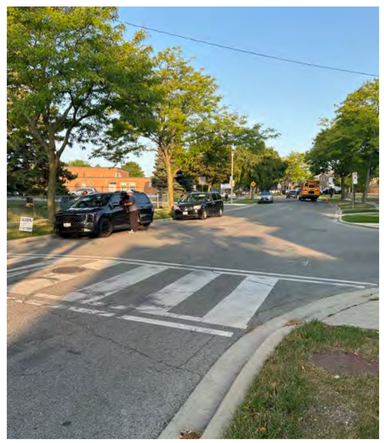
Our Lady of Grace Catholic School

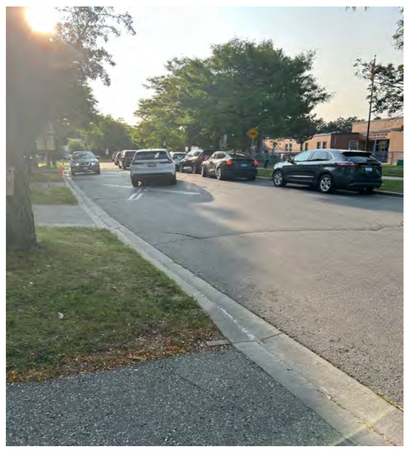
Students walking and cycling

Full drop-off/pick up area; adult cycling on sidewalk

Loop on school property for school buses

Narrower roadway when heavy snowfall





Most parents park on school side, some park across the street in No Stopping area

School buses turning left into loop

Percy Williams Junior Public School

Long line of cars on school side for drop-off

Many parents walk their children to school

Some adults bike on the sidewalk

Many students bike to school

Some walk to school using path behind school

Parents are encouraged to use off-street loop