

Traffic Calming (Speed Humps) - Various Streets in Ward 4

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 4, Parkdale-High Park

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 the five streets in Ward 4 listed below. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied for all streets. Therefore, speed humps should be installed on the streets recommended in this report.

- Armadale Avenue, between Colbeck Street and Ardagh Street
- Beresford Avenue, between Annette Street and Dundas Street West
- Beresford Avenue, between Colbeck Street and Ardagh Street
- Pacific Avenue, between Humberside Avenue and Dundas Street West
- Parkway Avenue, between Grenadier Road and Dundas Street West

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of speed humps on the streets set out in Attachment 1 to the report "Traffic Calming (Speed Humps) - Various Streets in Ward 4", dated June 19, 2026, from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing a total of thirty-two speed humps on the streets listed in this report is \$128,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2027 Capital Budget. The estimated cost by street is as follows:

- Four speed humps on Armadale Avenue, between Colbeck Street and Ardagh Street, costing \$16,000.00
- Eleven speed humps on Beresford Avenue, between Annette Street and Dundas Street West, costing \$44,000.00
- Four speed humps on Beresford Avenue, between Colbeck Street and Ardagh Street, costing \$16,000.00
- Eight speed humps on Pacific Avenue, between Humberside Avenue and Annette Street, costing \$32,000.00
- Five speed humps on Parkway Avenue, between Grenadier Road and Dundas Street West, costing \$20,000.00

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received requests from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps for the five streets listed in this report. The residents of these streets are concerned that motorists travel at a high rate of speed.

The existing conditions and study results for the five streets recommended for speed humps in this report are listed individually below. 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 among the midblock segments to provide the complete Prioritization Score. The ranking points out of a possible 100 have also been listed for each street.

A. Armadale Avenue

Existing Conditions

Armadale Avenue 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 8.5 metres
- The daily two-way traffic volume is approximately 750 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 land use in the area consists of detached residential dwellings. Nearby pedestrian generators include Saint Pius Z Catholic School. This subject section of Armadale Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 7.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Armadale Avenue from October 28 to October 30, 2025.

The study results on Armadale Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 750 vehicles
- The block length on Armadale Avenue, between Colbeck Street and Ardagh Street, is approximately 310 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Armadale Avenue 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 8 km/h over the warranted speed of 30 km/h. The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Armadale Avenue.

Relative Priority

Armadale Avenue, between Colbeck Street and Ardagh Street, scored 17 ranking points out of a possible 100.

B. Beresford Avenue, between Annette Street and Dundas Street West

Existing Conditions

Beresford Avenue, between Annette Street and Dundas Street West, 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 8.5 metres
- The daily two-way traffic volume is approximately 800 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 detached and semi-detached residential dwellings. Nearby pedestrian generators include King George Junior Public School and Runnymede Healthcare Centre. This subject section of Beresford Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 8 and 9.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Beresford Avenue from October 28 to October 30, 2025.

The study results on Beresford Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 800 vehicles
- The block lengths on Beresford Avenue, between Annette Street and St. John's Road is approximately 420 metres, and between St. John's Road and Dundas Street West is approximately 230 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 40 km/h

- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45 km/h

Based on the study results, Beresford Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres, the operating speed is 8 km/h over the warranted speed of 30 km/h, and the 95th percentile is 15 km/h more than the warranted speed of 30 km/h. The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Beresford Avenue.

Relative Priority

Beresford Avenue, between Annette Street and Dundas Street West, scored 24 ranking points out of a possible 100.

C. Beresford Avenue, between Colbeck Street and Ardagh Street

Existing Conditions

Beresford Avenue, between Colbeck Street and Ardagh Street, 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 8.5 metres
- The daily two-way traffic volume is approximately 510 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 detached residential dwellings. Nearby pedestrian generators include Beresford Park, Runnymede Junior and Senior Public School, and Runnymede Community Church. This subject section of Beresford Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 10.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Beresford Avenue from October 28 to October 30, 2025.

The study results on Beresford Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 510 vehicles
- The block length on Beresford Avenue, between Colbeck Street and Ardagh Street, is approximately 310 metres

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Beresford Avenue 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 8 km/h over the warranted speed of 30 km/h. The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Beresford Avenue.

Relative Priority

Beresford Avenue, between Colbeck Street and Ardagh Street, scored 12 ranking points out of a possible 100.

D. Pacific Avenue

Existing Conditions

Pacific Avenue 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 8.5 metres
- The daily two-way traffic volume is approximately 2,980 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 detached residential dwellings. Nearby pedestrian generators include St. Cecilia's Church and a No Frills grocery store. This subject section of Pacific Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 11 and 12.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Pacific Avenue from October 29 to October 31, 2024.

The study results on Pacific Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 2,980 vehicles
- The block lengths on Pacific Avenue, between Humberside Avenue and Annette Street is approximately 270 metres, and between Annette Street and Dundas Street West is approximately 245 metres

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 46 km/h

Based on the study results, Pacific Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 11 km/h over the warranted speed of 30 km/h, and the 95th percentile is 16 km/h more than the warranted speed of 30 km/h. The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Pacific Avenue.

Relative Priority

Pacific Avenue, between Humberside Avenue and Dundas Street West, scored 38 ranking points out of a possible 100.

E. Parkway Avenue

Existing Conditions

Parkway Avenue is characterized by the following conditions:

- It is a one-lane, northeast-southwest, local roadway
- It operates one-way traffic on a pavement width of 7.3 metres
- The daily one-way southbound traffic volume is approximately 1,930 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 detached residential dwellings and multi-family condominium buildings. Nearby pedestrian generators include Howard Junior Public School and businesses on Roncesvalles Avenue. This subject section of Parkway Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 13.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Parkway Avenue from October 28 to October 30, 2025.

The study results on Parkway Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 1,930 vehicles

- The block length on Parkway Avenue, between Grenadier Road and Dundas Street West, is approximately 300 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45 km/h

Based on the study results, Parkway Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 11 km/h over the warranted speed of 30 km/h, and the 95th percentile is 15 km/h more than the warranted speed of 30 km/h. The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Parkway Avenue.

Relative Priority

Parkway Avenue, between Grenadier Road and Dundas Street West, scored 26 ranking points out of a possible 100.

Other Impacts

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 (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 14. 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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SIGNATURE

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

ATTACHMENTS

- Attachment 1: Speed Hump Recommendations
- Attachment 2: Traffic Calming Warrant - Armadale Avenue, between Colbeck Street and Ardagh Street
- Attachment 3: Traffic Calming Warrant - Beresford Avenue, between Annette Street and Dundas Street West
- Attachment 4: Traffic Calming Warrant - Beresford Avenue, between Colbeck Street and Ardagh Street
- Attachment 5: Traffic Calming Warrant - Pacific Avenue, between Humberside Avenue and Dundas Street West
- Attachment 6: Traffic Calming Warrant - Parkway Avenue, between Grenadier Road and Dundas Street West
- Attachment 7: Speed Hump Locations Plan - Armadale Avenue, Colbeck Street - Ardagh Street
- Attachment 8: Speed Hump Locations Plan - Beresford Avenue, Annette Street to Dundas Street West (Matchline, see Drawing TC-708-1)
- Attachment 9: Speed Hump Locations Plan - Beresford Avenue, Annette Street to Dundas Street West
- Attachment 10: Speed Hump Locations Plan - Beresford Avenue, Colbeck Street - Ardagh Street
- Attachment 11: Speed Hump Locations Plan - Pacific Avenue, Humberside Avenue - Dundas Street West (Matchline, see Drawing TC-709-1)
- Attachment 12: Speed Hump Locations Plan - Pacific Avenue, Humberside Avenue - Dundas Street West
- Attachment 13: Speed Hump Locations Plan - Parkway Avenue, Grenadier Road - Dundas Street West
- Attachment 14: Letter from Toronto Paramedic Services, dated May 12, 2026

Attachment 1: Speed Hump Recommendations

1. Toronto and East York Community Council authorize the installation of traffic calming (four speed humps) on Armadale Avenue, between Colbeck Street and Ardagh Street, generally as shown on Attachment 7, Drawing No. TC-707 dated May 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
2. Toronto and East York Community Council authorize the installation of traffic calming (eleven speed humps) on Beresford Avenue, between Annette Street and Dundas Street West, generally as shown on Attachments 8 and 9, Drawing Nos. TC-708 and TC-708-1 dated May 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
3. Toronto and East York Community Council authorize the installation of traffic calming (four speed humps) on Beresford Avenue, between Colbeck Street and Ardagh Street, generally as shown on Attachment 10, Drawing No. TC-727 dated May 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
4. Toronto and East York Community Council authorize the installation of traffic calming (eight speed humps) on Pacific Avenue, between Humberside Avenue and Dundas Street West, generally as shown on Attachments 11 and 12, Drawing Nos. TC-709 and TC-709-1 dated May 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
5. Toronto and East York Community Council authorize the installation of traffic calming (five speed humps) on Parkway Avenue, between Grenadier Road and Dundas Street West, generally as shown on Attachment 13, Drawing No. TC-711 dated May 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.

Attachment 2: Traffic Calming Warrant - Armadale Avenue, between Colbeck Street and Ardagh Street

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 (310 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 3: Traffic Calming Warrant - Beresford Avenue, between Annette Street and Dundas Street West

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 (420 m and 230 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (10 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (15 km/h)

Attachment 4: Traffic Calming Warrant - Beresford Avenue, between Colbeck Street and Ardagh Street

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 (310 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 5: Traffic Calming Warrant - Pacific Avenue, between Humberside Avenue and Dundas Street West

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 (270 m and 250 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (11 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (16 km/h)

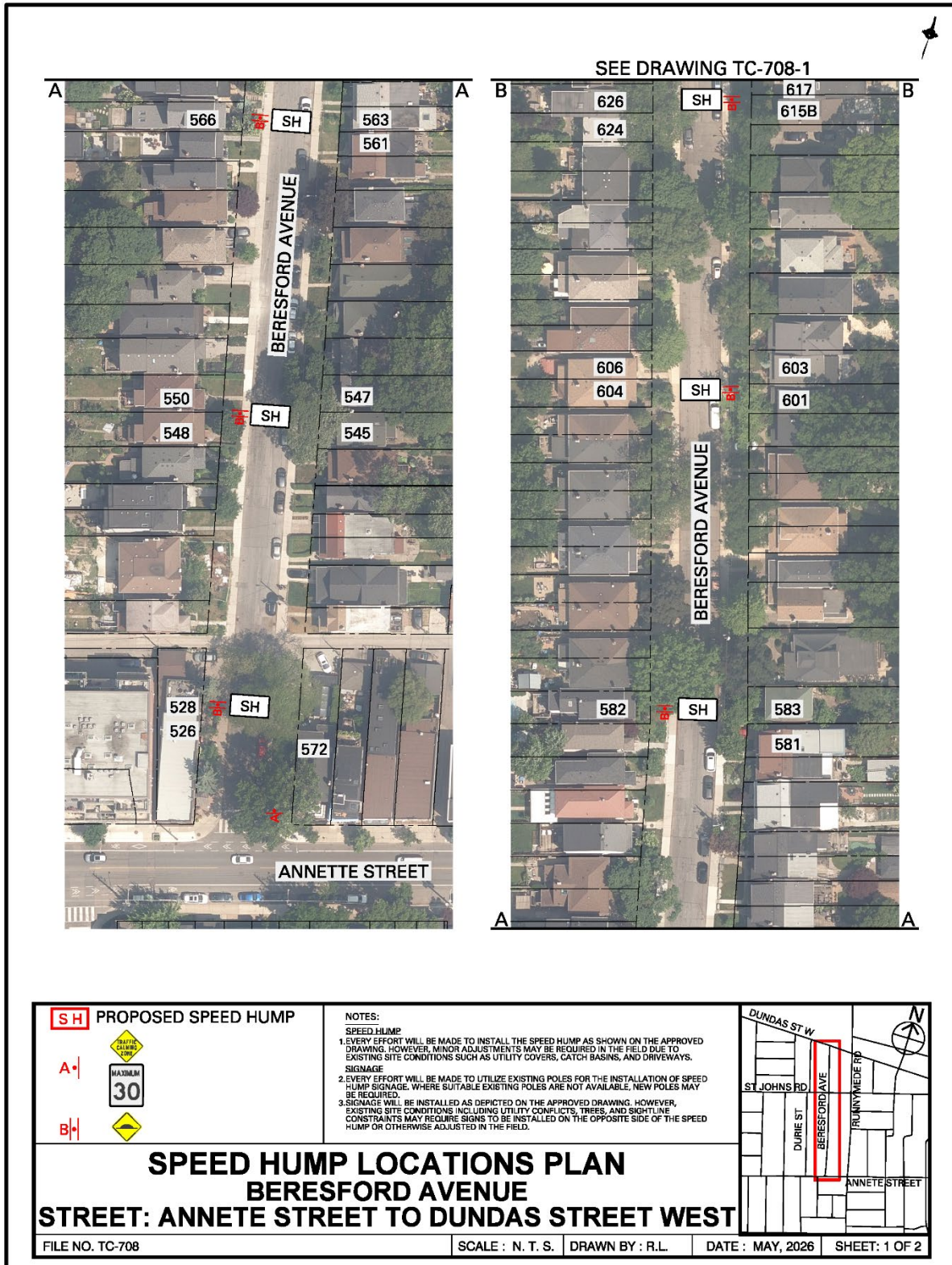
Attachment 6: Traffic Calming Warrant - Parkway Avenue, between Grenadier Road and Dundas Street West

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 (300 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (11 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (15 km/h)

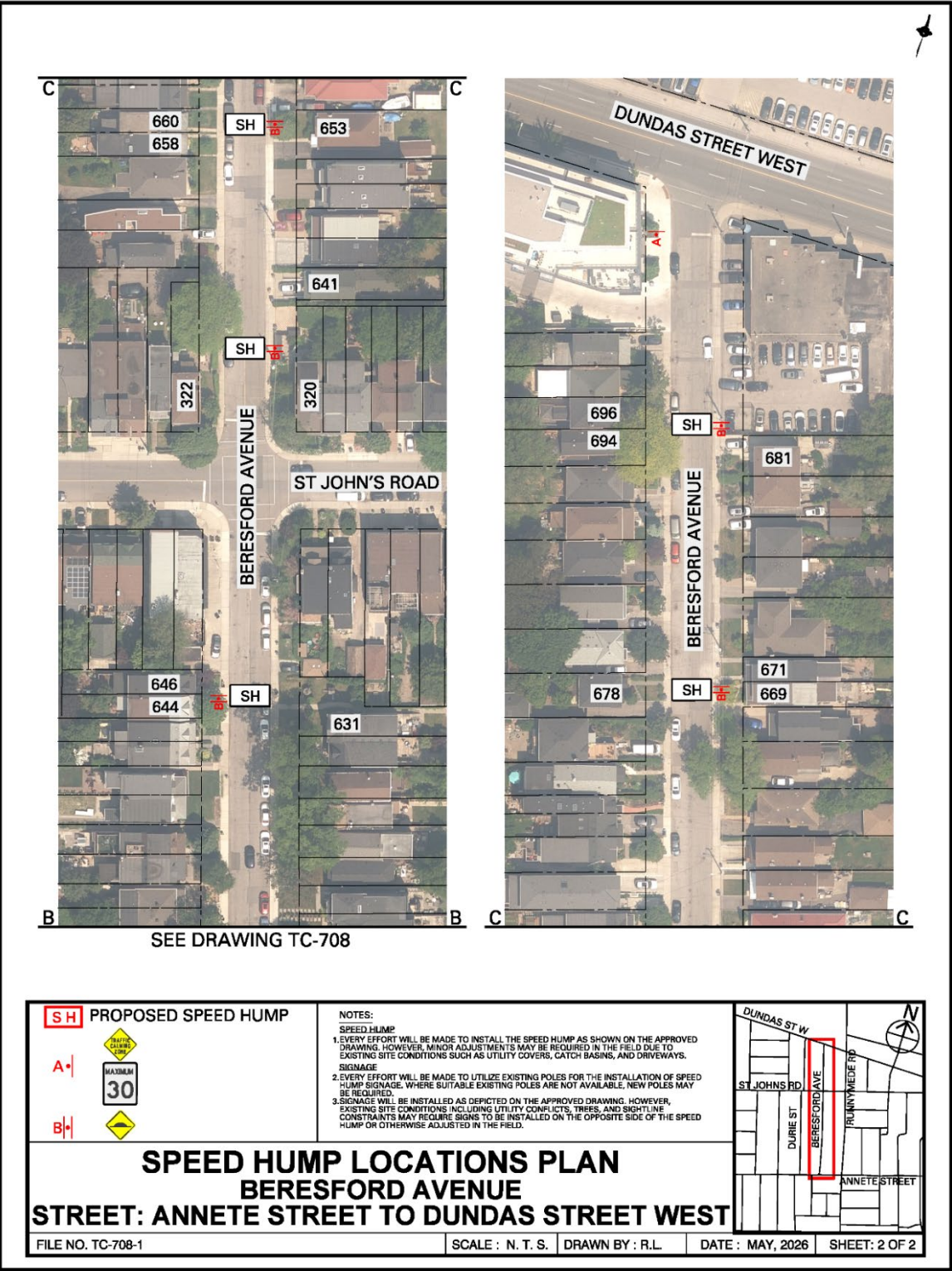
Attachment 7: Speed Hump Locations Plan - Armadale Avenue, Colbeck Street - Ardagh Street



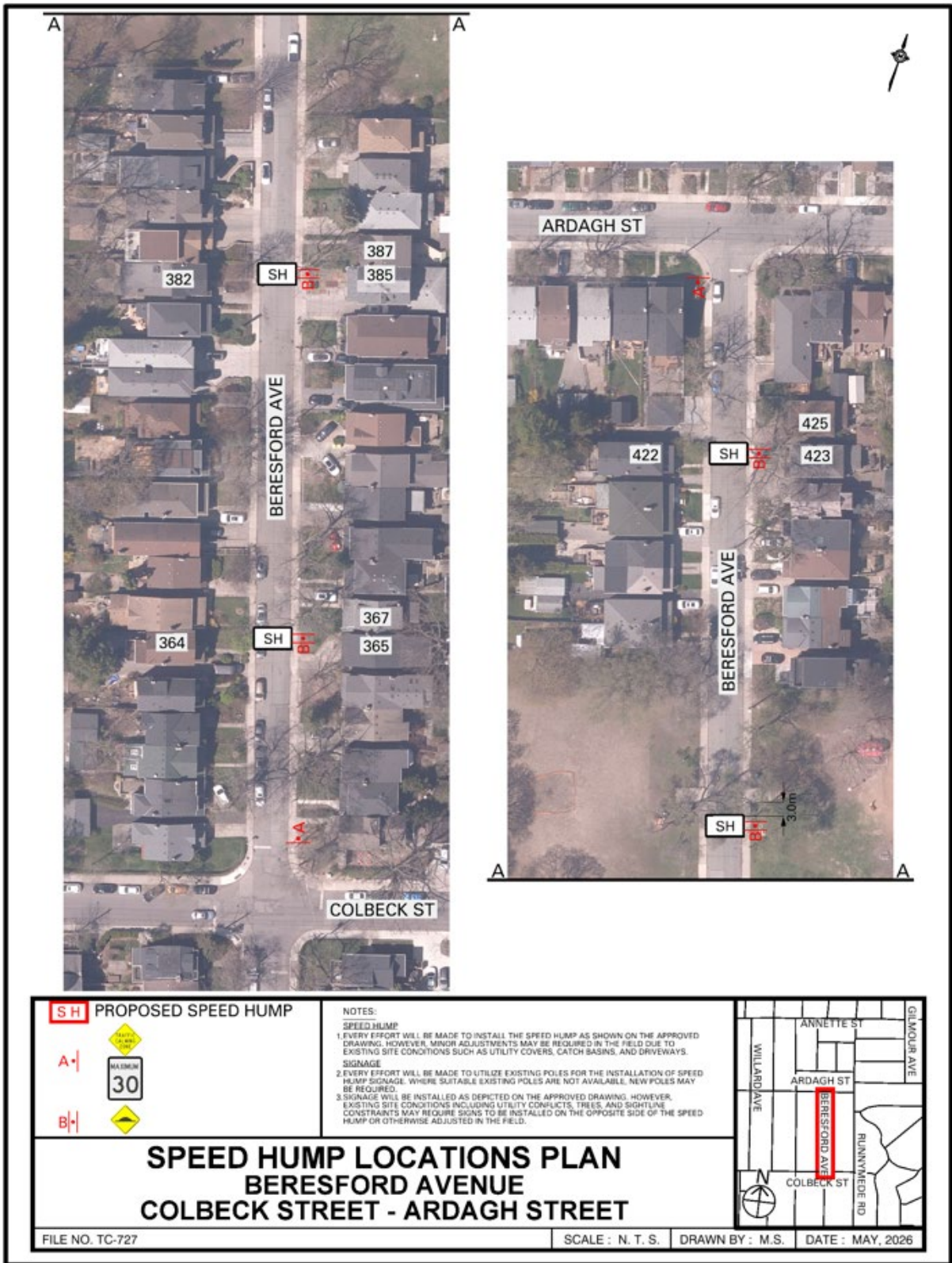
Attachment 8: Speed Hump Locations Plan - Beresford Avenue, between Annette Street and Dundas Street West (Matchline, see Drawing TC-708-1)



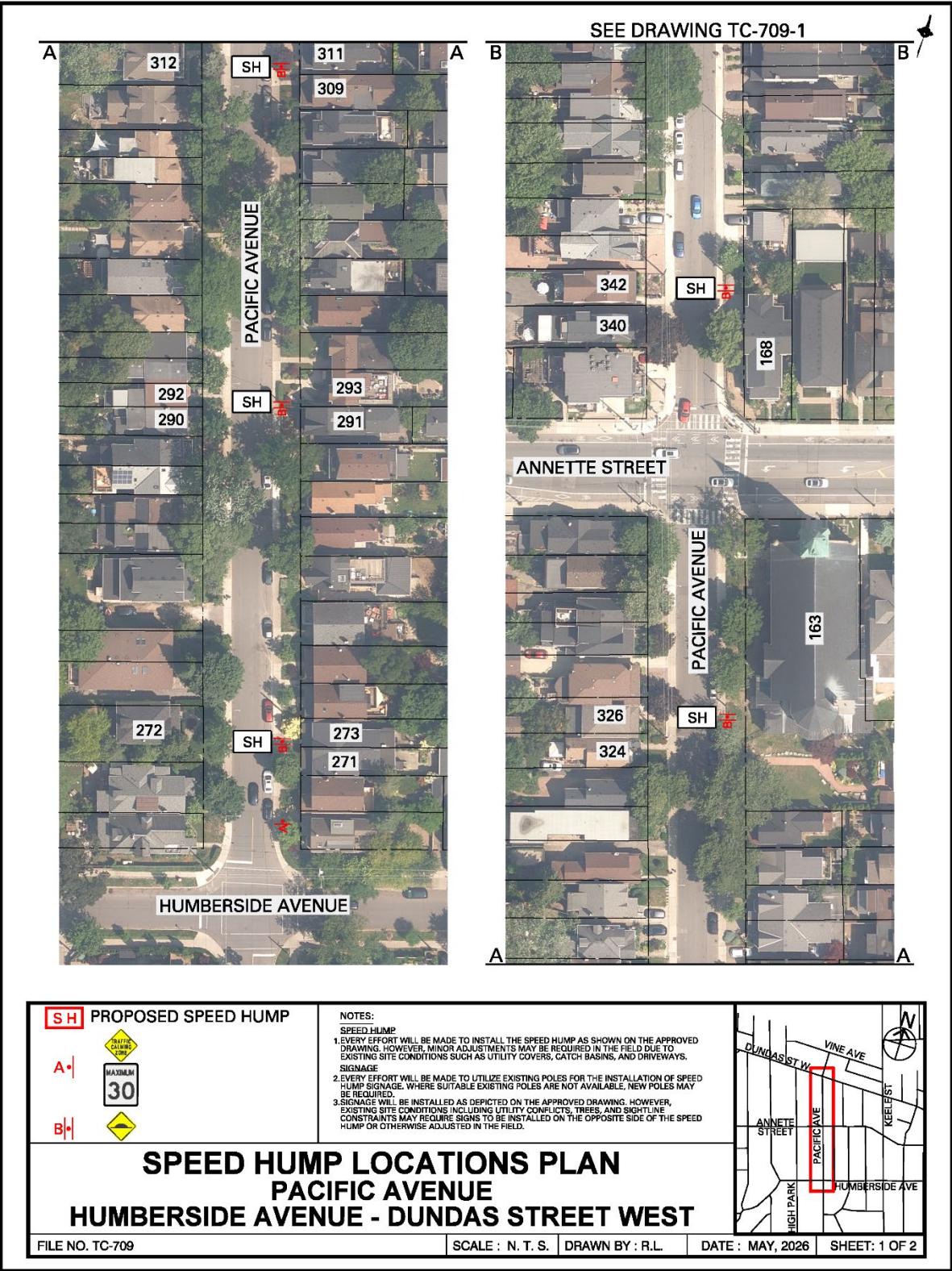
Attachment 9: Speed Hump Locations Plan - Beresford Avenue, Annette Street to Dundas Street West



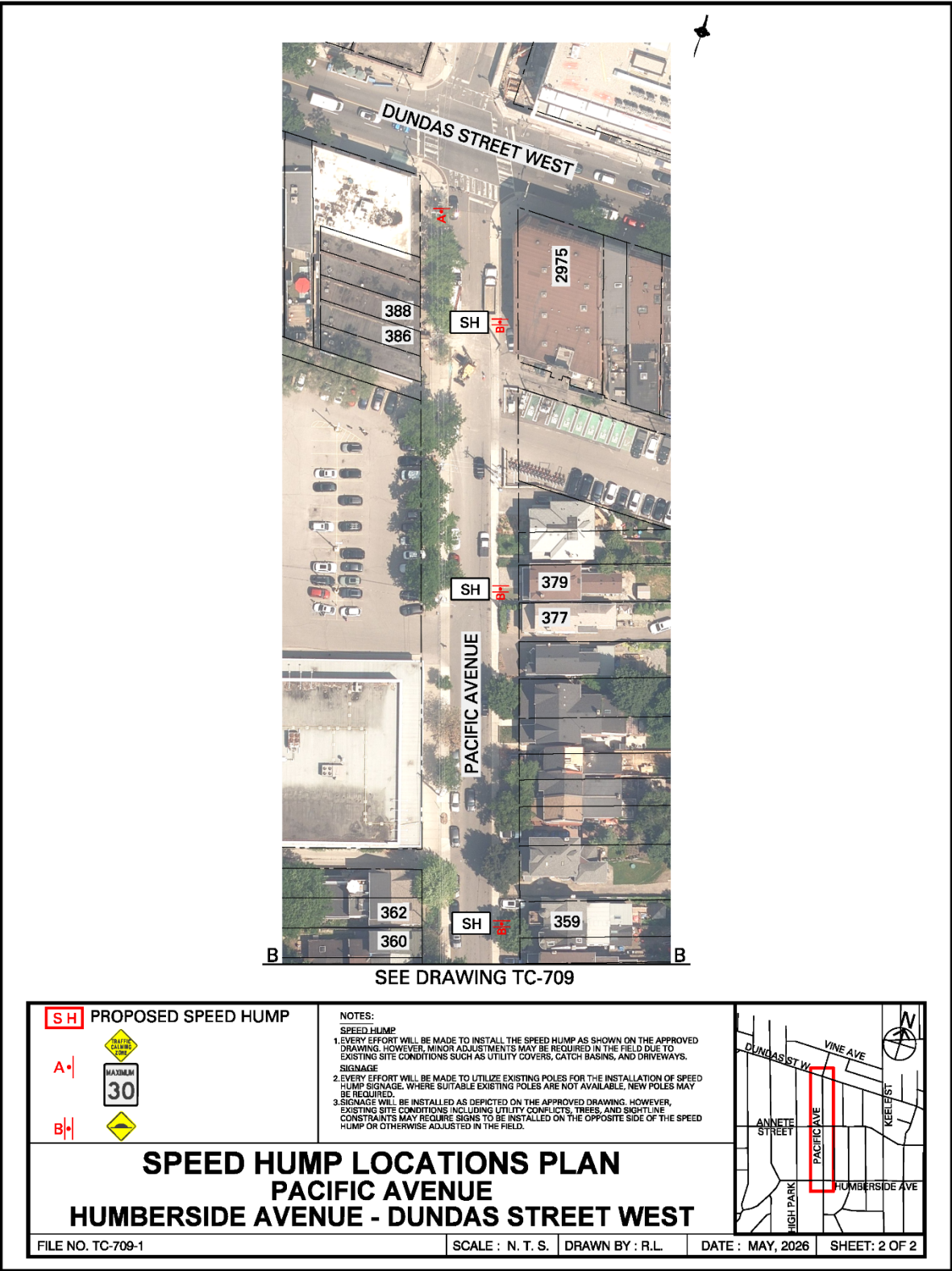
Attachment 10: Speed Hump Locations Plan - Beresford Avenue, Colbeck Street - Ardagh Street



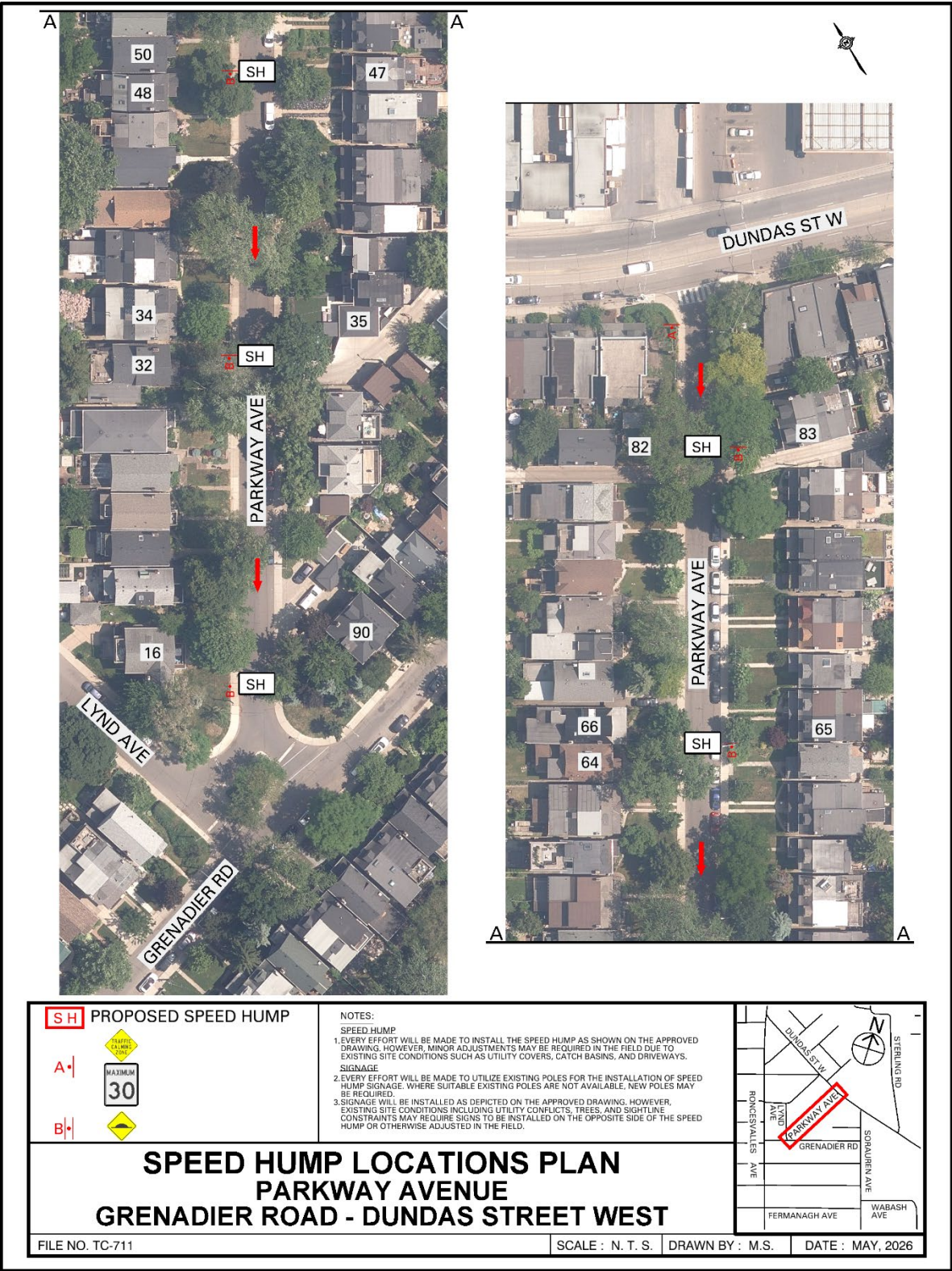
Attachment 11: Speed Hump Locations Plan - Pacific Avenue, Humberside Avenue - Dundas Street West (Matchline, see Drawing TC-709-1)



Attachment 12: Speed Hump Locations Plan - Pacific Avenue, Humberside Avenue - Dundas Street West



Attachment 13: Speed Hump Locations Plan - Parkway Avenue, Grenadier Road - Dundas Street West



Attachment 14: Letter from Toronto Paramedic Services, dated May 12, 2026

Lory Dang

From: EMS Planning
Sent: May 12, 2026 6:31 PM
To: Lory Dang
Cc: EMS Planning
Subject: RE: Emergency Services Comments – Traffic Calming (Speed Humps) – Ward 4
Categories: Blue category

Hi Lory,

We have received and reviewed the proposal for installation of speed humps on Armadale Ave, Beresford Ave, Pacific Ave, Parkway Ave, and St. John's Rd, with the following comments:

The installation of speed humps on Armadale Ave, Beresford Ave, Pacific Ave, Parkway Ave, and St. John's Rd, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Armadale Ave, Beresford Ave, Pacific Ave, Parkway Ave, and St. John's Rd, 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.

