

Additional Speed Humps - St. John's Road

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 six additional speed humps on St. John's Road, between Jane Street and Beresford Avenue. Two speed humps were originally approved on this street in 2003, but an updated assessment has been requested, due to ongoing concerns with motorists travelling at a high rate of speed.

Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has not been satisfied based on numerical warrant. However, lower warrant minimums may be applied within areas designated as Community Safety Zones to enhance the safety of vulnerable road users. Therefore, six additional speed humps should be installed on St. John's Road.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of traffic calming (six additional speed humps) on St. John's Road, between Jane Street and Beresford Avenue, generally as shown on Attachments 2 and 3, Drawing Nos. TC-710 and TC-710-1 dated May 2026, attached to the report entitled "Additional Speed Humps – St. John's Road" from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing six speed humps on St. John's Road is \$24,000.00. Funding would be subject to availability and competing priority within the Transportation Services 2027 Capital Budget.

DECISION HISTORY

City Council on June 24, 25, and 26, 2003, adopted this Clause of Report 5, without amendment (St. John's Road and Willard Avenue - Speed Hump Implementation in Conjunction with the Proposed Development of Premises No. 3487 Dundas Street West (Ward 13 - Parkdale-High Park), recommending turn restrictions to/from the Tim Horton's driveway access at No. 3487 Dundas Street West and introducing traffic calming on St. John's Road (from Willard Avenue to Windermere Avenue) and on Willard Avenue (from St. John's Road to Jillson Avenue). The City Council decision can be found at:

<https://www.toronto.ca/legdocs/2003/agendas/council/cc030624/yk5rpt/cl016.pdf>

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing additional speed humps on St. John's Road, between Jane Street and Beresford Avenue. The residents are concerned that motorists travel at a high rate of speed on St. John's Road and that the existing traffic calming that was approved in 2003 should be supplemented with additional speed humps.

Existing Conditions

St. John's Road is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 2,970 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 single-family residential dwellings and commercial businesses. Additionally, King George Junior Public School is located at 25 Rexford Road. The section of St. John's Road, between Jane Street and Durie Street (south leg), is designated as a Community Safety Zone. Additionally, the section of St. John's Road, between Priscilla Avenue and Windermere Avenue (south leg), has School Safety Zone enhancements for King George Junior Public School.

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 vehicle speed and volume study was conducted on St. John's Road from October 28 to October 30, 2025.

The study results on St. John's Road disclosed the following:

- 24-hour total vehicle volume is approximately 2,970 vehicles
- The block length on St. John's Road, between Jane Street and Willard Avenue (south leg) is approximately 235 metres, and between Willard Avenue (south leg) and Beresford Avenue is approximately 335 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 37 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 41 km/h

Based on the study results, St. John's Road has satisfied the warrant criteria minimum block length, but not the minimum vehicle speed. The block lengths were greater than 120 metres, however the operating speed of 37 km/h is below the warrant threshold of 8 km/h over the warranted speed of 30 km/h, and the 95th percentile speed of 41 km/h is below the warrant threshold of 15 km/h over the warranted speed of 30 km/h.

In addition to the technical criteria, lower warrant minimums may be applied within the surrounding area designated as a Community Safety Zone to support the recommendation for the installation of speed humps, even if the minimum vehicle speed does not meet the threshold required by the technical warrants.

Transportation Services considers that additional speed humps are appropriate on St. John's Road due to the following factors:

- The operating speed is 37 km/h over the warranted speed of 30 km/h, compared to the required threshold of 8 km/h over the warranted speed of 30 km/h.
- This segment is located within a Community Safety Zone and serves as the main route for motorists, parents, and students to access King George Junior Public School.

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 for each midblock segment to provide the complete Prioritization Score. St. John's Road, between Jane Street and Beresford Avenue, scored 24 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 Police Service and Toronto Fire Services have not provided their comments 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 recommendation 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

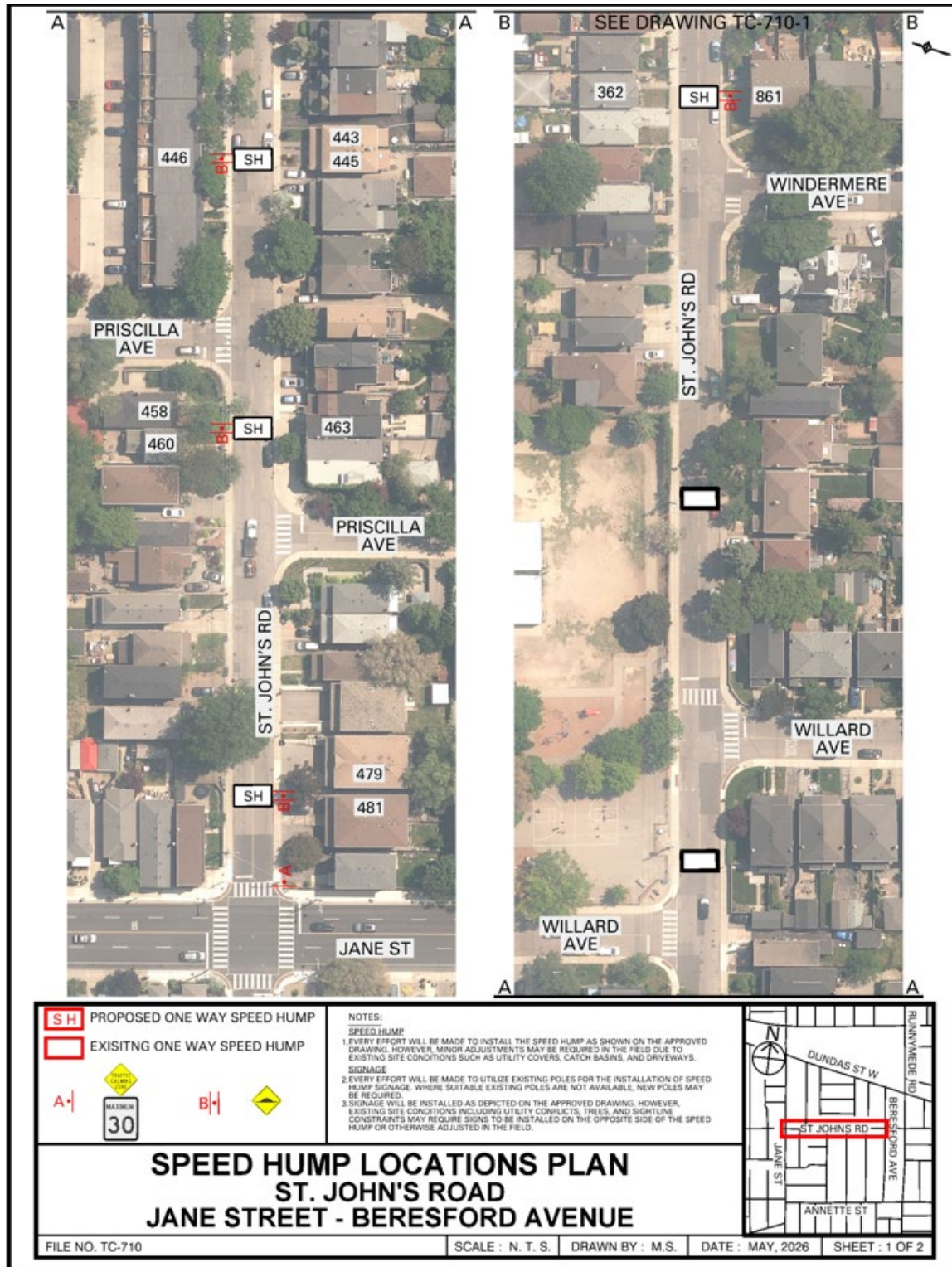
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - St. John's Road, between Jane Street and Beresford Avenue
Attachment 2: Speed Hump Locations Plan - St. John's Road, Jane Street - Beresford Avenue (Matchline, see Drawing TC-710-1)
Attachment 3: Speed Hump Locations Plan - St. John's Road, Jane Street - Beresford Avenue
Attachment 4: Letter from Toronto Paramedic Services, dated May 12, 2026

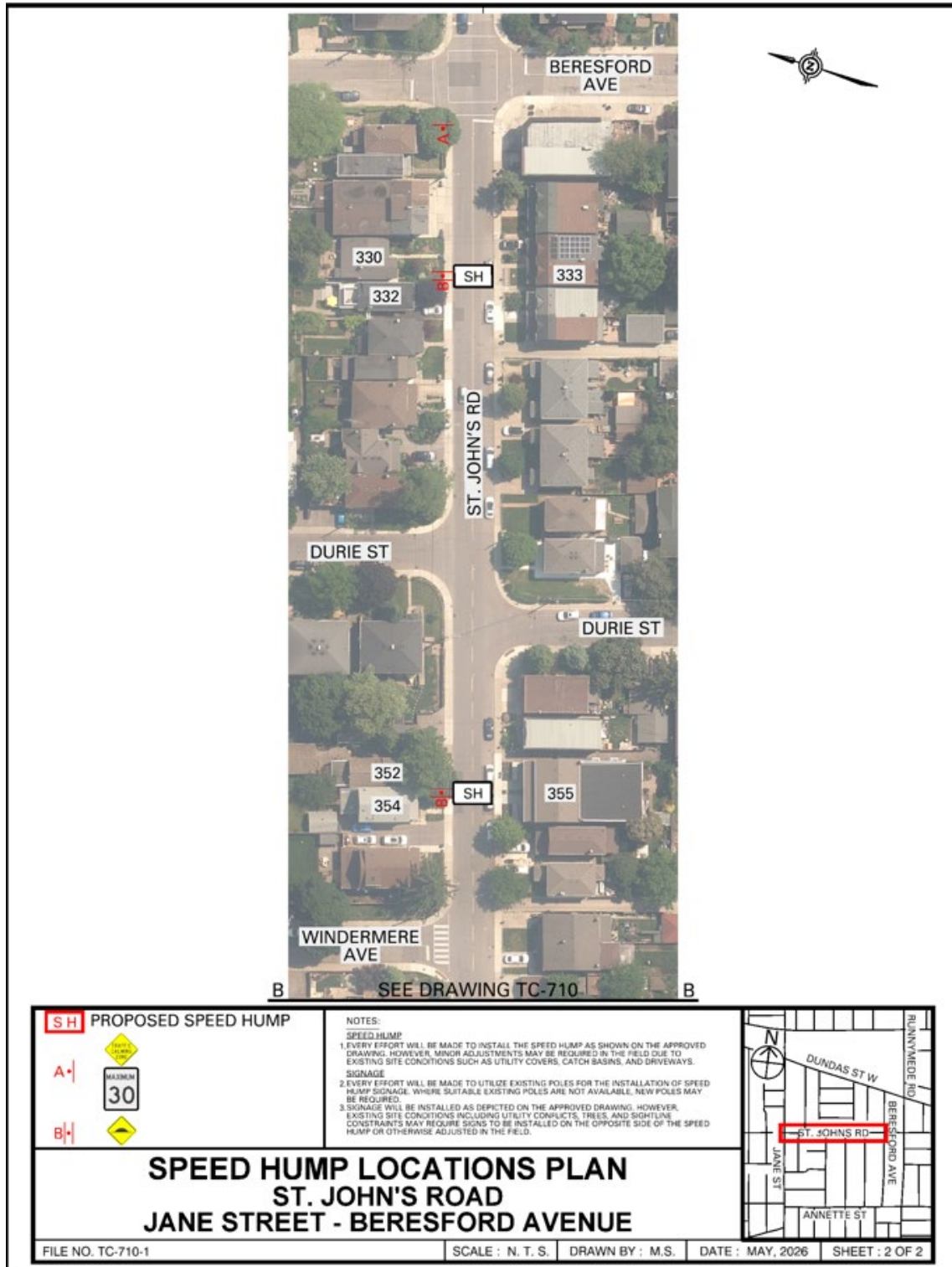
Attachment 1: Traffic Calming Warrant - St. John's Road, between Jane Street and Beresford Avenue

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 (235 m and 335 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (7 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (11 km/h)

Attachment 2: Speed Hump Locations Plan - St. John's Road, Jane Street - Beresford Avenue (Matchline, see Drawing TC-710-1)



Attachment 3: Speed Hump Locations Plan - St. John's Road, Jane Street - Beresford Avenue



Attachment 4: 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.

