

Traffic Calming (Speed Cushions) - Berry Road

Date: June 18, 2026

To: Etobicoke York Community Council

From: Acting Deputy General Manager, Transportation Services

Wards: Ward 3, Etobicoke-Lakeshore

SUMMARY

Transportation Services is recommending the installation of speed cushions on Berry Road between Prince Edward Drive South and Park Lawn Road. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed cushions are warranted to be installed on Berry Road.

RECOMMENDATIONS

The Deputy General Manager, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of traffic calming (4 speed cushions) on Berry Road, between Prince Edward Drive South and Park Lawn Road, generally as shown in Attachment 2, Drawing No. TC-734 and TC734-1, dated May 2026 from the Deputy General Manager, Transportation Services.
2. Subject to approval of Recommendations 1 above, Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h on Berry Road between Prince Edward Drive South and Park Lawn Road, in conjunction with the installation of speed cushions.

FINANCIAL IMPACT

The estimated cost for installing 4 speed cushions on Berry Road is \$16,000.00. Funding is available for these capital projects, categorized as a Health & Safety in the approved 2026-2035 Capital Budget and Plan for Transportation Services

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Berry Road was identified by Transportation Services for the potential installation of speed cushions, in accordance with the updated Traffic Calming Policy in 2023. In addition, Transportation Services received a petition from the Ward Councillor, signed by residents of Berry Road, requesting to investigate the feasibility of installing speed cushions on Berry Road between Prince Edward Drive South and Park Lawn Road. The residents are concerned that motorists travel at a high rate of speed on Berry Road.

Existing Conditions

Berry Road is characterized by the following conditions:

- It is a two-lane, east/west, collector roadway with dedicated eastbound left-turn and right-turn lanes at Berry Road and Park Lawn Road
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 6,800 vehicles
- The posted speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is Toronto Transit Commission (TTC) service provided by the 66 Prince Edward bus route
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. A map of the area and proposed locations of the speed cushions is included in Attachment 2.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Berry Road on March 10, 2026.

The study results on Berry Road disclosed the following:

- 24-hour total vehicle volume is approximately 6,800 vehicles
- The area studied on Berry Road between Prince Edward Drive South to Park Lawn Road is approximately 515 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 53 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 58 km/h

Based on the study results, Berry 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 8 km/h or greater over the warranted speed of 40 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 cushions on Berry Road.

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 collected, 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 who 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. Berry Road between Prince Edward Drive South and Park Lawn Road, scored 38 ranking points out of a possible 100.

The TTC has been advised of the recommendations in this report and has no objections to the proposed speed cushions.

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 they support the installation of traffic calming however, there are concerns that it may negatively impact their service delivery. A copy of their full response is included as Attachment 3. Toronto Fire Services and Toronto Police Service have not provided comments back at the time of writing this report.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

Gregg Loane
Acting Deputy General Manager, Transportation Services

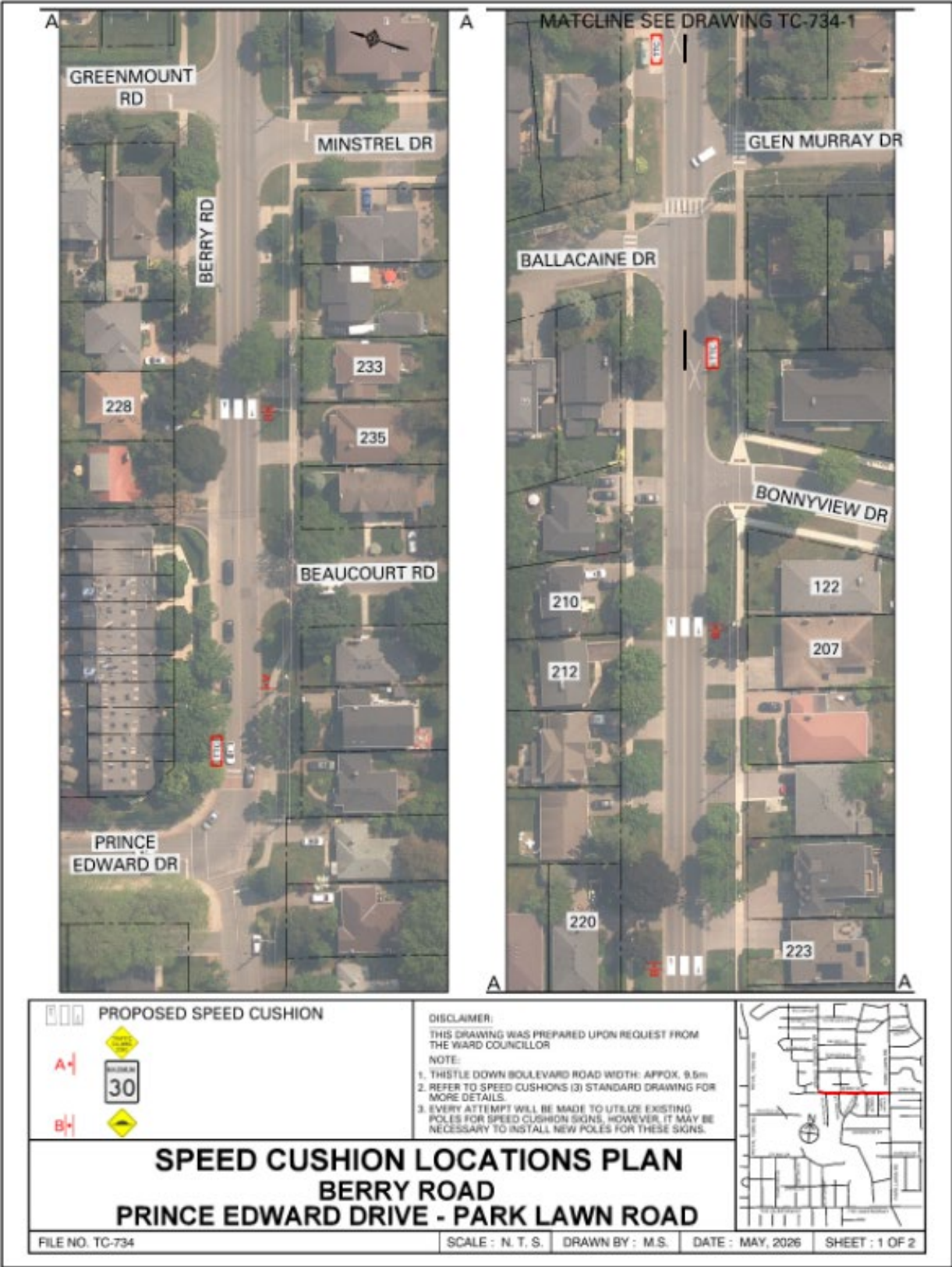
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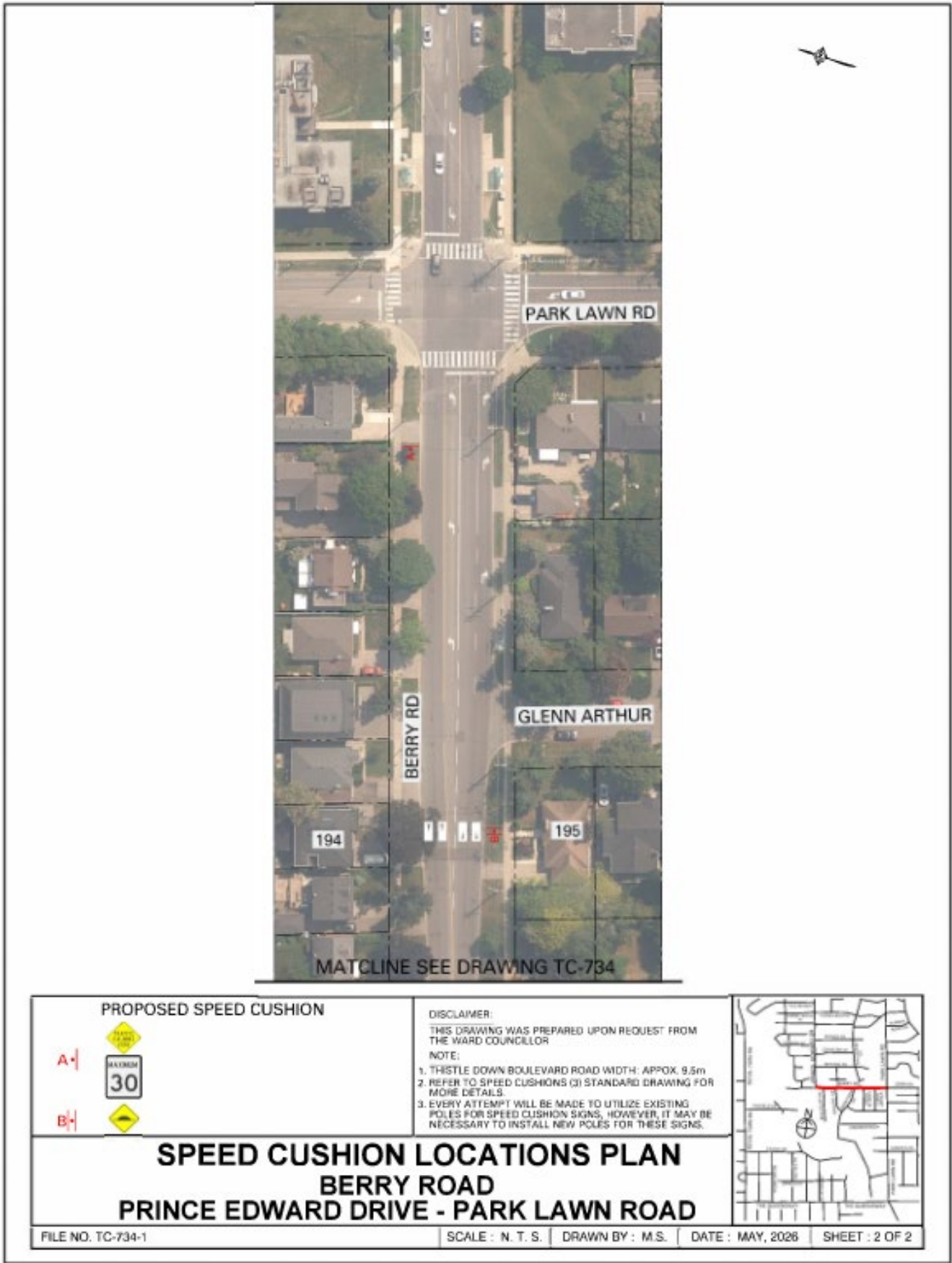
Attachment 1: Traffic Calming Warrant - Berry Road
Attachment 2: Speed Cushion Locations Plan - Berry Road
Attachment 3: Letter from Paramedic Services

Attachment 1: Traffic Calming Warrant - Berry 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	Yes
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 (515m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (13 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (18 km/h)

Attachment 2: Speed Cushion Locations Plan - Berry Road





Attachment 3: Letter from Toronto Paramedics Services

From: EMS Planning
Sent: May 20, 2026 10:39 AM
To: Thileepan Viruthasalam
Cc: EMS Planning
Subject: RE: Berry Road_Speed cushions locations review - 2026_EMS

Good morning Thileepan,

We have received and reviewed the proposal for installation of speed humps on Berry Road, between Prince Edward Drive South and Park Lawn Road, with the following comments:

The installation of speed humps on Berry Road, between Prince Edward Drive South and Park Lawn 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 Berry Road, between Prince Edward Drive South and Park Lawn 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.

