

Traffic Calming (Speed Humps) - Lynnbrook Drive

Date: May 20, 2025

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 24, Scarborough-Guildwood

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 Lynnbrook Drive, between Brimorton Drive and Bellamy Road North. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Lynnbrook Drive.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Lynnbrook Drive, between Brimorton Drive and Bellamy Road North.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 18 speed humps on Lynnbrook Drive, between Brimorton Drive and Bellamy Road North, generally as shown on Attachments 4, 5, 6 and 7, Drawings TC-517, TC-518, TC-519 and TC-520, dated April 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Lynnbrook Drive" from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Lynnbrook Drive, between Brimorton Drive and Bellamy Road North, in conjunction with the installation of speed humps.

4. Subject to approval of Recommendation 3 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 Lynnbrook Drive between Brimorton Drive and Bellamy Road North, 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).

FINANCIAL IMPACT

The estimated cost for installing 18 speed humps on Lynnbrook Drive is \$72,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Lynnbrook Drive, between Brimorton Drive and Bellamy Road North. The residents are concerned that motorists travel at a high rate of speed on Lynnbrook Drive.

Existing Conditions

Lynnbrook Drive is characterized by the following conditions:

- It is a two-lane, north-south and east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume varies from approximately 600 to 800 vehicles
- The speed limit is 40 km/h between Brimorton Drive and Acre Heights (north intersection) and between Parkington Crescent and Bellamy Road North
- The speed limit is 30 km/h between Acre Heights (north intersection) and Parkington Crescent
- Heavy trucks are prohibited at all times between Brimorton Drive and Parkington Crescent
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of this street
- There are all-way stop controlled intersections located at Huronia Gate/Avenline Crescent, Stoneton Drive, Earlthorpe Crescent and Parkington Crescent

The land use in the area consists of single-family residential dwellings, North Bendale Junior Public School and North Bendale Park. This subject section of Lynnbrook Drive is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 4, 5, 6, and 7.

Study Results

As part of the assessment of the warrant criteria, three vehicle speed and volume studies were conducted on Lynnbrook Drive from April 30 to May 2, 2024. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Lynnbrook Drive are summarized in Table 1.

Table 1: Lynnbrook Drive Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Between Brimorton Drive and Huronia Gate/Aveline Crescent (north intersection)	800	49 km/h	48 km/h	54 km/h	55 km/h
Between Huronia Gate/Aveline Crescent (north intersection) and Parkington Crescent	600	39 km/h	38 km/h	44 km/h	45 km/h
Between Parkington Crescent and Bellamy Road North	800	48 km/h	48 km/h	53 km/h	55 km/h

Based on the study results all sections on Lynnbrook Drive, between Brimorton Drive and Bellamy Road North, have satisfied the warrant criteria for both minimum block length and minimum vehicle speed.

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 Lynnbrook Drive, between Brimorton Drive and Bellamy Road North.

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 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 to provide the complete Prioritization Score. Lynnbrook Drive, between Brimorton Drive and Bellamy Road North, scored 23 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 (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 8. Toronto Police Service and Toronto Fire Services 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

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Lynnbrook Drive, between Brimorton Drive and Huronia Gate/Aveline Crescent (north intersection)
- Attachment 2: Traffic Calming Warrant - Lynnbrook Drive, between Huronia Gate/Aveline Crescent (north intersection) and Parkington Crescent
- Attachment 3: Traffic Calming Warrant - Lynnbrook Drive, between Parkington Crescent and Bellamy Road North
- Attachment 4: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-518)
- Attachment 5: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-519)
- Attachment 6: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-520)
- Attachment 7: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive - Bellamy Road North
- Attachment 8: Letter from Toronto Paramedic Services, dated May 04, 2025

Attachment 1: Traffic Calming Warrant - Lynnbrook Drive, between Brimorton Drive and Huronia Gate/Aveline Crescent (north intersection)

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

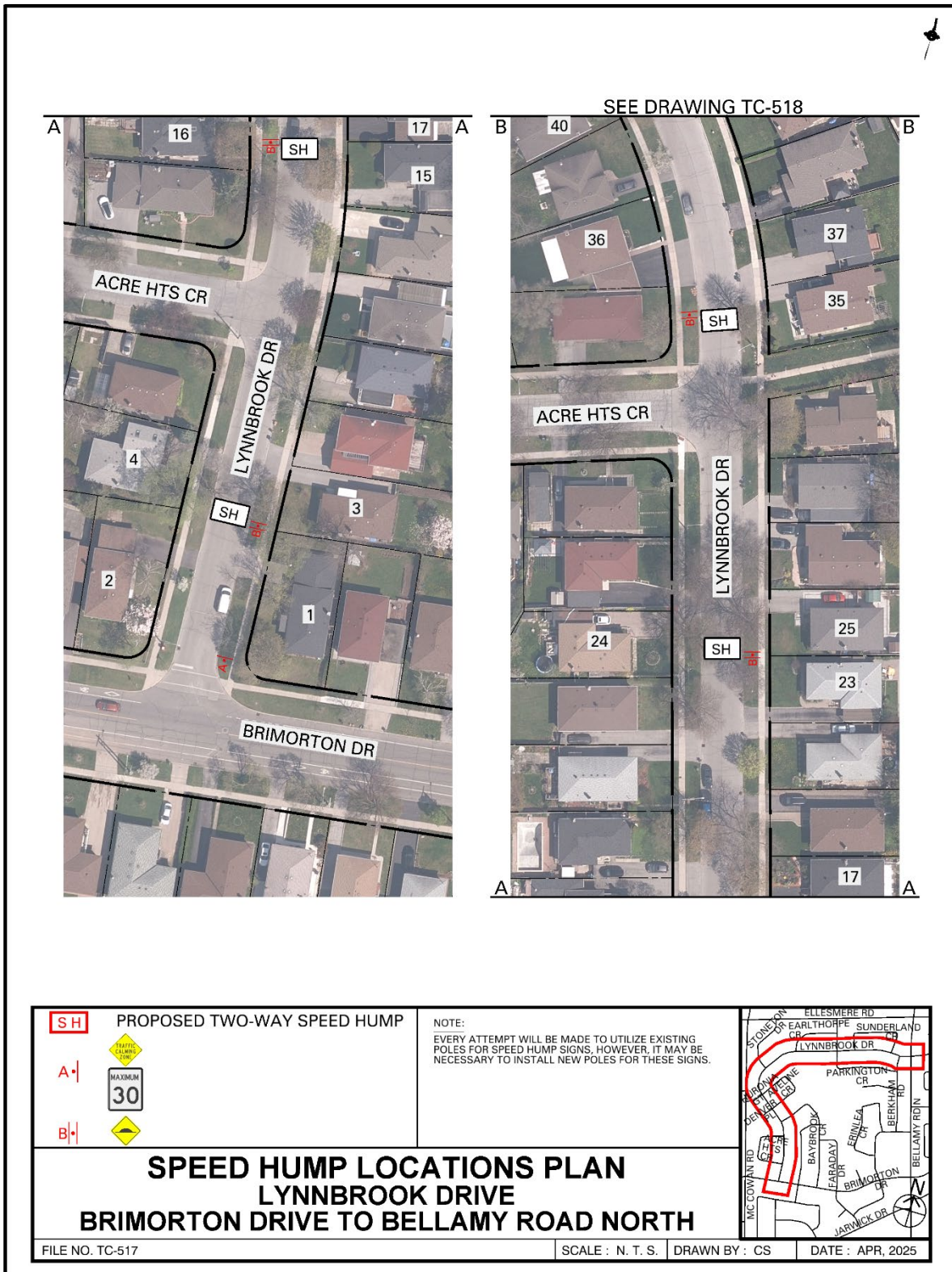
Attachment 2: Traffic Calming Warrant - Lynnbrook Drive, between Huronia Gate/Aveline Crescent (north intersection) and Parkington Crescent

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 (150 m, 180 m and 200 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (14 km/h)

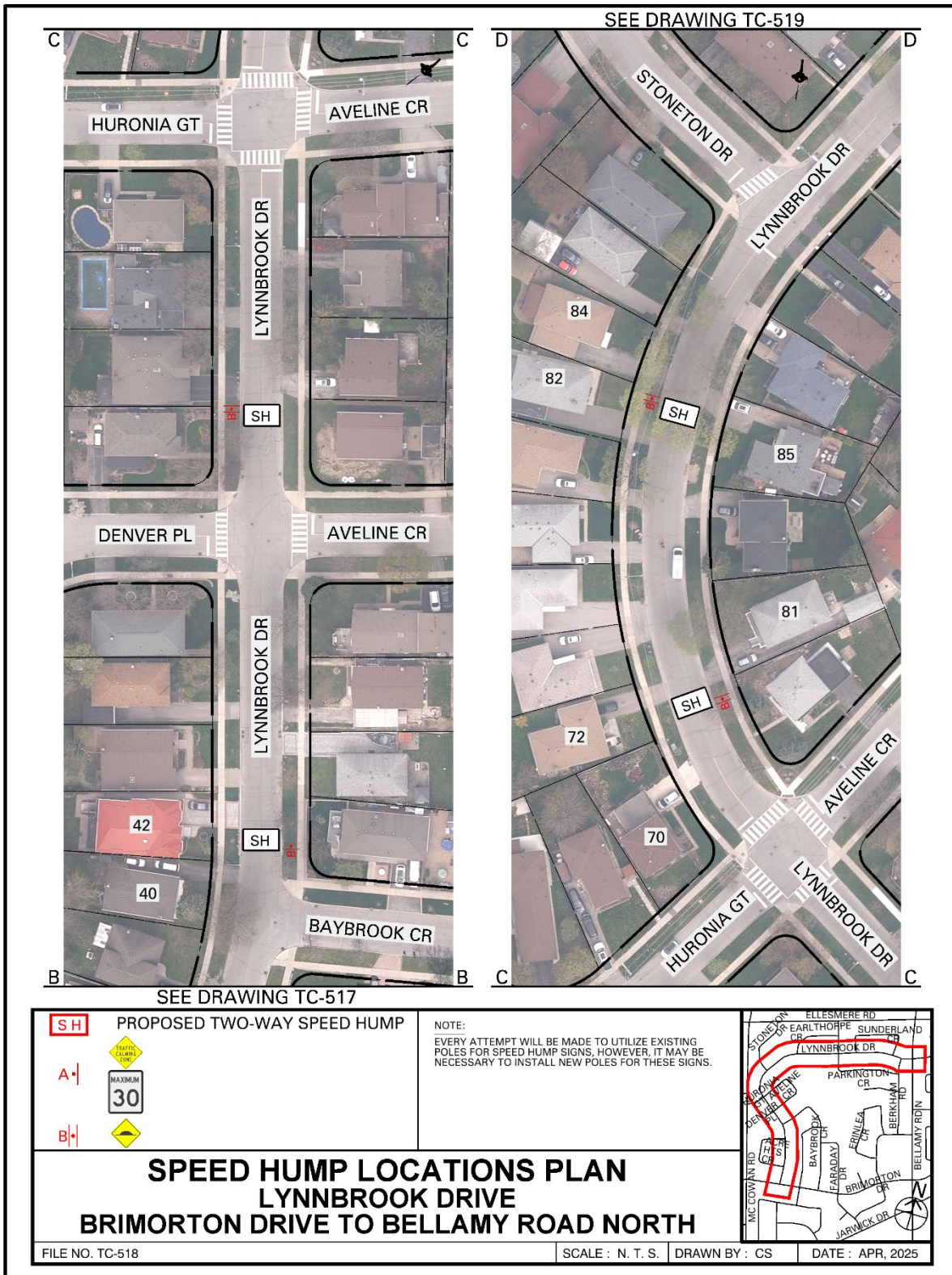
Attachment 3: Traffic Calming Warrant - Lynnbrook Drive, between Parkington Crescent and Bellamy Road North

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 (350 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)

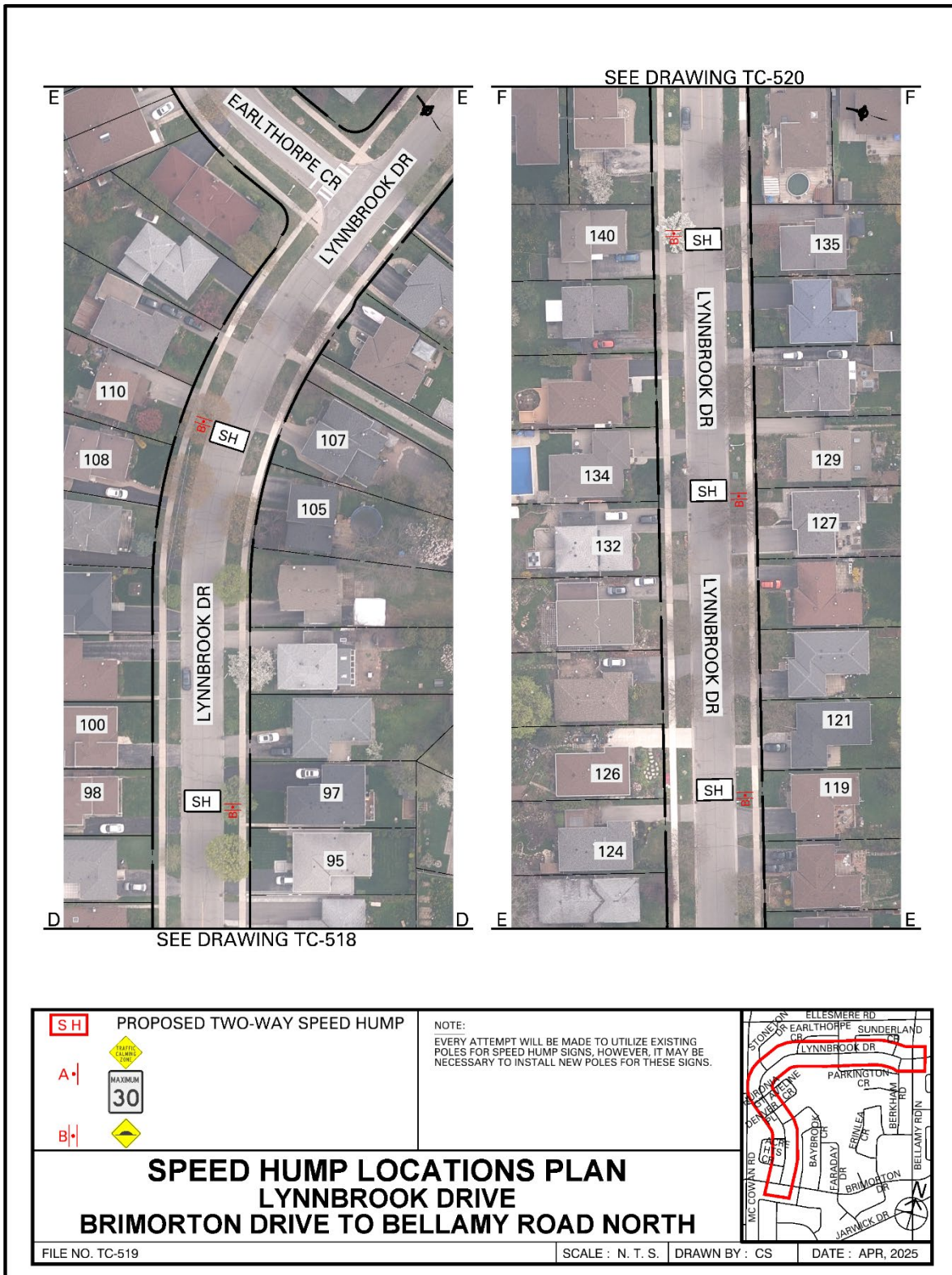
Attachment 4: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-518)



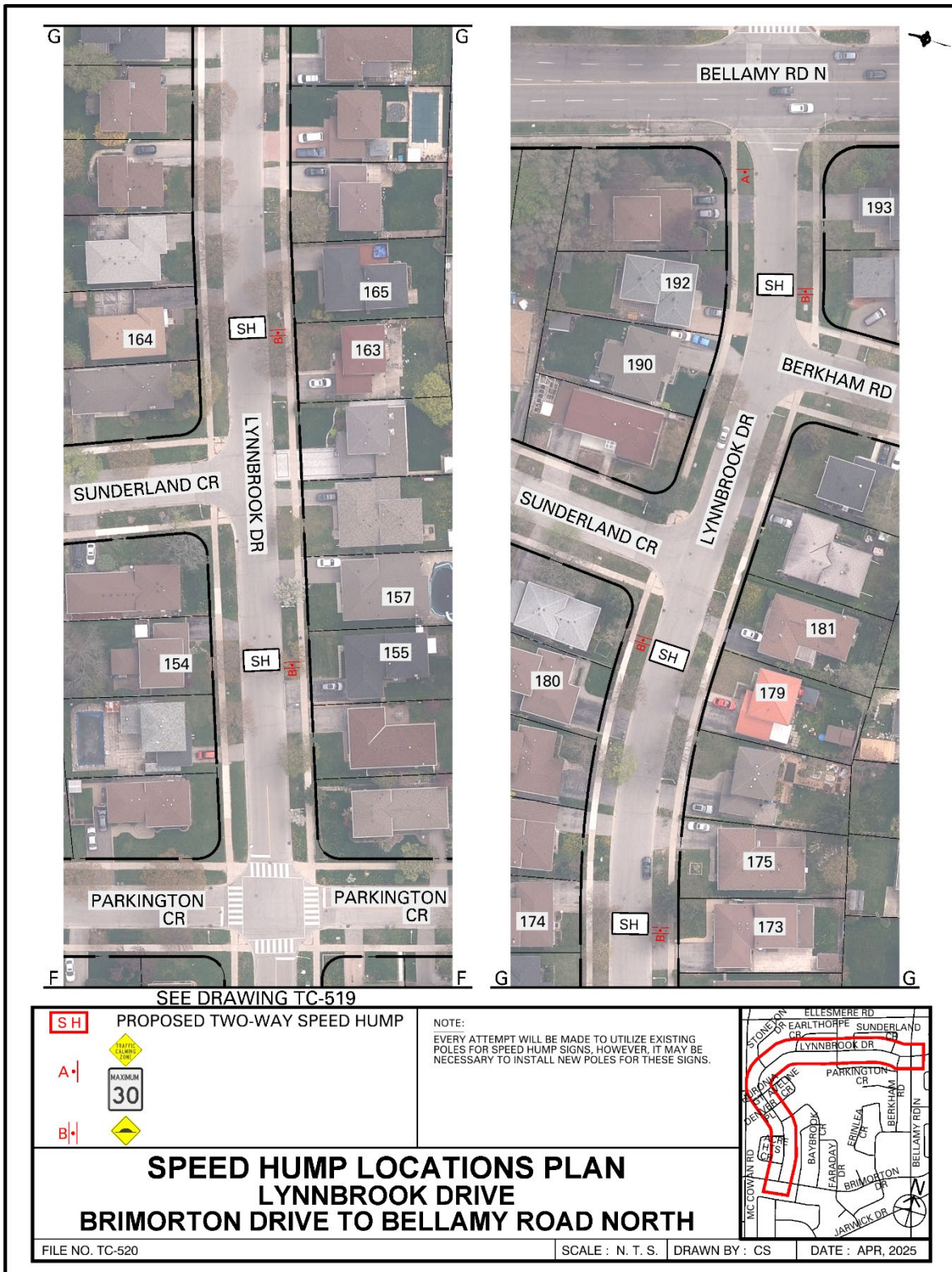
Attachment 5: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-519)



Attachment 6: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North (Matchline, see drawing TC-520)



Attachment 7: Speed Hump Locations Plan - Lynnbrook Drive, Brimorton Drive to Bellamy Road North



Attachment 8: Letter from Toronto Paramedic Services, dated May 04, 2025

From: [EMS Planning](#)
To: [Omar Omar](#)
Cc: [Atif Sharif](#); [Jennifer Chung](#); [EMS Planning](#)
Subject: RE: Speed Humps - Lynnbrook Drive between Brimorton Drive and Bellamy Road North
Date: May 4, 2025 3:09:17 PM

We have received and reviewed the proposal for installation of speed humps on Lynnbrook Drive between Brimorton Drive and Bellamy Road North, with the following comments:

The installation of speed humps on Lynnbrook Drive between Brimorton Drive and Bellamy Road North, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Lynnbrook Drive between Brimorton Drive and Bellamy Road North, 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.