

All-Way Stop Control - Brimorton Drive and Amberjack Boulevard

Date: February 2, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street 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 has reviewed the need for all-way stop control at the intersection of Brimorton Drive and Amberjack Boulevard. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

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

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Brimorton Drive and Amberjack Boulevard.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of all-way stop control, the estimated cost associated with the amendment, including signage, pavement markings and depressed curbs is estimated to be \$28,500.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Interim Operating and Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of Councillor's office, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Brimorton Drive and Amberjack Boulevard.

Existing Conditions

Brimorton Drive is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- There are bike lanes located on both sides of the street
- It operates two-way traffic on a pavement width of approximately 13 metres
- The daily two-way traffic volume is approximately 3,400 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is Toronto Transit Commission (TTC) service provided by the 406 Brimorton Drive bus
- There are sidewalks located on both sides of the street
- A Community Safety Zone is designated between Dolly Varden Boulevard and a point 100 metres west of Amberjack Boulevard

Amberjack Boulevard is characterized by the following conditions:

- It is a two-lane local roadway
- It runs north-south and east-west, with curves located mid-block
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 450 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

These two streets form a four-leg type of intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Amberjack Boulevard. The adjacent land use in the area consists of single-family residential dwellings, Bellmere Junior Public School and Confederation Park. There is a pedestrian crossover located at approximately 125 metres east of Amberjack Boulevard.

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending May 31, 2025, disclosed that six reported collisions occurred at this intersection that are preventable by installing an all-way stop control. These collisions resulted in none and minor injuries; no major or fatal collisions have been reported. No collisions involved a pedestrian or cyclist.

Transportation Services conducted an all-way stop control study on March 19, 2025, at the subject intersection. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1.

Table 1: All-Way Stop Control Study at Brimorton Drive and Amberjack Boulevard

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (May 1, 2022 to May 31, 2025)	7	9	No
B1	Average Vehicle Volumes	234/hour	375/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	43/hour	150/hour	No
B3	Percentage of Traffic on Major Street	83%	≤70%	No

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop control be installed at the intersection of Brimorton Drive and Amberjack Boulevard.

The Ward Councillor has been advised of the recommendation of this staff 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: Map - All-Way Stop Control - Brimorton Drive and Amberjack Boulevard

Attachment 1: Map - All-Way Stop Control - Brimorton Drive and Amberjack Boulevard

