



**STAFF REPORT  
ACTION REQUIRED**

**Freemont Avenue and Riverlea Drive – Speed Limit Reduction**

<b>Date:</b>	August 9, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070113-to – AFS5638

**SUMMARY**

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to present the results of an investigation for the installation of an all-way stop control at the intersection of Freemont Avenue and Riverlea Drive. The installation of an all-way stop control does not achieve the minimum warrant requirements at this intersection due to very low traffic volumes and the good safety record.

As speeding on Freemont Avenue has been expressed as a concern in the past by area residents, installing a 40 km/h speed limit on Freemont Avenue and Riverlea Drive is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on both Freemont Avenue (north of Lawrence Avenue) and Riverlea Drive (west of Scarlett Road).

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. Etobicoke York Community Council approve enacting a 40 km/h speed limit on Freemont Avenue between Lawrence Avenue and Lockheed Boulevard, and Riverlea Drive between Scarlett Road and Westona Street, as the requirements of the 40 km/h Speed Limit Warrant are achieved; and
2. An all-way stop control not be approved by Etobicoke York Community Council at the intersection of Freemont Avenue and Riverlea Drive as the warrant requirements are not achieved.

## Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

## ISSUE BACKGROUND

Councillor Rob Ford, Ward 2, Etobicoke North, on behalf of an area resident, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Freemont Avenue and Riverlea Drive and report the study result to Etobicoke York Community Council. A map of the area is Attachment No. 1.

## COMMENTS

Freemont Avenue and Riverlea Drive are residential local roads located in the community north of Lawrence Avenue and west of Scarlett Road. Freemont Avenue is the through street with stop controls on Riverlea Drive. Neither street has sidewalk on either side.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, has shown that there have been no reportable collisions at Freemont Avenue and Riverlea Drive.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Our study results are summarized in Appendix A – Table 2. The technical warrants for the installation of an all-way stop control are not met in this instance; however, we did also examine this intersection for sightline concerns as well as incidents of motorists' confusion at the intersection. The sightlines, although limited by mature trees in the area, are adequate with the vehicle stopped and the curb. No conflicts were observed during our investigation with motorists appearing to not be confused as to the right of way. This may be due to the very low volumes recorded during our peak period study (average of 16 vehicles per hour).

Nonetheless, as speeding has been expressed as a concern in the past, speed studies were conducted and applied to the City of Toronto, 40 km/h Speed Limit Warrant. Under the current Council policy, 40 km/h speed limits may be implemented on streets where Road Width and either Pedestrian or Road and Traffic Environment criteria are met. Freemont Avenue and Riverlea Drive satisfy the Road Width and Pedestrian Environment criteria as set in Appendix A – Table 1 attached, since there are no sidewalks on either street. It is prudent to reduce the speed limit to reflect these conditions.

**CONTACT**

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**SIGNATURE**

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John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

**ATTACHMENTS**

Attachment No 1: Map

Appendix A - Table 1

Appendix A – Table 2

## APPENDIX A – TABLE 1

### 40 Km/h Speed Limit Warrant – Freemont Avenue and Riverlea Drive

<b>A. ROAD WIDTH</b>	
1. (i) Pavement width equal to or greater than 10.5 metres and the 85 <sup>th</sup> percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>OR</b>	
(ii) Pavement width less than 10.5 metres PAVEMENT WIDTH: 8.7 metres 85 <sup>TH</sup> PERCENTILE SPEED: 36 - 38 km/h	
<b>AND</b>	
<b>B. PEDESTRIAN ENVIRONMENT</b>	
1. (i) Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>OR</b>	
(ii) Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<b>OR</b>	
(iii) Absence of sidewalk on both sides of the road or a major portion of the road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
<b>OR</b>	
<b>C. ROAD AND TRAFFIC ENVIRONMENT</b>	
1. (i) Two or more locations where grades are greater than 5%; and/or safe speed on curves is less than 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>OR</b>	
(ii) 2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
<b>OR</b>	
Pattern of collisions where vehicle speed was identified as a factor Local streets – 3 or more over 3 years Other streets – 5 or more over 3 years Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

## APPENDIX A – Table 2

### Warrants for All-way “Stop” Sign Control

Study location: Freemont Avenue and Riverlea Drive

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	16	10	50/50
Warrant Requirements for Study Period Average	$\geq 250$	$\geq 100$	$\geq 30/70$ or $\leq 70/30$

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
- or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”