



**STAFF REPORT
ACTION REQUIRED**

Freemont Avenue and Leggett Avenue – All-Way Stop Control

Date:	September 17, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070156-to – AFS6048

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 recommend the installation of an all-way stop control at the intersection of Freemont Avenue and Leggett Avenue. The stop signs will enhance traffic safety while stopping the traffic on the approach with the minor volume (Leggett Avenue).

RECOMMENDATIONS

Transportation Services recommend that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Freemont Avenue and Leggett Avenue.

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 all-way stop controls at a number of intersections on Freemont Avenue, south of Lawrence Avenue. A map of the area is Attachment No. 1.

COMMENTS

Freemont Avenue and Leggett Avenue are local residential roads located in the community to the southwest of Lawrence Avenue and Scarlett Road. The posted speed limit is 50 km/h on both streets. Leggett Avenue is currently the through street with stop controls on Freemont Avenue. Freemont Avenue has a sidewalk on one side of the road in the area of the intersection. Leggett Avenue does not have sidewalks. An all-way stop currently exists to the north of this intersection at Freemont Avenue and Yorkleigh Avenue.

As part of our investigation, Transportation Services staff conducted turning movement counts at the following intersections:

- a) Freemont Avenue and Hill Garden Road;
- b) Freemont Avenue and Leggett Avenue;
- c) Freemont Avenue and Crane Avenue; and
- d) Freemont Avenue and Alma Drive.

These counts were conducted from 7:30 a.m. to 9:30 a.m. and 3:00 p.m. to 5:00 p.m. on a typical day.

Application of study data to the All-Way Stop Control Warrant reveals that the technical requirements for the installation of all-way stop control are not achieved at any of these intersections.

Although the technical warrant requirements are not achieved, particularly at the intersection of Freemont Avenue and Leggett Avenue, the stop sign is stopping the heavier volume on Freemont Avenue. Typically, stop signs are placed to stop traffic on streets with the lower traffic volume. We have the option in these situations to reverse the control and stop the street with the lower volume (Leggett Avenue). However, in the past, these reverse of controls have resulted in motorists' confusion due to long established habits. In fact, a similar situation existed at the intersection of Freemont Avenue and Yorkleigh Avenue which resulted in Council recommending an all-way stop at this intersection. In addition, the intersection of Freemont Avenue and Leggett Avenue has two collisions over the past three years (January 1, 2004 to December 31, 2006) considered all-way stop control preventable.

The other intersections investigated (Hill Garden Road, Crane Avenue and Alma Drive) have relatively equal vehicle volume splits (close to 50%/50%) or, particular to the intersection of Freemont Avenue and Hill Garden Road, we are currently stopping the minor movement (Hill Garden Road). In addition, different from the intersection of Freemont Avenue and Leggett Avenue, these other three intersections have no collisions reported over a three year period.

Given the history and the traffic characteristics observed at the intersection of Freemont Avenue and Leggett Avenue; and, the fact that two collisions deemed preventable by the installation of an all-way stop control, have occurred over a three-year period, the implementation of an all-way stop control is appropriate to make the intersection safer for all road users, and therefore is recommended.

CONTACT

Bruce Clayton, Supervisor, Traffic Operations - Etobicoke York District

Phone: 416-394-8408; Fax: 416-394-8942

Email: clayton@toronto.ca

SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map

Appendix A

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Freemont Avenue and Leggett Avenue

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	61	37	39/61
Warrant Requirements for Study Period Average	≥ 250	≥ 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”