



## STAFF REPORT ACTION REQUIRED

### Freemont Avenue and Hill Garden Road – All-Way Stop Control

<b>Date:</b>	September 2, 2008
<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:\2008\Cluster B\TRA\EtobicokeYork\eycc080131-to

#### SUMMARY

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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 Hill Garden Road. 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.

#### RECOMMENDATIONS

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**Transportation Services recommends that Etobicoke York Community Council not approve:**

1. An all-way stop control at the intersection of Freemont Avenue and Hill Garden Road as the warrant requirements are not achieved.

#### Financial Impact

There are no financial implications resulting from the adoption of this report.

## COMMENTS

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 Hill Garden Road and report the study results to Etobicoke York Community Council. A map of the area is Attachment No. 1.

Freemont Avenue and Hill Garden Road are local residential roads located in the community south of Lawrence Avenue and west of Scarlett Road. This intersection is slightly off-set which does make for a larger than normal intersection. The existing stop controls are located on the east and west approaches of Hill Garden Road. Both streets have 50 km/h speed limits and sidewalks on one side of the street except on a section of Hill Garden Road between Scarlett Road and Freemont Avenue which does not have any sidewalks. All-way stop controls exist at the intersections 100.0 metres to the north (Yorkleigh Avenue) and 140.0 metres to the south (Leggett Avenue).

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. The technical warrants for the installation of an all-way stop control are not met in this instance and no conflicts were observed during our investigation with motorists appearing to be confused as to the right of way.

A review of the Toronto Police Service collision records over a five-year period ending December 31, 2007, has shown that there have been no reportable collisions at Freemont Avenue and Hill Garden Road.

The sightlines for eastbound motorists on Hill Garden Road, although limited by mature trees in the area, are adequate *with an eastbound vehicle stopped and the curb*. Nonetheless, we did request Toronto, Parks and Forestry to conduct an investigation and complete any trimming required to improve sight lines for eastbound vehicles entering the intersection. This trimming has been completed.

A radar spot speed study was also conducted on Freemont Avenue near Hill Garden Road. This study revealed an 85<sup>th</sup> percentile speed of 47 km/h for both directions of traffic. The 85<sup>th</sup> percentile, which is the speed at or below which the majority of motorists feel comfortable travelling given the prevailing conditions. During our study we did not record any vehicles travelling more than 5 km/h above the legal speed limit of 50 km/h. Based on these results, compliance with the existing speed limit is very good.

The off-set geometry of the intersection does make for a larger than normal intersection. As a result, when this intersection is scheduled for reconstruction, it is our intention to review the intersection geometrics for any improvements which can be accommodated.

**CONTACT**

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**SIGNATURE**

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Director, Transportation Services - Etobicoke York District

**ATTACHMENTS**

Attachment No 1: Map

Appendix A

## APPENDIX A

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

Study location: Fremont Avenue and Hill Garden Road

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	74	21	73/27
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”