



STAFF REPORT ACTION REQUIRED

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

Date:	March 17, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090065-to

SUMMARY

This staff report is about a matter for which 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. A staff assessment has determined that the criteria for the installation of an all-way stop for this location has not been achieved. Specifically, the minimum warrant requirements are not met at this intersection due to very low traffic volumes and the good safety record.

RECOMMENDATIONS

Transportation Services recommends that:

1. An all-way stop control not be installed 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 area residents, 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. A report was previously submitted on this issue in 2008; however, residents have since submitted a petition requesting that the issue be discussed at Etobicoke York Community Council. A map of the area is Attachment 1.

Freemont Avenue and Hill Garden Road are two-way local residential roads built to urban standards with 50 km/h speed limits. This intersection is slightly off-set and the north approach to the intersection is slightly narrower (7.6 metres) than the other three approaches which are 8.5 metres wide. The existing stop controls are located on the east and west approaches of Hill Garden Road. Both roads have sidewalks on one side 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 vehicular conflicts or motorist confusion with respect to right-of-way 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 concerns of residents regarding sight line issues were examined by staff. As a result, the trees were trimmed on the southeast corner of the intersection to improve sight visibility.

A radar spot speed study was also conducted on Freemont Avenue near Hill Garden Road. This study revealed an 85th percentile speed of 47 km/h for both directions of traffic. The 85th 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 makes 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. In addition, a centreline will be installed on Freemont Avenue approaching the intersection to clearly delineate the lane of traffic through the intersection. These pavement markings will be installed during appropriate weather conditions this spring.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment 1: Map

Appendix A

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Freemont 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	≥ 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”