



**STAFF REPORT
ACTION REQUIRED**

Alentejo Street – All-Way Stop Controls and Speed Reduction

Date:	June 5, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 17- Davenport
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080083-to

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 all-way stop controls at Alentejo Street and Estoril Terrace and at Alentejo Street and Braga Gardens, as well as reducing the existing speed limit on Alentejo Street from 50 km/h to 40 km/h. The stop signs will enhance pedestrian safety given the conditions.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of all-way stop controls at the intersection of Alentejo Street and Estoril Terrace and at Alentejo Street and Braga Gardens.
2. The existing 50 km/h speed limit on Alentejo Street be reduced to 40 km/h.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$2,000.00

ISSUE BACKGROUND

Councillor Cesar Palacio, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing all-way stop controls on Alentejo Street at Estoril Terrace and at Braga Gardens to address safety concerns in the vicinity of Turnberry South Parkette.

COMMENTS

Alentejo Street is a local street operating two-way with a speed limit of 50 km/h and a road width of 8.5 metres. Both Estoril Terrace and Braga Gardens are local streets operating two-way with a speed limit of 50 km/h and a road width of 8.5 metres.

Turnberry South Parkette is located on Alentejo Street between Estoril Terrace and Braga Gardens. There is no sidewalk fronting the parkette or on the opposite side of the parkette north of Estoril Terrace. As a result, pedestrians and children, wishing to access the parkette, walk on a roadway environment where northbound and southbound motorists are proceeding without yield or stop controls compounding pedestrian exposure. In addition, vehicles park right through the intersection, adding to the visibility, congestion and safety concerns at both intersections.

On-site observations confirmed that pedestrian and vehicle conflicts do occur at both intersections as motorists proceed north and south, specifically when residents and children are leaving and returning home or when accessing the parkette.

The justification for the installation of an all-way stop control is subject to a technical warrant adopted by Toronto City Council based on collision history and traffic volume. The intersections of Alentejo Street at Estoril Terrace and Alentejo Street at Braga Gardens fail to meet the necessary criteria for all-way stop controls; however, Transportation staff is of the opinion that the safety concerns at these intersections can be addressed through this form of control.

To improve the regulation of traffic and to enhance pedestrian safety, it is recommended that "All-way Stop" signs be installed in order to create all-way stop conditions at these two intersections.

In addition, Transportation staff also reviewed Alentejo Street against the technical warrants for introducing a 40 km/h speed limit. The justification for the introduction of a 40 km/h speed limit is based on a technical warrant adopted by Council for use in the City of Toronto. Application of the required data to this warrant revealed that a 40 km/h speed limit is warranted. The warrant is met because the Pedestrian Environment criteria are satisfied. Specifically, the road width is less than 10.5 metres, and there is an absence of sidewalks on both sides of the roadway.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map

APPENDIX A

A. ROAD WIDTH		
1.	(i) Pavement width equal to or greater than 10.5 metres and the 85 th percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR		
	(ii) Pavement width less than 10.5 metres PAVEMENT WIDTH: 8.5 metres 85 TH PERCENTILE SPEED: 40 km/h	
AND		
B. PEDESTRIAN ENVIRONMENT		
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"/>
OR		
	(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"/>	
OR		
	(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"/>	

OR

C. ROAD AND TRAFFIC ENVIRONMENT		
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"/>
OR		
	(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"/>	
OR		
	(iii) 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"/>	