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 all-way stop controls at the intersection of Algarve Crescent and Terceira Circle. A staff assessment has determined that the installation of all-way stop controls will improve management of traffic and the pedestrian right-of-way concerns at the intersection of Algarve Crescent and Terceira Circle.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. Installing an all-way stop control at the intersection of Algarve Crescent and Terceira Circle

Financial Impact

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funding</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available within current budget</td>
<td>Transportation Services Operating Budget</td>
<td>$600.00</td>
</tr>
</tbody>
</table>
ISSUE BACKGROUND
At a public meeting on July 14, 2014 in the artificial soccer field of Turnberry North Park, the Ward Councillor and local residents requested Transportation Services to investigate the feasibility of installing an all-way stop control at the intersection of Algarve Crescent and Terceira Circle. A map of the area is Attachment 1.

COMMENTS
Algarve Crescent is a one-way, westbound to southbound, local road and forms a 'T'-type intersection with Terceira Circle, with a laneway forming the fourth approach to this intersection. The posted speed limit for Algarve Crescent is 40 km/h. Terceira Circle is a two-way local road. The surrounding area is primarily comprised of single family homes with an artificial soccer field on the south-west corner of this intersection. A stop control exists on Terceira Circle for southbound traffic.

To assess traffic conditions and justification for all-way stop controls, staff conducted A.M. and P.M. periods studies at the subject intersection. The all-way stop control technical warrant is based on collision history and traffic volume. The technical warrants for all-way stop controls are not met at this location. Our study results are summarized in Appendix A.

As part of our investigation, staff also recorded the total volume of traffic utilizing the intersection, watched for and recorded manoeuvres between vehicles moving through the intersection and intersection's layout and geometry. During our studies, staff observed that westbound left turning vehicles on Algarve Crescent are a predominant movement.

We recorded 87 motorists made westbound left turn, of which 28 motorists (32%) stopped and/or slow despite having the right-of-way at the intersection. We also observed children crossing Algarve Crescent east-west, without any crossing protection to access the soccer field and noted potential conflicts between vehicles and pedestrians with the intersection geometry.

Toronto Police Service collision records for a three-year period (January 1, 2011 to December 31, 2013), for which we have complete data, revealed there have been no reported collisions at the intersection which would be considered preventable with the installation of all-way stop controls.

Notwithstanding that there have been no preventable collisions, nor were there technical warrant criteria justification, local residents and area Councillor are concerned that westbound left turning motorists are travelling at a rapid pace, and lack of an all-way stop control signs may result in collisions with pedestrians, particularly when children run or walk outside the soccer field to retrieve the ball.

Based on study observations and engineering judgement, staff would support the installation of an all-way stop control at the intersection of Algarve Crescent and Terceira Circle in order to improve management of traffic and pedestrian safety.
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SIGNATURE

Steven T. Kodama, P.Eng.
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A
Attachment 1: Map
APPENDIX A

Warrants for an All-way “Stop” Sign Control

Study location: Algarve Crescent and Terceira Circle

<table>
<thead>
<tr>
<th>Four-Hour Study Period</th>
<th>Total Approach Vehicle Volume</th>
<th>Vehicle/Pedestrian Volume Crossing Major Road</th>
<th>Unit Volume Split Major/Minor Roads</th>
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</thead>
<tbody>
<tr>
<td>Study Period Average</td>
<td>34</td>
<td>18</td>
<td>63/37</td>
</tr>
<tr>
<td>Warrant Requirements for Study Period Average</td>
<td>≥250</td>
<td>≥100</td>
<td>≥30/70 or ≤70/30</td>
</tr>
</tbody>
</table>

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”