



## **The Corporation of the Town of LaSalle**

**To:** Mayor and Members of Council

**Prepared by:** Curtis Bartlett, P.Eng.

**Department:** Public Works

**Date of Report:** September 23, 2024

**Report Number:** PW-37-2024

**Subject:** Mayfair and Maple Intersection

### **Recommendation**

That the report of the Supervisor of Engineering dated September 23, 2024, PW-37-2024, regarding the Mayfair and Maple Intersection be received;

And that, the stop sign control be located on Maple and removed from Mayfair.

### **Report**

The intent of this report is to provide Council the supporting information for the recommendation to switch the stop sign control at the intersection of Mayfair and Maple.

Mayfair and Maple is an intersection within one of LaSalle's long established neighborhoods. Mayfair is a Collector Road that has always had a stop control, and in the future, is expected to be extended in a continuous fashion to connect with Victory Ave. Maple is a Local Road with no stop control.

The hierarchy of roads, which categorizes roads according to their functions and capacities, is as follows; Highway – Arterial – Collector – Local. Priority is given to the higher classification of roadway to ensure proper use of the road network and all road users.

Traffic networks change over time and it is important to look at the history of this intersection and growth in the area. The Town's records show that the STOP along Mayfair has been in place since the 1960's, which at that time Maple would have likely had more traffic than Mayfair. Attached to the report is an arial view from the 1950's which shows why a STOP sign would have been installed on Mayfair.

The subdivision to the south would have been built after the development on Maple. A new school was also built in 2001 at the south end of Mayfair. These factors would have

significantly altered the traffic volumes at this intersection. During this expansion no changes were made to the subject intersection.

### *All-Way STOP Analysis*

The Town received a request for an all-way STOP at the Mayfair and Maple intersection. Our practice when getting these requests, is to set up traffic tubes as availability allows. All all-way STOP requests at the Town of LaSalle are completed and assessed based on the Ontario Traffic Manual (OTM) Book 5 Warrant. The OTM Book 5 warrant analysis is the standard used to evaluate all-way stops and is consistent with what other municipalities use in the Province of Ontario. The Town previously completed the infield study on the week of October 28 to November 4, 2022, as part of the Michigan and Maple intersection review.

In order for the all-way stop warrant to be satisfied, and thus a 4-way stop required, at least one of the following three (3) warrants must be met:

1. Vehicular Volume
2. Accident Summary
3. Sight Distance

Further explanation of each warrant is provided with the results of the Mayfair/Maple intersection in Appendix A.

As shown in Appendix A, none of the (3) warrant analyses were satisfied and thus an all-way stop is not warranted at this time.

In addition to the intersection not meeting the OTM warrant, below is a paragraph from the Towns approved Traffic Calming Policy which offers direction to Town staff as it relates to all-way stops;

*“Municipalities are often faced with requests for all-way stop control as a means to address speeding concerns. However, traffic engineering standards including the Ontario Traffic Manual (OTM) clearly indicate that stop signs are means of controlling the right-of-way at intersections, and not a tool to address speeding. These standards include warrants for all-way stop control based on intersection volume and safety. Compliance at unwarranted stop signs has been found to be lower than warranted locations because drivers perceive that there was no reason to stop and often tried recover lost time.”*

After the Town completed the analysis further investigations were done at the intersection to evaluate if the current STOP sign configuration is optimal, and many considerations were reviewed. Based on the Town’s review which considered the road hierarchy, OTM, traffic volumes, transit routes and existing stop signs, it was recommended that the stop signs be switched.

If council does not proceed with this recommendation, the alternative solutions are to either make the Mayfair and Maple intersection an all-way STOP similar to the Michigan and Maple intersection, or leave the intersection as is with the STOP control on Mayfair.

## **Consultations**

### *Legal*

The Town Solicitor has been consulted in the drafting of this report and has noted that the recommendation put forth by administration is the one that most likely reduces the Town's liability on a go-forward basis.

## **Financial Implications**

Town staff carried out the traffic counts and analysis. The cost of signage is within \$1000, and captured as part of the Public Works operating budget.

## **Prepared By:**



Curtis Bartlett, P.Eng.

Supervisor of Engineering

## **Link to Strategic Goals**

1. Enhancing organizational excellence - Not Applicable
2. Strengthen the community's engagement with the Town - Not Applicable
3. Grow and diversify the local economy - Not Applicable
4. Build on our high-quality of life - Not Applicable
5. Sustaining strong public services and infrastructure - Yes

## **Communications**

Not Applicable.

**Report Approval Details**

Document Title:	Mayfair and Maple Intersection.docx
Attachments:	- Appendix_A_Mayfair_Maple.pdf - Mayfair_Maple_Figures.pdf
Final Approval Date:	Oct 24, 2024

This report and all of its attachments were approved and signed as outlined below:



Jonathan Osborne  
Director, Public Works

Jonathan Osborne



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