

TOWN OF LASALLE: ALL-WAY STOP WARRANT
(Based on OTM Book 5 - December 2022)

DATE: October 28 - November 4, 2022
 MINOR STREET: Maple Avenue
 MAJOR STREET: Mayfair Avenue

Major Street Direction?
 East/West
 North/South

Minor Street 'T' Intersection?
 SB-or-WB
 NB-or-EB

Time	Vehicular Volumes (vph)				Total
	South Approach	North Approach	West Approach	East Approach	
8:00 - 9:00	103	37	30	35	204
9:00 - 10:00	139	50	27	28	244
13:00 - 14:00	49	19	25	27	121
14:00 - 15:00	53	21	26	28	128
15:00 - 16:00	130	46	37	38	252
16:00 - 17:00	107	40	39	45	231
17:00 - 18:00	89	33	36	39	198
18:00 - 19:00	54	23	28	28	133
8-Hour Total	724	271	249	268	1,512

WARRANT 1 - VEHICULAR VOLUMES

All-way stop control may be considered on Collector (major) roads where the following conditions are met:

<p>Condition 1: The Total vehicle volume on all intersection approaches exceeds <u>375</u> vehicles per hour for each of any eight hours of the day.</p>	<p>Data Recorded: Hour 1: 204 vph Hour 5: 252 vph Hour 2: 244 vph Hour 6: 231 vph Hour 3: 121 vph Hour 7: 198 vph Hour 4: 128 vph Hour 8: 133 vph</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td></td><td>YES</td></tr> <tr><td>X</td><td>NO</td></tr> </table>		YES	X	NO
	YES					
X	NO					
<p>Condition 2: The combined vehicular and pedestrian volume on the minor street exceeds <u>150</u> units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.</p>	<p>Data Recorded: Hour 1: 64 vph Hour 5: 76 vph Hour 2: 55 vph Hour 6: 84 vph Hour 3: 52 vph Hour 7: 76 vph Hour 4: 54 vph Hour 8: 56 vph</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td></td><td>YES</td></tr> <tr><td>X</td><td>NO</td></tr> </table>		YES	X	NO
	YES					
X	NO					
<p>Condition 3: The volume split does not exceed <u>70/30</u>. Volume on the Collector Road is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.</p>	<p>Data Recorded: Total Major Street Volume (veh only): 995 66% Total Minor Street Volume (veh & ped): <u>518</u> 34% Sum: 1,513 100%</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td>X</td><td>YES</td></tr> <tr><td></td><td>NO</td></tr> </table>	X	YES		NO
X	YES					
	NO					

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AND on Local (minor) roads where the following conditions are met:

<p>Condition 4: Total vehicle volume on all intersection approaches exceeds <u>200</u> for the highest hour recorded.</p>	<p>Data Recorded: Hour 1: 204 vph Hour 5: 252 vph Hour 2: 244 vph Hour 6: 231 vph Hour 3: 121 vph Hour 7: 198 vph Hour 4: 128 vph Hour 8: 133 vph</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td></td><td>YES</td></tr> <tr><td>X</td><td>NO</td></tr> </table>		YES	X	NO
	YES					
X	NO					
<p>Condition 5: The combined vehicular and pedestrian volume on the minor street exceeds <u>75</u> units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.</p>	<p>Data Recorded: Hour 1: 64 vph Hour 5: 76 vph Hour 2: 55 vph Hour 6: 84 vph Hour 3: 52 vph Hour 7: 76 vph Hour 4: 54 vph Hour 8: 56 vph</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td></td><td>YES</td></tr> <tr><td>X</td><td>NO</td></tr> </table>		YES	X	NO
	YES					
X	NO					
<p>Condition 6: The volume split does not exceed <u>75/25</u> for three-way control or <u>65/35</u> for four-way control. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.</p>	<p>Data Recorded: Total Major Street Volume (veh only): 995 66% Total Minor Street Volume (veh & ped): <u>518</u> 34% Sum: 1,513 100%</p>	<p>Warrant Satisfied?</p> <table border="1"> <tr><td></td><td>YES</td></tr> <tr><td>X</td><td>NO</td></tr> </table>		YES	X	NO
	YES					
X	NO					

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WARRANT 2 - ACCIDENT SUMMARY

Condition 1: Collector Road

For the purpose of this warrant, a high accident frequency on a Collector Road (or major road) occurs when there are greater than or equal to **four** collisions over a 12 months period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:
 Total: 2

Warrant Satisfied?	
	YES
X	NO

Condition 2: Local Road

For the purpose of this warrant, a high accident frequency on a Minor Road occurs when there are greater than or equal to **three** collisions over a 12 months period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:
 Total: 2

Warrant Satisfied?	
	YES
X	NO

WARRANT 3 - SIGHT LINES

Condition 1: Collector Road

Sight Distance of motorists stopped on Collector Road viewing the Local Road is less than 90 meters for a Collector Road

Sight Distances:
 NB: 90 m
 SB: 90 m
 EB: N/A
 WB: N/A

Warrant Satisfied?	
	YES
X	NO

Condition 2: Local Road

Sight Distance of motorists stopped on Local Road viewing the Collector Road is less than 65 meters for the Local Road.

Sight Distances:
 NB: N/A
 SB: N/A
 EB: 65 m
 WB: 65 m

Warrant Satisfied?	
	YES
X	NO

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Summary of Warrants

Warrant 1: Vehicular Volumes

Condition 1	No	Overall: No
Condition 2	No	
Condition 3	Yes	
Condition 4	No	
Condition 5	No	
Condition 6	No	

Warrant 2: Accident Summary

Condition 1	No	Overall: No
Condition 2	No	

Warrant 3: Sight Lines

Condition 1	No	Overall: No
Condition 2	No	

**ALL-WAY STOP CONTROL
IS
NOT WARRANTED**

All-way stop control usage notes:

In some circumstances, it may be appropriate to install STOP signs on all approaches to an intersection. This results in an all-way stop condition. All-way STOP controls disrupt the flow of traffic and introduce delays to all drivers within the intersection and should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics (see minimum volume warrants below). The approaches should be directly opposing (i.e., not offset), should preferably approach at right angles (i.e., no skewed approaches) and have an equal number of lanes.

All-way stop controls should be considered only under the following situations:

- As an interim measure, where traffic control signs are warranted but cannot be implemented immediately.
- At locations having a high collision frequency where less restrictive measures have been tried and found inadequate (see all-way stop collision warrant below).
- As a means of providing a transition period to accustom drivers to a change in the intersection right of way control from one direction to another. Installation under this warrant must be in conformance with the Amendment of Intersection Control.

Inappropriate Use of All-way Stop Control, all-way stop controls should not be used under the following conditions:

- Where the protection of pedestrians; school children in particular, is a prime concern. This concern can usually be addressed by other means.
- At intersections that are not roundabouts having less than three, or more than four, approaches.
- On multi-lane approaches where a parked or stopped vehicle on the right will obscure the STOP sign.
- Where traffic would be required to stop on grades.
- Where visibility of the sign is hampered by curves or grades, and insufficient safe stopping distance exists.
- Where any other traffic device controlling right of way is permanently in place within 250 m, with the exception of a YIELD sign.
- As a speed control device.
- On roads where progressive signal timing exists.
- On roads within urban areas having a posted speed limit in excess of 60 km/h.
- At intersections that are offset, poorly defined or geometrically substandard.
- On truck or bus routes, except in an industrial area or where two such routes cross.
- As a means of deterring the movement of through traffic in residential areas.