

## Committee of the Whole (2) Report

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**DATE:** Tuesday, November 7, 2023

**WARD(S):** 1

**TITLE:** **BLOCK 61 WEST, ALGOMA DRIVE AND NOCTURNE AVENUE INTERSECTION CONTROL**

**FROM:**

Vince Musacchio, Deputy City Manager, Infrastructure Development

**ACTION:** FOR INFORMATION

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### **Purpose**

To inform Council of modifications made to the Algoma Drive and Nocturne Avenue intersection, which involved the removal of an unwarranted all-way stop-control and installation of pedestrian crossing control signage, and to present options to address continued resident concerns.

### **Report Highlights**

- The Block 61 West Traffic Review confirmed that an unwarranted all-way stop-control had been installed during construction by the developer. As outlined in the Block 61 West Traffic Review, the all-way stop control could be replaced by other measures such as a Level 2 Type D pedestrian crossover (PXO).
- Following the Block 61 West Traffic Review, the developer installed pedestrian crossing control signage which is a part of a Level 2 Type D pedestrian crossover (PXO) as required by the Ontario Traffic Manual, amongst other elements.
- Residents continue to express concerns over the intersection, particularly involving traffic calming and pedestrian safety. City staff reviewed the intersection for further options, including reinstalling the all-way stop-control, and evaluating the advantages and disadvantages of this option.

## **Recommendations**

1. That this report be received for information.

## **Background**

**Unwarranted all-way stop-control was installed by the developer at the Algoma Drive and Nocturne Avenue intersection to manage construction vehicles.**

To address ongoing concerns of residents in Block 61 West, staff completed the Block 61 West Traffic Review to investigate existing conditions and to recommend traffic management and calming measures. Through this study, staff observed that all-way stop-control was installed by the developer at the Algoma Drive and Nocturne Avenue intersection. It is understood these stop-signs were initially installed for the purposes of managing construction vehicles and were maintained during occupancy.

In studying this intersection through the Block 61 West Traffic Review, it was confirmed that the intersection does not meet the warrant for all-way stop-control per the Provincial guidelines and ultimately the stop signs were recommended to be removed per the [Block 61 West Traffic Review](#) report, June 2022. The report suggested to explore alternative measures, including and not limited to implementing a PXO. This recommendation stemmed from the fact that pedestrian crosswalks have already been installed by the developer at the subject location and are used by area residents.

Subsequent to the conclusion of the Block 61 West Traffic Review, the all-way stop control at the Algoma Drive and Nocturne Avenue intersection was removed in January 2023 following the removal procedure recommended by Book 5 of the Ontario Traffic Manual. After its removal, pedestrian crossing control signage was installed by the developer given the presence of the existing pedestrian crosswalks.

**Block 61 West area residents continue to express concerns regarding pedestrian safety and traffic management, as they have become accustomed to all-way stop control at the Algoma Drive and Nocturne Avenue intersection.**

Understanding the continued concerns of the Block 61 West residents, City staff have undertaken further investigation of the subject area to consider options, including the potential reinstallation of the removed all-way stop control.

## **Previous Reports/Authority**

Block 61 West Traffic Review, Extract from Council meeting of June 28, 2022 (Item 25, Report No. 30):

[filestream.ashx \(escribemeetings.com\)](filestream.ashx (escribemeetings.com))

[Block 61 West Traffic Review](#)

## **Analysis and Options**

**The Block 61 West Traffic Review indicated that the warrant criteria for all-way stop control are not met at the Algoma Drive and Nocturne Avenue intersection.**

Based on the thresholds established in Book 5 of the Ontario Traffic Manual, the warrant for all-way stop control has not been met for the Algoma Drive and Nocturne Avenue intersection. Generally, all-way stop-control should not be employed as a traffic calming device as recommended by the Ontario Traffic Manual.

**Block 61 West area residents continue to express concerns related to traffic management and pedestrian safety at the Algoma Drive and Nocturne Avenue intersection. Options have been developed to address the ongoing resident concerns.**

Recognizing that, generally, all-way stop control should not be implemented unless satisfying the relevant warrant criteria, the unwarranted all-way stop signs at the Algoma Drive and Nocturne Avenue intersection were removed. Following the removal, pedestrian crossing signage was installed by the developer to provide a protected pedestrian crossing that was previously provided by the all-way stop-control. However, following the removal, residents in Block 61 West continue to express concerns related to traffic management and pedestrian safety. Given these concerns, staff propose the following options for consideration:

1. Modify the intersection to provide the additional elements required for a Level 2 Type D PXO and remove one (1) crosswalk and the associated tactile plates to bring the intersection configuration into compliance with the Ontario Traffic Manual. This option would involve maintaining the current one-way stop control. Staff completed an updated traffic review for all-way stop control at the noted intersection on May 18, 2023. The study findings indicated the intersection has not yet met the warrant criteria for all-way stop control. However, there are remaining portions of Block 61W that continue to be developed and occupied, as well as potential traffic pattern changes resulting from the opening of Garnett Williams Way and future connection of Barons Street to Nashville Road. Staff

would continue to monitor the intersection for satisfying the all-way stop control warrant criteria. Further, it is understood this option is not preferred by those residents who have expressed ongoing concerns.

2. Re-install the all-way stop signs recognizing that while the all-way stop signs are unwarranted and residents are accustomed to these signs being present at this intersection. Re-installing the all-way stop signs would also maintain both pedestrian crossings and protect for pedestrian crossing behaviours that residents are also accustomed to. Given driver behaviours have already been established with the all-way stop signs, there may be fewer concerns associated with installing unwarranted all-way stop. Lastly, it is understood this option is preferred by those residents who have expressed ongoing concerns.

### **Financial Impact**

There are no financial implications if the City can work with the developer to install/modify traffic measures where applicable.

### **Operational Impact**

The on-going cost to maintain the traffic measures will be incorporated in future year Operating Budgets through the budget process.

### **Broader Regional Impacts/Considerations**

There are no broader regional impacts or considerations as a result of this report.

### **Conclusion**

In response to residents expressing concern related to traffic management and pedestrian safety following the removal of the unwarranted all-way stop signs at the Algoma Drive and Nocturne Avenue intersection, City staff have undertaken further investigation. Through the Block 61 West Traffic Review, it was confirmed that the intersection does not satisfy the Provincial Warrant criteria for all-way stop-control, and it was suggested that the stop signs be removed. In-place of the all-way stop signs, pedestrian crossing control signage was installed by the developer to continue to provide protected pedestrian crossings.

Since residents continue to express concerns, Staff have developed two options for consideration. One option to consider is to modify the existing pedestrian signage installation to bring the intersection and crossing into compliance with the Ontario Traffic Manual for a Level 2 Type D PXO, while continuing to monitor the intersection for satisfying the all-way stop-control warrant. Another option to consider is the

reinstallation of the all-way stop signs understanding that residents in the area are accustomed to the signs. Further, pedestrians are using both pedestrian crossings, driver behaviours have already been established reflecting these signs, the intersection has already been configured for this type of traffic control, and residents prefer this option.

**For more information**, please contact:

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## **Attachments**

1. Reference Map

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