

City of Mississauga

# Corporate Report



Date: January 18, 2021

To: Chair and Members of General Committee

From: Geoff Wright, P.Eng, MBA, Commissioner of  
Transportation and WorksOriginator's files:  
MG.23.REP  
RT.10.Z-21Meeting date:  
February 24, 2021

## Subject

**All-Way Stop – Kirwin Avenue and Little John Lane (Ward 7)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Kirwin Avenue and Little John Lane, as outlined in the report from the Commissioner of Transportation and Works, dated January 18, 2021 and entitled "All-way Stop – Kirwin Avenue and Little John Lane (Ward 7)".

## Background

The Transportation and Works Department has been requested by the Ward Councillor to submit a report to General Committee regarding the implementation of an all-way stop at the intersection of Kirwin Avenue and Little John Lane.

Currently, the intersection of Kirwin Avenue and Little John Lane operates as a three-leg intersection with a stop control southbound on Little John Lane. There is an existing westbound channelized right turn with a yield control to northbound Little John Lane. A location map is attached as Appendix 1.

## Comments

A manual turning movement count was completed to determine the need for an all-way stop control based on traffic volumes. The results are as follows:

### Kirwin Avenue and Little John Lane

	<u>Warrant Value</u>
Warrant 1: Volume for All Approaches	100%
Warrant 2: Minor Street Volume	41%

In order for an all-way stop control to be warranted based on traffic volumes, both Warrants 1 and 2 must equal 100%. A review of the collision history at this intersection did not reveal any reported collisions within the past three years. For an all-way stop control to be warranted based on collision frequency, at least five collisions must occur in a 12-month period, provided the collisions are of the type considered correctable by the use of an all-way stop (i.e. turning movement, angle collisions).

Therefore, an all-way stop is not warranted based on the turning movement count results and collision history.

In the event that an all-way stop is approved at this intersection, staff recommend a review of this location for intersection improvements. In the immediate term the yield control will be maintained. However, this is not an ideal operation and should be removed along with physical improvements that would remove the right turn channel at the intersection.

## Financial Impact

In the event that an all-way stop is required, costs associated with the sign installations can be accommodated by the 2021 Operating Budget in cost center 23978. Costs associated with potential intersection improvements will be determined once reviewed.

## Conclusion

Based on the manual turning movement count results and collision history at this intersection, the Transportation and Works Department recommends against the installation of an all-way stop at the intersection of Kirwin Avenue and Little John Lane.

## Attachments

Appendix: Location Map – All-Way Stop – Kirwin Avenue and Little John Lane (Ward 7)



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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