

City of Mississauga Corporate Report



9.1

Date: February 16, 2021

To: Chair and Members of General Committee

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

Originator's files:
MG.23.REP
RT.10.Z-08

Meeting date:
March 10, 2021

Subject

All-Way Stop – Port Street East and Elizabeth Street South (Ward 1)

Recommendation

That an all-way stop control not be implemented at the intersection of Port Street East and Elizabeth Street South, as outlined in the report from the Commissioner of Transportation and Works, dated February 16, 2021 and entitled "All-way Stop – Port Street East and Elizabeth Street South (Ward 1)".

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 Port Street East and Elizabeth Street South.

Currently, the intersection of Port Street East and Elizabeth Street South operates as a three-leg intersection with a stop control southbound on Elizabeth Street South and a private driveway access on the south leg of the intersection. 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:

Port Street East and Elizabeth Street South

Warrant Value

Warrant 1: Volume for All Approaches

100%

Warrant 2: Minor Street Volume

89%

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.

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.

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 Port Street East and Elizabeth Street South.

Attachments

Appendix: Location Map - All-Way Stop – Port Street East and Elizabeth Street South (Ward 1)



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

Prepared by: Milan Pavlovic, Traffic Operations Technician