

City of Mississauga
Corporate Report



<p>Date: May 28, 2021</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: June 23, 2021</p>

Subject

All-way Stops Policy #10-04-05 – Review and Update

Recommendation

That the revised All-way Stops Policy #10-04-05, attached as Appendix 1, be approved and adopted as outlined in the report from the Commissioner of Transportation and Works, dated May 28, 2021 and entitled “All-way Stops Policy #10-04-05 – Review and Update”.

Executive Summary

- Council has requested that staff review this policy and explore the possibility of providing more flexibility for local roadway all-way stop requests
- The policy identifies the criteria used to determine if all-way stops are warranted
- Staff are requested by the local Ward Councillor to bring forward a report dealing with a specific all-way stop request approximately 20 times per year
- Staff have reviewed the existing policy and are recommending an expansion of the criteria to include public consultation under certain conditions when considering an all-way stop

Background

Council has requested that staff review this policy and explore the possibility to provide more flexibility for local roadway all-way stop requests, expanding beyond the technical warrant requirements to include a public consultation component where appropriate.

Present Status

Currently, all-way stop recommendations are limited to the technical warrants as outlined in the existing policy, based on traffic volumes and/or collision frequency. If these technical warrants are not met, the installation of an all-way stop is not recommended or supported by staff.

Comments

All-way stop signs are installed as a means of ensuring the safe flow of traffic by controlling vehicle and pedestrian right-of-way at intersections. The policy identifies the criteria used in determining whether all-way stops are warranted.

Staff receive approximately 100 all-way stop requests per year. Of those, approximately one location per year meets the technical warrant and is recommended by staff. However, approximately 20 times per year, staff are requested by the local Ward Councillor to bring forward a report dealing with a specific all-way stop request. The intention of the report is to table the item for discussion and, most often, allow the local Ward Councillor to change the recommendation to support the all-way stop based on the support expressed by the local community.

In light of the above, staff have reviewed the existing policy and are recommending an expansion of the criteria to include public consultation under certain conditions when considering an all-way stop.

In the event that the technical warrants related to collision frequency and traffic volume are not satisfied, staff may be instructed by the local Ward Councillor to proceed with public consultation to determine local resident support for the installation of an all-way stop:

- Staff will distribute a survey to residents within 250 metres (820 ft.) of the subject intersection, requesting a vote of “yes” or “no” to the potential installation of an all-way stop,
- The survey will indicate the potential negative impacts of a technically unwarranted all-way stop, as outlined by the MTO’s Manual of Uniform Traffic Control Devices,
- A minimum of 66% of respondents must vote “yes” to the recommendation for the installation of an all-way stop to be supported by staff. This is consistent with the level of support required for other traffic regulation changes.

It should be noted that the above would apply only to intersecting local or minor collector roadways. Staff will not be supporting an all-way stop under the following circumstances:

- On multi-lane major roadways,
- Where traffic would be required to stop on grades,
- Where visibility of the sign is hampered by curves or grades and a safe stopping distance of less than 100 metres (328 ft.) exists, or
- If any other permanent traffic device controlling right-of-way (i.e. traffic signal or stop sign) is in place within 100 metres (328 ft.) of the intersection.

Engagement and Consultation

The policy has been circulated to specific road stakeholders in Transportation and Works to provide them with an opportunity to provide comment. There were no concerns with the revised policy. The proposed policy revision has also been presented to and endorsed by the Road Safety Committee at their May meeting. A deputation is been scheduled for the June 8th meeting of the Mississauga Cycling Advisory Committee (after the writing of this report) and the June 24th meeting of the Traffic Safety Council.

Financial Impact

There will be a moderate cost associated with mailing out public engagement surveys, which can be accommodated in the current operating budget in cost centre 23972.

The policy revision will result in a reduction of approximately 20 corporate reports per year, with an estimated minimum of six hours staff time per report. However, there will be approximately three hours associated with issuing a public engagement survey. This equates to a total savings of 60 hours per year of staff time and an approximate cost avoidance of \$4,000.

Conclusion

An expansion of the existing All-way Stops Policy, providing an option for public consultation where appropriate when considering all-way stop recommendations, will provide staff with more flexibility in supporting proposed all-way stops and eliminate the need for many all-way stop corporate reports going to General Committee.

Attachments

Appendix 1: Policy #10-04-05 – All-way Stops



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

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