

City of Mississauga Corporate Report



12.6.

Date: June 11, 2020

To: Mayor and Members of Council

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

Originator's files:
MG.23.REP
RT.10.Z-8

Meeting date:
July 8, 2020

Subject

All-way Stop – Glenburnie Road and Donnelly Drive (Ward 1)

Recommendation

That an all-way stop control not be implemented at the intersection of Glenburnie Road and Donnelly Drive (north intersection) as outlined in the report from the Commissioner of Transportation and Works, dated June 11, 2020 and entitled "All-way Stop - Glenburnie Road and Donnelly Drive (Ward 1)".

Background

The Transportation and Works Department has been requested by the Ward Councillor to submit a report to Council regarding the implementation of an all-way stop at the intersection of Glenburnie Road and Donnelly Drive (north intersection).

Currently the intersection of Glenburnie Road and Donnelly Drive operates as a three-leg intersection with a stop control for eastbound traffic on Donnelly Drive. A location map is attached as Appendix 1.

Comments

Both A.M. and P.M. turning movement counts were completed on May 21, 2020 to determine the need for an all-way stop based on traffic volumes. The results are as follows:

<u>Glenburnie Road and Donnelly Drive (north intersection)</u>		<u>Warrant Value</u>
Part "A"	Volume for All Approaches	15%
Part "B"	Minor Street Volume	100%

As per the criteria for all-way stops outlined by the Ministry of Transportation, in order for an all-way stop to be warranted, both parts "A" and "B" must equal 100%. A review of the study results

revealed an average of 32 total vehicles per hour entering the intersection, approximately 1 vehicle every two minutes.

A review of the collision history at this intersection revealed no 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).

An all-way stop is therefore not warranted based on the turning movement count results and collision history.

Financial Impact

In the event that an all-way stop is approved, the cost for the signs installation and pavement markings can be accommodated in the 2020 Operating Budget.

Conclusion

Based on the manual turning movement count results and collision history of this intersection, the Transportation and Works Department recommends against the installation of an all-way stop at the intersection of Glenburnie Road and Donnelly Drive (north intersection).

Attachments

Appendix 1: Location Map - All-way Stop - Glenburnie Road and Donnelly Drive (Ward 1)



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

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