

# City of Mississauga Corporate Report



Date: August 26, 2020  To: Chair and Members of General Committee	Originator's files: MG.23.REP RT.01.Z-7
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: September 23, 2020

## Subject

**All-Way Stop – Mississauga Road South and Bay Street (Ward 1)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Mississauga Road South and Bay Street, as outlined in the report from the Commissioner of Transportation and Works, dated August 26, 2020 and entitled, "All-Way Stop – Mississauga Road South and Bay Street (Ward 1)".

## Background

The Transportation and Works Department received a request from a local resident, through the Councillor's Office, to review the intersection of Mississauga Road South and Bay Street, to determine if an all-way stop was warranted.

Currently, the intersection of Mississauga Road South and Bay Street operates as a three-leg intersection with a stop control on the east leg of the intersection on Bay Street. Mississauga Road South operates as free flow.

## Comments

A turning movement count was completed on August 12, 2020 to determine the need for an all-way stop control based on traffic volumes. The results are as follows:

### Enola Avenue and The Thicket

	Warrant Value
Warrant 1: Volume for All Approaches	63%
Warrant 2: Minor Street Volume	30%

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).

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

## Financial Impact

Should signs be required, costs can be accommodated through the 2020 Operating Budget.

## 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 Mississauga Road South and Bay Street.

## Attachments

Appendix 1: Location Map - All-Way Stop – Mississauga Road South and Bay Street (Ward 1)



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

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