

# City of Mississauga Corporate Report



Date: October 14, 2020

To: Chair and Members of 11

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

Originator's files:  
MG.23.REP  
RT.10.Z-13

Meeting date:  
November 4, 2020

## Subject

**All-way Stop – Tolman Road and Russett Road (Ward 1)**

## Recommendation

That an all-way stop control not be implemented at the intersection of Tolman Road and Russett Road as outlined in the report from the Commissioner of Transportation and Works, dated October 14, 2020 and entitled "All-way Stop - Tolman Road and Russett Road (Ward 1)".

## Background

The Transportation and Works Department has been requested by the Ward Councillor to submit a report to the General Committee regarding the implementation of an all-way stop at the intersection of Tolman Road and Russett Road.

Currently the intersection of Tolman Road and Russett Road operates as a four-leg intersection with a stop control for eastbound and westbound traffic on Russett Road. A location map is attached as Appendix 1.

## Comments

Both A.M. and P.M. turning movement counts were completed on September 22, 2020 to determine the need for an all-way stop based on traffic volumes. The results are as follows:

<u>Tolman Road and Russett Road</u>		<u>Warrant Value</u>
Part "A"	Volume for All Approaches	17%
Part "B"	Minor Street Volume	100%

As per the criteria for all-way stops outlined in the City of Mississauga's Corporate Policy and Procedure – All-Way Stop Signs 10-05-04, 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 29 total vehicles per hour entering the intersection, approximately 1 vehicle every two minutes.

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).

The alignment of the intersection is not ideal and, therefore, could potentially benefit from an all-way stop control. However, 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 approved, the cost for the signs installation and pavement markings can be accommodated in the 2020 Operating Budget in cost center 23978.

## 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 Tolman Road and Russett Road.

## Attachments

Appendix 1: Location Map - All-way Stop - Tolman Road and Russett Road (Ward 1)



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

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