

City of Mississauga Corporate Report



Date: October 22, 2020 To: Chair and Members of General Committee	Originator's files: MG.23.REP RT.10.Z-07
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: November 18, 2020

Subject

All-Way Stop – St. Lawrence Drive at Waterside Drive (Ward 1)

Recommendation

That an all-way stop control not be implemented at the intersection of St. Lawrence Drive at Waterside Drive, as outlined in the report from the Commissioner of Transportation and Works, dated October 22, 2020 and entitled "All-way Stop – St. Lawrence Drive at Waterside Drive (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 St. Lawrence Drive at Waterside Drive.

Currently, the intersection of St. Lawrence Drive at Waterside Drive operates as a three-leg intersection with a stop control eastbound on Waterside Drive. Waterside Drive is a private roadway. 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:

St. Lawrence Drive at Waterside Drive		Warrant Value
Warrant 1:	Volume for All Approaches	49%
Warrant 2:	Minor Street Volume	60%

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.

It should be noted that, in the event an all-way stop is installed at this intersection, on street parking spaces will be removed within the intersection on St. Lawrence Drive to accommodate the intersection control. This will result in the removal of approximately 4-5 on street parking spaces.

Financial Impact

In the event that an all-way stop is required, costs associated with the sign installations can be accommodated by the 2020 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 St. Lawrence Drive at Waterside Drive.

Attachments

Appendix 1: Location Map - All-Way Stop – St. Lawrence Drive at Waterside Drive (Ward 1)



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

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