

COUNCIL POLICY

SUBJECT: STOP SIGN POLICY	DATE: May 10, 1999
	REFERENCE: 99/250

(As per Manual on Uniform Traffic Control Devices Canada)

General Usage Guidelines

Stop Sign control results in delay to motorists and may increase the collision experience. Stop Signs should, therefore, not be used indiscriminately. Stop Signs are not intended as speed control devices. Their usage is therefore limited to the control of right-of-way conflicts.

Stop Signs should not be used on the same approach to intersections where traffic control signals are operating. Portable or part-time Stop Signs shall not be used except in emergency or temporary situations, such as in conjunction with flag persons or at intersections where traffic signals are no longer working.

As a general rule, Stop Signs should only be used where traffic engineering studies considering such aspects as traffic speeds, traffic volumes, restricted sight lines and collision experience, indicate that the usage of Stop Signs is warranted. Without restricting the intended usage, Stop Signs may be warranted at locations where one or more of the following conditions exist:

- a) on a minor street or road entering a through street or highway;
- b) on the street or road carrying the lesser volume of traffic at an intersection where all streets are of the same functional classification;
- c) at unsignalized intersections in a signalized area except where they would interfere with traffic signal progression;
- d) at intersections where application of the normal right hand rule would be unduly hazardous;
- e) at an intersection where the safe vehicular approach speed is less than 15 km/hr;
- f) at railway crossings which are scheduled for automatic protection as an interim measure;
- g) within an intersection with a divided highway where a Stop Sign is present at the entrance to the first roadway and further control is necessary at the entrance to the second roadway; and where the median width between the two roadways exceeds 30 m;

- h) where three or more right-angle collisions per year have occurred and methods of reducing the collision experience such as improving sight lines, street lighting, parking prohibitions, enforcement and geometric revisions, or a Yield Sign, have been tried and found lacking;

General Usage Guidelines - 4-way Stop Signs

Multi-way Stop Signs may be warranted under one or more of the following conditions:

- a) where traffic volumes on the intersecting roadways are approximately equal and the combined pedestrian and vehicular volumes on the minor street or highway averages 200 units per hour for an eight hour period;
- b) where the average delays to minor street vehicular traffic entering the intersection exceeds 30 seconds per vehicle during the peak hour;
- c) where traffic signals are not warranted and a collision problem, as indicated by five or more reported collisions per year of a type susceptible to correction by a multi-way stop installation exists. Such accidents include right and left turn collisions as well as right angle collisions;
- d) as an interim measure prior to the installation of traffic signals;
- e) as an interim measure, for a period of approximately one month, prior to undertaking Stop Sign reversal and removal of Stop Signs on existing approaches.