

<b>City of Prince Albert Statement of POLICY and PROCEDURE</b>			
Department:	Public Works	Policy No.	<b>66</b>
Section:	Transportation	Issued:	July 14, 2014
Subject:	<b>Stop and Yield Signs Policy</b>	Effective:	July 14, 2014
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Issued by:	Mohammad Kraishan, Transportation Manager	Dated:	
Approved by:	Colin Innes, Director of Public Works		

## **1 POLICY**

- 1.01 The City shall follow all of the specifications in the Manual of Uniform Traffic Control Devices for Canada, prepared by the National Committee of Uniform Traffic Control, and engineering judgement when processing the installation of traffic control devices.

## **2 PURPOSE**

- 2.01 To regulate the utilization of Stop and Yield signs in the City.
- 2.02 To define the specifications for the installation of Stop and Yield signs.
- 2.03 To prevent or minimize collision rates, optimize capacity of intersections, and decide right-of-way by an adequate use of Stop and Yield signs.
- 2.04 To facilitate and organize traffic flow on streets.

## **3 SCOPE**

- 3.01 The Statement of Policy and Procedure herein applies to the Public Works Department.
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#### **4 RESPONSIBILITY**

- 4.01 The Public Works Department is responsible for ensuring that any installation of Stop or Yield signs conforms to this Policy.
- 4.02 Drivers approaching an intersection with a Stop sign facing them are responsible for bringing their vehicles to a complete stop before entering the intersection area and not proceed until it is safe to do so.
- 4.03 Drivers approaching an intersection with a Yield sign facing them are responsible for yielding the right-of-way to the oncoming traffic on the intersecting roadway, stop their vehicles completely if necessary, and not proceed until it is safe to do so.
- 4.04 City Council shall be responsible for approving any changes to this policy recommended by the Public Works Department.

#### **5 DEFINITIONS**

- 5.01 "Traffic Control Device" means a sign, signal, pavement marking or other device, placed upon, over or adjacent to a roadway, by a public authority or official having jurisdiction, which is intended to regulate, warn, or guide the road user.
- 5.02 "Stop Sign" - a sign that indicates to the drivers who are facing the sign that they must stop their vehicles completely, before entering the
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intersection area, and shall not proceed until it is safe to do so.

5.03 “Yield Sign” - a sign that indicates to the drivers who are facing the sign that they must yield the right-of-way, stopping if necessary before entering the intersection area, to approaching traffic on the intersecting roadway and must not proceed until it is safe to do so.

## **6 REFERENCES and RELATED STATEMENTS of POLICY and PROCEDURE**

### **7 PROCEDURE**

#### 7.01 General

7.01.1 The City shall only employ right-of-way control signs when they are needed and shall employ the least traffic control devices possible to accomplish the desired outcome and safety.

7.01.2 Street system and land zone should be taken into consideration when employing traffic control devices.

7.01.3 When making recommendations for the installation of Stop or Yield signs, the following requirements should be studied:

- a. Traffic volume on each street of the intersection;
- b. Safe approach speed and sight distance;

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- c. Street conditions and geometrics;
- d. Land use zone (industrial, residential, agricultural, etc.);
- e. Nature of the surrounding area (vegetation, open area, distracting devices, etc.); and
- f. Accident records for the intersection.

## 7.02 Stop Signs

### 7.02.1 General

Stop signs are utilized to organize and assign the right-of-way between vehicles advancing toward an intersection from all different directions. Particularly, when other intersection control devices, Yield signs or traffic signals, are not warranted or recommended for achieving the desired results and safety.

Stop signs shall not be utilized:

- a. At major roadways intersecting minor roadways.
  - b. As traffic calming or speed controlling devices.
  - c. At crosswalks as a crossing device.
  - d. As portable or temporary Stop signs, except in emergency or temporary situations (construction sites, traffic signals are temporarily not operating, etc.).
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- e. At an unsignalized intersection that is adjacent to a signalized intersection if a stop condition would interfere with traffic progression.

#### 7.02.2 All-Way Stop Signs

The advantages of implementing all-way Stop control devices are to optimize traffic progression and operation of an intersection along intersecting roadways as well as improve safety at an intersection.

To warrant all-way Stop control at an intersection, the following conditions have to be met:

1. When the traffic volume on the minor roadway is at least 30% of the total traffic volume at the intersection for a three-way intersection (directional split of 70/30) and at least 40% of the total traffic volume for a four-way intersection (directional split of 60/40) during peak hours.
2. The proposed intersection for installing all-way traffic control cannot be located within a 250 meter radius of another all-way traffic control or traffic signal.

In addition to the previous conditions, at least one of the following conditions has to be satisfied to warrant the installation of all-way Stop signs:

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- a. An average of 3 accidents per year in the past 2 years or 4 or more reported accidents in the last 12 months that could be preventable by an all-way Stop control.
- b. An average vehicular volume of 350 vehicles per hour during peak hours from all directions at the intersection.
- c. The average delay per vehicle entering the intersection from the minor roadway is no less than 30 seconds during peak hours.
- d. When a traffic signal has been warranted and could not be installed immediately, then all-way Stop signs are implemented as interim measure to control vehicular movement.
- e. When engineering studies identify a unique problem that is correctable by the installation of all-way Stop signs.

### 7.02.3 Two-Way Stop Signs

One or more of the following conditions may warrant the installation of two-way Stop signs:

- a. When a collector or local street intersects with an arterial street.
  - b. When a grid road intersects with a provincial highway.
  - c. At an intersection of two roadways where one of them has a bus route.
  - d. When the geometry or alignment of a street results in an
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inadequate sight line.

- e. When the application of the right-hand rule at an intersection is unduly dangerous.
- f. When the safe approaching speed at an intersection is less than 15 km/h.
- g. If the vehicular volume entering the intersection of major and minor streets exceeds 250 during the peak hour.
- h. At an intersection where the number of reportable accidents occurred in the last 12 months is three or more and that could only be preventable by the installation of two-way Stop signs.
- i. At an intersection where engineering studies identify a unique problem that is correctable by the installation of two-way Stop signs.

### 7.03 Yield Signs

#### 7.03.1 General

Yield signs are used to regulate traffic movement at an intersection but in a less restrictive manner than Stop signs. Therefore, Yield signs are adequate at an intersection where the right-of-way rules fail to provide safe and efficient traffic movement and Stop signs or traffic signals are inadequate at this particular intersection.

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Yield signs shall not be utilized:

- a. As traffic calming or speed controlling devices.
- b. At an intersection of a minor street with a highway.
- c. At an intersection where Stop signs are used on one or more approach of the intersecting streets.
- d. At a right turn lane where an adequate acceleration lane is provided.

#### 7.03.2 Warrants

One or more of the following conditions may warrant the installation of Yield signs:

- a. At the approach of a minor roadway to a major roadway where vehicles stopping at the intersection is not always necessary and the safe approach speed is at least 20 km/h.
  - b. At a channelized or separate right turn lane if an acceleration lane is not provided or inadequate.
  - c. At an entrance ramp to a freeway, expressway, or a more major roadway where an acceleration lane is not provided or inadequate.
  - d. At an intersection where engineering studies identify a unique problem that is correctable by the installation of Yield signs.
  - e. At all approaches to a roundabout to indicate the right-of-way to vehicles in the roundabout.
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