

# CITY OF SASKATOON COUNCIL POLICY

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**NUMBER**

*C07-007*

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<b>POLICY TITLE</b> <i>Traffic Control – Use of Stop and Yield Signs</i>	<b>ADOPTED BY:</b> <i>City Council</i>	<b>EFFECTIVE DATE</b> <i>August 5, 1980</i>
		<b>UPDATED TO</b> <i>January 26, 2009</i>
<b>ORIGIN/AUTHORITY</b> <i>Clause 1, Report No. 1-1980 and Clause 4, Report No. 22-1990 of the Works and Utilities Committee; Clause 6, Report No. 17-2004 of the Planning and Operations Committee; and Clause D5, Administrative Report No. 2-2009</i>	<b>CITY FILE NO.</b> <i>CK. 6280-1</i>	<b>PAGE NUMBER</b> <i>1 of 7</i>

1. **PURPOSE**

To define the criteria for the installation of stop and yield signs that will serve to prevent or reduce collisions, promote utilization of intersection capacity, and assign right-of-way.

2. **DEFINITIONS**

2.1 **Traffic Control Device** - a sign, signal marking or other device, placed upon, over or adjacent to a roadway, by a public authority or official having a jurisdiction, which is intended to regulate, warn or guide the road user.

2.2 **Stop Sign** - the stop sign shall indicate that vehicle drivers facing the sign shall stop their vehicles completely before entering the intersection area and shall not proceed until it is clearly safe to enter the intersection.

2.3 **Yield Sign** - the yield sign shall indicate to vehicle drivers facing the sign that they must yield the right-of-way, stopping if necessary before entering the intersection area, to on-coming traffic on the intersecting roadway.

3. **POLICY**

The City shall, pursuant to the “Traffic Bylaw”, install traffic control devices that conform to the requirements of the Manual of Uniform Control Devices for Canada, published by the Transportation Association of Canada.

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### 3.1 General

- a) The City will employ the least restrictive control device possible, to achieve the desired results and safety.
- b) Traffic control signs are to be used in order to encourage obedience and respect.
- c) Traffic regulations and controls are not to be applied without regard for the existing and potential land use and street system.
- d) If signs are required to correct a known collision condition, along a street which is not part of the arterial or collector system, the signs are to be placed in a manner that will not promote or attract additional travel along the street and lead to its ultimate development as a through traffic carrier.
- e) Arterial streets will generally be equipped with a "No Stop" traffic system.
- f) For consistency reasons, those neighbourhoods that are located within a grid roadway network and have over 70% of the intersections controlled by stop or yield signs shall have stop or yield signs installed at the remaining intersections within the neighbourhood.
- g) The following data is required before recommendations for the installation of a stop or yield sign will be made:
  - i) Volume on each street (vehicles and pedestrians);
  - ii) Collision history;
  - iii) Physical conditions (road condition, geometrics, etc.);
  - iv) Parking restrictions;
  - v) Special conditions (vegetation, distracting devices, etc.);
  - vi) Sight distances and safe approach speed; and

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- vii) Type of area under consideration (residential, industrial, business district, etc.).

### 3.2 Stop Signs

#### a) General

A stop sign clearly assigns the right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted, or not yet installed, and it has been deemed that a yield sign is inadequate.

Portable or temporary stop signs should not be used except in emergency situations or construction zones.

Stop signs are not to be used:

- i) As speed control devices.
- ii) To stop priority traffic over minor traffic.
- iii) On the same approach to an intersection where traffic signals are operational.
- iv) As a pedestrian crossing device.

#### b) Two-Way Stop Control

The following conditions, singly or in combination, may warrant the installation of Two-Way Stop signs:

- i) When a street classified as a local or collector intersects with an arterial roadway.
- ii) At an intersection of a grid road, city street or municipal road with a designated provincial highway.
- iii) Where the total number of vehicles entering the intersection from the major and minor roadways exceeds 350 vehicles in the peak hour.

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- iv) At an unsignalized intersection of a minor road along a primary corridor under traffic signal control.
- v) At an intersection where three or more collisions are reported in the last twelve month period and are of a type that are susceptible to correction by two-way stop signs.
- vi) At an intersection of two streets where a pedestrian actuated traffic signal or flashing beacon is in operation.
- vii) At an intersection of two streets where a bus route exists.
- viii) Where the total number of vehicles entering the intersection from the major and minor roadways exceeds 3,500 vehicles in any 24 hour period.
- ix) Where the roadway geometry or alignment cause the roadway to have inadequate sight lines to provide safe stopping distance.

c) All-Way Stop Control

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

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- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

### 3.3 Yield Signs

#### a) General

A yield sign can be an effective traffic control device at intersections if it is found that the right-of-way rules do not provide safe, convenient and efficient traffic movement and a stop sign at one or more of the approaches is too restrictive.

Yield signs are not to be used:

- i) Against major flow traffic at an intersection.
- ii) On the approaches of an intersecting street to a highway.
- iii) At any intersection where there are stop signs on one or more approach, except where it is necessary, under special circumstances, to provide minor movement control at complex intersections (e.g. channelized right turn movements).
- iv) At entrance ramps of interchanges where the sign would interfere with the free merging movement of vehicles.

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b) Warrants

The following conditions, singly or in combination, may warrant the installation of yield signs:

- i) On a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a stop is not necessary at all times, and where the safe approach speed on the minor road exceeds 20 kilometres per hour.
- ii) On the entrance ramp to a freeway or other high speed road where an acceleration ramp is not provided.
- iii) 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 10 metres.
- iv) Where an unrestricted right turn is permitted without an adequate acceleration lane.
- v) At an intersection where a unique problem is found to be susceptible to correction by use of the yield sign.
- vi) At an intersection where a bus route exists.
- vii) At each approach to a roundabout to provide right-of-way assignment to vehicles in the roundabout.
- viii) The occurrence of at least three collisions in the preceding twelve months (or an excessive number of collisions relative to other similar intersections in the surrounding area) resulting from conflict between intersecting traffic streams not susceptible to correction by other less restrictive means.

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#### 4. RESPONSIBILITIES

- 4.1 The Infrastructure Services Department shall be responsible for administering, reviewing and recommending updates to this policy.
- 4.2 The General Manager, Infrastructure Services Department shall be responsible for approving the installation of stop and yield signs.
- 4.3 City Council shall be responsible for approving any updates to this policy recommended by the Infrastructure Services Department.