



POLICY No. 2007-03

**All Way Stop Policy****Originating Department** PS-EI-06-2007**SMT Approval:** [Click here to enter a date.](#)**Council in Committee:** 2007-08-27**Recommendation #:** 10 & 11**Council Approval:** 2007-09-04**Resolution #:** 877-07**Revision History:** [Click here for revision history](#)**1. PURPOSE**

To establish an evaluation process to consider the installation of an All Way Stop condition at an intersection.

**2. POLICY**

**Scope:** This policy is intended to be applicable to all roads under the County jurisdiction.

**Authority:** The *Highway Traffic Act* authorizes Municipalities to pass by-laws to amend traffic conditions.

**Objectives:** The goal is to provide a process by which all requests are received, be considered and evaluated for the implementation of an all way stop.

Requests

Requests for all way stops initiated through a Council motion or as a staff initiative shall use the Technical Justification (Warrant) Process.

Requests received through the public and/or local Councillor that demonstrate significant public support shall use the Community Justification Process.

**Technical Justification (Warrant) Process**Warrants

There are two parts to the warrant. All of the warrants in part one must be satisfied to continue with part two.

**Part One – Consideration**

For a warrant to be considered all of the following must be satisfied.

1. A minimum posted speed of 50km/h.
2. The closest traffic control device is located at least 700 meters away for arterial intersection and 250 meters away for secondary intersections.
3. The intersection has three or four legs with no more than two lanes on each leg. Each leg must be a minimum of 150 meters in length.
4. For arterial intersections the combined volume of vehicles and pedestrians entering from the minor street over eight hours must be at least 40% of the total volume.
5. For secondary intersections combined volume of vehicles and pedestrians entering for the minor street over eight hours must be at least 25% of the total volume for a 3-way intersection or at least 35% of the total volume for a 4-way intersection.

## Part Two – Warrants

### 1. Visibility Conditions

The minimum sight distance of the minor street driver to the major street is less than 95 meters when the major street is 50 km/h or less than 115 meters when the major street speed limit is 60 km/h or higher; and the removal of the sight obstruction is not feasible.

### 2. Collision History Warrant

Based on the latest three year period the intersection has met one of (a) or (b):

- a) 12 or more correctable collisions for an arterial intersection or
- b) 5 or more correctable collisions for all other intersections.

In general a correctable collision would include turning movement or angle type collisions as described in the collision reports.

### 3. Traffic Volume Warrant

An arterial intersection has a minimum vehicular traffic of 500 entering the intersection from all legs for each of any eight hours of the day and a combined vehicle and pedestrian traffic volume of 200 entering from the minor street for each of any eight hours of the day; or a secondary intersection has a minimum vehicular traffic of 200 entering the intersection from all legs for each of any eight hours of the day, and a combined vehicle and pedestrians traffic volume of 50 entering from the minor street for each of any eight hours of the day.

### 4. Pedestrian Exposure Warrant

An intersection is within 150 meters of a pedestrian generator such as a park, library, community facility, etc., and 50 pedestrians cross the major street in each hour:

- a) For any three hours of the day if the intersection is a secondary intersection, or
- b) For any six hours of the day if the intersection is on an arterial road.

### 5. Combination Warrant

The intersection satisfies any combination of Warrant 2, 3, 4 which are met to the extent of 80% of the stated values.

## Community Justification Process

The community justification process requires that significant local public support is shown for the installation of an all way stop at a particular location. This support is based on the principle that

75% of the residents within 250 metres of the intersection are in agreement with the all way stop and will typically involve a petition.

This process also requires the support of the local councillor through discussions with staff regarding the rationale for the all way stop installation.

Once these two conditions are met staff's technical review of the all way stop request will be reduced to a safety review of the location. Examples of safety reasons that an all way stop will not be recommended include urban areas with speeds posted higher than 60 km/h, offset intersections, locations where traffic will be required to stop on a grade and locations with sign visibility issues.

All those intersections that warrant an all way stop condition a report to Council is required for approval. For those intersections that have been considered and do not meet the warrant, a letter will be sent out to the requesting parties.

REVISION HISTORY					
REPORT	CIC		COUNCIL		DETAILS
ECW-02-2020	3-Mar-20	10	9-Mar-20	49-20	Evaluation process added
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	
	Date	Rec#	Date	Res#	

### All Way Stop Evaluation Process

