

**Policy Title: All-Way Stops****Policy Number: 10-04-05**

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|-----------------|--------------------------|-------------------------|---|
| Section:        | <b>Roads and Traffic</b> | Subsection:             | <b>Traffic Operations</b>   |
| Effective Date: | <b>March 9, 1994</b>     | Last Review Date:       | <b>April, 2020</b>  |
| Approved by:    | <b>Council</b>           | Owner Division/Contact: | <b>Traffic Operations,<br/>Traffic Services and Road Safety Section, Traffic<br/>Management and Municipal Parking Division,<br/>Transportation and Works Department</b> |

**Policy Statement**

All-way stops are installed on City of Mississauga streets if specific criteria are met and if approved by City of Mississauga Council.

**Purpose**

All-way stop signs are installed as a means of ensuring the safe flow of traffic by controlling vehicle and pedestrian right-of-way at intersections. This policy identifies the criteria used in determining whether all-way stops are warranted and the public process should the technical warrant not be met.

**Approval of All-Way Stop**

All-way stops will not be installed on major, multi-lane collector and arterial roads.

Residents requesting an all-way stop on a local roadway are referred to Traffic Operations, Traffic Services and Road Safety Section, Traffic Management and Municipal Parking Division, Transportation and Works Department. Traffic Operations staff are responsible for assessing whether an all-way stop is warranted. A Council approved by-law amendment is required before all-way stops are installed.

**Criteria**

Recommendations to place all-way stops on local roadways are based on collision frequency and/or volume of traffic and/or public support garnered through an official survey of directly affected residents. Consideration is also given to issues related to visibility, surrounding land use and type of roadway.

## Warranted All-Way Stops

### Collision Frequency

All-way stops are warranted on local roadways if at least five collisions occur in a 12-month period, provided the collisions are of the type considered correctable by the use of all-way stops. This guideline exceeds the guidelines established by the Ministry of Transportation's Ontario Traffic Manual Book 5 – Regulatory Signs.

### Volume of Traffic

The all-way stop warrant calculation is split into two sections. To warrant an all-way stop on a local/minor or two lane minor collector roadway, both sections of the calculation must be fulfilled to 100 per cent or more.

The first section deals with the total traffic volume entering the intersection from all approaches:

- On local residential roads and streets, all-way stops are warranted if the total vehicle volume on all intersection approaches exceeds 180 vehicles per hour during the four hours of the day which represent the a.m. and p.m. peak periods
- On industrial and other non-residential roads, the total vehicle volume on all intersection approaches must exceed 300 vehicles per hour during the a.m. and p.m. peak periods

The second section deals with the hourly traffic volume entering the intersection from the minor street:

- At a four-way intersection, traffic volume from the minor street must equal at least one-third of the total volume
- At a three-way intersection, traffic volume from the minor street must equal at least one-quarter of the total volume

For warranted all-way stops, staff will proceed to Council for final approval prior to arranging for installation of the all-way stop.

## Unwarranted All-Way Stops

In the event that the technical warrants related to collision frequency and volume of traffic on a local/minor or two lane minor collector roadway are not satisfied, staff may be instructed by the applicable ward councillor(s) to proceed with public consultation to determine local resident support for the installation of an all-way stop. In this case:

- City staff will determine the appropriateness of the location prior to proceeding with public consultation
- City staff will distribute a survey to residents within 250 metres (820 ft.) of the subject intersection, requesting that they vote either "yes" or "no" to the potential installation of an all-way stop

Policy Number: 10-04-05

Effective Date: March 9, 1994

Policy Title: All-Way Stops

Last Review Date: April, 2020

3 of 5

- If a school is within the 250 metre (820 ft.) radius of the intersection, or it is known that children attending the school cross at the subject intersection, the school principal will also be provided with a survey
- The survey will indicate the potential negative impacts of a technically unwarranted all-way stop, as outlined by the Ministry of Transportation's Ontario Manual of Uniform Traffic Control Devices
- A three-week time frame is provided for the responses to be mailed back
- A minimum of 66% of respondents must vote "yes" to the recommendation for the installation of an all-way stop to be submitted to Council for consideration to pass the required by-law
- In the event that a distributed survey does not receive the required 66% support, no further surveying of the affected area is undertaken for a minimum of 12 months

Appendix 1 - Process Flow Chart for the Review, Consideration and Recommendation of All-way Stops – outlines the steps that are taken by Traffic Operations staff when a request for an all-way stop is received.

As a Vision Zero city, Mississauga is increasing its efforts to protect vulnerable road users. The fundamentals of Vision Zero should be considered based off the above criteria throughout the evaluation process for installing unwarranted all-way stops.

### **All-way Stops Are Not Recommended**

All-way stops will not be recommended at locations:

- Where traffic would be required to stop on grades, or
- Where visibility of the sign is hampered by curves or grades and a safe stopping distance of less than 100 metres (328 ft.) exists, or
- If any other permanent traffic device controlling right-of-way (i.e. traffic signal or stop sign) is in place within 100 metres (328 ft.) of the intersection

All-way stops should not be installed solely:

- As a means of protecting pedestrians (particularly school children) since other means should be used to address the concern, or
- As a speed control device, or
- As a means of deterring the movement of through traffic in a residential area

Policy Number: 10-04-05

Effective Date: March 9, 1994

Policy Title: All-Way Stops

Last Review Date: April, 2020

4 of 5

## Revision History

| Reference                   | Description  |
|-----------------------------|--|
| GC-129-94 – 1994 03 09      |  |
| April 01, 2005              | Housekeeping amendments  |
| July 11, 2013/June 22, 2016 | Housekeeping – updates to section name and contact information |
| April 6, 2020               | Housekeeping – updates to section name and contact information |

Appendix 1

