

Traffic All Way Stop Warrant Checklist

Warrant Group	Minimum Warrants	Notes	Warrant Compliance Yes / No
Warrant Group 1	If location satisfies either a or b, then an all way stop is warranted.		
	a) Traffic Signals are warranted, all way stop used as a temporary measure.		
	b) Collision Ratio of either (highest classification of roadway applies): One approach is a local OR collector road – average of 3 accidents per year over a 3 year period of a type susceptible to correction by such an installation (9 in 36 months). One approach is an arterial road – average of 4 collisions per year over a 3 year period of a type susceptible to correction by such an installation (12 in 36 months). Note 1.		
Warrant Group 2	If location satisfies all conditions c, d, and e, then an all way stop is warranted.		
	c) If the proposed location is on a Transit Route (proposed or existing), has on-street bikeways (proposed or existing) on the currently uncontrolled road or Truck Route, then no all way stop should be permitted. *Note 2.		
	d) If proposed location of the new traffic control device is within 250 metres of another right of way control measure (Traffic Signal, Other All Way Stop, etc.) than no additional all way stop should be permitted. *Note 2.		
Warrant Group 3	Proposed location must meet the following combination of Traffic Volume criteria to warrant an all way stop.		
	e) Total vehicular volume from all directions is either (highest classification of roadway applies): One approach is an Arterial Road - 500 (vehicles per hour, highest 8 hours) One approach is a Collector Road - 375 (vehicles per hour, highest 8 hours) Both approaches are Local Roads – 200 (vehicles per hour, highest 4 hours)		
	And		
	f) Combined vehicular and pedestrian volume crossing the main street (direction with majority of traffic) is either: One approach is an Arterial Road – 200 per hour OR 150 per hour with an average delay of >30 seconds, for the highest 8 hours One approach is a Collector Road – 150 per hour OR 120 per hour with an average delay of >30 seconds, for the highest 8 hours		

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Both approaches are Local Roads – 75 per hour, for the highest 8 hours		
And		
g) The volume of traffic on all directions represents a direction split less than or equal to 70% on main road and 30% on the minor road. I.e. the minor street must not be less than 30% of the total volume entering the intersection.		

Notes:

1. Stop controls shall not be allowed on expressways and scenic parkways.
2. A supporting traffic operations study may be required to be assessed, along with sound engineering judgement and approval of the Commissionaire of Infrastructure Services.

Explanation:

- a) If the proposed location meets the warrants in group 1, then the all way stop will be permitted regardless of the remaining warrants.
- b) If the proposed location does not meet the warrants in group 1, and does not satisfy all the conditions in group 2 then an all way stop will not be permitted regardless of the outcome of the remaining warrants.
- c) If the proposed location does satisfy the conditions in group 2, and does not meet the warrants in group 3, then an all way stop will not be permitted.
- d) If the proposed location does satisfy the conditions in group 2, and does meet the combination of warrants in group 3, then an all way stop will be permitted.
- e) If the proposed location doesn't satisfy the conditions in group 2, and does not meet the combination warrants in group 3, but there are inadequate sight lines/visibility or poor road geometry, special consideration may be given for stop installation. Other sight line / visibility methods shall be exhausted prior to allowance of stop control devices (i.e. removing additional parking, removing objects in the ROW, obtaining larger easements, etc.).

Additional Notes to be included with Policy:

- a) All Way Stops are not be used as a method of speed control. All Way Stops have been proven to increase mid block speeds, and have been known to reduce overall compliance of All Way Stops. All Way Stop requests pertaining to speed control will be directed for potential evaluation for Traffic Calming following the Traffic Calming Policy.
- b) All Way Stops will result in an increase in noise and air pollution in the general vicinity of the location and in the neighbourhood at large.
- c) At a typical four way stop, the following emissions are released collectively, from all vehicles traveling through a stop each year:

657 kg of hydro carbons 8,760 kg of carbon monoxide 675 kg of nitrogen oxide 65,700 kg of carbon dioxide

(Data Provided by the Ministry of Municipal Affairs and Housing)