

Section 3B.19 Stop and Yield Lines**Option:**

- 01 Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R1-5e) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

Standard:

- 02 Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.
- 03 Except as provided in Section 8C.03, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign, or at locations on uncontrolled approaches where drivers or bicyclists are required by State law to yield to pedestrians.

Guidance:

- 04 Stop lines should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal (see Section 4D.08).
- 05 Stop lines should be 12 to 24 inches wide.

Option:

- 06 Stop lines may be omitted at ramp control signals.

Support:

- 07 Section 4J.02 contains information regarding the use and application of stop lines in conjunction with a pedestrian hybrid beacon.

Standard:

- 08 If used, a yield line pavement marking shall not be installed without a Yield (R1-2) sign, a Yield Here to Pedestrians (R1-5) sign, a Yield Here to School Crossings (R1-5a) sign, a Yield Here to Trail Crossings (R1-5d) sign, or some other traffic control device that requires vehicles to yield (see Figure 3B-16).
- 09 Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a Stop Here for Pedestrians (R1-5b) sign, a Stop Here for School Crossing (R1-5c) sign, a Stop Here for Trail Crossing (R1-5e) sign, a traffic control signal, or some other traffic control device.
- 10 Yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.

Option:

- 11 If a yield line marking is used on a bicycle facility, a Bicycles Yield to Pedestrians (R9-6) sign (see Section 9B-12) may be used.

Guidance:

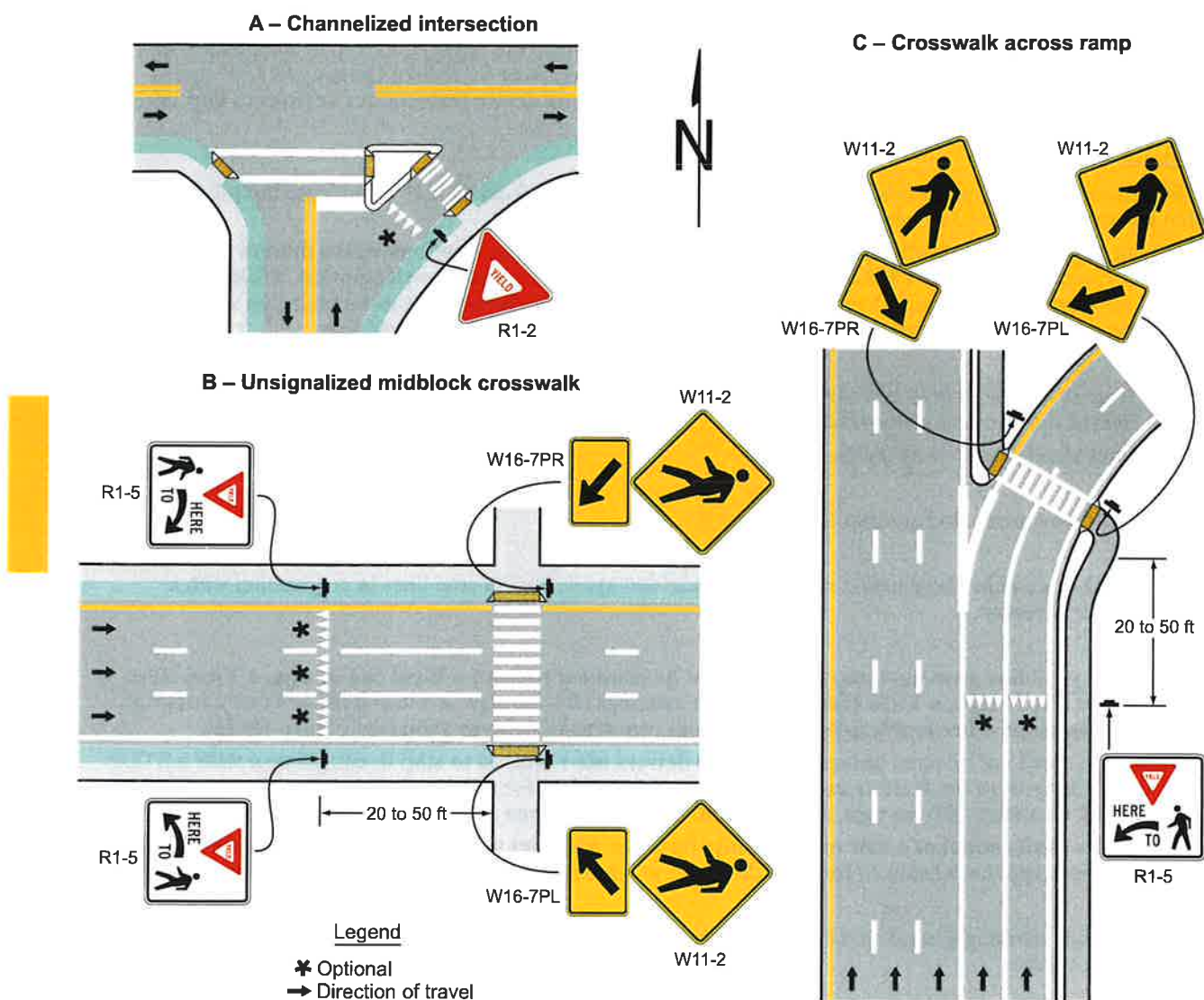
- 12 The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.
- 13 If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3D.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.

Standard:

- 14 If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here to (Stop Here for) Pedestrians (R1-5 series) signs (see Section 2B.19) shall be used.

Guidance:

- 15 If yield (stop) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield (stop) line should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Drawing B in Figure 3B-16).
- 16 If yield or stop lines are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, parking should be prohibited in the area between the yield or stop line and the crosswalk.

Figure 3B-16. Examples of Yield Line Applications

Support:

- 17 Section 9B.12 contains information for providing signing applicable to bicyclists also subject to a yielding requirement at a crosswalk that crosses an uncontrolled approach.

Guidance:

- 18 *Yield (stop) lines and Yield Here to (Stop Here for) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a circular intersection.*

Support:

- 19 Section 8C.03 contains information regarding the use of stop lines and yield lines at grade crossings.

Option:

- 20 Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D in Figure 3B-13).

Support:

- 21 Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.