RESCINDED
JANUARY 2024

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

ATTACHMENT NO. 33

MARKINGS TECHNICAL COMMITTEE SPONSOR BALLOT
STOP AND YIELD LINES

Approved by NCUTCD Council January 20, 2006

The Markings Technical Committee (MTC) recommends several changes to Part 3 of the MUTCD to clarify the intended use of stop and yield lines. These recommended changes were developed by the MTC in response to the following comments that FHWA provided to the MTC:

19. In Paragraph 4 of Section 3B.16, should the use of stop lines at traffic control signals be a Standard rather than Guidance? Should there be a Standard prohibiting the use of stop lines at YIELD signs? Should the use of stop lines at STOP signs be an Option rather than Guidance? For other traffic control devices, such as those at railroad crossings or movable bridges, should the use of a stop line be discussed in those appropriate parts or sections with a cross-reference to Section 3B.16?
20. In Paragraph 6 of Section 3B.16, should text be added to also allow the use of a yield line where a left turn from an uncontrolled approach to an unsignalized intersection is required by the rules of the road to yield to opposing traffic before turning left, even if there is no YIELD sign posted for that movement (due to geometric conditions)?
21. In Paragraph 7 of Section 3B.16, the final sentence states "Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection." In urban areas this is often unachievable, particularly when crosswalks are set back from the edge of the intersected road in order to minimize the crossing distance. It is claimed that this sentence causes unnecessary difficulties for local agencies in litigation. Should it be rewritten to eliminate the word "sufficient" and instead concentrate on encouraging placement that maximizes available sight distance within the practicalities of other constraints? Also in this paragraph, changes to the maximum distance of 30 feet may be an NPA item after the Access Board issues final rules re ADAAG for public rights-of-way.

The recommended changes include additions and deletions to Sections 3B.16. There are no proposed changes to the figures in this section. Therefore, the figures are not included in the ballot.

Additions to the current MUTCD language are shown in blue underline, deletions are shown in ~~red strikethrough~~.

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Section 3B.16 Stop and Yield Lines

Standard:

~~If used, s~~ 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. Stop lines shall not be used for yield conditions.

~~If used, y~~ Yield lines (see Figure 3B-14) 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. Yield lines shall only be used in combination with a YIELD (R1-2) sign or a Yield Here to Pedestrians (R1-5 or R1-5a) sign.

Guidance:

Stop lines should be 300 to 600 mm (12 to 24 in) wide.

Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a ~~STOP (R1-1) sign,~~ traffic control signal~~,~~ or some other traffic control device, except YIELD signs.

The individual triangles comprising the yield line should have a base of 300 to 600 mm (12 to 24 in) wide and a height equal to 1.5 times the base. The space between the triangles should be 75 to 300 mm (3 to 12 in).

Option:

Stop lines may be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP (R1-1) sign.

Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here to Pedestrians (R1-5 or R1-5a) sign.

Guidance:

If used, stop and yield lines should be placed a minimum of 1.2 m (4 ft) in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabout intersections as provided for in Section 3B.24 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 be placed no more than 9 m (30 ft) nor less than 1.2 m (4 ft) from the nearest edge of the intersecting traveled way. ~~Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.~~

If used at an unsignalized midblock crosswalk, yield lines should be placed ~~adjacent to the Yield Here to Pedestrians sign located~~ 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield line and the crosswalk (see Figure 3B-15).

Standard:

If the Yield line is used at an unsignalized mid-block crosswalk, a Yield Here to Pedestrians sign shall be used (see Section 2B.11).

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Guidance:

Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).

Support:

Drivers who yield too close to crosswalks on multi-lane approaches place pedestrians at risk by blocking other drivers' views of pedestrians.

The use of Stop and Yield lines at highway – rail grade crossings is addressed in Part 8.

Section 7C.04 Stop and Yield Lines

Standard:

~~If used, s~~ 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. Stop lines shall not be used for yield conditions.

~~If used, y~~ Yield lines (see Figure 3B-14) 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. Yield lines shall only be used in combination with a YIELD (R1-2) sign or a Yield Here to Pedestrians (R1-5 or R1-5a) sign.

Guidance:

Stop lines should be 300 to 600 mm (12 to 24 in) wide.

Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a ~~STOP (R1-1) sign (see Figure 2B-1),~~ traffic control signal~~,~~ or some other traffic control device.

The individual triangles comprising the yield line should have a base of 300 to 600 mm (12 to 24 in) wide and a height equal to 1.5 times the base. The space between the triangles should be 75 to 300 mm (3 to 12 in).

Option:

Stop lines may be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP (R1-1) sign.

Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign (see Figure 2B-1) or a Yield Here to Pedestrians (R1-5 or R1-5a) sign (see Figure 2B-2).

Guidance:

If used, stop and yield lines should be placed a minimum of 1.2 m (4 ft) in advance of and parallel to the nearest crosswalk line at controlled intersections, except for yield lines at roundabout intersections as provided for in Section 3B.24 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 be placed no more than 9 m (30 ft) nor less than 1.2 m (4

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ft) from the nearest edge of the intersecting traveled way. ~~Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.~~

If used at an unsignalized midblock crosswalk, yield lines should be placed ~~adjacent to the Yield Here to Pedestrians sign located~~ 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield line and the crosswalk (see Figure 3B-15).

Standard:

If the Yield line is used at an unsignalized mid-block crosswalk, a Yield Here to Pedestrians sign shall be used (see Section 2B.11).

Guidance:

Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).

Support:

Drivers who yield too close to crosswalks on multi-lane approaches place pedestrians at risk by blocking other drivers' views of pedestrians, and pedestrians' views of other vehicles.

The use of Stop and Yield lines at highway – rail grade crossings is addressed in Part 8.