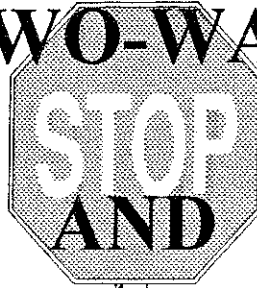


TWO-WAY



ALL - WAY

STOP CONTROL

POLICY



TWO-WAY AND ALL-WAY STOP CONTROL

- ◆ POLICY/PROCEDURES
- ◆ JUSTIFICATION WORKSHEET -
USE AND APPLICATION GUIDELINES
- ◆ TWO-WAY AND ALL-WAY STOP CONTROL
JUSTIFICATION WORKSHEET
- ◆ RESIDENTS= PETITION
- ◆ INFORMATIONAL FLYER

CITY OF SOUTH ST. PAUL

TWO-WAY AND ALL-WAY STOP CONTROL

REQUEST POLICY/PROCEDURES

Due to the increasing number of requests for all-way stop control and to address concerns for vehicle speed and safety in residential neighborhoods, the City Council directed staff to prepare a policy regarding the issue. The City staff reviewed the policies and procedures set up by other communities and agencies in developing this policy.

Based on this research, the City Council has adopted the following policy and procedure to respond to requests for two-way and all-way stop control in residential neighborhoods and to address the safety and quality of life issues related to these concerns. It is the intent of this policy to address the need for a review, screening and justification procedure for the installation of two-way and all-way stop control at residential neighborhood intersections.

The Minnesota Manual on Uniform Traffic Control Devices (Mn/MUTCD) establishes "warrants" for two-way and all-way stop control. However, these warrants are not intended to address the conditions present on residential neighborhood/local streets. These Mn/MUTCD warrants are intended to address the conditions present on higher traffic volume roadways such as major collector streets and arterial streets.

The City of South St. Paul residential two-way and all-way stop control policy recognizes that there are conditions that may justify stop control at local residential street intersections. The predominant causes or conditions for stop control are related to vehicle speed, traffic volume, sight distance, pedestrian activity and traffic accident history. The policy also recognizes that there must be a method to screen requests for two-way and all-way stop control in order to reduce the indiscriminate use of stop controlled intersections where it is not justified.

Upon receiving an initial request for stop control the City will provide the interested party with an informational flyer describing the policy and procedure and specific information concerning two-way and all-way stop control, what it can and cannot do for the neighborhood, what the likely side effects of two-way and all-way stop control are, what cautions should be considered, and who they should contact at the city should they choose to go forward with their request for two-way or all-way stop control. Subsequent to the distribution of this flyer, a petition form and instructions for use will be sent out in order to obtain support in the form of signatures from the neighborhood.

Should the neighborhood decide to go forward with their two-way or all-way stop control request, they should complete the attached petition form and submit this petition to the City of South St. Paul Engineering Department. Once this signed petition has been received by the Engineering Department a site survey and traffic data collection will be scheduled for the subject intersection. This site survey and data collection can be done only from April through October due to weather related conditions.

This site survey, performed by the City staff, will include traffic volume counts on all intersection legs and, possibly, an approach speed survey on the uncontrolled approaches. A review of sight distance, pedestrian use and traffic accident history for the past several years will also be completed.

When the site survey/traffic data collection has been completed, the subject site will be evaluated based on a worksheet system where points are scored for the various speed, volume, sight distance, traffic accident history and pedestrian use criteria. When a minimum point threshold is reached or exceeded a two-way or all-way stop control may be justified. The final recommendation to install stop control will be made based on this evaluation and the professional judgment of the appropriate city staff.

Once the final recommendation to install two-way or all-way stop control has been given, for the subject intersection, the appropriate Resolution for City Council action will be prepared and included in the agenda for the next available City Council meeting. The neighborhood will also be notified of this meeting date.

If the final decision for the subject site is not to install stop control, the neighborhood will be notified of that decision and provided additional materials relative to their case and what other actions or measures could be considered.

CITY OF SOUTH ST. PAUL
RESIDENTIAL TWO-WAY AND ALL-WAY STOP CONTROL
USE AND APPLICATION GUIDELINES FOR JUSTIFICATION WORKSHEET

The residential two-way and all-way stop control justification worksheet was developed in order to respond to increasing requests by residents for stop control at intersections to address safety concerns in their neighborhoods.

In following the intent of the recommended policy and procedures for residential two-way and all-way stop controls, this worksheet was developed to evaluate the speed, volume, site distance, traffic accident, and pedestrian activity criteria for the subject intersection request.

This policy and procedure is intended only for local/residential neighborhood street intersections with speed limits of 30 mph. Higher functional classification streets such as major collector or arterial streets are not applicable to this Policy Procedure and the standard Stop Control Warrants in the Minnesota Manual on Uniform Traffic Control Devices (Mn/MUTCD) apply.

Following are directions for completing the worksheet:

Functional Classification Review

The first step in this process is to review the current City Transportation Plan to verify that the subject intersection is not on a designated major collector or arterial street. If the subject intersection is on a major collector or arterial street, the Mn/MUTCD supersedes this procedure and the Mn/MUTCD warrants for Stop Control shall be applied.

Residents Petition

Once the petition for residential two-way or all-way stop control has been submitted to the City, a review is made of the number of "households" within 300 feet of the intersection that have signed the petition. Either through the site survey or by use of appropriate mapping, the "total" number of households is determined within 300 feet from the center of the subject intersection and along the streets that would be affected by the request. From the number of households (not the number of residents) signed on the petition and the total number of households within 300 feet of the subject intersection, the percent of households signing the petition is made. At least 51 percent of the total number of households within 300 feet of the subject intersection must have signed the petition for it to be considered valid.

Approach Speeds

Using the speed data collected for the uncontrolled approaches to the subject intersection enter these speeds in the blanks on the worksheet and mark two boxes on the worksheet, one for the highest 85th percentile speed and one for the highest recorded speed group with 2 or more observations.

Traffic Volumes

Based on the average daily approach traffic volumes collected at the subject intersection, enter the approach traffic volumes in the blanks on the worksheet and mark two boxes on the worksheet, one for the major street "total" approach volume (both approaches) and one for the highest minor street approach volume (doubled or times two).

Sight Distance

Based on the site survey, determine if the available site distance on each uncontrolled approach to the subject intersection is adequate. This can be done by driving or walking those uncontrolled approaches and stopping at a "point" 300 feet and also at 450 feet from the subject intersection. At each of these locations look to see if some feature on the controlled approach like a car, curb, sign or other appropriate feature is visible from that location. Measure the distance between a "point" at 300 feet and also at 450 feet from the center of the subject intersection.

Mark the box and score 60 points on the worksheet if the sight distance is less than 300 feet (unsafe condition). Where the controlled approach is not visible from the 300 foot point.

Mark the box and score 10 points if the sight distance is greater than 300 feet but less than 450 feet (uncomfortable condition). Where the controlled approach is visible at the 300 foot point but not at the 450 foot location.

Other Conditions

Based on traffic accidents recorded by the City police for the last 12 month period enter the number of accidents (not number of vehicles or persons involved) in the blank space. Multiply this number of accidents by 10 points and enter the score in the adjacent box. The number of accidents over several years will be available but not made part of the worksheet scoring.

Based on the site survey and other available information mark the box and score 10 points if there is significant pedestrian activity crossing the subject intersection caused by a nearby school, park, bus stop or other pedestrian generator.

Worksheet Results

Total the points scored for each category box marked or the points for accident history and enter that total in the total points box. If the total point score is greater than or equal to 100, two-way or all-way stop control may be justified at the subject intersection. The final recommendation to install stop control at the subject intersection will be made based on the results of this worksheet and the professional judgment of the City Staff. This recommendation is then forwarded on to the City Council for a final decision.