



## MULTIWAY STOP SIGNS TRAFFIC POLICY

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**PURPOSE:** The purpose of the multiway stop sign policy is to provide fair and uniform treatment of all requests for multiway, all way, and 4-way stop signs. Multiway stop signs can be an effective safety measure if properly warranted. However, they should not be installed inappropriately where they may be ignored by drivers, needlessly interrupt traffic flow, and negatively affect fuel consumption, the environment, or cause needless noise. A consistent application of the policy serves both the motorist and resident within the City.

The traffic control at an intersection is critical to the operation of both intersecting roadways. If incorrect traffic control is installed for the existing traffic conditions and topographic characteristics of the intersection, undue delays and even unnecessary accidents could occur. The traveling public, especially persons not familiar with the area, typically drive based on instinct. Drivers subconsciously evaluate their surroundings to determine if a stop sign should or shouldn't be located on an intersection approach.

**PROCESS:** Your traffic safety concern or request will be formalized by a staff member. That person will work with you and gather the pertinent facts and help clearly define the problem and seek a solution. Requests for removal of a sign will follow the same process. Those facts will be reviewed by the City Administrator. The staff safety review decision will be shared with you. If you disagree with the decision or can bring forth additional information and/or facts that are persuasive as related to the City warrants/policies for the requested sign, you may appear at a City Council meeting and present your viewpoint. We suggest you alert any interested parties to attend the meeting with you. In all cases the City Council is the final authority on traffic safety matters. Any subsequent review of the same or similar request is at the discretion of the City Council.

**POLICY:**

1. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) shall be followed. Relevant speed, volumes, accident records and sight obstructions shall be reviewed by City Staff when considering the installation of a stop sign.

2. Any of the following conditions may warrant a multiway stop sign

installation:

a. An accident problem, as indicated by five or more reported accidents in a 12-month period of a type susceptible to correction by a multiway stop installation. Such accidents include right- and left-turn collisions as well as right angle collisions.

b. Minimum traffic volumes:

1. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and

2. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hours, but

3. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

3. Multiway stop signs shall not be installed in an attempt to control speed.

4. Multiway stop signs shall not be installed in an attempt to control volume.

5. Absent traffic data which clearly indicates the need for a multiway stop sign, control devices at an intersection will remain unchanged.

6. Multiway stop sign appropriateness will be reviewed as part of any street reconstruction.