



## RESIDENTIAL STOP SIGNS TRAFFIC POLICY

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**PURPOSE:** The purpose of the residential stop sign policy is to provide fair and uniform treatment of all requests for stop signs in residential areas. A consistent application of the policy serves both the motorist and resident within the City. 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 when considering the installation of a stop sign. The following MUTCD standards will be applied:

a. If an intersection experiences five (5) or more right angle accidents in a three (3) year period, stop signs should be considered.

b. If the presence of a sight obstruction is contributing to accidents at an intersection, removal of the sight obstruction should be sought before considering a stop sign.

c. If the 85<sup>th</sup> percentile speed on any leg of an intersection is more than five (5) MPH over the posted speed limit, a stop sign should be considered for the intersecting street.

d. If traffic volumes exceed 500 vehicles per day on each of the intersecting streets, stop signs should be considered.

2. Absent traffic data which clearly indicates the need for a stop sign, a residential intersection should be left uncontrolled.

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

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

5. Residential stop sign appropriateness will be reviewed as part of any street reconstruction.