

COUNCIL DECISION REQUEST

SUBJECT: 4-Way Stop Sign Request – Mud Springs Road and Phoenix Street

MEETING DATE: 03-15-07

CSP ITEM: Yes No KRA#

ITEM NO.:

TENTATIVE SCHEDULE:

SUBMITTED BY: LaRon G. Garrett, Public Works AMOUNT BUDGETED: \$ 50,000.00

SUBMITTAL TO AGENDA
APPROVED BY TOWN MANAGER

EXPENDITURE REQUIRED: \$ 47,875.69

CONT. FUNDING REQUIRED: \$ 0

EXHIBITS (If Applicable, To Be Attached): Copy of excerpt from the Manual on Uniform Traffic Control Devices

POSSIBLE MOTION

I move to direct staff to install two Stop Signs at the intersection of Mud Springs Road and Phoenix Street to make the intersection a 4-Way Stop.

SUMMARY OF THE BASIS FOR THE POSSIBLE MOTION:

We have received a request to modify the traffic control at the intersection of Mud Springs Road and Phoenix Street. The request is to make this into a 4-Way Stop intersection. Any new sign installation that changes a regulatory function must be approved by the Town Council.

The purpose of the request was to reduce vehicular speeds and improve pedestrian and motorist safety in the area. Staff has conducted a traffic study at the requested location to determine if sufficient warrants are met to justify making this a 4-Way Stop. There is an average of 586 vehicles per day approaching this intersection on Mud Springs Road and 452 vehicles per day on Phoenix Street. The peak traffic hour on Mud Springs Road was 53 vehicles and on Phoenix it was 51. The 85th percentile speed approaching this intersection on Mud Springs Road was 32.4 MPH and on Phoenix Street it was 37.8 MPH. The speed limit in the area is 25 MPH. No warrants were met that would justify this being a 4-Way Stop. Also, the Manual on Uniform Traffic Control Devices recommends that a Stop Sign should not be used for speed control.

The Town Council may still require that this intersection be controlled by a 4-Way Stop even though it does not meet any of the standard warrants.

PROS: This traffic control change may make motorists feel safer when driving through the intersection. It may also make pedestrians feel safer when walking near this intersection.

CONS: This will require traffic on Phoenix Street to stop prior to entering the intersection.

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PUBLIC INPUT (if any): None

BOARD/COMMITTEE/COMMISSION ACTIONS/RECOMMENDATIONS (if any) (give dates and attach minutes): N/A

Section 2B.05 STOP Sign Applications**Guidance:**

STOP signs should not be used unless engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonably safe operation;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate that a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.