



COUNCIL DECISION REQUEST

SUBJECT: Stop Sign Removal on Mud Springs Road at Cedar Lane

MEETING DATE: 3-19-15

SUBMITTED BY: LaRon G. Garrett, Asst Town Mgr 

SUBMITTAL TO AGENDA
APPROVED BY TOWN MANAGER

AMOUNT BUDGETED: \$0

EXPENDITURE REQUIRED: 0\$



EXHIBITS (If Applicable, To Be Attached): Intersection Report, Drawing

POSSIBLE MOTION

I move to direct staff to remove the existing STOP signs on Mud Springs Road at the intersection of Cedar Lane and the All-Way plates on all three legs of the intersection.

SUMMARY OF THE BASIS FOR POSSIBLE MOTION:

The intersection of S. Mud Springs Road and E. Cedar Lane is a 'T' intersection controlled by an All-Way STOP. Town staff received a request to remove the two additional STOP signs on Mud Springs Road at this intersection. This would make Mud Springs Road free flowing traffic north and south while the traffic on Cedar Lane would still be required to Stop.

Staff performed an evaluation of the intersection based on Administrative Policy A107 – Intersection Traffic Control. This policy sets forth the criteria for evaluating an intersection to determine if a change in traffic control is warranted. There are seven criteria evaluated to determine if the existing traffic control at an intersection should be modified by removing some or all of the existing STOP signs.

After collecting and reviewing the field data for this intersection it was determined that the current All-Way STOP is not warranted and the two STOP signs could be removed. A copy of the report is attached.

Based on this evaluation, staff recommends removing the two STOP signs on S. Mud Springs Road at the intersection of E. Cedar Lane.

PROS:

By removing the existing STOP signs on Mud Springs Road the collector road traffic will be allowed to flow without interruption.

CONS:

None

FUNDING:

Acct: N/A Budget: Available: Expense: Remaining:

FM: _____ Date: _____

MAR 19 2015 I.I

STOP SIGN REMOVAL REQUEST
FOR THE INTERSECTION OF
E. CEDAR LANE AND S. MUD SPRINGS ROAD

A request was submitted to Town staff by a resident of the Rim View Heights subdivision modify the traffic control at the intersection of Mud Springs Road and Cedar Lane. This is a 'T' shaped intersection with Mud Springs Road being the through street. The surrounding area is low density residential with Mud Springs Road acting as a collector road for the Rim View Heights and Forest Edge subdivisions to Frontier Street. The traffic control at this intersection currently functions as an All-Way STOP. Mud Springs Road to the south of this intersection is fully developed with curb and gutter. To the north, Mud Springs Road is strip asphalt approximately 20 feet wide. Cedar Lane is approximately 24 feet wide with curb and gutter on the south side at the intersection. The posted speed limit on both streets at the intersection is 25 MPH. The request was to remove the two STOP signs on Mud Springs Road allowing the north-south traffic to free-flow through the intersection. The STOP sign on Cedar Lane, the minor roadway, would remain.

The Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.05 provides the following guidance concerning STOP sign applications:

“STOP signs should be used if 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 reasonable compliance with the law;*
- 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 a need for control by the STOP sign.*

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.”

Town Staff completed a field investigation to determine the current traffic conditions approaching this intersection. Following is a summary of the data that was collected:

Street	Direction of Travel	Average Daily Traffic	85 th Percentile Speed (mph)	Peak Hourly Traffic	Peak Hour
Mud Springs Rd	North	210	27.25	27	2-3 PM
Mud Springs Rd	South	173	27.53	20	1-2 PM
Cedar Lane	West	59	24.80	8	2-3 PM

The Town of Payson Administrative Policy No. A107 provides criteria for recommending the removal of traffic control signs from an intersection. Following is the analysis of the criteria required to be addressed to determine a recommendation on whether to modify the existing traffic control at this intersection to include a STOP sign only on Cedar Lane, or let it remain as an All-Way STOP.

Criteria No. 1 – Traffic Volumes

Comparing the peak traffic volumes between Mud Springs Road (20) and Cedar Lane (8) the minor roadway traffic is 40.0% of the major roadway. The minor roadway peak traffic does not meet the required 60% of the major roadway to require keeping an All-Way STOP. Therefore, this intersection does not meet the warrants of this criteria for an All-Way STOP.

Criteria No. 2 - Accidents

During the past 5 years there have not been any reported accidents at this intersection. This intersection does not meet the warrants of this criteria for an All-Way STOP since there has not been at least 1 accident in any 12 month period during the past 5 years.

Criteria No. 3 – Intersection Geometry

Mud Springs Road Traffic does make a horizontal jog to the left as it moves north and south. However the jog is minimal and does not affect any sight distances at this intersection. Therefore, the warrant for Criteria No. 3 is not met at this intersection.

Criteria No. 4 – Non-vehicular Traffic

There are individuals who walk along the street in this area. There are no sidewalks in this area but there is ample room for pedestrian traffic outside the paved roadways. There are no designated crosswalks in the area. The majority of pedestrians crossing this intersection cross on the Cedar Lane leg. The request to look at the traffic control assumed that the STOP sign on Cedar Lane would remain. The minimum number of pedestrians crossing Mud Springs Road during the peak hour would need to be at least 8 (50% of the peak hour vehicular traffic) in order to meet the warrant for this criteria to be an All-Way Stop.

Criteria No. 5 – Stopping Sight Distance

Stopping Sight Distance is the distance required to stop a vehicle traveling at a particular speed from the time the driver can see an obstruction 0.5' above the ground. The terrain in this area is fairly flat with excellent Stopping Sight Distance. This criteria is not an issue at this intersection.

Criteria No. 6 – Resident Input

Administrative Policy A107 requires town staff to solicit input from any property owner or resident who lives within 1500 feet of the intersection and who would normally use this intersection. At least 75% of the respondents need to support the removal of the subject STOP signs for this criteria to be considered. There are 126 properties that meet the usage and 1500 foot criteria. Of those properties, 21 are vacant leaving 105 possible respondents. Of those 105 possible respondents, we received 38 responses. Twenty five of the responses (65.8%) were in favor of removing the two STOP signs on Mud Springs Road at Cedar Lane, while 13 responses (34.2%) were against removing the STOP signs.

Criteria No. 7 – Other Factors

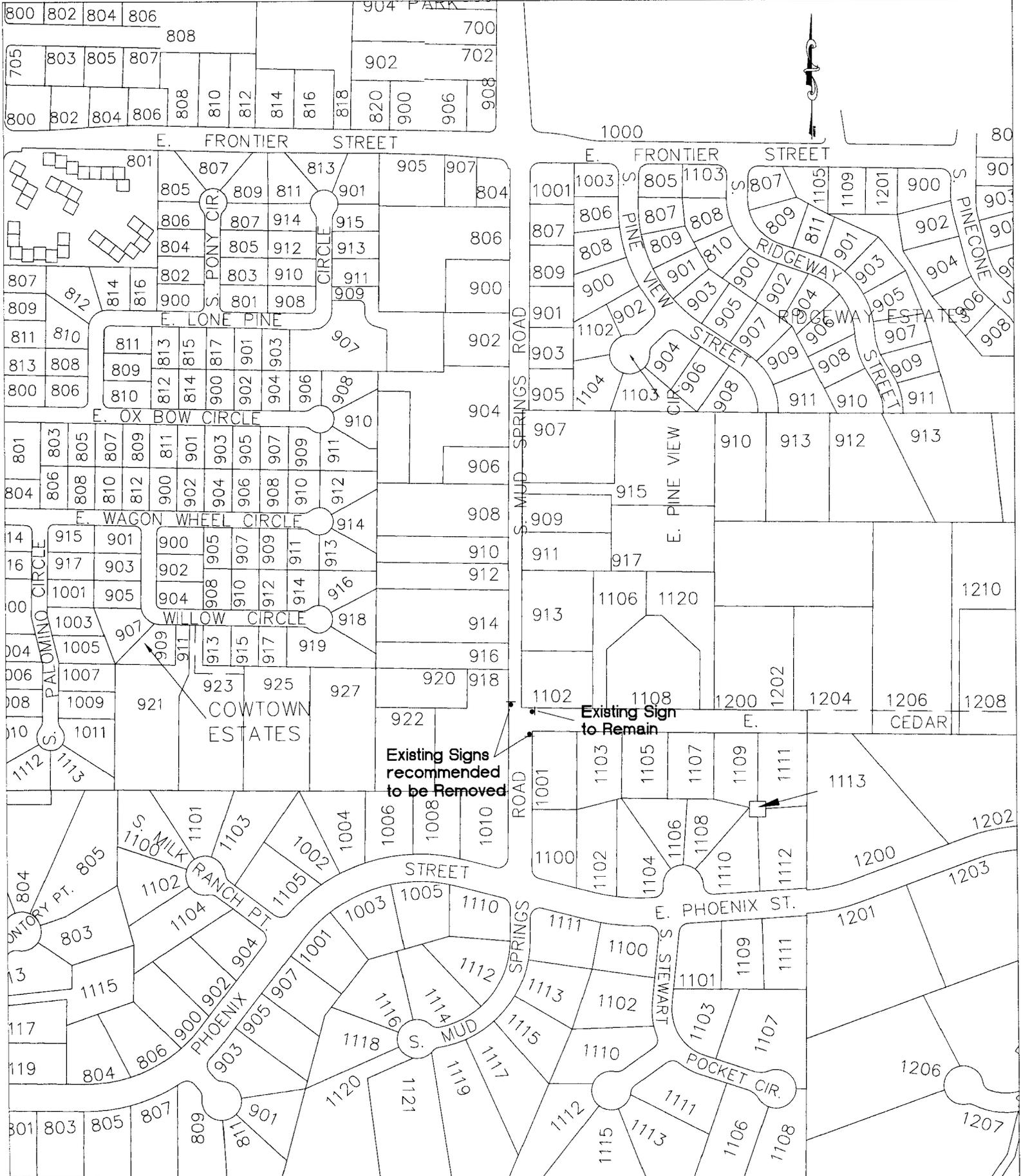
No other factors were observed at this intersection that would indicate that an All-Way STOP is warranted at this intersection.

Below is a summary table of the findings of this report.

Criteria No.	Criteria	Justify an All-Way STOP
1	Traffic Volume	No
2	Accidents	No
3	Geometry	No
4	Non-Vehicular Traffic	No
5	Stopping Sight Distance	No
6	Resident Responses	Yes
7	Other Factors	No

Admin Policy No. A107 states that if any of the required criteria do not support the existing STOP signs at an intersection, the report may recommend removal. As shown in the above table, this intersection does not meet 6 of the 7 established criteria to be retained as an All-Way STOP. This intersection has been discussed with the Police Department and they are not opposed to the removal of the two STOP signs on Mud Springs Road at this intersection.

Therefore, based on the established criteria and engineering judgment, an All-Way STOP is not warranted at the intersection of Mud Springs Road and Cedar Lane. Based on the above, staff recommends removal of the two STOP signs on Mud Springs Road at the intersection of Mud Springs Road and Cedar Lane.



**Mud Springs Road and Cedar Lane
STOP Sign Removal Request**