



Stop Sign Evaluation & Arion St/Gorman Ave


November 8, 2021

Manual on Uniform Traffic Control Devices (MUTCD)

- National standards for traffic control devices on all public streets
- Standards and guidance established through research and best practices
- Uniformity is critical to safety and mobility
 - Also affects agency capital and maintenance costs
- Minnesota has its own MUTCD, which is consistent with Federal manual



MUTCD Multi-Way Stop Sign Warrants

- 5 or more correctable crashes in 12-month period
 - Minimum volumes
 - Major street at least 300 vehicles/hour for 8 hours
 - Minor street 200 vehicles + pedestrians + bicycles per hour for 8 hours
 - Minimum volumes are reduced for high speed roads (>40 mph)
 - May also be considered where there are sight distance constraints
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Arion St & Gorman Ave

- 900-1,300 vehicles/day on each street
- No crashes in 10+ years (2010-2021)
- All-way stop warrants not met



Arion St & Gorman Ave

- East/west average speeds 18-20 mph
- North/south average speeds 18-21.5 mph



Arion St & Gorman Ave

- Research shows that all-way stop control does not reduce speeds
- Unwarranted stop signs have low driver compliance
 - Poor stop sign compliance impacts pedestrian safety
- Crosswalk and pedestrian crossing sign could be considered on north leg
 - Increase visibility where crossings are expected
 - Should be consistent with city practice at other locations (e.g. schools, parks)
 - Crosswalks and signs alone do not improve safety



Questions?