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
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?