



Administrative Policy
INTERSECTION TRAFFIC CONTROL
Public Works – A107

Effective Date:

October 2014

Revised Date:

November 2015

INTERSECTION TRAFFIC CONTROL

Summary

The Town periodically receives requests from residents to modify the traffic control at a particular intersection. Other requests to modify traffic control at a particular intersection are generated by Town staff. The requests vary from installing STOP signs at an uncontrolled intersection to upgrading the existing intersection traffic control from a Two-Way STOP to an All-Way STOP. The Manual on Uniform Standard Traffic Control Devices (MUTCD) published by the Federal Highway Administration provides regulations and guidance pertaining to traffic control signage.

The MUTCD §2A.05 provides classifications of sign types. Regulatory signs are defined as one that “gives notice of traffic laws or regulations”. STOP signs are in the category of regulatory signs. The Payson Town Code §70.01(B) requires Town Council approval for any new regulatory sign used to control traffic. The MUTCD §2B.05 provides guidance and standards on how STOP signs are to be used.

This policy provides guidance to be used in an engineering study to determine if a change in intersection traffic control is recommended for intersections under the jurisdiction of the Town of Payson. This criteria has been tailored to meet the needs of the Town of Payson.

Process

I. General Criteria

This Administrative Policy sets forth the criteria. This criteria is based on §§2B.05-2B.07 of the MUTCD. The Payson Town Council is the ultimate authority to approve changes in intersection traffic control within the Town.

Section 2B.05 of the MUTCD provides the following general guidance for the installation of STOP signs.

“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.*



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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."

II. Installation of STOP sign(s) at an existing uncontrolled intersection

The engineering study may recommend installation of one or more STOP signs at an existing uncontrolled intersection if any of the following conditions exist:

1. If the traffic volume entering the major road from a minor road is at least 60% of the traffic on the major road during the peak hour of either roadway.
2. If there have been 3 or more collisions at the intersection in any 12 month period during the past 5 years that could have been avoided with a STOP sign.
3. If the geometry of the intersection or major roadway entering the intersection restrict the view of oncoming traffic.
4. Other factors that may be discovered at a particular intersection during the engineering study that could be determined to be a potential safety hazard based on sound engineering judgment.

Upon completion of the engineering study, the Public Works Department shall submit the study to the Town Council with a Council Decision Request to determine if the Council desires to install the new regulatory signs. The recommendation may include the use of YIELD signs rather than STOP signs.

III. Installation of ALL-WAY STOP sign(s) at an existing intersection

The engineering study may recommend modifying an existing installation to be an ALL-WAY STOP intersection if any of the following conditions exist:

1. If the traffic volume entering the major road from a minor road is at least 60% of the traffic on the major road during the peak hour of either roadway.
2. If there have been 3 or more collisions at the intersection in any 12 month period during the past 5 years that could have been avoided with a STOP sign.
3. If the geometry of the intersection or major roadway entering the intersection restrict the view of oncoming traffic.
4. If the volume of non-vehicular traffic (pedestrians, bicycles, etc.) crossing the intersection exceeds 50% of the vehicular traffic on the major roadway during the peak vehicular traffic hour.



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5. The stopping sight distance of the major roadway approaching the intersection is below the normal standards.
6. Other factors that may be discovered at a particular intersection during the engineering study that could be determined to be a potential safety hazard based on sound engineering judgment.

IV. Removal of STOP sign(s) at an existing intersection

The engineering study may recommend modifying an existing installation by deleting one or more STOP signs at an intersection if any of the following conditions exist:

1. If the traffic volume entering the major road from a minor road is less than 60% of the traffic on the major road during the peak hour of either roadway.
2. If there has not been 1 or more collisions at the intersection in any 12 month period during the past 5 years.
3. If the geometry of the intersection or major roadway entering the intersection does not restrict the view of oncoming traffic.
4. If the volume of non-vehicular traffic (pedestrians, bicycles, etc.) crossing the intersection does not exceed 30% of the vehicular traffic on the major roadway during the peak vehicular traffic hour.
5. The stopping sight distance of the major roadway approaching the intersection meets normal standards.
6. If there is at least 75% of the property owners within 1500 feet of the intersection that normally use this intersection support the removal of the STOP sign(s). Support must be in writing.
7. Other factors that may be discovered at a particular intersection during the engineering study that could be determined to be a potential safety hazard based on sound engineering judgment.

This report may also recommend replacing existing STOP signs with YIELD signs rather than creating an uncontrolled intersection.

V. Action

If the study determines that a change to the intersection traffic control is warranted:

Upon completion of the engineering study, the Public Works Department shall submit the study to the Town Council with a Council Decision Request to determine if the Council desires to approve the recommended changes in the intersection traffic control. The Council may (1) approve the recommended traffic control changes; (2) reject the recommended traffic control changes; (3) require a modification to the intersection traffic



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control different from the recommendations contained in the engineering report; or (4) take no action.

If the study determines that no change to the intersection traffic control is warranted:

Upon completion of the engineering study, the Public Works Department shall notify the person(s) or entity requesting the study of their findings and provide them with a copy of the final report. The issue is not required to be heard by the Town Council if no changes to the intersection traffic control are recommended in the engineering study.