



RESIDENTIAL STOP SIGNS TRAFFIC POLICY



City of Edina

PURPOSE: The purpose of the residential stop sign policy is to provide fair and uniform treatment of all requests for stop signs in residential areas. A consistent application of the policy serves both the motorist and resident within the City.

PROCESS: Your traffic safety concern or request will be formalized by the staff member you have contacted. That person will work with you and gather the pertinent facts and help clearly define the problem and seek a solution. Those facts will be reviewed by the City Engineer, the Police Chief, and the Assistant City Manager. That group will make a recommendation to the City Council regarding the matter. The staff safety review recommendation will be shared with you. If you disagree with the recommendation or can bring forth additional information and/or facts that are persuasive as related to the City warrants/policies for the requested issue, you can appear at the second Council meeting of the month and present your viewpoint. We suggest you alert any interested parties to attend the meeting with you. In all cases the City Council is the final authority on traffic safety matters. Any subsequent review of the same or similar request is at the discretion of the City Council.

POLICY:

1. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records and sight obstructions shall be reviewed when considering the installation of a stop sign.
3. Absent engineering data which clearly indicates the need for a stop sign, a residential intersection should be left uncontrolled.
4. If an intersection experiences five (5) or more right angle accidents in a three (3) year period, stop signs should be considered.
5. If the presence of a sight obstruction is contributing to accidents at an intersection, removal of the sight obstruction should be sought before considering a stop sign.

RESIDENTIAL STOP SIGN POLICY (Continued)

6. If the 85th percentile speed on any leg of an intersection is more than five (5) MPH over the posted speed limit, a stop sign should be considered for the intersecting street.
7. If traffic volumes exceed 1,000 vehicles per day on each of the intersecting streets, stop signs should be considered.
8. Residential stop signs shall not be installed in an attempt to control speed.
9. Residential stop signs shall not be installed in an attempt to control volume.