

## **Stop Sign Placement Criteria**

The purpose of a multi-way stop is to provide safe and adequate gaps for vehicles to enter an intersection. The County does not use stop signs for speed control. National data concludes that the installation of unwarranted stop signs (or posting artificially low speed limits) does not reduce excessive speeding. In fact, stop signs often provide a false sense of security for pedestrians and motorists, which increase the potential for accidents.

When considering requests for stop sign installation, the County evaluates street conditions such as street dips or bumps, locations with obscured vision, and routes children walk to school.

### **Non-Residential Stop Sign Criteria**

The County follows Federal Highway Administration (FHWA) standards for the placement of stop signs on non-residential streets. According to these standards, intersections must meet one or more of the following conditions:

1. 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 reasonably safe operation.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. High speeds, restricted view, or crash records indicate a need for control by the stop sign.

### **Residential Stop Sign Criteria**

The County evaluates requests for all-way stop signs on a residential street using the following criteria:

1. pedestrians and bicyclists,
2. established School Safe Walk Routes,
3. speed of traffic on all approaches,
4. the amount of cut-through traffic,
5. traffic crash experience and types of crashes,
6. sight obstructions and sight distance adequacy for all quadrants,
7. unexpected and unusual traffic hazards and their proximity to the intersection,
8. conflict analysis,
9. location of public facilities including parks, neighborhood recreation clubs, churches, and shopping centers,
10. conditions of the intersection, approaching streets, widths, shoulders, street lighting, and parking,
11. traffic volumes including approach volumes by turning movement and presence of pedestrians, and
12. functional classification and designation as a collector or arterial street.