

Jefferson Avenue and West Street

Multi-Way Stop Application:

Section 2B.07 Multi-Way Stop Application

Support:

1. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
2. The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

3. The decision to install multi-way stop control should be based on an engineering study.
4. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
 - A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Not Justified
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Does not meet. 1 crash in 2024, 1 crash in 2023, 3 crashes in 2022, 1 crash in 2021. These are crashes that would have been correctable.
 - C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
Yes (455 units per hour)
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hours; but
No (76 units per hour)
 3. If the 85th percentile approach speed of a major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
85th percentile speed is not higher than 40 mph.
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
No, does not meet.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;

No significant pattern for left-turn conflicts

- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
Pedestrian volumes are higher in the summer months. The recently installed curb extensions will positively impact the crossing.
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
No sight distance concerns
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.
Jefferson Avenue and West Street are not similar classifications.