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Received

FEB 13 2007

City Manager's Office
Rye, New York

February 12, 2007

Memorandum for: O. Paul Shew, City Manager

Subject: **DRAFT STOP SIGN POLICY**

*Draw
pls include
w/ funding pkg
Thank you
-f*

Attached is a draft of a policy for the submission and processing of requests for installation of stop signs. The draft policy, which is based on practices in use in municipalities throughout the country:

- summarizes the standards for installation of stop signs set forth in the Manual on Uniform Traffic Control Devices (MUTCD);
- establishes a format for submission of requests that requires the requesting person to obtain a degree of consensus from surrounding property owners to ensure that the request substantially reflects the will of the affected community;
- provides for review by the City Planner, the City Engineer, the Traffic and Transportation Committee, and final approval by the City Manager;
- establishes a finite time period for completion of the process.

It also allows for the introduction of sound judgment into those situations in which strict adherence to the MUTCD standards may not serve the best interests of the community, and emphasizes that the process should focus not simply on the evaluation of the stop sign request, but on identifying solutions to the underlying traffic safety concerns.

If you concur, I recommend that the draft be forwarded for review by the parties involved in the process so their comments can be incorporated into the document.

Forwarded for your information and consideration.

WRC/wrc
att.

William R. Connors

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Police Commissioner

CITY OF RYE



STOP SIGN POLICY

FEBRUARY, 2007

DRAFT #1 2/12/07

CITY OF RYE STOP SIGN INSTALLATION POLICY

The City of Rye encourages residents to bring forward their concerns regarding traffic safety so that elected officials, city staff, and our residents can work together to resolve them.

One request frequently made by residents is for the installation of stop signs either two-way stops or all-way stop signs, which require all traffic to stop upon approaching an intersection.

To be effective, stop signs must be used judiciously; improper installation can, in fact, have a negative impact on traffic safety and create conditions more hazardous than those it was intended to correct. When they are not used correctly, stop signs can become ineffective. Successive stop signs can increase speeds as motorists travel between them, and they can cause "roll-through" violations and possibly collisions – if motorists disregard them. Studies show that stop signs typically slow traffic within one hundred feet, but speeds actually increase beyond that distance as motorists accelerate quickly attempting to recoup lost time. They can increase the number of rear end collisions at a location, and can have a negative environmental impact by increasing air and noise pollution as vehicles brake and accelerate in the affected area. Stop signs are just one of many alternatives, such as other traffic control devices, increased enforcement, public education, and physical improvements that should be considered when attempting to address a traffic safety concern.

The national standard for traffic control devices is the Manual on Uniform Traffic Control Devices (MUTCD), which is published by the United States Department of Transportation. The MUTCD provides the following guidance regarding stop signs:

General:

Stop Signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- 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.
- Street entering a through highway or street.
- Unsignalized intersection in a signalized area; and/or
- High speeds, restricted view, or crash records indicate a need for control by the stop sign.

Stop signs should not be used for speed control.

Stop signs should be installed in a manner that minimizes the number of vehicles having to stop.

The following are considerations that may influence the decision regarding the appropriate street on which to install a stop sign where two streets with relatively equal volumes and/or characteristics exist:

- Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- Stopping the direction that has the longest distance of uninterrupted traffic flow approaching the intersection; and
- Stopping the direction that has the best sight distance to conflicting traffic.

Multiway Stop Signs:

Additional standards apply to multiway, sometimes known as all-way, stop signs.

Multiway stop signs can be useful at intersections with certain traffic conditions, and should be used only based on an engineering study at intersections at which traffic volume on the intersecting roads is approximately equal. Multiway stops create safety concerns, however; in particular, they can result in confusion regarding the right of way on the part of pedestrians, bicyclists, and all road users who expect all other users to stop.

The following criteria should be considered when evaluating the need for a multiway stop:

- A. Where installation of a traffic signal is justified, the multiway stop is an interim measure that can be installed quickly to control traffic pending the installation of the signal.
- B. A crash problem, as indicated by five or more reported crashes in a twelve month period that are susceptible to correction by a multiway stop installation, such as right- and left- turn collisions and right angle collisions.
- C. Minimum volumes:
 - a. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day, and
 - b. 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 eight hours, with an average delay to minor-street traffic of at least thirty seconds per vehicle during the highest hour, but
 - c. If the 85th percentile approach speed of the major-street traffic exceeds forty miles per hour, the minimum vehicular volume warrants are 70 per cent of the above values.

Other criteria that may be considered include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Procedure:

Although the MUTCD sets forth detailed criteria for the installation of stop signs, there may be particular local concerns not addressed by the MUTCD standards that make installation of a stop sign or a multiway stop the correct answer to a traffic safety concern. Therefore, the City of Rye has implemented a procedure that balances the desires of residents, the objective standards set forth in the MUTCD, and the professional expertise of City staff.

Installation of a stop sign may be requested by a resident, a business owner, a neighborhood association, or a city official. To ensure that the request reflects the will of the adjoining property owners, it must be accompanied by the signatures of at least fifty per cent (50%) of the owners of residences on the two city blocks adjacent to the proposed stop sign (or the four adjacent streets when a multiway stop is requested). Requests are to be submitted on the prescribed form. They will then be reviewed by the City Planner, the City Engineer, the Police Commissioner, and the Traffic and Transportation Committee, which will forward its final recommendation to the City Manager within sixty days of receipt of the original request. The City Manager will then either approve the request and forward it to the Department of Public Works for installation, or disapprove the request and forward the form to the requesting party as a notification of the final determination. Throughout the review process, all parties will examine the appropriateness of alternate means of addressing the safety concern underlying the stop sign request, and will make appropriate recommendations to ensure that the primary goal is achieved - implementing the most effective means of enhancing safety at the location.



**CITY OF RYE
REQUEST FOR INSTALLATION OF STOP SIGN**

Name: _____

Address: _____

Telephone: (Day) _____ (Evening) _____

Date of Request: _____

Installation Requested: Stop Sign Multiway Stop Sign: _____

Intersection Where Requested: _____

Direction of traffic to be stopped (if two-way stop request): _____

Reason for request (safety concerns): _____

Required petitions enclosed: (Y / N) _____

Please submit request to the City Planner's Office, 1051 Boston Post Road, Rye, New York 10580. You will receive a determination within 90 days of request.

For office use only:		
Date received:	_____	
Planning Department review:	Date _____	APPROVE/DISAPPROVE
Comments:	_____	
Engineering Department review:	Date _____	APPROVE/DISAPPROVE
Comments:	_____	
Police Department review:	Date _____	APPROVE/DISAPPROVE
Comments:	_____	
Traffic and Transportation Committee review:	Date _____	APPROVE/DISAPPROVE
Comments:	_____	
City Manager review:	Date _____	APPROVE/DISAPPROVE
Comments:	_____	

