

Member Holtz moved and Member Genereux seconded a motion that the following resolution be read and adopted this 20th day of December 19 83.

RESOLUTION NO. 3467

A RESOLUTION APPROVING A STOP SIGN INSTALLATION AND REMOVAL POLICY

WHEREAS, the Robbinsdale City Council passed a motion October 4, 1983 directing staff to develop a policy for stop sign installations; and

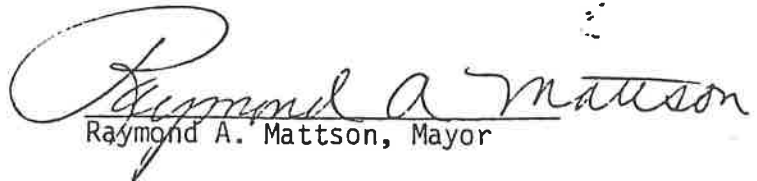
WHEREAS, the City is presently not using a uniform policy as a guideline for stop sign installations or removals.

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Robbinsdale, that the stop sign policy outlined on pages 2-4 of this resolution is duly approved


The question was on the adoption of the resolution and upon a vote being taken thereon the following voted in favor thereof: Genereux, Holtz, Johnson, Blonigan and Mayor Mattson;

and the following voted against the same: none.

WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS TWENTIETH DAY OF DECEMBER, 19 83.


Raymond A. Mattson, Mayor

ATTEST:


Douglas J. Upton, City Clerk

(seal)

STOP SIGN INSTALLATION AND REMOVAL POLICY

PURPOSE

To provide a uniform policy to control the installation and removal of stop signs.

INTRODUCTION

To be effective, a stop sign must be used at the right place and under the right circumstances. Problems often arise when the conditions of an intersection do not meet State and Federal standards for warranting stop sign installations.

Studies indicate that when stop signs are installed to control speed the problems encountered include:

- A high incidence of intentional violations.
- Noise levels at intersections increase.
- When enforcement of the intersection is observed, most of the citations are issued to nearby residents who may have campaigned for the sign in the first place.
- Speed reduction will take place at the stop sign; however, the speed between intersections increases. Hence, accidents can increase, not diminish.

In addition, stop signs increase air pollution, increase gas consumption, and generally increase vehicle operating costs. By obeying stop signs, motorists consume an additional 1,000 gallons of fuel per stop sign per year. (Based on 1,000 ADT) Hence, the 335 stop signs now in Robbinsdale are responsible for adding an estimated 335,000 gallons of fuel per year to the public's fuel bill. This amount would supply an average full serve service station with enough fuel for an entire year.

Future problems can be avoided by following the guidelines set forth in this policy. Portions of the guidelines are taken from State and Federal policies that warrant stop sign installations. Some of the conditions that are looked at for warranting a stop sign are:

- Intersection of a less important road with a main road where application of the normal right-of-way is unduly hazardous.

- Street entering a through highway or street.
- Unsignalized intersection in a signalized area.
- Other intersections where a combination of high speed, restricted view, and serious accident record indicate a need for control by a stop sign.
- High rate of pedestrian traffic.

For a stop sign to be installed the above conditions must govern. The installation must lead to an improvement in safety with the sign rather than a detriment.

POLICY PROVISIONS

A. Definitions.

1. Mid Block - all areas of a block excluding intersections.
2. Major Street - any State, County, or State Aid roadway.
- any municipal street other than above having a superior traffic count to the intersecting street.

B. How Installations Are Requested.

1. If recommended by the City Engineer.
2. If a petition is submitted to the City Council containing all of the following:
 - a. The signatures of 51% of residents whose property lies within a 135 foot radius from the intersecting street centerlines.
 - b. The signatures of 51 percent of the remaining residents up to the adjacent intersections that abut the intersecting streets.

C. Prohibited Installations.

1. Mid Block.
2. Alley Junction.
3. Alley intersection with a street.
4. Uphill or downhill grades that constitute a stopping hazard as determined by the City Engineer.
5. Stop sign request based on mitigating illegal sight obstructions. (Trees, shrubs, fences, etc.)

6. Installing 4-way stop signs that do not completely meet State and Federal standards.

7. Stopping a major street for a minor street.

D. How Removals Are Requested.

1. Stop signs installed prior to the date of this policy can be removed:

a. If recommended by the City Engineer.

b. If a petition submitted to the City Council contains the signatures of 35 percent of the residents up to the adjacent intersections that abut the intersecting streets.

2. Stop signs installed subsequent to the date of this policy can be removed:

a. If recommended by the City Engineer.

b. If a petition submitted to the City Council contains all of the following:

1. The signatures of 51% of residents whose property lies within a 135 foot radius from the intersecting street centerlines.

2. The signatures of 51 percent of the remaining residents up to the adjacent intersections that abut the intersecting streets.

E. Granting An Installation Or Removal.

All stop sign installations and removals will be acted upon by resolutions of the Robbinsdale City Council.