

INTERSECTION MULTI-WAY STOP SIGN APPLICATION



Town of Leland, North Carolina

102 Town Hall Dr., Leland, NC 28451
www.townofleland.com

Public Services Department
Phone 910-371-0148 Fax 910-371-1158

*All pages must be completely filled out before an application is accepted.
For assistance completing this application contact the Public Services Department.*

Submittal Date: _____

Applicant: _____

Company Name (if applicable) _____

Address: _____ City/State/Zip: _____

Phone: _____ Alt. Phone: _____ Fax Number: _____

Email: _____

Email addresses are only used by this office for correspondence with the applicant if needed.

Location Information:

1st Street Name: _____

2nd Street Name: _____

3rd Street Name: _____

4th Street Name: _____

Justification for Multi-way Stop: _____

Applicant's Printed Name

Date: _____

Applicant's Signature

Multi-way Stop Evaluation Process:

- Once an application is received, a task order will be placed on the Town Council Meeting Agenda directing an engineering firm to perform a Multi-way Stop Analysis.
- If approved, the engineering firm will evaluate the need for a multi-way stop at the subject intersection based on the criteria below.
- Once complete, staff will review the recommendation of the engineer's report.
 - If the recommendation does not support the installation of a multi-way stop, staff will report the findings and deny the application.
 - If the recommendation does support the installation of a multi-way stop; staff will report the findings, approve the application, and schedule the installation of additional signage as soon as funding and manpower allows.

Multi-way Stop Evaluation Criteria:

The decision to install multi-way stop control shall be based on an engineering study.

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.
- 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.
- 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
 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 hour; but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- 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.
- E. Other criteria that may be considered in an engineering study include:
 1. The need to control left-turn conflicts;
 2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 3. 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
 4. 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.