



CITY OF MARSHFIELD, WISCONSIN POLICIES AND PROCEDURES

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CHAPTER: Street/Sewer Construction and Maintenance

SUBJECT: Traffic Control

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Special Notes: This policy/procedure manual does not in any way constitute an employment contract and the City of Marshfield reserves the right to amend this manual at any time subject only to approval by the Common Council.

INTRODUCTION

Planning and decision-making for the improvement of the operation of a municipal street and highway system should be based upon criteria which permit the objective determination of the need to implement traffic control measures. These criteria should be based upon sound engineering principles. Traffic control measures will be effective only if they are truly needed. Measures that are not needed but that are nevertheless implemented will not be obeyed. Public disregard can spread to measures that are needed and are essential for the safety and efficiency of the street system.

The City's street system, as shown on the attached map, is functionally classified into a system of arterials, minor arterials, collectors, and local access streets. This system categorizes streets according to the service they perform, ranging from travel mobility to local access. The arterial streets are intended to carry the heaviest volumes of traffic, including all traffic traveling through the City. Collector streets are intended to distribute traffic from the arterials to the local access streets, and to collect traffic from the local access streets for routing to the arterials. Local access streets are intended to provide direct access to abutting land development and provide for local traffic movement. Accordingly, traffic control devices should be installed on arterial and collector streets in such a manner as to encourage all through traffic to use arterials and to encourage all traffic between local access and arterial streets to use collector streets.

TRAFFIC CONTROL WARRANTS

Traffic control devices such as traffic signals, stop signs, and yield signs should be installed in accordance with the following warrants:

1. On the arterial street and highway system, the installation of traffic control devices should conform with the warrants set forth in the Manual on Uniform Traffic Control Devices published by the U.S. Department of Transportation.
2. On local access and collector streets, the installation of traffic control devices should conform to the following warrants:
 - a. Whenever a street intersects a higher order street in the street hierarchy, the street of lower order shall be stop sign controlled.
 - b. The intersection of two collector streets can be considered for control with multi-way stop signs.
3. Each intersection of two local access streets shall be analyzed primarily with regard to safety rather than convenience. Generally, intersection control in residential areas should appear reasonable and be designed to minimize conflicts and remove any doubt as to the establishment of rights-of-way. The assumed speed limit for this warrant is 25 miles per hour. Adjustments for this warrant must be made for higher posted speeds.
4. A two-way "Stop" control shall be used to control two approaches at a four-legged intersection of two local access streets whenever one or more of the following conditions exist: the sight distance is restricted; an accident problem evidenced by three or more accidents susceptible to correction by two-way stop control occurs in a three year period; or unusual geometrics or pedestrian or vehicle patterns suggest a need for positive control.
5. Two-way "Yield" control may be used to control two approaches at a four-legged intersection of two local access streets where sight distance from the uncontrolled approach is not restricted, provided none of the other stop sign criteria are satisfied. Two-way yield at four-legged intersections should be used only when relatively low volumes of traffic occur and no more than two accidents involving vehicles have occurred within the past three years. Two-way yield at four-legged intersections may also be used when unusual geometrics or pedestrian or vehicle patterns suggest a need for control.
6. Although intersection control at a T-type intersection is generally limited to the approach on the stem of the T, special conditions may warrant consideration of controls on other approaches, which would require special studies. The criteria for placement of stop or yield controls for the stem of T-type intersections shall be the same as for a four-legged intersection. A decision to provide no control at a T-type intersection must represent a clear judgment that conditions are safe beyond reasonable doubt based upon a minimum sight distance on all approaches to the intersection, as well as a lack of an accident problem or geometric deficiencies.

7. Multi-way stop controls should be considered only when roadways of equal character intersect and cannot operate at an acceptable level of safety with only one street controlled.
8. No controls should be provided at intersections of two local access streets when adequate sight distance is provided on all approaches to the intersection, and provided none of the other stop or yield sign criteria are satisfied.
9. Traffic stop signs should not be used for speed control. Studies have shown that this device does not reduce speeds and that the use on unwarranted devices breeds disregard for all traffic control devices and laws and, in many cases, may cause accident problems where no accident problem previously existed.