REQUEST FOR MULTIWAY STOP CONTROL

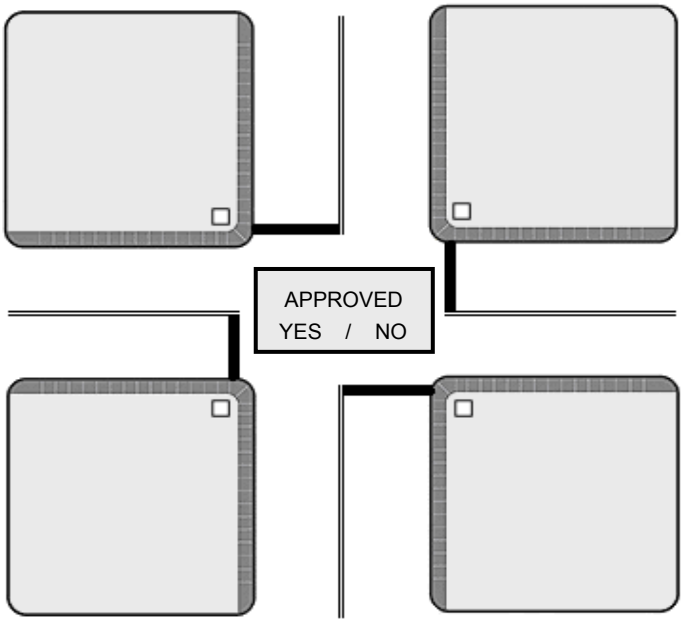
NAME ☐ *Mr.* ☐ *Ms.*	*DATE*	
ADDRESS	*SUBDIVISION (IF APPLICABLE)*	
CITY	*STATE* SC	*ZIP CODE*
PHONE – –	*EMAIL*	

ROAD(S) REQUESTED FOR TRAFFIC STUDY	**FOR OFFICE USE ONLY**								
☐ EVALUATE DURING SCHOOL (SEPTEMBER – MAY)	DIST	RD ID	LEN	PSL	ADT	85th	Vol	S/D	Acc
1)							☐	☐	☐
2)							☐	☐	☐
3)							☐	☐	☐
4)							☐	☐	☐

ADDITIONAL CONCERNS: (Continue on back if necessary)

PLEASE RETURN THIS FORM TO:

Kurt Walters
Greenville County Public Works
301 University Ridge, Suite 3800
Greenville, SC 29601
FAX: 864-467-7161
KWalters@GreenvilleCounty.org



STOP SIGN USE AND MINIMUM REQUIREMENTS

Stop Sign Use

Stop signs are the most widely used and misused of all traffic signs. They are intended to assign vehicle right-of-way at high volume intersections. Many believe multi-way stops will reduce speeding and solve other safety problems in neighborhoods however; stop signs should never be used as a means to control speed nor a viewed as a cure-all for solving safety.

Studies by the Federal Highway Administration (FHA) and the Institute of Transportation Engineers (ITE) show stop signs installed without warrant actually create additional problems, such as more rear-end accidents, additional speeding, increased driver delay and total disregard of the stop sign.

When properly used, Stop Signs can reduce safety issues by providing orderly traffic movements and allow minor street traffic to enter or cross major roadways. Therefore, all STOP sign installations must be approved by the County Traffic Engineer.

If speed is a concern in the community, speed humps are a more practical solution. For more information, please visit: *www.greenvillecounty.org/Public_Works/traffic_calming.asp*

Minimum Requirements for Stop Control

In general, the following minimum criteria, set forth in the 2003 Federal Manual of Uniform Traffic Control Devices, may be used in deciding the appropriateness of a multi-way stop:

- Approximately equal traffic volume (ADT) on each approach.
- ADT on the main street (total of both approaches) is at least 300 vehicles per hour for any 8 hours of a typical day.
- The combined traffic and pedestrian volumes is at least 200 units per hour for the same 8 hours.
- Any problems with sight distance.
- A substantial accident history (5 or more reported accidents in a 12 month period).