

ORDINANCE NO. _____

INSTALLATION OF A STOP SIGN ON HOMESTEADER RD

WHEREAS, in compliance with RCW 36.32.120 and 46.61.200, it is found necessary and expedient to install traffic control signs on certain County Roads; and

WHEREAS, stop sign installation has been requested by a citizen; and

WHEREAS, it is found possible to install a stop sign to help control traffic at the intersection of Homesteader Road and Standard Road; and

WHEREAS, the County Engineer has agreed that it is necessary to formally establish the new stop sign; and

NOW, THEREFORE, BE IT ORDAINED by the Whatcom County Council that the following be added to the Whatcom County Code Section 10.16:

Road Name	Direction- Stopping	Cross Street
<u>Homesteader Road</u>	<u>Westbound</u>	<u>Standard Road</u>

BE IT FURTHER ORDAINED, that the County Engineer is hereby directed to install the appropriate signs and the Whatcom County Sheriff and the Washington State Patrol be notified by a copy of this ordinance.

ADOPTED this ____ day of _____, 2020.

ATTEST: WHATCOM COUNTY COUNCIL
WHATCOM COUNTY, WASHINGTON

Dana Brown-Davis, Clerk of the Council

Barry Buchanan, Council Chair

APPROVED AS TO FORM: WHATCOM COUNTY EXECUTIVE
WHATCOM COUNTY, WASHINGTON

Approved via email

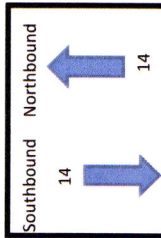
Christopher Quinn,
Sr. Deputy Prosecuting Attorney,
Civil Division

Satpal Singh Sidhu, County Executive

() Approved () Denied

Date Signed: _____

Standard Rd



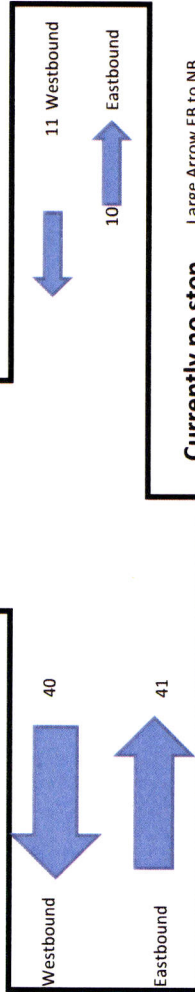
Recommendation:

Add stop control to Westbound Homesteader Rd, East of Standard Rd

Sight Distance to the east does not meet standards for stopping sight distance

WAC 468-95-29005 Traffic control devices for low-volume roads - stop and yield signs.

Change the Guidance of MUTCD Section 5B.02, Stop and Yield Signs, to become an Option and amend to read: STOP (R1-1) and YIELD (R1-2) signs may be considered for use on low-volume roads where engineering judgment or study, consistent with the provisions of Sections 2B.04 to 2B.10, indicates that either of the following conditions applies:
B. An intersection that has restricted sight distance for the prevailing vehicles speeds.



To SR-9

Homesteader Rd

East of intersection is gravel road

Currently no stop control

Large Arrow EB to NB
Large Arrow SB to WB
Striping indicates EB to NB and SB to WB have the ROW

Vicinity Map

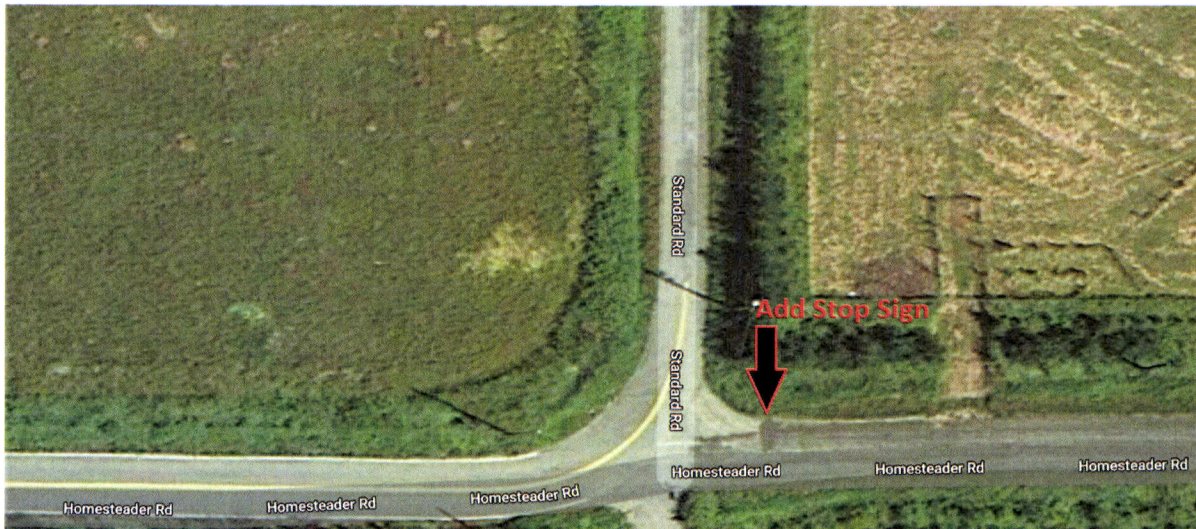


Homesteader Rd – Standard Rd Intersection Review

This review was at the request of Maya Henderson, 2938 Standard Rd, to consider the addition of a stop sign at this intersection on 7/26/2019.

The traffic study consisted of 3 traffic counts near the intersection, measuring sight distance, review of collisions, review of signs and markings, and measurement of road and shoulder. Homesteader Road and Standard Road both have a Federal Function Classification of Rural Local Access. Standard Road has two 9 foot BST driving lanes with 1 foot gravel shoulders; Homesteader Road has two 9 foot BST driving lanes with 1 foot gravel shoulders west of the intersection and a 14 foot wide gravel road east of the intersection. Both roads have speed limits of 35 mph per Whatcom County Code 10.04.050 Thirty-five miles per hour - Maximum generally.

Vicinity Map



Traffic Counts

Traffic counts were taken on Standard Road, north of Homesteader Road and Homesteader Road, east and west of Standard Road. These counts consisted of volume, speed and truck volume percentage.

WHATCOM COUNTY TRAFFIC COUNTS																				
ROAD NAME	LEG	CROSS ROAD	BEGAN	ENDED	TOTAL VOLUME		WEEKDAY	WEEKDAY	DIRECTIONAL VOLUME				SPEED (MPH)				CLASSIFICATION			
					ADT	ADT	PM PEAK	PM PEAK	DIR	ADT	DIR	ADT	DIR	85TH %	DIR	85TH %	DIR	TRUCKS	DIR	TRUCKS
					WEEKDAY	WEEKLY	TRAFFIC	TIME	N/E	N/E	S/W	S/W	N/E	N/E	S/W	S/W	N/E	N/E	S/W	S/W
HOMESTEADER RD	E	STANDARD RD	6/17/2020	6/25/2020	21	19	3	9:00	E	10	W	11	E	32.7	W	29.6	E	4.60%	W	4.50%
HOMESTEADER RD	W	STANDARD RD	6/17/2020	6/25/2020	81	74	9	15:00	E	41	W	40	E	30.0	W	31.6	E	23.00%	W	23.80%
STANDARD RD	N	HOMESTEADER RD	6/17/2020	6/25/2020	28	27	3	15:00	N	14	S	14	N	29.6	S	30.5	N	21.60%	S	20.40%

Sight Distance

Sight distance checks were performed on 07/28/2020 and the results are as follows:

Stopping sight distance for southbound Standard Rd at Homesteader Rd was inadequate. Stopping sight distance for westbound Homesteader Rd at Standard Rd was adequate. Stopping sight distance for eastbound Homesteader Rd at Standard Rd was adequate.

Collisions

A review of collisions that we have received from the Washington State Patrol showed there has been 1 collision in the past 5 plus years at the intersection from 01/01/2015 to 07/14/2020. No collisions were the result of failure to yield the right of way. The 1 property damage collision was a single vehicle collision where the vehicle went into the ditch and hit a power pole while exceeding a reasonably safe speed on compact snow and ice.

Signs and Markings

There are no stop or yield signs at this intersection. There is a One Direction Large Arrow Warning Sign (Right) for southbound traffic on Standard Rd and a One Direction Large Arrow Warning Sign (Left) for eastbound traffic on Homesteader Rd. Current markings of double no-pass are painted through the intersection and end approximately 65 feet north of the intersection on Standard Road. These markings would indicate that precedent is being given to the eastbound to northbound and southbound to westbound turning movements.

MUTCD Section 2b.04 Right-of-Way at Intersections

The Manual on Uniform Traffic Control Devices (MUTCD) is the standard for the installation of signs on roads in the United States. Guidelines within the manual help determine the proper locations to install traffic control devices.

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see [Section 1A.11](#)) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see [Sections 2B.08](#) and [2B.09](#)) or STOP (R1-1) signs (see [Sections 2B.05](#) through [2B.07](#)) on one or more approaches.

Guidance:

02 Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;

- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. *An 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;*
- B. *A street entering a designated through highway or street; and/or*
- C. *An unsignalized intersection in a signalized area.*

04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
- B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
- C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

05 *YIELD or STOP signs should not be used for speed control.*

WAC 468-95-29005 Traffic control devices for low-volume roads – Stop and yield signs.

Change the Guidance of MUTCD Section 5B.02, Stop and Yield Signs, to become an Option and amend to read:

STOP (R1-1) and YIELD (R1-2) signs (see Figure 5B-1) may be considered for use on low-volume roads where engineering judgment or study, consistent with the provisions of Sections 2B.04 to 2B.10, indicates that either of the following conditions applies:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule might not be readily apparent.
- B. An intersection that has restricted sight distance for the prevailing vehicles speeds.

Conclusion

Given that sight distance southbound on Standard Rd to the east is inadequate, and following the guidance of WAC 468-95-29005 subsection B, a stop sign is recommended for westbound Homesteader Rd at Standard Rd. This would be consistent with both: the current striping which gives precedent to the eastbound Homesteader Rd to northbound Standard Rd and southbound Standard Rd to westbound Homesteader Rd turn movements; and the current eastbound W1-6L One Direction Large Arrow (Left) warning sign and the southbound W1-6R One Direction Large Arrow (Right) warning signs.