

# ITEM 18-084

To hold a Public Hearing to consider and act on the removal of the stop sign on Hemlock Drive at the intersection of Hemlock Drive and Farwell Avenue, as recommended by the Police Chief, and pursuant to Section 282-6 (Stop and yield intersections) of the Cumberland Code



# Memo

To: Town Manager William Shane  
From: Police Chief Charles Rumsey  
CC:  
Date: May 22, 2018  
Re: Stop sign on Hemlock Drive at Prince Street

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Hemlock Drive is a residential street in Cumberland which connects to Pinewood and Farwell. Farwell is intersected by Balsam Drive and twice by Prince Street, a short loop which begins and ends on Farwell.

At the intersection of Hemlock and Prince Street, two stop signs are in place: one on Prince Street and one on Hemlock, stopping traffic heading west (toward Main Street).

The placement of the stop sign on Hemlock is unusual. The area is flat and level, and lines of sight on Farwell are unobstructed. All traffic is local (Farwell and Hemlock cannot be used as a cut-over from Main Street to Val Halla Road).

The Manual for Uniform Traffic Control Devices offers the following guidance regarding the placement of stop signs:

1. Stop signs should not be used for speed control.
2. In most cases, the roadway carrying the lowest volume of traffic should be controlled.
3. A stop sign should not be installed on the higher volume roadway unless justified by an engineering study.
4. The use of stop signs on the minor street approaches should be considered if engineering judgement indicates that a stop is always required because of one or more of the following conditions:
  - a. The vehicular traffic volumes on the through street or highway exceed more than 6,000 vehicles per day;
  - b. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
  - c. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a stop sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period.

I do not believe that any of the three conditions listed above exist for the stop sign on Hemlock:

1. Although it has not been measured, traffic volume on the street in question is undoubtedly far below 6,000 vehicles per day;
2. There is no restricted view by road users on Hemlock and Farwell; and
3. A 5 year search of crash records reveals no crashes on Hemlock at the intersection of Prince Street.

Based on all the foregoing information, I recommend that the stop sign on Hemlock at the intersection of Prince Street be removed.

I have attached a picture of the section of roadway on Hemlock where the stop sign is located. I have also attached a satellite picture of the entire street, for your reference.

Please let me know if you need any further information as you consider my recommendation.

*The following Code does not display images or complicated formatting. Codes should be viewed online. This tool is only meant for editing.*

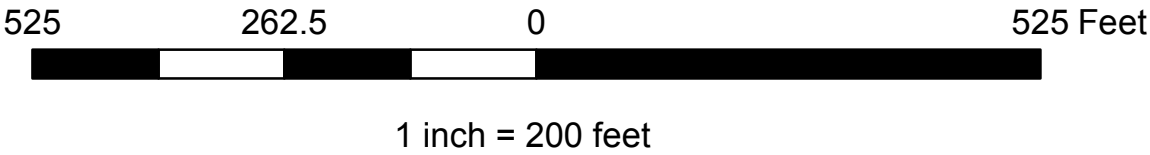
**§ 282-6 Stop and yield intersections.**

- A. Through streets designated. Those streets and parts of streets described in Schedule C[1] attached hereto and made a part hereof are hereby declared to be through streets for the purpose of this section.
- B. Signs required at through streets. Whenever this chapter designates and describes a through street, it shall be the duty of the Chief of Police or his or her designee, with the cooperation of the Public Services Department, to place and maintain a stop sign or, on the basis of an engineering and traffic investigation at any intersection, a yield sign on each and every street intersecting such through street unless traffic at any such intersection is controlled at all times by traffic control signals; provided, however, that at the intersection of two such through streets or at the intersection of a through street and a heavy traffic street not so designated, stop signs shall be erected at the approaches of either of said streets, as may be recommended to and voted by the Town Council, by the Chief of Police or his or her designee upon the basis of an engineering and traffic study.
- C. Other intersections where stop or yield required. The Chief of Police or his or her designee is to designate intersections where a particular hazard exists upon other than through streets and to determine and recommend to the Town Council:
  - (1) Whether vehicles shall stop at one or more entrances to any such intersection, in which event, upon vote of the Town Council, he or she shall cause to be erected a stop sign at every such place where a stop is required.
  - (2) Whether vehicles shall yield the right-of-way to vehicles on a different street at such intersection, in which event upon vote of the Town Council he shall cause to be erected a yield sign at every place where obedience is required.
- D. State approval. On state aid and state highways, the designation of through streets and the installation of stop and yield signs are subject to Maine Department of Transportation approval.

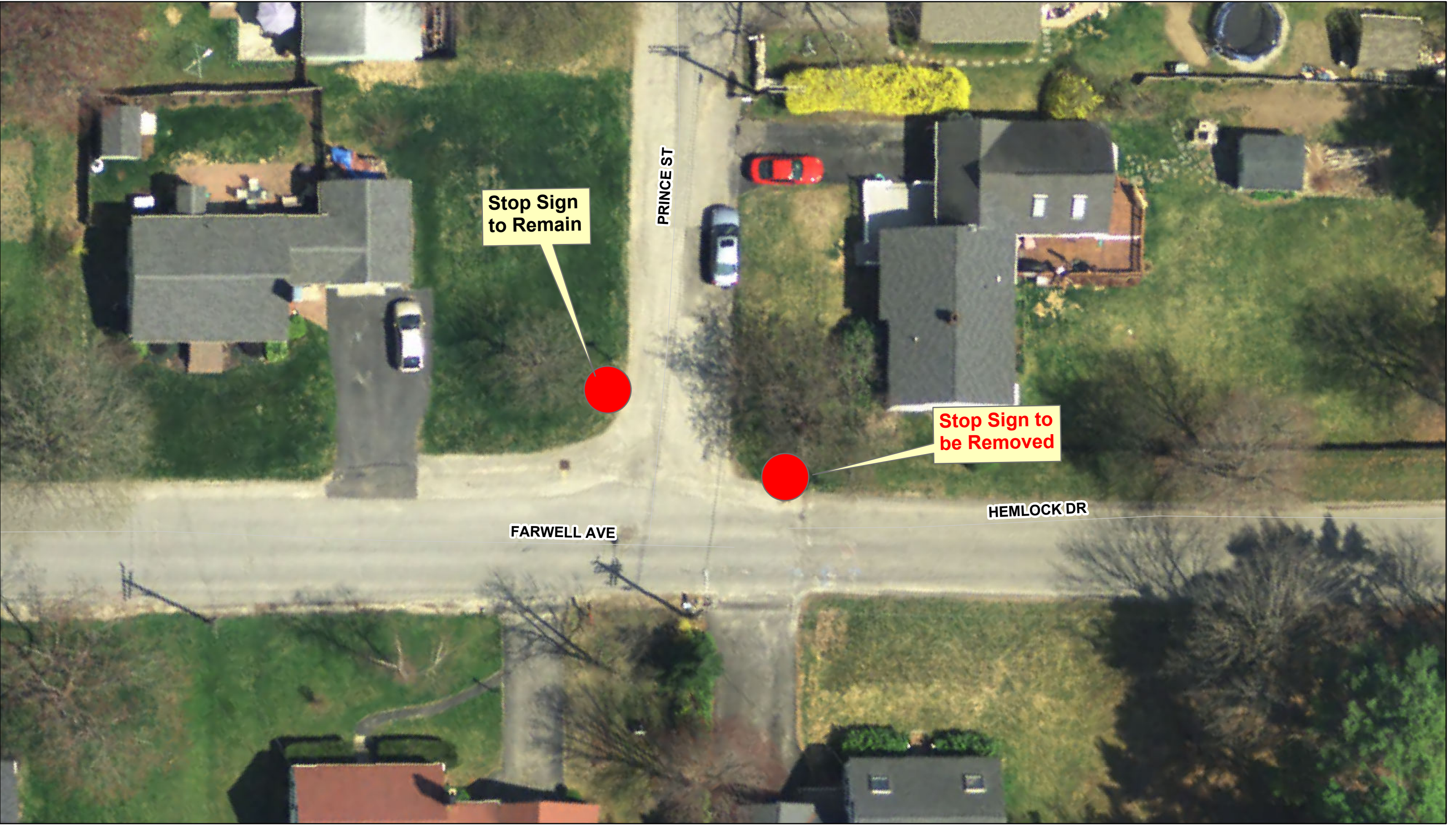




Farwell- Hemlock Stop Sign- June 2018







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