Santaquin
A Breath of Fresh Air

NOTICE

Notice is hereby given that the Mayor and City Council will hold a Work Session on October 26, 2011 in the Council Chambers, 45 West 100 South, beginning at 6:00 pm.

DISCUSSION ITEMS

1. Reed Price – Utah Lake Commission
2. Proposed City Standard Amendments
   a. Stop Signs
   b. Construction

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

CERTIFICATE OF MAILING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was e-mailed to the Payson Chronicle, Payson, UT, 84651.

SBFarnsworth

By: Susan B. Farnsworth, City Recorder

Posted:
City Offices
Post Office
Zions Bank

MINUTES OF A CITY COUNCIL WORK SESSION
HELD IN THE COUNCIL CHAMBERS
OCTOBER 26, 2011

The meeting was called to order by Mayor James E. DeGraffenried at 6:02 p.m. Council Members attending: James Linford, Rick Steele and Brent Vincent.

Others attending: City Manager Ben Reeves, Community Development Director Dennis Marker, Deputy Recorder Linda Midgley, Matt Carr, Christopher Clark, Lillian Clark, Mark Diamond, and Reed Price.

DISCUSSION ITEMS

Utah Lake Commission – Reed Price

Mayor DeGraffenried introduced Reed Price, the Director of the Utah Lake Commission. Council Member Linford is Santaquin's representative on the commission. Mr. Price gave a brief history of the Utah Lake Commission, which was formed in 2007 to discuss issues with the lake and to improve and promote its use. The Commission consists of representatives from the legislature, the state, various communities and the Central Utah Water Conservancy District.

Mr. Price said Santaquin City Planner Greg Flint approached him regarding the issues with Santaquin Waste Water. A representative of the Department of Environmental Quality met with Mr. Price, Mr. Flint and Community Development Director Dennis Marker to outline the process that would need to occur to discharge to Utah Lake. Mr. Flint presented Santaquin's information to the Utah Lake Technical Committee. The Committee felt their only issue with discharging to Utah Lake would be water quality.

Mr. Price read a letter that had been drafted on behalf of the Technical Committee committee. (See attachment A). The letter stated improving the lake water quality was a high priority goal, and accepting discharge from the City's lagoon system would negatively impact this goal. Mr. Price said this letter would be forwarded to the Utah Lake Governing Board and it was expected that they would endorse the letter.

Council Member Steele asked how many cities discharged in the lake. Mr. Price said they all do, some through treatment plants. Mr. Steele asked if all the discharge water was to Type 1 standards. Mr. Price said only Salem discharged Type 2 water.

City Manager Ben Reeves asked about the requirements to discharge into the lake. Mr. Price said a TMDL study would be required. The Commission is currently studying requiring phosphorus removal. Timpanogos has begun removing phosphorus from their discharge water. Mr. Steele said every farmer used phosphorus, and it all ends up in the lake. Mr. Price said the easiest point was to go to the sources.

Mayor DeGraffenried thanked Mr. Price for attending the meeting. Mr. Price said he looked forward to working with the City in the future.

Proposed City Standard Amendments – Stop Signs/Construction

Dennis Marker reviewed the MUTCD standards concerning appropriate intersection regulation. He said the standards are based on right of way standards, and recommended based on both through streets and the number of vehicles, bicycles

and pedestrian traffic. Things like sight visibility and slopes also impact the need for regulatory signs.

Clear view standards were reviewed. Stop sign standards require 35 feet of visibility on a through street, with five feet on the stop sign side. Yield sign standards require 45 feet on every leg of the intersection. A 4 way stop requires 5 feet of clear view on every side. Council Member Steele recommended work on clear view requirements start immediately.

In 2008, an inventory was done of all City stop signs, both planned and already in place. Developers are required to pay for stop signs with the development.
The number and location of accidents in intersection was reviewed. No areas of the City have specific issues.

The city of Cottonwood Heights put together a packet of standards, which includes a flow chart. A set of standards has been drafted for Santaquin, based partially on the Cottonwood Heights materials. The drafted information designates through streets, sign placement criteria, removal criteria, and a proposed process for sign placement or removal. Placing and removal of signs would begin with a citizen or City request, and follow the standards outlined in the chart, including an engineering study to show traffic volume and other impacting criteria.

Council Member Steele said he felt the stop signs were impeding traffic throughout the City. Mayor DeGraffenried agreed there were a lot of unnecessary signs. The Council discussed particular streets and difficulty in seeing some signs.

Council Member Linford asked about snow plow issues. Mr. Marker said the plows typically follow the same route, and the Public Works department could be asked to outline the route and see if changes to the signage would be appropriate. The Council will review the proposed standards and submit their comments to Mr. Marker.

General Discussion

Council Member Vincent asked if the sewer funds on the November ballot could only be used for an MBR. Mr. Reeves said according to the funding partners, the money could be used for any option in preliminary report engineering. The resolutions that were protested were for the MBR, so the wording on the ballot reflects that.

The meeting adjourned at 7:12 pm.

Approved on November 2, 2011.

James E. DeGraffenried, Mayor

Linda Midgley, Deputy Recorder

10/26/11
Work Session
Attachment "A"

UTAH LAKE COMMISSION

October 4, 2011

Mr. Greg Flint
275 West Main Street
Santaquin, UT 84655

Dear Mr. Flint,

I appreciate your recent report to the Utah Lake Commission Technical Committee regarding your community's need to expand its wastewater treatment capabilities. I hope that the feedback you received from the group helped you to better understand the potential impacts to Utah Lake, as well as the steps that will need to be followed should voters demand a change in course—a process that will be costly, time consuming, and may ultimately determine that the best course of action is the one that has already been selected.

The Utah Lake Master Plan, which is the comprehensive management plan for Utah Lake and has been adopted by the Utah Lake Commission, identifies improving water quality as a high priority goal for the lake. The goal states, "The lake features high quality water (chemically, biologically, and visually) that is free from deleterious contaminants and suitable for its beneficial uses."

After hearing about the different options that your city has, we feel that this long-term effort to improve water quality will be negatively impacted and take much longer if discharge from a lagoon system that is currently not discharging to Utah Lake were to be permitted.

We would strongly urge the community and its leaders to support wastewater treatment methods that will maintain or improve the water quality of Utah Lake.

Warm Regards,

Reed S. Price
Executive Director
Utah Lake Commission

cc: Mayor James DeGraffenried
Mr. James Linford
Mr. Dennis Marker

Utah Lake Commission
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www.utahlakecommission.org

MEMORANDUM

October 21, 2011

To: Mayor DeGraffenried and City Council
From: Greg Flint, City Planner
RE: Stop and Yield sign placement standards

Stop sign and yield sign standards

The attached stop sign and yield sign placement policy standards have been drafted based on the Manual on Uniform Traffic Control Devices (MUTCD) and other cities having adopted stop sign standards. Within the policy are items to consider when evaluating a controlled intersection as well as a possible procedure to request a stop or yield sign be installed or removed based on the evaluation criteria.

Attached supporting documentation

The following is a list of some of the data and standards that are used in creating and evaluating the stop and yield sign placement policy:

A – Santaquin City Stop Sign and Yield Sign Placement Policy
B – MUTCD Standards
C – Santaquin City Clear Corner Standards diagrams (Per Santaquin City Code §10-6-9)
D – Through Streets Map
E – Road Classification Map (Collector, Arterial, Local Streets)
F – Road Classification descriptions from Transportation Master Plan
G – Accident Map since January 1, 2008 – Present
H – Police Report of Accidents since January 1, 2008 – Present
I – Estimated traffic calculations of an intersection
J – Others cities policies – Cottonwood Heights, UT
K – Other cities polices – Stoughton, WI

Greg Flint
City Planner

Santaquin City
Stop Sign and Yield Sign Placement Policy

Policy Statement
The purpose of traffic control is to provide a safe environment for vehicular traffic as well as pedestrian and bicycle users in the public right-of-way.

Through Streets
Through street are roadways designed to serve the main travel routes within the city by limiting unnecessary stopping and slowing along the route. Signage should be limited or nonexistent on through streets, with cross streets at intersections having either stop or yield signs as appropriate.

North/South through Streets
900 East
690 East
Highland Drive/ SR 198
400 East (West of I-15)
200 East (North of Main St.)
Center Street/ Canyon Drive
200 West (South of Main St.)
Summit Ridge Parkway

East/West through Streets
400 North (West of I-15)
200 North/ Lark Lane
Highway 6 (Main Street)
300 South (East of I-15)
400 South (East of I-15)
Summit Ridge Parkway

Sign Placement Criteria
The following criteria will be used to evaluate if an intersection within Santaquin City warrants a stop sign or yield sign at the intersection. Criteria have been developed based on volume of vehicles, pedestrians and bicycles which use the intersection as well as sight visibility and crashes over time. One or more of the factors should be met to justify installing or removing a traffic control sign. The City Council may, at its discretion, approve or disapprove the placement of any sign that may or may not meet the criteria.

Stop sign Placement
1. Intersection of a less important road with a main road;
2. Intersection of a city street with a State or Federal Highway;
3. A street entering a through highway or street;
4. Where an intersection has more than 2000 units per day average of combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches;
5. Visibility around corners as determined by the city clear corner standards, or further defined as obscured vision, dips, or bumps that already require drivers to use lower operating speeds around the intersection (due to structures, trees, shrubbery or other non-removable sight obstructions);
6. Crash records indicate a problem with 5 or more crashes in a 3 year period or 3 or more crashes in a 2 year period for failing to yield to right-of-way;

7. Other considerations
    a. Intersection is a designated pedestrian or school walking route;
    b. Stop sign should not be used for speed control;
    c. Stop sign placed on approach with the lower traffic volume for two way stop control;
    d. The presence of steep hills, bus routes, parks, libraries, schools or other high volume vehicle, pedestrian or bicycle activity through the intersection.

Four-way stop sign Placement (used where traffic volume on intersecting roads is approximately equal)

1. The through street or higher volume street averages at least 300 vehicles per hour for any 8 hours on an average day;
2. The controlled street or lesser volume street averages at least 200 vehicles per hour for the same 8 hours;
3. Where two through streets intersect;
4. Other considerations;
    a. Intersection needs to control left turn conflicts;
    b. 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;

Yield sign Placement

1. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs.
2. Intersections where vehicles need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic of the through street or highway as determined by the city clear corner standards for yield controlled intersections.
3. A yield sign assigns right-of-way in an intersection.
4. When the ability to see all potentially conflicting traffic is sufficient to allow the road user traveling at the posted speed, the 85th percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.

Stop signs considered for Removal:

1. The stop sign is frequently violated;
2. The stop sign is used primarily for speed control;

Processing requests for signs

Requests for installing stop or yield signs shall be submitted to the (Police Chief/ Public Works Director/ City Manager/ Community Development Director) in writing requesting that a new stop sign or yield sign be installed. The () will determine if the requested sign is in conformance with this policy. The () will then make a recommendation to the City Council with the recommendation also being forwarded to the party making the request. The City Council will decide if the sign should be installed.

Removal of Stop or Yield Signs

Requests for removing installed stop or yield signs shall be submitted to the (Police Chief/ Public Works Director/ City Manager/ Community Development Director) in writing requesting that a stop sign or yield sign be removed. The () will determine if the requested sign is in conformance with this policy. The () will then make a recommendation to the City Council with the recommendation also being forwarded to the party making the request. The City Council will decide if the sign should be removed.

Other Considerations:

- Manpower and time to handle a traffic study (speed monitoring, automated traffic counters, pedestrian/ bike manual counting)
- Citizen public input on trouble spots in the city (Public hearing/ Open house)
- Notification of removal or installation of stop sign to affected neighborhood?
- Snow plow routes

Manual on Uniform Traffic Control Devices

for Streets and Highways

2009 Edition

U.S.Department of Transportation
Federal Highway Administration

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 4 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
SUNDAY (and times) (2 lines) (plaque)	R10-20aP	2B.53	24 x 18	24 x 18	—	—	—	—
Crosswalk, Stop on Red	R10-23	2B.53	24 x 30	24 x 30	—	—	—	—
Push Button To Turn On Warning Lights	R10-25	2B.52	9 x 12	9 x 12	—	—	—	—
Left Turn Yield on Flashing Red Arrow After Stop	R10-27	2B.53	30 x 36	30 x 36	—	—	—	—
XX Vehicles Per Green	R10-28	2B.56	24 x 30	24 x 30	—	—	—	—
XX Vehicles Per Green Each Lane	R10-29	2B.56	36 x 24	36 x 24	—	—	—	—
Right Turn on Red Must Yield to U-Turn	R10-30	2B.54	30 x 36	30 x 36	—	—	—	—
At Signal (plaque)	R10-31P	2B.53	24 x 9	24 x 9	—	—	—	—
Push Button for 2 Seconds for Extra Crossing Time	R10-32P	2B.52	9 x 12	9 x 12	—	—	—	—
Keep Off Median	R11-1	2B.57	24 x 30	24 x 30	—	—	—	—
Road Closed	R11-2	2B.58	48 x 30	48 x 30	—	—	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	2B.58	60 x 30	60 x 30	—	—	—	—
Weight Limit	R12-1,2	2B.59	24 x 30	24 x 30	36 x 48	—	—	36 x 48
Weight Limit	R12-3	2B.59	24 x 36	24 x 36	—	—	—	—
Weight Limit	R12-4	2B.59	36 x 24	36 x 24	—	—	—	—
Weight Limit	R12-5	2B.59	24 x 36	24 x 36	36 x 48	48 x 60	—	—
Weigh Station	R13-1	2B.60	72 x 54	72 x 54	96 x 72	120 x 90	—	—
Truck Route	R14-1	2B.61	24 x 18	24 x 18	—	—	—	—
Hazardous Material	R14-2,3	2B.62	24 x 24	24 x 24	30 x 30	36 x 36	—	42 x 42
National Network	R14-4,5	2B.63	30 x 30	30 x 30	36 x 36	36 x 36	—	42 x 42
Fender Bender Move Vehicles	R16-4	2B.65	36 x 24	36 x 24	48 x 36	60 x 48	—	48 x 36
Lights On When Using Wipers or Raining	R16-5,6	2B.64	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Turn On Headlights Next XX Miles	R16-7	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24
Turn On, Check Headlights	R16-8,9	2B.64	30 x 15	30 x 15	48 x 24	60 x 30	—	48 x 24
Begin, End Daytime Headlight Section	R16-10,11	2B.64	48 x 15	48 x 15	72 x 24	96 x 30	—	72 x 24

* See Table 9B-1 for minimum size required for signs on bicycle facilities

Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

07 **Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**

08 **Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 based on the number of approach lanes on the side street approach.**

Guidance:

09 *The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

Section 2B.04 Right-of-Way at Intersections

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.*

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

Support:

06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

08 *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**

- **A. If the signal indication for an approach is a flashing red at all times;**
- **B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- **C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

11 **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

12 **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

13 **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 **When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.**

02 **The STOP sign shall be an octagon with a white legend and border on a red background.**

03 **Secondary legends shall not be used on STOP sign faces.**

04 **At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.**

05 **The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.**

06 **Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.**

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 *Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.*

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques

R1-1 R1-3P R1-2 R1-2aP R1-10P

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment 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 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. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should 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.*

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. 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
D. 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.

Section 2B.08 YIELD Sign (R1-2)

Standard:

01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

01 YIELD signs may be installed:

A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**

03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**

02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**

03 **STOP signs and YIELD signs shall not be mounted on the same post.**

04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**

05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**

06 **No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*

08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

Support:

Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.

11 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

12 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.*

13 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*

14 *Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*

15 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*

16 *If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.*

Option:

17 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.

18 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.

Option:

20 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)

Standard:

01 **Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable.**

Guidance:

02 *If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.*

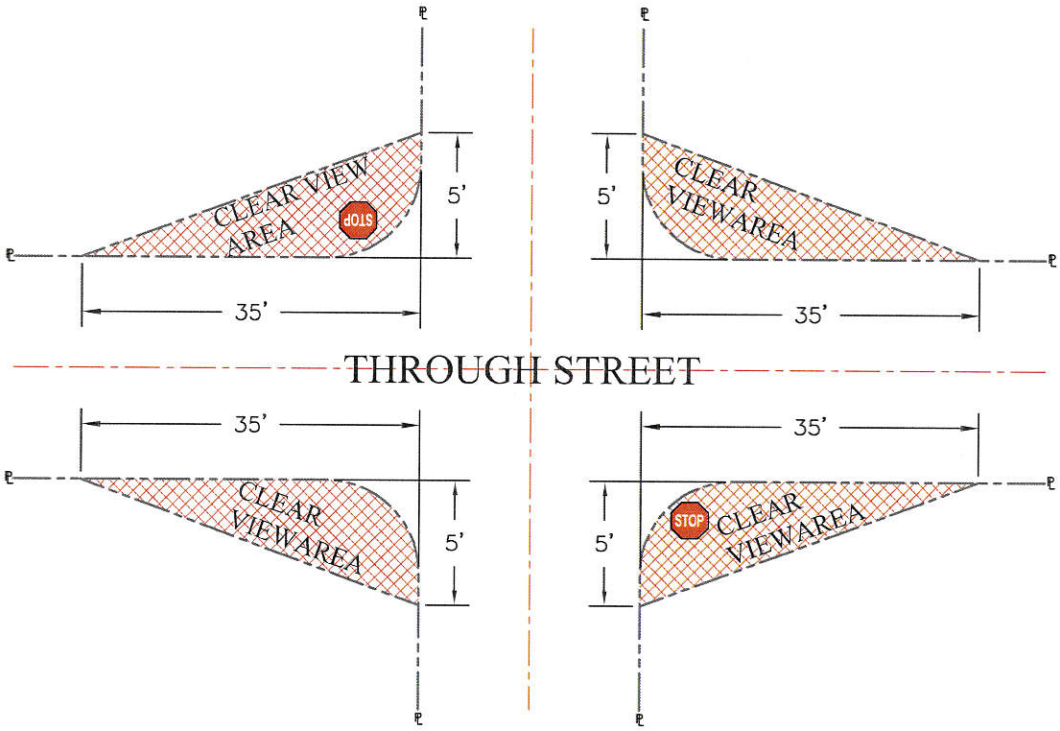
03 *Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.*

Option:

04 Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield (stop) even if yield (stop) lines are not used.

CLEAR VIEW REGULATIONS

2-WAY STOP CONTROLLED INTERSECTION

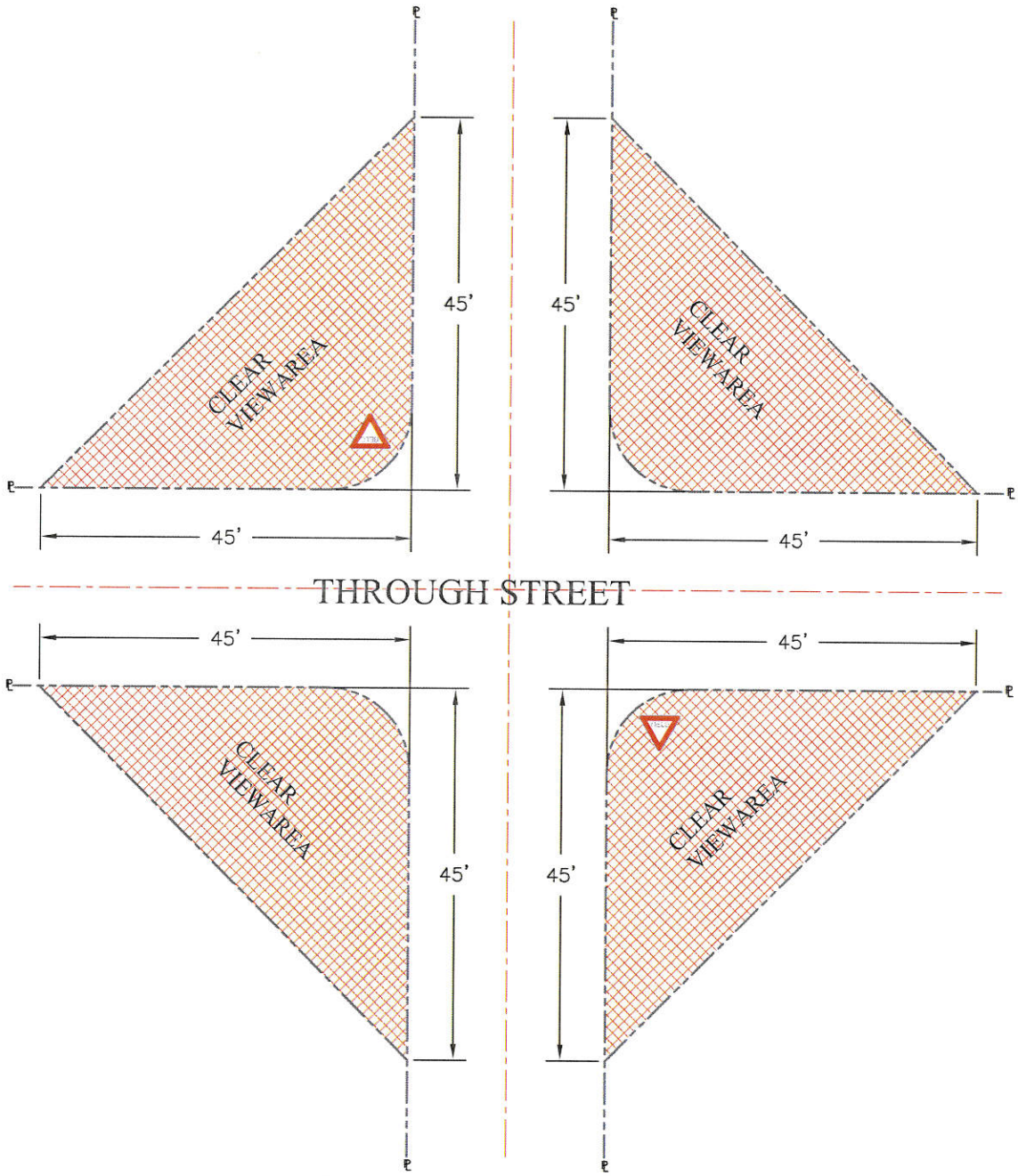


SANTAQUIN CITY CODE § 10-6-9-B1
CLEAR VIEW AREAS

NOT TO SCALE

CLEAR VIEW REGULATIONS

YIELD CONTROLLED INTERSECTION

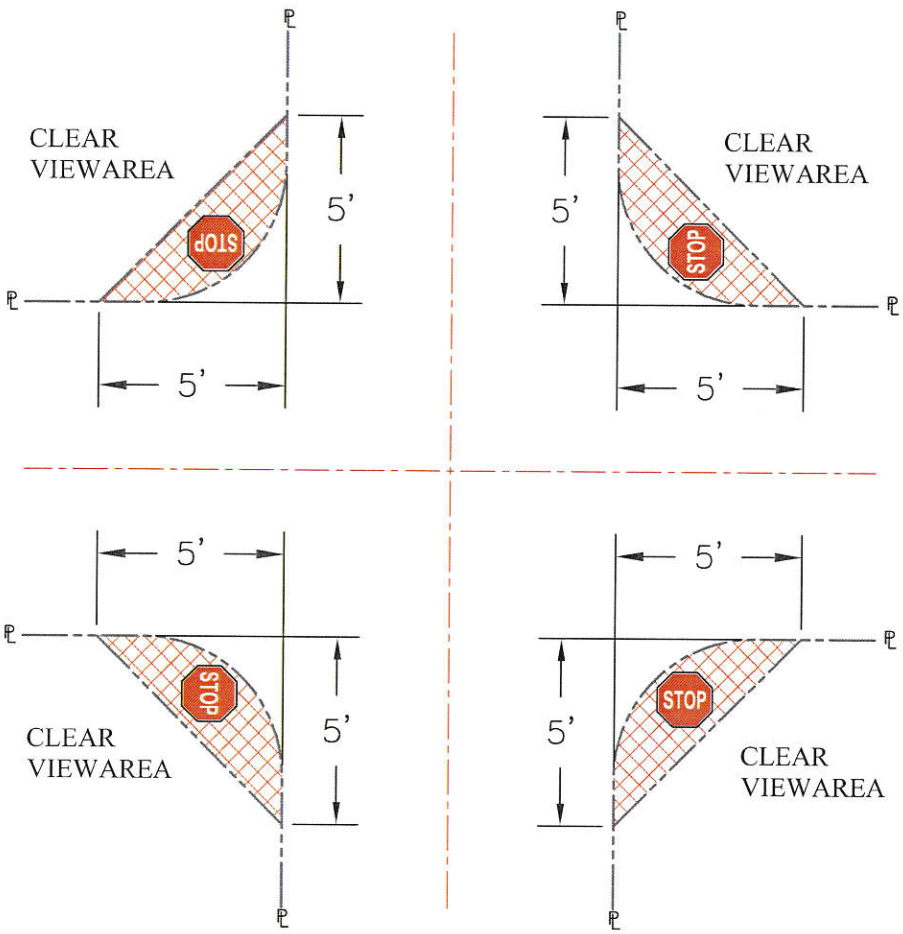


SANTAQUIN CITY CODE § 10-6-9-B2
CLEAR VIEW AREAS

NOT TO SCALE

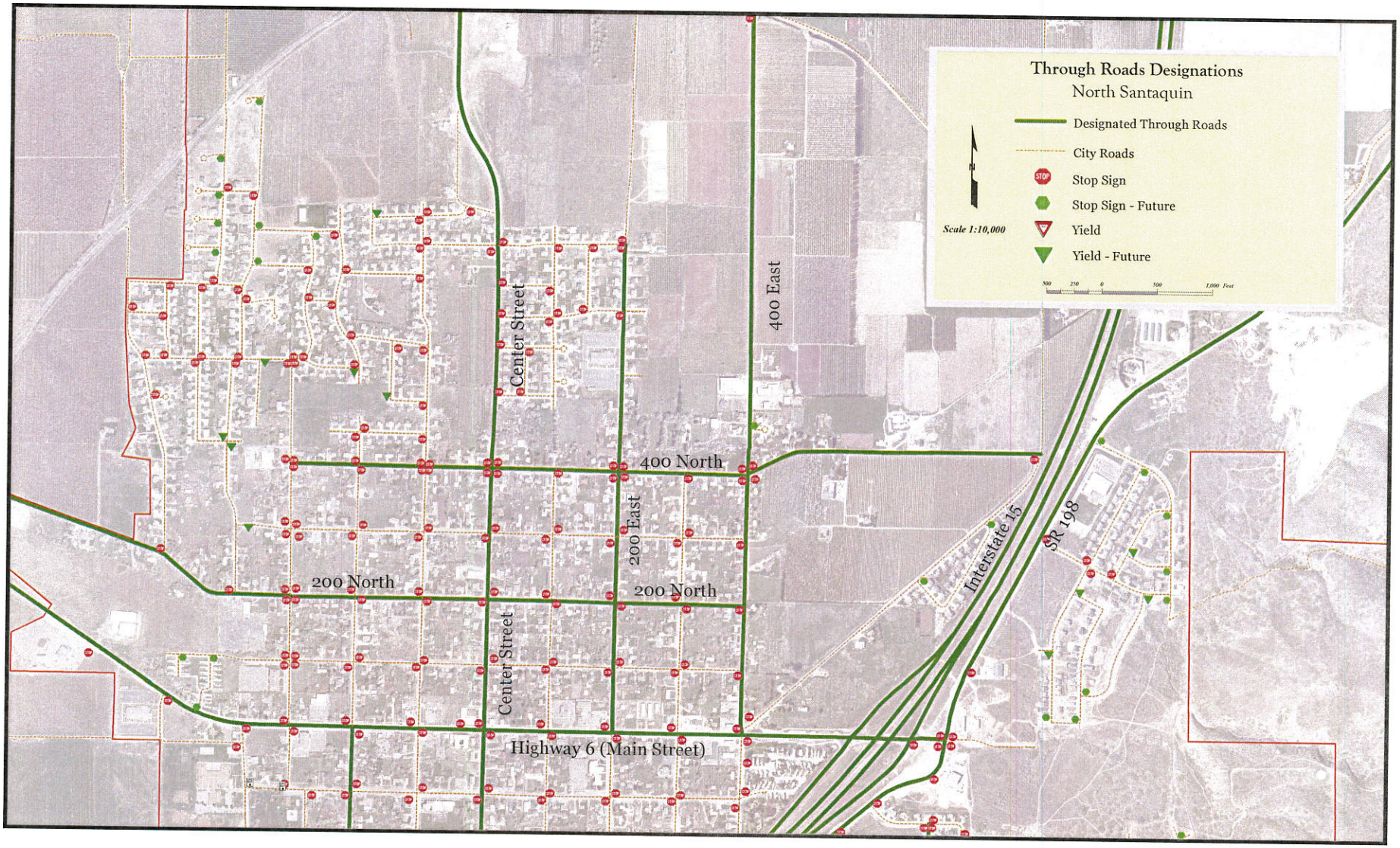
CLEAR VIEW REGULATIONS

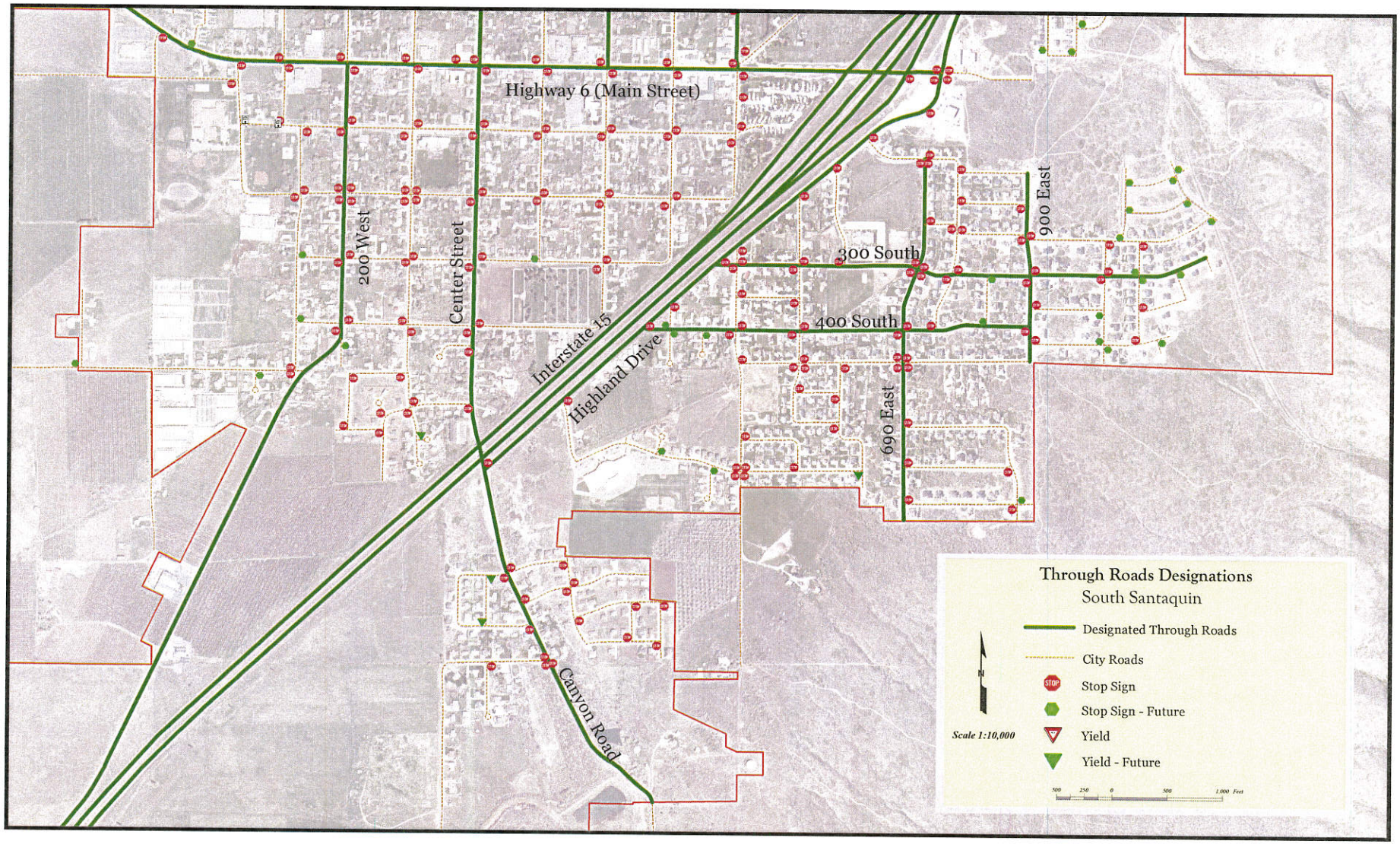
3 OR 4-WAY STOP CONTROLLED INTERSECTION

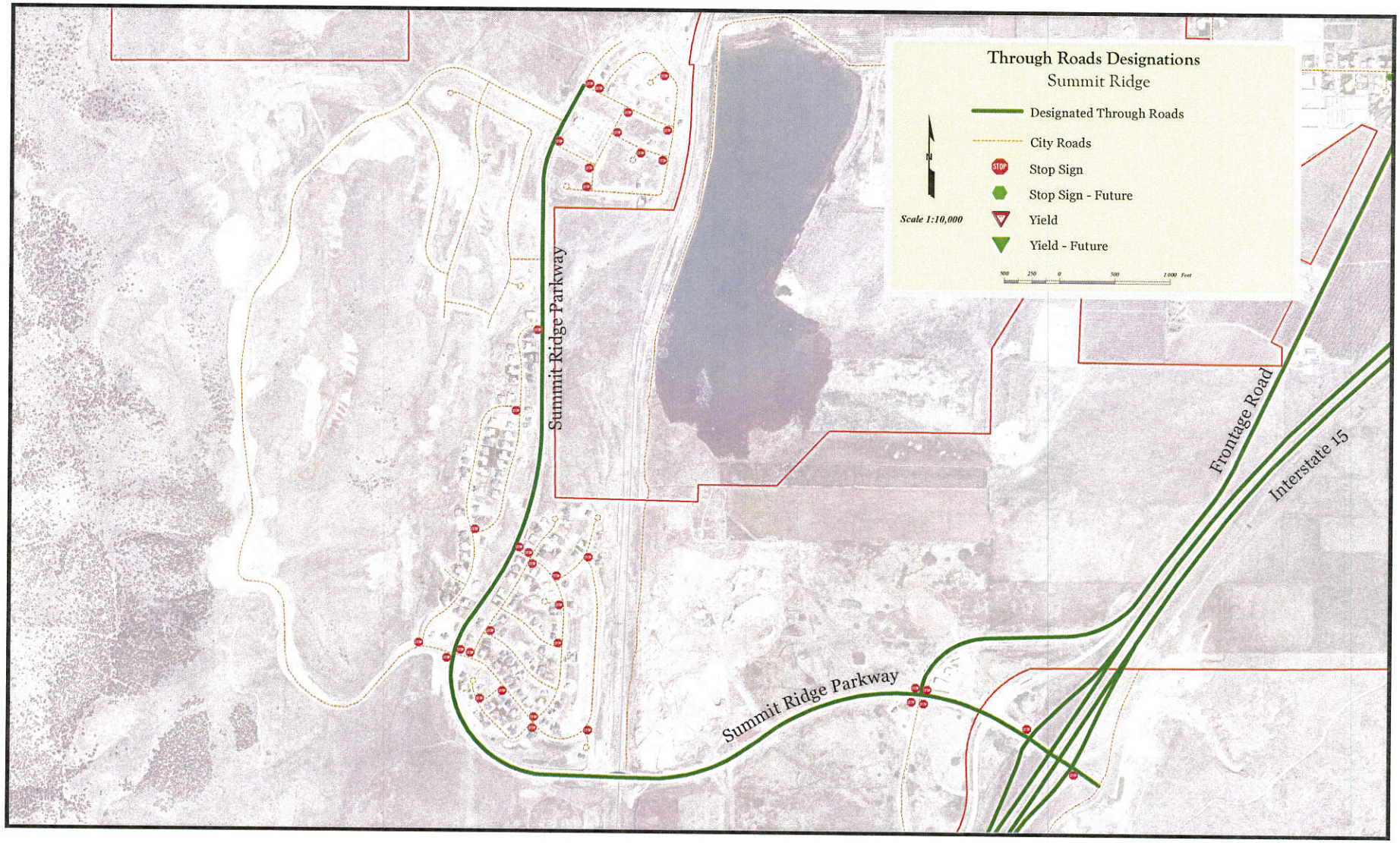


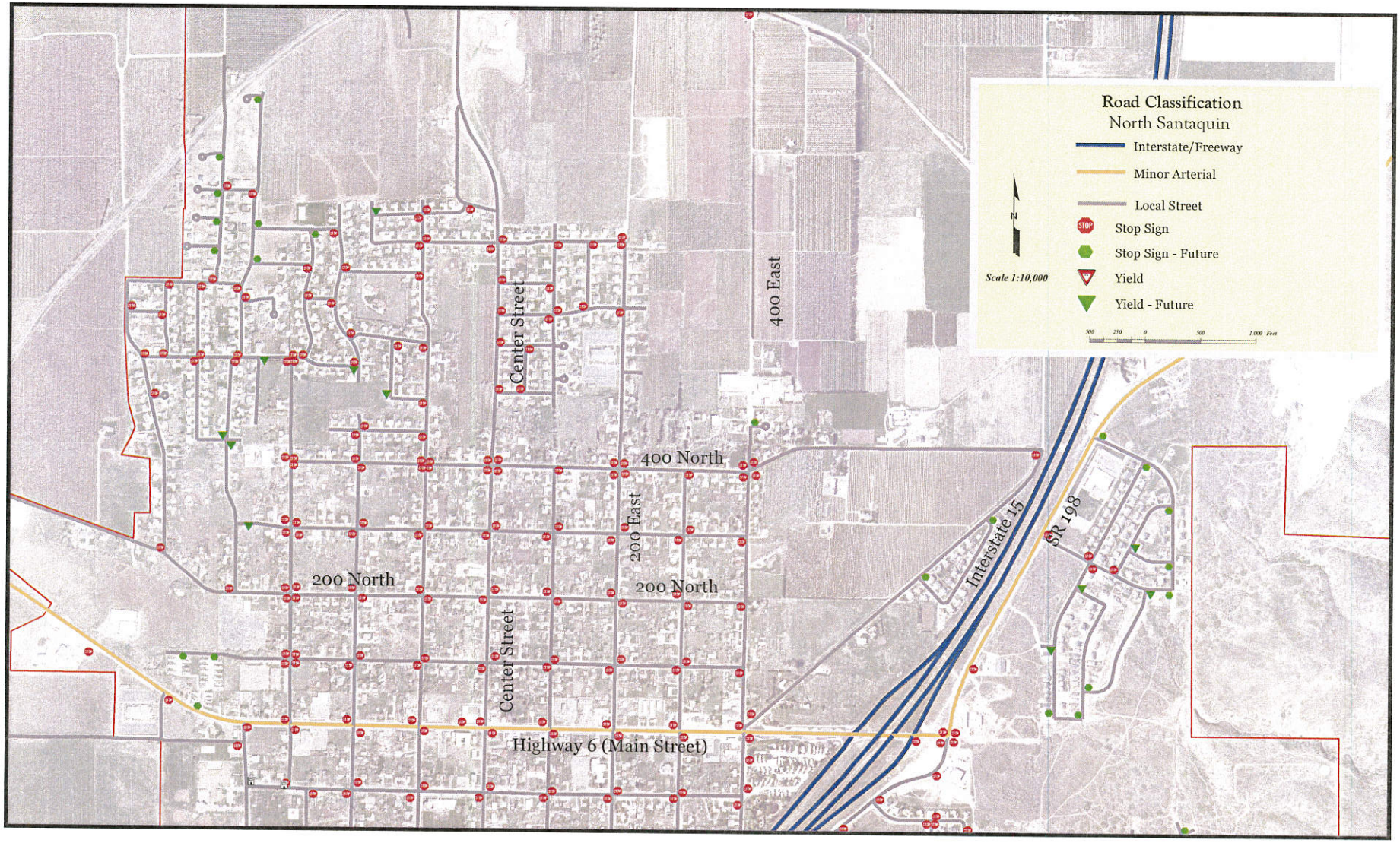
SANTAQUIN CITY CODE § 10-6-9-B3
CLEAR VIEW AREAS

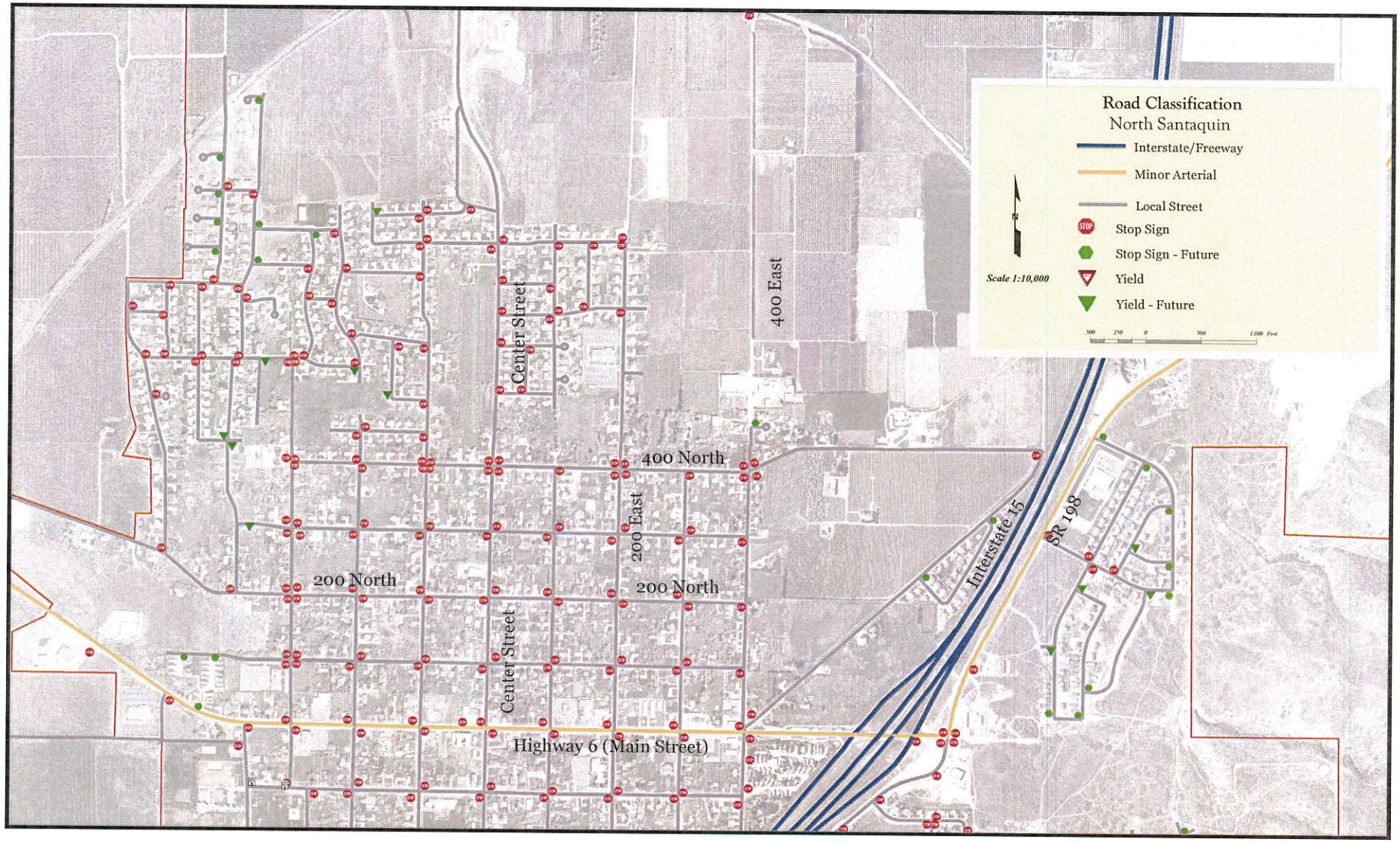
NOT TO SCALE

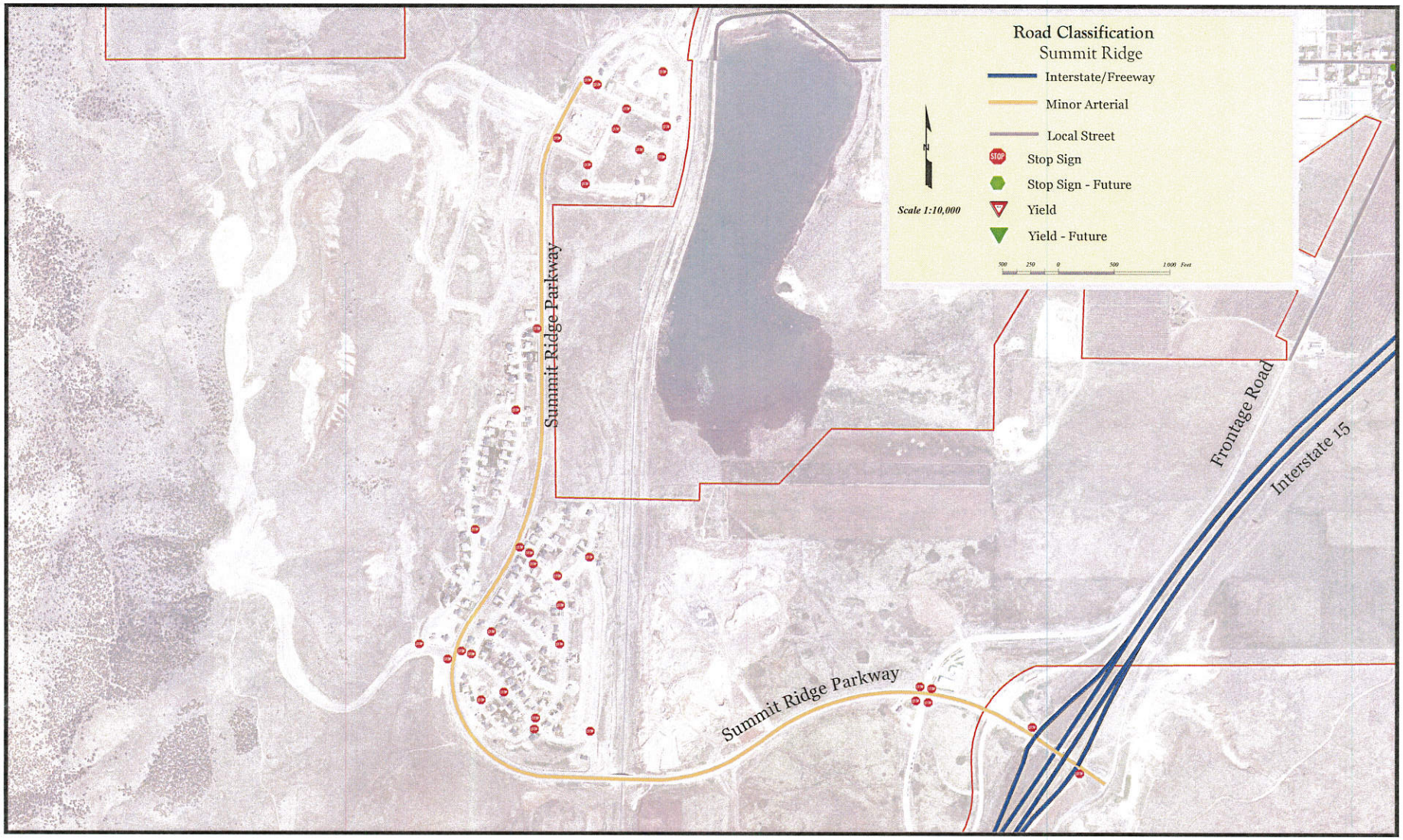

Through Roads Designations
North Santaquin
Designated Through Roads
City Roads
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
500 250 0 500 1,000 Feet
400 East
Center Street
400 North
200 East
200 North
200 North
Center Street
Interstate 15
SR 198
Highway 6 (Main Street)


Highway 6 (Main Street)
200 West
Center Street
Interstate 15
Highland Drive
300 South
400 South
900 East
690 East
Canyon Road
Through Roads Designations
South Santaquin
Designated Through Roads
City Roads
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000


Through Roads Designations
Summit Ridge
Designated Through Roads
City Roads
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
500 250 0 500 1,000 Feet
Summit Ridge Parkway
Summit Ridge Parkway
Frontage Road
Interstate 15


Road Classification
North Santaquin
Interstate/Freeway
Minor Arterial
Local Street
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
400 East
Center Street
400 North
200 East
200 North
200 North
Center Street
Interstate 15
SR 198
Highway 6 (Main Street)


Road Classification
North Santaquin
Interstate/Freeway
Minor Arterial
Local Street
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
400 East
Center Street
400 North
200 East
200 North
200 North
Center Street
Interstate 15
SR 198
Highway 6 (Main Street)


Road Classification
Summit Ridge
Interstate/Freeway
Minor Arterial
Local Street
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
500 250 0 500 1000 Feet
Summit Ridge Parkway
Summit Ridge Parkway
Frontage Road
Interstate 15

2 - Existing Conditions

This chapter explores the existing physical features and transportation system in Santaquin. Understanding the existing conditions is an important first step in developing a transportation plan specific to Santaquin's future needs. The existing street network and traffic patterns will serve as the basis for the future street network and in identifying future transportation conditions and needs. Additionally, existing topographic and physical features of the community may influence transportation improvements and should be recognized and considered in the development of the plan. The following transportation information has been collected and analyzed in this report:

- Functional classification of the transportation network.
- Average Daily Traffic (ADT) with peak - hour volumes.
- Turning movement traffic counts at selected intersections.
- Average delay and Level of Service at selected intersections.
- Roadway geometrics (lane and shoulder widths, speeds, parking, etc.).
- Recent accident records.
- Rail corridors.
- Land use characteristics (present and future).

2.1 Transportation Network

The transportation network is the circulatory system of the city: providing routes for the movement of goods, services, and people. Historically, the network for Santaquin City was laid out in a grid pattern, following the township and range quarter sections typical for agricultural areas. A grid network allows for the greatest accessibility and spreads local traffic over a number of streets. This street pattern generally minimizes travel lengths to get from one point to another, and most streets serve similar purposes. With the development that has occurred, much of the new transportation network has deviated from a grid network. Within the City, streets now serve different purposes including access, through travel, and distribution of travel. Accordingly, streets are classified by their function.

2.2 Existing Roadway Functional Classification

Roadways are classified by "function" according to guidelines prepared by the Federal Highway Administration (FHWA). Federal funding programs specifically apply to roadways with functional classifications of collector and above. (All existing functionally classified roadways are shown in Figure 2.1.)

Functional classification of roadways describes both the mobility and access characteristics of a roadway. For example, an interstate freeway occupies one end of a spectrum between mobility and access-providing traffic with greater mobility, and little access to adjacent lands. A cul-de-sac, at the opposite end of this spectrum, provides access to land, but offers very little movement of traffic. The Federal functional classifications are defined as follows.

Interstate and Freeway

Interstates or freeways are flowing, high speed facilities that are "access-controlled," where access is only provided through interchanges. The interchanges include grade separations between the freeway and the accessing roadway, and high speed on- and off-ramps. Through traffic is not impeded by cross traffic. In Santaquin City, I-15 to the east is the major North-South corridor through the region. The interstate promotes movement of traffic with limited access, high speeds, separated directional lanes, and grade-separated interchanges. The interstate is under the jurisdiction of the Utah Department of Transportation. There are no

Interstates or freeways under the jurisdiction of Santaquin City; however, I-15 plays a major role in conveying traffic in to and out of Santaquin City.

Principal Arterial

Principal arterials have high traffic volumes. These roadways contain the greatest proportion of through or long-distance travel. Access is limited to promote efficient traffic movement. Speeds are generally at least 35 to 45 mph in urban situations and parking is usually prohibited. Principal arterials are typically about a mile apart, but may be closer in more densely populated areas. Intersections are typically at-grade crossings. Many of the intersections are signalized, and signal placement and coordination of signal timing are critical to the operation of the arterial. There are no existing principal arterials under the jurisdiction of Santaquin City.

Minor Arterial

Roadways that often connect lesser roadways to principal arterials are classified as minor arterials. Minor arterials usually have capacity sufficient to carry 2 or 4 lanes of through traffic and have curb, gutter, and sidewalk along both sides. Minor arterials also typically include left turn lanes at intersections or continuous two-way left turn lanes. The predominant function of minor arterials is to provide movement of through traffic, but they also provide considerable access for local traffic that originates or is travelling to points along the corridors. Often minor arterials become boundaries to neighborhoods, and serve less concentrated developments such as neighborhood shopping centers or schools.

Urban speeds are generally in the range of 35 to 40 mph. Access may be restricted and parking is often prohibited in an urban situation. There are no roads maintained by Santaquin that are classified as minor arterials. US-6 (Main Street) and a portion of State Road 198 (SR-198) are minor arterials on the state highway system, and connect to I-15.

Collector

A collector is intended to concentrate residential and/or rural traffic and direct it to the arterial system. Collectors usually include two lanes of through traffic and have curb, gutter and sidewalk along both sides. Collectors often include left-turn lanes at intersections or continuous two-way left turn lanes. To preserve neighborhood driving conditions, collectors are generally spaced every half mile and do not cross arterials. Direct access to adjoining property is common and often essential. Operating speeds are generally in the 25 to 35 mph range. Parking is acceptable, but may be limited. Collectors are, in some cases, sub-categorized into major and minor collectors. Major collectors tend to connect important regional facilities directly to the arterials, while minor collectors usually connect to the local roads. Currently, there are no facilities that are configured to operate as collectors in Santaquin City. Over time and as traffic increases, certain Santaquin roadways will need to function as collectors.

Local Streets

Local streets constitute all the remaining City-operated roads. Local streets typically consist of 2 lanes and shoulders, with curb, gutter and sidewalks present in some locations. Local roads are the capillaries of the current Santaquin City transportation network, providing direct access to public facilities, businesses, and private property. In the original town core, existing streets typically include 20-24 feet of paved surface, with minimal or unimproved shoulders and no curb and gutter. A number of the City's local streets have irrigation ditches adjacent to the roadway. Subdivisions constructed between 2002 and 2006 were built with asphalt widths of 37-48 feet. These had curbing and connected sidewalk. Since 2006, street widths were reduced to between 29 and 38 feet with curb, gutter, parking strips, and sidewalk.

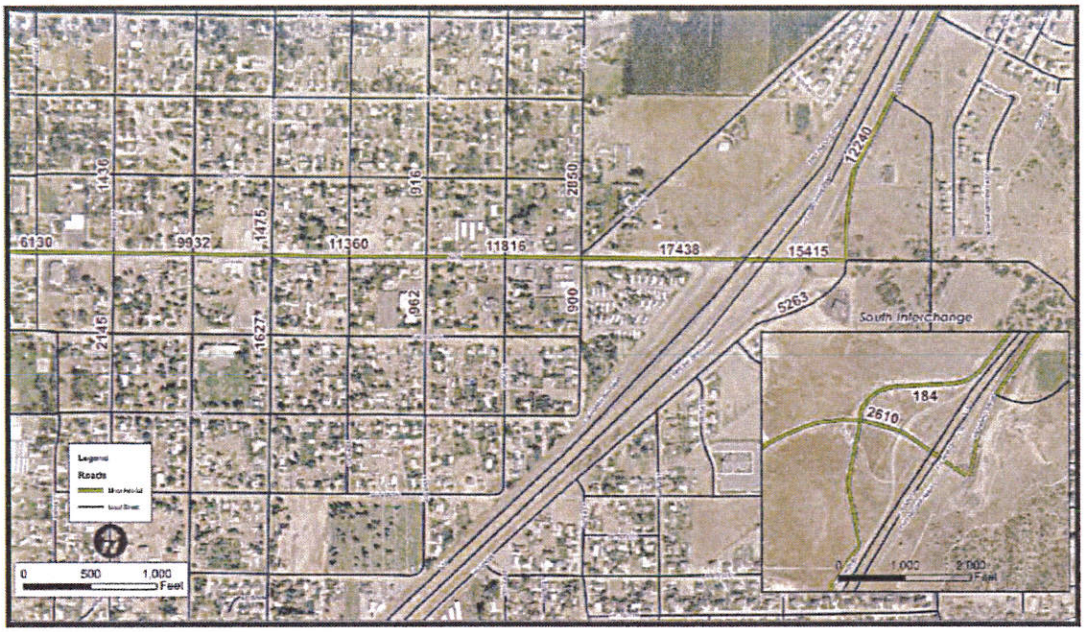


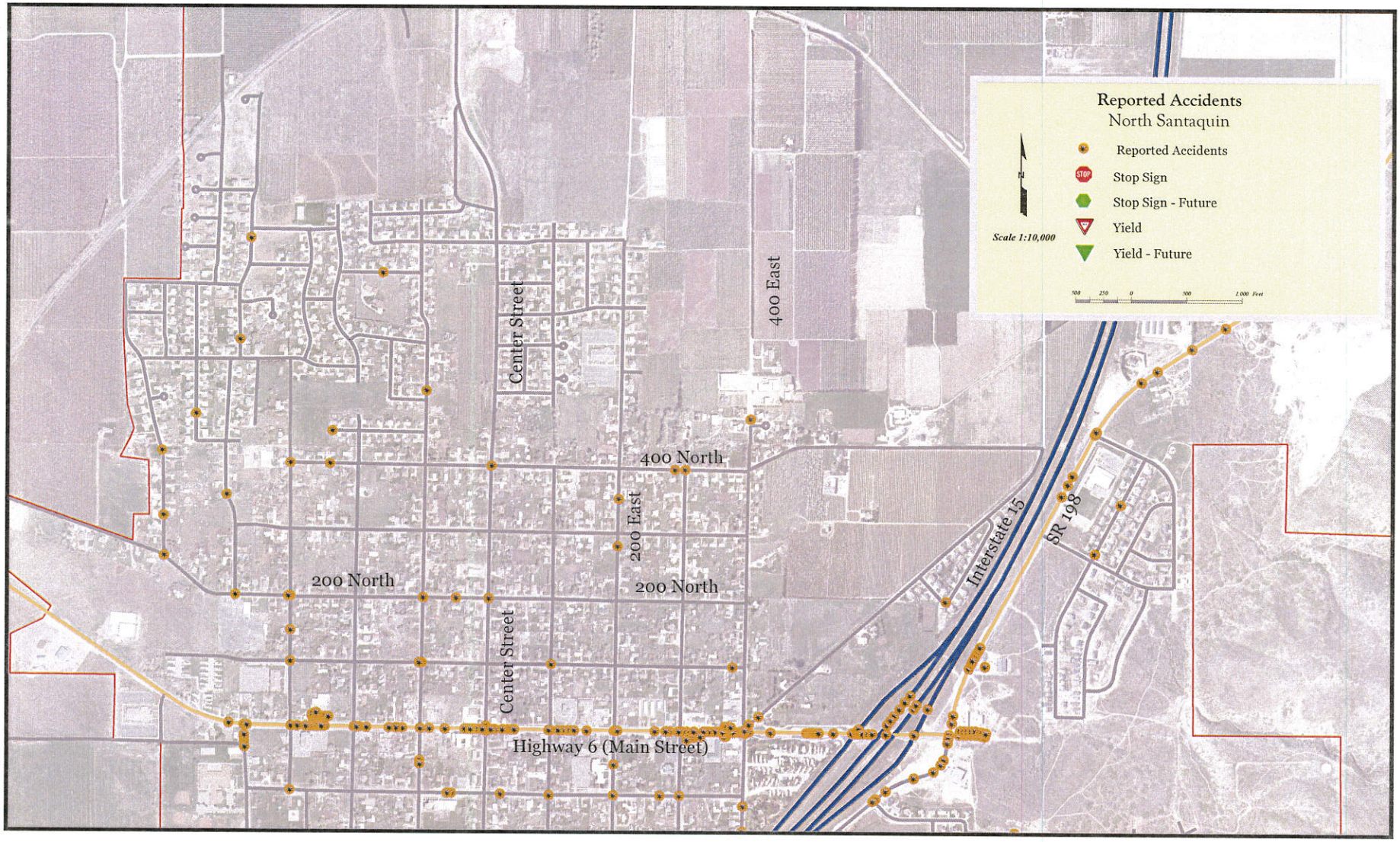
Figure 2.1 Existing Average Daily Traffic and Roadway Classification

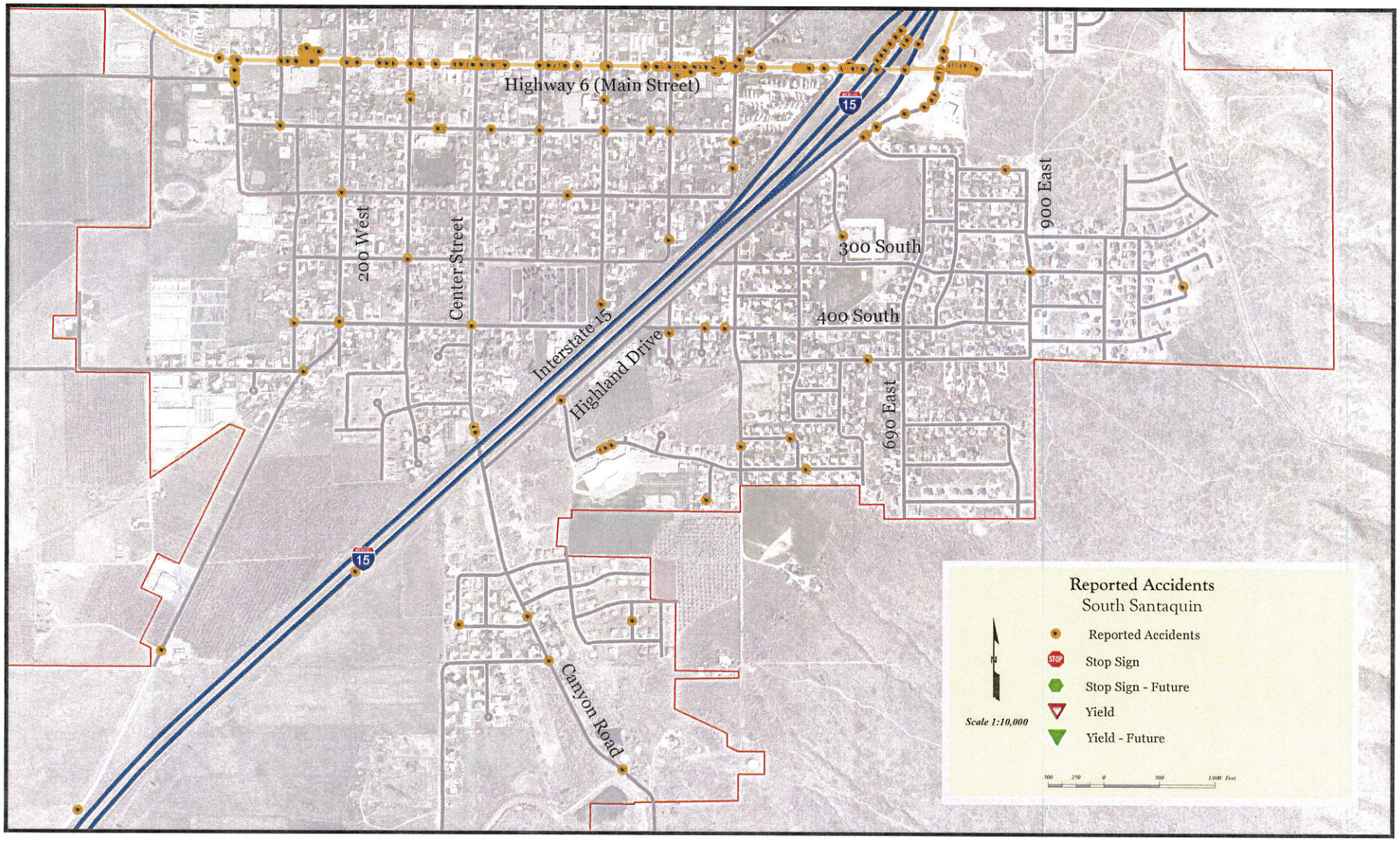
2.3 Existing Traffic Volumes

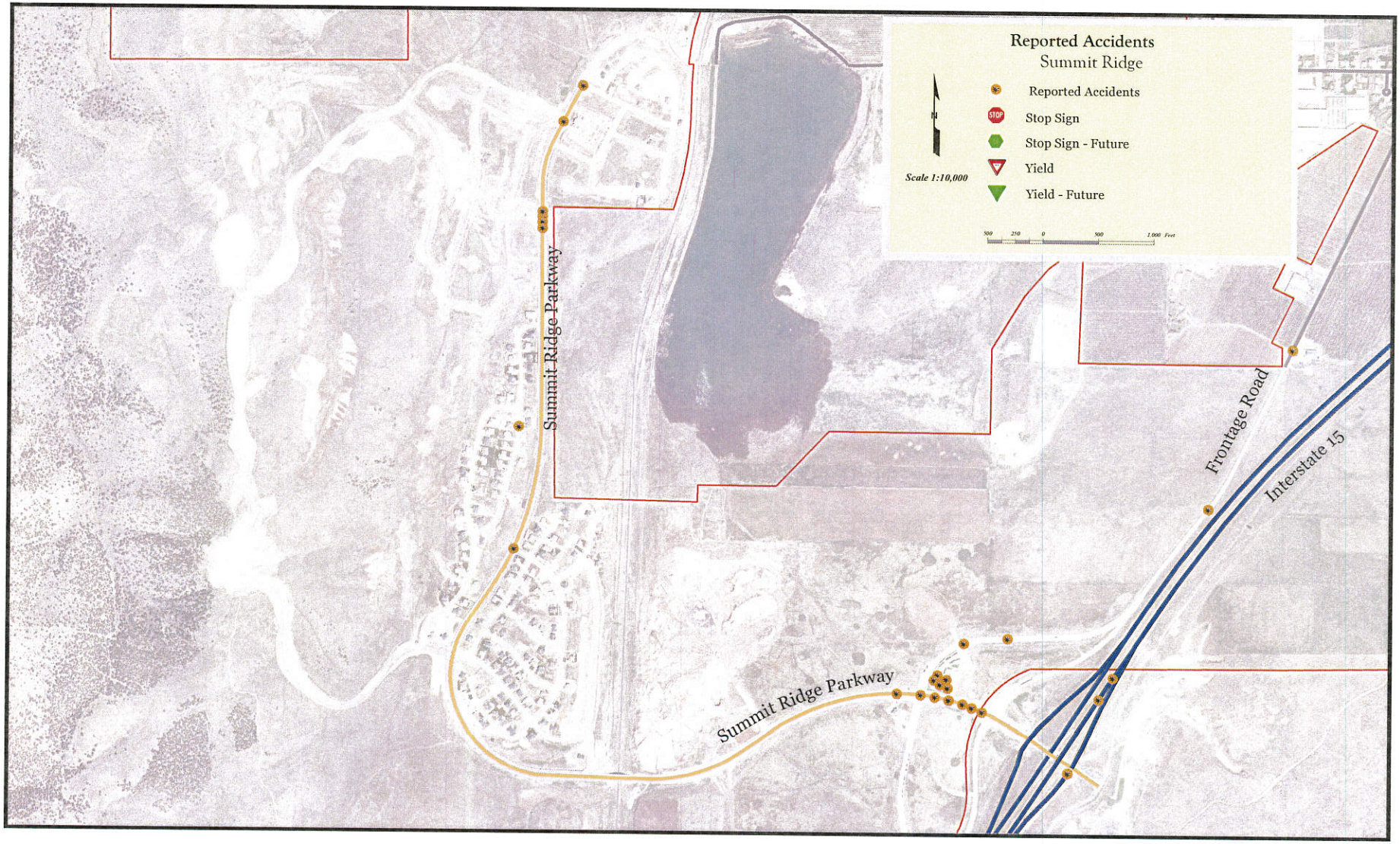
Average Daily Traffic (ADT) counts (shown in Figure 2.1) were collected with automatic counters at a total of 16 locations throughout the study area. Counts were collected in August, 2007. Additionally, counts at 4 locations were conducted in 2006 by UDOT. From these counts, correlations between the afternoon peak hour traffic and the ADT in the study area were determined. The morning peak hour is 7:00 AM to 8:00 AM and the afternoon peak hour is from 4:30 PM to 5:30 PM

The afternoon peak hour traffic volume is approximately 7.2% of the ADT on Main Street and 8% on local streets. On average, urban areas should expect peak hour values in the range of the 9.5% to 10% of the ADT. Afternoon peak data is typically used for analysis, as it represents a worst case scenario.

Figure 2.2 shows the measured hourly traffic on Main Street. Traffic volumes during the day vary; but are heavier during the PM peak hour than during either the AM peak hour or noon time peak.


Reported Accidents
North Santaquin
Reported Accidents
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
500 250 0 500 1,000 Feet
400 East
Center Street
400 North
200 East
200 North
200 North
Center Street
Highway 6 (Main Street)
Interstate 15
SR 198


Highway 6 (Main Street)
200 West
Center Street
Interstate 15
Highland Drive
300 South
400 South
900 East
690 East
Canyon Road
15
15
Reported Accidents
South Santaquin
Reported Accidents
Stop Sign
Stop Sign - Future
Yield
Yield - Future
N
Scale 1:10,000
500 250 0 500 1000 Feet


Reported Accidents
Summit Ridge
Reported Accidents
Stop Sign
Stop Sign - Future
Yield
Yield - Future
Scale 1:10,000
500 250 0 500 1,000 Feet
Summit Ridge Parkway
Summit Ridge Parkway
Frontage Road
Interstate 15

Santaquin Police Department

Law Incident Summary Report, by Nature

Agency: Santaquin PD

Number	Time and Date	Nature	Address	Location	Dsp
08SQ00088	06:32:49 01/09/08	Accident-Pd	130 S HIGHLAND DR, Santaquin, UT	SQ080	CLO
08SQ00178	12:37:51 01/12/08	Accident-Pd	120 E MAIN ST; ZIONS BANK, Santaquin, UT	SQ120	CLO
08SQ00181	20:54:54 01/12/08	Accident-Pd	true value, Santaquin, UT		CLO
08SQ00293	16:07:09 01/18/08	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR, Santaquin, UT	SQ050	CLO
08SQ00297	00:08:42 01/19/08	Accident-Pd	362 E 100 NORTH ST, Santaquin, UT	SQ010	CLO
08SQ00412	17:43:09 01/24/08	Accident-Pd	N CENTER ST & E MAIN ST; SR74, Santaquin, UT	SQ030	CLO
08SQ00413	17:49:14 01/24/08	Accident-Pd	130 S HIGHLAND DR, Santaquin, UT	SQ080	CLO
08SQ00414	18:21:38 01/24/08	Accident-Pd	278 N 200 EAST ST, Santaquin, UT	SQ060	CLO
08SQ00421	08:58:18 01/25/08	Accident-Pd	800 E 150 NORTH ST, Santaquin, UT	SQ080	CLO
08SQ00439	00:27:54 01/27/08	Accident-Pd	350 E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ00463	13:32:22 01/29/08	Accident-Pd	406 S 300 EAST ST, Santaquin, UT	SQ120	REF
08SQ00540	18:23:00 02/01/08	Accident-Pd	35 E MAIN ST, Santaquin, UT	SQ090	CAA
08SQ00705	07:58:20 02/15/08	Accident-Pd	601 E 450 SOUTH ST, Santaquin, UT	SQ020	CLO
08SQ00741	08:05:25 02/19/08	Accident-Pd	300 w 200 n, Santaquin, UT		CLO
08SQ00925	11:34:08 02/29/08	Accident-Pd	330 E MAIN ST;conoco, Santaquin, UT	SQ080	CLO
08SQ01142	11:31:12 03/17/08	Accident-Pd	200 W 200 SOUTH ST, Santaquin, UT	SQ070	CLO
08SQ01152	08:30:29 03/18/08	Accident-Pd	47 S 100 WEST ST, Santaquin, UT	SQ030	CLO
08SQ01446	15:15:27 04/02/08	Accident-Pd	25 S 400 WEST ST; SANTAQUIN ELEMENTARY, Santaquin, UT	SQ070	CLO
08SQ01458	13:26:06 04/03/08	Accident-Pd	169 W 690 NORTH ST, Santaquin, UT	SQ050	CLO
08SQ01478	18:44:04 04/04/08	Accident-Pd	576 S 500 EAST ST, Santaquin, UT	SQ130	CLO
08SQ01798	20:20:00 04/22/08	Accident-Pd	390 E MAIN ST; CHEVRON, Santaquin, UT	SQ080	CLO
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08SQ02040	08:39:51 05/09/08	Accident-Pd	100 N SR 198 HWY, Santaquin, UT	SQ080	CLO
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08SQ02160	15:12:34 05/20/08	Accident-Pd	I15N X242 ON, Santaquin, UT	UC760	CLO
08SQ02170	07:19:54 05/21/08	Accident-Pd	400 E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ02272	17:34:13 05/29/08	Accident-Pd	2 I15S X244 OFF; X244, Santaquin, UT	SQ010	CLO
08SQ02454	17:46:51 06/01/08	Accident-Pd	285 N PEACH ST, Santaquin, UT	SQ080	CLO
08SQ02481	13:13:29 06/03/08	Accident-Pd	340 E MAIN ST; FIVE BUCK PIZZA, Santaquin, UT	SQ080	REF
08SQ02680	16:04:50 06/17/08	Accident-Pd	124 N SR 198 HWY; STRINGHAMS TRU VALUE, Santaquin, UT	SQ080	CLO
08SQ02695	11:39:39 06/18/08	Accident-Pd	476 N 450 WEST ST, Santaquin, UT	SQ140	CLO

Number	Time and Date	Nature	Address	Location	Dsp
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08SQ02975	17:51:59 07/02/08	Accident-Pd	500 E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ03026	20:53:01 07/08/08	Accident-Pd	2 I15N X244 OFF; X244, Santaquin, UT	SQ080	CAA
08SQ03073	19:27:49 07/14/08	Accident-Pd	741 N 350 WEST ST, Santaquin, UT	SQ140	CLO
08SQ03078	12:40:56 07/15/08	Accident-Pd	300 W MAIN ST, Santaquin, UT	SQ040	CLO
08SQ03343	12:42:14 07/29/08	Accident-Pd	45 N ORCHARD LN, Santaquin, UT	SQ010	CLO
08SQ03482	11:28:00 08/08/08	Accident-Pd	120 E MAIN ST; ZIONS BANK, Santaquin, UT	SQ120	CLO
08SQ03718	18:05:41 08/27/08	Accident-Pd	285 E MAIN ST; SINCLAIR, Santaquin, UT	SQ060	CLO
08SQ04041	00:08:09 09/20/08	Accident-Pd	290 W MAIN ST, Santaquin, UT	SQ050	CLO
08SQ04192	18:43:01 10/01/08	Accident-Pd	300 E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ04425	19:53:25 10/20/08	Accident-Pd	E MAIN ST, Santaquin, UT	SQ080	CJA
08SQ04461	11:04:27 10/24/08	Accident-Pd	355 E MAIN ST; CRAZY DAISY, Santaquin, UT	SQ010	CLO
08SQ04705	18:46:08 11/11/08	Accident-Pd	242 W 450 NORTH ST, Santaquin, UT	SQ040	CLO
08SQ04716	09:44:23 11/13/08	Accident-Pd	275 W MAIN ST; 14JPD, Santaquin, UT	SQ070	CLO
08SQ04741	16:18:31 11/15/08	Accident-Pd	400 e MAIN St, Santaquin, UT		CLO
08SQ04747	14:13:37 11/16/08	Accident-Pd	580 S CENTER ST, Santaquin, UT	SQ030	CLO
08SQ04806	17:11:56 11/20/08	Accident-Pd	I15N X244 OFF & E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ05069	15:39:10 12/14/08	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR, Santaquin, UT	SQ050	CLO
08SQ05128	00:15:24 12/20/08	Accident-Pd	400 E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ05244	16:48:03 12/26/08	Accident-Pd	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
09SQ00029	12:10:04 01/03/09	Accident-Pd	50 W 200 NORTH ST, Santaquin, UT	SQ090	CLO
09SQ00223	12:06:10 01/23/09	Accident-Pd	N CENTER ST & E MAIN ST, Santaquin, UT	SQ030	CAA
09SQ00288	09:25:29 01/26/09	Accident-Pd	40 E MAIN ST;santaqueen drivein, Santaquin, UT	SQ120	CLO
09SQ00299	10:41:33 01/27/09	Accident-Pd	1431 S SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ00301	12:58:44 01/27/09	Accident-Pd	1431 S SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ00597	14:25:51 02/12/09	Accident-Pd	330 E MAIN ST; CONOCO, Santaquin, UT	SQ080	CLO
09SQ00603	09:05:58 02/13/09	Accident-Pd	500 e highland, Santaquin, UT		CLO
09SQ00613	16:30:40 02/15/09	Accident-Pd	658 S 350 EAST ST, Santaquin, UT	SQ120	CLO
09SQ00638	17:52:06 02/17/09	Accident-Pd	S SOUTH RIDGE FARMS RD, Santaquin, UT	SQ150	CLO
09SQ00913	10:20:26 03/04/09	Accident-Pd	285 E MAIN ST; SINCLAIR, Santaquin, UT	SQ060	CAA
09SQ01043	15:49:37 03/13/09	Accident-Pd	168 E 610 SOUTH ST; ORCHARD HILLS ELEMEN, Santaquin, UT	SQ120	CLO
09SQ01049	21:51:33 03/14/09	Accident-Pd	55 S HIGHLAND DR; TERRYS TIRES, Santaquin, UT	SQ080	CLO
09SQ01121	11:58:15 03/20/09	Accident-Pd	40 E MAIN ST; SANTAQUEEN, Santaquin,	SQ120	CLO

Number	Time and Date	Nature	Address	Location	Dsp
09SQ01151	15:52:08 03/23/09	Accident-Pd	I15N X244 OFF & E MAIN ST, Santaquin, UT	SQ080	CLO
09SQ01192	13:05:54 03/29/09	Accident-Pd	400 e 1500 n, Santaquin, UT	SQ060	CAA
09SQ01296	12:00:18 04/03/09	Accident-Pd	1431 S SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ01305	15:33:18 04/04/09	Accident-Pd	265 E 100 SOUTH ST, Santaquin, UT	SQ130	CLO
09SQ01424	15:21:58 04/13/09	Accident-Pd	N CENTER ST & E MAIN ST, Santaquin, UT	SQ030	CLO
09SQ01596	16:13:33 04/29/09	Accident-Pd	285 E MAIN ST; FAST TRAX, Santaquin, UT	SQ060	INA
09SQ01626	07:51:57 05/01/09	Accident-Pd	285 E MAIN ST; FAST TRAX, Santaquin, UT	SQ060	CLO
09SQ01654	16:54:43 05/01/09	Accident-Pd	300 E MAIN ST, Santaquin, UT	SQ080	INA
09SQ01702	15:46:33 05/05/09	Accident-Pd	94 W MAIN ST, Santaquin, UT	SQ030	CLO
09SQ01713	16:46:50 05/06/09	Accident-Pd	130 S HIGHLAND DR, Santaquin, UT	SQ080	CLO
09SQ01723	14:25:17 05/07/09	Accident-Pd	120 E MAIN ST; ZIONS BANK, Santaquin, UT	SQ120	CLO
09SQ01756	10:43:33 05/10/09	Accident-Pd	275 W MAIN ST; 14JPD, Santaquin, UT	SQ070	CLO
09SQ01836	17:19:15 05/13/09	Accident-Pd	500 E MAIN ST, Santaquin, UT	SQ080	CLO
09SQ01950	08:30:16 05/22/09	Accident-Pd	1401 S SUMMIT RIDGE PKWY; SUMMIT RIDGE P, Santaquin, UT	SQ150	CAA
09SQ01953	13:14:16 05/22/09	Accident-Pd	2 I15S X244 OFF; X244, Santaquin, UT	SQ010	CAA
09SQ01955	15:25:23 05/22/09	Accident-Pd	100 E MAIN ST, Santaquin, UT	SQ120	CAA
09SQ02256	08:09:49 06/11/09	Accident-Pd	7 W 860 SOUTH ST, Santaquin, UT	SQ030	CLO
09SQ02289	13:03:39 06/13/09	Accident-Pd	1036 S VALLEY VIEW DR, Santaquin, UT	SQ070	CLO
09SQ02558	20:57:54 06/30/09	Accident-Pd	325 E 400 SOUTH ST, Santaquin, UT	SQ130	CAA
09SQ02602	18:50:15 07/02/09	Accident-Pd	I15N X244 OFF & E MAIN ST; MAIN ST, Santaquin, UT	SQ080	INA
09SQ02613	15:44:37 07/03/09	Accident-Pd	100 W 300 SOUTH ST, Santaquin, UT	SQ150	CLO
09SQ02658	21:03:27 07/07/09	Accident-Pd	25 S 400 WEST ST; SANTAQUIN ELEMENTARY, Santaquin, UT	SQ070	INA
09SQ02824	21:06:08 07/19/09	Accident-Pd	850 s canyon Rd, Santaquin, UT		CLO
09SQ03064	11:44:05 08/01/09	Accident-Pd	285 E MAIN ST; SUBWAY, Santaquin, UT	SQ060	CLO
09SQ03211	10:44:26 08/10/09	Accident-Pd	275 W MAIN ST; 14JPD, Santaquin, UT	SQ070	REF
09SQ03315	14:43:08 08/18/09	Accident-Pd	120 E HIGHLAND, Santaquin, UT	SQ120	CLO
09SQ03342	09:27:36 08/20/09	Accident-Pd	400 S CENTER ST, Santaquin, UT	SQ030	CLO
09SQ03485	04:20:57 08/31/09	Accident-Pd	E SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ03679	18:32:55 09/13/09	Accident-Pd	725 E MAIN ST; Maverick Inc 377, Santaquin, UT	SQ010	INA
09SQ03836	17:09:48 09/24/09	Accident-Pd	425 S 200 WEST ST, Santaquin, UT	SQ150	CLO
09SQ03881	15:10:33 09/29/09	Accident-Pd	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
09SQ03994	22:55:16 10/07/09	Accident-Pd	N SR 198 HWY & E CHERRY LN; SR198, Santaquin, UT	SQ080	CLO
09SQ03995	07:41:38 10/08/09	Accident-Pd	725 E MAIN ST; Maverick Inc 377, Santaquin, UT	SQ010	CLO

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09SQ04165	11:12:46 10/23/09	Accident-Pd	197 W MAIN ST, Santaquin, UT	SQ030	CLO
09SQ04200	17:44:39 10/27/09	Accident-Pd	500 E MAIN ST, Santaquin, UT	SQ080	CLO
09SQ04210	16:17:13 10/28/09	Accident-Pd	275 W MAIN ST; 14JPD, Santaquin, UT	SQ070	CLO
09SQ04308	15:58:45 11/04/09	Accident-Pd	285 E MAIN ST; SINCLAIR; SR6, Santaquin, UT	SQ060	CLO
09SQ04310	16:08:56 11/04/09	Accident-Pd	300 E 400 NORTH ST, Santaquin, UT	SQ010	CAA
09SQ04555	16:36:38 11/20/09	Accident-Pd	20 W MAIN ST; POST OFFICE; SR6, Santaquin, UT	SQ030	INA
09SQ04603	17:56:30 11/24/09	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR; SR6, Santaquin, UT	SQ050	CLO
09SQ04653	20:25:46 11/29/09	Accident-Pd	863 S 200 EAST ST, Santaquin, UT	SQ120	CLO
09SQ04772	16:35:34 12/05/09	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CLO
09SQ04793	13:21:11 12/07/09	Accident-Pd	I15N X244 OFF & E MAIN ST; MAIN ST, Santaquin, UT	SQ080	CLO
09SQ04800	16:28:34 12/07/09	Accident-Pd	2 I15N X242 OFF; X242, Santaquin, UT	UC760	CLO
09SQ04801	17:47:45 12/07/09	Accident-Pd	300 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
09SQ04866	07:16:58 12/12/09	Accident-Pd	500 W 100 NORTH ST, Santaquin, UT	SQ140	CLO
09SQ04889	09:06:16 12/14/09	Accident-Pd	E SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ04938	18:17:27 12/17/09	Accident-Pd	600 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
09SQ04945	10:44:02 12/18/09	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CLO
09SQ04965	23:20:20 12/19/09	Accident-Pd	strawberry canal Rd & sr198, Santaquin, UT		CLO
09SQ04999	15:02:06 12/22/09	Accident-Pd	900 E 300 SOUTH ST, Santaquin, UT	SQ100	INA
09SQ05052	09:54:02 12/24/09	Accident-Pd	100 N 100 EAST ST, Santaquin, UT	SQ060	CLO
09SQ05134	22:06:19 12/30/09	Accident-Pd	130 s 900 e, Santaquin, UT		CLO
10SQ00123	16:00:49 01/11/10	Accident-Pd	E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
10SQ00143	16:03:12 01/12/10	Accident-Pd	285 E MAIN ST; SINCLAIR; SR6, Santaquin, UT	SQ060	CLO
10SQ00230	00:39:28 01/16/10	Accident-Pd	wagon wheel, Santaquin, UT	SQ100	CLO
10SQ00259	06:26:17 01/19/10	Accident-Pd	400 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
10SQ00284	08:36:38 01/20/10	Accident-Pd	cars chevron, Santaquin, UT		CLO
10SQ00306	09:36:10 01/22/10	Accident-Pd	500 e 700 s, Santaquin, UT		CLO
10SQ00308	11:18:12 01/22/10	Accident-Pd	E SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
10SQ00346	21:24:58 01/25/10	Accident-Pd	strawberry canal Rd & sr 198, Santaquin, UT		CLO
10SQ00347	07:54:20 01/26/10	Accident-Pd	390 E MAIN ST; CHEVRON; SR6, Santaquin, UT	SQ080	CLO
10SQ00376	11:39:47 01/28/10	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CLO
10SQ00535	15:10:09 02/08/10	Accident-Pd	150 W MAIN ST; SR6, Santaquin, UT	SQ050	CAC
10SQ00547	08:12:06 02/09/10	Accident-Pd	JUDDS PRO SERVICE, Santaquin, UT		CAC
10SQ00615	19:08:26 02/15/10	Accident-Pd	252 W MAIN ST; SR6, Santaquin, UT	SQ050	CLO
10SQ00763	23:57:58 02/27/10	Accident-Pd	400 E MAIN ST; SR6, Santaquin, UT	SQ080	CAA
10SQ01032	07:32:05 03/23/10	Accident-Pd	129 N 300 WEST ST, Santaquin, UT	SQ040	CLO
10SQ01108	17:49:58 03/29/10	Accident-Pd	55 S HIGHLAND DR, Santaquin, UT	SQ080	CLO
10SQ01134	08:38:49 04/01/10	Accident-Pd	E SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO

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10SQ01135	10:41:33 04/01/10	Accident-Pd	summit ridge parkway & South ridge farm, Santaquin, UT		CLO
10SQ01141	17:19:25 04/01/10	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR; SR6, Santaquin, UT	SQ050	CLO
10SQ01171	15:00:00 04/02/10	Accident-Pd	main St i15, Santaquin, UT		CLO
10SQ01279	22:10:54 04/12/10	Accident-Pd	395 E MAIN ST; SR6, Santaquin, UT	SQ010	CAA
10SQ01353	18:38:48 04/19/10	Accident-Pd	N ORCHARD LN & E MAIN ST; SR6, Santaquin, UT	SQ010	CAC
10SQ01394	15:37:30 04/22/10	Accident-Pd	1431 S SUMMIT RIDGE PKWY; KARS CHEVRON, Santaquin, UT	SQ150	CLO
10SQ01478	19:19:51 04/29/10	Accident-Pd	385 E MAIN ST; SR6, Santaquin, UT	SQ010	CLO
10SQ01677	18:02:05 05/12/10	Accident-Pd	45 W 100 NORTH ST, Santaquin, UT	SQ030	INA
10SQ01845	16:56:35 05/26/10	Accident-Pd	300 W LARK ST; W 200 NOR; W 200 NORTH ST, Santaquin, UT	SQ040	CLO
10SQ01854	18:54:31 05/27/10	Accident-Pd	400 N 300 WEST ST, Santaquin, UT	SQ040	CAA
10SQ02089	11:05:29 06/14/10	Accident-Pd	275 W MAIN ST; 14JPD; SR6, Santaquin, UT	SQ070	CLO
10SQ02136	21:34:20 06/16/10	Accident-Pd	mm2 sr198, Santaquin, UT		CLO
10SQ02145	14:50:15 06/17/10	Accident-Pd	20 W MAIN ST; POST OFFICE; SR6, Santaquin, UT	SQ030	CLO
10SQ02304	20:25:18 07/01/10	Accident-Pd	334 S 1150 EAST ST, Santaquin, UT	SQ100	INA
10SQ02319	18:45:25 07/02/10	Accident-Pd	385 E MAIN ST; SR6, Santaquin, UT	SQ010	CAC
10SQ02419	20:39:42 07/09/10	Accident-Pd	100 S 200 EAST ST, Santaquin, UT	SQ120	CAC
10SQ02540	08:05:03 07/15/10	Accident-Pd	100 W MAIN ST; SR6, Santaquin, UT	SQ050	CLO
10SQ02604	18:23:24 07/19/10	Accident-Pd	200 E MAIN ST; SR6, Santaquin, UT	SQ130	INF
10SQ02776	20:10:54 07/26/10	Accident-Pd	500 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
10SQ02911	19:59:19 08/03/10	Accident-Pd	400 N CENTER ST, Santaquin, UT	SQ090	CLO
10SQ02963	15:01:35 08/07/10	Accident-Pd	285 E MAIN ST; SINCLAIR; SR6, Santaquin, UT	SQ060	CLO
10SQ03036	12:41:57 08/12/10	Accident-Pd	50 N SR 198 HWY; SR198, Santaquin, UT	SQ080	CLO
10SQ03053	15:54:51 08/14/10	Accident-Pd	900 S 300 WEST ST; RED BARN, Santaquin, UT	SQ150	CLO
10SQ03138	02:22:09 08/21/10	Accident-Pd	sr198 & strawberry canal Road, Santaquin, UT		CAA
10SQ03267	19:27:51 08/27/10	Accident-Pd	300 E 100 SOUTH ST, Santaquin, UT	SQ080	CLO
10SQ03417	14:58:32 09/09/10	Accident-Pd	124 N SR 198 HWY; STRINGHAMS TRU ; SR198, Santaquin, UT	SQ080	CLO
10SQ03503	19:24:29 09/16/10	Accident-Pd	140 E 200 SOUTH ST, Santaquin, UT	SQ120	CLO
10SQ03517	19:27:16 09/18/10	Accident-Pd	500 N SR 198 HWY; MM1 SR198; SR198, Santaquin, UT	SQ080	CLO
10SQ03649	18:53:57 09/23/10	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR; SR6, Santaquin, UT	SQ050	CLO
10SQ03705	08:53:46 09/28/10	Accident-Pd	200 S 400 West, Santaquin, UT	SQ070	CLO
10SQ03988	21:20:45 10/16/10	Accident-Pd	129 E MAIN ST; UTAH COMMUNITY CREDI; SR6, Santaquin, UT	SQ060	CLO
10SQ04003	15:16:24 10/18/10	Accident-Pd	55 S HIGHLAND DR, Santaquin, UT	SQ080	CLO

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10SQ04125	15:18:33 10/26/10	Accident-Pd	57 W MAIN ST; SR6, Santaquin, UT	SQ030	CLO
10SQ04233	21:36:49 11/02/10	Accident-Pd	700 N SR 198 HWY; SR198, Santaquin, UT	SQ080	CLO
10SQ04478	16:19:54 11/19/10	Accident-Pd	383 N 400 WEST ST, Santaquin, UT	SQ140	CLO
10SQ04519	12:05:54 11/23/10	Accident-Pd	25 E 100 SOUTH ST, Santaquin, UT	SQ120	CLO
10SQ04565	18:06:49 11/24/10	Accident-Pd	500 N SR 198 HWY; MM1 SR198; SR198, Santaquin, UT	SQ080	CLO
10SQ04605	12:39:50 11/30/10	Accident-Pd	350 N 200 EAST ST, Santaquin, UT	SQ060	CLO
10SQ04671	13:19:53 12/03/10	Accident-Pd	sr198 & i15, Santaquin, UT		CAA
10SQ04687	11:58:03 12/04/10	Accident-Pd	35 E MAIN ST; SR6, Santaquin, UT	SQ090	CAA
10SQ04689	15:51:12 12/04/10	Accident-Pd	E MAIN ST; E SR6, Santaquin, UT	SQ080	CLO
10SQ04691	18:11:50 12/04/10	Accident-Pd	150 N SR 198 HWY; CS LEWIS ACADEM; SR198, Santaquin, UT	SQ080	CLO
10SQ04730	08:28:13 12/10/10	Accident-Pd	E SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
10SQ04748	16:12:50 12/11/10	Accident-Pd	158 S 400 EAST ST, Santaquin, UT	SQ080	CLO
10SQ04821	15:27:47 12/15/10	Accident-Pd	490 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
10SQ04823	19:29:24 12/15/10	Accident-Pd	631 N SR 198 HWY; SR198, Santaquin, UT	SQ080	CLO
10SQ04897	08:17:19 12/20/10	Accident-Pd	frontage Rd & summit ridge parkway, Santaquin, UT		CLO
10SQ04898	08:20:06 12/20/10	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CLO
10SQ05026	16:17:12 12/27/10	Accident-Pd	252 W MAIN ST; SR6, Santaquin, UT	SQ050	CLO
10SQ05056	17:20:27 12/30/10	Accident-Pd	N SR 198 HWY; SR198 mm1.5, Santaquin, UT	SQ080	CLO
10SQ05090	22:56:36 12/31/10	Accident-Pd	45 W 100 SOUTH ST; SANTAQUIN CITY BLDG, Santaquin, UT	SQ030	INA
11SQ00005	17:21:56 01/01/11	Accident-Pd	S STONE WAY & S SUMMIT RIDGE PKWY, Santaquin, UT	SQ070	CLO
11SQ00071	11:46:55 01/07/11	Accident-Pd	261 S 300 EAST ST, Santaquin, UT	SQ080	CLO
11SQ00080	13:57:47 01/08/11	Accident-Pd	N CENTER ST & E MAIN ST, Santaquin, UT	SQ030	CLO
11SQ00082	16:51:06 01/08/11	Accident-Pd	515 N 100 WEST ST, Santaquin, UT	SQ050	CLO
11SQ00096	18:00:31 01/10/11	Accident-Pd	800 N SR 198 HWY; SR198, Santaquin, UT	SQ080	CLO
11SQ00133	17:14:46 01/12/11	Accident-Pd	550 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
11SQ00159	12:27:13 01/15/11	Accident-Pd	35 E MAIN ST; SR6; SR6, Santaquin, UT	SQ090	CLO
11SQ00177	02:12:03 01/18/11	Accident-Pd	500 N SR 198 HWY; MM1 SR198; SR198, Santaquin, UT	SQ080	CLO
11SQ00293	10:33:59 01/22/11	Accident-Pd	394 S 400 EAST ST, Santaquin, UT	SQ130	CLO
11SQ00313	09:05:59 01/24/11	Accident-Pd	200 N CENTER ST, Santaquin, UT	SQ090	CLO
11SQ00322	16:10:42 01/24/11	Accident-Pd	385 E MAIN ST; FAST TRAX; SR6, Santaquin, UT	SQ010	CLO
11SQ00406	19:06:23 01/28/11	Accident-Pd	310 E MAIN ST; SR6, Santaquin, UT	SQ080	CAA
11SQ00577	15:02:00 02/09/11	Accident-Pd	168 E 610 SOUTH ST; ORCHARD HILLS ELEMEN, Santaquin, UT	SQ120	CLO
11SQ00704	16:56:06 02/15/11	Accident-Pd	100 W 200 NORTH ST, Santaquin, UT	SQ050	INA
11SQ00759	14:05:08 02/18/11	Accident-Pd	340 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
11SQ00783	15:04:54 02/21/11	Accident-Pd	124 N SR 198 HWY; STRINGHAMS TRU ;	SQ080	CLO

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			SR198, Santaquin, UT		
11SQ00882	06:49:01 02/25/11	Accident-Pd	highway 6 mm 159, Santaquin, UT		CAM
11SQ01067	23:12:13 03/10/11	Accident-Pd	725 E MAIN ST; SR6, Santaquin, UT	SQ080	INA
11SQ01107	13:21:59 03/14/11	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CLO
11SQ01228	19:55:30 03/17/11	Accident-Pd	270 W MAIN ST; SR6, Santaquin, UT	SQ050	CAC
11SQ01259	18:51:18 03/18/11	Accident-Pd	water towers, Santaquin, UT		CLO
11SQ01398	19:38:26 03/25/11	Accident-Pd	725 E MAIN ST; MAVERIK; SR6, Santaquin, UT	SQ080	CAC
11SQ01423	18:51:44 03/28/11	Accident-Pd	500 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
11SQ01547	15:35:44 04/02/11	Accident-Pd	S MOUNTAIN VIEW DR & S SUMMIT RIDGE PKWY, Santaquin, UT	SQ070	CLO
11SQ01657	18:21:43 04/11/11	Accident-Pd	725 E MAIN ST; MAVERIK; E SR6, Santaquin, UT	SQ080	INA
11SQ01702	14:09:09 04/14/11	Accident-Pd	200 W MAIN ST; W SR6, Santaquin, UT	SQ050	ACT
11SQ01812	16:05:00 04/19/11	Accident-Pd	580 S CENTER ST, Santaquin, UT	SQ030	CLO
11SQ01923	15:06:43 04/21/11	Accident-Pd	330 E MAIN ST; CONOCO; E SR6, Santaquin, UT	SQ080	CAA
11SQ01968	13:31:24 04/24/11	Accident-Pd	330 E MAIN ST; CONOCO; E SR6, Santaquin, UT	SQ080	INA
11SQ02141	08:12:29 05/04/11	Accident-Pd	500 N SR 198 HWY; MM1 SR198; N SR198, Santaquin, UT	SQ080	INA
11SQ02170	15:21:42 05/06/11	Accident-Pd	168 E 610 SOUTH ST; ORCHARD HILLS ELEMEN, Santaquin, UT	SQ120	CLO
11SQ02254	22:11:49 05/14/11	Accident-Pd	W 12800 SOUTH ST & N SR 198 HWY, Santaquin, UT	SQ080	CLO
11SQ02354	16:27:27 05/18/11	Accident-Pd	200 E MAIN ST; E SR6, Santaquin, UT	SQ130	CLO
11SQ02361	03:54:43 05/19/11	Accident-Pd	631 N SR 198 HWY; N SR198; N SR198, Santaquin, UT	SQ080	CLO
11SQ02738	15:14:10 06/10/11	Accident-Pd	341 E MAIN ST; E SR6; fresh cut salon, Santaquin, UT	SQ010	CLO
11SQ02808	16:01:32 06/15/11	Accident-Pd	150 N SR 198 HWY; CS LEWIS ACAD; N SR198, Santaquin, UT	SQ080	INA
11SQ02847	20:46:08 06/16/11	Accident-Pd	252 W MAIN ST; FAMILY DOLLAR; W SR6, Santaquin, UT	SQ050	INA
11SQ03012	22:36:16 06/24/11	Accident-Pd	600 E MAIN ST; E SR 6 HWY, Santaquin, UT	SQ080	CAA
11SQ03014	12:37:25 06/25/11	Accident-Pd	50 S 100 WEST ST, Santaquin, UT	SQ030	INA
11SQ03132	19:44:32 07/02/11	Accident-Pd	S HIGHLAND DR, Santaquin, UT	SQ120	CLO
11SQ03424	15:53:22 07/21/11	Accident-Pd	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	CLO
11SQ03437	12:46:36 07/22/11	Accident-Pd	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	INA
11SQ03517	10:01:40 07/28/11	Accident-Pd	327 N 500 WEST ST, Santaquin, UT	SQ140	CLO
11SQ03843	17:09:20 08/15/11	Accident-Pd	197 W MAIN ST; W SR 6 HWY, Santaquin, UT	SQ030	INA

Number	Time and Date	Nature	Address	Location	Dsp
11SQ03968	21:24:24 08/22/11	Accident-Pd	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	CLO
11SQ04006	14:11:39 08/25/11	Accident-Pd	330 E MAIN ST; CONOCO SQ; E SR 6 HWY, Santaquin, UT	SQ080	CLO
11SQ04076	09:04:01 09/01/11	Accident-Pd	25 S 400 WEST ST; SANTAQUIN ELEMENTARY, Santaquin, UT	SQ070	CLO
11SQ04171	16:27:48 09/09/11	Accident-Pd	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	CLO
11SQ04211	18:10:31 09/12/11	Accident-Pd	1431 S SUMMIT RIDGE PKWY; KARS CHEVRON, Santaquin, UT	SQ150	INA
11SQ04450	13:45:14 10/01/11	Accident-Pd	285 E MAIN ST; SUBWAY SQ; E SR 6 HWY, Santaquin, UT	SQ060	CLO
11SQ04458	04:43:04 10/03/11	Accident-Pd	6200 W US 6 HWY; MM159 SR6; W SR 6 HWY, Santaquin, UT	SQ140	CLO
11SQ04555	17:50:34 10/04/11	Accident-Pd	25 S 400 WEST ST; SANTAQUIN ELEMENTARY, Santaquin, UT	SQ070	INA
11SQ04603	10:06:28 10/09/11	Accident-Pd	385 E MAIN ST; FAST TRAX; E SR 6 HWY, Santaquin, UT	SQ010	ACT
11SQ04697	19:18:42 10/14/11	Accident-Pd	385 E MAIN ST; FAST TRAX; E SR 6 HWY, Santaquin, UT	SQ010	CLO

Total Incidents for This Agency: 242

Total reported: 242

Report Includes:
All dates greater than `00:00:01 01/01/08`, All agencies matching `SQPD`, All officers, All dispositions, All natures matching `ACCIDENT-PD`, All locations, All cities matching `Santaquin`, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes

Santaquin Police Department

Law Incident Summary Report, by Nature

Agency: Santaquin PD

Number	Time and Date	Nature	Address	Location	Dsp
08SQ00411	16:20:02 01/24/08	Accident-Pi	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
08SQ01340	11:44:24 03/31/08	Accident-Pi	S HIGHLAND DR & E MAIN ST, Santaquin, UT	SQ080	CLO
08SQ01934	01:44:27 05/01/08	Accident-Pi	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
08SQ02976	18:09:06 07/02/08	Accident-Pi	FRONTAGE RD, Santaquin, UT	UC760	CLO
08SQ04392	18:51:42 10/17/08	Accident-Pi	340 N PEACH ST, Santaquin, UT	SQ080	CLO
08SQ04766	19:46:09 11/18/08	Accident-Pi	200 N 350 WEST ST, Santaquin, UT	SQ040	CAA
08SQ04810	21:51:30 11/20/08	Accident-Pi	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
08SQ04985	22:35:38 12/08/08	Accident-Pi	24201 I15NB; MM242 I15NB, Santaquin, UT	UC760	UNF
08SQ05039	20:42:37 12/10/08	Accident-Pi	361 S 200 EAST ST, Santaquin, UT	SQ130	
08SQ05066	09:47:46 12/14/08	Accident-Pi	24201 I15NB; MM242 I15NB, Santaquin, UT	UC760	CLO
08SQ05283	18:13:37 12/30/08	Accident-Pi	2 I15N X244 ON; X244, Santaquin, UT	SQ080	CLO
09SQ00128	21:08:50 01/13/09	Accident-Pi	300 E MAIN ST, Santaquin, UT	SQ080	CAC
09SQ00600	21:09:22 02/12/09	Accident-Pi	124 N SR 198 HWY; STRINGHAMS TRU VALUE, Santaquin, UT	SQ080	CLO
09SQ00921	02:25:24 03/05/09	Accident-Pi	6200 W US 6 HWY, Santaquin, UT	SQ140	CLO
09SQ01289	20:46:53 04/02/09	Accident-Pi	24401 I15NB; MM244 I15NB, Santaquin, UT	SQ080	CLO
09SQ01293	10:21:53 04/03/09	Accident-Pi	S RIDGE RD, Santaquin, UT	SQ020	CLO
09SQ01744	11:23:06 05/09/09	Accident-Pi	275 W MAIN ST; 14JPD, Santaquin, UT	SQ070	CLO
09SQ02094	21:17:33 05/30/09	Accident-Pi	24401 I15NB; MM244 I15NB, Santaquin, UT	SQ080	CLO
09SQ02404	15:57:12 06/22/09	Accident-Pi	330 E MAIN ST; CONOCO, Santaquin, UT	SQ080	CLO
09SQ02571	16:13:22 07/01/09	Accident-Pi	N CENTER ST & E MAIN ST; MAIN ST, Santaquin, UT	SQ030	CLO
09SQ02693	05:06:32 07/11/09	Accident-Pi	24301 I15NB; MM243 I15NB, Santaquin, UT	SQ030	CLO
09SQ02767	19:18:44 07/15/09	Accident-Pi	240 W 400 NORTH ST, Santaquin, UT	SQ040	INA
09SQ02775	12:14:54 07/16/09	Accident-Pi	24400 I15SB; MM244 I15SB, Santaquin, UT	SQ080	CLO
09SQ03219	05:25:39 08/11/09	Accident-Pi	CENTER St & STRAWBERRY CANAL, Santaquin, UT	SQ090	ACT
09SQ03566	20:11:56 09/02/09	Accident-Pi	291 N 500 WEST ST, Santaquin, UT	SQ140	CLO
09SQ03588	13:08:14 09/04/09	Accident-Pi	100 E MAIN ST, Santaquin, UT	SQ120	CLO
09SQ03661	12:10:24 09/11/09	Accident-Pi	279 E 400 NORTH ST, Santaquin, UT	SQ060	CLO
09SQ03844	11:29:56 09/25/09	Accident-Pi	435 West 400 South, Santaquin, UT	SQ070	CLO
09SQ04571	20:20:50 11/22/09	Accident-Pi	S SUMMIT RIDGE PKWY, Santaquin, UT	SQ150	CLO
09SQ04764	09:36:03 12/04/09	Accident-Pi	100 W 100 NORTH ST, Santaquin, UT	SQ050	CAA
09SQ05068	06:18:35 12/26/09	Accident-Pi	500 W LARK ST; W 200 NOR; W 200 NORTH ST, Santaquin, UT	SQ140	CLO
10SQ00226	18:54:21 01/15/10	Accident-Pi	400 E MAIN ST; SR6, Santaquin, UT	SQ080	CLO
10SQ00580	13:31:18 02/11/10	Accident-Pi	118 S 400 EAST ST, Santaquin, UT	SQ080	CLO
10SQ00666	08:42:59 02/20/10	Accident-Pi	N CENTER ST & E MAIN ST, Santaquin, UT	SQ030	CLO
10SQ01425	19:13:36 04/24/10	Accident-Pi	200 E MAIN ST; SR6, Santaquin, UT	SQ130	CLO

Number	Time and Date	Nature	Address	Location	Dsp
10SQ02110	15:45:00 06/15/10	Accident-Pi	1431 S SUMMIT RIDGE PKWY; KARS CHEVRON, Santaquin, UT	SQ150	CLO
10SQ02613	15:23:37 07/20/10	Accident-Pi	300 W MAIN ST; SR6, Santaquin, UT	SQ040	CLO
10SQ02852	15:53:47 07/30/10	Accident-Pi	100 E 100 SOUTH ST, Santaquin, UT	SQ120	CAA
10SQ03029	04:22:04 08/12/10	Accident-Pi	270 E MAIN ST; SR6, Santaquin, UT	SQ130	CLO
10SQ03129	06:22:19 08/20/10	Accident-Pi	N SR 198 HWY & E CHERRY LN; SR198, Santaquin, UT	SQ080	CLO
10SQ03243	18:34:06 08/25/10	Accident-Pi	583 N 380 WEST ST, Santaquin, UT	SQ140	CLO
10SQ04578	16:41:59 11/26/10	Accident-Pi	N SR 198 HWY; SR198, Santaquin, UT	SQ080	CLO
11SQ01167	07:42:54 03/17/11	Accident-Pi	285 E MAIN ST; SINCLAIR; SR6, Santaquin, UT	SQ060	CAA
11SQ01257	17:29:22 03/18/11	Accident-Pi	S HIGHLAND DR & E MAIN ST, Santaquin, UT	SQ080	INA
11SQ01332	06:05:38 03/24/11	Accident-Pi	150 N SR 198 HWY; CS LEWIS ACADEM; SR198, Santaquin, UT	SQ080	CLO
11SQ02369	19:24:25 05/19/11	Accident-Pi	20 W MAIN ST; POST OFFICE; W SR6, Santaquin, UT	SQ030	CAA
11SQ03540	08:47:31 07/30/11	Accident-Pi	1431 S SUMMIT RIDGE PKWY; CHEVRON KARS S, Santaquin, UT	SQ150	CLO
11SQ03622	19:49:20 08/02/11	Accident-Pi	252 W MAIN ST; FAMILY DOLLAR; W SR 6 HWY, Santaquin, UT	SQ050	INA
11SQ03741	14:44:42 08/07/11	Accident-Pi	184 N 700 EAST ST, Santaquin, UT	SQ010	CLO
11SQ04173	22:20:10 09/09/11	Accident-Pi	650 N SR 198 HWY; N SR 198; N SR 198, Santaquin, UT	SQ080	INA

Total Incidents for This Agency: 50

Total reported: 50

Report Includes:
All dates greater than `00:00:01 01/01/08`, All agencies matching `SQPD`, All officers, All dispositions, All natures matching `ACCIDENT-PI`, All locations, All cities matching `Santaquin`, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes

Santaquin Police Department

Law Incident Summary Report, by Nature

Agency: Santaquin PD

Number	Time and Date	Nature	Address	Location	Dsp
08SQ00294	19:41:41 01/18/08	Accident-Hr	50 S 200 EAST ST, Santaquin, UT	SQ120	CLO
08SQ04872	10:01:44 11/29/08	Accident-Hr	355 E MAIN ST; CRAZY DAISY, Santaquin, UT	SQ010	CLO
09SQ00290	11:35:29 01/26/09	Accident-Hr	300 W 100 SOUTH ST, Santaquin, UT	SQ070	INA
09SQ00293	13:34:33 01/26/09	Accident-Hr	S SUMMIT RIDGE PKWY & S CEDAR PASS DR, Santaquin, UT	SQ150	CAA
09SQ02180	17:11:14 06/04/09	Accident-Hr	128 W MAIN ST, Santaquin, UT	SQ050	CLO
09SQ02599	13:01:53 07/02/09	Accident-Hr	285 E MAIN ST; SINCLAIR, Santaquin, UT	SQ060	CAM
09SQ03806	01:02:31 09/21/09	Accident-Hr	411 W MAIN ST, Santaquin, UT	SQ070	CAA
09SQ04794	13:55:37 12/07/09	Accident-Hr	418 E 560 SOUTH ST, Santaquin, UT	SQ130	INA
10SQ01708	17:07:37 05/14/10	Accident-Hr	65 S 400 WEST ST, Santaquin, UT	SQ070	PEN
10SQ01797	09:39:20 05/22/10	Accident-Hr	135 W MAIN ST; SR6, Santaquin, UT	SQ030	CLO
10SQ02077	01:16:55 06/12/10	Accident-Hr	340 E MAIN ST; SR6, Santaquin, UT	SQ080	INA
10SQ02638	12:55:30 07/22/10	Accident-Hr	20 W MAIN ST; POST OFFICE; SR6, Santaquin, UT	SQ030	CLO
10SQ02966	20:12:49 08/07/10	Accident-Hr	65 S 400 WEST ST, Santaquin, UT	SQ070	CLO
10SQ03181	20:15:43 08/24/10	Accident-Hr	27 W MAIN ST; SR6, Santaquin, UT	SQ030	INA
10SQ04596	20:40:27 11/29/10	Accident-Hr	27 W MAIN ST; 4, Santaquin, UT	SQ030	CAA
11SQ00165	16:20:18 01/16/11	Accident-Hr	120 E MAIN ST; SR6, Santaquin, UT	SQ120	INA
11SQ03162	11:43:15 07/05/11	Accident-Hr	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	CAA
11SQ03498	19:37:35 07/26/11	Accident-Hr	725 E MAIN ST; MAVERIK SQ; E SR 6 HWY, Santaquin, UT	SQ080	CAA
11SQ03841	15:44:50 08/15/11	Accident-Hr	153 E MAIN ST; E SR 6 HWY; c, Santaquin, UT	SQ060	INA
11SQ04609	13:54:51 10/09/11	Accident-Hr	260 S 580 EAST ST, Santaquin, UT	SQ080	INA

Total Incidents for This Agency: 20

Total reported: 20

Report Includes:

All dates greater than `00:00:01 01/01/08`, All agencies matching `SQPD`, All officers, All dispositions, All natures matching `ACCIDENT-HR`, All locations, All cities matching `Santaquin`, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes

Santaquin Police Department

Law Incident Summary Report, by Nature

Total reported: 0

Report Includes:

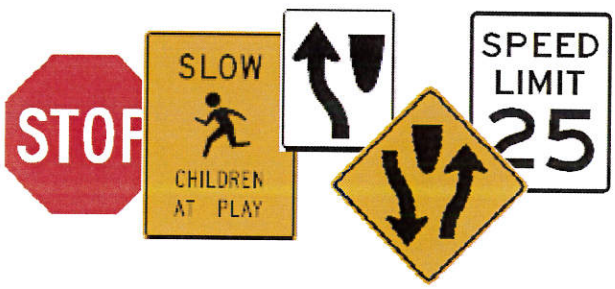
All dates greater than `00:00:01 01/01/08`, All agencies matching `SQPD`, All officers, All dispositions, All natures matching `ACCIDENT-FATAL`, All locations, All cities matching `Santaquin`, All clearance codes, All observed offenses, All reported offenses, All offense codes, All circumstance codes

Estimation of Vehicular, Bike and Pedestrian counts at 450 S 690 E for 24 hours					
	Vehicle	Bike	Ped		
12:00 AM	10	0	0		
1:00 AM	10	0	0		
2:00 AM	10	0	0		
3:00 AM	10	0	0		
4:00 AM	10	0	0		
5:00 AM	15	0	0		
6:00 AM	50	0	0		
7:00 AM	58	0	0		
8:00 AM	88	28	4		
9:00 AM	50	0	0		
10:00 AM	50	0	0		
11:00 AM	50	0	0		
12:00 PM	50	0	0		
1:00 PM	50	0	0		
2:00 PM	89	19	12		
3:00 PM	50	0	0		
4:00 PM	65	5	0		
5:00 PM	100	20	5		
6:00 PM	90	30	15		
7:00 PM	75	30	15		
8:00 PM	30	20	10		
9:00 PM	30	5	5		
10:00 PM	20	0	0		
11:00 PM	10	0	0		
	1070	157	66	**1293**	Estimated units in intersection on a typical day
Numbers in red taken from pedestrian study					
Numbers in black extrapolated based on typical heavy traffic flows					

Cottonwood Heights
City between the canyons

Stop Sign Removal Policy

November 2009



GILSON ENGINEERING, INC.
CONSULTING ENGINEERS AND SURVEYORS

Cottonwood Heights
City between the canyons

Stop Sign Removal Policy

November 2009

Background:

Stop Signs are regulatory traffic signs that are used to prevent unexpected traffic conflicts between opposing streams of traffic. A stop sign is used where two roadways intersect and additional information regarding right-of-way is needed. The consequence of failing to heed a stop sign can result in vehicular conflicts and bodily injury or even death. As such, *it is very important* to use stop signs only in locations that warrant their use. Excessive use of a stop sign for other purposes, such as traffic calming, can diminish its message and encourage casual observance at intersections with high consequence conflict points.

The use and placement of regulatory stop signs is based on guidance from the Manual on Uniform Traffic Control Devices (MUTCD) which is produced by the United States Department of Transportation Federal Highway Administration (FHWA). The MUTCD established national standards for the design and use of traffic control devices. The MUTCD lists criteria that must be met in order to use a stop sign in conformance with national standards.

In Cottonwood Heights there are many stop signs that do not meet MUTCD standards. It appears that these stop signs were originally installed for traffic calming purposes. The City has adopted a proactive traffic calming policy that provides appropriate traffic calming options for areas that experience high speeds. As explicitly stated in the MUTCD, stop signs should not be used for the purpose of calming traffic. Some of these signs are poorly or improperly placed, and, as a result, many motorists fail to stop, which decreases safety and increases the potential for an accident.

Definitions:

- Major Street / Minor Street: The two intersecting roadways are categorized as major and minor based on a comparison of average daily traffic (ADT) for each roadway. The roadway with the larger ADT is considered the major street, while the other road is then the minor street
- Stopping Sight Distance: The distance required for a driver to react to a hazard in the roadway ahead and bring his vehicle to a complete stop
- Actual Sight Distance: The sight distance provided by the roadway as designed
- MUTCD: Manual on Uniform Traffic Control Devices
- 85th Percentile Speed: Is the speed at or below which 85 percent of the motorists drive on a given road unaffected by slower traffic or poor weather

Stop Sign Removal Policy:

As conditions warrant and at the request of local residents, the City has prepared the following criteria that must be met before a non-warranted stop sign shall be considered for removal:

1. **Local resident or elected city representative requests evaluation of an Existing Stop Sign.**

2. **Determine whether the stop sign meets MUTCD warrants:**

   A. STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:
      1. Intersection of a minor 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;
      2. Street entering a through highway or street;
      3. Unsignalized intersection in a signalized area; and/or
      4. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

   B. STOP Signs should not be used for speed control.

   C. STOP signs should be installed in a manner that minimizes the number of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs.

   D. Once a decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

E. The decision to install a multi-way stop sign should be based on an engineering study. If the volumes of the intersecting roads are approximately equal and one of the following criteria is met than a multi-way stop sign may be warranted.
   - The vehicular volume entering the intersection from the major street approaches (sum of both approaches) averages at least 300 vehicles per hour for any 8 hour average day.
   - The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approach averages at least 200 units per hour for the same 8 hours.
   - The 85th-percentile approach speed of the major street traffic exceeds 40 mph.
   - There is a history of 5 or more accidents in a 12-month period that are susceptible to correction by a multi-way stop sign installation.
   - There is a specific need to control left-turn conflicts.
   - There is a specific need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
   - This is a location where a road user, after stopping, cannot see conflicting traffic and is not reasonably able to safely negotiate the intersection unless conflicting cross traffic also stops.

3. **One or more of the following conditions exist:**
   a. The stop sign is frequently violated.
   b. The stop sign visibility is restricted.
   c. An accident history suggests detrimental reliance on a sign that does not stop traffic.
   d. The stop sign appears to be used primarily for speed control.
   e. The use of stop signs is not used uniformly throughout the neighborhood.

4. **Engineering judgment shows that the use of the stop sign fails to meet uniform traffic control standards and that traffic safety is not improved by its use. Some of the conditions used in the traffic safety analysis shall include the presence of critical facilities or other factors, including:**
   a. Bicycle and pedestrian volume;
   b. 85th percentile speed and traffic volume; and
   c. The presence of steep hills, bus routes, commercial districts, parks, libraries, critical care facilities, post offices or other essential facilities.

5. **Adherence to the following stop sign removal regime.**
    a. Install sign(s) on opposing street(s) that says, "Opposing Traffic Does Not Stop".
    b. Remove stop bars.
    c. Bag the sign in a brightly colored bag for 30 days.
    d. Neighborhood noticing via flyer and City website.
    e. 14-day message board in each direction, indicating that the stop sign will be removed.

Only the intersections that meet these criteria (1-5) should be considered for removal. The criteria, has been adopted from the MUTCD's warrants to justify the use of stop sign installation. In certain situations, standard engineering judgment may show that stop sign removal may not be advisable because of circumstances not covered in the policy.

Flow Chart #1 Stop Sign Removal Policy

Cottonwood Heights
City between the canyons

1) Local resident or elected city representative requests evaluation of existing stop sign

2) Does stop sign meet MUTCD warrants? (See Flow Charts)

- Yes → Stop Sign Must Remain
- No → 3) Do any of the following conditions exist?
  - Stop Sign is frequently violated
  - Stop sign visibility is restricted
  - Stop sign appears to be used primarily for speed control
  - The stop sign is not used uniformly throughout the neighborhood

3) Do any of the following conditions exist?

- No → Stop Sign Must Remain
- Yes → 4) Does engineering judgment show that the use of the stop sign fails to meet uniform traffic control standards and that traffic safety is not improved by its use. Factors analyzed include:
  - Bicycle and pedestrian volume
  - 85th % Speed and traffic volume
  - Presence of steep hills, bus routes, commercial districts, parks, libraries, critical care facilities, post offices or other essential facilities

4) Does engineering judgment show that the use of the stop sign fails to meet uniform traffic control standards and that traffic safety is not improved by its use. Factors analyzed include:

- Bicycle and pedestrian volume
- 85th % Speed and traffic volume
- Presence of steep hills, bus routes, commercial districts, parks, libraries, critical care facilities, post offices or other essential facilities

- No → Stop Sign Must Remain
- Yes → 5) Stop Sign may be removed following a specific removal regiment
  - Install sign(s) on opposing street that says "Opposing Traffic does not Stop"
  - Remove stop bars
  - Bag the sign in a brightly colored bag for 30 days
  - 14-day message board in each direction, indicating that the stop sign will be removed

5) Stop Sign may be removed following a specific removal regiment

- Install sign(s) on opposing street that says "Opposing Traffic does not Stop"
- Remove stop bars
- Bag the sign in a brightly colored bag for 30 days
- 14-day message board in each direction, indicating that the stop sign will be removed

Flow Chart #2
Stop Sign Installation
MUTCD Warrants

Cottonwood Heights
City between the canyons

- **Should be used if one or more of the following conditions exist**
  - 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
  - Street entering a through highway or street
  - Unsignalized intersection in a signalized area
  - High speeds, restricted view, or crash records indicate a need
- **Additional Guidance**
  - Stop Signs should not be used for Speed Control
  - Stop Sign should be installed in a manner that minimizes the number of vehicles having to stop
  - A stop sign should not be installed on a major street unless justified by a traffic engineering study

Flow Chart #3
Multi-Way Stop Sign
MUTCD Warrants

Cottonwood Heights
City between the canyons

Decision to install or keep a multi-way stop sign should be based on a engineering study. If the volume of the intersecting roads are approximetly equal than a mutli-way stop sign may be warranted.

Criteria Considered

- The vehicular volume entering the intersection from the major street approaches (sum of both approaches) averages at least 300 vehicles per hour for any 8 hour average day.
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required
- The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approach averages at least 200 units per hour for the same 8 hours
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required
- The 85th-percentile approach speed of the major street traffic exceeds 40 mph
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required
- Is there a history of 5 or more accidents in a 12-month period that are susceptible to correction by a multi-way stop sign installation?
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required

Optional Criteria

- Is there a specific need to control left-turn conflicts?
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required
- Is there a specific need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes?
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required
- Is this a location where a road user, after stopping, cannot see conflicting traffic and is not reasonably able to safely negotiate the intersection unless conflicting cross traffic also stops?
  - Yes → Stop Sign Required
  - No → Stop Sign Not Required

Application for Removal of Stop Signs in Cottonwood Heights

Cottonwood Heights
City between the canyons

This is a citizen initiated application to request removal of stop signs in neighborhoods. Cottonwood Heights adheres to the proper use of stop signs as per federal MUTCD standards. In the past, some stop signs may have been installed as traffic calming measures and do not meet traffic warrants. If you feel you have such a stop sign in your neighborhood, please fill out this application including the attached "Neighborhood Consensus for Study" petition, and turn it in to the Cottonwood Heights Public Works Department. Upon receiving the application, the City Engineer will study the intersection to determine if the stop signs are warranted and give a recommendation as to whether or not they should be removed. If you have further questions, please consult the Cottonwood Heights Stop Sign Removal Policy.

Name of Applicant: _____

Address: _____

Telephone Number: _____

Email Address: _____

2) Briefly describe the reason for removal of the stop sign ?

_____

_____

_____

3) Describe any community discussions regarding the removal of the stop sign in question ?
(i.e. meetings with community, church groups, ect.)

_____

_____

_____

4) Please describe any pedestrian safety issues in area?
(i.e. lack of sidewalks, narrow streets, elementary or junior high school walking route.)

_____

_____

_____

Cottonwood Heights
City between the canyons

Neighborhood Consensus for Stop Sign Study Petition

	Name	Address	Support (Y/N)	Remarks
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

CITY OF STOUGHTON
STREET SIGN PLACEMENT POLICY

Adopted by the Common Council April 27, 1999
Amended by the Common Council July 13, 1999

POLICY STATEMENT: The City of Stoughton recognizes the primary purpose of traffic ways is to move people and vehicles in a safe, orderly and expeditious fashion. The placement of street signs should be made to accomplish these goals in an orderly and uniform manner through the city.

DEFINITIONS

TRAFFIC CONTROL SIGNS

Traffic control signs require actions by a pedestrian or vehicle operator.** Common control signs include traffic signals, stop signs and yield signs.

WARNING SIGNS

Warning signs advise pedestrians and vehicle operators of potential hazards or conditions which may be unique, unusual, or not readily apparent to the public.** Common warning signs include school zone, playground ahead, and slow: children playing.

REGULATORY AND OTHER SIGNS

Regulatory and/or other signs provide information regarding duration, location, and direction.** Common information signs include parking restrictions, hospital signs, etc.

****The use of signs should be limited unless deemed essential, so as not to dilute their effectiveness. Traffic Engineering reports indicate that traffic control and warning signs are not effective at slowing traffic, and should therefore not be placed for this sole purpose (Ref. WI AAA Study).**

THROUGH STREETS

Through streets are roadways designed to serve the main travel desires within the city by limiting unnecessary stopping and slowing along the route. Traffic control signs should be placed at the connecting intersections to through streets along their entire route. Through streets should not have traffic control signs placed on them except where noted in the policy.

Designated through streets are:

North/South:
Kings Lynn Road
Lincoln Avenue
Van Buren Street
Johnson Street
Page Street
Fourth Street
CTH N/Veterans Road
Academy Street
Monroe Street

East/West:
Milwaukee Street
USH 51
Main Street
Jackson Street
Prospect Street
Wilson Street
Roby Road
Greig Trail
Vernon Street
Kriedeman Drive

SIGN PLACEMENT CRITERIA

The following criteria will be evaluated to determine the feasibility of sign placement request. One or more of the factors should be met to approve the placement of a sign. The City Council may, at its discretion, approve or disapprove the placement of any sign that may or may not meet the criteria.

STOP SIGN PLACEMENT

- Intersection of a less important road with a main road, where application of the normal right of way rule is too hazardous;
- Intersection of a city street with a State or Federal Highway;
- Intersection of two main highways where no traffic signal is present;
- A street entering a through highway or street;
- An intersection where a combination of high speeds, a restricted view, and serious accident record (3 accidents in a 12-month period which would be susceptible to correction by the placement of the sign) indicate a need for control by a stop sign.

FOUR WAY STOP PLACEMENT

- As an interim measure prior to the placement of a traffic signal;
- An accident problem—five or more accidents in a year, susceptible to correction by a four-way stop sign. Such accidents include right and left turn collisions as well as right angle collisions;
- Traffic volume -
  4,000 vehicles entering the intersection from one street and 2,000 vehicles entering the intersection from the other street in a 24-hour period or where a combination of high speeds, a restricted view, and serious accident record indicate a need for control by a stop sign.
- Where two through streets intersect.

- When there is a high concentration of both vehicle and pedestrian traffic at specific times of the day.

YIELD SIGN PLACEMENT

- On a minor road at the entrance to an intersection where it is necessary to assign the right of way to the major road, but where a stop is not necessary at all times, and where the safe approach speed on the minor road exceeds 10 miles per hour;
- At an intersection where a special problem exists and where study indicates the problem to be susceptible to correction by use of a yield sign.

WARNING OR INFORMATIONAL SIGN PLACEMENT

- As an indicator that an unusual or unique condition exists in the area.
- As an indicator of potential hazard.

PROCESSING REQUESTS FOR SIGNS

Requests for regulatory or warning signs shall be forwarded to the Chief of Police for review. The Chief of Police will determine if the requested sign placement is in conformance with this policy. The Chief's recommendation will be forwarded to the party making the request, with a copy to the Public Safety Committee. The requestee will have the option to contact the City Hall Staff Person to the Public Safety Committee to request to be placed on a subsequent meeting agenda if the recommendation is not satisfactory to them.

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