



Intersection traffic control

All-way stops are used for

- Moderate traffic volumes.
- Balanced traffic.
- Speed limits of 40 mph or less.

Drawbacks

- Inefficient and cause delay.
- Multiple lanes can increase crash risk.
- Increased crash risk when disregarded.
- Constant stopping/acceleration is noisy.

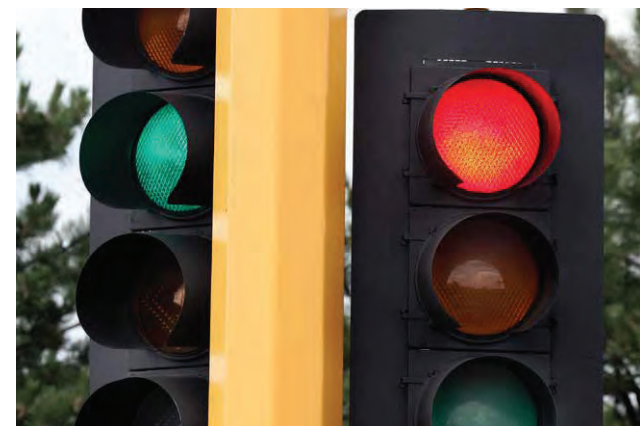


Traffic signals are used for

- Consistently high volume of traffic.
- Collector or arterial corridor intersections.

Drawbacks

- Introduces additional decision making.
- Increased crash risk when disregarded.
- Increased risk of fatal or serious injury crashes.
- Creates delay, particularly for higher volume movements.



Roundabouts are used for

- Moderate to high traffic volumes.
- Improving traffic flow.

Drawbacks

- May have higher construction cost and right-of-way needs.
- Potential for more property damage crashes.
- Not suitable for six-lane or principal arterial roadways.



Speed limits

Speed limits are important because they

- Make roads safer by reducing variability in vehicle speeds.
- Help unfamiliar drivers know the appropriate speed.
- Help law enforcement curb dangerous behavior.

Speed limits are established through Minnesota Statute 169.14. The statute

- Defines speeds for certain roadway types.
- Establishes a process for the State to determine speeds.

Speed studies examine

- Actual speeds of vehicles using the roadway.
- Roadway type, condition and length.
- Location of intersections and driveways.
- Traffic volume and crash history.
- Sight distance limitations caused by curves or hills.

After a speed study is conducted, a speed limit is set by the State. Posted limits reflect speeds for ideal road and weather conditions.

Speed limit facts

- Lowering the posted speed limit will not slow traffic.
- Most people drive what is comfortable and safe to them regardless of posted speeds.
- Lowering a posted speed limit does not reduce crashes.
- Improperly set speed limits decrease safety.

