

DeIDOT All-Way Stop Control (AWSC) Guidelines for Residential Streets

Executive Summary

DeIDOT's Traffic Section frequently receives requests to install all-way stop control measures in residential communities, as a means to reduce cut-through traffic, improve safety within residential areas, and slow traffic. However, the existing traffic volumes and crash history in residential communities rarely meet the warrants provided in the Delaware Manual on Uniform Traffic Control Devices (DE MUTCD) for installation of STOP signs. Section 2B.07 of the DE MUTCD notes that all-way stop control may be considered at the 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. However, the DE MUTCD (Sections 2B.04 and 2B.07) also states that stop signs should not be used for speed control. Based on these considerations, the intent of these guidelines is to provide a well-defined process for reviewing requests for stop signs along subdivision or local residential streets that are intended for managing traffic circulation within a community. DeIDOT's All-Way Stop Control (AWSC) Guidelines for Residential Streets provides a list of criteria that potential AWSC locations should meet in order to be applicable for this process. The guidelines also outline the process for approving AWSC locations within these areas.

The current guidelines were developed in the Spring of 2016 when DeIDOT initiated an effort to develop All-Way Stop Control (AWSC) Guidelines for Residential Streets as a means to expedite the review and study process for requests pertaining to intersections located along low-speed, residential streets, typically located within subdivisions, that meet a variety of minimum design and operational requirements. During the development of DeIDOT's AWSC Guidelines, a research initiative was undertaken to see if/how other states or local governments have addressed similar requests for AWSC on local roads. The literature review revealed that several states have adopted procedures for installing AWSC to supplement the MUTCD's AWSC policy.

Based on the aforementioned literature review and the findings of VDOT and FHWA's research into the safety, speed and traffic diversion impacts of AWSC signs in residential communities, DeIDOT decided it would be appropriate to establish the All-Way Stop Control (AWSC) Guidelines for Residential Streets. The guiding principle of DeIDOT's guidelines is that they should be a systematic approach to evaluating intersections for potential conversion to AWSC in residential communities along low speed roads. The guidelines and minimum criteria were developed based largely on the review and consideration of similar, existing policies around the country, but was tailored based on experience in Delaware from prior AWSC installations.

A Pilot Study implementing AWSC at intersections began in 2018. Eight (8) intersections across different parts of the State were analyzed both before and after the implementation of AWSC. While there were no discernable crash patterns for the three years prior to implementation, no additional crashes occurred within the six months after implementation. Nearly all intersections saw a reduction in 50th percentile and 85th percentile speeds at the intersection. DeIDOT also implemented AWSC at a few intersections that didn't meet all of the minimum criteria to determine if the minimum criteria could be modified. Based on the results from these locations, DeIDOT modified the minimum criteria in the AWSC Guidelines for Residential Streets to broaden the scope of implementing AWSC.

Based on the pilot program, the cost for installing two (2) new stop signs through this process was originally \$400 to \$500 to convert a 4-leg intersection to AWSC through coordination with Community Transportation Funds (CTF). In consideration of DeIDOT's administrative cost and time to coordinate with the local legislator, which exceeded the installation cost, the funding requirement has been removed from this program.

Introduction

In Delaware, the Delaware Department of Transportation (DeIDOT) owns and maintains 87% of the roads in the state, including the vast majority of subdivision streets. The national average is only 20% because in most states the local roads are the responsibility of county or municipal governments. As the agency responsible for thousands of miles of local roads in Delaware, DeIDOT frequently receives requests to install stop signs within subdivisions, usually as a means to either slow traffic, reduce cut-through traffic, and/or improve safety within a neighborhood. Therefore, DeIDOT has developed these All-Way Stop Control (AWSC) Guidelines for Residential Streets as a means to expedite the review and study process for requests pertaining to intersections located along low-speed residential streets, typically located within subdivisions, provided they meet a variety of minimum design and operational requirements.

The *Delaware Manual of Uniform Traffic Control Devices* (DE MUTCD) provides guidance for the applicability of multi-way stop control, also known as all-way stop control (AWSC). Section 2B.07 of the DE MUTCD notes that all-way stop control may be considered at the intersection of two (2) residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. However, the DE MUTCD (Sections 2B.04 and 2B.07) also states that stop signs should not be used for speed control. The intent of these guidelines is to provide a process for reviewing requests for stop signs along residential streets that are intended for managing traffic circulation within a community, not for reducing speeds.

The application and review process for the AWSC Guidelines for Residential Streets mirrors the process and procedures outlined in the *Delaware Traffic Calming Design Manual*. In fact, the AWSC process will be administered through the Department's Traffic Calming Program, but for the reasons noted previously, AWSC measures should not be considered as a traffic calming device.

Finally, DeIDOT reserves the right to refuse to install any stop signs if they are anticipated to create operational or safety issues, particularly along adjacent roadways with a higher classification.

Identification of Potential AWSC Intersections

Minimum Criteria

The following minimum criteria should be satisfied for stop signs to be installed using the AWSC Guidelines for Residential Streets:

<i>Types of Streets</i>	The residential AWSC guidelines are only applicable at the junction of existing subdivision streets with at least one of the approaches being state maintained. Intersections that include state-maintained subdivision roads or local roads with three (3) digit maintenance numbers that traverse a subdivision shall be evaluated and approved by DeIDOT to be eligible for this process.
<i>Speed Limits</i>	The residential AWSC guidelines are only applicable for the intersection of streets with speed limits of 25 MPH or less.
<i>Spacing from existing traffic control devices</i>	Stop signs that are proposed using the residential AWSC guidelines should be placed at least 600 feet from an existing signalized intersection.
<i>Surrounding Land Use</i>	The residential AWSC guidelines are only applicable for roadways that provide access to either residential properties or schools.
<i>Access Points</i>	The residential AWSC guidelines are only applicable at the junction of subdivision or local roads for which all legs of the intersection provide direct access to residential properties or schools.

For locations that do not meet these minimum criteria, a request may still be made to DeIDOT to determine if modifications may be appropriate. These modifications may include changes in traffic control or the consideration of traffic calming features. However, these efforts would be performed independently from the All-Way Stop Control Guidelines for Residential Streets.

The project development guidance in this manual does not apply to streets under municipal control or private streets under the control of neighborhood associations. However, the guidance included in the manual may be adopted by any local governing authority.

Anticipated Impacts

Speed: While AWSC should not be used for speed control, the installation of a stop sign may reduce speeds at the location of the sign. However, it may also *increase* vehicle speeds between stop signs as motorists attempt to make up for lost time.

Traffic Diversion: Stop signs can contribute to the diversion of traffic from a street. The amount of traffic diversion will depend on the increased travel time for non-local traffic and the availability of alternate route(s).

Potential Advantages

- Possible reduction in non-local traffic
- Relatively low implementation cost
- Provides a method for managing the circulation of traffic within a community

Potential Disadvantages

- Emergency response times may increase
- Potential for noise levels to increase due to vehicles braking and accelerating, as well as the vibration of loose items in truck beds or trailers
- May result in increased pollution from vehicle exhaust

- Potential for loss of on-street parking at/near the intersection
- May divert traffic to other streets
- May result in some motorists speeding up between stop signs
- Requires additional traffic control devices
- Additional burden on local law enforcement

Three Paths for Submittal and Evaluation of AWSC Requests

After identifying potential intersections for AWSC, the next step is to determine who would sponsor the request to DeIDOT. There are several factors to consider when determining the sponsor, but the main factor is if the requested locations are within an area governed by an established HOA or Civic/Community Association. After that is determined, there are three (3) possible scenarios, or paths, depending on the sponsoring group.

Path 1: Locations Sponsored by an Area Legislator with Support from an HOA or Civic/Community Association

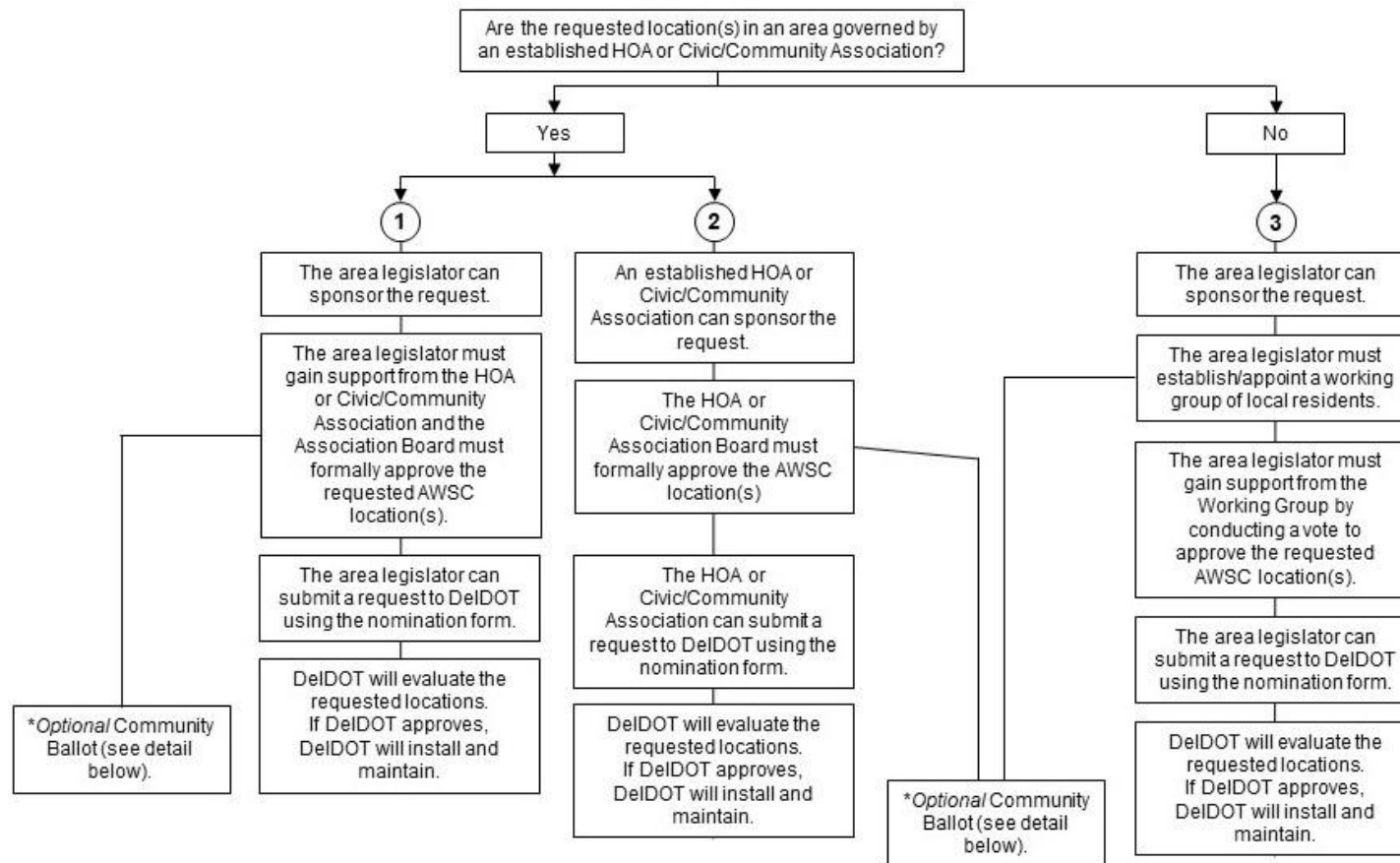
Path 2: Locations Sponsored by an HOA or Civic/Community Association

Path 3: Locations Sponsored by an Area Legislator with Support from a Working Group (in Areas without an established HOA or Civic/Community Association)

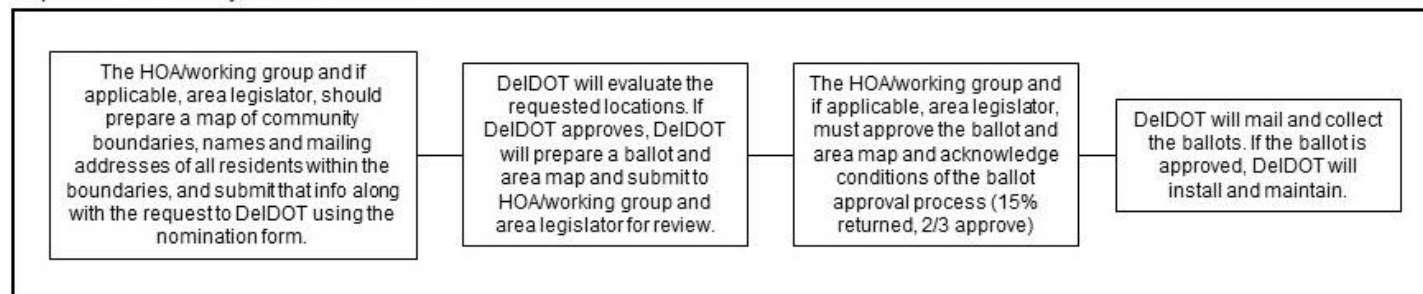
Optional Community Ballot: For all three paths, an optional community ballot can be utilized to gauge support from the community.

The flowchart on the following page describes an overview of the steps after identification of potential AWSC intersections and the three paths based on sponsorship, as well as the potential option of a community ballot.

Three Paths for Submittal and Evaluation of AWSC Requests (After Identifying Locations)



***Optional Community Ballot Procedure**



Path 1: Locations Sponsored by an Area Legislator with Support from an HOA or Civic/Community Association

After identifying locations that meet all of the minimum criteria, area legislator(s) may sponsor the request to DeIDOT. The following steps describe the process for an area legislator sponsoring a request for locations that are in an area governed by an established Homeowners Association (HOA) or Civic/Community Association.

Gain Support of HOA or Civic/Community Association

Area legislators will need to gain the support and approval of the HOA or Civic/Community Association. The requested locations for ASWC must be formally approved by the HOA or Civic/Community Association Board, such as a vote during a regular meeting of the Board. This is also confirmed by signing the Nomination Form provided in **Appendix A**, which indicates that the request has the support of the community.

Optional Community Ballot

If determined by the area legislator with support of the HOA or Civic/Community Association, an optional ballot can be utilized to gauge support from the community. Proceed to “Optional Community Ballot Procedure”. If a ballot will not be utilized, proceed to “Submit Request using Nomination Form”.

Submit Request using Nomination Form

Once support is finalized, the area legislator(s) may submit their request for AWSC nominations directly to DeIDOT using the Nomination Form located in **Appendix A**.

DeIDOT Evaluation

DeIDOT will review the Nomination Form, ensure that the requested locations are eligible for AWSC, ensure that the HOA or Civic/Community Association Board has formally approved the requested locations, and evaluate the locations to determine if AWSC is appropriate.

DeIDOT Approval, Installation, and Maintenance

If DeIDOT approves, DeIDOT will install and maintain AWSC at the approved locations. The sponsoring legislator is responsible for public advocacy and outreach, not DeIDOT.

Path 2: Locations Sponsored by an HOA or Civic/Community Association

After identifying locations that meet all of the minimum criteria, a community with an established Homeowners Association (HOA) or Civic/Community Association may sponsor the request to DeIDOT. The following steps describe the process for the HOA or Civic/Community Association sponsoring a request for locations that are within their boundaries.

Approve Locations by Formal Board Action

The requested locations for ASWC must be formally approved by the HOA or Civic/Community Association Board, such as a vote during a regular meeting of the Board. This is also confirmed by signing the Nomination Form provided in **Appendix A**, which indicates that the request has the support of the community.

Optional Community Ballot

If determined by the HOA or Civic/Community Association, an optional ballot can be utilized to gauge support from the community. Proceed to “Optional Community Ballot Procedure”. If a ballot will not be utilized, proceed to “Submit Request using Nomination Form”.

Submit Request using Nomination Form

Once support is finalized, the HOA or Civic/Community Association may submit their request for AWSC nominations directly to DeIDOT using the Nomination Form located in **Appendix A**. Representatives from the Board of the HOA or Civic/Community Association must also sign the Form to certify that the Board approved the requested AWSC locations.

DeIDOT Evaluation

DeIDOT will review the Nomination Form, ensure that the requested locations are eligible for AWSC, ensure that the HOA or Civic/Community Association Board has formally approved the requested locations, and evaluate the locations to determine if AWSC is appropriate.

DeIDOT Approval, Installation, and Maintenance

If DeIDOT approves, DeIDOT will install and maintain AWSC at the approved locations. Public outreach is the responsibility of the HOA or Civic/Community Association, not DeIDOT.

Path 3: Locations Sponsored by an Area Legislator with Support from a Working Group (in Areas without an established HOA or Civic/Community Association)

After identifying locations that meet all of the minimum criteria, area legislator(s) may sponsor the request to DeIDOT. The following steps describe the process for an area legislator sponsoring a request for locations that are not within the boundaries of an established HOA or Civic/Community Association.

Appoint Working Group of Local Residents

The sponsoring area legislator should establish or appoint a working group of local residents that will represent the communities near the proposed AWSC locations. The working group shall be an odd number of residents, consisting of no less than three and no more than five residents.

Optional Community Ballot

If determined by the area legislator with support of the community working group, an optional ballot can be utilized to gauge support from the community. Proceed to “Optional Community Ballot Procedure”. If a ballot will not be utilized, proceed to “Gain Support of Working Group”.

Gain Support of Working Group

Area legislators will need to gain the support and approval of the working group. The requested locations for AWSC must be formally approved by the working group, such as a vote. This is also confirmed by signing the Nomination Form provided in **Appendix A**, which indicates that the request has the support of the community.

Submit Request using Nomination Form

Once support is finalized, the area legislator may submit their request for AWSC nominations directly to DeIDOT using the Nomination Form located in **Appendix A**. Representatives from the working group must also sign the Form to certify that the Working Group approved the requested AWSC locations.

DeIDOT Evaluation and Approval

DeIDOT will review the Nomination Form, ensure that the requested locations are eligible for AWSC, ensure that the information provided by the working group is complete, and evaluate the locations to determine if AWSC is appropriate.

DeIDOT Installation, and Maintenance

If DeIDOT approves, DeIDOT will install and maintain AWSC at the approved locations. Public outreach is the responsibility of the working group, not DeIDOT.

Optional Community Ballot Procedure

All paths described previously can choose to conduct a community ballot. However, this needs to be decided prior to the submittal of the Nomination Form to DeIDOT.

Prepare Map of Boundaries and List of Names and Addresses of Residents within Boundaries

The HOA board, Civic/Community Association Board or working group representatives are required to provide their area legislator and DeIDOT with the boundaries of their community (a map and/or written description of the boundaries), names of residents and mailing addresses within the community, a list of all streets within the community, and a comprehensive list of intersections that they would like considered for AWSC.

Submit Request using Nomination Form

Once support is finalized, the area legislator, HOA board, or Civil/Community Association board may submit their request for AWSC directly to DeIDOT using the Nomination Form located in **Appendix A**.

DeIDOT Evaluation and Approval

DeIDOT will review the Nomination Form, ensure that the requested locations are eligible for AWSC, ensure that the information provided is complete, and evaluate the locations to determine if AWSC is appropriate.

DeIDOT Preparation of Draft Ballot and Area Map

If DeIDOT approves the AWSC locations, DeIDOT will create a ballot and area map for the community. The map will show the limits of the community as well as each of the intersections being considered for installation of AWSC.

Approve Draft Ballot and Area Map and Acknowledge Ballot Procedures

The area legislator and the HOA/working group will need to approve both the ballot and study area as provided by DeIDOT and acknowledge the ballot procedures before the ballot is mailed to the community. To demonstrate support for the proposed AWSC locations, 15% of the ballots must be returned and two-thirds (2/3) must approve the AWSC locations for the implementation process to proceed.

DeIDOT Distribution, Collection, and Processing of Ballot

After the draft ballot is approved, DeIDOT will mail the ballot (see example in **Appendix C**) to all residences within the study area of the project. Ballots returned by the pre-determined deadline will be counted and an approval percentage will be determined. An example study package that is legislatively sponsored is provided in **Appendix D**.

DeIDOT Installation, and Maintenance

If the ballot is approved, DeIDOT will install and maintain the signs.

Modification/Removal of Stop Control

If DeIDOT determines there is a problem with any stop sign(s), including an increase in crashes following the installation of the stop sign(s), DeIDOT may modify or remove the stop sign(s) on its own initiative. The original requestor will be contacted by DeIDOT to discuss possible modification or removal of stop signs. Area Legislators, HOA/civic associations, and working groups may also petition DeIDOT for modification or removal of a stop sign. Except for very unusual conditions, DeIDOT will consider such petitions for removal only after a full year of experience with all-way stop control.

The same procedural requirements that apply to initial installation will also apply to modification or removal of AWSC.

DeIDOT also reserves the right to refuse to remove any stop signs if it is anticipated that removal would create operational or safety issues for adjacent roadways with a higher classification.

The community may also wish to replace stop signs with some type of physical traffic calming device, including realigned intersections or roundabouts. These types of modifications will be considered by DeIDOT following the procedures in DeIDOT's Traffic Calming Manual.

Background and Guidelines Justification

In Delaware, the Delaware Department of Transportation (DeIDOT) owns and maintains 87% of the roads in the state, including the vast majority of subdivision streets. The national average is only 20% because in most states the local roads are the responsibility of county or municipal governments. As the agency responsible for thousands of miles of local roads, DeIDOT frequently receives requests to install stop signs within subdivisions, usually as a means to either slow traffic, reduce cut-through traffic, and/or improve safety within a neighborhood. Therefore, in the Spring of 2016, DeIDOT initiated an effort to develop All-Way Stop Control (AWSC) Guidelines for Residential Streets as a means to expedite the review and study process for requests pertaining to intersections located along low-speed, residential streets, typically located within subdivisions, that meet a variety of minimum design and operational requirements.

During the development of DeIDOT's AWSC Guidelines, a research initiative was undertaken to see if/how other states or local governments have addressed similar requests for AWSC on local roads. The literature review revealed that several states have adopted procedures for installing AWSC to supplement the MUTCD's AWSC policy. They included:

- Tempe Arizona
- San Mateo, California
- Brookhaven, Georgia
- Cherokee, Georgia
- Naperville, Illinois
- Frederick County, Maryland
- Shakopee, Minnesota
- Fridley, Minnesota
- Northfield, Minnesota
- Greensboro, North Carolina
- Delaware, Ohio
- Virginia DOT
- Arlington County, Virginia
- Leesburg, Virginia
- Prince William County, Virginia
- South Carolina DOT
- Mount Pleasant, South Carolina
- Dallas, Texas
- Park City, Utah
- Washington, DC

Each of these jurisdictions have developed their procedures for evaluating and approving AWSC based on a range of factors including:

- Consideration of the guidance in the MUTCD;
- Rating systems where points are awarded based on traffic volumes, crash history, 85th percentile speed, and adjacent land use;
- Requirements for the functional classification and geometric features of the roads;
- Requirements for minimum spacing to adjacent intersections; and
- Requirements for minimum levels of community support.

Most of the AWSC policies that were reviewed were developed specifically to help engineers make decisions regarding the selection of AWSC for subdivision streets and local roads in residential areas.

One such well-documented policy is the Virginia Department of Transportation's (VDOT) "Policy and Procedures for Control of Residential Cut-Through Traffic", adopted in 1989, which established the procedures for using AWSC as one of the tools for reducing cut-through traffic in communities that sit between higher classification roadways. Once a neighborhood association obtains signatures from at least 75 percent of the impacted residences, VDOT looks at the feasibility of using a combination of AWSC, other traffic calming devices, and improvements to the adjacent higher classification roadways to decrease the attractiveness of using local residential streets as a shortcut.

In 1996, Virginia Transportation Research Council (VTRC), with support from the Federal Highway Administration (FHWA), released a report which documented the effect that AWSC had on vehicle speeds, safety, and cut-through traffic at three (3) residential communities in Virginia. Before and after data for traffic volumes, crash frequency, and vehicle speeds were all reviewed as a part of this report. The results showed no noticeable increase or decrease in vehicle speeds or crash frequency after AWSC was installed. However, the results showed a significant decrease in cut-through traffic during the peak periods (33-67%) and two (2) of the locations showed a reduction in the daily cut-through volume by up to 31%.

Based on the aforementioned literature review and the findings of VDOT and FHWA's research into the safety, speed and traffic diversion impacts of AWSC signs in residential communities, DeIDOT decided it would be appropriate to establish the All-Way Stop Control (AWSC) Guidelines for Residential Streets. The guiding principle of DeIDOT's guidelines is that they should be a systematic approach to evaluating intersections for potential conversion to AWSC in residential communities along low speed roads. The guidelines and minimum criteria were developed based largely on the review and consideration of similar, existing policies around the country, but was tailored based on experience in Delaware from prior AWSC installations. Specifically, DeIDOT reviewed 18 locations where AWSC had been installed based on a full traffic engineering study and compared the geometric and operational characteristics of each site to a variety of potential minimum criteria for inclusion in the proposed AWSC Guidelines for Residential Streets.

While the AWSC Guidelines for Residential Streets was developed to expedite the review process of requests for stop signs under certain conditions, it is important to note that significant care was taken to ensure that the guidelines would not allow the proliferation of stop signs at inappropriate locations. Because stop signs are a regulatory condition and an inconvenience to through traffic, they should only be used where needed. Studies have shown that if stop signs are overused, or located where they don't seem necessary, some drivers become careless about stopping at them or may drive faster between stop signs to make up for "lost" time while stopped. Studies have also shown that poor motorist compliance may result in a decrease in safety for pedestrians, because pedestrians may expect motorists to come to a complete stop. Stop signs may result in increased noise levels and air pollution near the intersection, due to vehicles accelerating and decelerating.

Because the guidelines are intended solely for subdivision and local residential streets, the department felt strongly that one of the criteria for approval of stop signs under these guidelines is a minimum level of community support. Therefore, the guidelines require that legislators and community members play an active role in identifying intersections that may be considered for AWSC. Also, the guidelines require that when candidate intersections have been identified, community support for AWSC must be established through an existing HOA/civic association board, a community working group, or a ballot process.

It should be noted that in Delaware, whether requested through this process or by other means, AWSC will not be used for the sole purpose of reducing vehicles speeds. The DE MUTCD states that AWSC should not be used for speed control. Multiple studies have shown that AWSC has little effect on speeding and may actually increase speeds between intersections.

A Pilot Study implementing AWSC at intersections began in 2018. Eight (8) intersections across different parts of the State were analyzed both before and after the implementation of AWSC. While there were no discernable crash patterns for the three years prior to implementation, no additional crashes occurred within the six months after implementation. Nearly all intersections saw a reduction in 50th percentile and 85th percentile speeds at the intersection. DeIDOT implemented AWSC at a few intersections that didn't meet all of the minimum criteria to determine if the minimum criteria could be modified. Based on the results from these locations, DeIDOT modified the minimum criteria in the AWSC Guidelines for Residential Streets.

The cost for installing two (2) new stop signs through this process was originally \$400 to \$500 to convert a 4-leg intersection to AWSC through coordination with Community Transportation Funds (CTF). In consideration of DeIDOT's administrative cost and time to coordinate with the local legislator, which exceeded the installation cost, the funding requirement has been removed from this program.

Appendices

Appendix A – Nomination Form

Appendix B – Example Study Package (Path 1: Location Sponsored by an Area Legislator with Support from HOA or Civic/Community Association)

Appendix C – All-Way Stop Control Community Ballot Sample

Appendix D – Example Study Package (Path 3: Location Sponsored by an Area Legislator with Working Group and Community Ballot)

**Appendix A
Nomination Form**



**All-Way Stop Control (AWSC)
Nomination Form Instructions**
Updated December 2020

What is this form?

This form is the Nomination Agreement Form for requests for All-Way Stop Control (AWSC) according to the DeIDOT *AWSC Guidelines for Residential Streets*.

Who can submit a request using this form?

The DeIDOT *AWSC Guidelines for Residential Streets* describes three (3) paths for submittal of AWSC requests that vary based on sponsoring group, support from an established HOA or Civic/Community Association, etc:

- Path 1: Locations Sponsored by an Area Legislator with Support from an HOA or Civic/Community Association
- Path 2: Locations Sponsored by an HOA or Civic/Community Association
- Path 3: Locations Sponsored by an Area Legislator with Support from a Working Group (in Areas without an established HOA or Civic/Community Association)
- All three paths may also utilize an optional Community Ballot

Which locations are eligible to submit a request?

Prior to using this form, please ensure that ALL of the following minimum criteria are satisfied.

Are the requested intersection(s) located:	Yes	No
At junction of existing subdivision streets, with at least one of the approaches being state maintained?	<input type="checkbox"/>	<input type="checkbox"/>
Along streets with speed limits of 25 mph or less?	<input type="checkbox"/>	<input type="checkbox"/>
At least 600 feet from an existing signalized intersection?	<input type="checkbox"/>	<input type="checkbox"/>
Along roadways that provide access to either residential properties or schools?	<input type="checkbox"/>	<input type="checkbox"/>
At the junction of subdivision or residential streets for which all legs of the intersection provide direct access to residential properties or schools?	<input type="checkbox"/>	<input type="checkbox"/>



All-Way Stop Control (AWSC) Nomination Form

Section A: General Information

Date: _____ County: _____

Development (Community): _____

The following intersections meet the requirements provided in the DelDOT *All-Way Stop Control (AWSC) Guidelines for Residential Streets* (Requested Locations):

Section B: Legislator(s) Information

(If you are not a legislator, skip to next section)

Senator

Representative

Name and Title: _____

District #: _____

Contact Info:

Email Address: _____

Phone Number: _____

Mailing Address: _____

Signature: _____

Appendix B
Example Study Package for Path 1

Location Sponsored by an Area Legislator with Support from HOA or Civic/Community Association



**All-Way Stop Control (AWSC)
Nomination Form Instructions**
Updated December 2020

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- All three paths may also utilize an optional Community Ballot

Which locations are eligible to submit a request?

Prior to using this form, please ensure that ALL of the following minimum criteria are satisfied.

Are the requested intersection(s) located:	Yes	No
At junction of existing subdivision streets, with at least one of the approaches being state maintained?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along streets with speed limits of 25 mph or less?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
At least 600 feet from an existing signalized intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along roadways that provide access to either residential properties or schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
At the junction of subdivision or residential streets for which all legs of the intersection provide direct access to residential properties or schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>



All-Way Stop Control (AWSC) Nomination Form

Section A: General Information

Date: March 20, 2020 County: New Castle

Development (Community): Community of Silver Creek

The following intersections meet the requirements provided in the DelDOT *All-Way Stop Control (AWSC) Guidelines for Residential Streets* (Requested Locations):

Adams Street at Boston Avenue

Boston Avenue at Chicago Lane

Chicago Lane at Denver Way

Section B: Legislator(s) Information

(If you are not a legislator, skip to next section)

Senator

Representative

Name and Title: Senator (Name)

Representative (Name)

District #: District xx

House District XX

Contact Info:

Email Address: ExampleEmail@gmail.com

ExampleEmail@gmail.com

Phone Number: 302-XXX-XXXX

302-XXX-XXXX

Mailing Address: 123 Main Street

456 Main Street

Example, DE XXXXX

Example, DE XXXXX

Signature: FirstName LastName

FirstName LastName

Section C: HOA/Civic Association or Working Group Information

Type of Group (circle one): HOA/Civic Association Working Group

Name(s) of Primary Representative(s)/ Community Contact(s)	Name 1	Name 4
	Name 2	Name 5
	Name 3	
Contact Information:	Email Address (Preferred)	ExampleEmail@gmail.com
	Phone Number	302-XXX-XXXX
	Mailing Address	789 Main Street
		Example, DE XXXXX

Section D: Certification of Community Support

(If using Community Ballot, skip to next section)

I certify that the communities Homeowner's Association (HOA)/Civic Association Board/Working Group voted in support of All-Way Stop Control at the aforementioned intersection(s).

Representative Name(s)	Signature(s)	Date(s)
Name 1	<i>FirstName LastName</i>	3/XX/2020
Name 2	<i>FirstName LastName</i>	3/XX/2020
Name 3	<i>FirstName LastName</i>	3/XX/2020
Name 4	<i>FirstName LastName</i>	3/XX/2020
Name 5	<i>FirstName LastName</i>	3/XX/2020

Section E: Community Ballot Request (Optional)

(Leave blank if not applicable)

Is a Ballot being requested to seek support from Community? (Yes/No): _____

Number of Residences in Community to be included in Ballot: _____

Please attach and submit the following information with this form:

- Map of community boundaries
- List of street names within the community
- List of names and addresses of residents

Note: Information from this form may be used by DeIDOT to contact the applicants regarding any future questions or concerns

Appendix C
All-Way Stop Control Community Ballot Sample
Optional for all Paths

PUBLIC NOTICE



Delaware Department of Transportation All-Way Stop Control (AWSC) Ballot (Community Name)

Representatives from your community have requested that (number of locations) intersections in (Community Name) be converted to All-Way Stop Control. DelDOT is seeking your input on this potential change. This ballot is being distributed to the residents most likely to be affected by this potential change in traffic control. At least 15% of the distributed ballots must be returned in order for All-Way Stop Control to be considered. Of those returned, at least two-thirds (2/3) must be in support of the proposed changes before the request can be approved. If the request is approved, DelDOT will proceed with installation of the community supported AWSC.

Please consider the installation of All-Way Stop Control at each of the intersections listed below. Please indicate your support or opposition to by circling "Support AWSC" or "Oppose AWSC" for each of the locations listed. After making your choices, please mail your completed ballot to:

Attn. Traffic Calming Program
Delaware Department of Transportation
Address Line 1
Address Line 2

(Name) may also be reached for questions or comments at (xxx) xxx-xxxx, or at (email address).

BALLOTS MUST BE MAILED BY (DATE). BALLOTS RECEIVED AFTER (DATE) WILL NOT BE CONSIDERED IN THE FINAL TABULATION. Please note that ballots must be returned individually. Ballots mailed in bulk will not be accepted.

(Community Name) All-Way Stop Control Ballot

As a resident of the (Community Name), I support or oppose (please circle for each location) All-Way Stop Control at the following location(s).

_____ Support AWSC Oppose AWSC
(Enter intersecting street names for proposed location 1)

_____ Support AWSC Oppose AWSC
(Enter intersecting street names for proposed location 2)

_____ Support AWSC Oppose AWSC
(Enter intersecting street names for proposed location 3)

I recognize that only one vote per household will be included in the tabulation of the votes.

My address is as follows (required): _____

Appendix D
Example Study Package for Path 3

Location Sponsored by an Area Legislator with Working Group and Community Ballot



**All-Way Stop Control (AWSC)
Nomination Form Instructions**
Updated December 2020

What is this form?

This form is the Nomination Agreement Form for requests for All-Way Stop Control (AWSC) according to the DeIDOT *AWSC Guidelines for Residential Streets*.

Who can submit a request using this form?

The DeIDOT *AWSC Guidelines for Residential Streets* describes three (3) paths for submittal of AWSC requests that vary based on sponsoring group, support from an established HOA or Civic/Community Association, etc:

- Path 1: Locations Sponsored by an Area Legislator with Support from an HOA or Civic/Community Association
- Path 2: Locations Sponsored by an HOA or Civic/Community Association
- Path 3: Locations Sponsored by an Area Legislator with Support from a Working Group (in Areas without an established HOA or Civic/Community Association)
- All three paths may also utilize an optional Community Ballot

Which locations are eligible to submit a request?

Prior to using this form, please ensure that ALL of the following minimum criteria are satisfied.

Are the requested intersection(s) located:	Yes	No
At junction of existing subdivision streets, with at least one of the approaches being state maintained?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along streets with speed limits of 25 mph or less?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
At least 600 feet from an existing signalized intersection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along roadways that provide access to either residential properties or schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
At the junction of subdivision or residential streets for which all legs of the intersection provide direct access to residential properties or schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>



All-Way Stop Control (AWSC) Nomination Form

Section A: General Information

Date: March 20, 2020 County: New Castle

Development (Community): Community of Silver Creek

The following intersections meet the requirements provided in the DelDOT *All-Way Stop Control (AWSC) Guidelines for Residential Streets* (Requested Locations):

Adams Street at Boston Avenue

Boston Avenue at Chicago Lane

Chicago Lane at Denver Way

Section B: Legislator(s) Information

(If you are not a legislator, skip to next section)

Senator

Representative

Name and Title: Senator (Name)

Representative (Name)

District #: District XX

House District XX

Contact Info:

Email Address: ExampleEmail@gmail.com

ExampleEmail@gmail.com

Phone Number: 302-XXX-XXXX

302-XXX-XXXX

Mailing Address: 123 Main Street

456 Main Street

Example, DE XXXXX

Example, DE XXXXX

Signature: FirstName LastName

FirstName LastName

Section C: HOA/Civic Association or Working Group Information

Type of Group (circle one): HOA/Civic Association

Working Group

Name(s) of Primary Representative(s)/ Community Contact(s)	<u>Name 1</u>	<u>Name 4</u>
	<u>Name 2</u>	<u>Name 5</u>
	<u>Name 3</u>	
Contact Information:	Email Address (Preferred)	<u>ExampleEmail@gmail.com</u>
	Phone Number	<u>302-XXX-XXXX</u>
	Mailing Address	<u>789 Main Street</u>
		<u>Example, DE XXXXX</u>

Section D: Certification of Community Support

(If using Community Ballot, skip to next section)

I certify that the communities Homeowner's Association (HOA)/Civic Association Board/Working Group voted in support of All-Way Stop Control at the aforementioned intersection(s).

Representative Name(s)	Signature(s)	Date(s)
<hr/>		
<hr/>		
<hr/>		
<hr/>		

Section E: Community Ballot Request (Optional)

(Leave blank if not applicable)

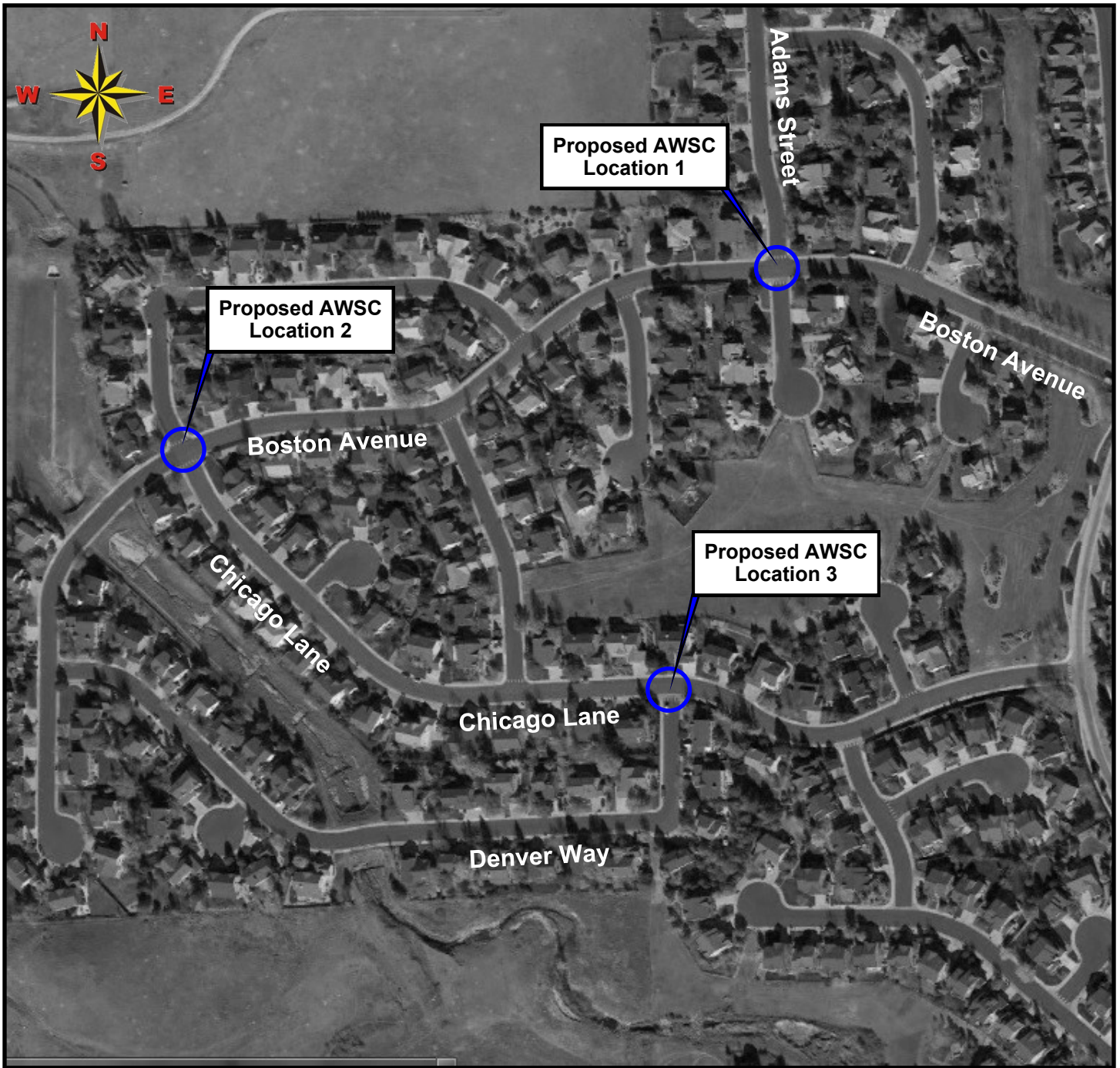
Is a Ballot being requested to seek support from Community? (Yes/No): Yes

Number of Residences in Community to be included in Ballot: 10

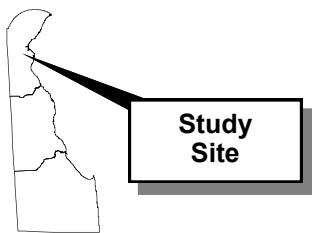
Please attach and submit the following information with this form:

- Map of community boundaries
- List of street names within the community
- List of names and addresses of residents

Note: Information from this form may be used by DeIDOT to contact the applicants regarding any future questions or concerns



Key Map of Delaware



Ballot Map

**Community of Silver Creek
New Castle County, Delaware**

DeIDOT Traffic

March 20, 2020

Figure 1

PUBLIC NOTICE



Delaware Department of Transportation All-Way Stop Control (AWSC) Ballot Community of Silver Creek

Representatives from your community have requested that **three (3)** intersections in **the Community of Silver Creek** be converted to All-Way Stop Control. DelDOT is seeking your input on this potential change. This ballot is being distributed to the residents most likely to be affected by this potential change in traffic control. At least 15% of the distributed ballots must be returned in order for All-Way Stop Control to be considered. Of those returned, at least two-thirds (2/3) must be in support of the proposed changes before the request can be approved. If the request is approved, DelDOT will proceed with installation of the community supported AWSC.

Please consider the installation of All-Way Stop Control at each of the intersections listed below. Please indicate your support or opposition to by circling "Support AWSC" or "Oppose AWSC" for each of the locations listed. After making your choices, please mail your completed ballot to:

Attn. Traffic Calming Program
Delaware Department of Transportation
Address Line 1
Address Line 2

(Name) may also be reached for questions or comments at (xxx) xxx-xxxx, or at [\(email address\)](#).

BALLOTS MUST BE MAILED BY 5/1/20. BALLOTS RECEIVED AFTER 5/1/20 WILL NOT BE CONSIDERED IN THE FINAL TABULATION. Please note that ballots must be returned individually. Ballots mailed in bulk will not be accepted.

Silver Creek All-Way Stop Control Ballot

As a resident of the **Community of Silver Creek**, I support or oppose (please circle for each location) All-Way Stop Control at the following location(s).

Adams Street at Boston Avenue
(Enter intersecting street names for proposed location 1)

Support AWSC

Oppose AWSC

Boston Avenue at Chicago Lane
(Enter intersecting street names for proposed location 2)

Support AWSC

Oppose AWSC

Chicago Lane at Denver Way
(Enter intersecting street names for proposed location 3)

Support AWSC

Oppose AWSC

I recognize that only one vote per household will be included in the tabulation of the votes.

My address is as follows (required): 123 Main St. Example, DE XXXXX