

ITEM #: 25  
DATE: 11-26-24  
DEPT: PW

**COUNCIL ACTION FORM**

**SUBJECT: ALL-WAY STOP CONTROL REQUEST FOR ADA HAYDEN ROAD AND MCFARLAND AVENUE INTERSECTION**

**BACKGROUND:**

On November 12, 2024, the City Council reviewed a technical memorandum regarding a neighborhood request for an all-way stop at the intersection of Ada Hayden Road and McFarland Avenue. Concerns raised by residents included pedestrian safety and vehicle speeds. A subsequent engineering study conducted by staff included a traffic volume analysis, crash history review, speed data collection, and sight distance study. **The study determined that the intersection currently does not meet any criteria for an all-way stop under the Manual on Uniform Traffic Control Devices (MUTCD) or other relevant guidelines. Therefore, the traffic staff believes the current two-way stop control, implemented for McFarland Avenue approaches, remains appropriate based on the data.**

**ISSUES TO CONSIDER:**

1. While the neighborhood's concerns about pedestrian safety and speeding are understandable, the data does not support an all-way stop installation. **The evaluation of the intersection indicates that it does not meet any MUTCD criteria, including traffic volume, crash experience, or pedestrian activity thresholds, to justify an all-way stop.** Speed data indicates well-behaved operations, including no observed excessive speeding ( $\geq 35$  mph), suggesting that speeding is not a prevalent issue.
2. **Installing stop signs for purposes beyond their intended use, such as speed control, may gradually undermine their effectiveness, set a precedent for unwarranted installations, and may lead to non-compliance and reduced safety.** Because of these concerns, staff would want to see at least one of the criteria met to justify an all-way stop installation, which is not the case at this location.
3. The authority to install, remove, or modify stop signs has been delegated to the City Manager per Ames *Municipal Code* Section 26.4(1)(a). Formal City Council action is not required. **However, City Council can 1) direct staff to retain the two-way stop, or 2) direct staff to install an all-way stop as requested by the neighborhood.**
4. **As an alternative to installing additional stop signs, staff could support implementing measures such as enhanced pedestrian signage and improved crosswalk visibility. These measures may be effective at addressing the neighborhood concerns and maintaining alignment with the City's goal of promoting safe walking and biking.**

**ALTERNATIVES:**

**1. Retain the Current Two-Way Configuration with Implementation of Enhanced Safety Measures**

If City Council should choose this alternative, a motion can be made directing staff to maintain the existing two-way stop configuration at the intersection and to implement the enhanced pedestrian safety measures suggested by Staff, such as improved signage and crosswalk markings at the nearby trail crossing, to address neighborhood concerns while adhering to MUTCD standards.

**2. Direct Staff to Proceed with All-Way Stop Installation**

If City Council should choose this alternative, it can make a motion directing staff to install an all-way stop at the intersection. This option would address neighborhood request.

**CITY MANAGER'S RECOMMENDED ACTION:**

**Based on the findings of the engineering study and adherence to MUTCD standards, retaining the two-way stop configuration and implementing enhanced pedestrian safety measures is recommended. This approach addresses safety concerns effectively without compromising the integrity of traffic control standards. Staff will continue to monitor the intersection and reevaluate if conditions change significantly.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No.1, as noted above.

**ATTACHMENT(S):**

[Nov 12th Memo - All Way Stop - Ada Hayden & McFarland Ave](#)

[Location Map - Ada Hayden Rd & McFarland Ave](#)