



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
12/01/2012 - 8:00 a.m.**

CALL TO ORDER:

A. ROLL CALL

B. APPROVAL OF MINUTES

1. Approve the minutes of the November 3, 2012 Transportation Advisory Board meeting.

C. PUBLIC FORUM

D. OLD BUSINESS

E. PUBLIC HEARINGS

F. REPORTS AND RECOMMENDATIONS

1. City Council Report
2. Police Department Report
3. Washington Street Pedestrian Bridge Feasibility Study

G. CORRESPONDENCE

1. Open House: Washington Street Pedestrian Bridge Feasibility Study
2. Overnight Parking Enforcement
3. Canadian National Railroad Quiet Zone for Northern Naperville
4. All Way Stop Policy and Naperville Heights Cut-Through Traffic

H. NEW BUSINESS

I. ADJOURNMENT

AGENDA
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Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.



**NAPERVILLE TRANSPORTATION ADVISORY BOARD
MINUTES OF NOVEMBER 3, 2012**

| | | |
|---------------------------------------|--|------------------|
| Call to Order | | 8:00 a.m. |
| A. Roll Call | | |
| Present: | Benson, Collins, DioGiovine-Gehrs, Floegel, McIntosh, Nye, Perillo, Polites, Preissig Student Representatives: Coen, O'Shaughnessy, Lundy, Samuels | |
| Absent: | Amberg, Chairman Wencel | |
| Staff Present: | Project Manager Rory Fancler, Sergeant Lee Martin | |
| B. Recognition | Fancler recognized Pamela Perillo for her dedication to the Transportation Advisory Board since July 2001. | |
| C. Welcome | Fancler welcomed two new student representatives Calvin Lundy and Lex Samuels, and thanked outgoing student representatives Andrew Coen and Ryan O'Shaughnessy. | |
| D. Minutes | Approve the minutes from the September 15, 2012 Transportation Advisory Board meeting. | |
| | Motion to approve. | |
| | Motion by: McIntosh Second by: Benson | Approved, 8-0 |
| E. Public Forum | | |
| | <p>Myron Sawyer, 619 N. Center Street</p> <ul style="list-style-type: none"> • Suggested installation of all-way stop at intersections in Naperville Heights to address cut-through traffic concerns • Noted that cut-through traffic is also present in neighborhood north of Naperville Metra Station • Expressed concern about aggressive drivers; acknowledged that cut-through traffic will occur in some locations • Recommended additional bicycle parking on west side of Washington Street for Naperville Metra Station commuters; cited observation of bicycles parked to the fence and guardrail on west side of street | |
| F. Old Business | N/A | |
| G. Public Hearings | N/A | |
| G. Reports and Recommendations | | |
| G1. City Council Report | | |
| | Floegel noted there were no transportation-related items on the September 18, 2012 City Council agenda. McIntosh provided a report of the October 2, 2012 meeting. Fancler provided a report of the October 16, 2012 meeting. | |

| | | |
|---|---|---------------|
| G2. Police Department Report | | |
| | Sergeant Martin highlighted the Police Department’s plans for additional enforcement during the Thanksgiving holiday, including seatbelt compliance, DUI stops, and the potential for roadside safety checks. | |
| G3. 2013 Transportation Advisory Board Meeting Schedule | | |
| | Fancler provided an overview of the proposed 2013 meeting schedule, highlighting the two months where the meeting is proposed for the second Saturday due to holidays. | |
| | Public Testimony: N/A | |
| | Transportation Advisory Board Questions/Discussion: N/A | |
| | Approve the 2013 meeting dates for the Transportation Advisory Board | |
| | Motion by: Nye Seconded by: McIntosh | Approved, 8-0 |
| G4. Martin Avenue Parking Restrictions | | |
| | Fancler provided an overview of the parking restriction proposed to enhance sight distance at the intersection of Martin Avenue and Brom Drive. | |
| | Public Testimony: N/A | |
| | Transportation Advisory Board Questions/Discussion: N/A | |
| | Approve the recommendation to establish “No Parking” on the south side of Martin Avenue from the centerline of Brom Drive to a point 124’ east of the centerline of Brom Drive. | |
| | Motion by: Nye Seconded by: Preissig | Approved, 8-0 |
| H. Correspondence | | |
| H1. EV Project | | |
| <ul style="list-style-type: none"> Fancler provided a summary of the correspondence item; no TAB discussion. | | |
| H2. North Avenue Two-Way Conversion | | |
| <ul style="list-style-type: none"> McIntosh requested clarification regarding the proposed southbound left-turn restriction at the intersection of Washington Street/North Avenue. Fancler clarified the turn restriction is proposed for vehicles traveling southbound on Washington Street; southbound to eastbound left-turn movements would be prohibited due to the Washington Street grade in this location. Fancler further noted southbound vehicles would proceed to School Street where left-turns would continue to be permitted. Benson suggested pedestrians should be factored into the City’s future traffic analysis prior to modification of North Avenue to two-way traffic. Benson noted that daylight conditions should be factored into the analysis as commuters cross the intersection of North Avenue and Washington Street in the early morning and evening hours. | | |
| H3. 95th Street Bridge Improvement | | |
| <ul style="list-style-type: none"> Fancler provided a summary of the correspondence item; no TAB discussion. | | |

H4. EV Station Ribbon Cutting

- Benson requested information on the number of raffle entries received and the winners of the electric vehicle charging station (EVCS) units.

H5. Upcoming Cell Phones in School Zone Initiative

- McIntosh asked about the frequency of cell phone use in school zones relative to the selection of Scott Elementary School for the Police Department's initiative. Sergeant Martin noted that violations occur in school zones throughout the City; Scott Elementary School was selected for the recent initiative based on proximity to major roads and potential for greater traffic volume. Sergeant Martin further noted that based on this pilot program, the Police Department may expand the education and enforcement to other schools.
- Nye requested clarification regarding use of cell phones in parked vehicles. Sergeant Martin noted the enforcement initiative applies to moving vehicles.
- Benson asked about the outcome of the Cell Phones in School Zone Initiative. Sergeant Martin responded that data from the recent Scott Elementary School initiative is currently under review; however, a similar campaign was conducted last year and the number of violations decreased immediately following the initiative.
- Polites asked about use of internet or use of bluetooth systems in school zones and the Police Department's ability to recognize use of hands free systems in school zones. Sergeant Martin clarified use of the phone or internet, including mapping apps or webpages, is a violation. Sergeant Martin further noted that the Police Department will often stage officers on foot through the school zone, with patrol vehicles nearby to issue the citations.

H6. FY 12-13, 3rd Quarter Commuter Parking Permit Recommendation

- Fancler provided a summary of the correspondence item; no TAB discussion.

H7. 2012 Transit Benchmark Report

- Fancler provided a summary of the correspondence item; no TAB discussion.

H8. FY 11-12 Ride DuPage Annual Report

- Fancler provided a summary of the correspondence item; no TAB discussion.

H9. Bicycle Resources

- Fancler provided a summary of the correspondence item and encouraged TAB members to contact City staff with questions or requests for additional bicycle planning information.

H10. Resident Traffic Request Survey Procedures

- Benson concurred with use of the resident survey to solicit public opinion and suggested the City allow the general public to comment on traffic requests through the City's website rather than limit the scope of the survey to neighborhood residents only. Benson contends in many cases the general public may be impacted by the traffic request, not only immediately adjacent residents.

I. New Business

- McIntosh requested the City follow-up on the comments received from Mr. Myron Sawyer during Public Forum. Fancler confirmed the City will follow-up with Mr. Sawyer directly and a follow-up correspondence item will be transmitted to the Transportation Advisory Board.
- Benson commented on the City’s community survey and suggested the wording of the survey emphasizes input on the maintenance and repair of sidewalks; however, installation of new sidewalk in gap locations is not covered in the survey. Benson suggested the City should explore the potential to prioritize installation of new sidewalk in gap locations and then focus resources on maintenance and repair.

II. Forthcoming City Council Meeting Summaries

| | | |
|------------------------------|---|------------------|
| | <ul style="list-style-type: none"> • November 5 - Polites • December 4 - Preissig • December 18 - Wencel | |
| <p>I. Adjournment</p> | <p>Motion by: Benson Seconded by: Collins</p> | <p>8:43 a.m.</p> |



Naperville

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

AGENDA DATE: 12/1/2012

SUBJECT: Washington Street Pedestrian Bridge Feasibility Study

ACTION REQUESTED:

1. Provide input on the Washington Street Pedestrian Bridge Feasibility Study.
2. Continue this agenda item to the February 2, 2013 Transportation Advisory Board meeting.

PREPARED BY: Jennifer Loudon, Project Manager, TED Business Group

ACTION PREVIOUSLY TAKEN:

| Date | Item No. | Action |
|------|----------|--------|
| | | |

BACKGROUND:

South Washington Street crosses the West Branch DuPage River between Ring Road and Naper Boulevard (see attached location map). The existing roadway bridge accommodates four vehicle lanes. No sidewalk or shoulder exists adjacent to the curbed roadway and guardrail. There is existing sidewalk along the west and east sides of Washington Street that terminates approximately 100 to 250 feet south of the bridge. No sidewalk is present between Ring Road and the bridge.

City staff is currently working with an engineering consultant, TranSystems, to conduct a feasibility study to identify potential options for providing pedestrian accommodations at this location. The primary purpose of the study is to determine a preferred alternative, and the corresponding scope of work and costs, in order to submit a grant application for Federal funding to complete the improvements.

DISCUSSION:

The initial phase of the study included an inventory of existing site conditions and identification and consideration of multiple conceptual improvement types. Concept improvements included widening of the bridge on one or both sides and construction of a separate pedestrian structure at various locations in the vicinity of the existing roadway bridge. The relative feasibility of the concepts was compared using a variety of criteria.

Washington Street Pedestrian Bridge Feasibility Study

December 1, 2012

Page 2 of 2

Through this process, two alternative improvements were selected for further evaluation:

1. Widen the existing roadway bridge to include sidewalk on both sides; and
2. Construct a separate pedestrian bridge just northeast of the existing roadway bridge.

These alternatives will be more thoroughly studied and one will be selected as the preferred alternative. Input from the public and the Transportation Advisory Board will be one of the factors considered when selecting the preferred alternative. During the December 1, 2012 Transportation Advisory Board meeting staff will give a presentation regarding the feasibility study and the alternatives being considered. Staff is requesting input from the board and will then bring a final recommendation to the February 2, 2013 meeting.

RECOMMENDATION:

1. Provide input on the Washington Street Pedestrian Bridge Feasibility Study.
2. Continue this agenda item to the February 2, 2013 Transportation Advisory Board meeting.

ATTACHMENTS:

1. Location Map



Transportation, Engineering and
Development Business Group
www.naperville.il.us
May 2012

Washington Street Bridge

Transportation Advisory Board - 12/1/2012 - 7



**CITY OF NAPERVILLE
MEMORANDUM**

DATE: November 14, 2012

TO: Doug Krieger, City Manager
William J. Novack, Director of TED Business Group

FROM: Jennifer Louden, Project Manager

SUBJECT: Open House: Washington Street Pedestrian Bridge Feasibility Study

PURPOSE:

The purpose of this memorandum is to inform the Mayor and City Council that an open house regarding the Washington Street Pedestrian Bridge Feasibility Study will be held on Tuesday, November 27, 2012.

BACKGROUND:

City staff is currently working with an engineering consultant, TranSystems, to conduct a feasibility study to identify potential options for providing pedestrian accommodations along south Washington Street where the roadway crosses the West Branch DuPage River between Ring Road and Royce Road. The existing roadway bridge currently does not have a sidewalk or shoulder. The initial phase of the study included an evaluation of existing conditions and consideration of a number of conceptual improvements. Through this process, two alternative improvements have been selected for more thorough study and one preferred alternative will be selected based on the study results and public input.

INFORMATION:

The City of Naperville will host an open house regarding the project on Tuesday, November 27, 2012 from 5:30 to 7:30 p.m. at the Naper Boulevard Library (2035 S. Naper Boulevard) in the Program Room. The purpose of the open house is to provide the public with an overview of the project and to solicit input on the two alternatives being studied. Engineering consultants will provide a presentation at 6 p.m. and 7 p.m. and exhibits of the proposed alternatives will be provided. City representatives also will be available during the open house to answer questions and provide information about the scope of the study and exhibits.

Information about the open house is being sent to adjacent neighborhoods and schools and a press release and eNews will be issued. The exhibits will also be posted on the City's website for viewing at www.naperville.il.us/washedpedbridge.aspx in advance of the meeting.

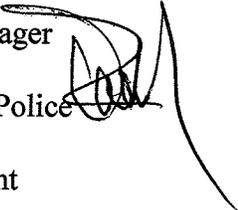
RECOMMENDATION:

Please include in the November 16, 2012 Manager's Memorandum.

Cc: Transportation Advisory Board

**CONFIDENTIAL
CITY OF NAPERVILLE
MEMORANDUM**

DATE: November 1, 2012
TO: Douglas A. Krieger, City Manager
FROM: Robert W. Marshall, Chief of Police
SUBJECT: Overnight Parking Enforcement



PURPOSE:

The purpose of this memorandum is to provide the City Council with information regarding the police department's efforts to enforce existing ordinances prohibiting on-street parking between 2:00 a.m. and 5:00 a.m.

BACKGROUND:

The City of Naperville has a long-standing ordinance that prohibits on-street parking between the hours of 2:00 a.m. and 5:00 a.m. City ordinance allows for temporary permits to be authorized for exemptions to this ordinance based on construction, medical care provider parking requirements, temporary guests, etc. In an effort to balance the need for strict enforcement of this ordinance against resident demand for short term exemptions, single night exemptions have been extended to residents as a courtesy at the discretion of the Chief of Police. It had become prevalent that residents were circumventing the intent of the ordinance by frequently requesting overnight exemptions. Enforcement of the ordinance was temporarily suspended earlier this year to allow for development of a solution to enforce this ordinance in a fair and uniform manner.

A recent benchmarking study of municipalities in the region that enforce overnight parking restrictions and grant courtesy exemptions in a manner similar to the City of Naperville has identified a best practice of granting three exemptions per vehicle per month. The police department staff has developed database software that will allow our call taking employees to track the number of courtesy exemptions authorized per month and grant or deny resident requests for overnight exemptions based on the history of exemption requests. The existing longer-term permit process will remain in effect, and the newly enhanced overnight exemption process will be monitored closely over the next six months as a pilot program. Police department staff will evaluate resident feedback and will draft an evaluation report and make adjustments to this program at that time. Additionally, police department staff will work to develop a self-reporting function to allow residents to request overnight parking exemptions online. Program information will be disseminated to residents through local media channels and the police department will resume enforcement of the ordinance on November 19, 2012.

CONCLUSION:

Please include this in the Manager's Memorandum.

**CITY OF NAPERVILLE
MANAGER'S MEMORANDUM**

DATE: November 2, 2012

TO: Doug Krieger, City Manager
Bill Novack, Director of TED

FROM: Andrew Hynes, TED Project Engineer

SUBJECT: Canadian National Railroad Quiet Zone for Northern Naperville

PURPOSE:

The purpose of this memorandum is to provide the City Council with information regarding the establishment of a new quiet zone along the Canadian National (CN) Railroad.

BACKGROUND:

In 2009, the Cities of Naperville and Aurora established a quiet zone along the CN (formerly the EJ&E) Railroad Tracks from 111th Street to Liberty Street/Jefferson Avenue. A quiet zone restricts the railroad's use of train horns at highway grade crossings.

The northern limit of the existing quiet zone was originally intended to be Batavia Road in the City of Warrenville. However, the Federal Railroad Administration (FRA) and Illinois Commerce Commission ruled that the quiet zone could not extend beyond Liberty Street/Jefferson Avenue because of the lack of gates at the two Prairie Path crossings (one on the south side of Diehl Road and one north of I-88) and the designation of Batavia Road as a private road.

Naperville, Warrenville, Aurora and DuPage County have been jointly working toward implementation of a new quiet zone to cover the portion north of Liberty Street/Jefferson Avenue for the past two years. The City of Warrenville coordinated the FRA evaluation process and converted the designation of the Batavia Road crossing of the CN Railroad from private to public. DuPage County completed installation of bells and gates at the two Prairie Path railroad crossings in August 2012.

DISCUSSION:

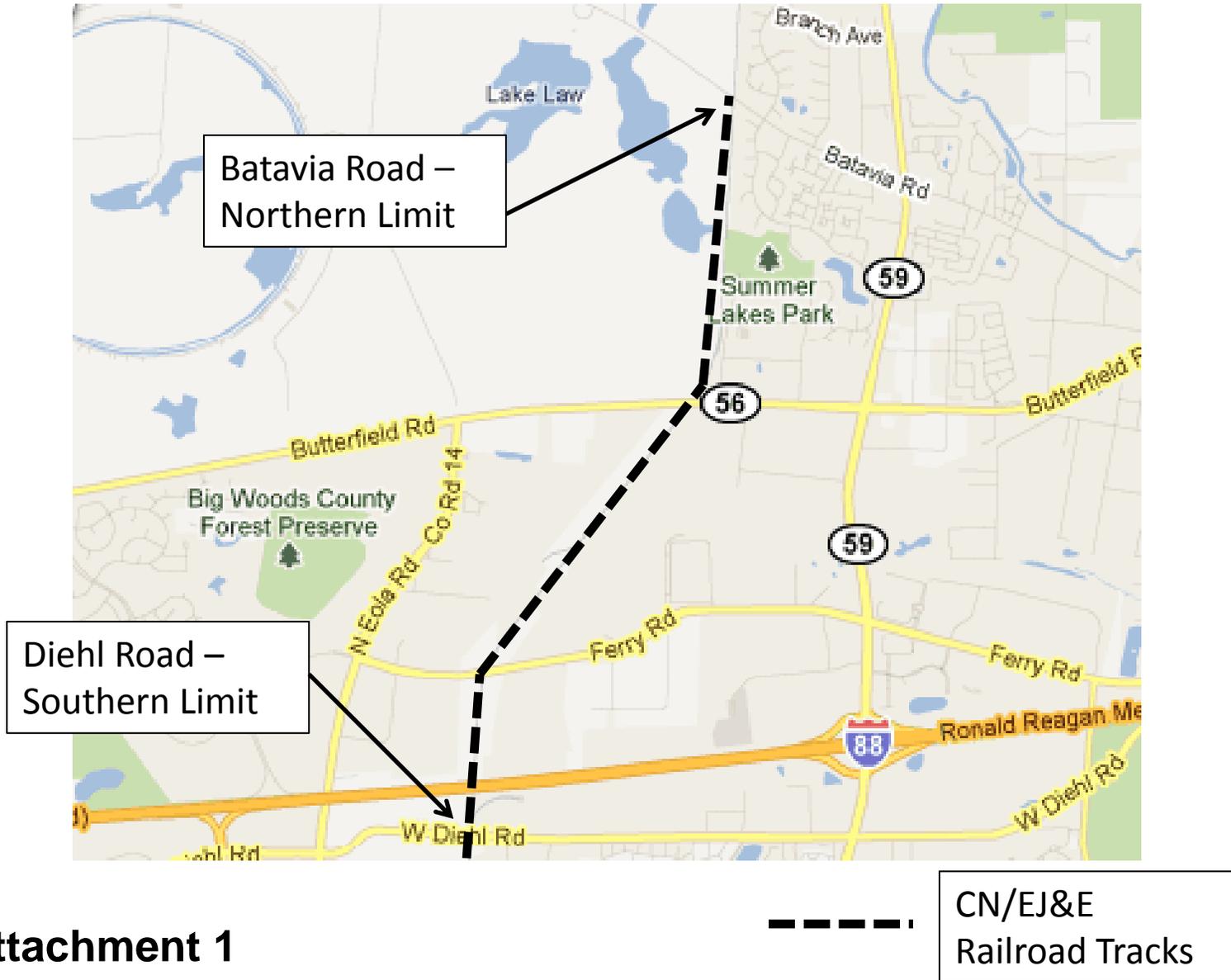
With the completion of the required safety improvements and notifications, the new quiet zone along the CN Railroad from Diehl Road to Batavia Road is scheduled to become effective on November 19, 2012 at 12:01 a.m. See the location map included as Attachment 1. A press release will be issued prior to this date to notify the general public. Signs will also be installed in advance of each railroad crossing warning that use of train horns is restricted.

Train horns restrictions now apply to the entire length of both the CN and Burlington Northern Santa Fe Railroads through the City of Naperville. Once established, train horns will not be sounded at grade crossings within the quiet zone under normal circumstances. Per federal law, train horns may still be blown in a quiet zone under certain circumstances, including emergencies.

CONCLUSION:

Please include this report in the November 2, 2012 Manager's Memorandum.

CN/EJ&E Railroad - North Quiet Zone Limits



Attachment 1

**TRANSPORTATION ADVISORY BOARD
MEMORANDUM**

DATE: December 1, 2012

TO: Transportation Advisory Board

FROM: Caitlin Marcon, Project Manager

SUBJECT: All-Way Stop Policy and Naperville Heights Cut-Through Traffic

PURPOSE:

The purpose of this memorandum is to provide the Transportation Advisory Board (TAB) with background information on the City's all-way stop policy. A summary of the City's review of all-way stop controls in Naperville Heights is also provided.

BACKGROUND:

Following comments submitted during the Public Forum at the November 3, 2012 TAB meeting, information on the City's existing all-way stop policy is provided below. During the November 3, 2012 meeting, installation of all-way stops in Naperville Heights was raised as a potential solution to cut-through traffic concerns. Installation of all-way stops in Naperville Heights is not recommended; additional information regarding the City's analysis is provided below.

All-Way Stop Policy

The purpose of a stop sign is not to control the speed of traffic, but to assign right-of-way. Stop controls should be installed in accordance with the guidelines and standards established in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) and in accordance with the Illinois Vehicle Code.

In order to provide for a consistent and comprehensive evaluation of all-way stop control, the Naperville City Council adopted the first Residential All-Way Stop Warrant Worksheet in 1992. The policy and corresponding warrant worksheet take into consideration a number of factors, in compliance with national and state guidelines and standards, to professionally establish right-of-way control at the intersection of two Local Streets and/or Neighborhood Connectors as defined by the City's Master Thoroughfare Plan. The City completed a thorough review of the all-way stop policy and warrant worksheet in 2007, at which time minor modifications were approved by the Transportation Advisory Board and City Council.

The following criteria are evaluated through the City's 500-point residential all-way stop warrant worksheet (Attachment 1).

- Crash Experience
- Pedestrians
- Atypical Conditions
- Stopping Sight Distance
- Nearby Public Facilities
- Speed of Traffic
- Traffic Volumes
- Adjacent Traffic Control

Naperville Heights All-Way Stop

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December 1, 2012

In order to complete the warrants analysis, a point value is assigned to each of the criteria above; 500 total points are needed to qualify for a residential all-way stop. With this approach, one or two factors such could warrant an all-way stop, or a combination of all the factors could combine to meet the warrant.

Naperville Heights Cut-Through Traffic

In 2011, residents of Naperville Heights expressed concern about cut-through traffic and requested a number of different solutions, including all-way stops. Following completion of all-way stop warrant worksheets per the criteria identified above, the Naperville Heights intersections do not meet the criteria required for installation of an all-way stop.

DISCUSSION:

The intersections within Naperville Heights lack accident history and sight distance issues; there are no significant pedestrian generators, no speeding concerns, and relatively low Average Daily Traffic (ADT) needed to warrant all-ways stops. This data was initially presented to the Naperville Heights neighborhood on July 25, 2012, and subsequently presented to a smaller group of residents during a meeting following City Council’s denial of turn restrictions on Washington Street. City staff has informed the neighborhood residents that installing unwarranted stops results in negative effects, as noted below.

Effects of Unwarranted Stop Signs

The Institute of Transportation Engineers (ITE) has compiled studies related to the effects of unwarranted stop signs, including the following:

| <i>Element</i> | <i>Effect of Unwarranted Stop Sign</i> |
|--------------------------------|---|
| <i>Speed</i> | Unwarranted stop sign installations reduce speed only immediately adjacent to the sign. Data shows in many cases, drivers accelerate to a higher speed than they were traveling before in order to make up for lost time at the intersection. |
| <i>Through Traffic Volumes</i> | Data shows that in almost all cases, through traffic volumes stay the same after the installation of an unwarranted stop sign. |
| <i>Compliance</i> | Drivers tend to ignore unwarranted traffic controls or obstacles that, in their view, are unnecessary. |
| <i>Accidents</i> | Unwarranted stop signs do not reduce accidents and may increase the potential for accidents. |
| <i>Vehicle Operating Costs</i> | Unwarranted stop signs increase fuel consumption. |
| <i>Noise</i> | Noise pollution from engine noise and brakes increases due to stops and acceleration. |

Naperville Heights continues to work with the City to pursue other avenues to decrease cut-through traffic. At this time the City is not considering installation of all-way stops.

RECOMMENDATION:

For information only; no action required.

ATTACHMENT:

1. Residential All-Way Stop Worksheet



City of Naperville

Residential All-Way Stop Warrant Worksheet

This worksheet and its comprehensive evaluation methodology is the City of Naperville's policy for establishing an all-way stop at the intersection of local/residential streets in accordance with Section 11-1-4 (2.1) of Municipal Code.

Study Date: _____

Intersection of _____

and _____

Existing Traffic Control: _____

Last Study date: _____



This Residential All-Way Stop Warrant Worksheet is applicable only to the intersection of residential streets with speed limit of not greater than 30 miles per hour. Per this policy, if a STOP control study is completed within two years of a request, no further studies will be performed unless significant changes have occurred in the immediate area. This procedure is not to be applied to the intersection of a residential street with a collector or arterial street as identified in the City's Master Thoroughfare Plan. In these cases, the intersection must meet warrants established for all-way stop control in the Manual on Uniform Traffic Control Devices.

1. Crash Experience

Collisions within past 12 months that would have been correctable if a stop control were present (vehicle, pedestrian or bicycle) - 75 points each _____ x 75 = _____

A right angle collision is one type of accident that may be corrected by the presence of a stop control.

Subtotal Item 1 ----- _____

Location: _____ and _____

2. Pedestrians

Select the hour of the pedestrian volume study based on the following:

- School crossing period
- Peak travel hour
- As observed and defined by requestor

Time of Day: _____ AM PM

2A. Pedestrian Count

If a stop control exists at the study intersection, count only pedestrian movements on the uncontrolled leg(s) of intersection.

If no stop control(s) exists at the study intersection, count pedestrian movements on all leg(s) of intersection.

Pedestrians of elementary school age or less - 2 points each _____ x 2 = _____

Pedestrians of middle school age or greater - 1 point each _____

2B. Proximity of Intersection to School

This factor may be applied to either one or the other, but not both.

- Intersection is primary crossing at an elementary or middle school, 200 points

In general, a primary crossing is a location where the majority of school pedestrians are directed to cross, as defined in the school's walk route plan. These primary crossings are typically located in front of a school or very close proximity. Crossing guards are often assigned to primary crossings.

- Intersection is adjacent to an elementary or middle school, 100 points _____

Subtotal Item 2A -----

Subtotal Item 2B -----

Subtotal Item 2 -----

3. Atypical Conditions

If any of the conditions listed below exist, other correctable measures may be applied per state and local standards and practices.

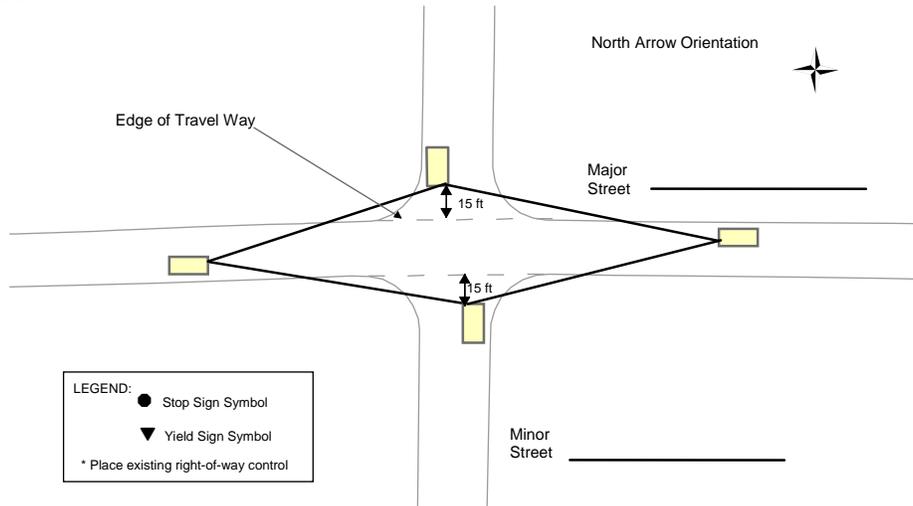
- Bridge or underpass within one block - 25 points 0
- Curve or hill within 300 feet, which obscures view of intersection - 25 points 0
- Acute intersection angle – 50 points 0
- Roll curb in any approach – 25 points 0
- No street lighting – 25 points 0
- On street parking within 50 feet of any approach – 25 points 0
- Other – (Example: Multiuse path) - 25 points 0
Describe: _____

Subtotal Item 3-----

Location: _____ and _____

4. Stopping Sight Distance

In most cases, an all-way stop is requested at intersections that already have the side street stopping. This factor is applied to the "through street" that does not stop. The through street driver needs a certain distance to recognize, perceive, react and then come to a stop. This is the stopping sight distance and it is based on the posted speed limit plus 10 mph (normally 35 mph). At this speed, a stopped motorist on the side street should have clear sight distance of 250 feet in each direction taken from a point 15 feet behind the intersecting street line. This is the same distance the through street motorist needs to stop if a vehicle pulls out.



- Adequate Sight Distance Exists - 0 points
- Adequate Sight Distance Does Not Exist
 - The condition is correctable (examples include tree trimming and sign relocation) – 0 points
 - The condition is not correctable
 - 200 feet of sight distance – 20 points
 - 155 feet of sight distance – 40 points
 - Less than or equal to 115 feet – 60 points

Subtotal Item 4-----

5. Nearby Public Facilities

Public facilities include but are not limited to churches, parks, swim clubs, libraries, and shopping centers located within 300 feet of intersection - 25 points each _____ x 25 = _____

Note, schools are not included in this section as they are studied in detail in Section 2.

List public facility (facilities) relevant to this study: _____

Subtotal Item 5-----

Location: _____ and _____

6. Speed of Traffic

Per the Institute of Transportation Engineers Traffic Engineering Handbook, the 85th percentile speed is the speed at which 85 percent of free-flowing vehicles are traveling at or below. Use of the 85th percentile speed is based on the theory that the large majority of drivers are reasonable and prudent, do not want to have a crash, and desire to reach their destination in the shortest time possible.

The highest 85th percentile speed, on _____ is _____ mph.

- 0 points for 15.0 to 31 mph -
- 25 points for 32 to 37 mph -
- 60 points for 38 to 42 mph -
- 120 points for 43 to 50.0+ mph -

Subtotal Item 6-----

7. Traffic Volumes

Major Street Volume – the highest 8-hour combined volume average of approaching vehicles on the Major Street within a 24 hour same day period, (total of both approaches highest average 8-hour count).

Major Street volume - 1 pt. per vehicle _____

This deduction is based on the assumption that if the side street volume is so low, the likelihood of an adequate gap in through street traffic exists to alleviate any unreasonable delays on the secondary street.

Minor Street Volume – the highest 8-hour combined volume average of approaching vehicles on the Minor Street (total of both approaches highest average 8-hour count).

Minor Street Volume _____

Minor Leg Adjustment (Check one).

- Greater than 160, subtract 0
- 120 to 159, subtract 50
- 100 to 119, subtract 100
- 75 to 99, subtract 120
- Less than or equal to 74, subtract 150

Subtract Minor Leg Adjustment from Major Street Volume 0

Subtotal Item 7-----

8. Adjacent Traffic Control

A basic goal of the MUTCD is to stop the least amount of traffic and promote the free flow of traffic. Controlling speed is not the goal.

The intersection adjacent to or within 1500' of the subject uncontrolled street is controlled by an all-way stop or traffic signal is _____.

Subtract 100 points - _____

Subtotal Item 8-----

Location: _____ and _____

Residential All-Way Stop Warrant Worksheet

Study Date _____

Intersection of _____

and _____

Existing Traffic Control _____

- Item 1: Crash Experience _____
- Item 2: Pedestrians _____
- Item 3: Atypical Conditions _____
- Item 4: Stopping Sight Distance _____
- Item 5: Nearby Public Facilities _____
- Item 6: Speed of Traffic _____
- Item 7: Traffic Volumes _____
- Item 8: Adjacent Traffic Control _____
- Total of all items _____

If point total of all items is greater than or equal to 500, the intersection qualifies for installation of all-way stop control.

If this study does not warrant an all-way stop, then the City will not perform another in-depth study at this intersection for two years unless significant and identifiable changes in local area characteristics are realized such as a land development alteration.

