

**Memorandum
Public Works Department**



To: City Manager
Subject: Installation of a Yield Sign
Date: June 12, 2017
Number: 2017-068

SOURCE OF REQUEST:

Jake Meisenbach
Fire Department
Rock Island, IL 61201

NATURE OF REQUEST:

The Traffic Engineering Committee received a request from Jake Meisenbach, Fire Department, to install a yield sign at the intersection of 31st Street and 22nd Avenue.

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES WARRANTS:

The excerpts from the Manual of Uniform Traffic Control Devices (MUTCD) are attached.

CONTACTS WITH RESIDENTS:

None.

TRAFFIC STUDY INFORMATION:

The Engineering Division conducted a traffic study of this intersection and determined that the installation of yield signs is not warranted.

A copy of the traffic study is attached.

COST:

The cost to the city is minimal.

RECOMMENDATION:

The Traffic Engineering Committee recommends that the City Council deny the request.

Submitted by: Larry Cook, Interim Public Works Director
Traffic Engineering Committee

Approved by: Randall D. Tweet, City Manager

Memorandum

Public Works Department



To: Traffic Engineering Committee
Subject: Request for YEILD signs at 31st Street and 22nd Avenue
Date: June 12, 2017
TEC No: 17-10

The Engineering Division evaluated a request about installing YEILD signs at the intersection of 31st Street and 22nd Avenue. Current this intersection is uncontrolled. Traffic at the above intersections was observed on May 25, 2017. According to the latest Manual of Uniform Traffic Control and Devices (MUTCD), YEILD signs may be installed if:

On the approaches to a through street or highway where conditions are such that a full stop is not always required. At an uncontrolled 4-way intersection, traffic is commonly required to slow and give way to any traffic on the right in countries. Common practice dictates that drivers will treat the intersection as if they have a YIELD sign and look both directions for cross-traffic, to avoid any accidents with motorists who did not recognize or did not follow the uncontrolled intersection rule. *It is our judgment that no special problem exists and that this criterion was not met.*

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. 31st Street or 22nd Avenue are not divided highways. *Therefore this criterion was not met.*

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. There are no channelized turn lanes at this intersection. *Therefore this criterion was not met.*

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. The traffic study indicated the following volumes at these intersections:

- 22nd Avenue carried 111 AADT;
- 31st Street carried 166 AADT.

The intersection was observed to meet the application of the normal right-of-way rule with reasonable compliance with the law in accordance with their current traffic control signage. *Therefore, it is our judgment that no special problem exists and that this criterion was not met.*

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. No visual obstructions or geometry concerns were observed that would restrict the normal traffic flow at this intersection. In addition, accident reports filed with the City of Rock Island Police Department indicate that there was only one (1) reported accident at these intersections in the past 3 years. *Therefore, it is our judgment that no special problem exists and that this criterion was not met.*

Summary: *The traffic study performed on the date referenced above indicated that the intersection of 31st Street with 22nd Avenue did not meet any of the above conditions for the installation of YIELD signs.*

Submitted by: Michael J. Kane, P.E., City Engineer



PubWorks Mail Mail <pubworksmail@rigov.org>

Intersection signage

Jake <jmeisenbach22@yahoo.com>
To: pubworksmail@rigov.org

Wed, May 3, 2017 at 5:08 PM

Hi this is Jake Meisenbach with the Fire Department. Who do I need to talk to about getting a yield sign installed at the intersection of 22nd Ave and 31st St. My wife and I, along with our young kids, have almost been T-boned on numerous occasions due to no signage either direction. There are a lot of kids in the area, and I have responded to MVCs there before. Thank you.

Jake
309-235-8233

Sent from my iPhone

STOP Regulatory Signs

2B-8 Warrants for Yield Signs

The YIELD sign may be warranted

1. At the entrance to an intersection where it is necessary to assign right-of-way and where the safe approach speed on the entrance exceeds 10 miles per hour.
2. On the entrance ramp to an expressway where an acceleration lane is not provided
3. At intersections on a divided highway where the median between the roadways is more than 30 feet wide. At such intersections, a STOP sign may be used at the entrance to the first roadway of the divided highway and a YIELD sign may be placed at the entrance to the second roadway.
4. Where there is a separate or channelized right-turn lane, without an adequate acceleration lane.
5. At any intersection where a special problem exists and where an engineering study indicates the problem to be susceptible to correction by use of the YIELD sign.

YIELD signs generally should not be placed to control the major flow of traffic at an intersection. However, YIELD signs may be installed to control a major traffic movement where a majority of drivers in that movement are making right turns (see figure 2-2a). At such an intersection, YIELD signs should not be erected on more than one approach.

YIELD signs should not be used on the through roadways of expressways. They may be used on an entering roadway without an adequate acceleration lane, but in a well-designed interchange, the sign would interfere with the free merging movement, and it should not be used under those circumstances.

