

**Memorandum  
Public Works Department**



**To:** City Manager  
**Subject:** Stop Signs  
**Date:** October 27, 2015  
**Number:** 2015-203

---

**SOURCE OF REQUEST:**

Alderman Joshua Schipp  
4319 7<sup>th</sup> Avenue  
Rock Island, IL 61201

**NATURE OF REQUEST:**

The Traffic Engineering Committee received a request to install stop signs at the intersections of 45<sup>th</sup> Street 9<sup>th</sup> Avenue and 45<sup>th</sup> Street 10<sup>th</sup> Avenue.

**MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES WARRANTS:**

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

**CONTACTS WITH RESIDENTS:**

A petition was submitted by members of the Keystone Neighborhood.

**TRAFFIC STUDY INFORMATION:**

The Engineering Division conducted a traffic study of this intersection and determined that the installation of stop 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:** Randall D. Tweet, Public Works Director  
Traffic Engineering Committee

---

**Approved by:** Thomas Thomas, City Manager

# Memorandum

## Public Works Department



**To:** Traffic Engineering Committee  
**Subject:** Request for STOP signs on 45<sup>th</sup> Street at 9<sup>th</sup> and 10<sup>th</sup> Avenues  
**Date:** October 1, 2015  
**TEC No:** 15-23

---

The Engineering Division evaluated a request about installing STOP signs along 45<sup>th</sup> Street at the intersections of 9<sup>th</sup> and 10<sup>th</sup> Avenues. The request was for a four-way STOP at 10<sup>th</sup> Avenue and a two-way STOP at 9<sup>th</sup> Avenue. Currently these intersections are uncontrolled. Traffic at the above intersections was counted on September 23, 2015. According to the latest Manual of Uniform Traffic Control and Devices (MUTCD), STOP signs can be warranted at an intersection if one of the following warrants is met:

**Intersection of a less important road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law:** The traffic study indicated the following volumes at these intersections:

- 45<sup>th</sup> Street carried 98 to 208 AADT;
- The intersecting Avenues (9<sup>th</sup> and 10<sup>th</sup>) carried 20 to 144 AADT.

The intersections were 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 this warrant was not met.

**Street entering a through highway or street (arterial):** 45<sup>th</sup> Street, 9<sup>th</sup> Avenue and 10<sup>th</sup> Avenue are classified as local streets. *Therefore this warrant was not met.*

**Unsignalized intersection in a signalized area:** In accordance with MUTCD criteria, there are no signalized intersections in this area. *Therefore this warrant was not met.*

**Minimum vehicular volumes:** To satisfy the traffic warrant, the vehicular volume entering the intersections from the major street (45<sup>th</sup> Street) approaches (total of both approaches) should average at least 300 vehicles/hour for any 8 hours of an average day. The study indicated that the major street averaged less than 76 vehicles/hours for the busiest 8 hours of an average day. *Therefore this warrant was not met.*

**Restricted view or crash records indicate a need for control by the STOP sign:** There are no obstructions that would restrict a motorist's vision at these intersections. To satisfy the accident experience warrant, at least 5 or more reported crashes in a 12-month period that is susceptible to correction by a STOP sign installation at each intersection. Accident reports filed with the City of Rock Island Police Department indicate that there were no (0) reported accidents at these intersections in the past 3 years that may have been avoided with the installation of STOP Signs. *Therefore this warrant was not met.*

**Summary:** *The traffic study performed on the dates referenced above indicated that the intersections of 45<sup>th</sup> Street with 9<sup>th</sup> and 10<sup>th</sup> Avenues did not meet any of the above warrants or conditions for the installation of two-way or four-way STOP signs.*

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

**STOP**

# Regulatory Signs

## **2B-5 Warrants for Stop Sign**

Because the STOP sign causes a substantial inconvenience to motorists, it should be used only where warranted. A STOP sign may be warranted at an intersection where one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

Prior to the application of these warrants, consideration should be given to less restrictive measures, such as the YIELD sign (2B-7) where a full stop is not necessary at all times. Periodic reviews of existing installations may be desirable to determine whether, because of changed conditions the use of less restrictive control or no control could accommodate traffic demands safely and more effectively.

STOP signs should never be used on the through roadways of expressways. Properly designed expressway interchanges provide for the continuous flow of traffic, making STOP signs unnecessary even on the entering roadways. Where at-grade intersections are temporarily justified for local traffic in sparsely populated areas, STOP signs should be used on the entering roadways to protect the through traffic. STOP signs may also be required at the end of diverging roadways at the intersection with other highways not designed as expressways. In most of these cases, the speeds will not warrant any great increase in the sign sizes.

STOP signs shall not be erected at intersections where traffic control signals are operating. The conflicting commands of two types of control devices are confusing. If traffic is required to stop when the operation of the stop-and-go signals is not warranted, the signals should be put on flashing operation with the red flashing light facing the traffic that must stop.

Where two main highways intersect, the STOP sign or signs should normally be posted on the minor street to stop the lesser flow of traffic. Traffic engineering studies, however, may justify a decision to install a STOP sign or signs on the major street, as at a three-way intersection where safety considerations may justify stopping the greater flow of traffic to permit a left-turning movement.

STOP signs may be used at selected railroad-highway grade crossings only after their need has been determined by a detailed traffic engineering study. Use of the STOP

sign at railroad-highway grade crossings is described in section 8B-9.

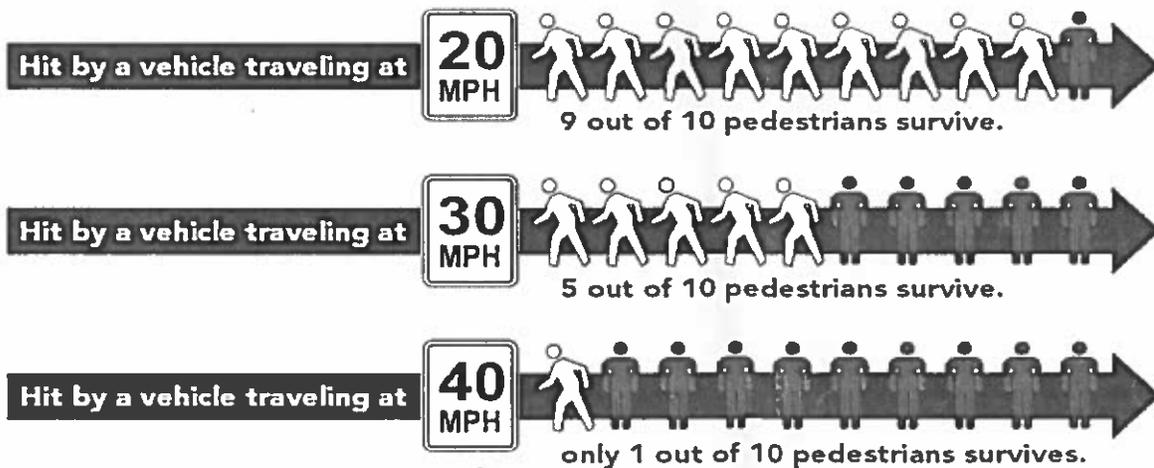
Portable or part-time STOP signs shall not be used except for emergency purposes. Also, STOP signs should not be used for speed control.





The recent repairs to 45<sup>th</sup> street between 9<sup>th</sup> and 10<sup>th</sup> avenue in Rock Island have made an excellent improvement to our neighborhood. The city leveled the street and replaced the original brickwork, ensuring that the historic look of the street has been preserved. The new road, however, has had the unintended consequence of allowing traffic to now move unimpeded by the uneven roadway from 7<sup>th</sup> to 10<sup>th</sup> avenue. This has led to an epidemic of speeding vehicles down an entirely residential street. This petition is in regard to the placement of a two (2) way stop sign on the north and south sides of the intersection of 9<sup>th</sup> avenue and 45<sup>th</sup> street and a four (4) way stop sign at the intersection of 10<sup>th</sup> avenue and 45<sup>th</sup> street. This action is meant to accomplish:

- A safer environment for the many children who reside in the neighborhood.
- A safer environment for the many pedestrians who must use portions of the street as a walkway in the sections of 45<sup>th</sup> street that do not have sidewalks.
- A safer condition for the many individuals who utilize the facilities at McCandless Park
- An incentive for vehicles to utilize the neighborhoods main arterial on 44<sup>th</sup> street rather than use 45<sup>th</sup> street as a through street.
- Reduce the overall speed of vehicles on 45<sup>th</sup> street. As the graphic below shows, even in the event of a vehicle pedestrian collision, slower vehicle speeds save lives:



Please sign the petition in order to preserve a safe neighborhood for all our sakes.

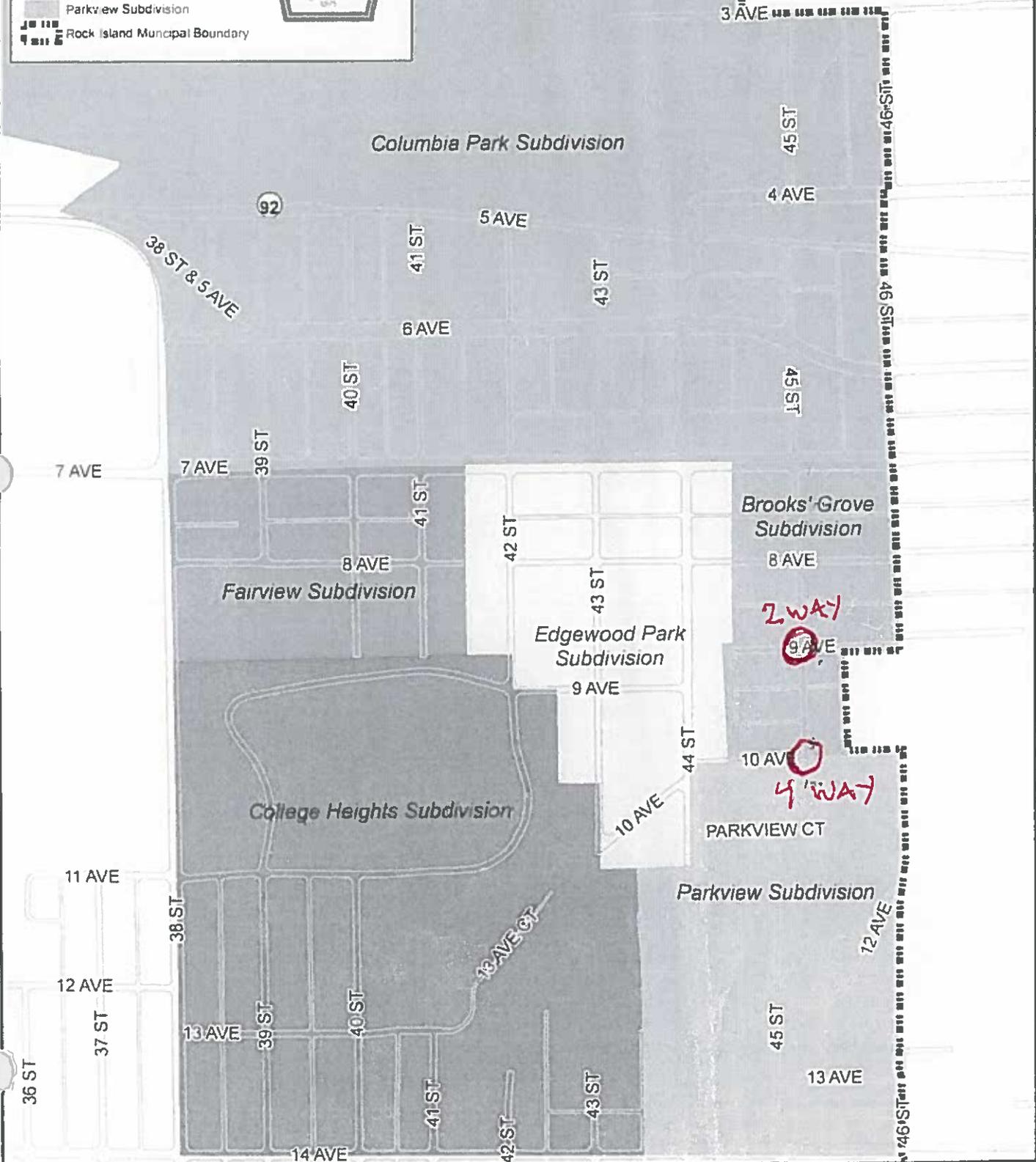
**Keystone Neighborhood**

- Brooks' Grove Subdivision
- Edgewood Park Subdivision
- College Heights Subdivision
- Columbia Park Subdivision
- Fairview Subdivision
- Parkview Subdivision
- Rock Island Municipal Boundary



0 100 200 400 600 800 Feet

Prepared by City of Rock Island, Community and Economic Development Dept. The accuracy for warranty is made by this organization, regarding the use of this data.



NAME	Address	PHONE #	SIGNATURE	Voter Reg. #
Name	Address	Phone #	Signature	Voter Reg. # or ✓
Stephen Meade	4414 9th Ave	309-737-7421	Stephen B. Meade	✓
JAMES LADDREE	929 45th St	309-798-3885	[Signature]	✓
Donal Gilman	427 45th St R.I.	309-749-9090	[Signature]	✓
Dan Glynn	927 45th St	309-749-7780	[Signature]	✓
Adam Glynn	927 45th St	309-716-6215	[Signature]	
Brandi Sallee	988 45th Street	309-292-1918	Brandi Sallee	✓
Angela Cassatt	921 45th St.	(309) 314-3487	Angela Cassatt	✓
Marc Williams	921 45th St.	(309) 428-8515	[Signature]	✓
Lisa Ackerland	921 45th St.	(309) 429-1293	Lisa Ackerland	✓
Charles Gand	4415 10th Ave	309-716-9366	Charles Gand	✓
Dolores Fetes	936-4th St. RI, IL	309-786-5684	Dolores Fetes	✓
ERIK FLORES	928 45th St ST RI	(309) 206-5281	[Signature]	✓
Lris Sanders	4428 10th Ave R.I.	309-269-5483	[Signature]	✓
John Keiffer	925 45th Str RI	309-323-4163	[Signature]	✓
Carlos GONZALES	1039-45th Str		[Signature]	✓
Sam Davis	4427 Parkview St		[Signature]	✓
Jay Klund	4434 Parkview St		[Signature]	✓

