



Dear Resident:

In regard to your request for a (new stop, no parking, or other sign; speed survey; traffic engineering study; or placement of a sign), this letter explains the steps you must take for your request to be reviewed by the village and why we use this procedure.

Each year the Village of Riverside receives several requests from residents for new stop signs, other signs, speed surveys, and traffic engineering studies. These studies and surveys require a tremendous amount of police employee hours (which reduce the number of officers available for crime prevention and patrol). The surveys also can be costly as, occasionally, the village must hire other consultants with civilian traffic engineering expertise to evaluate the data.

Many times, these well-intentioned requests are negated as they do not meet standardized traffic warrants which are enforceable in court or they are countered by other residents who oppose the requests.

Due to the aforementioned, the Village of Riverside approved a resolution which states: It is the policy of the Village that whenever a resident requests the installation of a new traffic device or sign, speed surveys, or other traffic data gathering, a petition must be submitted to the Chief of Police, 31 Riverside Rd., Riverside, IL 60546.

Please see the attached documents and follow the instructions for the petition. When you obtain the appropriate signatures, return the petition to me.

I will then forward your request and petition to the Public Works Director and the Safe Environment Commission so that they may review and determine the feasibility of the request. If the request is approved, it will finally be forwarded to the Board of Trustees for their consideration and final approval.

In addition to your petition, please prepare a cover letter stating the reason you feel the traffic device/ sign/ survey is needed and submit it with the petition. Attached is a sample petition and regulations for installation of traffic signs/devices to help you with your request.

Sincerely,

Tom Weitzel

T. Q. Weitzel

Chief of Police

REGULATORY SIGN WARRANTS

2-3.5

First, let's talk about STOP signs. STOP signs should not be used for speed control.

STOP signs may be warranted for use at:

- an intersection of a major roadway facility and a minor street, when used to control traffic on the minor street and where applications of the normal right-of-way is unduly hazardous.
- an intersection where a combination of the following conditions exist:
 - high speed traffic
 - restricted view
 - a history of intersection related traffic accidents
 - a street entering a through highway or street

(Ref. MUTCD Section 2B-5)

2-3.6

When an intersection exists where traffic or physical conditions do not justify conventional traffic signals but where high accident rates indicate a special hazard, the MUTCD allows the use of a flashing signal light in combination with the STOP sign installation to bring attention to the STOP sign. When used, a red indication should face the STOP sign controlled approach. This combination of traffic control devices should not be substituted for correcting a sight distance problem that could be eliminated by removing an obstruction, and a STOP sign should never be used in combination with a green or yellow signal combination.

(Ref. MUTCD Section 4E-3)

2-3.7

Multi-way stop control, which describes an intersection where more than two approaches are controlled by a STOP sign, should be used only when warranted.

2-3.8

How many of you have heard this remark from angry citizens: "Is someone going to have to be killed before you put in STOP signs at the end of my street?" Unfortunately, regular speeders rarely stop completely for STOP signs, especially when they can see that there is not side street traffic. Instead of being effective, when STOP signs are installed at intersections where they are not needed, they can create a false sense of security for pedestrians, especially children, who think that because a STOP sign is in place, they can walk, cycle, and play in the street. Speeders will actually go faster between STOP signs to make up for lost time.

2-3.9

So we have to be very careful about the way we use STOP signs. The decision to employ STOP signs in this manner should be made only after a complete warrant analysis has been made.

2-3.10

A warrant analysis consists of looking at the existing conditions and the history of accidents at an intersection to determine whether or not conditions could be improved by implementing a multi-way stop.

2-3.11

One of the first things that is usually considered in a multi-way STOP sign warrant analysis of an intersection is whether or not the roadways at that intersection generate approximately equal volumes of traffic. If they do not, it is unlikely that a multi-way stop will be effective.

2-3.12

Conditions that may warrant an intersection for multi-way STOP control include:

1. Intersections where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. Intersections where at least 5 accidents of a type that could potentially be reduced by the installation of multi-way stop control have occurred in a 12-month period.
3. Intersections with a total vehicular volume entering the intersection from all approaches averaging at least 500 vehicles per hour for only 8 hours of an average day, and the combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but when the 85 percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

(Ref. MUTCD Section 2B-6)

As you can see, justifying a multi-way stop controlled intersection requires an in depth analysis of what the conditions of the intersection really are. Depending on the division of the responsibility in your organization, you may at one time or another be asked to collect data for the traffic engineer who will study an intersection for possible installation of a multi-way stop.

Village of Riverside

Request for Traffic Device, Traffic Control Sign, or Traffic Survey

This petition requires signatures of the **majority** of residents residing *600 feet in each direction* from any proposed new traffic device or sign.

Request must also meet standardized traffic warrants in order for petition to be considered by the Village.

PLEASE SIGN THIS PETITION FOR A:

Description of traffic device, sign, or survey, etc.

TO BE PLACED AT / TO OCCUR AT:

location of proposed traffic device, sign or survey location

PRINT YOUR NAME BELOW	YOUR SIGNANTURE	YOUR STREET ADDRESS (Riverside, Il. 60546 is assumed)_
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(ADDITIONAL PAGES MAY BE ATTACHED TO THIS PAGE, DEPENDING ON NUMBER OF RESIDENTS IN PROPOSED SIGN/DEVICE AREA)

PRINT YOUR NAME BELOW	YOUR SIGNANTURE	YOUR ADDRESS (Riverside, IL. 60546 is assumed)_
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