

What are the criteria for stop signs?

The following warrants must be met prior to installation of a two-way stop sign:

- * The intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
- * A street entering a through highway or street.
- * An un-signalized intersection in a signalized area.
- * Other intersections where a combination of high speed, restricted view, and serious accident record (defined by 5 or more collisions within a 12 month period) indicates a need for control by a stop sign.

The following warrants must be met prior to the installation of a Multi-way stop sign:

- * Where traffic signals are going to be placed soon and the intersection needs a temporary solution to control the traffic.
- * An intersection that has several crashes (5 or more correctable collisions in 12 months)
- * When an intersection has the following traffic volumes:
 1. the total volume of traffic entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day;
 2. the combined vehicular and pedestrian volume that enters the intersection from the minor street must average at least 200 units per hour for the same eight hours, with an average delay to the minor street traffic of at least 30 seconds per vehicle during the maximum hour;
 3. the 85th percentile approach speed (this is the speed at or below which 85 percent of the vehicles travel on a given roadway) of the major street traffic exceeds 40 miles per hour, and the minimum vehicular volume warrant is 70% of the above requirements.



Traffic Control devices and their installation are governed by the *Manual on Uniform Traffic Control Devices*, commonly referred to as the MUTCD. Under the authority of the U.S. Department of Transportation, this manual lists *warrants*, or requirements, which must be met prior to installation of any traffic controlling device or signage. The Engineering philosophies behind the MUTCD serve as the authoritative principle for traffic control on all State and County roadways. The governmental body of the Village of Hinsdale relies upon the MUTCD as the local authoritative guiding principle for local roadways.

The Police Department's Traffic Information Officer (TIO) reviews MUTCD amendments and changes regularly. The TIO is responsible for conducting intersection studies to determine whether or not the present conditions of an intersection meet the warrants required by the MUTCD. The TIO prepares a recommendation to the Zoning and Public Safety Committee.



Traffic Control Devices

....**WHY?**

.....**WHERE?**

.....**WHEN?**



*A community guide to the
Village of Hinsdale's
traffic engineering practices.*





For additional information:

The Traffic Information Officer can provide you with additional information regarding traffic control devices and concerns about traffic safety.

(630) 789-7070

You may also refer to the "Traffic and Safety Frequently Asked Questions" resource available in the Police Department lobby or online:

www.villageofhinsdale.org



What are the criteria for yield signs?

The following warrants must be met prior to the installation of a Yield sign:

- * On a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a stop sign is not necessary at all times, and where the safe approach speed on the minor road exceeds 10 miles per hour.
- * On the entrance ramp to an expressway where an acceleration ramp is not provided.
- * Within an intersection with a divided highway, where a STOP sign is present at the entrance to the first roadway and further control is necessary at the entrance between the two roadways, and where the median width between the acceleration lane.
- * At an 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.

Are intersections without signs unsafe?

While many people believe that traffic signs can reduce the number of right-angle collisions at an intersection, few realize that signs on low volume roads may contribute to higher vehicle speeds and collisions with more significant property damage and personal injuries. When there is no evidence of a right-angle collision problem at an intersection and a traffic sign is not warranted, there is no safety benefit.

If unwarranted, the installation of traffic signs can actually reduce the overall safety at the intersection.

WHAT HAPPENS WHEN I ASK THE VILLAGE FOR A TRAFFIC SIGN?

1. REQUESTS FOR TRAFFIC CONTROL DEVICES ARE DIRECTED TO THE TRAFFIC INFORMATION OFFICER (TIO). THE TIO CONTACTS THE RESIDENT DIRECTLY AND REVIEWS INFORMATION WITH THE RESIDENT REGARDING PAST STUDIES, COLLISION DATA, PRESENT CONDITIONS, AND GATHERS ADDITIONAL DATA REGARDING THE REQUEST. THE TIO THEN WILL ADVISE YOU HOW TO MAKE A FORMAL REQUEST IN WRITING.
2. IF THE PRELIMINARY DATA PREPARED BY THE TIO WARRANTS IT, THE TIO CONDUCTS AN INTERSECTION STUDY. INTERSECTION STUDIES ARE CONDUCTED TO GATHER EVIDENCE REGARDING THE PRESENT CONDITIONS, VEHICULAR VOLUMES, VEHICULAR SPEEDS, COLLISION HISTORY, SITE OBSTRUCTIONS, PEDESTRIAN COUNTS, AND ANY ADDITIONAL DATA WHICH AFFECTS THE CONDITIONS OF THE INTERSECTION. TRAFFIC COUNTERS, COVERT RADAR, DIRECT OBSERVATIONS, PHOTOGRAPHS, AND COUNTS ARE UTILIZED.
3. THE TIO PREPARES AN INTERSECTION STUDY REPORT WHICH MAKES A RECOMMENDATION WHETHER OR NOT A TRAFFIC CONTROL DEVICE SHOULD BE INSTALLED. THE RECOMMENDATION IS BASED ON THE COLLECTED DATA AND ITS APPLICATION TO THE WARRANTS REQUIRED BY THE MUTCD FOR THE RESPECTIVE TRAFFIC CONTROL DEVICE. A RECOMMENDATION TO INSTALL A TRAFFIC CONTROL DEVICE IS MADE ONLY UPON PRESENTATION OF EVIDENCE THAT THE WARRANTS FOR SUCH DEVICE HAVE BEEN MET.
4. THE RECOMMENDATION IS PRESENTED TO THE ZONING AND PUBLIC SAFETY COMMITTEE (ZPS). RESIDENTS ARE ADVISED OF THE DATE/TIME OF THIS MEETING AND ENCOURAGED TO ATTEND. THE ZPS COMMITTEE VOTES WHETHER OR NOT THE INSTALLATION OF SUCH DEVICE IS APPROPRIATE UPON REVIEWING THE INTERSECTION STUDY AND INPUT FROM RESIDENTS.