

MEMO

TO: Lisa Schaeffler, Town of Williston Public Works

FROM: Corey Mack, RSG

CC: Jason Charest, CCRPC

DATE: October 9, 2018

SUBJECT: North Williston Road – Mountain View Road Multi-Way Stop Warrant Analysis

RSG has been retained by the Chittenden County Regional Planning Commission and the Town of Williston to complete an engineering assessment for multi-way stop traffic control at the North Williston Road – Mountain View Road intersection.

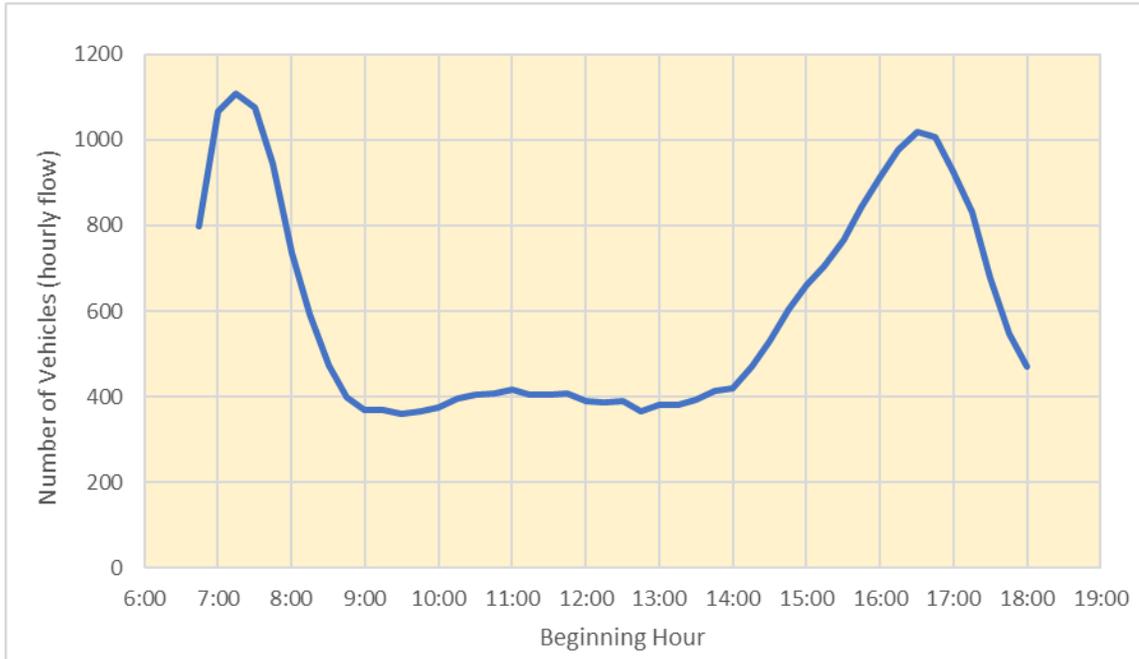
The following tasks were completed as part of this assessment:

- **Traffic Count:** 12-hour traffic count on Tuesday, March 27, 2018 using traffic video cameras. The videos were observed and manually transferred to an excel file.
- **Count Adjustments:** Reviewed and adjusted the observed traffic volumes to represent average day conditions for the analysis.
- **Multi-Way Stop Guidance Assessment:** Applied multi-way stop control warrants to the adjusted traffic volumes. The traffic volume warrants are described in the Manual of Uniform Traffic Control Devices, 2009 edition (current version). Section 2B.07¹ provides the specific reference guidance.

¹ <https://mutcd.fhwa.dot.gov/htm/2009/part2/part2b.htm#section2B07>

Traffic Count

FIGURE 1: HOURLY FLOW IN INTERSECTION (12 HR) – UNADJUSTED 27 MARCH 2018



The heaviest hour during the observation occurred between 7:15 and 8:15 in the morning with 1,109 vehicles passing through the intersection. The PM peak hour occurred between 4:15 and 5:15 with 1,017 vehicles.

Count Adjustments

Section 2B.07 of the MUTCD states that traffic volumes to be used for the analysis of multi-way stop control shall represent average day conditions. FHWA defines the average day as “a day representing traffic volumes normally and repeatedly found at a location, typically a weekday when volumes are influenced by employment or a weekend day when volumes are influenced by entertainment or recreation.”

To adjust to average day conditions, the count was adjusted with a factor from the Seasonal Adjustment Factor Grouping Study from the 2016 Vermont Agency of Transportation Continuous Traffic Counter Report (The Redbook, current version)². The North Williston Road corridor is best described within the “Urban” group of The Redbook. The Monthly Day of Week factor for the Urban group for Tuesdays in March is 0.988.

The observed traffic volumes were multiplied by 0.988 to adjust the short-term count to represent an average day condition.

² <http://vtrans.vermont.gov/sites/aot/files/operations/documents/traffic/Redbook2016web.pdf>



Multi-Way Stop Guidance Assessment

Section 2B.07 of the MUTCD states “multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.” While approximately 41% of the volume approaches from the north, 28% approaches from the west and 29% approaches from the south. It is reasonable to characterize these approach volumes as approximately equal.

The MUTCD provides the guidance for what a multi-stop control study shall consider. The guidance is commonly referred to as a ‘warrant’, whereby the following items are considered. The MUTCD states that the decision to install multi-way stop control should be based on an engineering study. This memo and the analysis summarized herein satisfies this criterion.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - Not applicable in this situation. This criterion is not met.
- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - There have been on average approximately two crashes per year occurring at this intersection. The crash and safety criterion is not met.
- Minimum volumes:
 - 1) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages 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 highest hour; but
 - 3) If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

The traffic volumes and delays on Mountain View Road were evaluated as it pertains to these criteria. The findings include:

- a) The raw count data, unadjusted, met the average volume and delay threshold for both major and minor streets.
- b) The adjusted “average day” count data met the average volume and delay threshold for both major and minor streets.
- c) As stated in the North Williston Road Draft Scoping Report (CCRPC - RSG, 2016 on page 6), the 85th percentile speed was determined to be over 10 miles over the posted speed limit of 35 mph. The 2016 observations just north of Mountain View Road, the 85th percentile speed was in the 46-48 mph range. The volume warrant threshold for multi-way stop control may be reduced to 240 and 160 vehicles per hour on the major and minor street approaches, respectively.

The reduction of the volume warrant threshold due to the observed speed near the intersection further increases the margin in which the multi-way stop control volume warrants are met.

Additional criteria for consideration in the multi-way stop control guidance includes “the need to control left-turn conflicts”. In the evening peak hours, the eastbound left turning volume often exceeds the major street volume in northbound and southbound approach directions combined. Application of multi-way stop control may reduce this left-turning conflict.

Conclusion

The multi-way stop control guidance defined by the MUTCD, section 2B.07 is met on the basis of the volume warrant criteria:

- The observed and adjusted traffic flows on March 27, 2018 meet the standard volume thresholds warranting multi-way stop control.
- The 85th percentile speeds along North Williston Road have been recorded in the 46-48 mph range, exceeding the 40 mph threshold in the volume warrant. Therefore, the minimum volumes necessary to satisfy the warrant are reduced by 30%. Under this condition, the volume warrant is satisfied to a greater degree.
- Multi-way stop control may reduce the eastbound left turning conflict.

If the Town decides to implement multi-way stop control, the town is advised to implement short-term, high-visibility advance warning devices to alert drivers who may not expect the change in traffic control at this location. These short-term devices may include advance warning “STOP AHEAD” signs with supplementary reflective flagging, changeable message signs, or other devices as approved by the MUTCD.



FIGURE 2: MUTCD R3-1 WITH TEMPORARY FLAGGING.



Other considerations with the implementation of All-Way Stop Control:

- Solar powered red-flashing stop beacons, mounted above the stop sign similar to the beacons installed at North Williston Road and Williston Road, are recommended per MUTCD 4L.05. These beacons would provide additional conspicuity at the new stop condition at the intersection.
- All stop signs, including the new stop sign assemblies on North Williston Road, and the existing stop sign assemblies on Mountain View Road and Governor Chittenden Road, shall be supplemented with an MUTCD R1-3p “ALL WAY” plaque. 
- The existing crosswalk across North Williston Road at Mountain View Road should be evaluated under the All Way Stop Control. There are at least three issues to be addressed:
 - *Location of the Crosswalk Markings:* Crosswalks are generally placed 4-feet behind the stop bar at stop controlled intersections. If a stop bar were to be placed 4-feet in advance of the existing crosswalk, the stop bar would be approximately 40-feet from the intersection. This distance is too great for drivers to make clear intersection right-of-way decisions. It is recommended to move the crosswalk markings in line with the Mountain View Road sidewalk and place the northbound stop bar 4-feet in advance of the relocated crosswalk.
 - *Existing Rectangular Rapid Flashing Beacon (RRFB):* The existing uncontrolled crosswalk is equipped with an RRFB to warn motorists when pedestrians are crossing. The interim approval for RRFBs³ specifically state “an RRFB shall not be used for crosswalks across approaches controlled by ... STOP signs”. It is recommended to remove the RRFB assembly, possibly for reuse at other locations identified for enhanced crosswalk features in the North Williston Road Multimodal Scoping Study.
 - *Pedestrian Warning Sign:* The existing uncontrolled crosswalk is marked by a W11-2 diamond pedestrian crossing warning sign with W16-7P downward pointing arrow (supplemented by the RRFB). If the crosswalk is moved to be 4-feet in advance of the stop sign, the crosswalk sign may potentially block visibility of the stop sign; even if not directly blocking the stop sign, the diamond pedestrian sign may distract drivers not expecting a new stop sign. At stop controlled intersections, the pedestrian right-of-way is defined by the crosswalk marking, not the W11-2 sign. Lastly, as drivers from all approaches are stopping at the new multi-way stop control intersection, the pedestrian warning sign is redundant and adds to sign clutter at the intersection. This interpretation of the MUTCD

**FIGURE 3:
MUTCD R1-3P.**

³ https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm

requirements towards application of the W11-2 pedestrian warning sign at multi-way stop controlled intersections was confirmed by Vermont Agency of Transportation staff, also included as an attachment to this memo. It is recommended that the existing W11-2 diamond pedestrian warning sign and W16-7P downward pointing arrow plaque are not relocated to the proposed crosswalk location.

Attachments

- A. PC-Warrants Multi-Way Stop Warrant Worksheets
- B. Observed Traffic Volumes
- C. Interpretation of Application of W11-2 Signs at Stop Controlled Intersections