

Office of the City Engineer

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MEMO

To: John C. Rooney, P.E.

Re: Traffic Study - Intersection Analysis of LaSalle St. and Carlton Drive

From: Ara P. Molitor, P.E.

Purpose: Determine if there is a warranted change in the “control” at the intersection.

Method: Field observation, traffic counts and an accident analysis.

ANALYSIS:**Existing Conditions**

- Existing roadway conditions at the intersection:
 - The intersection is a standard local street/minor collector street intersection at 90 degrees.
 - There are no issues regarding vision in any of the 4 quadrants.
 - Carlton Dr. is “Stop controlled” at the intersection.
 - Both roadways are the standard 36’ face to face cross-section.
 - Carlton Dr. is asphalt overlay (2014).
 - LaSalle St is concrete and there are no posted parking restrictions.
 - The Speed Limit for both roads are posted – 25 MPH.
 - On several field visits – did not witness excessive speed (either direction)
 - There is a bus route on LaSalle, but the stops are not at this intersection.
- Pedestrian Factors:
 - Jerstad Agerholm School (K-8th) is 1-2 blocks south from this intersection.
 - The elementary portion of the school Starts at 7:45 AM lets out at approximately 3:05 PM.
 - The middle school portion of the school Starts at 8:15 AM lets out at approximately 3:30 PM.

Traffic Analysis

- Average Daily Traffic: (from tube counts 3/27 – 4/2/18)
 - LaSalle Street – ADT 1821
 - Carlton Dr. – ADT 1020
- Pedestrian Counts: were not conducted

- Accident Study 2013-current Findings
 - 7 total accidents: 3 Injuries 0 Deaths
 - Of the three Injuries reported, all were from the same accident and were listed as possible or minor injuries.
 - None of the accidents were correctable. (6-inattentive driving, 1-road conditions)

Four Way Stop Sign Warrants

- At the intersection of two major arterial streets – neither street is classified as an arterial street. (not warranted)
- An Accident Problem – 5+ reported accidents that are correctable. (not warranted)
- Where the following traffic volumes are met:
 - Total Volume > 500 vph for any 8 hours a day. (not warranted)
 - Pedestrian Volume > 200 units per hour for the same 8 hours. (not warranted)
 - Average delay to minor street vehicle traffic > 20 sec. during peak hour. (not warranted)

CONCLUSIONS:

- It is my opinion to leave the intersection “As-Is”. The intersection does not warrant any change in “control”.

Recommendation: more speed enforcement and monitoring.