



Intersection Analysis

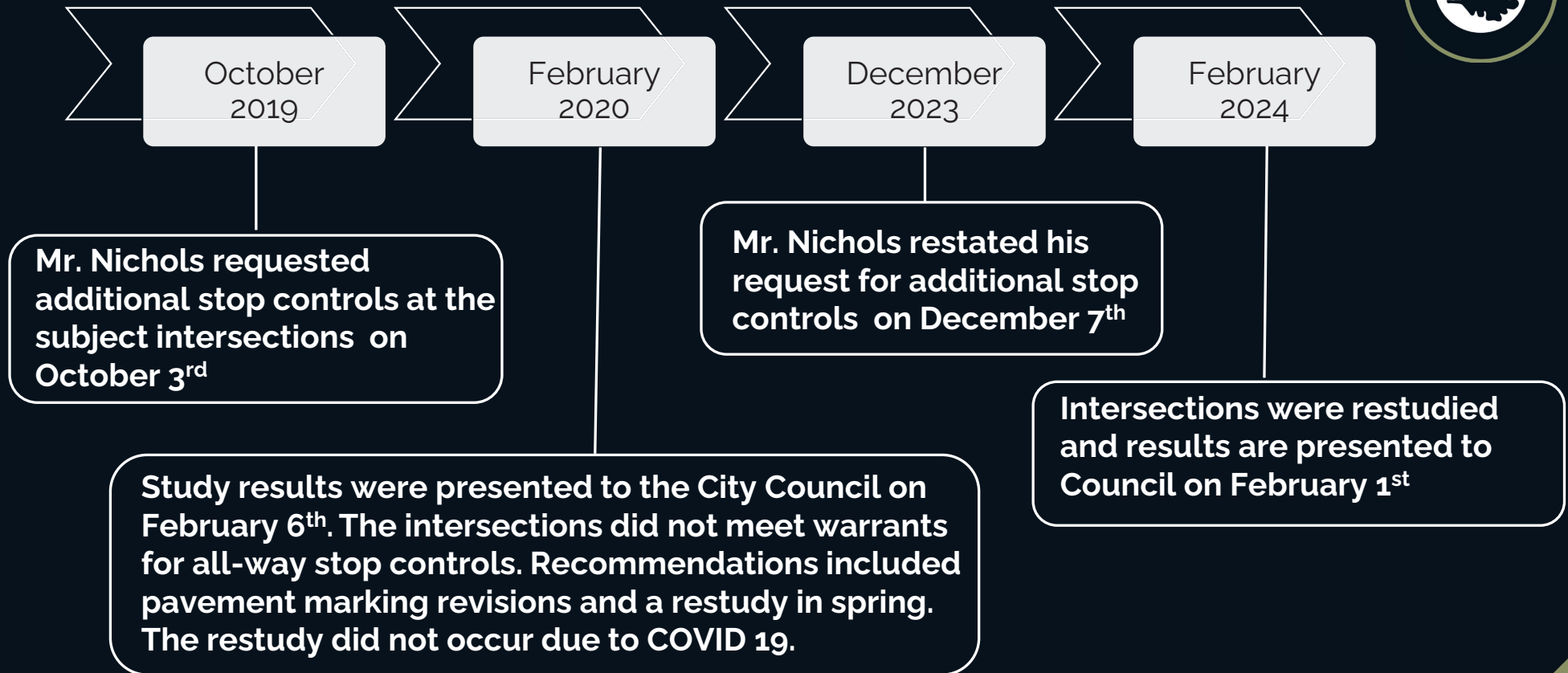


Battle Intense at Venturer Ln/Keeneland Dr

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BACKGROUND



BACKGROUND



TMUTCD (2B.07) Multi-Way Stop Control:

- Can be used as a safety measure at intersections if certain traffic conditions exist.
- Should be used where traffic volumes on the intersecting roads is approximately equal.
- Shall be based on a traffic engineering study for justification.



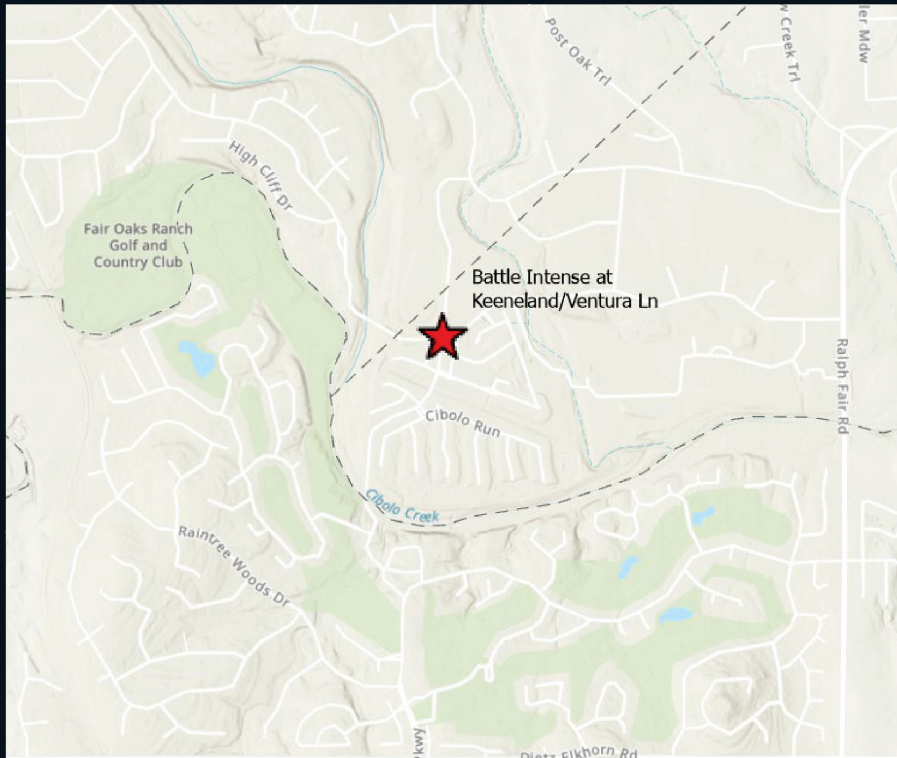
BACKGROUND



TMUTCD (2B.07) Multi-Way Stop Warrants:

- A. As an interim measure where traffic control signals are justified.
- B. Where five or more reported crashes in a 12-month period might have been preventable with a multi-way stop installation.
- C. Where minimum traffic volumes are met as follows:
 - 1. Major street approaches average at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. Minor street approaches (total of both approaches) 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 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.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values.

Battle Intense & Keeneland/Venturer



Battle Intense & Keeneland/Venturer Lane





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Results of All-Way-Stop Warrant Analysis

- A. Does Not Meet Warrant A
 - Traffic signal not warranted so cannot be an interim measure
- B. Does Not Meet Warrant B
 - Only 2 intersection-related crashes reported (2023)
- C. Does Not Meet Warrant C
 - Traffic volumes are very low
- D. Does Not Meet Warrant D
 - Full reduction factors were considered



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Special Considerations

- ✓ Wider Street (Keeneland)
- ✓ Higher Speeds (Keeneland)
- ✓ Sight Distance Limitations
- ✓ Pedestrian Movements (Including School Bus Drop-Off at Intersection)
- ✓ Unchannelized Left Turns





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Traffic Engineering Study Results



- Does not warrant based on observed left-turn conflicts
- Does not warrant based on observed pedestrian activity
- Does not warrant based on approach sight distances
- Does not warrant based on comparison of cross-street operating characteristics
- Does not warrant based on alignment of cross streets



Battle Intense & Keeneland/Venturer Lane

Proposed Mitigation Measures

- Continue to trim existing vegetation to improve visibility
- Install radar feedback devices on Keeneland to reduce speeding (similar to Battle Intense)

