

Todd,

I'm sorry that you took my response the way you did. That was certainly not my intent. You are welcome to attend a PW committee meeting if you would like to have your thoughts heard there. We don't want our citizens to give up. Our next Committee meeting is scheduled for Wednesday March 3rd at 4pm. These meetings are hybrid (in-person or Microsoft Teams). Let me know if you're interested and will get you on the agenda.

Steve Banham, P.E.

Public Works Director

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My incoming and outgoing email messages are subject to public disclosure requirements

From: G Todd Williams <gtoddwilliams@yahoo.com>

Sent: Tuesday, February 23, 2021 12:30 PM

It appears you are responding with policy rather than simply taking a safety suggestion from a citizen.

I guess that means people will continue to jam on their brakes at night as these unmarked intersections.

I'm disappointed this suggestion was killed with no input to the committee.

This is why citizens give up. Not even a thank you. Just policy even when the rules state it's OK.

Todd

On Tue, Feb 23, 2021 at 12:11 PM, Steve Banham <BanhamS@LYNDENWA.ORG> wrote:

Todd,

Thanks for the photo. The Manual of Uniform Traffic Control Devices (MUTCD) identifies these signs (W2-1) but does not provide specific guidance other than to apply engineering judgement. My observation is that these signs are most often used when motorist are at speeds of 35mph or greater. This accounts for human reaction times and recognizes the need for advance notification. They are also b used in limited sight distance applications (i.e. horizontal or vertical curvature in the road). In my engineering judgement since the locations you've mentioned do not meet either of these conditions they really are not warranted. This is consistent with the guidance below provided through (<https://toolkits.ite.org>) that tends to support my conclusion:

Intersection Warning Signs and Plaques

As described in [Section 2C.46](#), there are several variations of the Intersection Warning sign to address a variety of intersection configurations. The Cross Road (W2-1) symbol, Side Road (W2-2 and W2-3) symbol, and Y-Symbol (W2-5) signs may be used in advance of the intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. These signs are optional and are intended for the major road traffic that has the right-of-way. If the side roads are not opposite of each other, the Offset Side Roads (W2-7) symbol sign should be used instead of the Cross Road symbol sign. If the side roads on the same side are closely spaced, the Double Side Roads (W2-8) symbol sign should be used instead of the Side Road symbol sign.

The T-Symbol (W2-4) sign is applicable for warning of a T-intersection for traffic approaching from the stem and controlled by a STOP or YIELD sign. The Circular Intersection (W2-6) symbol sign may be installed in advance of a circular intersection and can have a ROUNDABOUT (W16-17P) or TRAFFIC CIRCLE (W16-12P) plaque mounted below the sign.

The MUTCD does not require these warning signs and does not provide any guidance as to when they should be considered. Limited visibility to or a perceived lack of awareness of the intersection and a history of crashes at an intersection would be justifications for the use of Intersection Warning signs.

Advance Street Name Plaques

The Advance Street Name ([W16-8](#) or [W16-8aP](#)) plaque may be used with any Intersection Warning sign or Advance Traffic Control sign. Such plaques are used to "provide road users with advance information to identify the name(s) of the next intersecting street to prepare for crossing traffic and to facilitate timely deceleration and/or lane changing in preparation for a turn" (see [Section 2C.58](#)). Although their use at

unsignalized intersections is not required by the MUTCD, Advance Street Name plaques can be helpful to unfamiliar drivers, especially at unsignalized intersections with exclusive turn lanes.

If we were to see any of these intersections start to have more accidents that might be a reason to consider adding these signs.

That said, I know that there has been some interested in placing wayfinding signage in some of these locations. I think the Hampton Road and 17th and 19th major arterials are potential candidate as they have had the old red and blue wayfinding signs in the past directing people to the particular attractions or public services.

Steve Banham, P.E.
Public Works Director

From: G Todd Williams <gtoddwilliams@yahoo.com>

Sent: Monday, February 22, 2021 5:04 PM



I was thinking of yellow signs like the county uses. But just the road sign is all I'm suggesting. People here know yellow means the next intersection.

I'm not suggesting 100 of these. Maybe 3-6 intersections like the crucial ones I mentioned below.

Thanks,
Todd