



166 Lincolnway
Valparaiso, IN 46383
(219) 462-1161
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Minutes for Traffic and Safety Committee Meeting held 10/20/2025

Meeting Date and Time: 10/20/2025 10am

Attendees:

Committee members

Max Rehlander, Engineering
Brian McDonald, Police
Maggie Clifton, Community Engagement
Mike Cervik, Fire
Ellen Kapitan, City Council
Katie Travis, Public Works

City Staff

Daniela Martins, Engineering
Ashley Miller, Engineering
Bob Thompson, Planning
Joe Hall, Police
Chuck Gleason, Parks

Members of the Public

Tim McLean
Frances Saar
James Ferguson

Discussion Items

- a. Tuckahoe Park Dr. & McCord – Yield vs. Stop
– This traffic control evaluation was conducted in response to a citizen's request. The primary concern was existing yield control for Tuckahoe Park Dr. at McCord Rd. The resident would like the intersection to be evaluated due to the proximity of various locations kids walk to school. (TJ Middle school, TJ elementary school, & Emmanuel Lutheran Church and school) The intersection currently operates with YIELD control on Tuckahoe Park Dr., with free traffic flow (uncontrolled) along McCord Rd. The evaluation criteria used are from the MUTCD. There are four categories: sight distance, crash history, functional class, & all way stop review. Based on the findings, since there is inadequate sight distance it is



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recommended swapping this yield control to a stop control. Ellen makes a motion, Katie seconds and it passes with a 6-0 vote. It will be presented for approval at the next BOW meeting.

- b. Roundabout Speed Advisory Signs – Same resident Chris Pierce brought to our attention that some of the roundabouts in the city have advisory speeds signs of 15mph and some don't. He was requesting for all to be signed but according to the MUTCD it is optional to have them all signed, so because of that we don't feel like anything needs to be changed. Maggie states a few years back when Road Safety Audit, we looked at all the roundabouts and it was quite crazy the amount of signage that we had for them and that was part of our discussion of whether it was too much signage, but perhaps we can considerate looking into that during our SS4A study.
- c. Jefferson St. between Garfield & Roosevelt – Urban SDK report - Average speeds is 18mph through that stretch, there is a speed change between the section we looked at before. The traffic volume is 1,000 vehicles per day, which is 44 per hour. Overall, with the findings we are not seeing a huge problem in that area, we will just keep monitoring as we have.
- d. Trick or Treating Safety – Maggie wanted it on here for our own awareness about what VPD does. Captain Hall states that they do several things for safety for Trick or Treaters on social media, having officers in several neighborhoods, we will have 3 extra officers out this year. There has been talk about possibly shutting down a few blocks around Washington St. but they decided not to close any streets down this year at the last BOW meeting.

Updates on Projects/Initiatives

- a. SS4A Grant – FHWA update – Changed to the Comprehensive Safety Action Plan because we have our



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agreement with Federal Highway, that has been executed through our BOW, and we have approved the agreement with Lochmueller, and we are currently in the process of setting up a Kickoff Project meeting so it's moving forward. There will also be a steering committee so we will keep you updated.

Public Comment:

Chuck Gleason informs the group that the parks team has completed the updates to the rules for the parks with addition of rules for an electric bike policy for pathways and trails and plans to present to the Park Board at their next meeting and once approved will share with the team.

Next meeting Monday November 17th, 2025, at 10:00am

MINOR STREET STOP CONTROL WARRANT STUDY

Tuckahoe Park Dr at McCord Rd

October 2025

City of Valparaiso Engineering Department

INTRODUCTION

- This traffic control evaluation was conducted in response to a citizen's request. The primary concern was existing yield control for Tuckahoe Park Dr at McCord Rd. The resident would like the intersection to be evaluated due to the proximity of various locations kids walk to (TJ middle school, TJ elementary school, Emmanuel Lutheran Church and school)
- The intersection currently operates with YIELD control on Tuckahoe Park Dr, with free traffic flow (uncontrolled) along McCord Rd.
- Tuckahoe Park Dr has a speed limit of 30 MPH, per City code 71.02 and is classified as a local street.
- McCord Rd has a speed limit of 30 MPH, per City code 71.02 and is classified as a local street.
- A Location Map is provided of the subject area

EVALUATION

The evaluation criteria used are from the Manual on Uniform Traffic Control Devices, 11th Edition (MUTCD). The MUTCD defines the standards used by engineers and road managers to install and maintain traffic control devices on all public streets, highways, bikeways, and pedestrian ways. The MUTCD is the definitive compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. The warrants considered for evaluation are described in MUTCD Section 2B.11 – Minor Road Stop Control and outlines each criterion for establishing stop control as follows:

Warrant A – Sight Distance

A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.

A sight distance triangle evaluation for yield control determined there is not adequate sight distance provided. Houses for both the left and right turn sight triangles obstruct the driver's view. The evaluation was conducted per Indiana Design Manual Section 46.10 and is included in Appendix A.

Warrant B – Crash History

Case 1: For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.

Does not apply due to 3 legged intersection. Refer to Case 2.

Case 2: For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.

The Valparaiso Police Department reported no crashes at the intersection for the past 36-month period.

Warrant C – Functional Class

The intersection is of a lower functional classification road with a higher functional classification road.

This warrant is not met, both streets are classified as local.

Warrant D – All Way Stop Review

Conditions that previously supported the installation of all-way stop control no longer exist.

This warrant is not met, the intersection is not regulated by all-way stop control.

Warrant Summary Table

Warrant	Guidance	Data	Applicable
A	Sight Distance	Not adequate sight distance provided	✓
B	Crash History	No Crashes	✗
C	Functional Class	Both Local Classification	✗
D	All Way Stop Review	N/A	✗

CONCLUSIONS/RECOMMENDATIONS

Due to inadequate sight distance, it is recommended to install minor road way stop control at this location.

LOCATION MAP



Attachments

Appendix A – Sight Distance Evaluation

Departure Sight Triangle
Tuckahoe Park Dr at McCord Rd
Vehicle turning Right



Pink triangle represents the departure sight triangle for yield control at McCord and Tuckahoe Park Dr, illustrated per IDM 46-10.
Rt Turn length of triangle leg = 355 ft per IDM Fig. 46-10D.

Summary:

This figure illustrates that houses block the sight triangle, therefore adequate sight distance is not provided for YIELD control

Departure Sight Triangle
Tuckahoe Park Dr at McCord Rd
Vehicle turning Left



Pink triangle represents the departure sight triangle for yield control at McCord and Tuckahoe Park Dr, illustrated per IDM 46-10.
Lt Turn length of triangle leg = 355 ft per IDM Fig. 46-10D.

Summary:

This figure illustrates that a house blocks the sight triangle, therefore adequate sight distance is not provided for YIELD control