



Department of Transportation

## Traffic Engineering and Parking Divisions

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## SUMMARY OF STAFF RECOMMENDATIONS To PBMVC

January 26, 2016

1. American Parkway & Tancho Drive: Recommend maintaining current stop sign control.
2. Packers Avenue & Schlimgren Avenue: Recommend maintaining current stop sign control.
3. Mineral Point Road & Yellowstone Drive: Recommend installation of a traffic signal.
4. Bassett Street, Gorham Street & University Avenue: Recommend installation of a traffic signal.
5. Blackhawk Road & Pleasant View Road: Recommend installation of a temporary traffic signal and geometric modifications.

## 2015 TRAFFIC SIGNAL PRIORITY LIST SPECIAL STUDIES FOR PBMVC SELECT INTERSECTIONS

### Actions completed to date

#### 1. American Parkway & Tancho Drive

Collected 24 hour automatic machine counts.

Manual turning movement counts.

Manually recorded vehicle delay.

#### 2. Packers Avenue & Schlimgren Avenue

Collected 24 hour automatic machine counts.

Collected Manual turning movement counts.

#### 3. Mineral Point & Yellowstone

Collected 24 hour automatic machine counts.

Collected Manual turning movement counts.

Manually recorded vehicle delay.

#### 4. Bassett Street, Gorham Street & University Avenue

Reviewed traffic impacts of proposed development.

#### 5. Blackhawk Road & Pleasant View Road

Reviewed recent turning movement counts.

Reviewed traffic projections for the intersection based on the proposed residential development and existing commercial development/office park.

## **TRAFFIC SIGNAL PRIORITY LIST COMMENTARY**

### **American Parkway & Tancho Drive (# 41 on List)**

The American Parkway-Tancho intersection is a T-intersection located approximately 1,050 feet north of the unsignalized intersection at American Family Drive and approximately 2550 south of the unsignalized T-intersection at Village Park Drive.

#### **Crash History**

- During the five-year period 2011-2014, there have been a total of one (1) crash reported which was a type considered to be correctable by traffic signals. A traffic signal is not expected to improve upon this number of crashes.

#### **Application of Traffic Signal Criteria**

- Recent manual and automatic hose counts show that this intersection is 60% short of meeting the adopted minimum numerical volume for traffic signals.

#### **Staff Recommendation**

At this time, staff recommends maintaining the current stop sign control.

### **Packers Avenue & Schlimgren Avenue (# 61 on List)**

This is a T-intersection located on Packers Avenue approximately 1,900 feet north of the signalized diamond intersection at Aberg Avenue, and 1,000 feet south of the signalized intersection at International Lane.

#### **Crash History**

- During the five-year period 2010-2014, there have been an average of 0.8 crashes per year reported which have been types considered to be correctable by traffic signals. A traffic signal is not expected to improve upon this number of crashes.

#### **Application of Traffic Signal Criteria**

- Recent manual and automatic hose counts show that this intersection is 77% short of meeting the adopted minimum numerical volume for traffic signals.

#### **Staff Recommendation**

At this time, staff recommends maintaining the current stop sign control.

### **Mineral Point Road & Yellowstone Drive (# 5 on List)**

The Mineral Point-Yellowstone intersection is located approximately 1,300 feet east of the signalized intersection on Mineral Point at Grand Canyon, and approximately 1,400 feet to the west of the signalized intersection Island Drive.

#### **Crash History**

- During the five-year period 2010-2014, there have been an average of 2.2 crashes per year reported which have been types considered to be correctable by traffic signals.

#### **Application of Traffic Signal Criteria**

- Recent manual and automatic hose counts show that this intersection meets the peak hour warrant.

#### **Staff Recommendation**

Staff recommends installation of a traffic signal control to improve access for vehicles and pedestrians seeking access to and crossing Mineral Point Road. A signal will also provide improved platooning of traffic flow between the adjacent signalized intersections.

### **Bassett Street, Gorham Street & University Avenue (Not Shown on List)**

The Bassett intersection on Gorham-University is located approximately 500 feet southwest of the signalized intersection on Gorham Street at Broom Street and approximately 400 feet east of the signalized intersection on University Avenue at Frances Street.

This section of Gorham/University is located in an area with high pedestrian usage between State Street and the University of Wisconsin Campus. A new development on the north side of this intersection is expected to increase the number of pedestrian crossings at this and nearby intersections.

#### **Staff Recommendation**

Staff recommends approval for installing traffic signal control at Bassett-Gorham-University to create gaps in traffic for pedestrian crossings.

### **Blackhawk & Pleasant View (#22 on List)**

The Blackhawk-Pleasant View intersection is located approximately 2,600 feet north of the signalized intersection at Old Sauk-Pleasant Road.

#### **Crash History**

- During the five-year period 2010-2014, there have been an average of 1.2 crashes per year reported which have been types considered to be correctable by traffic signals.

#### **Application of Traffic Signal Criteria**

- Recent (2014) manual and automatic hose counts show that this intersection is 49% short of meeting the adopted minimum numerical volume for traffic signals.
- A 2015 Traffic Impact Study prepared for the City of Middleton for a proposed new development in the northwest corner of the intersection recommends improvements to the intersections including geometric improvements and traffic signal control.

#### **Staff Recommendation**

Staff Recommends installation of temporary traffic signals and geometric modifications.

Permanent signals will be installed when Pleasant View Road is reconstructed in the near future.