

**City of Madison, Wisconsin Traffic Engineering**  
**Minimum Criteria Summary for Installation of All-Way Stop Signs in Urban Areas**

For a multiway stop to be considered for installation the criteria listed under 1. or 2. or 3. or 4. should be met.

Intersection of: **Turner Ave & Allis Ave**

**1. Traffic Signal Justified**

Where traffic signals are warranted and urgently needed, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Are traffic signals warranted and urgently needed? **No**

**2. Crash Problem**

*Crash data for period of: 0*

A crash problem, as indicated by 5 or more reported crashes of a type susceptible of correction by a multiway stop installation in a 12-month period. Such crashes include right and left-turn collisions as well as right-angle collisions.

|   |                   |    |
|---|-------------------|----|
|   | <b>% Of</b>       |    |
|   | <b>Criteria</b>   |    |
|   | <b><u>Met</u></b> |    |
| Number of crashes in the last 12 Months = | 0                 |    |
| Correctables =                            | 0                 | 0% |

Does a crash problem exist which would be susceptible to correction by a multiway stop installation? **NO**

**NO, The minimum criteria to be considered for a multiway stop HAS NOT BEEN MET for the intersection of Turner Ave & Allis Ave**

24-Hr Factored Approach Volumes From Manual Turning Movement Study

**3. Minimum Volumes & Delay**

a.) Vehicles per hour for any eight hours in which the average volume of traffic entering the intersection from the major street exceeds:

|                        |  |                     |                            |
|------------------------|--|---------------------|----------------------------|
| <b>85th Percentile</b> | <b>Required</b>                        | <b>Avg Highest</b>  | <b>% Of</b>                |
| <b><u>Speed</u></b>    | <b><u>Volume (Including Bikes)</u></b> | <b><u>Hours</u></b> | <b><u>Criteria Met</u></b> |
| <= 40 m.p.h            | 300                                    | 68                  | 23%                        |
| > 40 m.p.h.            | 210                                    | NA                  | NA                         |

b.) For the same 8 hours, the average volume from the minor street must exceed:

|                        |   |                     |                            |
|------------------------|---|---------------------|----------------------------|
| <b>85th Percentile</b> | <b>Required</b>                                   | <b>Avg Highest</b>  | <b>% Of</b>                |
| <b><u>Speed</u></b>    | <b><u>Volume (Including Bikes &amp; Peds)</u></b> | <b><u>Hours</u></b> | <b><u>Criteria Met</u></b> |
| <= 40 m.p.h            | 200   | 3                   | 2%                         |
| > 40 m.p.h.            | 140   | NA                  | NA                         |

c.) Delay to minor street vehicular traffic must average at least 30 seconds per vehicle during the peak traffic hour for at least one direction.

|                     |                     |                         |                            |
|---------------------|---------------------|-------------------------|----------------------------|
| <b>Required</b>     | <b>Estimated</b>    |                         | <b>% Of</b>                |
| <b><u>Delay</u></b> | <b><u>Delay</u></b> | <b><u>Direction</u></b> | <b><u>Criteria Met</u></b> |
| 30                  | 9.4                 | WB Delay                | 31.3%                      |

Has minimum volume & delay criteria been met **NO**

**4. No single criterion met but 2 & 3 are both 80% met.**

No single criterion met but 2, 3a.), 3b.) and 3c.) are at least 80% met. **NO**