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: **Franklin Av & Kendall Av**

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: 2009

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.

		% Of Criteria Met
Number of crashes in the last 12 Months =	1	
Correctables =	1	20%

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

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:

85th Percentile Speed	Required Volume (Incuding Bikes)	Avg Highest Hours	% Of Criteria Met
<= 40 m.p.h	300	289	96%
> 40 m.p.h.	210	NA	NA

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

85th Percentile Speed	Required Volume (Including Bikes & Peds)	Avg Highest Hours	% Of Criteria Met
<= 40 m.p.h	200	303	152%
> 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.

Required Delay	Estimated Delay	Direction	% Of Criteria Met
30	25.1	WB Delay	83.7%

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**

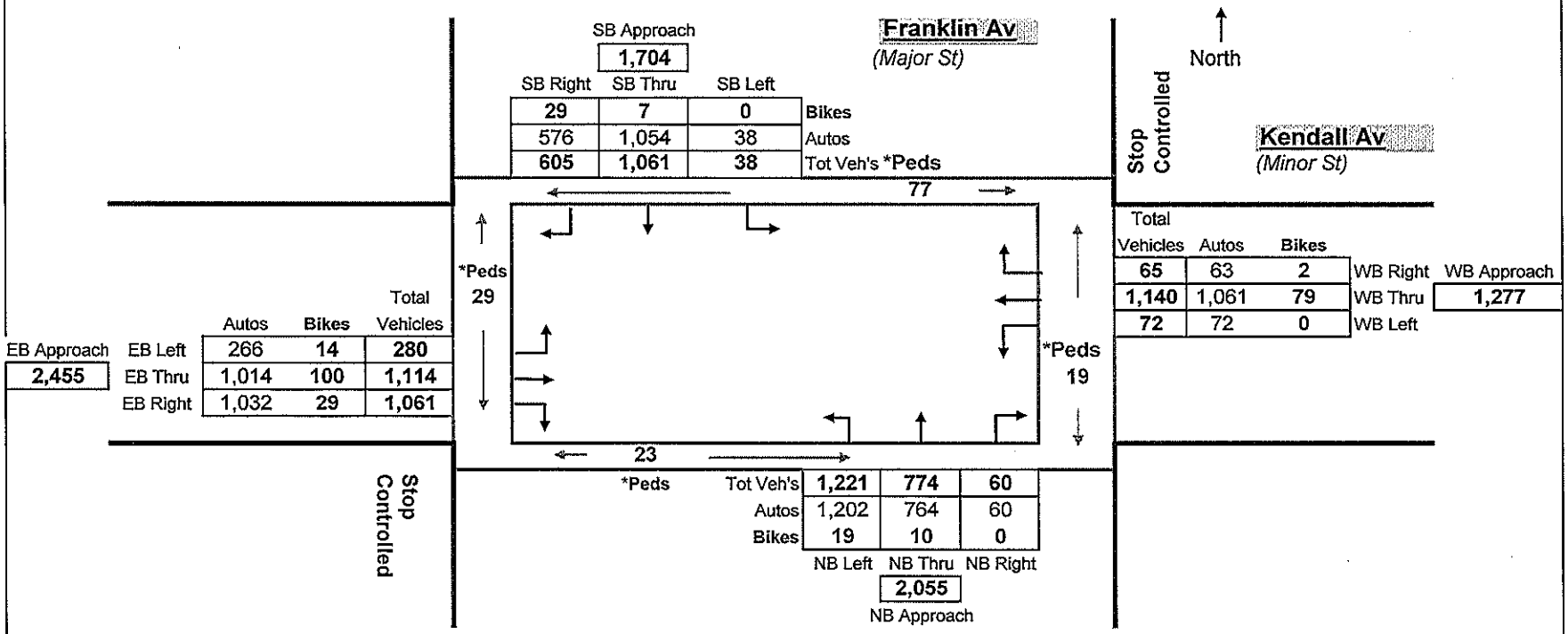
NO, The minimum criteria to be considered for a mutliway stop HAS NOT BEEN MET for the intersection of

Franklin Av & Kendall Av

24-Hr Factored Approach Volumes From Manual Turning Movement Study

5/27/2010

24-Hr Factored Approach Volumes From Manual Turning Movement Study



Major St = Franklin Av
Minor St = Kendall Av

	EB Delay	WB Delay
**Minor St Delay =	16.2	25.1 Secs

85th Percentile Speed = 32 mph
Neighborhood Intersection = YES (YES / NO)
Traffic Signals Justified = NO (YES / NO)
Number of crashes in the last 12 Months = 1 2009
Number of Correctable Crashes = 1 Period For Crashes

Year Of Traffic Volumes = 2010
Date Of Turning Movement Study = 5/12/2010
Time Of Turning Movement Study = 7-9,11-1,4-6
Total Hours Counted = 6

Notes

Enter information highlighted in yellow

Make Sure St Names Spelled Same In Each Cell

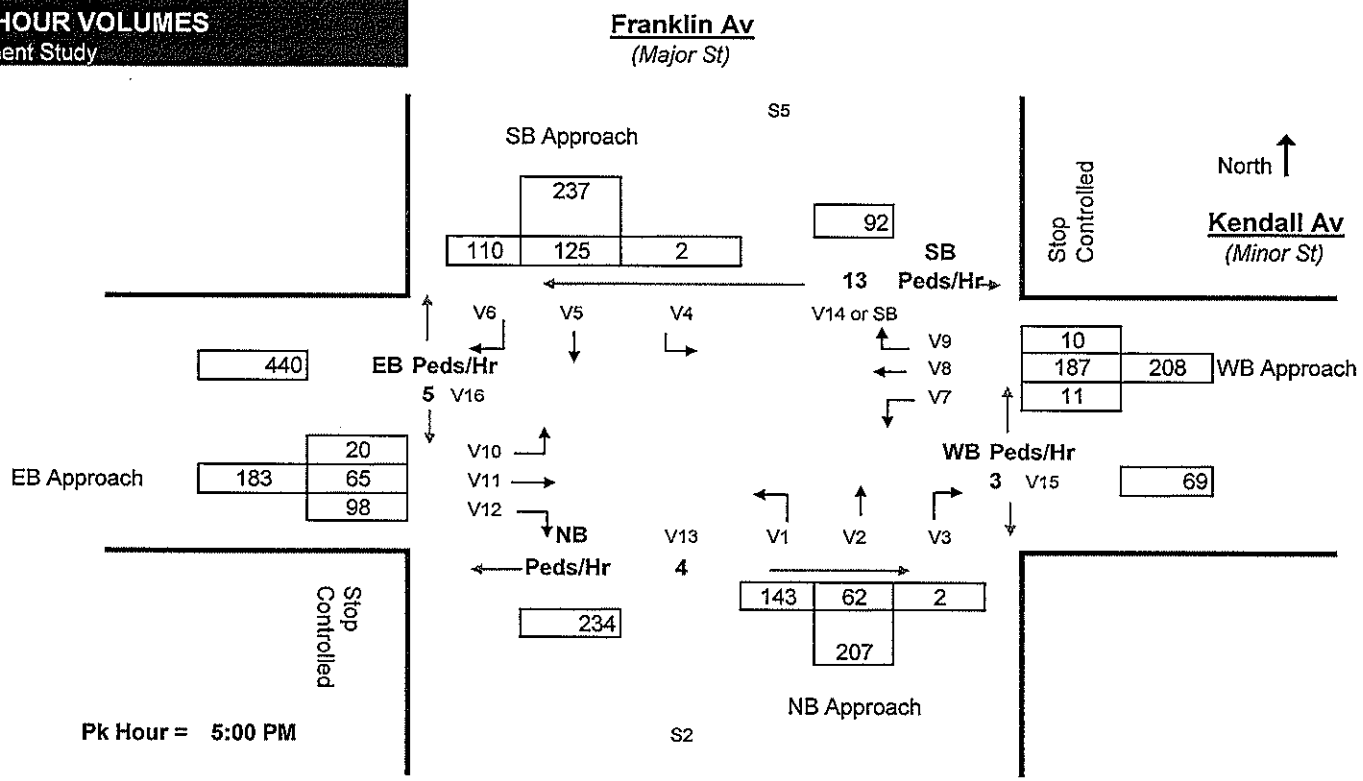
Enter raw turning movement data below

**Peds are not factored*

***Delay calculated using HCS2000 software*

5/27/2010

INTERSECTION PEAK HOUR VOLUMES
From Manual Turning Movement Study



Pk Hr AWT Turning Movements From Manual Turning Movement Study

Peak Hour	EB				WB				NB				SB			
	Left	Thru	Right	*Total*	Left	Thru	Right	Total	Left	Thru	Right	*Total*	Left	Thru	Right	*Total*
5:00 PM	20	65	98	*183*	11	187	10	*208*	143	62	2	*207*	2	125	110	*237*

5/27/2010