

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.

Number of crashes in the last 12 Months =	1	% Of
Correctables =	1	Criteria Met
		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 (Including 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 multiway stop HAS NOT BEEN MET for the intersection of

Franklin Av & Kendall Av

24-Hr Factored Approach Volumes From Manual Turning Movement Study

[The page contains extremely faint and illegible text, likely bleed-through from the reverse side of the document. The text is arranged in several vertical columns and is too light to transcribe accurately.]

24-Hr Factored Approach Volumes From Manual Turning Movement Study

		SB Approach 1,704 (Major St)			Franklin Av (Major St)			Stop Controlled Kendall Av (Minor St)		
		SB Right	SB Thru	SB Left	Bikes 0 Autos 38 Tot Veh's *Peds 38			North ↑		
		29	7	0						
		576	1,054	38						
		605	1,061	38						
					Total Vehicles Autos Bikes 65 63 2 WB Right WB Approach 1,140 1,061 79 WB Thru 1,277 WB Left					
					Total Vehicles Autos Bikes 72 72 0 WB Right WB Approach 1,277 WB Thru 1,277 WB Left					

		*Peds 29 *Peds 23 *Peds 19			Tot Veh's 1,221 Autos 1,202 Bikes 19			NB Left NB Thru NB Right 2,055 NB Approach		
					774 764 10 60			60 60 0		

EB Approach 2,455
 EB Left 266
 EB Thru 1,014
 EB Right 1,032

Autos 286
 Bikes 14
 Total 280
 Vehicles 1,114
 1,061

Stop Controlled

Major St = Franklin Av
 Minor St = Kendall Av

EB Delay 16.2
 WB Delay 25.1 Secs

**Minor St Delay =

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
 Number of Correctable Crashes = 1
 Period For Crashes 2009

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

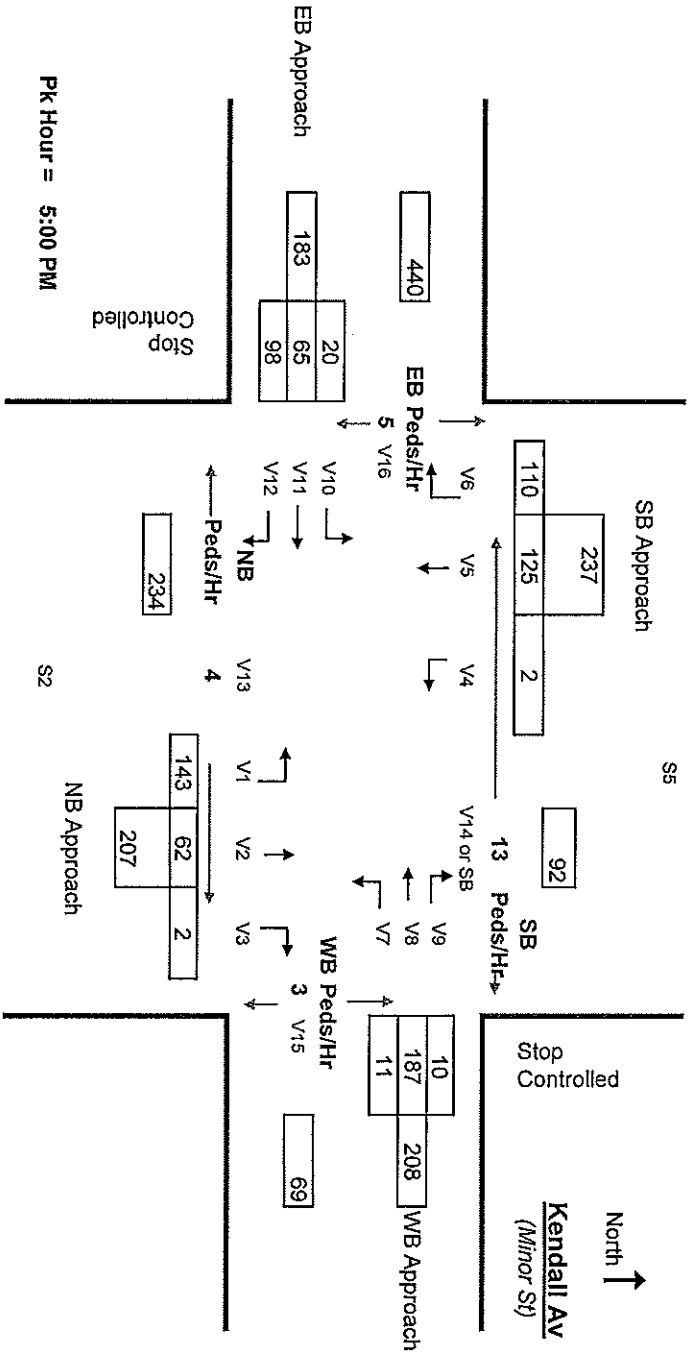
Enter information highlighted in yellow
 Make Sure St Names Spelled Same In Each Cell
 Enter raw turning movement data below

*Peds are not factored
 **Delay calculated using HCSS2000 software



INTERSECTION PEAK HOUR VOLUMES
From Manual Turning Movement Study

Franklin Av
(Major St)



PK Hr AWT Turning Movements From Manual Turning Movement Study

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

