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SUMMARY OF STAFF RECOMMENDATIONS
To PBMVC

January 24, 2017

1. Milwaukee Street & Walbridge Avenue: Recommend maintaining current stop sign control.
2. Milwaukee Street & Wittwer Road: Recommend maintaining current stop sign control.
3. American Parkway & Hoepker Road & Rattman Road: Recommend maintaining current stop sign control.
4. Raymond Road & Prairie Road: Recommend maintaining current stop sign control.
5. Packers Avenue & Schlimgen Avenue: Recommend maintaining current stop sign control.
6. Colony Drive & N. Gammon Road: Recommend installation of a traffic signal

2016 TRAFFIC SIGNAL PRIORITY LIST
SPECIAL STUDIES FOR PBMVC SELECT INTERSECTIONS

Actions completed to date

1. **Milwaukee Street & Walbridge Avenue**
   Collected 24 hour automatic machine counts.
   Manual turning movement counts.
   Manually recorded vehicle delay.

2. **Milwaukee Street & Wittwer Road**
   Collected 24 hour automatic machine counts.
   Manually recorded vehicle delay.

3. **American Parkway & Hoepker Road & Rattman Road**
   Collected 24 hour automatic machine counts.
   Collected Manual turning movement counts.
   Manually recorded vehicle delay.

4. **Raymond Road & Prairie Road**
   Collected 12 hour manual counts.
   Manually recorded vehicle delay.
   Collected manual turning movement counts.

5. **Packers Avenue & Schlimgen Avenue**
   Collected 24 hour automatic machine counts.
   Manual turning movement counts.
   Manually recorded vehicle delay.

6. **Colony Drive & N. Gammon Road**
   Reviewed traffic impacts of proposed development.

TRAFFIC SIGNAL PRIORITY LIST COMMENTARY

Milwaukee Street – Walbridge Avenue (# 27 on List)

The Milwaukee Street – Walbridge Avenue intersection is a 2-way stop controlled intersection located approximately 750 feet east of the signalized intersection at the S Stoughton Rd ramps and approximately 2,650 west of the signalized T-intersection at Crystal Lane.

Crash History

- During the five-year period 2011-2015, there have been a total of zero (0) crashes reported which are types considered to be correctable by traffic signals.

Application of Traffic Signal Criteria

- Recent automatic hose counts show that this intersection is 52% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

At this time, staff recommends maintaining the current stop sign control, and install Rectangular Rapid Flashing Beacons.

Milwaukee Street – Wittwer Road (# 39 on List)

The Milwaukee – Wittwer intersection is a T-intersection located on Milwaukee Street approximately 775 feet east of the unsignalized intersection at Walbridge Avenue, and 1,860 feet west of the signalized intersection at Crystal Lane.

Crash History

- During the five-year period 2011-2015, there have been a total of zero (0) crashes reported which are types considered to be correctable by traffic signals.

Application of Traffic Signal Criteria

- Recent manual and automatic hose counts show that this intersection is 57% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

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

American Parkway – Hoepker Road – Rattman Road (# 3 on 4-Way Stop List)

The American Parkway – Hoepker - Rattman intersection is located approximately 3,500 feet west of the signalized intersection on Hoepker Rd – Prairie Lakes Dr., and approximately 4,700 feet to the north of the signalized intersection on American Parkway – American Family Dr.

Crash History

- During the five-year period 2011-2015, there have been an average of 0.4 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 32% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

Staff recommends maintaining the current stop signal control.

Raymond Road – Prairie Road (#38 On List)

The Raymond - Prairie intersection is a 2-way stop controlled intersection located approximately 2,170 feet east of the signalized intersection on Raymond at McKenna and approximately 3,225 feet west of the signalized intersection on Whitney Way at Raymond Road.

Crash History

- During the five-year period 2011-2015, there have been an average of 0.6 crashes per year reported which have been types considered to be correctable by traffic signals.

Application of Traffic Signal Criteria

Recent manual counts show that this intersection is 57% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

Staff recommends maintaining the current stop sign control.

Packers Avenue – Schlimgen Avenue (#52 on List)

The Packers Avenue – Schlimgen Avenue intersection is a T-intersection, 1-way stop controlled intersection located approximately 1,100 feet south of the signalized intersection on International at Packers and approximately 1,975 feet north of the Aberg/Commercial and Packers Ramp. There are bus stops located on Packers Avenue for southbound busses on the south side of the intersection and for northbound busses on the north side of the intersection.

Crash History

- During the five-year period 2011-2015, there have been an average of 0.4 crashes per year reported which have been types considered to be correctable by traffic signals.

Application of Traffic Signal Criteria

- Automatic hose counts show that this intersection is 66% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

Staff Recommends maintaining the current stop sign control, and install Rectangular Rapid Flashing Beacons.

Colony Drive – N Gammon Road (#10 on List)

The Colony Drive – N Gammon Road intersection is a 2-way stop controlled intersection located approximately 1,035 feet north of the signalized intersection on Gammon Road at Tree Lane and approximately 2,980 feet south of the signalized intersection at the Old Sauk Road intersection with N. Gammon Road.

Plans for a Day Care Center on the Northeast corner of the intersection required a Traffic Impact Study to determine the impact on this intersection.

Crash History

- During the five-year period 2011-2015, there have been an average of 0.2 crashes per year reported which have been types considered to be correctable by traffic signals.

Application of Traffic Signal Criteria

- Automatic hose counts show that this intersection is currently 40% short of meeting the adopted minimum numerical volume for traffic signals.

- A Traffic Impact Study performed by GRAEF Engineering Consultants indicates the intersection meets both the Four-Hour Vehicular Volume warrant and the Peak Hour warrant for traffic signals.

Staff Recommendation

Based on the Traffic Impact Study for approved Here We Grow Learning Center Development, staff recommends installation of a traffic signal control to improve access for vehicles and pedestrians seeking access to and crossing N. Gammon Road.