



Department of Transportation

Traffic Engineering and Parking Divisions

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SUMMARY OF STAFF RECOMMENDATIONS

To PBMVC

March 24, 2015

1. Gammon Road & New Washburn Way: Recommend maintaining current stop sign control.
2. High Point Road & New Washburn Way: Recommend maintaining current stop sign control.
3. Mineral Point Road & Yellowstone Drive: Recommend maintaining current stop sign control.
4. Bear Claw Way, Mineral Point Road & South Point Road: Recommend installation of a traffic signal.
5. Darwin Road & Packers Avenue: Recommend installation of a traffic signal.
6. Charter Street & Spring Street: Recommend installation of a traffic signal.
7. Sixth Street & East Washington Avenue: Recommend installation of a traffic signal.

2014 TRAFFIC SIGNAL PRIORITY LIST SPECIAL STUDIES FOR PBMVC SELECT INTERSECTIONS

Actions completed to date

1. **Gammon & New Washburn**

Collected 24 hour automatic machine counts.
Manual turning movement counts.
FHWA warrant analysis.

2. **High Point & New Washburn Way**

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. **Bear Claw, Mineral Point & South Point**

Collected 24 hour automatic machine counts.
Collected Manual turning movement counts.
Manually recorded vehicle delay.

5. **Darwin & Packers**

Reviewed recent turning movement counts.
Review traffic impact expected as part of the approved UW Hospital.

6. **Charter & Spring**

Reviewed existing path and street usage.

7. **Sixth & East Washington**

Reviewed traffic projections for the intersection based on the proposed commercial development.

TRAFFIC SIGNAL PRIORITY LIST COMMENTARY

Gammon Road & New Washburn Way

The Gammon-New Washburn intersection is a T-intersection located at the south end of Gammon Road approximately 1,050 feet south of the signalized intersection at Gammon-Schroeder, and at the north end of McKenna Boulevard approximately 2,000 feet north of the signalized T-intersection at the entrance to Elver Park.

Crash History

- During the five-year period 2009-2013, 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 57% short of meeting the adopted minimum numerical volume for traffic signals. Signalization would require intersection widening.

Staff Recommendation

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

High Point Road & New Washburn Way

This is a T-intersection located on High Point Road approximately 1,700 feet south of the signalized intersection at High Point-Watts, and at the north end of McKenna Boulevard approximately 3,000 feet north of the signalized intersection at Starr Grass.

Crash History

- During the five-year period 2009-2013, there have been a total of two (2) crashes reported. Only one of these 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

- From recent manual counts, this intersection is expected to fall 66% short of meeting the adopted minimum numerical volume for traffic signals for the Eight-Hour warrants typically used to identify need of traffic signals.

Staff Recommendation

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

Mineral Point Road & Yellowstone Drive

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 2009-2013, there have been an average of 1.4 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 49% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

Staff recommends maintaining the current stop sign control.

Bear Claw, Mineral Point & South Point

The Blair Claw-Mineral Point-South Point intersection is located approximately 3,800 feet west of the roundabout controlled intersection on Mineral Point Road at Pleasant View Road.

Crash History

- During the five-year period 2009-2013, there have been an average of 1.2 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 24% short of meeting the adopted minimum numerical volume for traffic signals.

Bear Claw Way to north of the intersection is planned to be extended this year to connect into the neighborhood to the north. As a result of this street extension, the projected increase in traffic on Bear Claw, approaching this intersection at Mineral Point Road, is expected to meet the warrants for installation of a traffic signal.

Staff Recommendation

Staff recommends approval for installing traffic signal control at Bear Claw-Mineral Point-South Point intersection.

Darwin Road & Packers Avenue

The Darwin-Packers intersection is located approximately 400 feet north of the Packers-Northport intersection (which controls the southbound Packers movement and the northbound to westbound Packers to Northbound movement. It is also located approximately 1,100 feet east of the signalized intersection on Northport at Dryden, and approximately 2,600 feet to the north of the signalized intersection on Packers at International Lane.

Crash History

- The crash history for the past five years, 2009 thru 2013, shows there were a total of 43 crashes reported during this period. Nine of the 12 crashes reported during 2013 were types considered to be correctable by a traffic signal. Installation of a traffic signal is expected to improve traffic safety.

Application of Traffic Signal Criteria

- Recent manual and automatic hose counts show that this intersection is 37% short of meeting the adopted minimum numerical volume for traffic signals.

Staff Recommendation

Given the safety improvements that a signal will provide in this instance, staff recommends installing a traffic signal at this intersection.

Charter Street & Spring Street

The heavily used Southwest Path currently crosses the south leg of the Charter-Spring intersection and crosses Spring Street diagonally approximately 50 feet to the east of the intersection. With this year's North Charter Street and Spring Street Reconstruction project, Traffic Engineering is proposing to relocate the diagonal path crossing to a diagonal crossing of the intersection at Charter Street. This reduces path street crossings from two (2) to one (1), and the new crossing will benefit from signalization and improve safety. It is also consistent with the adopted Platinum Bicycle Report.

Sixth Street & East Washington Avenue

The PBMVC had previously approved installation of a traffic signal at the Sixth Street and East Washington Avenue intersection to be installed as part of the East Washington Avenue Reconstruction project. This approval was based on projected volumes for the Union Corners redevelopment. Installation of this traffic signal was put on hold when the Union Corners project was halted. A new Union Corners development is now being planned for which the projected volumes are expected to warrant installation of a traffic signal.

Staff Recommendation

Staff recommends this intersection be approved for signals, conditioned that the cost for installing the signals be paid for by the benefitting commercial development.