



## Traffic Engineering Division

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### **SUMMARY OF STAFF RECOMMENDATIONS TO TRANSPORTATION COMMISSION**

March 18, 2026

- PACKERS AVENUE & SCHLIMGEN (*recommend installing traffic signal*)
- D'ONOFRIO DRIVE & WEST TOWNE WAY (*recommend maintaining current TWSC*)
- HIGH CROSSING BOULEVARD & LANCASTER DRIVE & CITY VIEW DRIVE (*recommend maintaining current TWSC*)
- HWY 30 WB RAMP & FAIR OAKS AVENUE (*recommend maintaining TWSC and further study with upcoming corridor study*)

## **2025 TRAFFIC SIGNAL PRIORITY LIST SPECIAL STUDIES FOR TRANSPORTATION COMMISSION SELECT INTERSECTIONS**

### **Actions completed to date**

- **PACKERS AVENUE & SCHLIMGEN**  
Review crash history.  
Collect Peak hour path volumes.  
Analyze intersection with traffic signal operation.  
Strand Associates Traffic Signal Warrant Analysis.
  
- **D'ONOFRIO DRIVE & WEST TOWNE WAY**  
Review of crash history.  
Collect automated 24 hour speed and volume counts.  
Perform manual turning movement counts.  
Perform vehicle delay study.  
Evaluate stop control, signal, and roundabout operation using Synchro modeling software.
  
- **HIGH CROSSING BOULEVARD & LANCASTER DRIVE & CITY VIEW DRIVE**  
Review of crash history.  
Collect automated 24 hour speed and volume counts.  
Perform vehicle delay study.  
Perform manual turning movement count.
  
- **HWY 30 WB RAMP & FAIR OAKS BOULEVARD**  
Review of Crash History.  
Perform peak hour turning movement counts.  
Compare different intersection control operations.

## TRAFFIC SIGNAL PRIORITY LIST COMMENTARY

### **PACKERS AVENUE (STH 113) & SCHLINGEN AVENUE (#34 on the list of intersections which do not meet warrant 1-A or 1-B)**

The Packers Avenue & Schlingen Avenue intersection is located approximately 1,090 feet south of the traffic signal-controlled intersection of Packers Avenue and International Lane, and approximately 1,180 feet north of the painted gore for the ramps of Aberg Avenue and Packers Avenue. The EB stop bar on Schlingen Avenue is located approximately 260 feet east of the at grade railroad crossing on Schlingen Avenue.

The intersection is currently a T intersection that is stop controlled on the Schlingen Avenue approach. The intersection has one marked pedestrian crosswalk crossing Packers Avenue on the north side of the intersection, equipped with a Rectangular Rapid Flashing Beacon.

### **Crash History**

- 12-month crash history
  - In the year 2025, there was a total of two (2) crashes at this intersection.
  - One (1) of these crashes are of types considered correctable by traffic signal operation IF the traffic signal were to be operated where left turns are protected only movements.
- 5-year crash history
  - In the past 5 years (2021-2025) there was a total of nine (9) crashes at this intersection. Four (4) of which are types traditionally considered correctable by traffic signal operation, one (1) additional crash would be considered correctable by a protected left turn operation
  - There have been three (3) injuries and one (1) fatality at this intersection in the past five years as a result of these nine (9) crashes.
  - Two (2) of the three (3) injuries were a result of crashes considered correctable by a traffic signal operation.
  - The fatal crash involved a NB driver hitting a person in the crosswalk. The police report indicates the person was laying in the crosswalk at the time of the crash.

### **Application of Traffic Signal Warrants**

- The intersection was analyzed as having 2 or more mainline streets and 1 side street lane.
- Right turns were not reduced on the side street due to lack of dedicated right turn lane.
- Warrant 1: Eight-Hour Vehicle Volume (70%)
  - Side street volumes do not exceed the 53 vehicles per hour threshold required for eight hours.
- Warrant 2: Four-Hour Vehicle Volume (70%)
  - Side street volumes do not exceed the 60 vehicles per hour threshold required for four hours.
- Warrant 3: Peak-Hour Warrant
- Warrant 4: Pedestrian Warrant (70%)
  - Pedestrian crossings do not exceed 75 pedestrians per hour for four hours.
  - Pedestrian crossings do not exceed 93 pedestrians per hour for one hour.
  - Observed pedestrian crossings during a 2018 observation was 76 for both the 8am and 9am hours.
- Warrant 5: School Crossing
  - Minimum number of school children exceeds 20 children in any given hour.
  - Consideration has been made to try other measures than a traffic signal, by installing an RRFB. However, feedback from parents and school staff is that this device is not adequate for the street. This claim is supported by the FHWA and USDOT "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations" which does not recommend this device at such a location given the vehicle volumes and speed. The FHWA document recommends a Pedestrian Hybrid Beacon (PHB) per Table 1 of that document.



- Warrant 6: Coordinated Signal System
  - N-S BRT project developing a system analysis by request of WisDOT.
- Warrant 7: Crash Experience
  - Does not meet requirement of 4 correctable angle or pedestrian crashes, or 3 pedestrian crashes resulting in a fatality or injury in a 12-month period.
  - Does not meet requirement of 5 correctable angle or pedestrian crashes, or 4 pedestrian crashes resulting in a fatality or injury in a 3-year period.
- Warrant 8: Roadway Network
  - Meets minimum volume, does not meet road network requirements.
- Warrant 9: Intersection Near a Grade Crossing
  - Distance to railroad crossing excludes this intersection from analysis, and queuing has not been observed to reach the at-grade railroad crossing.

**Staff Recommendation**

Staff recommends installing a traffic signal at Packers Avenue and Schlimgen Avenue on the basis of meeting Warrant 5, School Crossing. Staff also recognize the potential increase in crossings due to the planned North-South Bus Rapid Transit (BRT) project.

**D'ONOFRIO DRIVE & WEST TOWNE WAY (#6 on the list of intersections which do not meet warrant 1-A or 1-B)**

The intersection of D'Onofrio Drive and West Towne Way is located approximately 1,150 feet south of Mineral Point Road along D'Onofrio Way, and 1,070 feet east of S. High Point Road along D'Onofrio Way, and approximately 600 feet west of the West Towne Mall property.

The intersection is a T intersection where WB West Towne Way is stop controlled and D'Onofrio approaches are uncontrolled.

**Crash History**

- 12-month crash history
  - In the year 2025, there was a total of one (1) crashes at this intersection. This crash is not a type generally considered correctable by traffic signal operation.
- 5-year crash history
  - In the past 5 years (2021-2026) there was a total of three (3) crashes at this intersection. One (1) of which is a type considered correctable by traffic signal operation. One (1) crash is not typically considered correctable but involved a WBLT driver and WB pedestrian in the south crosswalk.
  - As a result of these crashes, two (2) people were injured as a result of two (2) crashes, including the pedestrian involved crash.

**Application of Traffic Signal Criteria**

- The intersection was analyzed as having one lane on the main line and one lane on the side street. Due to a right turn only lane, all right turn volumes were removed from the side street volume.
- Warrant 1A and 1B: Eight-Hour Vehicle Volume (100%)
  - Side street volumes do not exceed the 150 vehicles per hour threshold required for eight hours warrant 1A.
  - Side street volumes exceed the minimum 75 volume threshold for 8 hours, however mainline volumes do not exceed 750 vehicles per hour for eight hours to meet warrant 1B.
- Warrant 2: Four-Hour Vehicle Volume (100%)
  - Side street and mainline volumes do not fall above the 1 lane – 1 lane line of Figure 4C-1 in the MUTCD.
- Warrant 3: Peak-Hour Warrant
  - Peak hour delay studies indicate the total vehicle delay is 63% below meeting delay warrant.
- Warrant 4: Pedestrian Warrant (100%)
  - Does not meet warrant
- Warrant 5: School Crossing
  - Not evaluated, no nearby schools
- Warrant 6: Coordinated Signal System
  - Not evaluated, isolated intersection.
- Warrant 7: Crash Experience
  - Does not meet requirement of 4 correctable angle or pedestrian crashes, or 3 pedestrian crashes resulting in a fatality or injury in a 12-month period.
  - Does not meet requirement of 5 correctable angle or pedestrian crashes, or 4 pedestrian crashes resulting in a fatality or injury in a 3-year period.
- Warrant 8: Roadway Network
  - Not applicable
- Warrant 9: Intersection Near a Grade Crossing
  - Not applicable

**Staff Recommendation**

Staff recommends maintaining the current two way stop and evaluating for an all way stop operation.

**CITY VIEW DRIVE & HIGH CROSSING BOULEVARD & LANCASTER DRIVE (#11 on the list of intersections which do not meet warrant 1-A or 1-B)**

The intersection of City View Drive & High Crossing Boulevard & Lancaster Drive is located approximately 1,050 feet east of the traffic signal controlled intersection of Crossroads Drive & High Crossing Boulevard, 930 feet west of the two way stop controlled intersection of Benjamin Drive & High Crossing Boulevard & Promontory Place, and 1,180 feet north of the side street stop controlled T intersection of Burke Road & City View Drive.

**Crash History**

- 12-month crash history
  - There were one (1) reported crash in the year 2025. This crash is of a type considered correctable by traffic signal operations.
  - This crash resulted in one (1) person being injured.
- 5-year crash history
  - There was five (5) crashes, of which, four (4) are of types considered correctable by traffic signal operations.
  - Two (2) people were injured as a result of two (2) crashes, both of types considered correctable by traffic signal operations.

**Application of Traffic Signal Criteria**

- The intersection was analyzed as having two lanes on the main line and one lane on the side street. Lane assignments are ambiguous and therefore 50% of right turning drivers were removed from the side street volumes.
- Warrant 1A and 1B: Eight-Hour Vehicle Volume (100%)
  - Side street volumes do not exceed the 150 vehicles per hour threshold required for eight hours warrant 1A.
  - Side street volumes exceed the minimum 75 volume threshold for 8 hours, however mainline volumes do not exceed 900 vehicles per hour for eight hours to meet warrant 1B.
- Warrant 2: Four-Hour Vehicle Volume (100%)
  - Side street and mainline volumes do not fall above the 2 lane – 1 lane line of Figure 4C-1 in the MUTCD.
- Warrant 3: Peak-Hour Warrant
  - Peak hour delay studies indicate the total vehicle delay is 78% below meeting delay warrant.
- Warrant 4: Pedestrian Warrant (100%)
  - Does not meet warrant
- Warrant 5: School Crossing
  - Not evaluated, no nearby school
- Warrant 6: Coordinated Signal System
  - Potential need for signal coordination, however not evaluated
- Warrant 7: Crash Experience
  - Does not meet requirement of 4 correctable angle or pedestrian crashes, or 3 pedestrian crashes resulting in a fatality or injury in a 12-month period.
  - Does not meet requirement of 5 correctable angle or pedestrian crashes, or 4 pedestrian crashes resulting in a fatality or injury in a 3-year period.
- Warrant 8: Roadway Network
  - Not applicable
- Warrant 9: Intersection Near a Grade Crossing
  - Not applicable

**Staff Recommendation**

Staff recommends maintaining the current two way stop intersection control.

### **COMMERCIAL AVENUE & FAIR OAKS AVENUE & WB HWY 30 OFFRAMP (#13 on list of intersections which do not meet warrant 1A or 1B)**

The intersection of Commercial Avenue & Fair Oaks Avenue & WB HWY 30 Offramp is located approximately 260 feet north of the Commercial Avenue & Fair Oaks Avenue intersection, 100 feet south of the intersection of Commercial Avenue and Fair Oaks Avenue, and 380 feet east of the HWY 30 onramp off of Commercial Avenue.

The intersection is a side street stop-controlled intersection where Commercial Avenue and the WB offramp are stop controlled. The WB ramp has a dedicated right turn lane, therefore the analysis of the intersection and warrant applications take this into account.

#### **Crash History**

- 12-month crash history.
  - In 2024 there were a total of eight (8) recorded crashes. All eight (8) of which is are types considered to be correctable by traffic signal operation.
  - Four (4) of the eight (8) crashes led to 5 people being injured.
- 5-year crash history.
  - In a 5 year period (2020-2025), there have been nineteen (19) recorded crashes. Of which, sixteen (16) are of types traditionally considered correctable by traffic signal operations.
  - Of these nineteen (19) crashes, eight (8) resulted in nine (9) people being injured.
  - Seven (7) out of the eight (8) crashes resulting in injuries come from crash types considered correctable by traffic signal operations.

#### **Application of Traffic Signal Criteria**

- The intersection was analyzed as having one lane on the main line and two lanes on the side street with a dedicated right turn lane.
- Warrant 1A and 1B: Eight-Hour Vehicle Volume (100%)
  - Side street volumes do not exceed the 150 vehicles per hour threshold required for eight hours warrant 1A.
  - Side street volumes exceed the minimum 75 volume threshold for 8 hours, however mainline volumes do not exceed 900 vehicles per hour for eight hours to meet warrant 1B.
- Warrant 2: Four-Hour Vehicle Volume (100%)
  - Side street and mainline volumes do not fall above the 1 lane major – 2 lane minor line of Figure 4C-1 in the MUTCD.
- Warrant 3: Peak-Hour Warrant
  - Not evaluated, no obvious trip generation land use.
- Warrant 4: Pedestrian Warrant (100%)
  - Does not meet warrant.
- Warrant 5: School Crossing
  - Not applicable.
- Warrant 6: Coordinated Signal System
  - Not evaluated, isolated intersection.
- Warrant 7: Crash Experience
  - Meets the requirement of 4 correctable angle or pedestrian crashes, or 3 pedestrian crashes resulting in a fatality or injury in a 12-month period.
  - Meets the requirement of 5 correctable angle or pedestrian crashes, or 4 pedestrian crashes resulting in a fatality or injury in a 3-year period.
  - Likely meets requirement of the 80% columns on table 4C-1.
- Warrant 8: Roadway Network
  - Does not meet volume guidance.
- Warrant 9: Intersection Near a Grade Crossing
  - Not applicable.

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**Staff Recommendation**

Staff recommends maintaining existing stop control operation, and studying the area further with upcoming corridor study.

END