







# CITY OF MILWAUKEE

DPW – Infrastructure Services Division – Transportation Operations

Regarding the recommendation for installation of Stop control on West Mitchell Street at South 32<sup>nd</sup> Street.



-  = EXISTING STOP
-  = NEW STOP
-  = EXISTING YIELD
-  = NEW YIELD
-  = SIGNAL
-  = ONE WAY

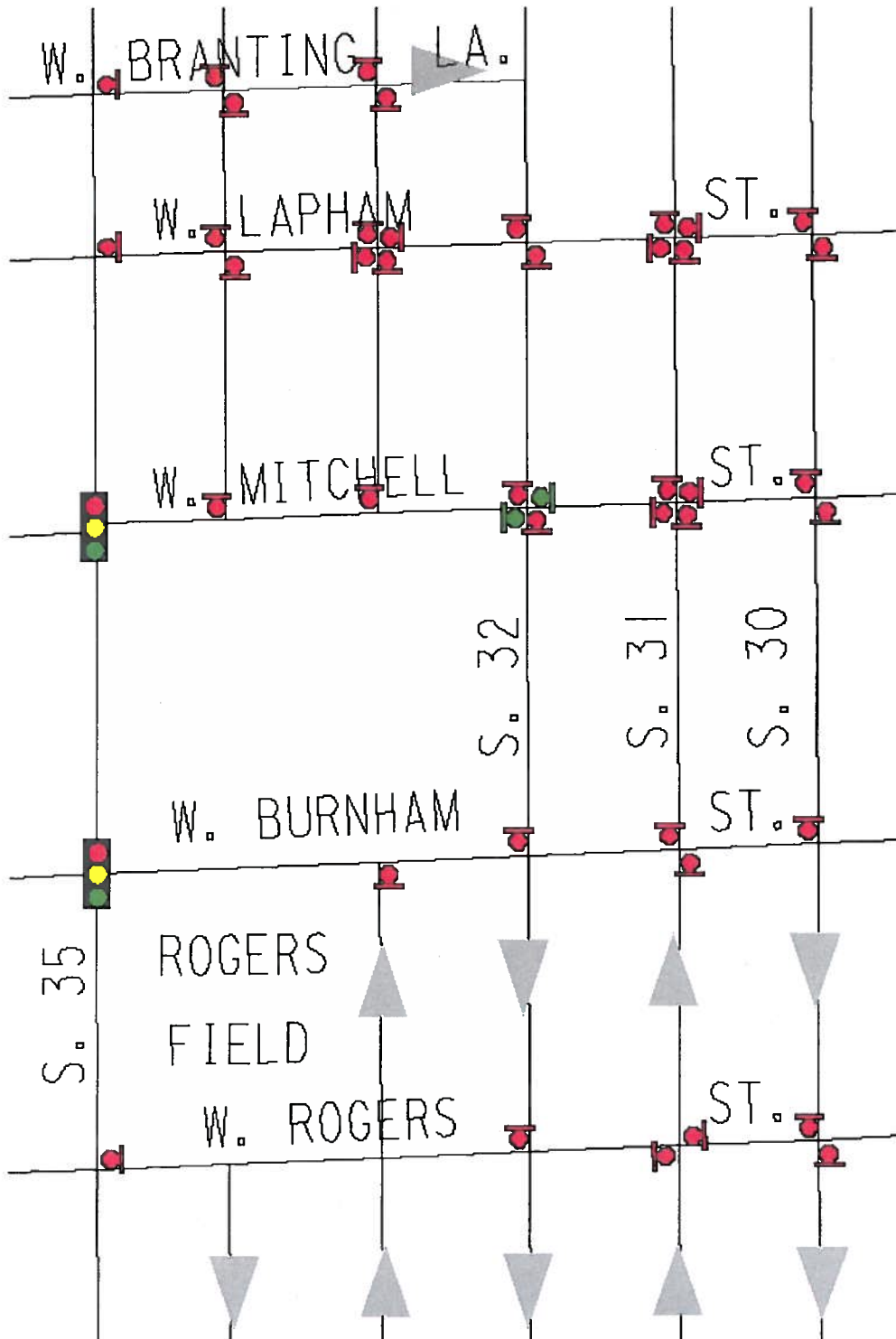


Exhibit A

Since West Mitchell Street is a stop protected, through highway, an investigation for an all-way stop was conducted at the intersection of West Mitchell Street and South 32<sup>nd</sup> Street. Our Division follows guidelines to determine the need to install traffic control as set forth in the Federal Manual on Uniform Traffic Control Devices. The City is required by State statutes to conform to Manual provisions. As dictated by traffic conditions, we install the least restrictive control, which will safely and effectively regulate traffic flow. The minimum warrants, as set forth by the manual, for a all-way stop control require a minimum of five reported crashes to the Milwaukee Police Department in a 12 month period, and a total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day.

The crash data received from the Milwaukee Police Department indicates that in 2012-1 crashes were reported, 2013-1, 2014-1 and 2015 to date 1. Our study indicated that West Mitchell Street carries 4300 vehicles in a 24 hour period which is approximately five to six times that of South 32<sup>nd</sup> Street. Our experience has shown that for effective operation of an all-way stop control, the traffic volumes on all the approaches to the intersection should be approximately equal. At all-way stop locations with large differences in traffic volume, motorists on the major volume roadway often learn to disregard the stops since the volume is light on the intersecting roadway. Rear-end, along with angle crashes, are typically the result of installing an unwarranted control.

Therefore, based on our findings, we do not recommend the installation of an all-way stop at this time, but will keep the intersection under surveillance and if any significant changes occur, take the appropriate action.

Lastly, based on information from the Milwaukee Police Department Safety Division, it should be known that starting in the 2015–2016 school year the intersections of West Mitchell Street and South 31<sup>st</sup> & 32<sup>nd</sup> Streets will have crossing guard protection.

6/8/15

57112  
M75414L2525

Traffic Volume at W. Mitchell St., West of S. Layton Bd.

Monday May 12, 2008

	East Bound		West Bound		Total
2400 to 0100		11		19	30
0100 to 0200		0		6	6
0200 to 0300		0		14	14
0300 to 0400		0		9	9
0400 to 0500		3		7	10
0500 to 0600		5		29	34
0600 to 0615	1		10		11
0615 to 0630	6	40	11	50	17
0630 to 0645	9		11		20
0645 to 0700	24		18		42
0700 to 0715	25		22		47
0715 to 0730	26	153	32	144	58
0730 to 0745	49		41		90
0745 to 0800	53		49		102
0800 to 0815	37		51		88
0815 to 0830	39	140	38	148	77
0830 to 0845	34		28		62
0845 to 0900	30		31		61
0900 to 1000		91		113	204
1000 to 1100		95		92	187
1100 to 1200		89		108	197
1200 to 1300		91		119	210
1300 to 1400		113		133	246
1400 to 1500		161		171	332
1500 to 1515	56		39		95
1515 to 1530	42	198	48	201	90
1530 to 1545	49		59		108
1545 to 1600	51		55		106
1600 to 1615	57		68		125
1615 to 1630	47	214	62	257	109
1630 to 1645	58		63		121
1645 to 1700	52		64		116
1700 to 1715	38		53		91
1715 to 1730	48	169	42	172	90
1730 to 1745	48		46		94
1745 to 1800	35		31		66
1800 to 1900		141		84	225
1900 to 2000		118		79	197
2000 to 2100		89		86	175
2100 to 2200		61		93	154
2200 to 2300		34		54	88
2300 to 2400		15		32	47
24 Hr Total		2031		2220	4251
1630 to 1730		196		222	418
Peak Hour East 1600 to 1700		214		257	471
Peak Hour West 1600 to 1700		214		257	471
K Factor 1630 to 1730 in percent				9.8%	
D Factor for West Bound in percent				54.6%	
Entered	*****				