



# Traffic Guidelines Manual

ORIGINATOR Director, Bureau of Traffic Operations		4-2-1
CHAPTER 4	Signals	
SECTION 2	Traffic Control Signals	
SUBJECT 1	Restricted Locations	

## A. General

When justified by a traffic engineering study, traffic control signals provide benefits to intersection traffic operations and *may* provide some types of safety improvements as well. While certain benefits can be realized, there *may* be potential trade-offs caused by the installation of traffic control signals including increased delay and reduced mobility on the major approaches, as well as an increase of rear-end type crashes at an intersection.

## B. Policy

Traffic control signals at isolated, single source, private access points **shall not** be allowed on the STH system for the following reasons:

- Signals at isolated, private access points disregard the public interest and investment in STH highway facilities,
- Private access points are limited to a width of 35 feet (per Trans 231). This width *may* not be great enough to accommodate the geometry required for adequate signalized intersection operations,
- Signal infrastructure (i.e. detection, signal bases, pull boxes, conduit) *may* need to be installed outside of the public right-of-way.

In lieu of installing traffic signals on the STH system at private access points, other alternatives *may* include:

- Development of adjacent local street systems to concentrate traffic from other generators and/or direct traffic to intersections that are already controlled by traffic signals or roundabouts,
- Implementation of access restrictions (i.e. right-in/right-out or median modifications), or
- Use of standard side-street stop control.

Private access point intersections that are aligned with public street connections are not the focus of this policy and are generally not considered to be in conflict with the points

made above. However in these cases, it is desirable to locate signal infrastructure within public right-of-way.

The limited number of traffic control signals installed at private access points on the STH system prior to the adoption of this policy will continue to be operated by WisDOT until they are removed, replaced by other forms of intersection traffic control, or jurisdictionally transferred to local government agencies.

### C. SUPPORT

In addition to a traffic engineering study that is performed to justify signal installations at a specific location, other factors *should* be considered. System and access issues also need to be considered when deciding whether signals are appropriate. Examples of these issues are indicated below:

- Type of facility being proposed for signalization (i.e. it is generally not desirable to signalize expressways or high-speed bypasses around communities)
- Signal spacing for progressive traffic flow along a corridor,
- Treatment of consolidated access points,
- Connectivity of the access point to the local roads network,
- Relative safety implications,
- Signal maintenance and operation implications.

Other guidance in this topic area *may* be found in the Traffic Impact Analysis (TIA) Guidelines Manual, Highway Access Management Reference Guide, Administrative Rules Trans 233 and Trans 231, State Highway Maintenance Manual Chapter 91, Facilities Development Manual Chapters 7 and 11, TRB Access Management Manual, and NCHRP Report 348 Access Management Guidelines for Activity Centers.

If signals are to be installed at public street connections that are aligned with private access points, from a systems perspective, it *may* be desirable to have a portion or all of the private drive dedicated as a public street. There are several reasons for this:

- Provides system consistency for connectivity to local network,
- Allows for access control on the subject approach, near the signalized intersection,
- Signal infrastructure placement and signal maintenance considerations,
- Will allow for greater control of features that *may* reduce sight distance (such as on-premise signing or landscaping),
- *May* provide greater design flexibility for intersection capacity.

When driveways are dedicated as public streets to meet the objectives of effective access and signal systems management, local agreements that are designed to cover or share the additional operations and maintenance costs for the additional infrastructure, *should* be considered.