

**2013 DRAFT TRAFFIC SIGNAL PRIORITY LIST**

In accordance with criteria adopted by the transportation commission and common council

	Location	Overall % Below Warrant	WARRANT 1-A		WARRANT 1-B		CRASHES			Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B	4 Hour Warrant	Comments				
			Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate									
			# Hrs.	% Met	# Hrs.	% Met									# Hrs.	% Met	# Hrs.	% Met
<b>Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.</b>															% Met			
1	Junction and Driveway at Target (D-9)	-4	13	225	0	48	11	150	7	96	0	0	0	N	-	N	N-3 HRS	D E
2	McKee (CTH PD) & Muir Field (D-7)	-16	14	129	4+	51	8	83	8+	117	2	0	0.38	N	-	Y	Y-5 HRS	F
3	Bedford & North Shore (D-4)	-28	14	190	0	36	13	127	3	72	2	0	0.46	N	-	N	N-0 HRS	D E
4	Fordem & Sherman (D-12)	-32	11	120	1	44	4	84	4	84	0	0	0	N	31	N	N-0 HRS	A C E
5	Mineral Point (CTH S) & South Point (D-9)	-32	15	224	0	34	14	149	4+	68	1	0	0.17	N	-	Y	N-2 HRS	
6	Schroeder & Struck (D-1)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	
7	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-36	13	131	0	37	7	77	4+	87	0	1	0.13	N	11	N	N-2 HRS	F
8	Darwin & Packers (D-12)	-37	7	122	0	63	3	63	7+	152	2	1	0.58	N	-	N	N-0 HRS	D E F
9	Edgewood & Monroe (D-10, 13)	-37	13	158	0	32	11	105	0	63	0	1	0.17	N	-	N	N-0 HRS	A B C E F
10	Commerce & Watts (D-9)	-39	7	95	0	51	1	61	5+	113	0	1	0.21	N	-	N	N-0 HRS	D F
11	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B
12	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	1	0.11	N	-	N	N-0 HRS	E
13	Norman & University (CTH MS) (D-19)	-42	16	325	0	29	16	216	1	58	0	0	0	N	-	N	N-1 HRS	A C E
14	Milwaukee-Wittwer (D-3)	-42	14	153	0	29	10	102	1	58	0	0	0	N	-	N	N-0 HRS	
15	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	0	1	0.12	N	-	N	N-0 HRS	
16	Doty & Pickney (D-4, 6)	-43	12	142	0	32	6	80	1	77	0	0	0	N	-	N	N-0 HRS	
17	Mineral Point & Yellowstone (D-19)	-44	15	315	0	28	13	210	0	56	3	0	0.24	N	32	N	N-1 HRS	A B E F
18	Ray-O-Vac & Schroeder (D-1)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
19	Old Middleton & Rosa (D-19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
20	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
21	Gammon, McKenna & New Washburn (D-1)	-46	16	214	0	27	12	125	0	54	0	0	0	N	-	N	N-0 HRS.	C
22	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	0	0	0	N	-	N	N-0 HRS	A E F
23	Blackhawk & Pleasant View (D-9)	-47	13	138	0	29	6	100	3+	53	1	0	0.30	N	-	N	N-2 HRS	C D F
24	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
25	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
26	Gammon, Longmeadow & Stonefield (D-9)	-50	13	172	0	25	6	114	0	50	0	0	0	N	-	N	N-0 HRS	D E
27	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
28	Dickinson & East Washington (D-2, 6)	-52	19	777	0	24	18	518	0	58	3	1	0.20	N	-	N	N-0 HRS	A E
29	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	N	-	N	N-1 HRS	E
30	Carroll & Doty (D-4, 6)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E
31	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	1	1	0.50	N	-	N	N-1 HRS	E
32	Prairie & Raymond (D-1, 20)	-54	14	360	0	25	9	109	2	46	1	0	0.15	N	17	N	N-0 HRS	F
33	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	1	1	0.38	N	-	N	N-2 HRS	
34	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
35	Aberg & Huxley (D-12)	-56	11	121	0	32	1	80	0	64	0	0	0	N	-	N	N-0 HRS	F

	Location	Overall % Below Warrant	WARRANT 1-A				WARRANT 1-B				CRASHES			Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B	4 Hour Warrant	Comments
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
36	Blount & Williamson (D-6)	-56	15	277	0	22	14	185	0	44	0	0	0	N	-	N	N-1 HRS	A E F
37	Knickerbocker & Monroe (D-10)	-61	14	289	0	19	12	192	0	39	0	1	0.09	N	-	N	N-0 HRS	A D E
38	Odana Lane & Odana Rd (D-20)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
39	Monona (CTH BB), Panther & Tompkins (D-16)	-62	15	294	0	21	14	175	0	38	0	0	0	N	-	N	N-0 HRS	A B E F
40	Northport & School (D-18)	-63	13	250	0	19	13	167	0	37	2	0	0.28	N	-	N	N-0 HRS	B E
41	Sherman & Trailsway (D-12)	-63	12	117	0	26	4	92	0	45	1	0	0.18	N	-	N	N-0 HRS	
42	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	0	0	0	N	-	N	N-0 HRS	E F
43	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	N	-	N	N-0 HRS	A E
44	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	0	0	0	N	-	N	N-0 HRS	D F
45	Carver & Fish Hatchery (CTH D) (D-13)	-64	16	331	0	18	15	221	0	36	0	0	0	N	12	N	N-0 HRS	D
46	Milwaukee & Oak (D-6, 15)	-66	8	147	0	26	3	76	0	58	0	0	0	N	24	N	N-0 HRS	F
47	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	1	0	0.13	N	-	N	N-0 HRS	A B D E F
48	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
49	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	0	1	0.08	N	-	N	N-0 HRS	A C E F
50	Gorham & Henry (D-4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
51	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0	N	-	N	N-0 HRS	
52	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
53	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
54	Gilbert & Whitney (D-1, 20)	-73	16	192	0	13	12	128	0	27	0	0	0	N	-	N	N-0 HRS	A D E F
55	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-73	8	93	0	33	3	62	2	65	0	0	0	N	-	N	N-0 HRS	
56	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	1	0	0.17	N	-	N	N-0 HRS	ABE
57	Packers & Schlimgen (D-12, 15)	-75	18	387	0	13	17	258	0	25	0	0	0	N	-	N	N-0 HRS	C E F
58	MLK Jr. & Wilson (D-4, 6)	-76	4	69	0	39	0	46	4	78	0	0	0.00	N	-	N	N-0 HRS	
59	American Pkwy & Buttonwood Dr (D-17)	-77	9	93	1	21	5	63	5	60	0	0	0	N	27	Y	N-2 HRS	A D E F
60	Mineral Point & Westmorland (D-11)	-77	15	177	0	12	12	118	0	23	0	0	0	N	-	N	N-0 HRS	
61	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	1	0.29	N	-	N	N-0 HRS	E F
62	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	N	-	N	N-0 HRS	
63	Milwaukee & Waubesa (D-6, 15)	-80	8	104	0	20	3	56	2	61	0	0	0.00	N	-	N	N-0 HRS	
64	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
65	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	1	0.09	N	-	N	N-0 HRS	
66	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	0	0	0.00	N	-	N	N-0 HRS	
67	Blackhawk, Erdman & University (CTH MS) (D-11)	-82	19	671	0	9	17	447	0	18	2	1	0.18	N	-	N	N-0 HRS	A D E F
68	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
69	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	0	1	0.29	N	-	N	N-0 HRS	
70	Commercial & Mesta (D-15/17)	-83	5	88	0	29	0	59	0	57	0	0	0	N	-	N	N-0 HRS	

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			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
71	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	0	0	0	N	-	N	N-0 HRS	
72	Milwaukee & Swanton (D-3)	-85	10	108	0	15	2	72	0	31	0	0	0	N	-	N	N-0 HRS	A E F
73	Hammersley & McKenna (D-1)	-85	11	153	0	7	8	102	0	15	0	0	0	N	20	N	N-0 HRS	F
74	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
75	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-88	6	94	0	18	2	65	0	29	0	0	0	N	-	N	N-0 HRS	
76	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS	
77	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
78	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
79	American Pkwy & American Family Dr (D-17)	-99	3	81	1	20	0	54	2+	40	2	0	0	N	-	N	N-0 HRS	D E F
80	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
81	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	1	0.39	N	-	N	N-0 HRS	
82	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
83	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
84	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
85	Mayfield & Sherman (D-12, 18)	-132	1	64	0	4	0	40	0	13	0	0	0	N	-	N	N-0 HRS	

ALL-WAY STOP INTERSECTIONS STUDIED																		
1	Highland, Regent & Speedway (D-5, 10)	27	13	141	11	127	5	94	16	254	1	0	0.14	N	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3)	-22	2	78	8+	153	0	52	8+	307	0	2	0.52	N	-	Y	Y-4 HRS	C
3	Old Middleton & Old Sauk (D-19)	-34	4	89	2	77	1	59	8+	154	0	0	0	N	-	N	Y-4 HRS	B F
4	American Pkwy, Hoepker & Rattman (D-17)	-43	3	57	6+	112	0	44	8+	214	0	0	0	N	-	Y	Y-4 HRS	
5	Milwaukee-Sprecher (D-3)	-48	3	79	3	60	0	52	8+	164	0	0	0	N	-	N	N-1 HRS	
6	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	1	1	0.26	N	-	N	N-0 HRS	
7	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	0	0	0	N	-	Y	N-1 HRS	
8	Commercial & Nakoosa (D-3)	-78	0	33	0	55	0	22	7+	110	0	0	0	N	-	N	N-0 HRS	
TWO-WAY STOP INTERSECTIONS STUDIED AND MEETING THE MINIMUM NUMERAL REQUIREMENTS OF EITHER WARRANT 1-A OR WARRANT 1-B.																		
1	Carroll & Gorham (D-4)	17	17	239	0	59	15	159	11	117	0	0	0	N	-	Y	Y-7 HRS	E F

Warrant 1-A: Eight-Hour Vehicular Volume: Condition A-Minimum Vehicular Volume

Warrant 1-B: EightHour Vehicular Volume: Condition B-Interruption of Continuous Traffic

Y=Yes N=No

Accident Rate: Number of accidents "preventable" with traffic signals per million entering vehicles.

Peak Hour Warrant A: Total vehicle hours of delay is listed for intersections where delay data was collected.

4-Hour Warrant: Number of hours shown are those that exceed the volume thresholds.

The intersections that do not meet the minimum numerical Warrant are listed in order of "closeness" to meeting either Warrant 1-A or Warrant 1-B.

Both the Major and Minor street volumes must meet 100% of the minimum Warrant in order to be classified as "meeting the minimum numerical Warrant."

**Key to Comments:**

A = Signal coordination problems

B = Geometric problems

C = Intersection reconstruction needs to be considered.

D = Part of cost could be assessed to benefitting property owners.

E = Coordination with adjacent signals is necessary.

F = "Side Street" volumes adjusted for high right-turn percentage.