

2012 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
Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.													% Met					
1	Junction and Driveway at Target (D-9)	-15	13	119	0	85	9	83	10	187	3	0	0.39	N	-	N	Y-7 HRS	D E
2	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-15	13	132	0	49	6	88	0	97	3	0	0.39	N	12	N	N-1 HRS	F
3	High Point & Star Grass (D-1)	-18	15	123	3+	70	7	82	8+	138	0	1		N	41	Y	Y-5 HRS	
4	Nakoma, Seminole, Yuma (D-10)	-25	10	102	2	75	5	71	7+	132	0	0	0	N	21	Y	Y-5 HRS	F
5	Fordem & Sherman (D-12)	-28	12	182	0	48	2	73	5	99	1	0	0.2	N	31	N	N-1 HRS	A C E
6	Schroeder & Struck (D-1)	-29	7	103	0	71	0	68	7+	141	0	0	0	N	-	N	N-0 HRS	
7	Gammon, McKenna & New Washburn (D-1)	-30	16	208	0	35	12	139	1	70	0	1		N	-	N	N-0 HRS.	C
8	Bedford & North Shore (D-4)	-31	14	240	0	35	12	160	3	69	3	0	0.36	N	-	N	N-2 HRS	D E
9	Darwin & Packers	-32	10	131	0	64	4	68	6+	164	4	1	0.96	N	-	N	N-1 HRS	D E F
10	Commerce & Watts (D-9)	-33	9	125	0	59	1	67	5	129	1	1	0.42	N	-	N	N-0 HRS	D F
11	Mineral Point (CTH S) & South Point (D-9)	-34	14	198	0	33	13	132	3+	66	3	0	0.51	N	-	Y	N-2 HRS	
12	Edgewood & Monroe (D-10, 13)	-37	14	211	0	32	12	141	0	63	0	0	0	N	-	N	N-0 HRS	A B C E F
13	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	1	0		N	-	N	N-1 HRS	B
14	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	0	0	N	-	N	N-0 HRS	E
15	Norman & University (CTH MS) (D-19)	-42	16	325	0	29	16	216	1	58	1	1		N	-	N	N-1 HRS	A C E
16	Milwaukee-Wittwer (D-3)	-42	14	153	0	29	10	102	1	58	0	0	0	N	-	N	N-0 HRS	
17	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	0	0	0	N	-	N	N-0 HRS	
18	Mineral Point & Yellowstone (D-19)	-43	16	277	0	29	14	185	0	57	0	1	0.08	N	32	N	N-0 HRS	A B E F
19	Doty & Pickney (D-4, 6)	-43	12	142	0	32	6	80	1	77	0	0	0	N	-	N	N-0 HRS	
20	Ray-O-Vac & Schroeder (D-1)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
21	Old Middleton & Rosa (D-19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
22	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
23	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
24	Appleton & Fish Hatchery (D-13)	-48	16	253	0	26	12	168	2	52	1	0		N	-	N	N-0 HRS	A E F
25	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
26	East Pass, Maple Grove & Westin (D-7)	-49	4	80	0	51	1	51	5+	102	1	1		N	-	N	N-0 HRS	
27	Gammon, Longmeadow & Stonefield (D-9)	-50	13	172	0	25	6	114	0	50	0	0	0	N	-	N	N-0 HRS	D E
28	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
29	Knutson-Northport (D-18)	-52	13	197	0	24	13	131	0	48	0	0	0	N	-	N	N-0 HRS	E F
30	Knickerbocker & Monroe (D-10)	-52	14	306	0	24	12	204	0	48	0	0	0	N	-	N	N-0 HRS	A D E
31	Dickinson & East Washington (D-2, 6)	-52	19	777	0	24	18	518	0	58	1	0	0.05	N	-	N	N-0 HRS	A E
32	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	N	-	N	N-1 HRS	E
33	Carroll & Doty (D-4, 6)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E
34	Commercial & Nakoosa (D-3)	-54	0	46	7+	114	0	33	8+	178	0	0	0	N	-	N	N-0 HRS	
35	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	0	1	0.25	N	-	N	N-1 HRS	E

	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	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	0	0	0	N	-	N	N-2 HRS	
37	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
38	Aberg & Huxley (D-12)	-56	11	121	0	32	1	80	0	64	0	1	0	N	-	N	N-0 HRS	F
39	Northport & School (D-18)	-57	16	198	0	23	15	228	0	43	0	0	0	N	-	N	N-0 HRS	B E
40	Fairchild & Main (D-4)	-60	5	100	0	32	0	66	1	74	0	0	0	N	-	N	N-0 HRS	
41	Prairie & Raymond (D-1, 20)	-61	14	177	0	24	6	86	2	53	2	0	0.3	N	-	N	N-1 HRS	F
42	Odana Lane & Odana Rd (D-20)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
43	Monona (CTH BB), Panther & Tompkins (D-16)	-62	15	294	0	21	14	175	0	38	2	0		N	-	N	N-0 HRS	A B E F
44	Blount & Williamson (D-6)	-62	16	232	0	19	13	154	2	38	0	0	0	N	-	N	N-1 HRS	A E F
45	Sherman & Trailsway (D-12)	-63	12	117	0	26	4	92	0	45	0	0	0	N	-	N	N-0 HRS	
46	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	N	-	N	N-0 HRS	A E
47	East Park Blvd & East Terrace Dr	-64	4	54	3	69	0	36	6+	137	1	0		N	-	N	N-0 HRS	D F
48	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
49	Milwaukee & Oak (D-6, 15)	-66	8	147	0	26	3	76	0	58	0	0	0	N	24	N	N-0 HRS	F
50	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	0	3	0.39	N	-	N	N-0 HRS	A B D E F
51	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
52	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	2	1	0.25	N	-	N	N-0 HRS	A C E F
53	Gorham & Henry (D-4)	-69	16	229	0	16	15	153	0	31	0	1	0.08	N	-	N	N-0 HRS	E
54	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	2	1	1.03	N	-	N	N-0 HRS	NEW
55	Main & Webster (D-4, 6)	-72	6	97	0	28	2	54	1+	74	0	1		N	-	Y	N-3 HRS	E F
56	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
57	Gilbert & Whitney (D-1, 20)	-73	16	192	0	13	12	128	0	27	1	0		N	-	N	N-0 HRS	A D E F
58	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	
59	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	2	0	0.34	N	-	N	N-0 HRS	ABE
60	Packers & Schlimgen (D-12, 15)	-75	18	387	0	13	17	258	0	25	0	1	0.07	N	-	N	N-0 HRS	C E F
61	MLK Jr. & Wilson (D-4, 6)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
62	Mineral Point & Westmorland (D-11)	-77	15	177	0	12	12	118	0	23	0	0	0	N	-	N	N-0 HRS	
63	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
64	Milwaukee & Waubesa (D-6, 15)	-80	8	104	0	20	3	56	2	61	0	0	0	N	-	N	N-0 HRS	
65	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
66	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	
67	Blackhawk, Erdman & University (CTH MS) (D-11)	-82	19	671	0	9	17	447	0	18	0	0	0	N	-	N	N-0 HRS	A D E F
68	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	0	1	0.29	N	-	N	N-0 HRS	
69	Commercial & Mesta (D-15/17)	-83	5	88	0	29	0	59	0	57	0	0	0	N	-	N	N-0 HRS	
70	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	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	Milwaukee & Swanton (D-3)	-85	10	108	0	15	2	72	0	31	0	1		N	-	N	N-0 HRS	A E F
72	Hammersley & McKenna (D-1)	-85	11	153	0	7	8	102	1	15	1	0		N	20	N	N-0 HRS	F
73	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	1	14	1	1		N	-	N	N-0 HRS	F
74	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-90	8	135	0	10	1	64	0	31	0	0	0	N	-	N	N-0 HRS	
75	Buckeye (CTH AB) & Thompson (D-16)	-91	5	69	0	24	0	53	1	56	1	1		N	-	N	N-0 HRS	
76	American Pkwy & American Family Dr (D-17)	-91	9	112	0	9	4	111	2	9	2	3	0.85	N	-	N	N-0 HRS	D E F
77	American Pkwy & Buttonwood Dr (D-17)	-93	9	315	0	5	6	109	0	7	0	0	0	N	-	N	N-0 HRS	A D E F
78	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	0	60	0	0	0	N	-	N	N-0 HRS	
79	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	1	0	N	-	N	N-0 HRS	
80	Marston & Sherman	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
81	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
82	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
83	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	2	0	0.28	N	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3)	-22	2	78	8+	153	0	52	8+	307	2	0		N	-	Y	Y-4 HRS	C
3	American Pkwy, Hoepker & Rattman (D-17)	-31	2	76	3	93	0	44	8+	151	0	0	0	N	-	Y	N-3 HRS	
4	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
5	Milwaukee-Sprecher (D-3)	-40	4	95	3	65	2	57	8+	151	1	1	0.5	N	-	N	N-0 HRS	
6	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	0	0	0	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	
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	1	0	0.13	N	-	Y	Y-7 HRS	E F
2	McKee (CTH PD) & Muir Field (D-7)	16	15	172	8+	78	13	116	8+	119	1	1	0.38	N	-	Y	Y-5 HRS	F

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

Warrant 1-B: Eight-Hour 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.