

2009 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	0	0	0	N	-	N	Y-7 HRS	D E
2	Fordem & Sherman (D-12)	-18	13	148	0	45	4	116	5+	82	1	1	0.39	N	-	N	N-1 HRS	A C E
3	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-18	13	152	0	41	6	90	0	92	0	1	0.13	N	12	N	N-1 HRS	F
4	Old Sauk & Westfield (D-9)	-23	12	146	0	40	6	97	2	80	1	1	0.35	N	15	N	N-1 HRS	F
5	Edgewood & Monroe (D-10, 13)	-27	14	194	0	37	11	129	1	73	0	0	0	N	-	N	N-0 HRS	A B C E F
6	Schroeder & Struck (D-1)	-29	7	103	0	71	0	68	7+	141	1	1	0.47	N	-	N	N-0 HRS	
7	Commerce & Watts (D-9)	-29	9	107	0	56	1	71	4	112	1	1	0.43	N	-	N	N-2 HRS	D F
8	Gammon, McKenna & New Washburn (D-1)	-30	16	208	0	35	12	139	1	70	1	1	0.33	N	-	N	N-0 HRS.	C
9	Bedford & North Shore (D-4)	-31	14	240	0	35	12	160	3	69	1	0	0.12	N	-	N	N-2 HRS	D E
10	Milwaukee & Schenk (D-15)	-37	15	102	0	33	11	100	6	63	0	0	0	N	-	N	N-2 HRS	E
11	Gammon, Longmeadow & Stonefield (D-9)	-38	14	161	0	36	5	92	0	70	0	1	0.18	N	-	N	N-2 HRS	D E
12	Colony & Gammon (D-9)	-39	14	197	0	31	11	131	2	61	0	0	0	N	-	N	N-1 HRS	E
13	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B
14	Nakoma, Seminole, Yuma (D-10)	-40	7	91	0	63	2	60	6+	127	4	1	0.88	N	21	N	N-0 HRS	F
15	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	1	0	0.11	N	-	N	N-0 HRS	E
16	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	0	1	0.12	N	-	N	N-0 HRS	
17	Mineral Point (CTH S) & South Point (D-9)	-42	16	227	0	30	15	152	3+	58	1	0	0.17	N	-	N	N-1 HRS	
18	Norman & University (CTH MS) (D-19)	-42	16	325	0	29	16	216	1	58	0	1	0.08	N	-	N	N-1 HRS	A C E
19	Milwaukee-Wittwer (D-3)	-42	14	153	0	29	10	102	1	58	0	0	0	N	-	N	N-0 HRS	
20	High Point & Star Grass (D-1)	-43	5	110	2+	50	1	57	8+	117	0	1	0.23	N	-	N	N-2 HRS	
21	Mineral Point & Yellowstone (D-19)	-43	16	277	0	29	14	185	0	57	1	0	0.08	N	32	N	N-0 HRS	A B E F
22	Doty & Pickney (D-4, 6)	-43	12	142	0	32	6	80	1	77	1	0	0.19	N	-	N	N-0 HRS	
23	Blair & Main (D-6)	-43	17	243	0	29	16	162	0	57	6	1	0.73	-	-	N	N-0 HRS	A E F
24	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
25	Ray-O-Vac & Schroeder (D-1)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
26	Old Middleton & Rosa (D-19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
27	Appleton & Fish Hatchery (D-13)	-48	16	253	0	26	12	168	2	52	0	0	0	N	-	N	N-0 HRS	A E F
28	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
29	Plaza & Watts (D-9)	-48	10	124	0	39	2	82	0	70	0	0	0	N	-	N	N-0 HRS	F
30	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
31	East Pass, Maple Grove & Westin (D-7)	-49	4	80	0	51	1	51	5+	102	0	0	0	N	-	N	N-0 HRS	
32	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
33	Knickerbocker & Monroe (D-10)	-52	14	306	0	24	12	204	0	48	0	0	0	N	-	N	N-0 HRS	A D E
34	Knutson-Northport (D-18)	-52	13	197	0	24	13	131	0	48	0	0	0	N	-	N	N-0 HRS	E F
35	Dickinson & East Washington (D-2, 6)	-52	19	777	0	24	18	518	0	58	0	0	0	N	-	N	N-0 HRS	A 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	Mifflin & Webster (D-2, 4)	-52	11	163	0	35	2	71	2	77	0	0	0	N	-	N	N-0 HRS	E F
37	Carroll & Doty (D-4, 6)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E
38	Commercial & Nakoosa (D-3)	-54	0	46	7+	114	0	33	8+	178	0	0	0	N	-	N	N-0 HRS	
39	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	1	0	0.25	N	-	N	N-1 HRS	E
40	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	2	0	0.38	N	-	N	N-2 HRS	
41	Aberg & Huxley (D-12)	-56	11	121	0	32	1	80	0	64	0	0	0	N	-	N	N-0 HRS	F
42	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
43	Northport & School (D-18)	-57	16	198	0	23	15	228	0	43	1	1	0.21	N	-	N	N-0 HRS	B E
44	Gilman & Wisconsin (D-2, 4)	-57	0	65	2	54	0	43	8+	108	0	0	0	N	-	N	N-0 HRS	E
45	Fairchild & Main (D-4)	-60	5	100	0	32	0	66	1	74	1	0	0.25	N	-	N	N-0 HRS	
46	Prairie & Raymond (D-1, 20)	-61	14	177	0	24	6	86	2	53	0	2	0.3	N	-	N	N-1 HRS	F
47	Odana Lane & Odana Rd (D-20)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
48	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
49	Blount & Williamson (D-6)	-62	16	232	0	19	13	154	2	38	0	1	0.13	N	-	N	N-1 HRS	A E F
50	Sherman & Trailsway (D-12)	-63	12	117	0	26	4	92	0	45	0	0	0	N	-	N	N-0 HRS	
51	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
52	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	1	0.15	N	-	N	N-0 HRS	A E
53	Milwaukee & Oak (D-6, 15)	-66	8	147	0	26	3	76	0	58	0	0	0	N	24	N	N-0 HRS	F
54	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
55	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	1	2	0.25	N	-	N	N-0 HRS	A C E F
56	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
57	Gorham & Henry (D-4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
58	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	1	1	0.69	N	-	N	N-0 HRS	NEW
59	Buckeye (CTH AB) & Thompson (D-16)	-71	4	44	0	70	0	27	3+	139	0	0	0	N	-	N	N-0 HRS	
60	Main & Webster (D-4, 6)	-72	6	97	0	28	2	54	1+	74	1	0	0.27	N	-	Y	N-3 HRS	E F
61	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
62	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	1	1	0.34	N	-	N	N-0 HRS	ABE
63	Packers & Schlingen (D-12, 15)	-75	18	387	0	13	17	258	0	25	0	1	0.07	N	-	N	N-0 HRS	C E F
64	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-75	6	140	0	25	3	66	2	55	0	0	0	N	-	N	N-0 HRS	
65	MLK Jr. & Wilson (D-4, 6)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
66	Mineral Point & Westmorland (D-11)	-77	15	177	0	12	12	118	0	23	0	0	0	N	-	N	N-0 HRS	
67	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	1	0	0.29	N	-	N	N-0 HRS	E F
68	Milwaukee & Waubesa (D-6, 15)	-80	8	104	0	20	3	56	2	61	0	0	0	N	-	N	N-0 HRS	
69	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
70	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	

	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								
71	Blackhawk, Erdman & University (CTH MS) (D-11)	-82	19	671	0	9	17	447	0	18	1	0	0.06	N	-	N	N-0 HRS	A D E F
72	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	0	0	0	N	-	N	N-0 HRS	
73	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	0	0	0	N	-	N	N-0 HRS	
74	Milwaukee & Swanton (D-3)	-85	10	108	0	15	2	72	0	31	0	0	0	N	-	N	N-0 HRS	A E F
75	Hammersley & McKenna (D-1)	-85	11	153	0	7	8	102	0	15	0	0	0	N	20	N	N-0 HRS	F
76	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
77	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-90	8	135	0	10	1	64	0	31	0	1	0.25	N	-	N	N-0 HRS	
78	American Pkwy & American Family Dr (D-17)	-91	9	112	0	9	4	111	0	9	0	0	0	N	-	N	N-0 HRS	D E F
79	American Pkwy & Buttonwood Dr (D-17)	-93	9	315	0	5	6	109	1	7	0	1	0.2	N	-	N	N-0 HRS	A D E F
80	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
81	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
82	Jeffery & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
83	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
84	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	2	0	0.52	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	0	0	0	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	0	1	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	0	0	0	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.