

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
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)	-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	1	0	0.19	N	-	Y	Y-5 HRS	F
3	Mineral Point (CTH S) & South Point (D-9)	-26	15	199	0	37	14	133	4+	74	0	0	0	N	-	Y	N-2 HRS	
4	Bedford & North Shore (D-4)	-28	14	190	0	36	13	127	3	72	0	1	0.23	N	-	N	N-0 HRS	D E
5	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-29	15	176	0	37	10	109	3+	71	0	1	0.13	N	11	N	N-2 HRS	F
6	Fordem & Sherman (D-12)	-32	11	120	1	44	4	84	4	84	1	0	0.2	N	31	N	N-0 HRS	A C E
7	Schroeder & Struck (D-1)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	
8	Gammon, Longmeadow & Stonefield (D-9)	-34	13	162	0	33	7	108	1+	66	0	0	0	N	-	N	N-0 HRS	D E
9	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-36	13	129	0	26	5	81	0	51	0	1	0.23	N	-	N	N-0 HRS	
10	Darwin & Packers (D-12)	-37	7	122	0	63	3	63	7+	152	8	1	1.74	N	-	N	N-0 HRS	D E F
11	Edgewood & Monroe (D-10, 13)	-37	13	158	0	32	11	105	0	63	1	0	0.17	N	-	N	N-0 HRS	A B C E F
12	Commerce & Watts (D-9)	-39	7	95	0	51	1	61	5+	113	1	0	0.21	N	-	N	N-0 HRS	D F
13	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	1	0	0.16	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	Mesta & Thompson	-40	10	105	0	33	5	84	0	76	0	0	0	N	-	N	N-0 HRS	F
16	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
17	Milwaukee-Wittwer (D-3)	-42	14	153	0	29	10	102	1	58	1	1	0.33	N	-	N	N-0 HRS	
18	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	1	1	0.24	N	-	N	N-0 HRS	
19	Doty & Pickney (D-4, 6)	-43	12	142	0	32	6	80	1	77	1	0	0.19	N	-	N	N-0 HRS	
20	Mineral Point & Yellowstone (D-19)	-44	15	315	0	28	13	210	0	56	0	1	0.08	N	32	N	N-1 HRS	A B E F
21	Ray-O-Vac & Schroeder (D-1)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
22	Old Middleton & Rosa (D-19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
23	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
24	Gammon, McKenna & New Washburn (D-1)	-46	16	214	0	27	12	125	0	54	0	0	0	N	-	N	N-0 HRS.	C
25	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
26	Colony & Gammon (D-9)	-47	14	211	0	27	12	141	2	53	2	0	0.28	N	-	N	N-1 HRS	E
27	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	1	0	0.15	N	-	N	N-0 HRS	D
28	Blackhawk & Pleasant View (D-9)	-49	13	138	0	29	6	92	4+	59	0	1	0.30	N	20	N	N-2 HRS	C D F
29	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	1	0.26	N	-	N	N-0 HRS	
30	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
31	Dickinson & East Washington (D-2, 6)	-52	19	777	0	24	18	518	0	58	2	0	0.10	N	-	N	N-0 HRS	A E
32	Milwaukee & Waubesa (D-6, 15)	-52	6	91	0	41	0	54	5	94	0	0	0.00	N	-	N	N-0 HRS	
33	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	1	0	0.16	N	-	N	N-1 HRS	E
34	Carroll & Doty (D-4, 6)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E
35	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	0	0	0	N	-	N	N-0 HRS	
36	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	1	1	0.50	N	-	N	N-1 HRS	E
37	Prairie & Raymond (D-1, 20)	-54	14	360	0	25	9	109	2	46	3	1	0.6	N	17	N	N-0 HRS	F
38	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	0	0	0	N	-	N	N-2 HRS	
39	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
40	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
41	Blount & Williamson (D-6)	-56	15	277	0	22	14	185	0	44	0	0	0	N	-	N	N-1 HRS	A E F
42	Marquette & Milwaukee	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
43	Gilman & Wisconsin (D-2, 4)	-57	0	65	2	54	0	43	8+	108	3	0	0.27	N	-	N	N-0 HRS	E
44	Milwaukee & Oak (D-6, 15)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24	N	N-0 HRS	F
45	Knickerbocker & Monroe (D-10)	-61	14	289	0	19	12	192	0	39	0	0	0	N	-	N	N-0 HRS	A D E
46	Odana Lane & Odana Rd (D-20)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
47	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
48	Northport & School (D-18)	-63	13	250	0	19	13	167	0	37	4	0	0.56	N	-	N	N-0 HRS	B E
49	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	1	0.26	N	-	N	N-0 HRS	E F
50	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	N	-	N	N-0 HRS	A E
51	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	1	0	0.32	N	-	N	N-0 HRS	D F
52	Carver & Fish Hatchery (CTH D) (D-13)	-64	16	331	0	18	15	221	0	36	0	1	0.09	N	12	N	N-0 HRS	D
53	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	3	0	0.4	N	-	N	N-0 HRS	A B D E F
54	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	1	0.26	N	-	N	N-0 HRS	
55	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	1	0	0.08	N	-	N	N-0 HRS	A C E F
56	Gorham & Henry (D-4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
57	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	1	0.35	N	-	N	N-0 HRS	
58	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
59	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
60	Gilbert & Whitney (D-1, 20)	-73	16	192	0	13	12	128	0	27	0	1	0.13	N	-	N	N-0 HRS	A D E F
61	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	0	0	0	N	-	N	N-0 HRS	ABE
62	MLK Jr. & Wilson (D-4, 6)	-76	4	69	0	39	0	46	4	78	0	0	0.00	N	-	N	N-0 HRS	
63	Packers & Schlimgen (D-12, 15)	-77	19	422	0	11	18	281	0	23	0	0	0	N	-	N	N-0 HRS	C E F
64	Mineral Point & Westmorland (D-11)	-77	15	177	0	12	12	118	0	23	0	1	0.15	N	-	N	N-0 HRS	
65	Gammon , Ponwood & Sawmill	-77	13	137	0	16	7	91	0	32	0	0	0	N	-	N	N-0 HRS	
66	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
67	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	N	-	N	N-0 HRS	
68	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
69	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	
70	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	2	0	0.86	N	-	N	N-0 HRS	
71	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
72	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
73	Gammon & Farmington Way	-82	14	220	0	11	10	122	0	18	0	1	0.21	N	-	N	N-0 HRS	
74	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	1	1	0.58	N	-	N	N-0 HRS	
75	Commercial & Mesta (D-15/17)	-83	5	88	0	29	0	59	0	57	0	0	0	N	-	N	N-0 HRS	
76	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	1	0	0.19	N	-	N	N-0 HRS	
77	Milwaukee & Swanton (D-3)	-85	10	108	0	15	2	72	0	31	0	0	0	N	-	N	N-0 HRS	A E F
78	Hammersley & McKenna (D-1)	-85	11	153	0	7	8	102	0	15	1	0	0.15	N	20	N	N-0 HRS	F
79	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
80	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	

	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								
81	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS	D E F
82	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
83	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
84	American Pkwy & American Family Dr (D-17)	-99	3	81	1	20	0	54	2+	40	2	1	0.51	N	-	N	N-0 HRS	
85	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
86	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
87	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
88	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
89	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	1	0	0.53	N	-	N	N-0 HRS	
90	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	1	0.28	N	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3)	-22	2	78	8+	153	0	52	8+	307	0	0	0	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)	-38	3	62	7+	101	0	47	8+	306	1	0	0.23	N	-	Y	Y-6 HRS	
5	Milwaukee-Sprecher (D-3)	-48	3	79	3	60	0	52	8+	164	0	1	0.25	N	-	N	N-1 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	
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	2	2	0.52	N	-	Y	Y-7 HRS	E 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.