

2019 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 4	Peak Hour Warrant 3	Peak Hour Warrant 3	4 Hour Warrant 2	Comments
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate (MEV)					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
Side Street Stop Controlled Intersections Studied Which Meet the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.																		
														% Met				
1	High Crossing Blvd & Cross Hill (D-17)	62	15	253	11	96	13	162	16	206	0	0	0	N	-	N	Y-4 HRS	A, B, C, D, E
2	Heartland & Old Sauk (D-9)	57	15	237	13	254	15	157	15	647	0	2	0.25	N	-	Y	Y-7 HRS	D, E, F
3	Junction and Driveway at Target (D-9)	25	13	209	2	76	12	125	10	178	0	0	0.00	N	-	Y	Y-8 HRS	D E
4	Broadway & Collins & Dutch Mill (D-16)	8	13	191	5	90	11	108	17	210	3	1	0.52	N	-	Y	Y-8 HRS	A, C, D
Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.																		
															% Met			
1	Old Middleton & Rosa (D-11, 19)	-1	11	101	0	55	4	117	4+	99	0	0	0	N	-	N	N-2 HRS	B
2	Carroll & Gorham (D-2, 4)	-3	16	178	0	51	11	162	8	97	8	1	0.97	N	-	N	N-0 HRS	E F
3	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-16	13	154	0	44	6	92	3	92	2	0	0.33	N	-	N	N-3 HRS	F
4	Fordem & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	0	0	0.00	N	-	Y	Y-5 HRS	A C E
5	Segoe - Sheboygan (D-11)	-24	9	110	2	60	1	76	8+	146	1	0	0.21	N	-	N	N-1 HRS	C, D, E
6	Dickinson & Williamson (D-6)	-25	13	123	0	40	9	94	0	81	1	3	0.66	N	-	N	N-0 HRS	A, D, E
7	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	2	1	0.39	N	-	N	N-1 HRS	B
8	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	0	0	0.00	N	-	N	N-0 HRS	E
9	Gammon & McKenna & New Washburn (D-1)	-26	17	260	0	34	16	173	3+	74	1	1	0.26	N	18%	N	N-0 HRS	C, D, E, F
10	Packers & Scott (D-12)	-29	14	256	0	38	11	144	0	71	0	0	0.00	N	-	N	N-0 HRS	B, C, D, E
11	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	D, F
12	Cottage Grove & Ellen (D-3, 16)	-38	14	164	0	31	10	109	1	62	1	2	0.43	N	-	N	Y-4 HRS	D E
13	Bedford & North Shore (D-4)	-38	15	173	0	31	12	115	1	62	2	1	0.37	N	-	N	N-0 HRS	D E
14	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	1	0.19	N	-	N	N-0 HRS	F
15	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	1	1	0.21	N	-	N	N-0 HRS	E
16	Edgewood & Monroe (D-13)	-41	15	218	0	31	10	92	0	67	1	0	0.15	N	-	N	N-0 HRS	A B C E F
17	Commercial & North (D-12)	-41	0	59	5+	113	0	33	8+	239	1	0	0.35	N	-	N	N-0 HRS	D
18	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	0	0	0	N	-	N	N-0 HRS	
19	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	2	1	0.43	N	-	N	N-0 HRS	A E
20	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	3	0	0.27	N	-	N	N-0 HRS	B E
21	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	1	0	0.21	N	-	N	N-0 HRS	A E F
22	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
23	McKenna & Morraine View (D-1)	-48	15	186	0	26	12	124	0	52	2	0	0.30	N	-	N	N-0 HRS	
24	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	1	0	0.21	N	-	N	N-0 HRS	
25	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	Y	Y-8 HRS	E
26	Dickinson & East Washington (D-2, 6)	-50	19	601	0	25	17	400	0	50	5	5	0.51	N	-	Y	N-2 HRS	A E
27	South Point - Stratton Way (D-7)	-50	7	84	3+	55	5	50	8+	130	0	0	0	N	-	N	N-0 HRS	D, E
28	Gammon, Longmeadow & Stonefield (D-19)	-51	12	165	0	29	2	115	0	49	0	0	0	N	-	N	N-0 HRS	D E
29	Milwaukee - Walbridge (D-3, 15)	-52	15	233	0	24	9	109	0	48	2	0	0.25	N	31%	N	N-0 HRS	D, E
30	Ray-O-Vac & Schroeder (D-19, 20)	-52	7	93	0	43	1	62	4	86	0	0	0	N	-	N	N-0 HRS	
31	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	1	0	0.25	N	-	N	N-0 HRS	
32	Packers & Schlimgen (D-12)	-53	20	409	0	24	19	273	1+	47	2	2	0.25	N	10%	N	N-0 HRS	D, E, F
33	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	3	0	0.71	N	-	N	N-0 HRS	
34	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	1	0	0.17	N	-	N	N-1 HRS	E
35	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E

	Location	Overall % Below Warrant	WARRANT 1-A				WARRANT 1-B				CRASHES			Pedestrian Warrant 4	Peak Hour Warrant 3	Peak Hour Warrant 3	4 Hour Warrant 2	Comments
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate (MEV)					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
36	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	1	0	0.25	N	-	N	N-0 HRS	
37	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	2	1	0.69	N	-	N	N-1 HRS	E
38	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
39	Milwaukee-Wittwer (D-3, 15)	-57	14	183	0	22	9	122	2	43	0	0	0	N	5%	N	N-0 HRS	
40	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
41	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24%	N	N-0 HRS	F
42	Main & Proudfit (D-4)	-61	15	174	0	19	12	116	0	39	0	0	0	N	-	N	N-0 HRS	A, D, E, F
43	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	0	0	0	N	-	N	N-0 HRS	A D E
44	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
45	Packers Ave. & Tennyson Ln. (D-12)	-61	14	162	0	19	11	108	0	39	0	0	0	N	-	N	N-0 HRS	D, E, F
46	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
47	Atwood - Sugar - Oakridge (D-6)	-63	14	151	0	19	12	101	0	37	1	0	0.18	N	5%	N	N-0 HRS	
48	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	0	0.10	N	-	N	N-0 HRS	E F
49	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	1	0.16	N	-	N	N-0 HRS	A E
50	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	1	0	0.23	N	-	N	N-0 HRS	D F
51	Marsh & Siggelkow (D-16)	-64	3	67	2	43	0	40	6+	96	1	0	-	N	-	N	N-1 HRS	D
52	Carver & Fish Hatchery (CTH D) (D-14)	-65	17	270	0	18	14	180	0	35	0	0	0	N	12%	N	N-0 HRS	D
53	Raymond Rd & S. Gammon Rd (D-7)	-65	2	55	2	74	0	35	8+	167	1	1	0.64	N	-	N	N-1 HRS	A, B, C, D, E
54	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	1	1	0.19	N	-	N	N-0 HRS	A B D E F
55	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
56	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	0	0	0	N	-	N	N-0 HRS	A C E F
57	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-69	11	109	0	29	5	73	0	58	1	0	0.19	N	-	N	N-0 HRS	
58	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	1	2	0.30	N	-	N	N-0 HRS	E
59	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0	N	-	N	N-0 HRS	
60	Blackhawk, Erdman & University (CTH MS) (D-11)	-70	18	403	0	15	16	234	0	30	0	1	0.05	N	-	N	N-0 HRS	A D E F
61	Raymond Rd & Muir Field (D-1, D-7)	-71	2	55	2	59	0	29	6+	144	1	0	0.28	N	-	N	N-1 HRS	A, B, C, D, E
62	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
63	Raymond - South High Point (D-7)	-71	0	43	3	68	0	29	7+	136	0	0	0	N	-	N	N-2 HRS	C, D, F
64	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	1	0	0.09	N	-	N	N-0 HRS	
65	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	1	0	0.11	N	-	N	N-0 HRS	A D E F
66	Henry & West Washington (D-4)	-82	7	165	0	18	4	63	1	53	3	2	1.01	N	-	N	N-0 HRS	D, E, F
67	Mineral Point & Owens (D-11)	-83	13	168	0	15	5	87	0	30	0	0	0	N	-	N	N-0 HRS	A, B, E
68	American Parkway & Tancho (D-17)	-76	6	96	0	28	1	55	1	69	0	0	0	N	-	N	N-0 HRS	D E F
69	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
70	Gammon, Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	1	0	0.36	N	-	N	N-0 HRS	
71	Aberg & Huxley (D-12)	-78	9	107	0	22	1	79	2	40	0	0	0	N	-	N	N-0 HRS	F
72	Cottage Grove & Maher (D-15)	-78	14	110	0	13	7	126	0	22	0	0	0	N	-	N	N-0 HRS	D, E
73	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
74	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	1	0	0.21	N	-	N	N-0 HRS	
75	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
76	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	1	0	0.22	N	-	N	N-0 HRS	
77	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	1	0.27	N	-	N	N-0 HRS	
78	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	0	0	0	N	-	N	N-0 HRS	
79	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	1	1	0.73	N	-	N	N-0 HRS	
80	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	1	0	0.29	N	-	N	N-0 HRS	

	Location	Overall % Below Warrant	WARRANT 1-A								WARRANT 1-B				CRASHES			Pedestrian Warrant 4	Peak Hour Warrant 3	Peak Hour Warrant 3	4 Hour Warrant 2	Comments
			Major Street		Minor Street		Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate (MEV)									
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met												
81	Hancock & Johnson	-84	15	0	0	0	13	97	0	13	0	0	0	N	-	N	N-0 HRS					
82	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	1	1	0.34	N	-	N	N-0 HRS	A E F				
83	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	2	0	0.29	N	20%	N	N-0 HRS	F				
84	New Washburn & South High Point (D-1)	-86	12	117	0	14	6	90	0	20	0	0	0	N	-	N	N-0 HRS	D, E				
85	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F				
86	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					
87	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS					
88	Aberg & Packers NB Ramp (D-12)	-88	14	193	0	12	13	0	0	0	3	4	0.87	N	-	N	N-0 HRS	E, F				
89	Milwaukee & Thompson (D-3)	-92	5	52	1+	39	0	36	6+	72	0	1	0	N	-	N	N-0 HRS	C				
90	Mineral Point - Westmoreland (D-11)	-93	12	125	0	7	5	83	0	14	0	0	0	N	-	N	N-0 HRS	C, D, E				
91	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS					
92	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	1	0	0.21	N	-	N	N-0 HRS					
93	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	1	0.31	N	-	N	N-0 HRS					
94	Gilman & Wisconsin (D-2)	-110	0	44	0	31	0	29	2	61	2	0	0.70	N	-	N	N-0 HRS	C, D, E				
95	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	N	-	N	N-0 HRS	D				
96	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	1	0	0.32	N	-	N	N-0 HRS					
97	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS					
98	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS					
99	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS					
100	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, 13)	27	13	141	11	127	5	94	16	254	3	1	0.56	N	-	Y	Y-9 HRS	B C
2	Old Middleton & Old Sauk (D-11, 19)	-9	7	91	8+	165	0	61	8+	330	1	0	0.19	N	-	Y	Y-5 HRS	B
3	Swanton & Thompson (D-3, 15)	-22	2	78	8+	153	0	52	8+	307	3	0	0.60	N	-	Y	Y-4 HRS	C
4	Agriculture & Femrite (D-16)	-27	7	106	2	73	0	64	8+	162	3	0	0.51	N	31%	N	N-0 HRS	
5	Milwaukee-Sprecher (D-3)	-47	3	79	3	68	1	53	8+	135	4	1	0.66	N	-	N	N-2 HRS	D, F
6	American Pkwy, Hoepker & Rattman (D-17)	-34	2	66	8+	100	0	44	8+	200	1	0	0.20	N	-	N	N-1 HRS	F
7	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	1	1	0.43	N	-	N	N-0 HRS	
8	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	5	0	1.10	N	-	Y	N-1 HRS	
9	Struck St. & Watts Rd. (D-19)	-54	1	56	4	90	0	35	8+	217	0	0	0	N	-	N	N-0 HRS	D
10	Cross Country Rd - Maple Grove Dr - Nesbitt Rd (D-7)	-55	4	66	7	79	0	44	8+	157	2	0	0.42	N	-	N	N-3 HRS	
11	Commercial & Nakoosa (D-15)	-78	0	33	0	55	0	22	7+	110	0	0	0	N	-	N	N-0 HRS	

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 benefiting property owners.

E = Coordination with adjacent signals is necessary.

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