

2008 TRAFFIC SIGNAL PRIORITY LIST

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

	Location	Overall % Below Warrant	WARRANTS										CRASHES			Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B	4 Hour Warrant	Comments
			WARRANT 1-A				WARRANT 1-B				# 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.																				
1	Junction and Driveway at Target	-15	13	119	0	85	9	83	10	187	0	0	0	N	-	N	Y-7 HRS			
2	Fordem & Sherman	-21	12	119	1	43	4	109	6+	79	2	0	0.36	N	-	N	N-1 HRS	A C E		
3	Old Sauk & Westfield	-23	12	146	0	40	6	97	2	80	0	0	0	N	N-0.77	N	N-1 HRS	F		
4	Schroeder & Struck	-25	8	124	0	75	0	74	6+	173	0	1	0.24	N	-	N	N-0 HRS			
5	Edgewood & Monroe	-27	14	194	0	37	11	129	1	73	2	1	0.51	N	-	N	N-0 HRS	A B C E F		
6	Commerce & Watts	-28	8	109	0	62	1	72	5+	124	0	1	0.19	N	-	N	N-2 HRS	D F		
7	Gammon, McKenna & New Washburn	-30	16	208	0	35	12	139	1	70	1	0	0.12	N	-	N	N-0 HRS.	C		
8	Bedford & North Shore	-31	14	240	0	35	12	160	3	69	0	0	0	N	-	N	N-2 HRS	D E		
9	Franklin & Johnson	-33	17	263	0	34	14	175	0	67	0	1	0.12	N	-	N	N-0 HRS			
10	Mineral Point (S) & South Point	-36	15	216	0	32	14	144	3+	64	1	0	0.17	N	-	N	N-1 HRS			
11	Milwaukee & Schenk	-37	15	102	0	33	11	100	6	63	0	0	0	N	-	N	N-2 HRS	E		
12	Colony & Gammon	-39	14	197	0	31	11	131	2	61	0	1	0.14	N	-	N	N-1 HRS	E		
13	Butler & Gorham	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B		
14	Atwood, Miller & Waubesa	-39	15	158	0	31	13	105	0	61	0	2	0.26	N	-	N	N-0 HRS	A E		
15	Nakoma, Seminole, Yuma	-40	7	91	0	63	2	60	6+	127	1	0	0.2	N	N-1.08	N	N-0 HRS	F		
16	Appleton & Fish Hatchery	-40	16	281	0	30	15	187	1	60	0	2	0.2	N	-	N	N-0 HRS	A E F		
17	Gammon, Longmeadow & Stonefield	-40	14	139	0	34	8	93	3	67	3	0	0.2	N	-	N	N-2 HRS	D E		
18	Norman & University (MS)	-42	16	325	0	29	16	216	1	58	1	1	0.16	N	-	N	N-1 HRS	A C E		
19	High Point & Star Grass	-43	6	85	2+	55	2	57	6	111	0	0	0	N	-	N	N-2 HRS			
20	Mineral Point & Yellowstone	-43	16	466	0	29	14	311	0	57	1	0	0.09	N	N-1.59	N	N-0 HRS	A B E F		
21	Ray-O-Vac & Schroeder	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS			
22	Old Middleton & Rosa	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS			
23	Milwaukee & Waubesa	-44	11	128	0	38	3	84	3	72	0	0	0	N	-	N	N-0 HRS			
24	Johnson, Randall & Engineering Drive	-47	13	146	0	53	5	97	5+	42	1	1	0.25	-	-	N	N-0 HRS	A B C D E F		
25	Cottage Grove (BB) & Thompson	-47	14	155	0	30	7	96	0	57	2	0	0.38	N	-	N	N-0 HRS	F		
26	Odana & Medical Circle	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D		
27	Milwaukee & Oak	-48	9	119	0	37	2	79	4	73	0	0	0	N	N-0.94	N	N-0 HRS	F		
28	Lien & Thierer	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS			
29	Elderberry & Junction	-50	13	191	0	26	11	95	0	55	2	0	0.28	N	-	N	N-0 HRS	E		
30	Hammersley & Whitney Way	-50	14	144	1	42	6	96	4+	54	1	1	0.34	N	-	Y	N-1 HRS			
31	Knickerbocker & Monroe	-52	14	306	0	24	12	204	0	48	0	0	0	N	-	N	N-0 HRS	A D E		
32	Knutson-Northport	-52	13	197	0	24	13	131	0	48	0	0	0	N	-	N	N-0 HRS	E F		
33	Dickinson & East Washington	-52	19	777	0	24	18	518	0	58	1	0	0.05	N	-	N	N-0 HRS	A E		
34	Commercial & Nakoosa	-54	0	46	7+	114	0	33	8+	178	0	0	0	N	-	N	N-0 HRS			
35	Bassett & Dayton	-54	2	84	0	44	0	58	6+	88	1	0	0.25	N	-	N	N-1 HRS	E		
36	Northport & School	-54	16	416	0	23	15	277	0	46	0	0	0	N	-	N	N-0 HRS	B E		
37	Heartland & Old Sauk	-55	4	67	4+	68	1	45	6+	300	1	1	0.5	N	-	N	N-2 HRS			
38	Carver & Fish Hatchery (D)	-56	16	282	0	22	14	188	0	44	0	0	0	N	N-0.47	N	N-0 HRS	D		
39	Milwaukee & Wittwer	-57	16	149	0	27	7	103	3	43	0	0	0	N	-	N	N-1 HRS			
40	Gilman & Wisconsin	-57	0	65	2	54	0	43	8+	108	1	1	0.18	N	-	N	N-0 HRS	E		
41	Prairie & Raymond	-61	14	177	0	24	6	86	2	53	2	0	0.3	N	-	N	N-1 HRS	F		
42	Odana Lane & Odana Rd	-61	14	149	0	20	11	99	0	40	1	0	0.15	N	-	N	N-0 HRS			
43	Packers & Sixth	-61	17	213	0	21	13	131	0	39	0	0	0	N	-	N	N-0 HRS	E		
44	Monona (BB), Panther & Tompkins	-62	15	294	0	21	14	175	0	38	0	0	0	N	-	N	N-0 HRS	A B E F		
45	Blount & Williamson	-62	16	232	0	19	13	154	2	38	1	1	0.11	N	-	N	N-1 HRS	A E F		
46	Sherman & Trailsway	-63	12	117	0	26	4	92	0	45	1	2	0.54	N	-	N	N-0 HRS			
47	Plaza & Watts	-64	4	98	0	38	0	65	2	60	1	0	0.3	N	-	N	N-0 HRS			
48	Aberg & Huxley	-64	9	113	0	31	2	71	0	65	0	0	0	N	-	N	N-0 HRS	F		
49	Main & Webster	-65	11	121	0	28	5	80	0	55	0	0	0	N	-	Y	N-3 HRS	E F		
50	Odana & West Platte	-66	15	267	0	17	14	178	0	34	2	0	0.16	N	-	N	N-0 HRS	A B D E 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								
51	Carroll & Doty	-66	11	144	0	34	5	96	1	37	0	1	0.21	N	-	Y	N-3 HRS	E
52	Big Sky, Mineral Point & Tree	-68	16	400	0	16	16	267	0	32	1	1	0.18	N	-	N	N-0 HRS	A C E F
53	Gorham & Henry	-69	16	229	0	16	15	153	0	31	0	1	0.08	N	-	N	N-0 HRS	E
54	Bedford & Main	-69	0	57	0	55	0	31	+5	127	0	0	0	N	-	N	N-0 HRS	NEW
55	Mineral Point & Owens	-70	15	181	0	15	11	121	0	30	1	0	0.16	N	-	N	N-0 HRS	ABE
56	Gilbert & Whitney	-73	16	192	0	13	12	128	0	27	0	0	0	N	-	N	N-0 HRS	A D E F
57	Johnson & Sixth	-75	9	92	0	31	2	62	1+	63	0	0	0	N	-	N	N-0 HRS	
58	Packers & Schlimgen	-75	19	412	0	13	18	274	0	25	2	0	0.13	N	-	N	N-0 HRS	C E F
59	Few & Williamson	-75	15	171	0	18	10	114	0	25	1	0		N	-	N	N-0 HRS	A E
60	Cottage Grove (BB) & Mc Lean	-75	6	140	0	25	3	66	2	55	0	0	0	N	-	N	N-0 HRS	
61	MLK Jr. & Wilson	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
62	Mineral Point & Westmorland	-77	15	177	0	12	12	118	0	23	0	0	0	N	-	N	N-0 HRS	
63	Kelab & Segoe	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
64	Blue Ridge & Old Sauk	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
65	Cottage Grove & Ellen	-81	6	83	0	29	2	70	6	49	2	0	0.18	N	-	N	N-0 HRS	
66	Carroll & Dayton	-82	9	110	0	18	1	74	0	27	0	0	0	N	-	N	N-0 HRS	E F
67	Blackhawk, Erdman & University (MS)	-82	19	671	0	9	17	447	0	18	2	0	0.12	N	-	N	N-0 HRS	A D E F
68	East Pass, Maple Grove & Westin	-83	0	47	0	43	0	31	4	86	0	0	0	N	-	N	N-0 HRS	
69	Scott & Packers (CV)	-84	13	130	0	15	4	87	0	29	0	0	0	N	-	N	N-0 HRS	
70	Milwaukee & Swanton	-85	10	108	0	15	2	72	0	31	0	0	0	N	N-2.5	N	N-0 HRS	A E F
71	Hammersley & McKenna	-85	11	153	0	7	8	102	0	15	0	1	0.12	N	N-1.00	N	N-0 HRS	F
72	Roth & Sherman	-86	14	121	0	7	11	107	0	14	1	0	0.56	N	-	N	N-0 HRS	F
73	Cottage Grove & McClellan (BB)	-90	8	135	0	10	1	64	0	31	0	0	0	N	-	N	N-0 HRS	
74	American Pkwy & American Family Dr	-91	9	112	0	9	4	111	0	9	0	2	0.34	N	-	N	N-0 HRS	D E F
75	American Pkwy & Buttonwood Dr	-93	9	315	0	5	6	109	1	7	2	0	0.41	N	-	N	N-0 HRS	A D E F
76	Buckeye (AB) & Thompson	-95	3	53	0	30	0	30	6	75	0	0	0	N	-	N	N-0 HRS	
77	Corporate Dr & Blettner	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
78	Midtown, Hawks Landing & Hawks Ridge	-129	0	47	0	20	0	29	0	42	1	0	0.53	N	-	N	N-0 HRS	
79	Mayfield & Sherman	-132	1	64	0	4	0	40	0	13	0	0	0	N	-	N	N-0 HRS	
80	Jeffery & Midtown	-135	1	48	0	17	0	34	0	29	0	0	0	N	-	N	N-0 HRS	
ALL-WAY STOP INTERSECTIONS STUDIED																		
1	Highland, Regent & Speedway	27	13	141	11	127	5	94	16	254	0	0	0	N	-	Y	Y-9 HRS	B C
2	Old Middleton & Old Sauk	-12	10	142	5	88	3	77	8+	209	0	0	0	N	-	N	Y-4 HRS	B F
3	Swanton & Thompson	-22	2	78	8+	153	0	52	8+	307	0	0	0	N	-	Y	Y-4 HRS	C
4	High Point & Midtown	-34	6	69	6+	97	1	52	8+	216	0	0	0	N	-	Y	N-3 HRS	
5	American Pkwy, Hoepker & Rattman	-45	2	74	6+	81	0	44	8+	180	1	0	0.23	N	-	Y	N-3 HRS	
6	Milwaukee-Sprecher	-46	6	81	3	65	2	485	6+	129	0	0	0	N	-	N	N-0 HRS	
7	Buckeye (AB) & Vondron	-50	5	70	3	70	0	50	7+	124	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	17	17	239	0	59	15	159	11	117	1	2	0.38	N	-	Y	Y-7 HRS	E F
2	McKee (PD) & Muir Field	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.