

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	Heartland & Old Sauk (D-9)	35	15	222	8+	80	15	135	11+	276	0	2	0.25	-	110%	Y	Y-7 HRS	D, E, F
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)	-1	13	209	0	50	12	139	7	99	0	0	0	-	16%	N	N-3 HRS	D E
2	Carroll & Gorham (D-2, 4)	-3	16	178	0	51	11	162	8	97	1	1	0.22	-	-	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-3 HRS	F
4	Forдем & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	0	0	0	-	-	Y	Y-5 HRS	A C E
5	Broadway & Collins & Dutch Mill (D-16)	-21	13	191	0	40	11	127	1	79	1	1	0.26	-	39%	N	N-0 HRS	A, C, D, F
6	Old Middleton & Rosa (D-11, 19)	-21	11	101	0	44	4	117	3	79	0	0	0	-	-	N	N-2 HRS	C, F
7	Segoe - Sheboygan (D-11)	-24	9	110	2	60	1	76	8+	146	1	0	0.21	-	-	N	N-1 HRS	C, D, E
8	Dickinson & Williamson (D-6)	-25	13	123	0	40	9	94	0	81	1	1	0.33	-	-	N	N-0 HRS	A, D, E
9	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	1	0	0.13	-	-	N	N-1 HRS	B
10	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	0	0	0	-	-	N	N-0 HRS	E
11	Gammon & McKenna & New Washburn (D-1)	-26	17	260	0	34	16	173	3+	74	0	0	0	-	18%	N	N-0 HRS	C, D, E, F
12	Packers & Scott (D-12)	-29	14	256	0	38	11	144	0	71	0	0	0	-	-	N	N-0 HRS	B, C, D, E
13	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	-	-	N	N-2 HRS	D, F
14	Aberg & Packers NB Ramp (D-12)	-36	14	193	0	31	13	129	3	64	0	0	0	-	195%	Y	N-3 HRS	E, F
15	Cottage Grove & Ellen (D-3, 16)	-38	14	164	0	31	10	109	1	62	0	2	0.29	-	-	N	Y-4 HRS	D E
16	Bedford & North Shore (D-4)	-38	15	173	0	31	12	115	1	62	0	1	0.12	-	-	N	N-0 HRS	D E
17	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	0	0	-	-	N	N-0 HRS	F
18	Packers & Sixth (D-12)	-11	16	350	0	30	14	233	1	60	1	1	0.21	-	-	N	N-0 HRS	E
19	Edgewood & Monroe (D-13)	-41	15	218	0	31	10	92	0	67	0	0	0	-	-	N	N-0 HRS	A B C E F
20	Commercial & North (D-12)	-41	0	59	5+	113	0	33	8+	239	1	0	0.35	-	-	N	N-0 HRS	D
21	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	0	0	0	-	-	N	N-0 HRS	
22	High Crossing Blvd & Cross Hill (D-17)	-43	13	163	0	29	9	116	1	57	0	0	0	-	16%	N	N-0 HRS	A, B, C, D, E
23	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	-	-	N	N-0 HRS	A E
24	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	2	0	0.18	-	-	N	N-0 HRS	B E
25	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	1	0	0.21	-	-	N	N-0 HRS	A E F
26	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	-	-	N	N-0 HRS	D
27	McKenna & Moraine View (D-1)	-48	15	186	0	26	12	124	0	52	0	0	0	-	-	N	N-0 HRS	
28	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	1	0	0.21	-	-	N	N-0 HRS	
29	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	-	-	Y	Y-8 HRS	E
30	Dickinson & East Washington (D-2, 6)	-50	19	601	0	25	17	400	0	50	2	2	0.20	-	-	Y	N-2 HRS	A E
31	South Point - Stratton Way (D-7)	-50	7	84	3+	55	5	50	8+	130	0	0	0	-	-	N	N-0 HRS	D, E
32	Gammon, Longmeadow & Stonefield (D-19)	-51	12	165	0	29	2	115	0	49	0	0	0	-	-	N	N-0 HRS	D E
33	Milwaukee - Walbridge (D-3, 15)	-52	15	233	0	24	9	109	0	48	2	0	0.25	-	31%	N	N-0 HRS	D, E
34	Ray-O-Vac & Schroeder (D-19, 20)	-52	7	93	0	43	1	62	4	86	0	0	0	-	-	N	N-0 HRS	
35	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0	-	-	N	N-0 HRS	
36	Packers & Schlimgen (D-12)	-53	20	409	0	24	19	273	1+	47	0	1	0.06	-	10%	N	N-0 HRS	D, E, F
37	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	1	0	0.24	-	-	N	N-0 HRS	
38	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	-	-	N	N-1 HRS	E
39	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	0	0	0	-	-	Y	N-3 HRS	E
40	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	0	0	0	-	-	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
41	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	0	0	0	-	-	N	N-1 HRS	E
42	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	-	-	N	N-0 HRS	E F
43	Milwaukee-Wittwer (D-3, 15)	-57	14	183	0	22	9	122	2	43	0	0	0	-	5%	N	N-0 HRS	
44	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	-	-	N	N-0 HRS	F
45	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	-	24%	N	N-0 HRS	F
46	Main & Proudfit (D-4)	-61	15	174	0	19	12	116	0	39	0	0	0	10%	-	N	N-0 HRS	A, D, E, F
47	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	0	0	0	-	-	N	N-0 HRS	A D E
48	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	0	0	0	-	-	N	N-0 HRS	
49	Packers Ave. & Tennyson Ln. (D-12)	-61	14	162	0	19	11	108	0	39	0	0	0	-	-	N	N-0 HRS	D, E, F
50	Monona (CTH BB), Panther & Tompkins (D-16)	-62	15	294	0	21	14	175	0	38	0	0	0	-	-	N	N-0 HRS	A B E F
51	Atwood - Sugar - Oakridge (D-6)	-63	14	151	0	19	12	101	0	37	1	0	0.18	-	5%	N	N-0 HRS	
52	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	0	0.10	-	-	N	N-0 HRS	E F
53	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	-	-	N	N-0 HRS	A E
54	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	0	0	0	-	-	N	N-0 HRS	D F
55	Marsh & Siggelkow (D-16)	-64	3	67	2	43	0	40	6+	96	0	0	-	-	-	N	N-1 HRS	D
56	Carver & Fish Hatchery (CTH D) (D-14)	-65	17	270	0	18	14	180	0	35	0	0	0	-	12%	N	N-0 HRS	D
57	Raymond Rd & S. Gammon Rd (D-7)	-65	2	55	2	74	0	35	8+	167	1	1	0.64	-	-	N	N-1 HRS	A, B, C, D, E
58	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	0	0	0	-	-	N	N-0 HRS	A B D E F
59	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	-	-	N	N-0 HRS	
60	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	0	0	0	-	-	N	N-0 HRS	A C E F
61	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-69	11	109	0	29	5	73	0	58	0	0	0	-	-	N	N-0 HRS	
62	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	1	0	0.10	-	-	N	N-0 HRS	E
63	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0	-	-	N	N-0 HRS	
64	Blackhawk, Erdman & University (CTH MS) (D-11)	-70	18	403	0	15	16	234	0	30	0	0	0	-	-	N	N-0 HRS	A D E F
65	Raymond Rd & Muir Field (D-1, D-7)	-71	2	55	2	59	0	29	6+	144	0	0	0	-	-	N	N-1 HRS	A, B, C, D, E
66	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	-	-	N	N-0 HRS	
67	Raymond - South High Point (D-7)	-71	0	43	3	68	0	29	7+	136	0	0	0	-	-	N	N-2 HRS	C, D, F
68	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	-	-	N	N-0 HRS	
69	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	0	0	0	-	-	N	N-0 HRS	A D E F
70	Henry & West Washington (D-4)	-82	7	165	0	18	4	63	1	53	0	2	0.40	71%	-	N	N-0 HRS	D, E, F
71	Mineral Point & Owens (D-11)	-83	13	168	0	15	5	87	0	30	0	0	0	-	-	N	N-0 HRS	A, B, E
72	American Parkway & Tancho (D-17)	-76	6	96	0	28	1	55	1	69	0	0	0	-	-	N	N-0 HRS	D E F
73	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0	-	-	N	N-0 HRS	
74	Gammon , Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	-	-	N	N-0 HRS	
75	Aberg & Huxley (D-12)	-78	9	107	0	22	1	79	2	40	0	0	0	-	-	N	N-0 HRS	F
76	Cottage Grove & Maher (D-15)	-78	14	110	0	13	7	126	0	22	0	0	0	-	-	N	N-0 HRS	D, E
77	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	-	-	N	N-0 HRS	E F
78	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	-	-	N	N-0 HRS	
79	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	-	-	N	N-0 HRS	
80	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	1	0	0.22	-	-	N	N-0 HRS	
81	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	1	0.27	-	-	N	N-0 HRS	
82	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	0	0	0	-	-	N	N-0 HRS	
83	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	1	1	0.73	-	-	N	N-0 HRS	
84	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	0	0	0	-	-	N	N-0 HRS	
85	Hancock & Johnson	-84	15	0	0	0	13	97	0	13	0	0	0	-	-	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								
86	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	0	0	0	-	-	N	N-0 HRS	A E F
87	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	0	0	0	-	20%	N	N-0 HRS	F
88	New Washburn & South High Point (D-1)	-86	12	117	0	14	6	90	0	20	0	0	0	-	-	N	N-0 HRS	D, E
89	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	-	-	N	N-0 HRS	F
90	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-88	6	94	0	18	2	65	0	29	0	0	0	-	-	N	N-0 HRS	
91	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	-	-	N	N-0 HRS	
92	Milwaukee & Thompson (D-3)	-92	5	52	1+	39	0	36	6+	72	0	0	0	-	-	N	N-0 HRS	C
93	Mineral Point - Westmoreland (D-11)	-93	12	125	0	7	5	83	0	14	0	0	0	-	-	N	N-0 HRS	C, D, E
94	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	-	-	N	N-0 HRS	
95	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	-	-	N	N-0 HRS	
96	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	-	-	N	N-0 HRS	
97	Gilman & Wisconsin (D-2)	-110	0	44	0	31	0	29	2	61	2	0	0.70	-	-	N	N-0 HRS	C, D, E
98	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	-	-	N	N-0 HRS	D
99	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	-	-	N	N-0 HRS	
100	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	-	-	N	N-0 HRS	
101	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	-	-	N	N-0 HRS	
102	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	-	-	N	N-0 HRS	
103	Mayfield & Sherman (D-12, 18)	-132	1	64	0	4	0	40	0	13	0	0	0	-	-	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	2	1	0.42	-	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3, 15)	-22	2	78	8+	153	0	52	8+	307	1	0	0.20	-	-	Y	Y-4 HRS	C
3	Agriculture & Femrite (D-16)	-27	7	106	2	73	0	64	8+	162	1	0	0.17	-	31%	N	N-0 HRS	
4	Old Middleton & Old Sauk (D-11, 19)	-36	12	115	0	44	3	77	4	87	0	0	0	-	-	N	N-0 HRS	B, C, F
5	Milwaukee-Sprecher (D-3)	-47	3	79	3	68	1	53	8+	135	2	1	0.40	-	-	N	N-2 HRS	D, F
6	American Pkwy, Hoepker & Rattman (D-17)	-34	2	66	8+	100	0	44	8+	200	0	0	0	-	-	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-0 HRS	
8	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	2	0	0.44	-	-	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-0 HRS	D
10	Cross Country Rd - Maple Grove Dr - Nesbitt Rd (D-7)	-55	4	66	7	79	0	44	8+	157	1	0	0.21	-	-	N	N-3 HRS	
11	Commercial & Nakoosa (D-15)	-78	0	33	0	55	0	22	7+	110	0	0	0	-	-	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 benefitting property owners.

E = Coordination with adjacent signals is necessary.

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