

2014 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		Major Street		Minor Street									
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.						% Met	# With Property Damage Only	# With Personal Injuries	Crash Rate
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)	-24	15	199	0	38	14	133	7+	76	0	0	0	N	23	Y	N-3 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-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	
8	Gammon, Longmeadow & Stonefield (D-19)	-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-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 (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	0	0	N	-	N	N-0 HRS	F
16	Milwaukee-Wittwer (D-3, 15)	-42	14	153	0	29	10	102	1	58	1	1	0.33	N	-	N	N-0 HRS	
17	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	1	1	0.24	N	-	N	N-0 HRS	
18	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	1	0	0.19	N	-	N	N-0 HRS	
19	Ray-O-Vac & Schroeder (D-19, 20)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
20	Old Middleton & Rosa (D-11, 19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
21	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
22	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
23	Colony & Gammon (D-9, 19)	-47	14	211	0	27	12	141	2	53	2	0	0.28	N	-	N	N-1 HRS	E
24	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	1	0	0.15	N	-	N	N-0 HRS	D
25	Mineral Point & Yellowstone (D-19)	-49	15	243	0	25	13	162	0	51	0	1	0.08	N	9	N	N-1 HRS	A B E F
26	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
27	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	1	0.26	N	-	N	N-0 HRS	
28	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
29	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
30	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0.00	N	-	N	N-0 HRS	
31	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	1	0	0.16	N	-	N	N-1 HRS	E
32	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	0	0	0	N	-	Y	N-3 HRS	E
33	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	0	0	0	N	-	N	N-0 HRS	
34	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	1	1	0.50	N	-	N	N-1 HRS	E
35	Prairie & Raymond (D-20)	-54	14	360	0	25	9	109	2	46	3	1	0.6	N	17	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		# With Property Damage Only	# With Personal Injuries	Crash Rate									
			# Hrs.	% Met	# Hrs.	% Met									# Hrs.	% Met		
36	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	0	0	0	N	-	N	N-2 HRS	
37	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
38	Aberg & Huxley (D-12)	-56	11	121	0	32	1	80	0	64	0	0	0	N	-	N	N-0 HRS	F
39	Blount & Williamson (D-6)	-56	15	277	0	22	14	185	0	44	0	0	0	N	-	N	N-1 HRS	A E F
40	Gammon, McKenna & New Washburn (D-1)	-57	16	214	0	22	12	125	0	43	0	0	0	N	-	N	N-0 HRS.	C F
41	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
42	Gilman & Wisconsin (D-2)	-57	0	65	2	54	0	43	8+	108	3	0	0.27	N	-	N	N-0 HRS	E
43	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24	N	N-0 HRS	F
44	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	0	0	0	N	-	N	N-0 HRS	A D E
45	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
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	Northport & School (D-18)	-63	13	250	0	19	13	167	0	37	4	0	0.56	N	-	N	N-0 HRS	B E
48	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	1	0.26	N	-	N	N-0 HRS	E F
49	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	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	0.32	N	-	N	N-0 HRS	D F
51	Carver & Fish Hatchery (CTH D) (D-14)	-64	16	331	0	18	15	221	0	36	0	1	0.09	N	12	N	N-0 HRS	D
52	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
53	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	1	0.26	N	-	N	N-0 HRS	
54	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
55	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
56	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	1	0.35	N	-	N	N-0 HRS	
57	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
58	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
59	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	0	1	0.13	N	-	N	N-0 HRS	A D E F
60	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	0	0	0	N	-	N	N-0 HRS	ABE
61	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0.00	N	-	N	N-0 HRS	
62	Packers & Schlimgen (D-12)	-77	19	422	0	11	18	281	0	23	0	0	0	N	-	N	N-0 HRS	C E F
63	Gammon, Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	N	-	N	N-0 HRS	
64	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
65	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	N	-	N	N-0 HRS	
66	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
67	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	
68	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	
69	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
70	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
71	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	0	1	0.21	N	-	N	N-0 HRS	
72	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	1	1	0.58	N	-	N	N-0 HRS	
73	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	0	0	0	N	-	N	N-0 HRS	
74	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	1	0	0.19	N	-	N	N-0 HRS	
75	Mineral Point & Westmorland (D-11)	-85	14	171	0	8	12	114	0	15	0	1	0.15	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									
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.						% Met	# With Property Damage Only	# With Personal Injuries	Crash Rate
76	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	0	0	0	N	-	N	N-0 HRS	A E F
77	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	1	0	0.15	N	20	N	N-0 HRS	F
78	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
79	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	
80	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS	
81	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
82	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
83	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	D E F
84	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
85	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
86	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
87	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
88	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	
89	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	1	1	0.28	N	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3, 15)	-22	2	78	8+	153	0	52	8+	307	0	0	0	N	-	Y	Y-4 HRS	C
3	Old Middleton & Old Sauk (D-11, 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-15)	-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-2, 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: Eight0Hour 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.