

2007 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.																		
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	-25	12	148	0	38	7	99	1	76	0	1	0.18	N	N-0.77	N	N-0 HRS	F
4	Schroeder & Struck	-25	8	124	0	75	0	74	6+	173	0	0	0	N	-	N	N-0 HRS	
5	Edgewood & Monroe	-27	14	194	0	37	11	129	1	73	1	0	0.17	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	0	1	0.12	N	-	N	N-0 HRS.	C
8	Bedford & North Shore	-31	14	240	0	35	12	160	3	69	1	2	0.45	N	-	N	N-2 HRS	D E
9	Franklin & Johnson	-33	17	263	0	34	14	175	0	67	0	0	0	N	-	N	N-0 HRS	
10	Segoe & Sheboygan	-36	6	96	1+	67	0	64	11+	133	0	0	0	N	-	N	N-0 HRS	A E F
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	0	0	N	-	N	N-1 HRS	E
13	Elderberry & Junction	-39	14	217	0	31	12	145	0	61	2	0	0.28	N	-	N	N-0 HRS	E
14	Knickerbocker & Monroe	-39	12	197	0	31	12	131	0	61	1	0	0.09	N	-	N	N-0 HRS	A D E
15	Butler & Gorham	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B
16	Atwood, Miller & Waubesa	-39	15	158	0	31	13	105	0	61	0	0	0	N	-	N	N-0 HRS	A E
17	Nakoma, Seminole, Yuma	-40	7	91	0	63	2	60	6+	127	0	0	0	N	N-1.08	N	N-0 HRS	F
18	Appleton & Fish Hatchery	-40	16	281	0	30	15	187	1	60	0	1	0.1	N	-	N	N-0 HRS	A E F
19	Haywood & Park	-40	18	423	0	30	18	282	0	60	1	0	0.06	N	N-0.70	N	N-0 HRS	A D E
20	Gammon, Longmeadow & Stonefield	-40	14	139	0	34	8	93	3	67	0	0	0	N	-	N	N-2 HRS	D E
21	Norman & University (MS)	-42	16	325	0	29	16	216	1	58	0	1	0.08	N	-	N	N-1 HRS	A C E
22	High Point & Star Grass	-43	6	85	2+	55	2	57	6	111	1	0	0.22	N	-	N	N-2 HRS	
23	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
24	Ray-O-Vac & Schroeder	-44	9	96	0	46	0	64	5	92	1	0	0.23	N	-	N	N-0 HRS	
25	Old Middleton & Rosa	-44	11	110	2	56	5	73	6+	42	1	0	0.2	N	-	N	N-2 HRS	
26	Milwaukee & Waubesa	-44	11	128	0	38	3	84	3	72	1	0	0.21	N	-	N	N-0 HRS	
27	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
28	Cottage Grove (BB) & Thompson	-47	12	133	0	37	4	83	4	70	1	0	0.19	N	-	N	N-0 HRS	
29	Odana & Medical Circle	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
30	Milwaukee & Oak	-48	9	119	0	37	2	79	4	73	1	0	0.19	N	N-0.94	N	N-0 HRS	F
31	Lien & Thierer	-49	2	82	2	69	0	49	8+	162	1	0	0.26	N	-	N	N-0 HRS	
32	Hammersley & Whitney Way	-50	14	144	1	42	6	96	4+	54	0	2	0.34	N	-	Y	N-1 HRS	
33	Knutson-Northport	-52	13	197	0	24	13	131	0	48	2	0	0.26	N	-	N	N-0 HRS	E F
34	Dickinson & East Washington	-52	19	777	0	24	18	518	0	58	0	2	0.1	N	-	N	N-0 HRS	A E
35	Monona (BB), Panther & Tompkins	-52	16	259	0	24	14	173	0	48	1	0	0.12	N	-	N	N-0 HRS	A B E F
36	Commercial & Nakoosa	-54	0	46	7+	114	0	33	8+	178	0	0	0	N	-	N	N-0 HRS	
37	Bassett & Dayton	-54	2	84	0	44	0	58	6+	88	1	0	0.25	N	-	N	N-1 HRS	E
38	Northport & School	-54	16	416	0	23	15	277	0	46	3	1	0.4	N	-	N	N-0 HRS	B E
39	Heartland & Old Sauk	-55	4	67	4+	68	1	45	6+	300	1	0	0.25	N	-	N	N-2 HRS	
40	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
41	Milwaukee & Wittwer	-57	16	149	0	27	7	103	3	43	0	0	0	N	-	N	N-1 HRS	
42	Gilman & Wisconsin	-57	0	65	2	54	0	43	8+	108	0	0	0	N	-	N	N-0 HRS	E
43	Prairie & Raymond	-61	14	177	0	24	6	86	2	53	0	0	0	N	-	N	N-1 HRS	F
44	Odana Lane & Odana Rd	-61	14	149	0	20	11	99	0	40	0	0	0	N	-	N	N-0 HRS	
45	Packers & Sixth	-61	17	213	0	21	13	131	0	39	1	0	0.12	N	-	N	N-0 HRS	E
46	Blount & Williamson	-62	16	232	0	19	13	154	2	38	1	1	0.11	N	-	N	N-1 HRS	A E F
47	Sherman & Trailsway	-63	12	117	0	26	4	92	0	45	0	1	0.18	N	-	N	N-0 HRS	
48	Plaza & Watts	-64	4	98	0	38	0	65	2	60	1	0	0.3	N	-	N	N-0 HRS	
49	Aberg & Huxley	-64	9	113	0	31	2	71	0	65	0	0	0	N	-	N	N-0 HRS	F
50	Main & Webster	-65	11	121	0	28	5	80	0	55	1	0	0.17	N	-	Y	N-3 HRS	E F
51	Odana & West Platte	-66	15	267	0	17	14	178	0	34	0	0	0	N	-	N	N-0 HRS	A B D E F
52	Carroll & Doty	-66	11	144	0	34	5	96	1	37	0	0	0	N	-	Y	N-3 HRS	E
53	Big Sky, Mineral Point & Tree	-68	16	400	0	16	16	267	0	32	2	0	0.18	N	-	N	N-0 HRS	A C E F
54	Gorham & Henry	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
55	Mineral Point & Owens	-70	15	181	0	15	11	121	0	30	1	1	0.31	N	-	N	N-0 HRS	ABE

	Location	Overall % Below Warrant	WARRANT 1-A		WARRANT 1-B		CRASHES							4 Hour Warrant	Comments			
			Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate	Pedestrian Warrant	Peak Hour Warrant A	Peak Hour Warrant B						
			# Hrs.	% Met	# Hrs.	% Met							# Hrs.			% Met	# Hrs.	% Met
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	1	0.29	N	-	N	N-0 HRS	
58	Packers & Schlimgen	-75	19	412	0	13	18	274	0	25	0	0	0	N	-	N	N-0 HRS	C E F
59	Few & Williamson	-75	15	171	0	18	10	114	0	25	0	0	0	N	-	N	N-0 HRS	A E
60	Cottage Grove (BB) & Mc Lean	-75	6	140	0	25	3	66	2	55	0	1	0.27	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	0	3	0.27	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	1	0	0.06	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	1	0.19	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	1	0	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	2	0	0.34	N	-	N	N-0 HRS	
75	Buckeye (AB) & Thompson	-95	3	53	0	30	0	30	6	75	1	1	0.68	N	-	N	N-0 HRS	
76	Corporate Dr & Blettner	-95	3	68	0	30	0	45	3	60	0	1	0.34	N	-	N	N-0 HRS	
77	Mineral Point (S) & South Point	-98	7	99	0	3	3	66	0	6	0	0	0	N	-	N	N-0 HRS	
78	Midtown, Hawks Landing & Hawks Ridge	-129	0	47	0	20	0	29	0	42	0	0	0	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	Raymond & Whitney	1	8	101	14	148	4	67	8+	295	2	1	0.63	N	Y-10.85	Y	Y-7 HRS	
3	Old Middleton & Old Sauk	-12	10	142	5	88	3	77	8+	209	0	0	0	N	-	N	Y-4 HRS	B F
4	Swanton & Thompson	-22	2	78	8+	153	0	52	8+	307	1	0	0.18	N	-	Y	Y-4 HRS	C
5	High Point & Midtown	-34	6	69	6+	97	1	52	8+	216	0	0	0	N	-	Y	N-3 HRS	
6	American Pkwy, Hoepker & Rattman	-45	2	74	6+	81	0	44	8+	180	0	0	0	N	-	Y	N-3 HRS	
7	Milwaukee-Sprecher	-46	6	81	3	65	2	485	6+	129	2	0	0.5	N	-	N	N-0 HRS	
8	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	3	0	0.48	N	-	Y	Y-7 HRS	E F
2	McKee (PD) & Muir Field	16	15	172	8+	78	13	116	8+	119	1	0	0.19	N	-	Y	Y-5 HRS	F
3	Gammon & Tree	14	15	316	4+	57	14	211	12+	114	1	1	0.26	N	-	Y	Y-7 HRS	F
4	Manchester & McKee (PD)	8	17	309	1+	70	15	108	10+	170	0	0	0	N	-	Y	Y-5 HRS	E F
5	Frey & Segoe										1	0	0.25					

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.