

**2010 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
<b>Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.</b>													% Met					
1	Cottage Grove & Northstar	-6	16	190	1+	48	13	126	6+	94	0	0	0	N	-	Y	N-1 HRS	D F
2	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-15	13	132	0	49	6	88	0	97	0	3	0.39	N	12	N	N-1 HRS	F
3	Junction and Driveway at Target (D-9)	-15	13	119	0	85	9	83	10	187	0	0	0	N	-	N	Y-7 HRS	D E
4	Nakoma, Seminole, Yuma (D-10)	-25	10	102	2	75	5	71	7+	132	1	1	0.35	N	21	Y	Y-5 HRS	F
5	Fordem & Sherman (D-12)	-28	12	182	0	48	2	73	5	99	1	3	0.78	N	31	N	N-1 HRS	A C E
6	Schroeder & Struck (D-1)	-29	7	103	0	71	0	68	7+	141	1	1	0.47	N	-	N	N-0 HRS	
7	Gammon, McKenna & New Washburn (D-1)	-30	16	208	0	35	12	139	1	70	0	0	0	N	-	N	N-0 HRS.	C
8	Bedford & North Shore (D-4)	-31	14	240	0	35	12	160	3	69	1	0	0.12	N	-	N	N-2 HRS	D E
9	Darwin & Packers	-32	10	131	0	64	4	68	6+	164	8	2	1.92	N	-	N	N-1 HRS	D E F
10	Commerce & Watts (D-9)	-33	9	125	0	59	1	67	5	129	1	0	0.21	N	-	N	N-0 HRS	D F
11	Edgewood & Monroe (D-10, 13)	-37	14	211	0	32	12	141	0	63	0	1	0.17	N	-	N	N-0 HRS	A B C E F
12	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	0	0	0	N	-	N	N-1 HRS	B
13	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	0	0	N	-	N	N-0 HRS	E
14	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	0	0	0	N	-	N	N-0 HRS	
15	Mineral Point (CTH S) & South Point (D-9)	-42	16	227	0	30	15	152	3+	58	1	0	0.17	N	-	N	N-1 HRS	
16	Norman & University (CTH MS) (D-19)	-42	16	325	0	29	16	216	1	58	0	0	0	N	-	N	N-1 HRS	A C E
17	Milwaukee-Wittwer (D-3)	-42	14	153	0	29	10	102	1	58	0	0	0	N	-	N	N-0 HRS	
18	High Point & Star Grass (D-1)	-43	5	110	2+	50	1	57	8+	117	0	0	0	N	-	N	N-2 HRS	
19	Mineral Point & Yellowstone (D-19)	-43	16	277	0	29	14	185	0	57	1	2	0.24	N	32	N	N-0 HRS	A B E F
20	Doty & Pickney (D-4, 6)	-43	12	142	0	32	6	80	1	77	0	0	0	N	-	N	N-0 HRS	
21	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	1	0	0.13	N	-	N	N-0 HRS	A E
22	Ray-O-Vac & Schroeder (D-1)	-44	9	96	0	46	0	64	5	92	0	0	0	N	-	N	N-0 HRS	
23	Old Middleton & Rosa (D-19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
24	Appleton & Fish Hatchery (D-13)	-48	16	253	0	26	12	168	2	52	0	0	0	N	-	N	N-0 HRS	A E F
25	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
26	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	2	0.52	N	-	N	N-0 HRS	
27	East Pass, Maple Grove & Westin (D-7)	-49	4	80	0	51	1	51	5+	102	0	0	0	N	-	N	N-0 HRS	
28	Gammon, Longmeadow & Stonefield (D-9)	-50	13	172	0	25	6	114	0	50	0	0	0	N	-	N	N-0 HRS	D E
29	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	N	N-0 HRS	E
30	Knickerbocker & Monroe (D-10)	-52	14	306	0	24	12	204	0	48	0	0	0	N	-	N	N-0 HRS	A D E
31	Knutson-Northport (D-18)	-52	13	197	0	24	13	131	0	48	0	0	0	N	-	N	N-0 HRS	E F
32	Dickinson & East Washington (D-2, 6)	-52	19	777	0	24	18	518	0	58	1	0	0.05	N	-	N	N-0 HRS	A E
33	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	1	0	0.16	N	-	N	N-1 HRS	E
34	Carroll & Doty (D-4, 6)	-53	12	135	0	25	5	102	3	47	1	0	0.2	N	-	Y	N-3 HRS	E
35	Commercial & Nakoosa (D-3)	-54	0	46	7+	114	0	33	8+	178	0	2	0.7	N	-	N	N-0 HRS	
36	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	0	1	0.25	N	-	N	N-1 HRS	E
37	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	2	0	0.38	N	-	N	N-2 HRS	
38	Aberg & Huxley (D-12)	-56	11	121	0	32	1	80	0	64	0	0	0	N	-	N	N-0 HRS	F
39	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
40	Northport & School (D-18)	-57	16	198	0	23	15	228	0	43	1	3	0.42	N	-	N	N-0 HRS	B E

	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
41	Fairchild & Main (D-4)	-60	5	100	0	32	0	66	1	74	0	0	0	N	-	N	N-0 HRS	
42	Prairie & Raymond (D-1, 20)	-61	14	177	0	24	6	86	2	53	1	0	0.15	N	-	N	N-1 HRS	F
43	Odana Lane & Odana Rd (D-20)	-61	14	149	0	20	11	99	0	40	1	0	0.15	N	-	N	N-0 HRS	
44	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
45	Blount & Williamson (D-6)	-62	16	232	0	19	13	154	2	38	0	0	0	N	-	N	N-1 HRS	A E F
46	Sherman & Trailsway (D-12)	-63	12	117	0	26	4	92	0	45	0	0	0	N	-	N	N-0 HRS	
47	Carver & Fish Hatchery (CTH D) (D-13)	-64	16	331	0	18	15	221	0	36	0	0	0	N	12	N	N-0 HRS	D
48	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	N	-	N	N-0 HRS	A E
49	East Park Blvd & East Terrace Dr	-64	4	54	3	69	0	36	6+	137	0	0	0	N	-	N	N-0 HRS	D F
50	Milwaukee & Oak (D-6, 15)	-66	8	147	0	26	3	76	0	58	0	0	0	N	24	N	N-0 HRS	F
51	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	0	1	0.13	N	-	N	N-0 HRS	A B D E F
52	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	3	1	0.33	N	-	N	N-0 HRS	A C E F
53	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
54	Gorham & Henry (D-4)	-69	16	229	0	16	15	153	0	31	0	1	0.08	N	-	N	N-0 HRS	E
55	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	3	0	1.03	N	-	N	N-0 HRS	NEW
56	Main & Webster (D-4, 6)	-72	6	97	0	28	2	54	1+	74	0	0	0	N	-	Y	N-3 HRS	E F
57	Gilbert & Whitney (D-1, 20)	-73	16	192	0	13	12	128	0	27	0	0	0	N	-	N	N-0 HRS	A D E F
58	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-73	8	93	0	33	3	62	2	65	0	0	0	N	-	N	N-0 HRS	
59	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	1	0	0.17	N	-	N	N-0 HRS	ABE
60	Packers & Schlinggen (D-12, 15)	-75	18	387	0	13	17	258	0	25	1	1	0.14	N	-	N	N-0 HRS	C E F
61	MLK Jr. & Wilson (D-4, 6)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
62	Mineral Point & Westmorland (D-11)	-77	15	177	0	12	12	118	0	23	0	0	0	N	-	N	N-0 HRS	
63	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
64	Milwaukee & Waubesa (D-6, 15)	-80	8	104	0	20	3	56	2	61	0	0	0	N	-	N	N-0 HRS	
65	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
66	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	
67	Blackhawk, Erdman & University (CTH MS) (D-11)	-82	19	671	0	9	17	447	0	18	1	0	0.06	N	-	N	N-0 HRS	A D E F
68	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	1	0	0.29	N	-	N	N-0 HRS	
69	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	0	0	0	N	-	N	N-0 HRS	
70	Milwaukee & Swanton (D-3)	-85	10	108	0	15	2	72	0	31	0	0	0	N	-	N	N-0 HRS	A E F
71	Hammersley & McKenna (D-1)	-85	11	153	0	7	8	102	0	15	0	0	0	N	20	N	N-0 HRS	F
72	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
73	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-90	8	135	0	10	1	64	0	31	0	0	0	N	-	N	N-0 HRS	
74	Buckeye (CTH AB) & Thompson (D-16)	-91	5	69	0	24	0	53	0	56	0	0	0	N	-	N	N-0 HRS	
75	American Pkwy & American Family Dr (D-17)	-91	9	112	0	9	4	111	0	9	2	4	1.02	N	-	N	N-0 HRS	D E F
76	American Pkwy & Buttonwood Dr (D-17)	-93	9	315	0	5	6	109	1	7	0	0	0	N	-	N	N-0 HRS	A D E F
77	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
78	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	1	0	N	-	N	N-0 HRS	
79	Marston & Sherman	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
80	Jeffery & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
81	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
82	Mayfield & Sherman (D-12, 18)	-132	1	64	0	4	0	40	0	13	0	0	0	N	-	N	N-0 HRS	

	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								
<b>ALL-WAY STOP INTERSECTIONS STUDIED</b>																		
1	Highland, Regent & Speedway (D-5, 10)	27	13	141	11	127	5	94	16	254	1	0	0.14	N	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3)	-22	2	78	8+	153	0	52	8+	307	0	0	0	N	-	Y	Y-4 HRS	C
3	American Pkwy, Hoepker & Rattman (D-17)	-31	2	76	3	93	0	44	8+	151	0	0	0	N	-	Y	N-3 HRS	
4	Old Middleton & Old Sauk (D-19)	-34	4	89	2	77	1	59	8+	154	0	0	0	N	-	N	Y-4 HRS	B F
5	Milwaukee-Sprecher (D-3)	-40	4	95	3	65	2	57	8+	151	1	0	0.25	N	-	N	N-0 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	
<b>TWO-WAY STOP INTERSECTIONS STUDIED AND MEETING THE MINIMUM NUMERAL REQUIREMENTS OF EITHER WARRANT 1-A OR WARRANT 1-B.</b>																		
1	Carroll & Gorham (D-4)	17	17	239	0	59	15	159	11	117	2	2	0.52	N	-	Y	Y-7 HRS	E F
2	McKee (CTH PD) & Muir Field (D-7)	16	15	172	8+	78	13	116	8+	119	1	1	0.38	N	-	Y	Y-5 HRS	F
3	Old Sauk & Westfield (D-9)	14	14	208	2+	57	13	139	8+	114	1	0	0.17	N	15	Y	Y-6 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.