

2015 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	# 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.														% Met				
1	Bedford & North Shore (D-4)	-12	15	224	0	44	13	149	0	88	0	1	0.23	N	-	N	N-0 HRS	D E
2	Junction and Driveway at Target (D-9)	-13	13	156	0	62	8	87	9	132	0	0	0	N	-	N	N-2 HRS	D E
3	McKee (CTH PD) & Muir Field (D-7)	-16	14	129	4+	51	8	83	8+	117	0	0	0.19	N	-	Y	Y-5 HRS	F
4	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-16	13	154	0	44	6	92	3	92	1	0	0.13	N	11	N	N-3 HRS	F
5	Mineral Point & Yellowstone (D-19)	-28	17	306	0	36	15	204	1+	72	3	0	0.08	N	9	Y	N-1 HRS	A B E F
6	Fordem & Sherman (D-12)	-33	12	114	0	39	4	113	5	67	0	0	0.2	N	-	N	N-0 HRS	A C E
7	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	2	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	Edgewood & Monroe (D-13)	-37	13	158	0	32	11	105	0	63	1	1	0.17	N	-	N	N-0 HRS	A B C E F
10	Dickinson & East Washington (D-2, 6)	-37	19	368	0	32	17	245	1	63	0	0	0.10	N	-	Y	N-2 HRS	A E
11	Butler & Gorham (D-2)	-39	17	209	0	31	14	139	1	61	0	0	0.16	N	-	N	N-1 HRS	B
12	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	0	0	N	-	N	N-0 HRS	E
13	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	0	0	N	-	N	N-0 HRS	F
14	Milwaukee-Wittwer (D-3, 15)	-42	14	153	0	29	10	102	1	58	0	0	0.33	N	-	N	N-0 HRS	
15	Franklin & Johnson (D-2)	-42	15	234	0	29	11	94	0	64	0	0	0.24	N	-	N	N-0 HRS	
16	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	0	1	0.19	N	-	N	N-0 HRS	
17	Old Middleton & Rosa (D-11, 19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
18	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	0	0	N	-	N	N-0 HRS	A E
19	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	3	0	0	N	-	N	N-0 HRS	A E F
20	Colony & Gammon (D-9, 19)	-47	14	211	0	27	12	141	2	53	3	0	0.28	N	-	N	N-1 HRS	E
21	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0.15	N	-	N	N-0 HRS	D
22	Blackhawk & Pleasant View (D-9)	-49	13	138	0	29	6	92	4+	59	0	0	0.30	N	20	N	N-2 HRS	C D F
23	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0.26	N	-	N	N-0 HRS	
24	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	Y	Y-8 HRS	E
25	Aberg & Huxley (D-12)	-51	9	123	0	33	2	82	3	67	0	0	0	N	-	N	N-0 HRS	F
26	Ray-O-Vac & Schroeder (D-19, 20)	-52	7	93	0	43	1	62	4	86	0	0	0	N	-	N	N-0 HRS	
27	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0.00	N	-	N	N-0 HRS	
28	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0.16	N	-	N	N-1 HRS	E
29	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	1	0	0	N	-	Y	N-3 HRS	E
30	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	1	0	0	N	-	N	N-0 HRS	
31	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	0	1	0.50	N	-	N	N-1 HRS	E
32	Prairie & Raymond (D-20)	-54	14	360	0	25	9	109	2	46	3	0	0.6	N	17	N	N-0 HRS	F
33	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	0	0	0	N	-	N	N-2 HRS	
34	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	1	0	0	N	-	N	N-0 HRS	E F
35	Blount & Williamson (D-6)	-56	15	277	0	22	14	185	0	44	2	0	0	N	-	N	N-1 HRS	A E F

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			Major Street		Minor Street		# With Property Damage Only	# With Personal Injuries	Crash Rate									
			# Hrs.	% Met	# Hrs.	% Met									# Hrs.	% Met		
36	Gammon, McKenna & New Washburn (D-1)	-57	16	214	0	22	12	125	0	43	1	0	0	N	-	N	N-0 HRS.	C F
37	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
38	Gilman & Wisconsin (D-2)	-57	0	65	2	54	0	43	8+	108	0	0	0.27	N	-	N	N-0 HRS	E
39	Commerce & Watts (D-9)	-58	7	91	0	41	1	60	4	82	1	0	0.21	N	-	N	N-0 HRS	D F
40	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24	N	N-0 HRS	F
41	American Parkway & Tancho (D-17)	-60	7	143	0	28	1	40	3+	161	0	0	0	N	5	N	N-0 HRS	D E F
42	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	0	0	0	N	-	N	N-0 HRS	A D E
43	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	0	0	0	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	Northport & School (D-18)	-63	13	250	0	19	13	167	0	37	1	0	0.56	N	-	N	N-0 HRS	B E
46	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	0	0.26	N	-	N	N-0 HRS	E F
47	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	N	-	N	N-0 HRS	A E
48	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
49	Carver & Fish Hatchery (CTH D) (D-14)	-65	17	270	0	18	14	180	0	35	0	0	0.09	N	12	N	N-0 HRS	D
50	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	3	1	0.4	N	-	N	N-0 HRS	A B D E F
51	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0.26	N	-	N	N-0 HRS	
52	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	0	0	0.08	N	-	N	N-0 HRS	A C E F
53	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-69	11	109	0	29	5	73	0	58	0	0	0.23	N	-	N	N-0 HRS	
54	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	1	0	0	N	-	N	N-0 HRS	E
55	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0.35	N	-	N	N-0 HRS	
56	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
57	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
58	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
59	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	0	1	0	N	-	N	N-0 HRS	ABE
60	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0.00	N	-	N	N-0 HRS	
61	Packers & Schlingen (D-12)	-77	19	698	0	11	18	465	0	23	2	0	0	N	-	N	N-0 HRS	C E F
62	Gammon , Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	N	-	N	N-0 HRS	
63	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	1	0	0	N	-	N	N-0 HRS	E F
64	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	1	0	N	-	N	N-0 HRS	
65	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	1	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	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	1	1	0.86	N	-	N	N-0 HRS	
68	Blackhawk, Erdman & University (CTH MS) (D-11)	-82	19	671	0	9	17	447	0	18	1	3	0	N	-	N	N-0 HRS	A D E F
69	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
70	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	0	0	0.21	N	-	N	N-0 HRS	

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			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								
71	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	0	0	0.58	N	-	N	N-0 HRS	
72	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	0	0	0	N	-	N	N-0 HRS	
73	Scott & Packers (CV) (D-12)	-84	13	130	0	15	4	87	0	29	0	0	0.19	N	-	N	N-0 HRS	
74	Mineral Point & Westmorland (D-11)	-85	14	171	0	8	12	114	0	15	0	0	0.15	N	-	N	N-0 HRS	F
75	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
76	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
77	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
78	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	
79	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS	
80	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
81	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
82	American Pkwy & American Family Dr (D-17)	-99	3	81	1	20	0	54	2+	40	2	0	0.51	N	-	N	N-0 HRS	D E F
83	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
84	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
85	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
86	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	1	0	0	N	-	N	N-0 HRS	
87	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0.53	N	-	N	N-0 HRS	
88	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	0	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	0	1	0.23	N	-	Y	Y-6 HRS	
5	Milwaukee-Sprecher (D-3)	-32	8	118	3	61	3	68	8+	109	0	0	0.25	N	-	N	N-3 HRS	
6	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	1	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			0.52	N	-	Y	Y-7 HRS	E 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.