

2018 TRAFFIC SIGNAL PRIORITY LIST

In accordance with criteria adoped 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 (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	Commerce & Watts (D-9)	4	10	105	9	104	2	73	8+	214	1	0	0.21	N	15%	Y	N-2 HRS	D, E
	Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.														% Met			
2	Carroll & Gorham (D-2, 4)	-3	16	178	0	51	11	162	8	97	5	0	0.54	N	-	N	N-0 HRS	E F
3	Heartland & Old Sauk (D-9)	-11	12	134	2	61	7	89	6+	122	3	0	0.45	N	-	Y	N-2 HRS	D, E, F
4	Cottage Grove (CTH BB) & Thompson (D-3, 16)	-16	13	154	0	44	6	92	3	92	1	0	0.16	N	-	N	N-3 HRS	F
5	Junction and Driveway at Target (D-9)	-18	13	150	0	41	7	100	5+	82	1	0	0.18	N	-	N	N-2 HRS	D E
6	Fordem & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	1	0	0.23	N	-	Y	Y-5 HRS	A C E
7	Dickinson & Williamson (D-6)	-25	13	123	0	40	9	94	0	81	2	0	0.29	N	-	N	N-0 HRS	A, D, E
8	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	2	0	0.26	N	-	N	N-1 HRS	B
9	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	0	3	0.34	N	-	N	N-0 HRS	E
10	Gammon & McKenna & New Washburn (D-1)	-26	17	260	0	34	16	173	3+	74	3	1	0.53	N	18%	N	N-0 HRS	C, D, E, F
11	Packers & Scott (D-12)	-29	14	256	0	38	11	144	0	71	0	1	0.14	N	-	N	N-0 HRS	B, C, D, E
12	Blount & Williamson (D-6)	-31	15	243	0	35	14	162	2	69	1	1	0.27	N	-	Y	N-3 HRS	A, C, D, E, F
13	Prairie & Raymond (D-20)	-32	15	115	1	37	9	106	2	68	1	1	0.13	N	52%	Y	N-2 HRS	D, F
14	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	D, F
15	Cottage Grove & Ellen (D-3, 16)	-38	14	164	0	31	10	109	1	62	1	2	0.43	N	-	N	Y-4 HRS	D E
16	Bedford & North Shore (D-4)	-38	15	173	0	31	12	115	1	62	3	4	0.85	N	-	N	N-0 HRS	D E
17	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	1	2	0.57	N	-	N	N-0 HRS	F
18	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	2	0.21	N	-	N	N-0 HRS	E
19	Edgewood & Monroe (D-13)	-41	15	218	0	31	10	92	0	67	1	0	0.15	N	-	N	N-0 HRS	A B C E F
20	Commercial & North (D-12)	-41	0	59	5+	113	0	33	8+	239	0	0	0	N	-	N	N-0 HRS	D
21	Henry & West Washington (D-4)	-42	10	109	0	34	4	82	2	76	2	2	0.88	N	-	N	N-0 HRS	A, B, D, E, F
22	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	3	0	0.66	N	-	N	N-0 HRS	
23	Old Middleton & Rosa (D-11, 19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
24	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	0	1	0.14	N	-	N	N-0 HRS	A E
25	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	4	1	0.45	N	-	N	N-0 HRS	B E
26	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	3	1	0.85	N	-	N	N-0 HRS	A E F
27	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	1	0	0.37	N	-	N	N-0 HRS	D
28	McKenna & Morrairie View (D-1)	-48	15	186	0	26	12	124	0	52	0	0	0	N	-	N	N-0 HRS	
29	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
30	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	Y	Y-8 HRS	E
31	DickInson & East Washington (D-2, 6)	-50	19	601	0	25	17	400	0	50	3	2	0.25	N	-	Y	N-2 HRS	A E
32	Gammon, Longmeadow & Stonefield (D-19)	-51	12	165	0	29	2	115	0	49	1	0	0.20	N	-	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	N	31%	N	N-0 HRS	D, E
34	Ray-O-Vac & Schroeder (D-19, 20)	-52	7	93	0	43	1	62	4	86	1	1	0.43	N	-	N	N-0 HRS	
35	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0	N	-	N	N-0 HRS	
36	Packers & Schlimgen (D-12)	-53	20	409	0	24	19	273	1+	47	1	1	0.12	N	10%	N	N-0 HRS	D, E, F
37	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	4	1	0.94	N	-	N	N-0 HRS	
38	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	N	-	N	N-1 HRS	E
39	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	1	0	2.20	N	-	Y	N-3 HRS	E
40	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	1	0	0.25	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 (MEV)					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
41	Elderberry & Pleasant View (D-9)	-54	10	92	0	42	4	62	3	84	2	0	0.39	N	-	N	N-1 HRS	C, D
42	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	2	1	0.69	N	-	N	N-1 HRS	E
43	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	1	0	0.29	N	-	N	N-0 HRS	E F
44	Milwaukee-Wittwer (D-3, 15)	-57	14	183	0	22	9	122	2	43	0	0	0	N	5%	N	N-0 HRS	
45	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
46	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24%	N	N-0 HRS	F
47	Main & Proudfit (D-4)	-61	15	174	0	19	12	116	0	39	1	0	0.12	N	-	N	N-0 HRS	A, D, E, F
48	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	4	1	0.61	N	-	N	N-0 HRS	A D E
49	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	1	0	0.22	N	-	N	N-0 HRS	
50	Packers Ave. & Tennyson Ln. (D-12)	-61	14	162	0	19	11	108	0	39	0	0	0	N	-	N	N-0 HRS	D, E, F
51	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
52	Atwood - Sugar - Oakridge (D-6)	-63	14	151	0	19	12	101	0	37	0	0	0	N	5%	N	N-0 HRS	
53	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	0	1	0.10	N	-	N	N-0 HRS	E F
54	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	2	1	0.47	N	-	N	N-0 HRS	A E
55	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	1	0	0.23	N	-	N	N-0 HRS	D F
56	Marsh & Siggelkow (D-16)	-64	3	67	2	43	0	40	6+	96	0	0	0	N	-	N	N-1 HRS	D
57	Carver & Fish Hatchery (CTH D) (D-14)	-65	17	270	0	18	14	180	0	35	0	0	0	N	12%	N	N-0 HRS	D
58	Raymond Rd & S. Gammon Rd (D-7)	-65	2	55	2	74	0	35	8+	167	3	2	1.60	N	-	N	N-1 HRS	A, B, C, D, E
59	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	6	0	0.58	N	-	N	N-0 HRS	A B D E F
60	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
61	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	6	2	0.71	N	-	N	N-0 HRS	A C E F
62	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-69	11	109	0	29	5	73	0	58	0	0	0	N	-	N	N-0 HRS	
63	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
64	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	1	0	0.42	N	-	N	N-0 HRS	
65	Blackhawk, Erdman & University (CTH MS) (D-11)	-70	18	403	0	15	16	234	0	30	3	0	0.15	N	-	N	N-0 HRS	A D E F
66	Raymond Rd & Muir Field (D-1, D-7)	-71	2	55	2	59	0	29	6+	144	1	0	0.28	N	-	N	N-1 HRS	A, B, C, D, E
67	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
68	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
69	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	0	2	0.22	N	-	N	N-0 HRS	A D E F
70	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	1	0	0.17	N	-	N	N-0 HRS	ABE
71	American Parkway & Tancho (D-17)	-76	6	96	0	28	1	55	1	69	2	0	0.49	N	-	N	N-0 HRS	D E F
72	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
73	Gammon , Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	N	-	N	N-0 HRS	
74	Aberg & Huxley (D-12)	-78	9	107	0	22	1	79	2	40	0	0	0	N	-	N	N-0 HRS	F
75	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
76	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	N	-	N	N-0 HRS	
77	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
78	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	1	0	0.22	N	-	N	N-0 HRS	
79	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
80	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	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 (MEV)					
			# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met	# Hrs.	% Met								
81	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	3	0	1.09	N	-	N	N-0 HRS	F A E F
82	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	1	0	0.29	N	-	N	N-0 HRS	
83	Hancock & Johnson	-84	15	0	0	0	13	97	0	13	1	0	0.12	N	-	N	N-0 HRS	
84	Mineral Point & Westmorland (D-11)	-85	14	171	0	8	12	114	0	15	0	0	0	N	-	N	N-0 HRS	
85	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	3	0	0.51	N	-	N	N-0 HRS	
86	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	0	0	0	N	20%	N	N-0 HRS	F
87	New Washburn & South High Point (D-1)	-86	12	117	0	14	6	90	0	20	0	0	0	N	-	N	N-0 HRS	D, E
88	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
89	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	C, D, E D
90	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	3	0	0.43	N	-	N	N-0 HRS	
91	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
92	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
93	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
94	Gilman & Wisconsin (D-2)	-110	0	44	0	31	0	29	2	61	1	0	0.35	N	-	N	N-0 HRS	
95	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	N	-	N	N-0 HRS	
96	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
97	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
98	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	2	0	0.96	N	-	N	N-0 HRS	
99	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
100	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	0.14	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	Agriculture & Femrite (D-16)	-27	7	106	2	73	0	64	8+	162	2	0	0.34	N	31%	N	N-0 HRS	F
4	Milwaukee-Sprecher (D-3)	-32	8	118	3	61	3	68	8+	109	4	1	0.94	N	-	N	N-3 HRS	
5	American Pkwy, Hoepker & Rattman (D-17)	-34	2	66	8+	100	0	44	8+	200	1	0	0.20	N	-	N	N-1 HRS	
6	Old Middleton & Old Sauk (D-11, 19)	-34	4	89	2	77	1	59	8+	154	0	1	0.19	N	-	N	Y-4 HRS	B F D
7	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	1	1	0.43	N	-	N	N-0 HRS	
8	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	2	1	0.66	N	-	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	N-0 HRS	
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	N-3 HRS	
11	Commercial & Nakoosa (D-15)	-78	0	33	0	55	0	22	7+	110	0	0	0	N	-	N	N-0 HRS	

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.