

2017 TRAFFIC SIGNAL PRIORITY LIST

In accordance with criteria adopted by the former Pedestrian Bicycle Motor Vehicle 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.																		
1	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
2	Junction and Driveway at Target (D-9)	-18	13	150	0	41	7	100	5+	82	0	0	0	N	-	N	N-2 HRS	D E
3	Fordem & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	0	0	0	N	-	Y	Y-5 HRS	A C E
4	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	1	0	0.13	N	-	N	N-1 HRS	B
5	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	0	0	0	N	-	N	N-0 HRS	E
6	Commerce & Watts (D-9)	-32	4	81	1	87	0	59	8+	190	1	0	0.20	N	15%	N	N-0 HRS	D F
7	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	D, F
8	Bedford & North Shore (D-4)	-38	15	173	0	31	12	115	1	62	0	0	0	N	-	N	N-0 HRS	D E
9	Dickinson & Williamson (D-6)	-39	14	132	0	31	7	160	0	61	0	0	0	N	-	N	N-0 HRS	E
10	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	0	0	N	-	N	N-0 HRS	F
11	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	0	0	N	-	N	N-0 HRS	E
12	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
13	Henry & West Washington (D-4)	-42	10	109	0	34	4	82	2	76	0	0	0	N	-	N	N-0 HRS	A, B, D, E, F
14	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	0	0	0	N	-	N	N-0 HRS	
15	Old Middleton & Rosa (D-11, 19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
16	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	1	0	0.14	N	-	N	N-0 HRS	A E
17	Gammon & McKenna & New Washburn (D-1)	-46	16	211	0	27	13	141	0	54	1	1	0.27	N	-	N	N-0 HRS	
18	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	1	0	0.09	N	-	N	N-0 HRS	B E
19	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
20	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	0	0	0	N	-	N	N-0 HRS	D
21	McKenna & Morraine View (D-1)	-48	15	186	0	26	12	124	0	52	2	0	0.29	N	-	N	N-0 HRS	
22	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
23	American Pkwy & American Family Dr (D-17)	-50	13	140	2+	29	5	93	4+	57	4	4	1.53	N	10%	N	N-0 HRS	D E F
24	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	Y	Y-8 HRS	E
25	Dickinson & East Washington (D-2, 6)	-50	19	601	0	25	17	400	0	50	1	0	0.05	N	-	Y	N-2 HRS	A E
26	Gammon, Longmeadow & Stonefield (D-19)	-51	12	165	0	29	2	115	0	49	0	0	0	N	-	N	N-0 HRS	D E
27	Milwaukee - Walbridge (D-3, 15)	-52	15	233	0	24	9	109	0	48	0	2	0.25	N	31%	N	N-0 HRS	D, E
28	Ray-O-Vac & Schroeder (D-19, 20)	-52	7	93	0	43	1	62	4	86	0	0	0	N	-	N	N-0 HRS	
29	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	1	1	0.49	N	-	N	N-0 HRS	
30	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	3	0	0.71	N	-	N	N-0 HRS	
31	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	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	0	2	0.46	N	-	N	N-1 HRS	E
35	Heartland & Old Sauk (D-9)	-55	4	67	4+	68	1	45	6+	300	1	1	0.37	N	-	N	N-2 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								
36	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	N	-	N	N-0 HRS	E F
37	Blount & Williamson (D-6)	-56	15	277	0	22	14	185	0	44	1	0	0.14	N	-	N	N-1 HRS	A E F
38	Prairie & Raymond (D-20)	-57	8	88	1	44	4	82	2	61	3	0	0.48	N	29%	N	N-1 HRS	F
39	Milwaukee-Wittwer (D-3, 15)	-57	14	183	0	22	9	122	2	43	0	0	0	N	5%	N	N-0 HRS	
40	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	N	-	N	N-0 HRS	F
41	Gilman & Wisconsin (D-2)	-57	0	65	2	54	0	43	8+	108	2	0	0.63	N	-	N	N-0 HRS	E
42	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	N	24%	N	N-0 HRS	F
43	Main & Proudfit (D-4)	-61	15	174	0	19	12	116	0	39	1	1	0.24	N	-	N	N-0 HRS	A, D, E, F
44	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	1	1	0.24	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	Atwood - Sugar - Oakridge (D-6)	-63	14	151	0	19	12	101	0	37	0	0	0	N	5%	N	N-0 HRS	
48	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	0	0	0	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	2	0	0.11	N	-	N	N-0 HRS	D F
51	Marsh & Siggelkow (D-16)	-64	3	67	2	43	0	40	6+	96	0	0	0	N	-	N	N-1 HRS	D
52	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
53	Raymond Rd & S. Gammon Rd (D-7)	-65	2	55	2	74	0	35	8+	167	1	3	1.28	N	-	N	N-1 HRS	A, B, C, D, E
54	Packers & Schlingen (D-12)	-67	20	498	0	16	18	332	0	33	0	0	0	N	10%	N	N-0 HRS	C E F
55	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	1	1	0.19	N	-	N	N-0 HRS	A B D E F
56	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	N	-	N	N-0 HRS	
57	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	1	1	0.18	N	-	N	N-0 HRS	A C E F
58	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	
59	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	0	0	0	N	-	N	N-0 HRS	E
60	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0	N	-	N	N-0 HRS	
61	Blackhawk, Erdman & University (CTH MS) (D-11)	-70	18	403	0	15	16	234	0	30	0	1	0.05	N	-	N	N-0 HRS	A D E F
62	Raymond Rd & Muir Field (D-1, D-7)	-71	2	55	2	59	0	29	6+	144	0	1	0.28	N	-	N	N-1 HRS	A, B, C, D, E
63	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	N	-	N	N-0 HRS	
64	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	N	-	N	N-0 HRS	
65	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	0	1	0.11	N	-	N	N-0 HRS	A D E F
66	Mineral Point & Owens (D-11)	-74	14	115	0	14	12	134	0	26	0	0	0	N	-	N	N-0 HRS	ABE
67	American Parkway & Tancho (D-17)	-76	6	96	0	28	1	55	1	69	0	0	0	N	-	N	N-0 HRS	D E F
68	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0	N	-	N	N-0 HRS	
69	Gammon , Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	N	-	N	N-0 HRS	
70	Elderberry & Pleasant View (D-9)	-77	10	115	0	21	4	73	0	50	0	0	0	N	-	N	N-0 HRS	D
71	Aberg & Huxley (D-12)	-78	9	107	0	22	1	79	2	40	0	0	0	N	-	N	N-0 HRS	F
72	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	N	-	N	N-0 HRS	E F
73	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	N	-	N	N-0 HRS	
74	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	N	-	N	N-0 HRS	
75	Cottage Grove & Ellen (D-3, 16)	-81	6	83	0	29	2	70	6	49	0	0	0	N	-	N	N-0 HRS	
76	East Pass, Maple Grove & Westin (D-7)	-82	4	80	0	33	2	53	2	65	0	0	0	N	-	N	N-0 HRS	
77	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	N	-	N	N-0 HRS	
78	Gammon & Farmington Way (D-9, 19)	-82	14	220	0	11	10	122	0	18	0	0	0	N	-	N	N-0 HRS	
79	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	0	0	0	N	-	N	N-0 HRS	
80	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	1	0	0.29	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								
81	Hancock & Johnson	-84	15	0	0	0	13	97	0	13	0	0	0	N	-	N	N-0 HRS	
82	Mineral Point & Westmorland (D-11)	-85	14	171	0	8	12	114	0	15	0	0	0	N	-	N	N-0 HRS	F
83	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
84	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	0	0	0	N	20%	N	N-0 HRS	F
85	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	N	-	N	N-0 HRS	F
86	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	
87	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	N	-	N	N-0 HRS	
88	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	N	-	N	N-0 HRS	
89	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	N	-	N	N-0 HRS	
90	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	N	-	N	N-0 HRS	
91	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	N	-	N	N-0 HRS	D
92	Hickory & Olin (D-13)	-117	1	71	0	12	0	44	0	25	0	0	0	N	-	N	N-0 HRS	
93	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	N	-	N	N-0 HRS	
94	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	0	0	0	N	-	N	N-0 HRS	
95	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	N	-	N	N-0 HRS	
96	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	0	0	0	N	31%	N	N-0 HRS	
4	Milwaukee-Sprecher (D-3)	-32	8	118	3	61	3	68	8+	109	0	0	0	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	F
6	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
7	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	0	0	0	N	-	N	N-0 HRS	
8	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	1	0	0.22	N	-	Y	N-1 HRS	
9	Cross Country Rd - Maple Grove Dr - Nesbitt Rd (D-7)	-55	4	66	7	79	0	44	8+	157	2	0	0.42	N	-	N	N-3 HRS	
10	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)	29	16	178	0	67	11	162	8	129	1	0	0.11	N	-	N	Y-4 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.