

**2018 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 (MEV)									
			# 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>																		
													52%					
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
2	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
3	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
4	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
5	Forдем & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	1	0	0.23	N	-	Y	Y-5 HRS	A C E
6	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
7	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	2	0	0.26	N	-	N	N-1 HRS	B
8	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	0	3	0.34	N	-	N	N-0 HRS	E
9	Gammon & McKenna & New Washburn (D-1)	-26	17	260	0	34	16	173	3+	74	3	1	0.53	N	-	N	N-0 HRS	C, D, E, F
10	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
11	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
12	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
13	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	N	-	N	N-2 HRS	D, F
14	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
15	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
16	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	1	2	0.57	N	-	N	N-0 HRS	F
17	Packers & Sixth (D-12)	-40	16	350	0	30	14	233	1	60	0	2	0.21	N	-	N	N-0 HRS	E
18	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
19	Commercial & North (D-12)	-41	0	59	5+	113	0	33	8+	239	0	0	0	N	-	N	N-0 HRS	D
20	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
21	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	3	0	0.66	N	-	N	N-0 HRS	
22	Old Middleton & Rosa (D-11, 19)	-44	11	110	2	56	5	73	6+	42	0	0	0	N	-	N	N-2 HRS	
23	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
24	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	4	1	0.45	N	-	N	N-0 HRS	B E
25	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
26	Odana & Medical Circle (D-19)	-48	14	220	0	26	11	147	0	52	1	0	0.37	N	-	N	N-0 HRS	D
27	McKenna & Morraine View (D-1)	-48	15	186	0	26	12	124	0	52	0	0	0	N	-	N	N-0 HRS	
28	Lien & Thier (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	N	-	N	N-0 HRS	
29	Elderberry & Junction (D-9)	-50	13	191	0	26	11	95	0	55	0	0	0	N	-	Y	Y-8 HRS	E
30	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
31	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
32	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
33	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	
34	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0	N	-	N	N-0 HRS	
35	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
36	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	4	1	0.94	N	-	N	N-0 HRS	
37	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	N	-	N	N-1 HRS	E
38	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	1	0	2.20	N	-	Y	N-3 HRS	E
39	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	1	0	0.25	N	-	N	N-0 HRS	
40	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
41	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	2	1	0.69	N	-	N	N-1 HRS	E
42	Struck St. & Watts Rd. (D-19)	-54	1	56	4	90	0	35	8+	217	0	0	0	N	-	N	N-0 HRS	D

	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								
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	
81	Johnson & Sixth (D-12)	-83	0	75	0	34	0	51	0	66	3	0	1.09	N	-	N	N-0 HRS	
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	

	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								
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	F
85	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	3	0	0.51	N	-	N	N-0 HRS	A E F
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	
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	C, D, E
95	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	N	-	N	N-0 HRS	D
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	
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	F
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
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	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	
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)	-3	16	178	0	51	11	162	8	97	5	0	0.54	N	-	N	N-0 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.