

2020 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 4	Peak Hour Warrant 3	Peak Hour Warrant 3	4 Hour Warrant 2	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.																		
1	East Washington Ave & Melvin Ct. & Rethke Ave (D-12,15)	11	19	579	0	56	19	386	4+	111	0	2	0.13	3%	13%	N	N-1 HRS	C, D, E
Side Street Stop Controlled Intersections Studied but Not Meeting the Minimum Numerical Requirements of either Warrant 1-A or Warrant 1-B.																		
1	Junction and Driveway at Target (D-9)	-1	13	209	0	50	12	139	7	99	0	0	0	-	16%	N	N-3 HRS	D E
2	Carroll & Gorham (D-2, 4)	-3	16	178	0	51	11	162	8	97	1	1	0.25	-	-	N	N-0 HRS	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-3 HRS	F
4	Fordem & Sherman (D-12)	-18	10	135	4	82	1	73	8+	194	0	0	0	-	-	Y	Y-5 HRS	A C E
5	Broadway & Collins & Dutch Mill (D-16)	-21	13	191	0	40	11	127	1	79	0	0	0.00	-	39%	N	N-0 HRS	A, C, D, F
6	Old Middleton & Rosa (D-11, 19)	-21	11	101	0	44	4	117	3	79	0	0	0	-	-	N	N-2 HRS	C, F
7	Segoe - Sheboygan (D-11)	-24	9	110	2	60	1	76	8+	146	0	0	0	-	-	N	N-1 HRS	C, D, E
8	Dickinson & Williamson (D-6)	-25	13	123	0	40	9	94	0	81	0	0	0	-	-	N	N-0 HRS	A, D, E
9	Butler & Gorham (D-2)	-25	14	106	0	48	11	112	1	95	1	0	0.14	-	-	N	N-1 HRS	B
10	Franklin & Johnson (D-2)	-25	15	321	0	29	12	214	0	75	1	0	0.11	-	-	N	N-0 HRS	E
11	Gammon & McKenna & New Washburn (D-1)	-26	17	260	0	34	16	173	3+	74	2	0	0.25	-	18%	N	N-0 HRS	C, D, E, F
12	Schroeder & Struck (D-19, 20)	-33	6	117	2+	64	1	67	6+	157	0	0	0	-	-	N	N-2 HRS	D, F
13	Cottage Grove & Ellen (D-3, 16)	-38	14	164	0	31	10	109	1	62	0	0	0	-	-	N	Y-4 HRS	D E
14	Bedford & North Shore (D-4)	-38	15	173	0	31	12	115	1	62	1	1	0.12	-	-	N	N-0 HRS	D E
15	Milwaukee & Thompson (D-3)	-39	7	92	3+	69	1	61	8+	136	2	0	0.69	-	-	N	N-0 HRS	C, D
16	Mesta & Thompson (D-15, 17)	-40	10	105	0	33	5	84	0	76	0	0	0	-	-	N	N-0 HRS	F
17	Edgewood & Monroe (D-13)	-41	15	218	0	31	10	92	0	67	0	0	0	-	-	N	N-0 HRS	A B C E F
18	Doty & Pickney (D-4)	-43	12	142	0	32	6	80	1	77	0	0	0	-	-	N	N-0 HRS	
19	High Crossing Blvd & Cross Hill (D-17)	-43	13	163	0	29	9	116	1	57	0	0	0	-	16%	N	N-0 HRS	A, B, C, D, E
20	Henry & West Washington (D-4)	-44	7	165	0	32	4	63	3	93	6	0	1.37	71%	7%	Y	N-2 HRS	D, E
21	Atwood, Miller & Waubesa (D-6)	-44	16	241	0	28	12	161	0	56	3	1	0.37	-	-	N	N-0 HRS	A E
22	Packers & Sixth (D-12)	-45	15	300	0	28	13	200	0	55	2	2	0.59	1%	12%	N	N-0 HRS	B, C, D, E, F
23	Northport & School (D-18)	-46	15	335	0	27	14	223	1	54	1	1	0.18	-	-	N	N-0 HRS	B E
24	Appleton & Fish Hatchery (D-13)	-47	15	186	0	27	13	127	0	53	0	0	0	-	-	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-0 HRS	D
26	McKenna & Morraine View (D-1)	-48	15	186	0	26	12	124	0	52	0	0	0	-	-	N	N-0 HRS	
27	Lien & Thierer (D-17)	-49	2	82	2	69	0	49	8+	162	0	0	0	-	-	N	N-0 HRS	
28	Dickinson & East Washington (D-2, 6)	-50	19	601	0	25	17	400	0	50	2	0	0.10	-	-	Y	N-2 HRS	A E
29	South High Point - Stratton Way (D-7)	-50	7	84	3+	55	5	50	8+	130	0	0	0	-	-	N	N-0 HRS	D, E
30	Gammon, Longmeadow & Stonefield (D-19)	-51	12	165	0	29	2	115	0	49	0	0	0	-	-	N	N-0 HRS	D E
31	Milwaukee - Walbridge (D-3, 15)	-52	15	233	0	24	9	109	0	48	1	0	0.15	-	31%	N	N-0 HRS	D, E
32	Milwaukee & Waubesa (D-6)	-52	6	91	0	41	0	54	5	94	0	0	0	-	-	N	N-0 HRS	
33	Packers & Schlimgen (D-12)	-53	20	409	0	24	19	273	1+	47	1	0	0.06	-	10%	N	N-0 HRS	D, E, F
34	Broom & Dayton (D-4)	-53	7	92	0	41	0	59	2	88	4	0	1.01	-	-	N	N-0 HRS	D, E, F
35	Milwaukee & Schenk (D-15)	-53	14	170	0	24	11	113	4	47	0	0	0	-	-	N	N-1 HRS	E

	Location	Overall % Below Warrant	WARRANT 1-A				WARRANT 1-B				CRASHES			Pedestrian Warrant 4	Peak Hour Warrant 3	Peak Hour Warrant 3	4 Hour Warrant 2	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								
36	Carroll & Doty (D-4)	-53	12	135	0	25	5	102	3	47	0	0	0	-	-	Y	N-3 HRS	E
37	Sherman & Trailsway (D-12)	-53	11	151	0	31	3	82	0	65	0	0	0	-	-	N	N-0 HRS	
38	Blackhawk, Erdman & University (CTH MS) (D-11)	-54	19	533	0	23	18	356	0	46	0	0	0	8%	-	N	N-0 HRS	C, D, E, F
39	Bassett & Dayton (D-4)	-54	2	84	0	44	0	58	6+	88	0	0	0	-	-	N	N-1 HRS	E
40	Carroll & Dayton (D-4)	-56	5	95	0	39	0	90	4+	54	0	0	0	-	-	N	N-0 HRS	E F
41	Milwaukee-Wittwer (D-3, 15)	-57	14	183	0	22	9	122	2	43	0	0	0	-	5%	N	N-0 HRS	D
42	Marquette & Milwaukee (D-6)	-57	13	162	0	23	7	123	0	41	0	0	0	-	-	N	N-0 HRS	F
43	Milwaukee & Oak (D-6)	-59	6	91	0	41	0	60	0	81	0	0	0	-	24%	N	N-0 HRS	F
44	Hill Drive & Whitney Way (D-11)	-60	13	231	0	20	12	154	0	40	0	0	0	-	-	N	N-0 HRS	C, D, E
45	Main & Proudfit (D-4)	-61	15	174	0	19	12	116	0	39	0	0	0	10%	-	N	N-0 HRS	A, D, E, F
46	Knickerbocker & Monroe (D-13)	-61	14	289	0	19	12	192	0	39	0	0	0	-	-	N	N-0 HRS	A D E
47	Odana Lane & Odana Rd (D-10)	-61	14	149	0	20	11	99	0	40	2	0	0.44	-	-	N	N-0 HRS	A, C, D, E
48	Packers Ave. & Tennyson Ln. (D-12)	-61	14	162	0	19	11	108	0	39	0	0	0	-	-	N	N-0 HRS	D, E, F
49	Monona (CTH BB), Panther & Tompkins (D-16)	-62	15	294	0	21	14	175	0	38	2	0	0.18	-	-	N	N-0 HRS	A B E F
50	Atwood - Sugar - Oakridge (D-6)	-63	14	151	0	19	12	101	0	37	0	0	0.18	-	5%	N	N-0 HRS	
51	Knutson-Northport (D-18)	-64	13	197	0	18	13	131	0	36	1	0	0.20	-	-	N	N-0 HRS	E F
52	Few & Williamson (D-6)	-64	15	181	0	20	10	89	0	47	0	0	0	-	-	N	N-0 HRS	A E
53	East Park Blvd & East Terrace Dr (D-17)	-64	4	54	3	69	0	36	6+	137	2	0	0.55	-	-	N	N-0 HRS	D F
54	Marsh & Siggelkow (D-16)	-64	3	67	2	43	0	40	6+	96	0	0	0	-	-	N	N-1 HRS	D
55	Carver & Fish Hatchery (CTH D) (D-14)	-65	17	270	0	18	14	180	0	35	0	0	0	-	12%	N	N-0 HRS	D
56	Raymond Rd & S. Gammon Rd (D-7)	-65	2	55	2	74	0	35	8+	167	4	0	1.14	-	-	N	N-1 HRS	A, B, C, D, E
57	Odana & West Platte (D-19)	-68	14	214	0	16	11	142	0	32	2	0	0.32	-	-	N	N-0 HRS	A B D E F
58	Fairchild & Mifflin (D-4)	-68	7	98	0	34	0	65	3	67	0	0	0	-	-	N	N-0 HRS	
59	Big Sky, Mineral Point & Tree (D-9)	-68	16	400	0	16	16	267	0	32	0	0	0	-	-	N	N-0 HRS	A C E F
60	Gorham & Henry (D-2, 4)	-69	16	229	0	16	15	153	0	31	1	0	0.13	-	-	N	N-0 HRS	E
61	Bedford & Main (D-4)	-69	0	57	0	55	0	31	+5	127	0	0	0	-	-	N	N-0 HRS	
62	Cottage Grove (CTH BB) & Mc Lean (D-3, 16)	-69	11	109	0	29	5	73	0	58	0	0	0	-	-	N	N-0 HRS	D, E, H
63	Raymond Rd & Muir Field (D-1, D-7)	-71	2	55	2	59	0	29	6+	144	0	0	0	-	-	N	N-1 HRS	A, B, C, D, E
64	Raymond - South High Point (D-7)	-71	0	43	3	68	0	29	7+	136	0	0	0	-	-	N	N-2 HRS	C, D, F
65	Badger & Cypress (D-14)	-72	1	90	0	33	0	49	3+	79	0	0	0	-	-	N	N-0 HRS	
66	Mandrake & Northport (D-18)	-73	16	204	0	14	15	136	0	27	0	0	0	-	-	N	N-0 HRS	
67	Gilbert & Whitney (D-10, 20)	-73	16	192	0	13	12	128	0	27	0	1	0.11	-	-	N	N-0 HRS	A D E F
68	American Parkway & Tancho (D-17)	-76	6	96	0	28	1	55	1	69	0	0	0	-	-	N	N-0 HRS	D E F
69	Gammon , Ponwood & Sawmill (D-19)	-77	13	137	0	16	7	91	0	32	0	0	0	-	-	N	N-0 HRS	
70	Aberg & Huxley (D-12)	-78	9	107	0	22	1	79	2	40	1	0	0.26	-	-	N	N-0 HRS	F
71	Cottage Grove & Maher (D-15)	-78	14	110	0	13	7	126	0	22	0	0	0	-	-	N	N-0 HRS	D, E
72	Packers & Scott (D-12)	-79	9	116	0	21	2	77	0	43	1	0	0.23	-	-	N	N-0 HRS	B, C, D, E
73	Kelab & Segoe (D-11)	-79	8	99	0	22	0	66	0	44	0	0	0	-	-	N	N-0 HRS	E F
74	Eau Claire & Old Middleton (D-11, 19)	-79	13	122	0	16	6	80	0	41	0	0	0	-	-	N	N-0 HRS	
75	Blue Ridge & Old Sauk (D-19)	-80	9	161	0	20	2	70	0	42	0	0	0	-	-	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-0 HRS	
77	McKenna & Pilgrim (D-1, 20)	-82	6	82	0	36	2	64	1	49	0	0	0	-	-	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-0 HRS	
79	Forward & Schroeder (D-19, 20)	-83	3	105	0	17	0	53	1+	64	0	0	0	-	-	N	N-0 HRS	B, C, D
80	Mineral Point & Owens (D-11)	-83	13	168	0	15	5	87	0	30	0	0	0	-	-	N	N-0 HRS	A, B, E

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			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	1	0	0.40	-	-	N	N-0 HRS	
82	Commercial & Mesta (D-3, 15, 17)	-83	5	88	0	29	0	59	0	57	0	0	0	-	-	N	N-0 HRS	
83	Hancock & Johnson	-84	15	0	0	0	13	97	0	13	2	0	0.22	-	-	N	N-0 HRS	
84	Milwaukee & Swanton (D-3, 15)	-85	10	108	0	15	2	72	0	31	0	0	0	-	-	N	N-0 HRS	A E F
85	Hammersley & McKenna (D-1, 20)	-85	11	153	0	7	8	102	0	15	0	0	0	-	20%	N	N-0 HRS	F
86	New Washburn & South High Point (D-1)	-86	12	117	0	14	6	90	0	20	0	0	0	-	-	N	N-0 HRS	D, E
87	Roth & Sherman (D-12)	-86	14	121	0	7	11	107	0	14	0	0	0	-	-	N	N-0 HRS	F
88	Cottage Grove & McClellan (CTH BB) (D-3, 16)	-88	6	94	0	18	2	65	0	29	0	0	0	-	-	N	N-0 HRS	
89	Regent & Roby (D-5)	-88	13	190	0	7	8	106	0	12	0	0	0	-	-	N	N-0 HRS	
90	Darwin Rd. & International Ln (D-12)	-92	0	43	0	38	0	19	1	89	3	0	1.73	-	-	N	N-0 HRS	C, D
91	Mineral Point - Westmoreland (D-11)	-93	12	125	0	7	5	83	0	14	0	0	0	-	-	N	N-0 HRS	C, D, E
92	Bear Claw & Old Sauk Rd (D-9)	-95	0	71	0	29	0	57	0	48	3	0	1.19	-	-	N	N-0 HRS	C, D
93	Corporate Dr & Blettner (D-15)	-95	3	68	0	30	0	45	3	60	0	0	0	-	-	N	N-0 HRS	
94	Odana & Segoe (D-10)	-95	12	103	0	5	5	83	0	16	0	0	0	-	-	N	N-0 HRS	
95	Buckeye (CTH AB) & Thompson (D-16)	-104	3	72	0	24	0	48	2	47	0	0	0	-	-	N	N-0 HRS	
96	Midtown Rd. & Red Tail Dr. & Woods Rd. (D-1)	-105	0	35	1	31	0	24	2+	71	0	1	0.65	-	-	N	N-0 HRS	D
97	Gilman & Wisconsin (D-2)	-110	0	44	0	31	0	29	2	61	3	0	1.22	-	-	N	N-0 HRS	C, D, E
98	Hoepker Rd & Manufacturers (D-17)	-116	3	61	0	21	0	41	1	43	0	0	0	-	-	N	N-0 HRS	D
99	Hickory & Olin (D-13)	-121	0	70	0	9	0	47	0	17	0	0	0	-	-	N	N-0 HRS	C, D
100	Marston & Sherman (D-2)	-122	3	67	0	11	0	41	0	25	0	0	0	-	-	N	N-0 HRS	
101	Jeffy & Midtown (D-1)	-127	1	59	0	14	0	40	0	27	2	0	0.67	-	-	N	N-0 HRS	
102	Midtown, Hawks Landing & Hawks Ridge (D-1)	-129	0	47	0	20	0	29	0	42	0	0	0	-	-	N	N-0 HRS	
103	Mayfield & Sherman (D-12, 18)	-132	1	64	0	4	0	40	0	13	0	0	0	-	-	N	N-0 HRS	
104	Henry Mall & University Avenue & Campus Drive (D-5, 8)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	0	0	36%	N/A	N/A	N/A	D, E
105	Mineral Point Rd & Memorial High School (D-19)	-	-	-	-	-	-	-	-	-	2	0	0.67	-	-	-	-	-

ALL-WAY STOP INTERSECTIONS STUDIED																		
1	Highland, Regent & Speedway (D-5, 13)	27	13	141	11	127	5	94	16	254	1	0	0.13	-	-	Y	Y-9 HRS	B C
2	Swanton & Thompson (D-3, 15)	-22	2	78	8+	153	0	52	8+	307	0	0	0	-	-	Y	Y-4 HRS	C
3	Agriculture & Femrite (D-16)	-27	7	106	2	73	0	64	8+	162	1	0	0.17	-	31%	N	N-0 HRS	
4	American Pkwy, Hoepker & Rattman (D-17)	-34	2	66	8+	100	0	44	8+	200	3	0	0.52	-	-	N	N-1 HRS	F
5	Old Middleton & Old Sauk (D-11, 19)	-36	12	115	0	44	3	77	4	87	0	0	0	-	-	N	N-0 HRS	B, C, F
6	Commercial & North (D-12)	-41	0	59	5+	113	0	33	8+	239	1	0	0.35	-	-	N	N-0 HRS	D
7	Milwaukee-Sprecher (D-3)	-47	3	79	3	68	1	53	8+	135	1	0	0.15	-	-	N	N-2 HRS	D, F
8	Buckeye (AB) & Vondron (D-16)	-50	5	70	3	70	0	50	7+	124	2	0	0.93	-	-	N	N-0 HRS	
9	High Point & Midtown (D-1)	-54	0	48	6+	98	0	33	7+	217	0	0	0	-	-	Y	N-1 HRS	
10	Struck St. & Watts Rd. (D-19)	-54	1	56	4	90	0	35	8+	217	0	1	0.65	-	-	N	N-0 HRS	D
11	Cross Country Rd - Maple Grove Dr - Nesbitt Rd (D-7)	-55	4	66	7	79	0	44	8+	157	1	0	0.34	-	-	N	N-3 HRS	
12	MLK Jr. & Wilson (D-4)	-76	4	69	0	39	0	46	4	78	0	0	0	-	-	N	N-0 HRS	
13	Commercial & Nakoosa (D-15)	-78	0	33	0	55	0	22	7+	110	0	0	0	-	-	N	N-0 HRS	

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

Crash 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.