

CITYWIDE 2026 SIGNAL PRIORITY RANKINGS

Public Works Department

Meeting

Transportation Board: August 5, 2026

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BACKGROUND

1. The **Citywide 2026 Intersection Signal Priority Rankings** is the City's annual list used to evaluate and rank unsignalized intersections for potential traffic signal installation.
2. The ranking system incorporates Caltrans traffic signal warrants along with operational, safety, and contextual factors.
3. Intersections are comparatively ranked based on overall need; there is no maximum score under the system.



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DISCUSSION

1. Intersections are added to the list when:
 - a) Residents request a traffic signal; or
 - b) Staff observe operational or safety concerns
2. The current 2026 list includes **51 unsignalized intersections** citywide.



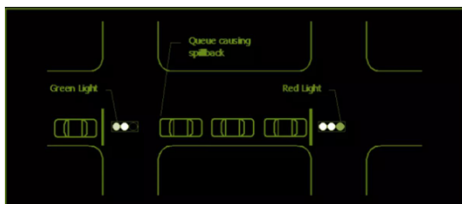
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TRAFFIC SIGNAL PRIORITIZATION METHODOLOGY

3. Evaluation factors include:

- a) Traffic volumes;
- b) Pedestrian and bicycle volumes;
- c) Spacing to adjacent signals;
- d) Collision history; and
- e) Posted speed limits.



Traffic Signal Prioritization Methodology

This rating may be used to assist with recommendations for signal installation and provides an accounting of requested intersections.

Once a location is determined eligible for a traffic signal, the following criteria are applied to help rank locations (there is no maximum score).

Traffic Signal Ranking Criteria:

1. Accident Experience (Max Points: unlimited)

Only those accidents susceptible to correction by traffic signals during the last 60 months are considered. Points are assigned using the following equation:

$$EPD = 2P + 4I + 8F$$

EPD = The number of equivalent property damaged accidents
 P = The number of property damage only accidents
 I = The number of injury accidents
 F = The number of fatal accidents.

2. Pedestrian/Bicycles (Max Points: 30)

A maximum of 10 pedestrian points are assigned for EACH of the following:

- a. **Pedestrians (General)** - 1 point is assigned for each 10 pedestrians crossing the uncontrolled street during the highest 4 hours.
- b. **Pedestrians (Schools)** - 1 point is assigned for every 4 students crossing the uncontrolled street during the highest 2 hours.
- c. **Bicycles** - 10 points are assigned if the side street is on the City Bikeway Master Plan or on a safe route to school.



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TRAFFIC SIGNAL PRIORITIZATION METHODOLOGY

3. Average Daily Traffic (ADT) Volumes..... (Max Points: 10)

Points are assigned based on the average daily traffic (ADT) volumes as follows:

SIDE STREET ADT	MAIN STREET ADT					
	<2,000	2,001 – 5,000	5,001 – 10,000	10,001 – 15,000	15,001 – 20,000	20,001 +
<2,000	0	1	2	3	4	5
2,001 – 5,000	1	2	3	4	5	6
5,001 – 10,000	2	3	4	5	6	7
10,001 – 15,000	3	4	5	6	7	8
15,001 – 20,000	4	5	6	7	8	9
20,001 +	5	6	7	8	9	10

5. Speed (Max Points: 5)

Points are assigned to account for associated factors involving higher speed streets as follows:

Posted Speed (MPH)	Points
50 +	5
40-49	4
35-39	3
30-34	2
25-29	1
<25	0
Zero points are assigned if the intersection has an all way stop.	

4. Peak Hour Traffic Volumes (Max Points: 10)

Points are assigned based on the highest peak hour traffic volume as follows:

SIDE STREET ADT	MAIN STREET ADT							
	<400	401 – 600	601 – 800	801 – 1,000	1,001 – 1,200	1,201 – 1,400	1,401 – 1,600	1,601 +
<100	0	0	1	2	3	4	5	6
101 - 200	0	1	2	3	4	5	6	7
201 - 300	1	2	3	4	5	6	7	8
301 - 400	2	3	4	5	6	7	8	9
401 +	3	4	5	6	7	8	9	10

6. Proximity to Nearest Signalized Intersection..... (Max Points: 10)

To maintain progressive traffic movement along arterials, signals should not be spaced too closely. Points are assigned according to the distance to the nearest traffic signal as follows:

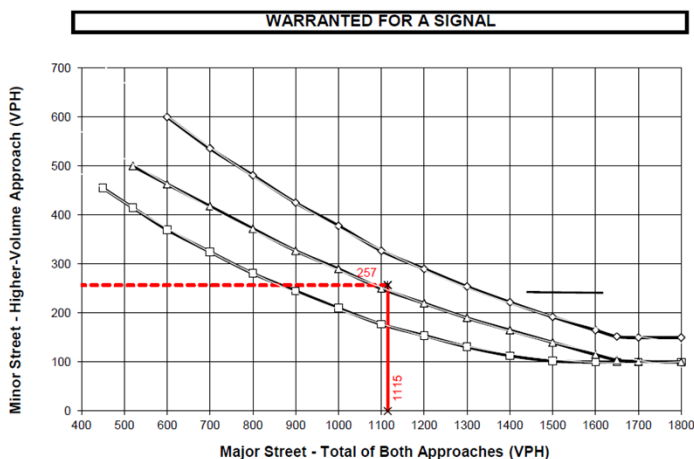
Distance to Nearest Signal	Points
< 400 feet	0
400 - 549 feet	1
550 - 699 feet	2
700 - 849 feet	3
850 - 999 feet	4
1,000 - 1,149 feet	5
1,150 - 1,299 feet	6
1,300 - 1,449 feet	7
1,450 - 1,599 feet	8
1,600 - 1,749 feet	9
1,750 feet +	10



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TRAFFIC SIGNAL WARRANT EXAMPLE



California MUTCD 2026 Edition

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = Streetlight Data (2025) Conditions - Weekday AM Peak Hour

Major Street Name = Spruce ST Total of Both Approaches (VPH) = 1115
Number of Approach Lanes on Major Street = 2

Minor Street Name = Rustin Ave High Volume Approach (VPH) = 257
Number of Approach Lanes on Minor Street = 1

- 1 Lane (Major) & 1 Lane (Minor)
- ▲— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- 2+ Lanes (Major) & 2+ Lanes (Minor)
- X— Major Street Approaches
- Minor Street Approaches



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TOP 15 UNSIGNALIZED INTERSECTIONS RANKINGS

City of Riverside 2026 Intersection Signal Priority Rankings

Rank	Total Point	Location	Approach Volumes		Evaluation Criteria							Caltrans Warrants	
			Major Street	Minor Street	Speed	Distance	Accidents Score	ADT	Peak Hour	Pedestrian and Bicycle	Special Condition	AM	PM
1	112	Washington@Victoria *	37740	19930	4	10	52	9	10	12	15	YES	YES
2	95	Spruce@Rustin	9900	5580	3	3	62	4	10	3	10	YES	YES
3	88	Palm@Dewey	10665	4645	2	6	68	4	5	3	0	NO	NO
4	80	Collett @Golden	29770	6410	4	9	26	7	9	15	10	NO	NO
5	78	Main@Alamo	20800	1520	5	9	36	5	6	0	17	NO	NO
6	74	Krameria @Alta Cresta	5700	2700	1	10	34	3	8	3	15	YES	YES
7	73	Canyon Crest@Via Zapata	18340	1880	4	4	46	4	8	2	5	NO	NO
8	71	Alessandro@Royal Hill	65523	396	4	2	56	5	6	1	-3	NO	NO
9	70	Main@Garner	20760	1890	5	10	20	5	6	1	23	NO	NO
10	66	Monroe@Colorado	14777	9606	4	10	22	5	7	13	5	NO	NO
11	65	Arlington@Pegasus	26880	2730	4	3	44	6	6	2	0	NO	NO
12	63	Mary@Marguerita	11366	6806	4	7	30	5	9	3	5	NO	NO
13	62	Arlington @Norwood	28090	1950	4	5	26	5	7	2	13	YES	YES
14	60	Jurupa@Wilderness	12396	2028	5	10	30	4	6	1	4	NO	NO
15	60	Magnolia@Myers	23340	3730	4	2	34	6	6	3	5	NO	NO

* Based on previous City Council & Committee directions, consider alternatives at Victoria and Washington and do not install traffic signal out of consideration for the historic nature of the roadway (Attachment 5 - City Council Memorandum; Attachment 6 - General Plan Victoria Avenue Policy). The subject intersection is only included on this list for ranking consideration purposes. Alternate mitigation measures are to be considered.



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DISCUSSION

1. The City regularly reviews requested unsignalized intersections.
2. Currently, staff is not recommending the construction of any new traffic signals.
3. Suitable alternative traffic controls may be considered at intersection locations where traffic signal warrants are not met and there is not a pattern of broadside collisions.



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RECOMMENDATIONS

That the Transportation Board **receive and file** the report and utilize the Signal Priority Ranking as a planning tool for consideration of future traffic signal installations.

