

Williamson St—Peak Hour Lane Removal Test-- RESULTS

Peak-Hour Lane Removal Test

Williamson Street

S Thornton Ave

S Blount St

Eastbound:

Normally: No Stopping Standing or Parking 4:00 p.m. to 5:30 p.m.
Test: No Parking Thursdays, 11am to 1pm (for trash/recycling etc.)

Westbound:

Normally: No Stopping Standing or Parking 7:00 a.m. to 8:30 a.m.
Test: No Parking Thursdays, 9am to 11am (for trash/recycling etc.)

Sign Totals:

- 102—Sign removal
- 108—Sign install
- 16—New signposts
- 10—Signposts to remove



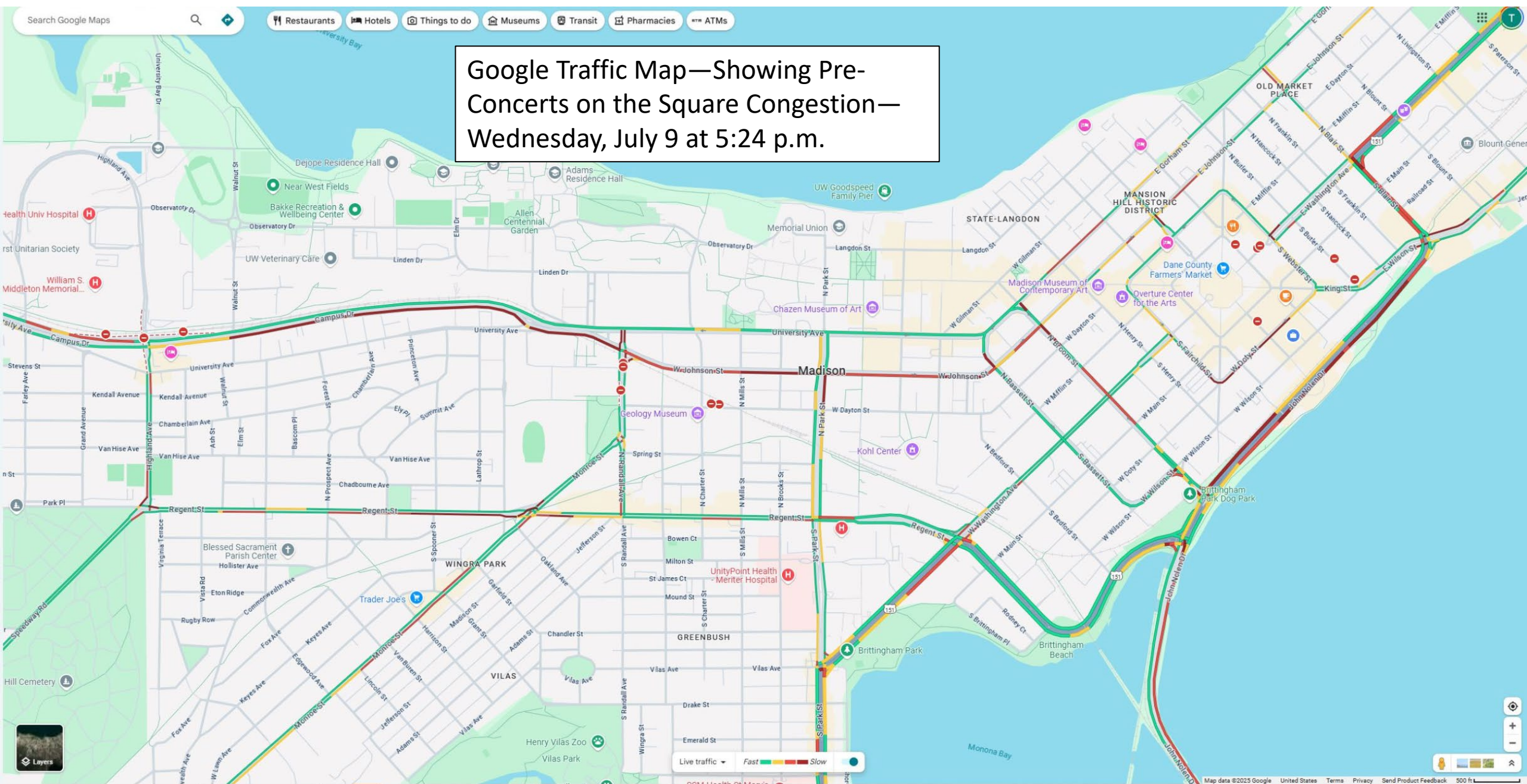


No Parking zones will be extended based on our model—75' back from crosswalk at most near side locations.





Google Traffic Map—Showing Pre-Concerts on the Square Congestion—
Wednesday, July 9 at 5:24 p.m.



Potential Removal of Peak-Hour travel lanes

1st day of MMSD & UW

September						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Labor Day

No MMSD

1st day of John Nolen Dr lane closures

October						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



Results & Observations

RESULTS : Speed

Speed collectors malfunctioned both before and during the test, so no conclusions can be drawn from the data. However, anecdotal observations are that speeds have decreased during peak-hour due to increased congestion and less opportunity for speeding. This has resulted in an overall safer atmosphere for pedestrians and bicyclists.

RESULTS : Traffic Volume & Diversion from Williamson Street

Daily Screenline Totals

Before: 86,422
During: 88,052
+1.9%
+1,630 vehicles

Sherman

Before: 3,595
During: 3,492
-2.9%

E Johnson St

Before: 32,952
During: 34,940
+6.0%

E Wash

Before: 33,482
During: 34,330
+2.5%

First

Before: 7,660
During: 8,034
+4.9%

Atwood

Before: 15,782
During: 16,623
+5.3%

Williamson

Before: 15,275
During: 14,077
-7.8%

Rutledge

Before: 1,118
During: 1,213
+8.5%

Williamson

Before: 18,861
During: 20,698
+9.7%

Jenifer

Before: 1,731
During: 1,573
-9.1%

John Nolen

Before: 36,307
During: 35,668
-1.8%

Williamson

Before: 18,354
During: 17,410
-5.1%

Weekday Traffic Volume Data

- “Before Test” data is an average of Wednesday, 9/3 & Thursday, 9/4 to capture MMSD and UW school days.
- “During Test” data is an average of Wednesday, 9/24 & Thursday, 9/25.
- ± 5-10% is normal week-to-week variability

Morning WB Screenline Totals

Before: 7,952
During: 6,960
-12.2%
-992 vehicles

Before: 434
During: 425
-2.2%

Before: 2,880
During: 3,007
+4.4%

Before: 340
During: 325
-4.4%

Before: 1,449
During: 1,254
-13.5%

Before: 3,098
During: 2,940
-5.1%

Before: 1,446
During: 502
-65.6%

Before: 94
During: 90
-4.3%

Before: 1,448
During: 1,411
-2.6%

Before: 117
During: 119
+2.1%

Before: 3,086
During: 2,784
-9.8%

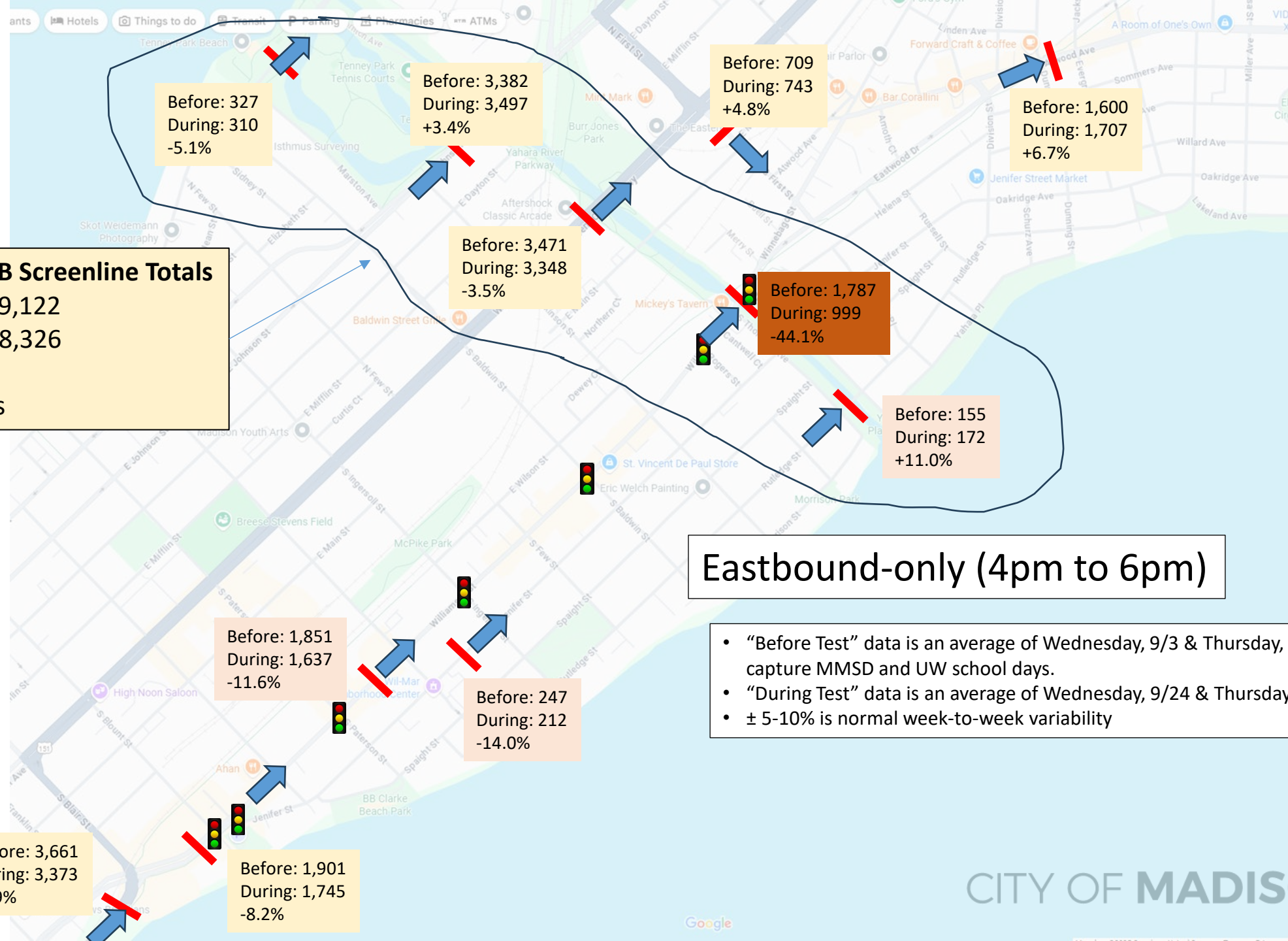
Before: 1,656
During: 1,506
-9.0%

Westbound-only (7am to 9am)

- "Before Test" data is an average of Wednesday, 9/3 & Thursday, 9/4 to capture MMSD and UW school days.
- "During Test" data is an average of Wednesday, 9/24 & Thursday, 9/25.
- ± 5-10% is normal week-to-week variability

CITY OF MADISON





Afternoon EB Screenline Totals
Before Test: 9,122
During Test: 8,326
-8.7%
-796 vehicles

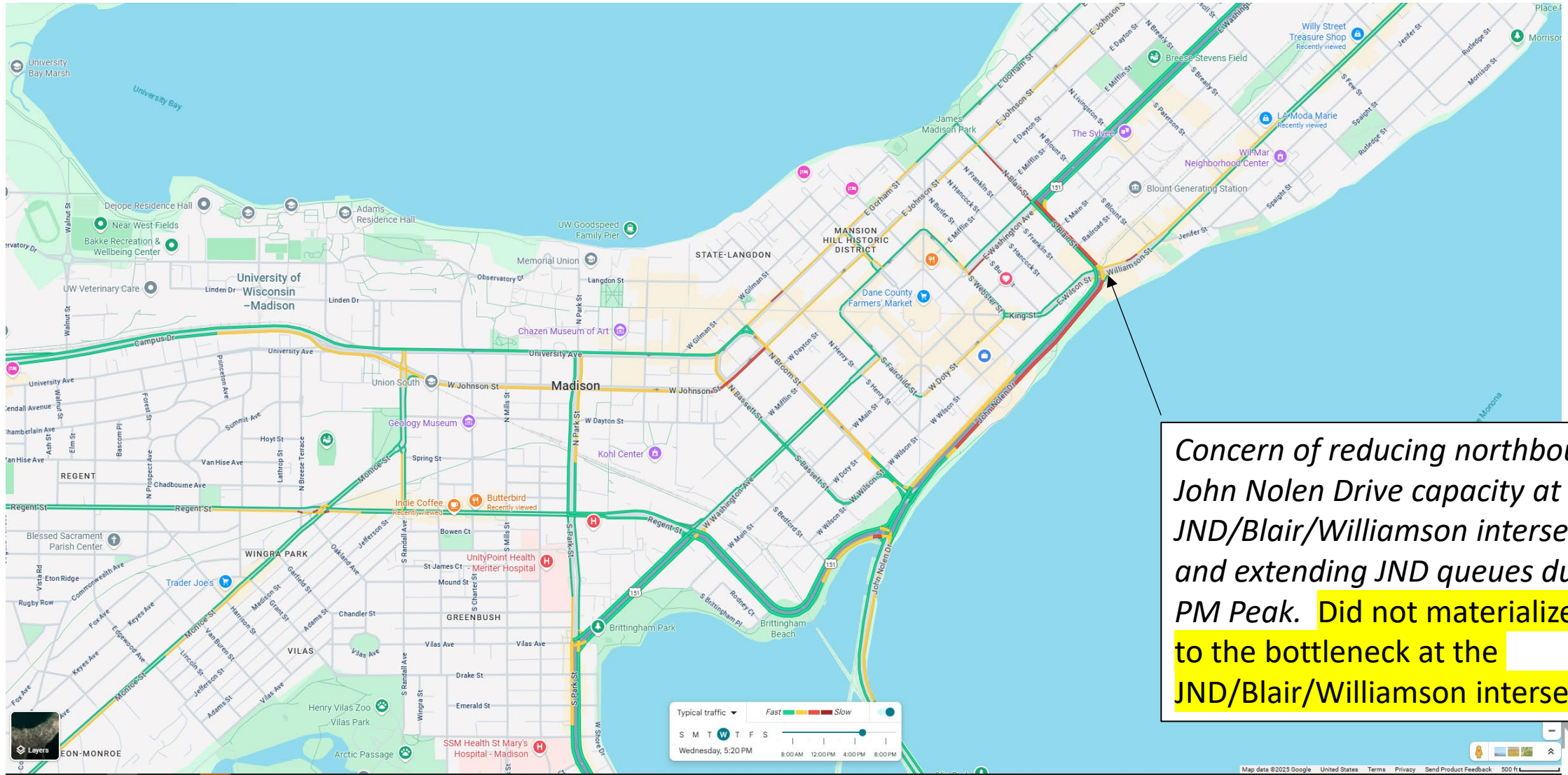
Eastbound-only (4pm to 6pm)

- “Before Test” data is an average of Wednesday, 9/3 & Thursday, 9/4 to capture MMSD and UW school days.
- “During Test” data is an average of Wednesday, 9/24 & Thursday, 9/25.
- ± 5-10% is normal week-to-week variability



RESULTS : Traffic Volume & Potential Diversion from Williamson Street

Overall East/West Traffic Network Redundancy Concerns



Weekday Peak-Hour—Thru-Isthmus Capacity

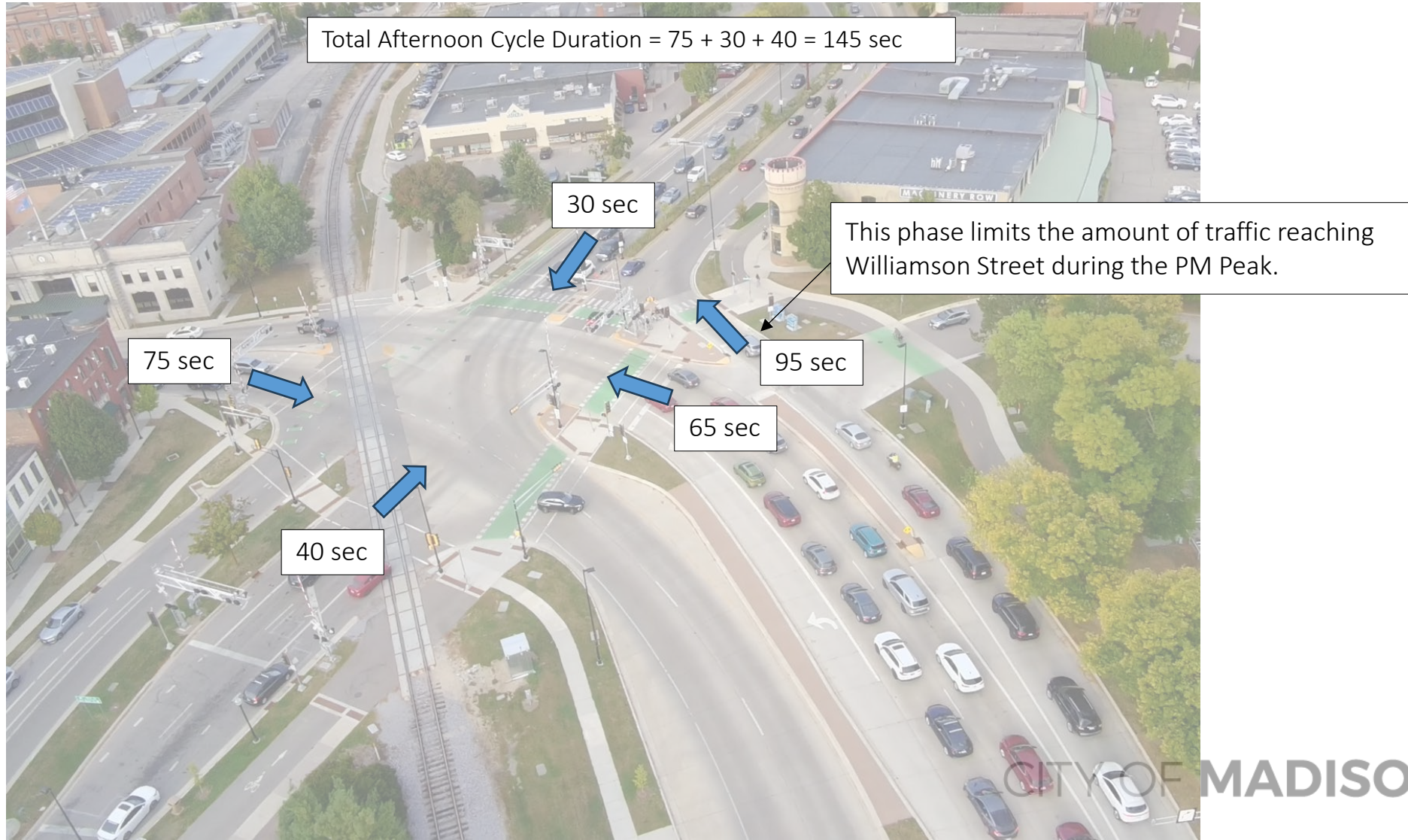
Existing = 7 lanes

Test = 6 lanes (~14% reduction in capacity)

Again, JND/Blair/Williamson bottleneck greatly affects this

RESULTS: Traffic Backups

<https://www.youtube.com/watch?v=aNYrWfw-c1Q>



RESULTS: Traffic Backups

Before Test:

Video shows traffic operations with two eastbound lanes clearing the Blount/Jenifer intersection.

<https://www.youtube.com/watch?v=nyLyYPLIX78>



During Test:

Video shows left lane queueing into John Nolen Drive.

<https://youtu.be/aNYrWfw-c1Q?si=bq2yOcQBpgPd5bdN&t=112>



Winter Concerns:

Although this works acceptably under dry conditions, snow or slippery pavement is a concern and will likely result in EB Wilson/Williamson traffic blocking NB John Nolen Drive traffic

RESULTS: Traffic Backups

Morning Peak:

No noticeable new backups. Westbound, morning lane utilization already was skewed heavily toward the left lane due to most traffic turning left at John Nolen Drive.

Before Test: <https://youtu.be/UHJmK7AwPVo?si=2dOSUTo8EhIS4hEI&t=230>

During Test 9/17/25: <https://www.youtube.com/watch?v=bkUTnDyr9ps>

During Test 9/24/25: <https://www.youtube.com/watch?v=tU5fkZ36OvY>



Afternoon Peak:

New backup at the Jenifer/Blount area due to the right lane closure.

<https://youtu.be/UEEmJ0qfzds?si=dlpdQWYQPY47EKuE&t=114>



RESULTS : Gaps in Traffic

Afternoon BEFORE test. Video shows platoons of two EB lanes and large gaps between:

https://www.youtube.com/watch?v=HRUr_547ldw



Afternoon DURING test. Video shows stretched out single EB lane:

<https://www.youtube.com/watch?v=eKWUwlkyOol>



RESULTS : Gaps in Traffic

Traffic Signal Timing			
	Williamson Street Green Time	Side Street Green Time	Total Cycle Length
Before test	50	30	80
During test	70	30	100

Traffic signals are coordinated for westbound progression in the morning and eastbound progression in the afternoon.

RESULTS : Gaps in Traffic

TE conducted gap studies at Livingston Street and Dickinson Street during the test. The studies found long stretches of inadequate gaps (7 seconds or greater) to cross or turn left from the side street due to the long single file line of traffic.

A gap study was not conducted prior to the test due to anecdotal observations of adequate gaps during each signal cycle.



RESULTS : Gaps in Traffic

Livingston Street

730 17 sec		443 7 sec
731		444 11 sec
732 10 sec		445 7 sec
733 13 sec		446 14 sec
734 8 sec		447 11 sec
735 9 sec		448 17 sec
16 sec		449
736		450
737 10 sec		451 9 sec
738 7 sec		7 sec
739 8 sec		452
740 20 sec		453
741		454
742 18 sec		455 14 sec
743		456
744		457
745 16 sec		458
746		459
747		500
748		501 7 sec
749		502
750		503 7 sec
751		504
752		505 7 sec
753		506
754 7 sec		507
755		508
756		509 7 sec
757		510
758		511
759		512
800		513
801		514
802 8 sec		515 15 sec
803 10 sec		516
7 sec		517 15 sec
804		518
805 36 sec		519
806		520
807 14 sec		521
7 sec		522
808 10 sec		523
8 sec		524
8 sec		525
809 8 sec		526
7 sec		527
810 20 sec		528 23 sec
8 sec		529 10 sec
811		

Dickinson Street

730 36 sec		441 12 sec
731 13 sec		442 7 sec
16 sec		443
732 7 sec		444
733 14 sec		445
734		446 15 sec
735 7 sec		447
736 10 sec		448 7 sec
737 18 sec		7 sec
738 12 sec		449 7 sec
7 sec		450 13 sec
739		451
740 16 sec		452
741 35 sec		453 11 sec
742 14 sec		454
743 13 sec		455
744 7 sec		456
745 29 sec		457
746 12 sec		458
7 sec		459
747 10 sec		500
13 sec		501 8 sec
748 7 sec		502 10 sec
42 sec		503 9 sec
749		504
750 9 sec		505
751 24 sec		506 17 sec
752 8 sec		507 8 sec
753 29 sec		508 18 sec
754		509 7 sec
755 16 sec		510 18 sec
756		511 10 sec
757 13 sec		512 7 sec
758 10 sec		513
759		514 8 sec
800 8 sec		515
801 7 sec		516 16 sec
802 17 sec		517 7 sec
803 20 sec		518
804 11 sec		519 9 sec
805 23 sec		520 9 sec
806 14 sec		521
807 21 sec		522
808 27 sec		523
809		524 9 sec
810 14 sec		525
811 20 sec		526 7 sec
812 15 sec		527
813 18 sec		528
814 13 sec		529

<https://www.youtube.com/watch?v=R09nFdnvp3c>

Each row represents a minute (730 = 7:30 a.m.). Seconds column is the duration of any adequate gaps (7 sec or greater) to cross Williamson Street or turn left onto Williamson Street in a vehicle within that minute. Highlighted minutes indicate no adequate gaps.



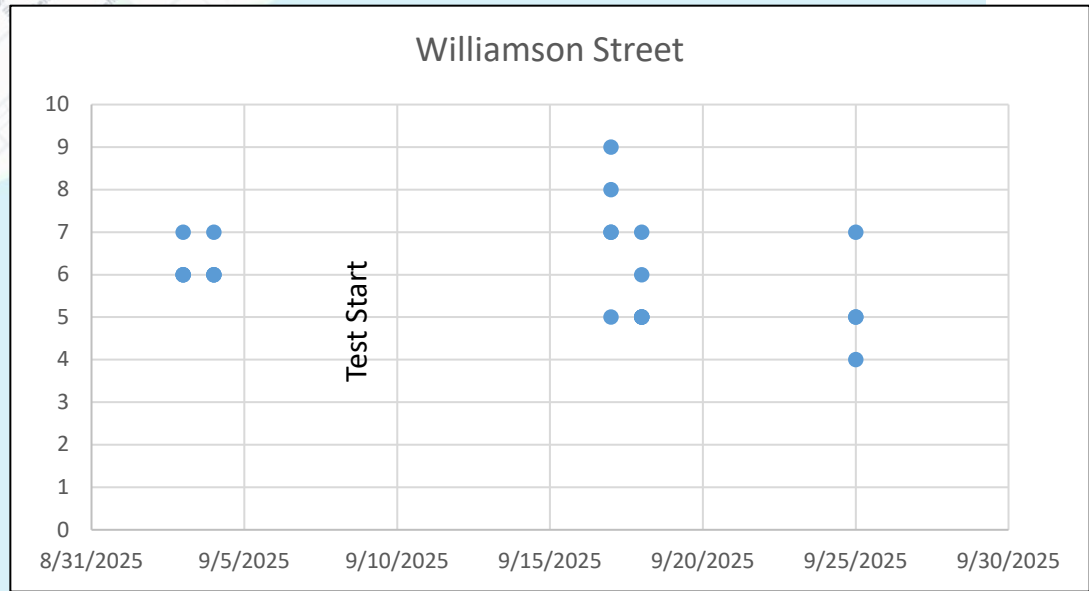
RESULTS : Travel Times

Traffic Engineering Staff Travel Times:

AM Peak Travel Time Data

Start

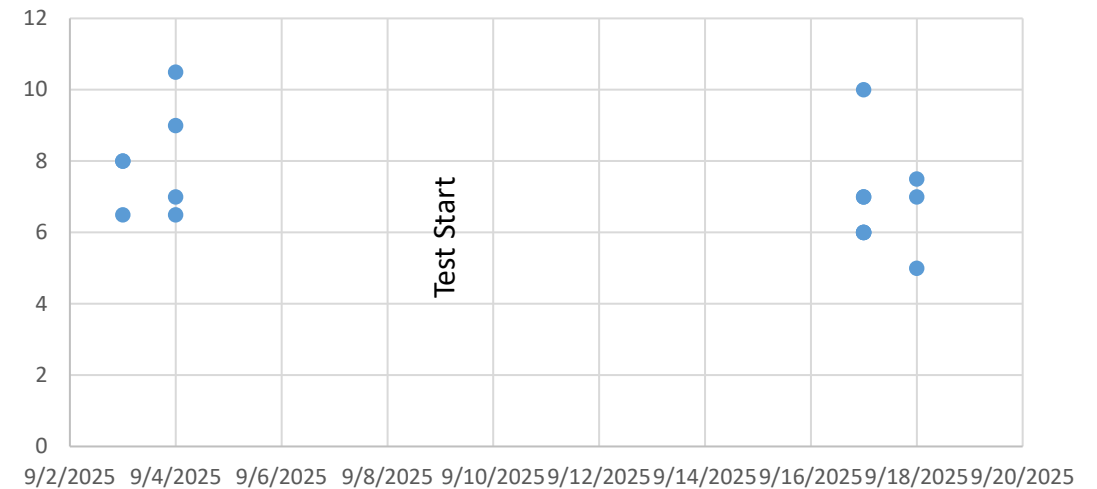
End



AM Peak Travel Time Data

Start

East Washington Avenue



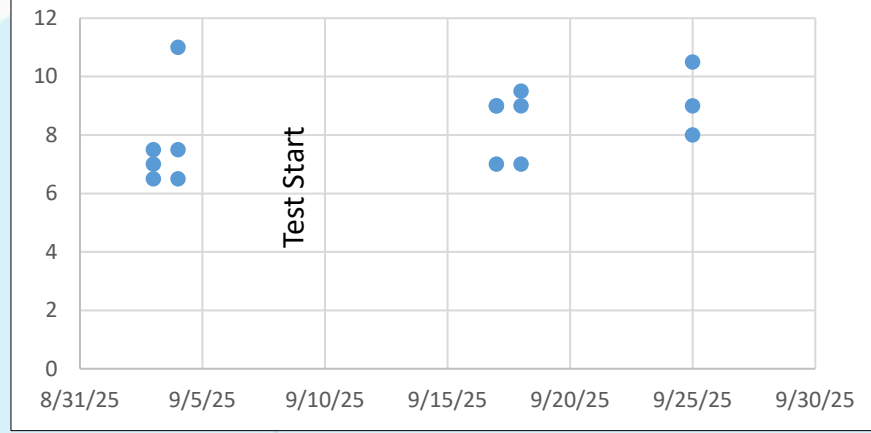
End

PM Peak Travel Time Data

End

Start

John Nolen Drive to Williamson Street

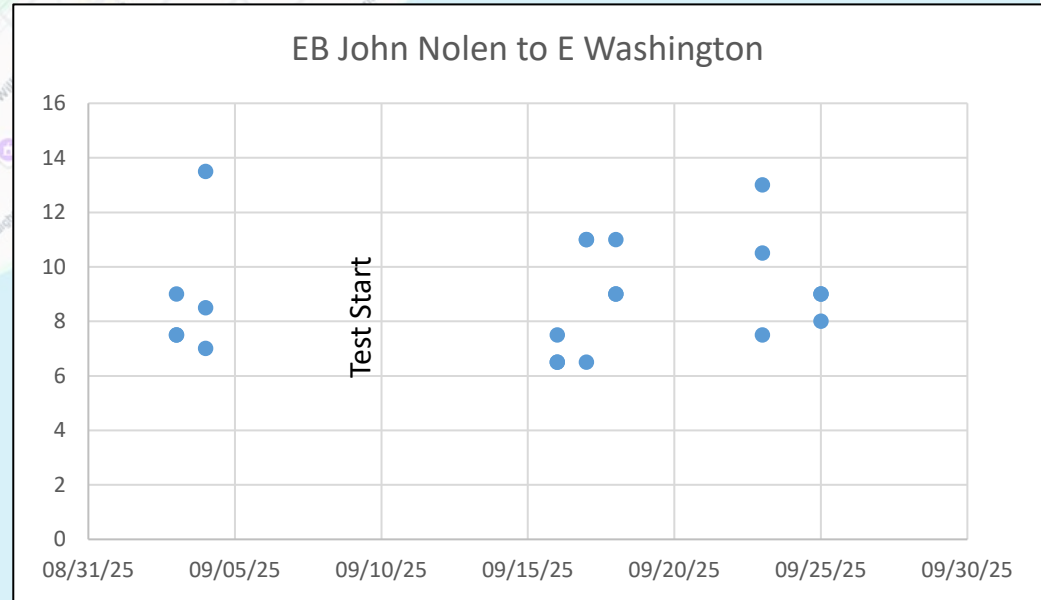


PM Peak Travel Time Data

End

Start

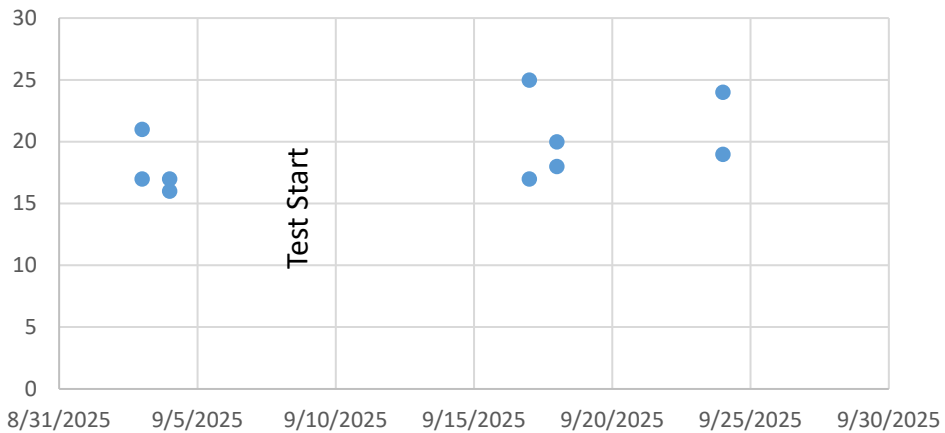
EB John Nolen to E Washington



Test Start

PM Peak Travel Time Data

University Ave & Johnson Street



Test Start

Start

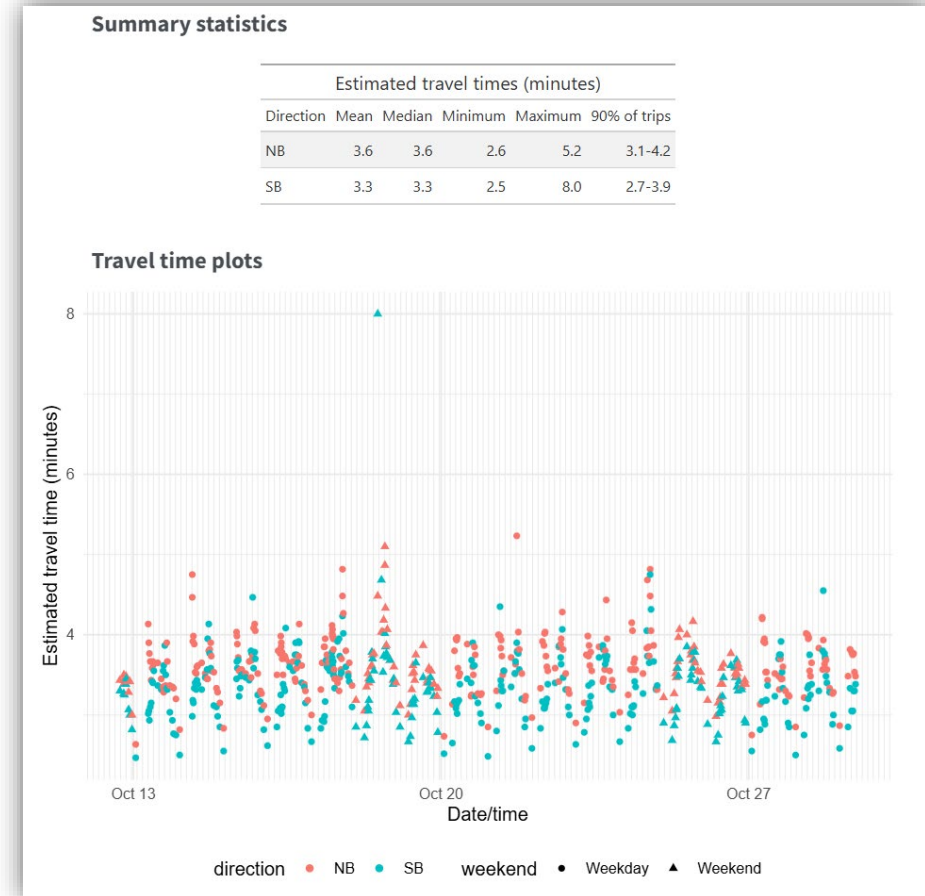
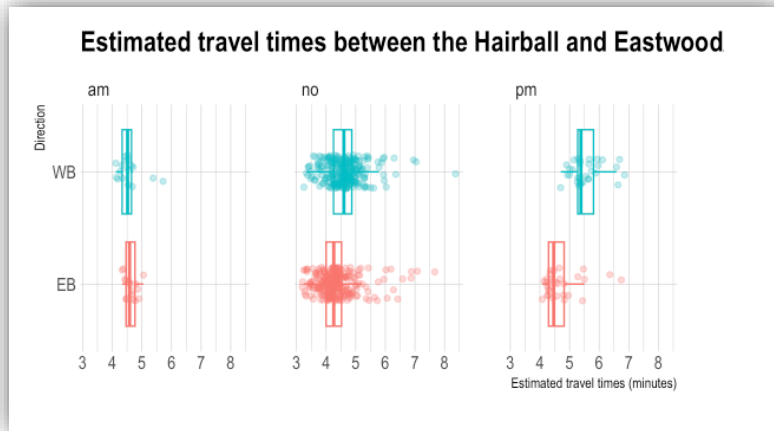
End

RESULTS : Travel Times

Google Maps API Travel Time Data:

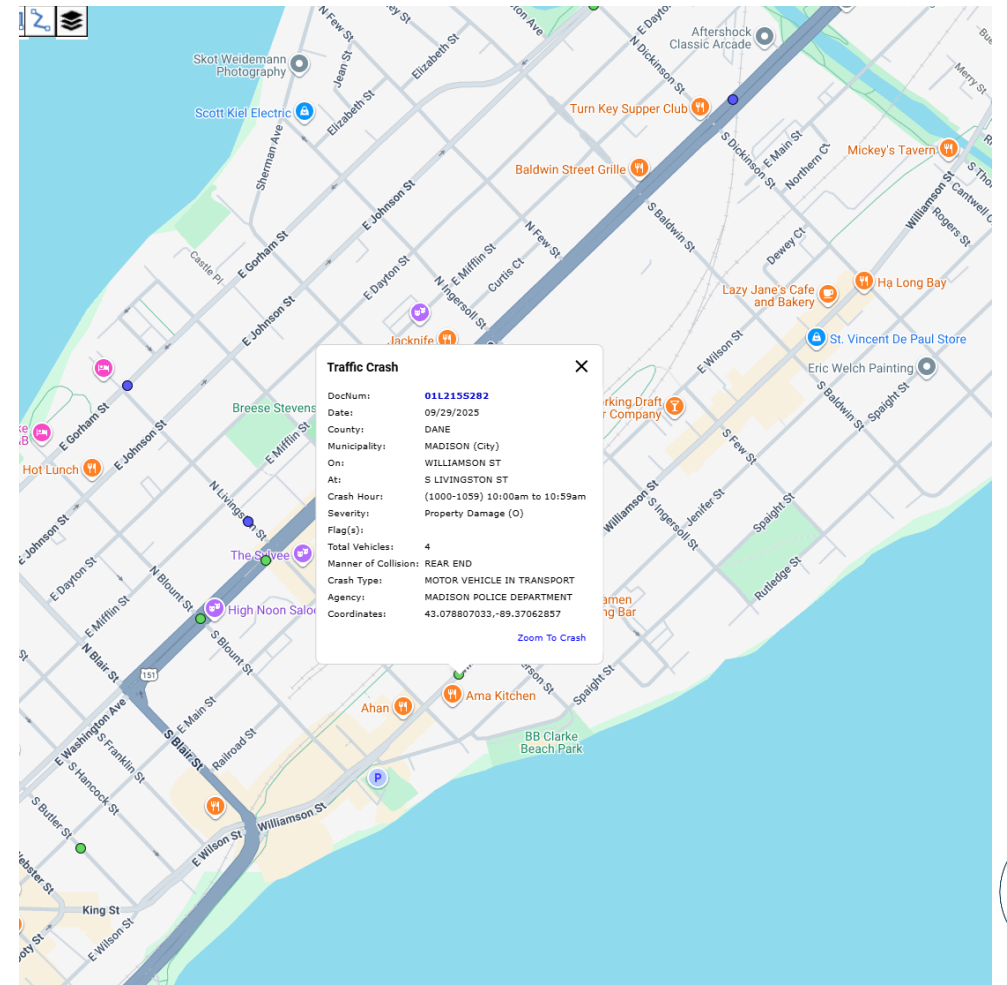
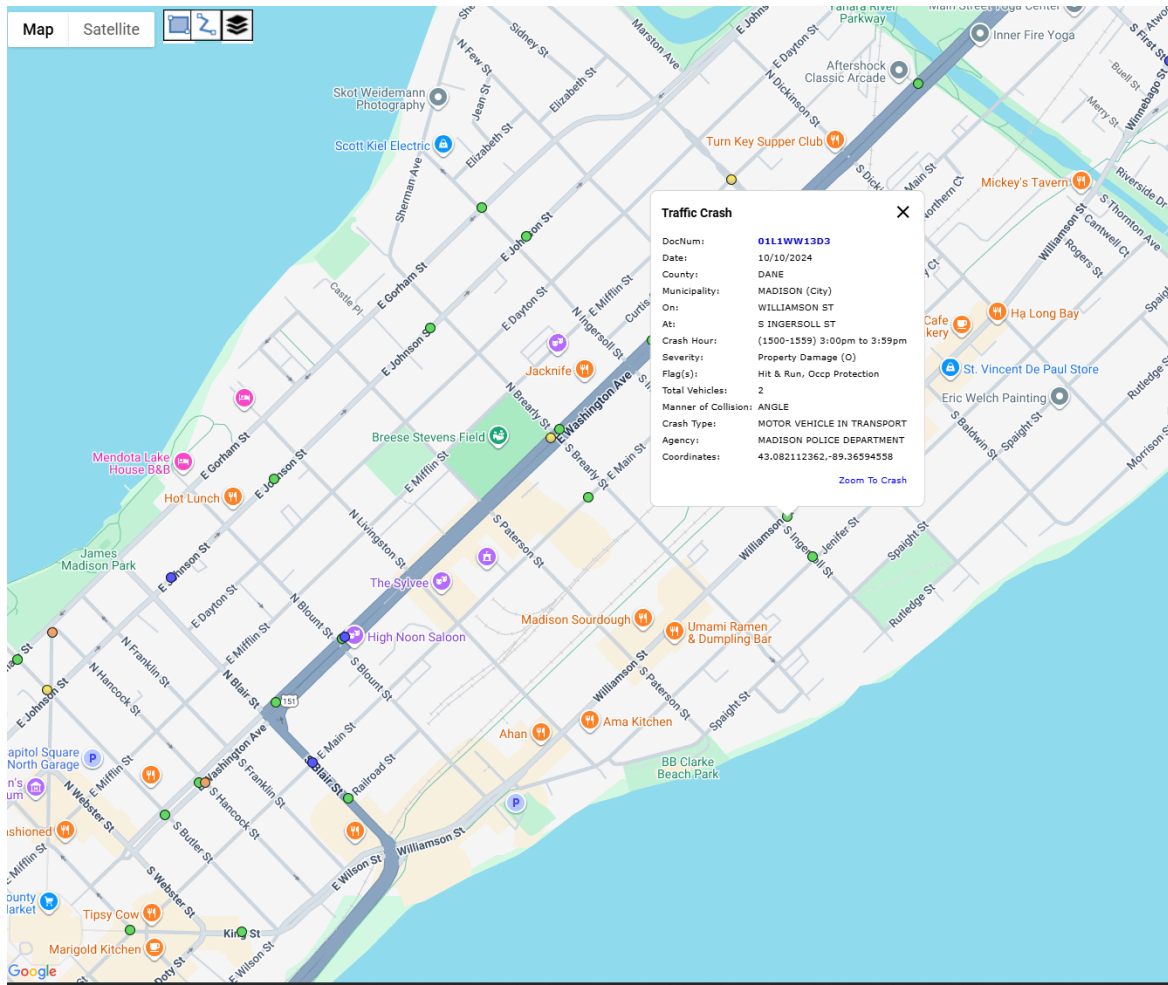
Credit: Harald Kliems

<https://haraldkliems.netlify.app/posts/travel-times-on-willy-street/>



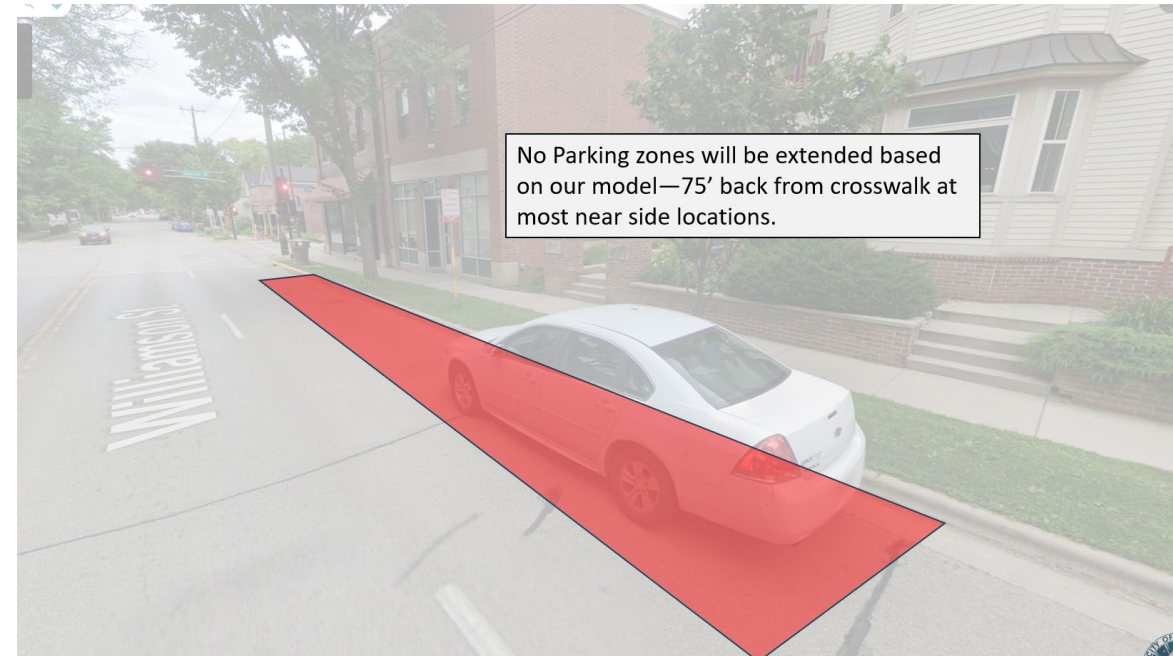
RESULTS : Crashes (incomplete)

2 months of crash data is not statistically significant when evaluating crash data. 3-5 years are required



RESULTS : On-street Parking

- TE restricted parking at intersections to facilitate peak-hour traffic flow due to concerns of left-turn queues blocking the thru traffic.
- Restrictions resulted in several complaints from both residents and businesses.
- Traffic backup concerns did not seem to materialize.
- Some of the corner parking restrictions can be lifted. However, consider intersection visibility (daylighting) & pedestrian safety



RESULTS : On-street Parking

- Test operations allow an overall benefit to residents and businesses to park midblock at all times. Although, the corner parking restrictions have been a source of complaints.
- Additional benefit to the City to no longer tow as towing resources are strained.

RESULTS : Streets Division Operations

Streets' feedback: Thursdays “No Parking” windows work well but may need some additional enforcement/towing due to vehicles parked illegally.

RESULTS : John Nolen Dr Reconstruction

- Staff observations are the John Nolen Drive reconstruction project has not created any new issues or significant increased traffic volume on Williamson Street.
- Morning volumes on Williamson Street remain constant.
- Afternoon volumes on Williamson Street are lower.

RESULTS : Public Survey

Diversity in responses:

We have had **1520 responses** from people ranging from 18 to 75+

- 159 *potential* responses from people who identify as having a disability of some kind
- 71.59% drivers
- 15.27% walkers
- 9.61% Bicyclists
- 3.53% Transit

RESULTS : Public Survey

Pedestrians:

88.48% feel like crossing safety has improved or stayed the same

80.63% support the removal of peak-hour

Bicyclists:

92.37% feel like crossing safety has improved or stayed the same

91.45% support the removal of peak-hour

RESULTS : Public Survey

Drivers:

80.77% will keep using Williamson St

- E Washington is the common detour (78.99%)

41.66% feel less safe

58.34% feel safer or the same

57.33% want to **keep** the **peak-hour**

34.36% support **removal** of **peak-hour**

Transit Users:

71.74% feel like safety has improved or remained the same

*split for keeping or removing peak-hour (58.70% yes, 34.78% no)

RESULTS : Public Survey

Business:

64.59% cite no effect on business

8.56% saw a positive impact on business

31.08% support the removal of peak-hour

63.91% want to keep peak-hour

RESULTS : Public Survey

Residents ON Williamson Street

76.10% support removal of peak-hour

Residents WITHIN 2 BLOCKS Williamson Street

53.92% support removal of peak-hour

38.48% keep peak-hour

RESULTS : Public Survey

General:

Split on whether folks feel like congestions is an issue during peak-hour

- 40.15% both am/pm too congested
- 43.39% not a significant issue during test

RESULTS : Summary

-  Satisfactory
-  Needs Attention or Incomplete
-  Unsatisfactory

AM Peak

-  Pedestrian Safety
-  Bicyclist Safety
-  Traffic Speed
-  Traffic Diversion
-  Gaps in traffic
-  Travel Times
-  Traffic Backups
-  Crash data
-  Streets Division Operations
-  Parking Issues
-  John Nolen Drive Reconstruction
-  Public Survey

PM Peak

-  Pedestrian Safety
-  Bicyclist Safety
-  Traffic Speed
-  Traffic Diversion
-  Gaps in traffic
-  Travel Times
-  Traffic Backups
-  Crash data
-  Streets Division Operations
-  Parking Issues
-  John Nolen Drive Reconstruction
-  Public Survey

Next Steps

TC decision options:

- Keep test conditions (parking allowed during both morning and afternoon)
- Keep morning parking and revert the afternoon back to a peak-hour lane
- Keep afternoon parking and revert the morning back to a peak-hour lane
- Revert both morning and afternoon to peak-hour lanes

Next Steps

If we continue the test condition:

- Short term: Reduce parking restrictions at intersections and install permanent signs
- Long term: Look into installing traffic cameras to better monitor/adjust signal timing and corner parking restrictions

If we revert to peak-hour lanes:

- Short term: change signs over next two weeks. Allow a grace period of Parking Enforcement issuing warnings prior to issuing parking citations and towing.

Discussion