

Williamson Street

- Building Crashes
 - Crash History
 - Traffic Volumes
 - Traffic Speeds
 - Street Layout/Geometry
 - What can we do?
- Peak-hour Lane Removal

Crash History

Crash History



Drunk Driver Causes Mayhem on Willy Street

Posted on June 6, 2012 by TheEastSider

Date of crash 6/6/12



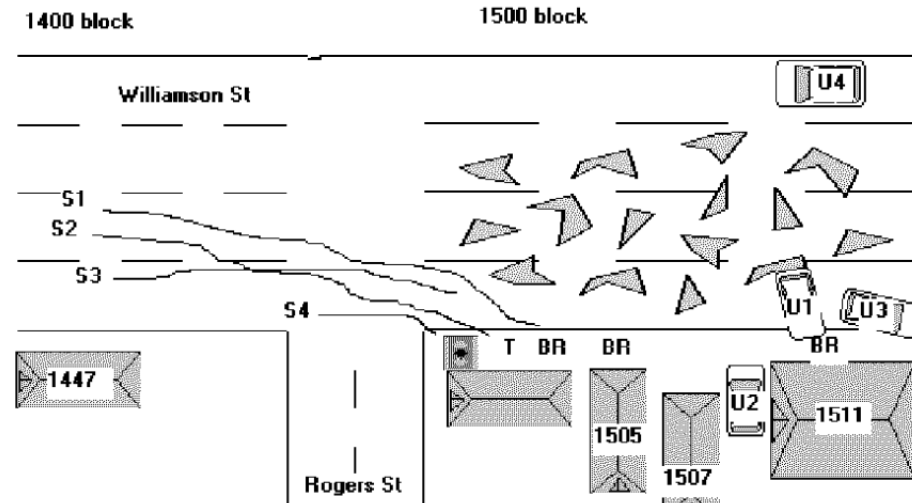
A drunk driver fleeing Madison Police damaged two buildings and cars on Williamson Street early Wednesday morning.

A drunk driver fleeing police crashed into an apartment building, bakery, and at least two cars in the 1500 block of Williamson Street shortly after 1 a.m. Wednesday (June 6). The driver, Christopher M. Brunetto, 29, of Fairfield, Connecticut was injured but no one else in the buildings were hurt.

Brunetto was involved in a hit-and-run minutes earlier near the Echo Bar on Bedford Street which led to the chase and crash 20 blocks later on Willy Street. Brunetto, according to a police news release will be charged with his fourth drunk driving offense. [Madison.com reports](#) that Brunetto may be a hockey goalie; related equipment was found in his car.

Drawing Not To Scale
Measurements Approximate
T: Tree BR: Bike Rack

S1: skidm
S2: Skidmark 150'
S3: Skidmark 108'
S4: Skidmark 45'



UNIT 1 ELUDING POLICE AT HIGH RATE OF SPEED EB ON WILLIAMSON ST, LOST CONTROL, ROTATED AND STRUCK TRAFFIC SIGNAL. UNIT 1 THEN WENT ONTO SIDEWALK, STRIKING TREE AND 2 BIKE RACKS BEFORE HITTING 1505 WILLIAMSON, RIPPING OFF 1ST FLOOR BUILDING FRONT AND CAUSING STRUCTURAL DAMAGE. UNIT 1 THEN STRUCK LEGALLY PARKED UNIT 2 ON PRIVATE PROPERTY, PUSHING UNIT 2 INTO NW CORNER OF 1507 WILLIAMSON CAUSING MINOR DAMAGE TO SIDING. UNIT 1 THEN STRUCK SW CORNER OF 1511 WILLIAMSON CAUSING STRUCTURAL DAMAGE AND 3RD BIKE RACK. UNIT 1 THEN RE-ENTERED ROADWAY AND STRUCK LEGALLY PARKED UNIT 3. FLYING DEBRIS FROM CRASH STRUCK WINDSHIELD OF UNIT 4, CAUSING BREAK.

CITY OF MADISON



Man convicted in crash that caused injuries, damaged Williamson Street coffee house

Ed Treleven | Wisconsin State Journal | Oct 19, 2017



Listen to this article now

Powered by **Trinity Audio**

00:00

A Madison man who was driving drunk when he crashed into another vehicle, sending it careening into a Williamson Street coffeehouse, was convicted Thursday of drunken driving and injuring two people while driving drunk.

Todd A. Tantillo, 55, pleaded no contest to causing great bodily harm by drunken driving, causing injury by drunken driving and third-offense drunken driving. Sentencing was set for Jan. 9 before Circuit Judge Ellen Berz.

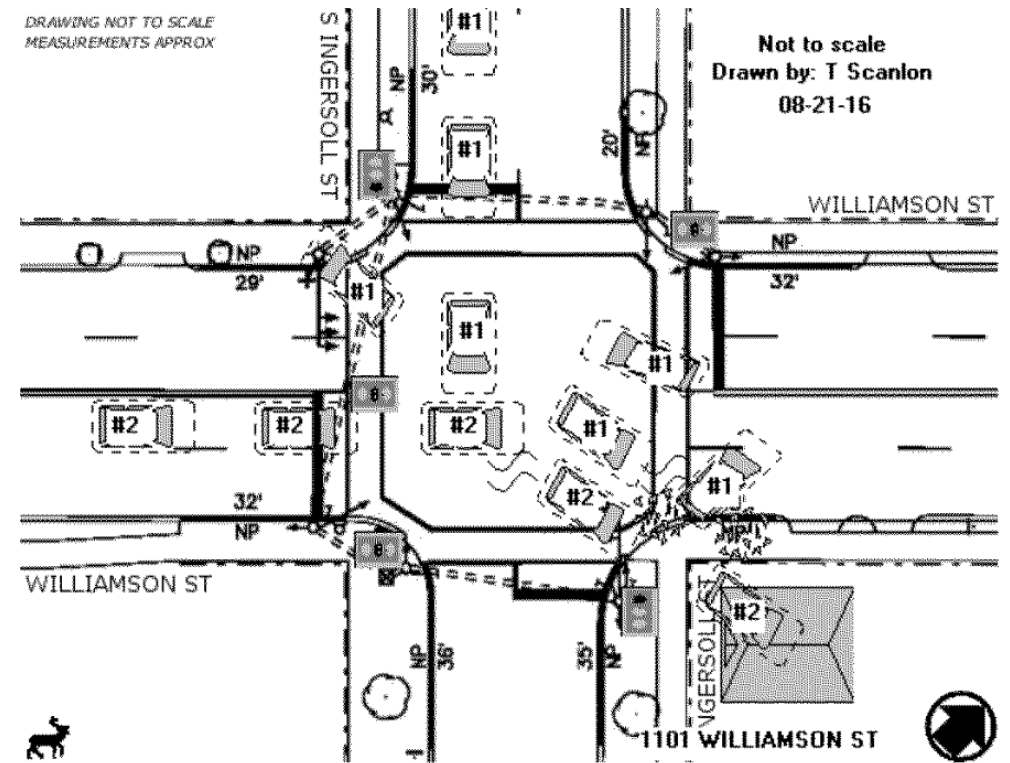
A criminal complaint states that while driving a van south on South Ingersoll Street in the early morning hours of Aug. 21, 2016, Tantillo drove through a flashing red light and crashed into an SUV that carried six people, which was traveling east on Williamson Street.

Date of crash 8/21/16

105 - Photos By
INVESTIGATOR SPADE

DRAWING NOT TO SCALE
MEASUREMENTS APPROX

Not to scale
Drawn by: T Scanlon
08-21-16



UNIT 1 WAS TRAVELING SOUTH ON INGERSOLL ST APPROACHING WILLIAMSON ST. UNIT 2 WAS TRAVELING EAST ON WILLIAMSON ST APPROACHING INGERSOLL ST. THE INTERSECTION WAS CONTROLLED BY A FUNCTIONING FLASHING TRAFFIC SIGNAL. TRAFFIC ON INGERSOLL ST HAD A RED FLASHING SIGNAL AND WILLIAMSON ST TRAFFIC HAD A YELLOW FLASHING SIGNAL. UNIT 1 ENTERED THE INTERSECTION WITHOUT STOPPING FOR THE RED FLASHING SIGNAL AND STRUCK UNIT 2 IN THE MIDDLE OF THE INTERSECTION. UNIT 2 THEN CRASHED THROUGH THE FRONT DOOR OF 1101 WILLIAMSON ST BEFORE COMING TO REST COMPLETELY INSIDE OF THE BUILDING. ALL 6 OCCUPANTS OF UNIT 2 WERE INJURED. UNIT 1 SPUN AROUND AFTER THE COLLISION AND TRAVELED WEST ON WILLIAMSON ST BEFORE COMING TO REST ON THE NORTH WEST CORNER OF THE INTERSECTION. MINOR INJURY TO THE PASSENGER OF UNIT 1 AND THE DRIVER FLED ON FOOT. HE WAS SUBSEQUENTLY LOCATED AND ARRESTED. NO INJURY REPORTED BY THE DRIVER OF UNIT 1.


CITY OF MADISON



Date Notified 07/14/2017		Time Notified 10:14 AM		Total Units 02	Total Injured 01	Total Killed 00
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input type="checkbox"/> Lane Closure	<input type="checkbox"/> Work Zone	<input type="checkbox"/> Trailer or Towed		
<input type="checkbox"/> Government Property	<input type="checkbox"/> Active School Zone	School Bus Related No		Tags		
<input checked="" type="checkbox"/> Reportable	Crash Type DT4000 (Standard Crash)			<input type="checkbox"/> Amended	<input type="checkbox"/> Secondary Crash	

Date of crash 7/14/17

Description

Diagram 	Reconstruction By
	Photos By
	Additional Information None

Narrative: I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

UNIT 2, A MOTORCYCLE, WAS TRAVELLING WB ON WILLIAMSON ST IN THE LEFT LANE. UNIT 1, A SPORT UTILITY VEHICLE, WAS MAKING A LEFT TURN FROM THE WILLIAMSON ST COOP ONTO WILLIAMSON ST. THE DRIVER OF UNIT 1 SAID THAT SHE DIDN'T SEE UNIT 2 APPROACHING. SHE PULLED DIRECTLY INTO THE PATH OF UNIT 2 AND THE TWO VEHICLES COLLIDED. UNIT 2 WAS ABLE TO DRIVE BETWEEN TWO PARKED CARS ONTO THE CURB. HE WENT OVER THE CURB AND STRUCK THE BUILDING OF 1226 WILLIAMSON ST. TWO WITNESSES CONFIRMED THE SEQUENCE OF EVENTS.

CITY OF MADISON



Crash History

Date of crash 5/4/18

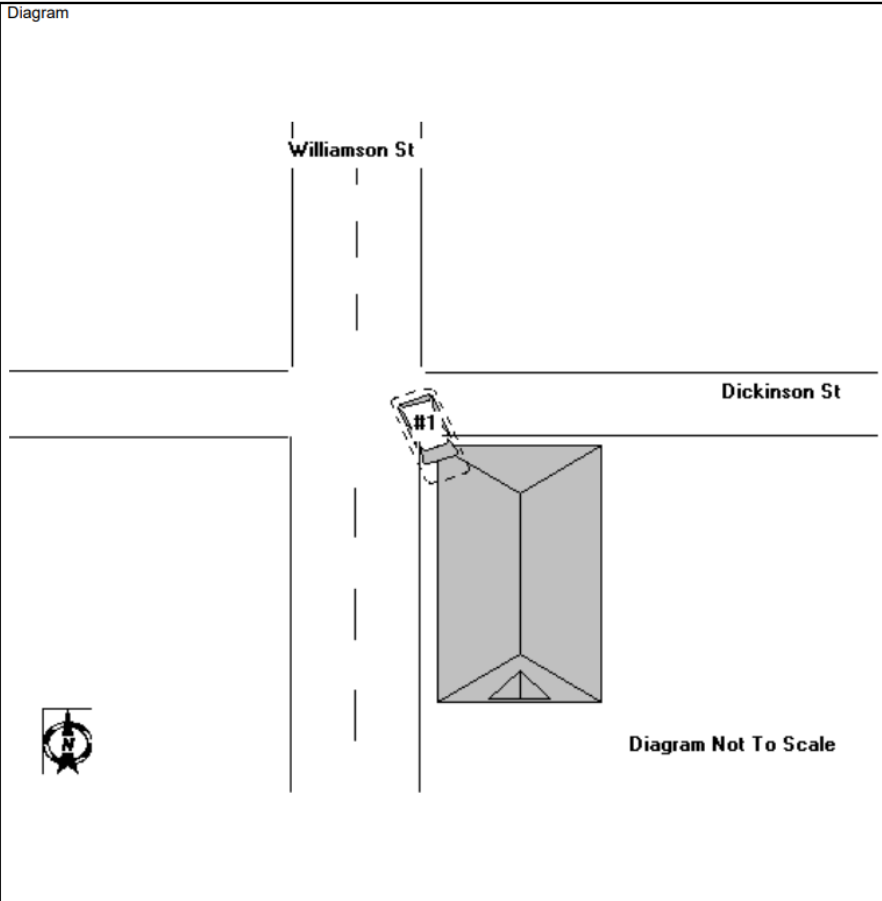
Ha Long Bay to reopen over 4 months after driver crashes restaurant

By Chris Lueneburg Sep 22, 2018



f X M P B



Diagram	Reconstruction By
	Photos By
	Additional Information NONE
<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.	
UNIT #1 WAS TRAVELING SB ON WILLIAMSON ST. UNIT #1 SUFFERED A MEDICAL EPISODE AND LOSS CONSCIOUSNESS. UNIT #1 VEERED FROM IT'S LANE AND STRUCK HA LONG BAY RESTAURANT.	
NFA	



Date Notified 08/03/2020		Time Notified 10:00 PM		Total Units 02	Total Injured 00	Total Killed 00
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Closure	<input type="checkbox"/> Work Zone	<input type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Reporting Threshold	
<input checked="" type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone	School Bus Related NO	Tags		
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)		<input type="checkbox"/> Amended	<input type="checkbox"/> Secondary Crash	

Date of crash 8/3/20

Description

Diagram	Reconstruction By
<p>DRAWING IS NOT TO SCALE. ALL DISTANCES ARE APPROXIMATE.</p>	Photos By
	Additional Information NONE

<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.
<p>UNIT 2 IS OUTBOUND ON WILLIAMSON ST. AND IS PREPARING TO TURN NORTHWEST ONTO INGERSOLL ST. AS UNIT 2 TURNS ONTO INGERSOLL ST, THEY ARE SIDE-SWIPED BY UNIT 1. UNIT 1 THEN LEAVES THE ROADWAY AND FIRST STRIKES A TRAFFIC SIGNAL POLE, THEN A FENCE OF A RESIDENCE, AND THEN A SECOND FENCE BELONGING TO A SECOND RESIDENCE. UNIT 2 COMES TO A STOP AT INGERSOLL/WILLIAMSON AND UNIT 1 STOPS IN THE FRONT YARD OF THE SECOND RESIDENCE. UNIT 1 STATED HE BELIEVED UNIT 2 WAS GOING TO TURN SOUTHEAST ONTO INGERSOLL FROM WILLIAMSON AND MADE THE DECISION TO PASS. UNIT 1 STATED THE CRASH WAS "KIND OF MY FAULT." I CITED UNIT 1 FOR UNSAFE LANE DEVIATION, NFA, PO K HOHF, 5820</p>

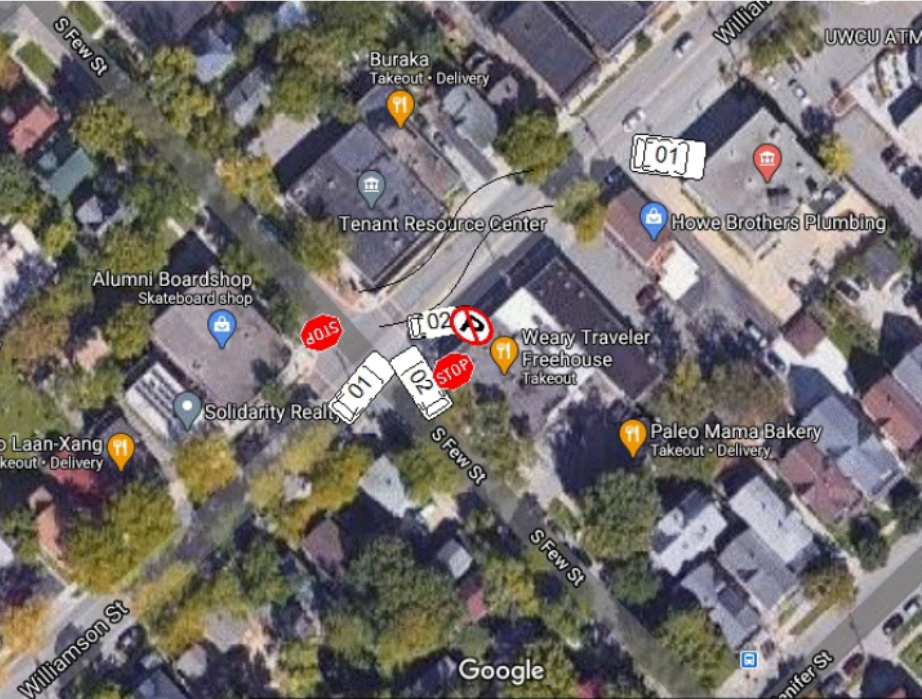
CITY OF MADISON



Date Notified 08/31/2020		Time Notified 01:10 AM		Total Units 02	Total Injured 00	Total Killed 00
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<input checked="" type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone	School Bus Related NO	Tags		
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)		<input type="checkbox"/> Amended	<input type="checkbox"/> Secondary Crash	

Date of crash 8/31/20

Description

<p>Diagram</p>  <p>DIAGRAM NOT TO SCALE</p>	Reconstruction By
	Photos By INV PARR
	Additional Information PHOTOS

<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.
<p>UNIT 1 WAS TRAVELING E/B ON WILLIAMSON ST AT A HIGH RATE OF SPEED (ESTIMATED 65MPH). UNIT 1 WAS TRAVELING N/B ON S. FEW ST. AS UNIT 2 PROCEEDED FORWARD THROUGH THE INTERSECTION, UNIT 1 STRUCK UNIT 2 WITH THE FRONT OF BOTH VEHICLES COLLIDING. UNIT 2 WAS PUSHED DOWN WILLIAMSON ST, ULTIMATELY COLLIDING WITH A TRAFFIC SIGN. UNIT 1 APPEARED TO LOSE CONTROL, SLIDING DOWN WILLIAMSON ST AND ULTIMATELY COLLIDING WITH A GARAGE DOOR AT FIRE STATION 3. BOTH DRIVERS WERE ISSUED CITATIONS AND THE GOVERNMENT PROPERTY WAS TAGGED AS REQUIRED.</p>



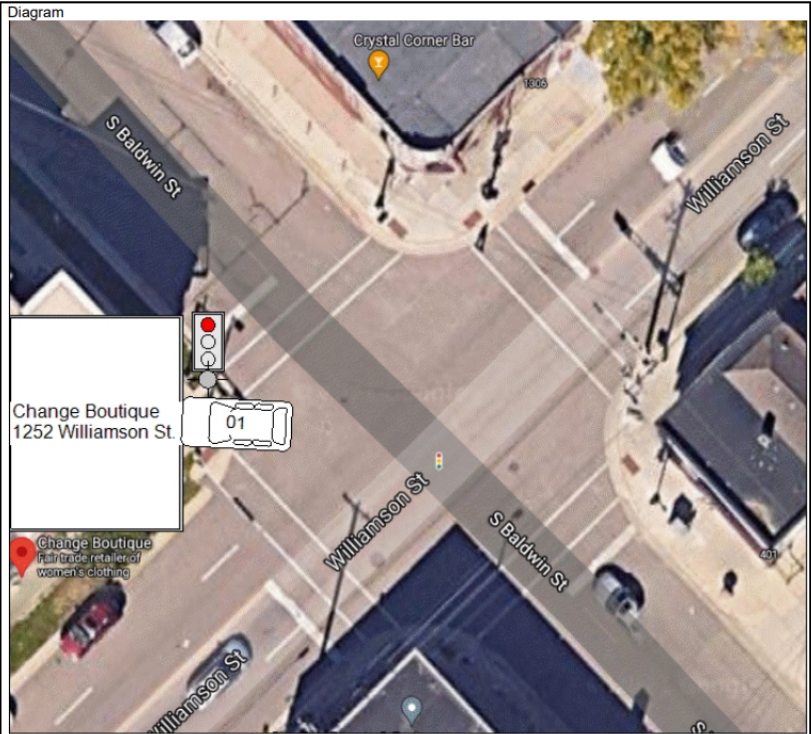
Crash History

Date of crash 8/2/21

UTL0UW45PPT

Crash Date 08/02/2021		Crash Time 04:20 AM		Date Arrived 08/02/2021		Time Arrived 04:26 AM	
Date Notified 08/02/2021		Time Notified 04:21 AM		Total Units 01		Total Injured 00	Total Killed 00
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input type="checkbox"/> Lane Closure	<input type="checkbox"/> Work Zone	<input type="checkbox"/> Trailer or Towed		<input type="checkbox"/> Reporting Threshold	
<input checked="" type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone		School Bus Related NO		Tags	
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)				<input type="checkbox"/> Amended	<input type="checkbox"/> Secondary Crash

Description



Reconstruction By

Photos By

Additional Information
OTHER DOCUMENTS

<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.
UNIT 1 WAS DRIVING WESTBOUND ON WILLIAMSON STREET AND WAS APPROACHING THE INTERSECTION OF WILLIAMSON STREET AND S. BALDWIN STREET. THE OPERATOR OF UNIT 1 SAID THAT A BLACK MITSUBISHI, POSSIBLY AN EVO OR A LANCER, WAS TRAVELING EASTBOUND ON WILLIAMSON STREET WHEN THEY SUDDENLY TURNED LEFT TO TURN NORTHBOUND ON S. BALDWIN STREET.
THE OPERATOR OF UNIT 1 TOLD ME THAT THE MITSUBISHI TURNED QUICKLY IN FRONT OF HIM TO TRAVEL NORTHBOUND ONTO S. BALDWIN STREET. THE OPERATOR OF UNIT 1 SAID THAT HE TRIED TO SWERVE TO AVOID CAUSING A CRASH. THE OPERATOR OF UNIT 1 ADVISED HE SWERVED BY TURNING RIGHT AS IF HE WAS ABOUT TO TRAVEL NORTHBOUND ON S. BALDWIN STREET. THE OPERATOR OF UNIT 1 THEN DROVE OVER THE CURB AND STRUCK THE TRAFFIC POLE BEFORE CRASHING THROUGH THE FRONT DOOR OF 1252 WILLIAMSON STREET.

WKOW.COM

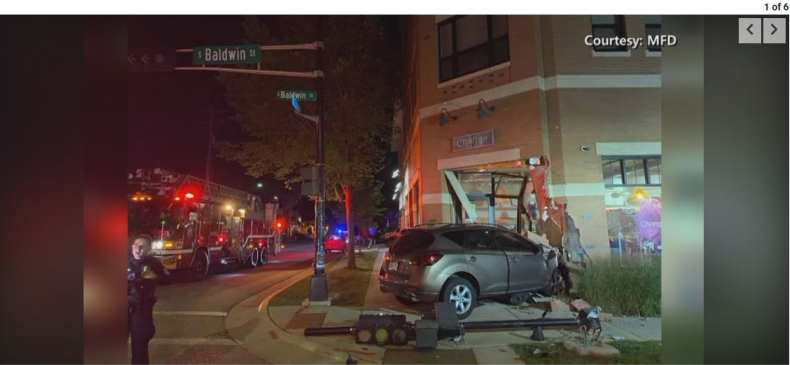
NEWSWEATHERSPORTSWATCHVIDEOTHINGS TO DOCONTESTSCONTACT

27 STORM TRACKInteractive RadarCheck the Forecast27 NEWSDownload Our Apps

UPDATE:WKOW works to establish permanent fix to equipment failure impacting broadcasts

A troubling trend: Fourth vehicle in ten years plows through storefront on Willy Street

By Ward Jolles Aug 2, 2021 0



MADISON (WKOW) -- After an SUV plowed through the store front of the Change boutique on Williamson Street Monday morning, business owners in the area who have gone through similar situations are asking for change.

Williamson Street crash prompts calls for change, but city says it has few options

Will Kubzansky | Wisconsin State Journal Jun 23, 2022 0



Not including Monday's crash, five cars have struck "fixed objects" on Williamson Street since 2018, according to Madison police.
JOHN HART, STATE JOURNAL

Date of crash 6/20/22

Date Notified 06/20/2022	Time Notified 11:00 AM	Total Units 01	Total Injured 01	Total Killed 00	
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Closure	<input type="checkbox"/> Work Zone	<input type="checkbox"/> Trailer or Towed	<input type="checkbox"/> Reporting Threshold
<input type="checkbox"/> Government Property	<input type="checkbox"/> Active School Zone	School Bus Related NO	Tags		
<input checked="" type="checkbox"/> Reportable	Crash Type DT4000 (STANDARD CRASH)	<input type="checkbox"/> Amended		<input type="checkbox"/> Secondary Crash	

Description

Diagram	Reconstruction By
	Photos By
Additional Information NONE	

☒ I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

UNIT #1 WAS TRAVELING NORTHBOUND ON 1000 BLOCK OF WILLIAMSON ST.. UNIT #1 CROSSED THE CENTER LINE THROUGH THE ONCOMING LANE, WENT UP ON TO THE SIDEWALK AND COLLIDED WITH THE FRONT OF THE BUILDING AT 1012 WILLIAMSON ST., CAUSING PROPERTY DAMAGE, AND COMING TO A REST IN AT THE SOUTHWEST CORNER OF THE BUILDING LOCATED AT 1014 WILLIAMSON ST.. THE FRONT AIRBAGS AND DRIVER'S SIDE CURTAIN AIRBAGS WERE DEPLOYED OF UNIT #1.

Crash History

Date of crash 5/2/25

Streets reopen after minivan crashes into Madison cafe

WKOW May 3, 2025 Updated May 3, 2025 0



Madison Fire Department

f x e p l b

MADISON (WKOW) -- A minivan crashed into a building on Williamson Street, causing significant damage but no injuries Friday night.

The Madison Fire Department responded to the scene at 1101 Williamson Street.

The building houses Mother Fool's Coffeehouse.

Multiple 911 callers reported the incident at 5:22 p.m. at the intersection of Williamson and Ingersoll.

Date Notified 05/02/2025		Time Notified 05:22 PM		Total Units 02		Total Injured 00		Total Killed 00	
<input type="checkbox"/> On Emergency	<input type="checkbox"/> Hit and Run	<input checked="" type="checkbox"/> Lane Closure		<input type="checkbox"/> Work Zone		<input type="checkbox"/> Trailer or Towed		<input type="checkbox"/> Reporting Threshold	
<input type="checkbox"/> Government Property		<input type="checkbox"/> Active School Zone		School Bus Related NO		Tags			
<input checked="" type="checkbox"/> Reportable		Crash Type DT4000 (STANDARD CRASH)				<input type="checkbox"/> Amended		<input type="checkbox"/> Secondary Crash	

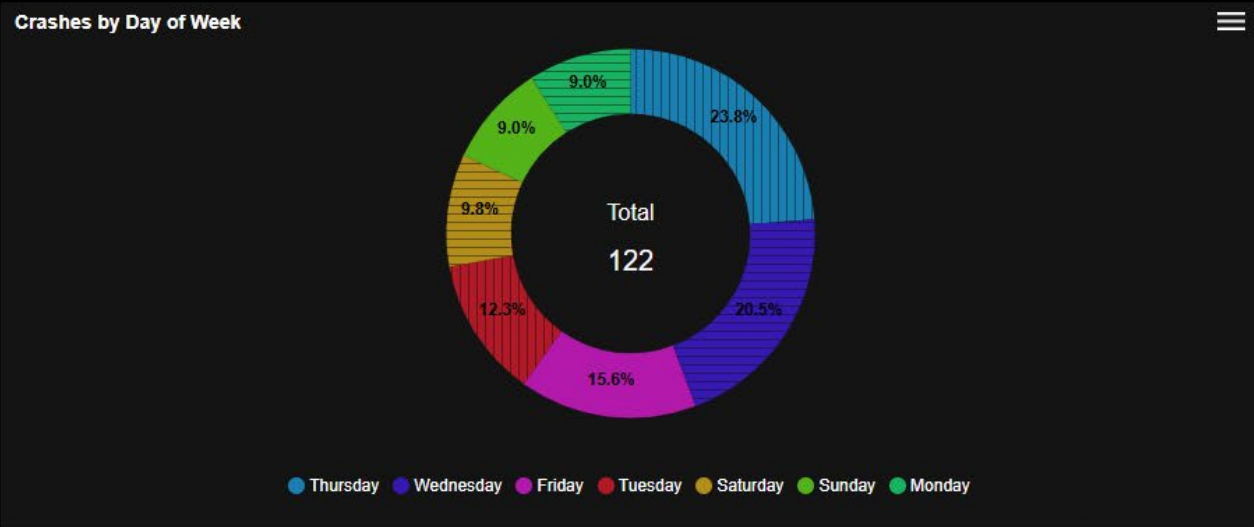
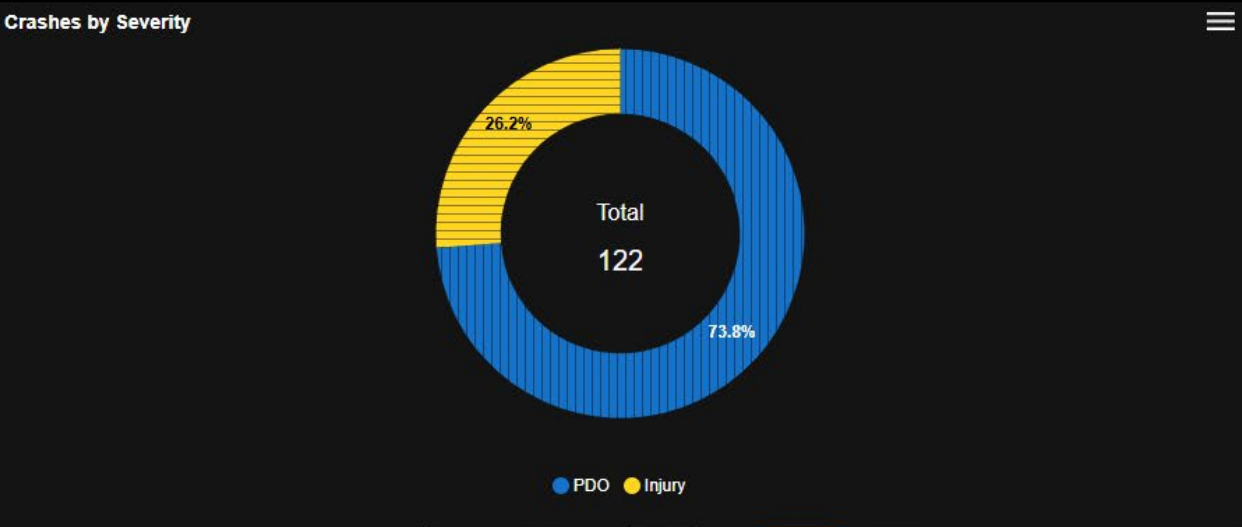
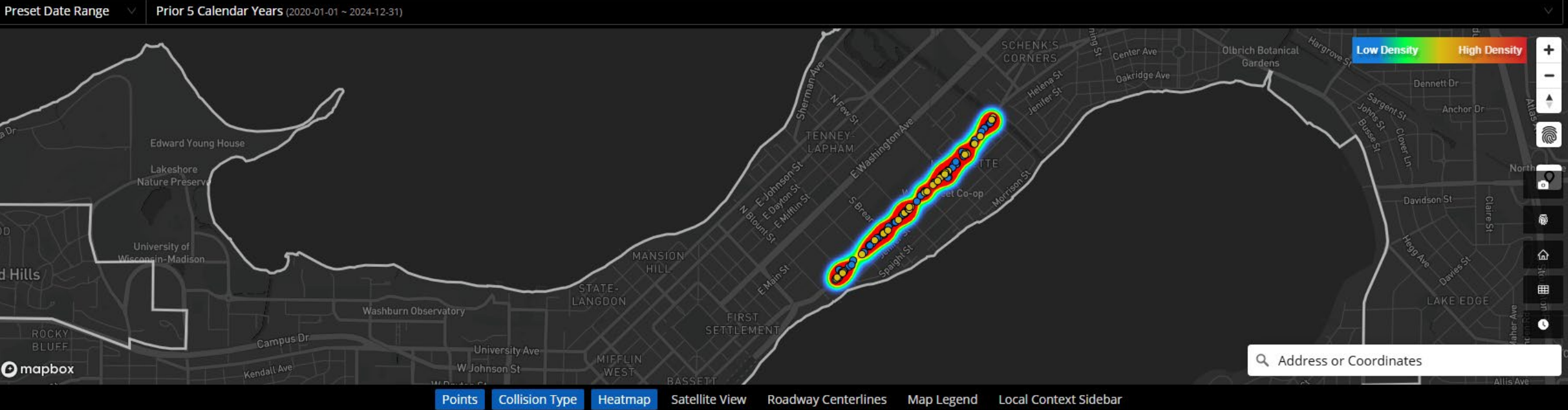
Description		Reconstruction By	
Diagram		Photos By	
		Additional Information NONE	
<input checked="" type="checkbox"/> I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.			
UNIT 2 STATED THAT HE WAS TRAVELING EASTBOUND THROUGH THE INTERSECTION AND UNIT 1 TURNED IN FRONT OF HIM STRIKING HIS CAR AND CAUSING HIM TO GO INTO THE BUILDING. UNIT 1 STATED THAT HE WAS TURNING ONTO INGERSOLL FROM WILLIAMSON ST AND THOUGHT THE LIGHT HAD JUST TURNED RED.			



Crash History



Williamson Street

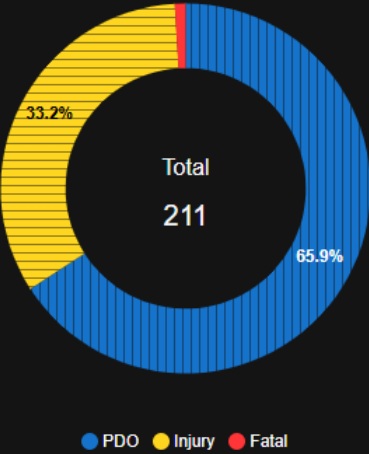


East Washington Avenue

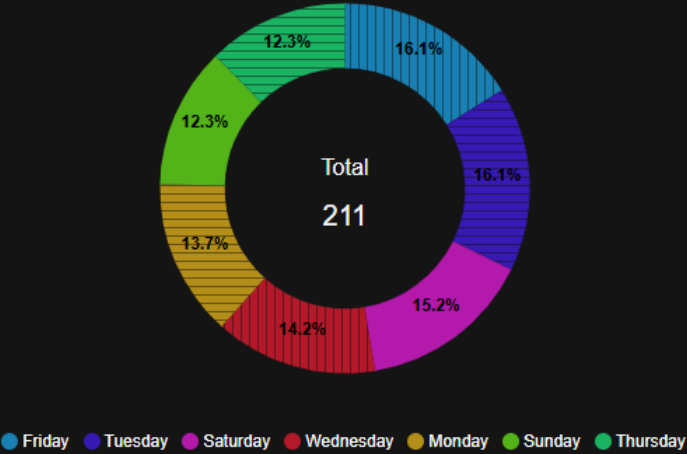


Points Collision Type Heatmap Satellite View Roadway Centerlines Map Legend Local Context Sidebar

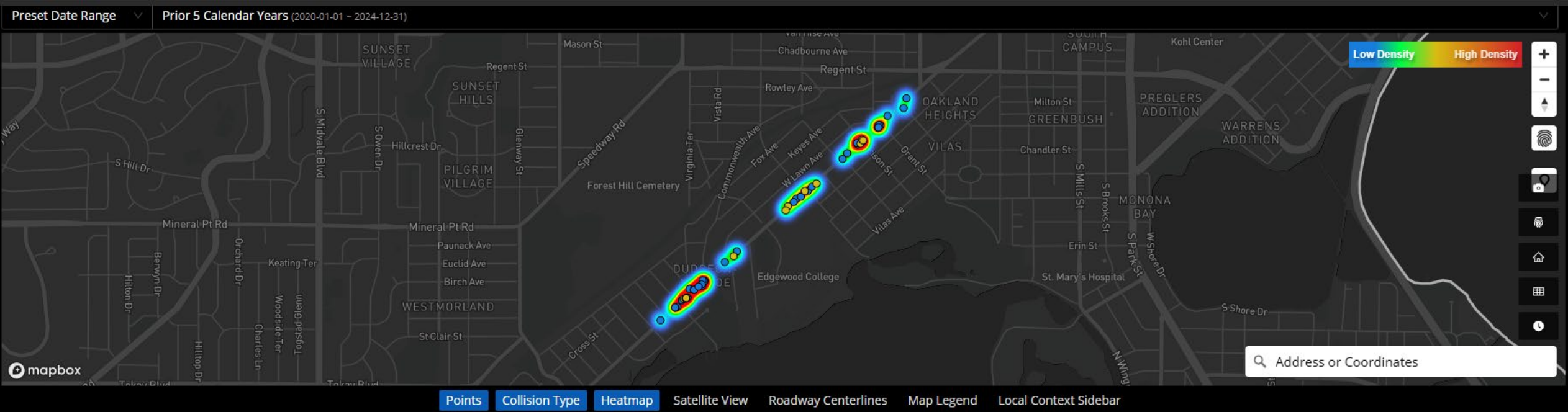
Crashes by Severity



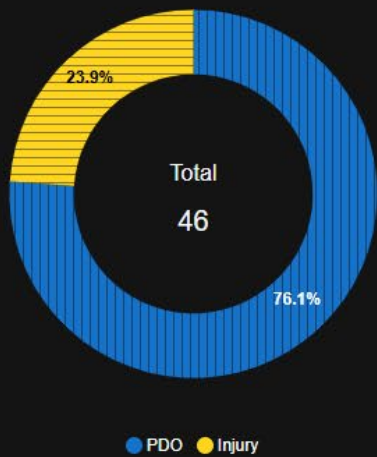
Crashes by Day of Week



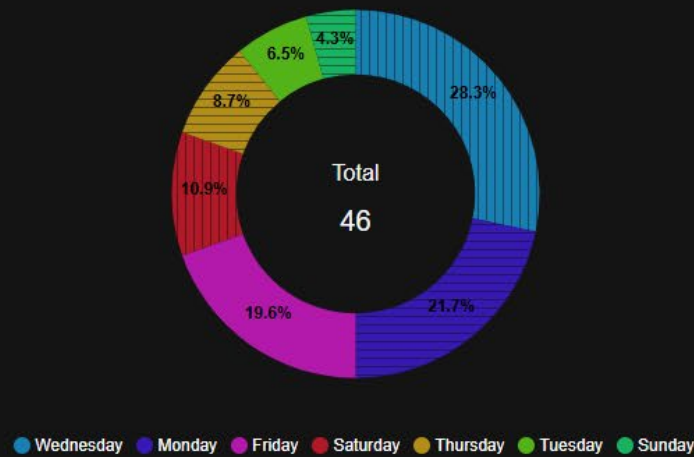
Monroe Street



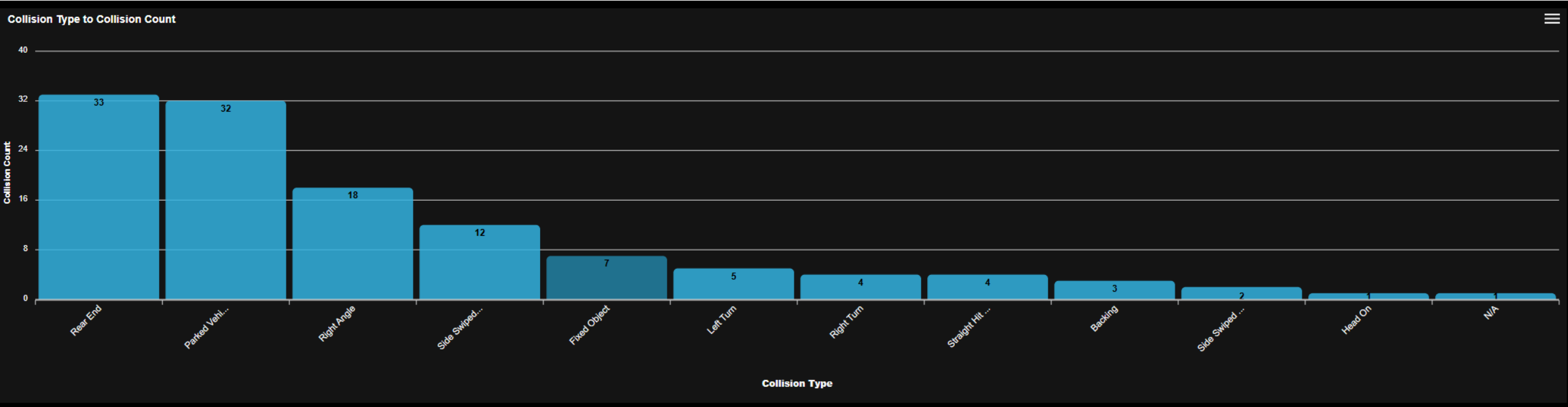
Crashes by Severity



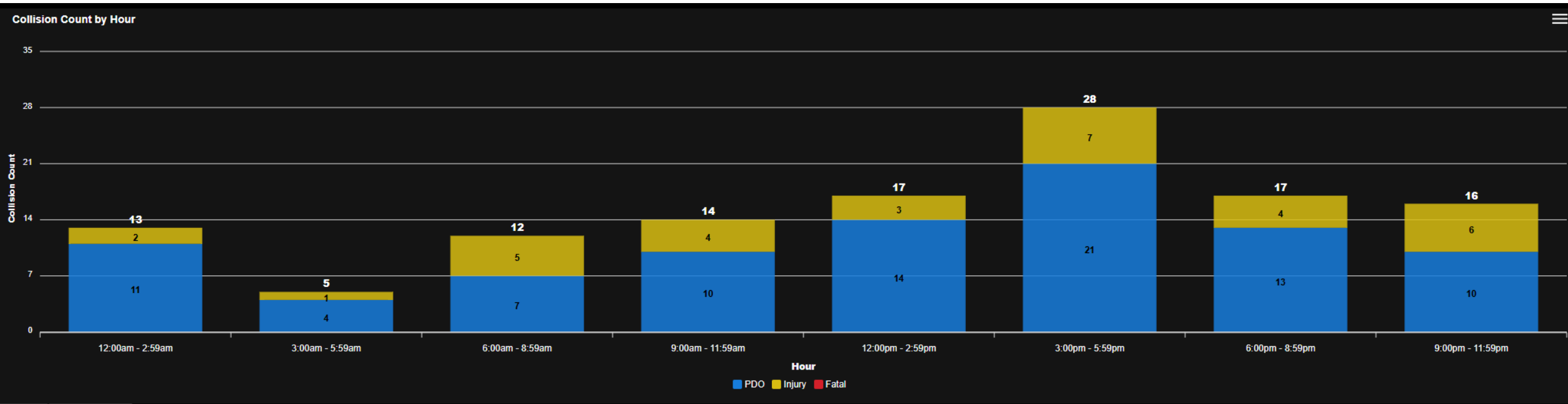
Crashes by Day of Week



Collision Type (5 previous calendar years)



Crash Time of Day (5 previous calendar years)



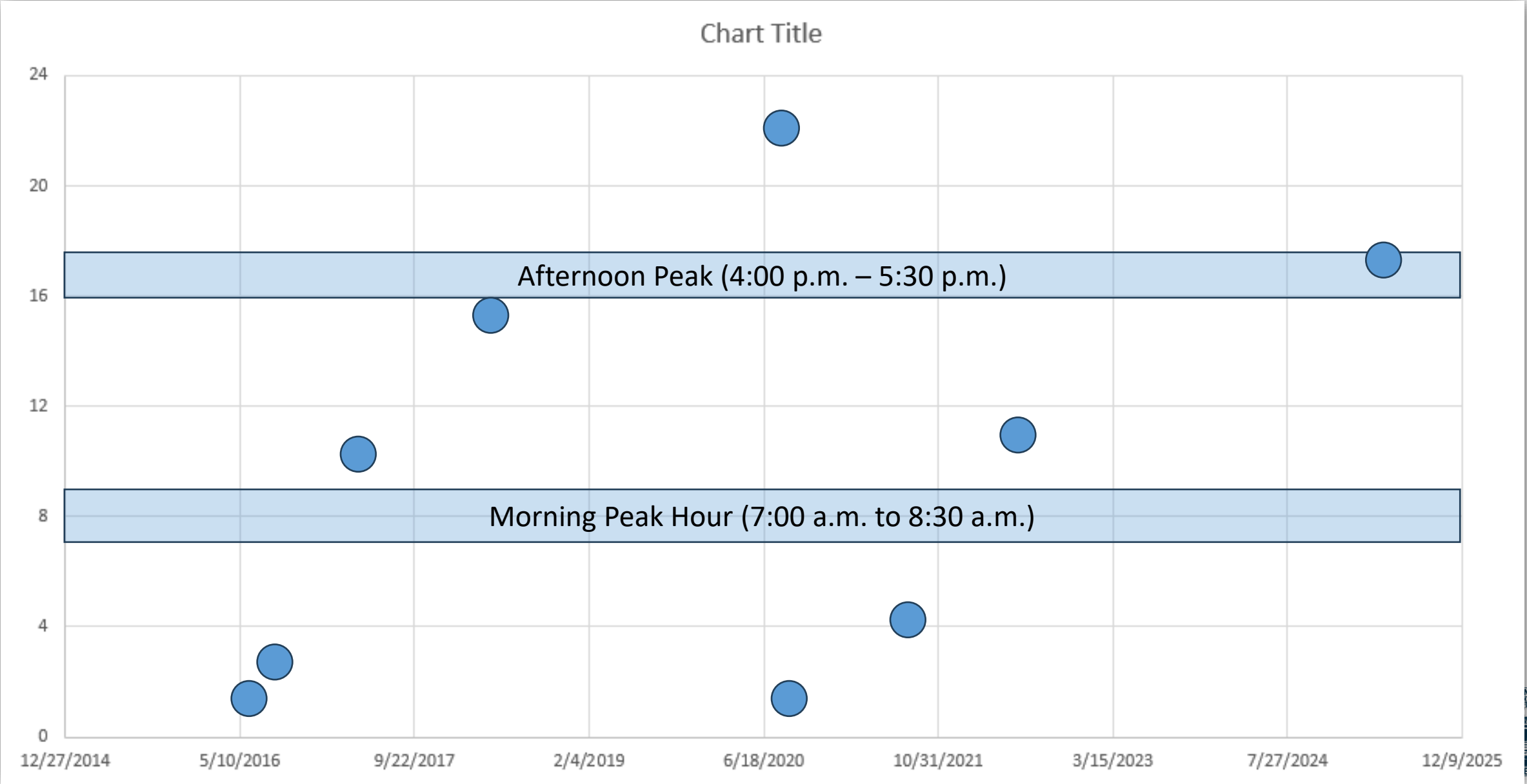
Morning Peak



Afternoon Peak



Building Crashes—Time of Day

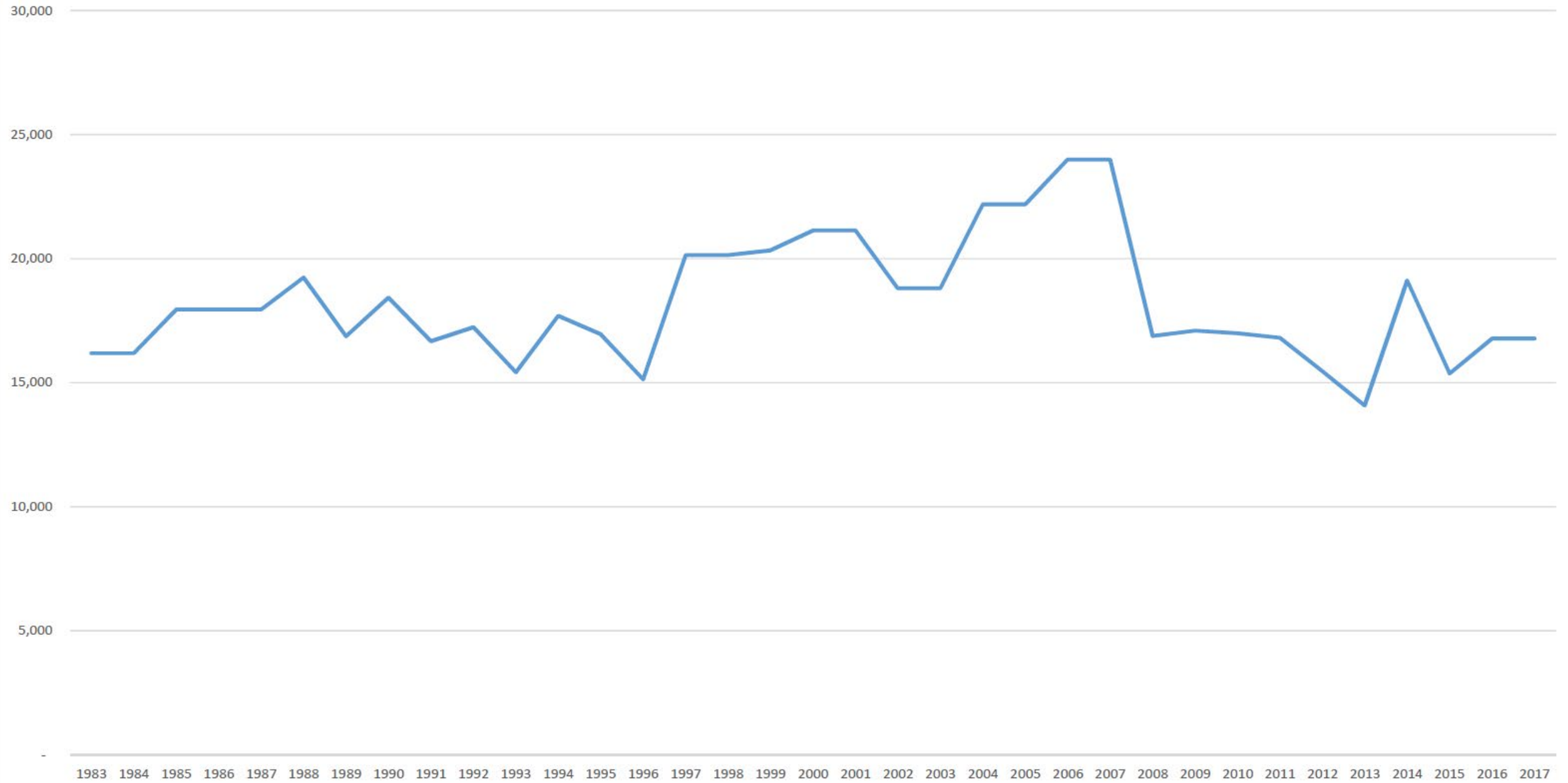


Highway Safety Manual (HSM) predicted crashes

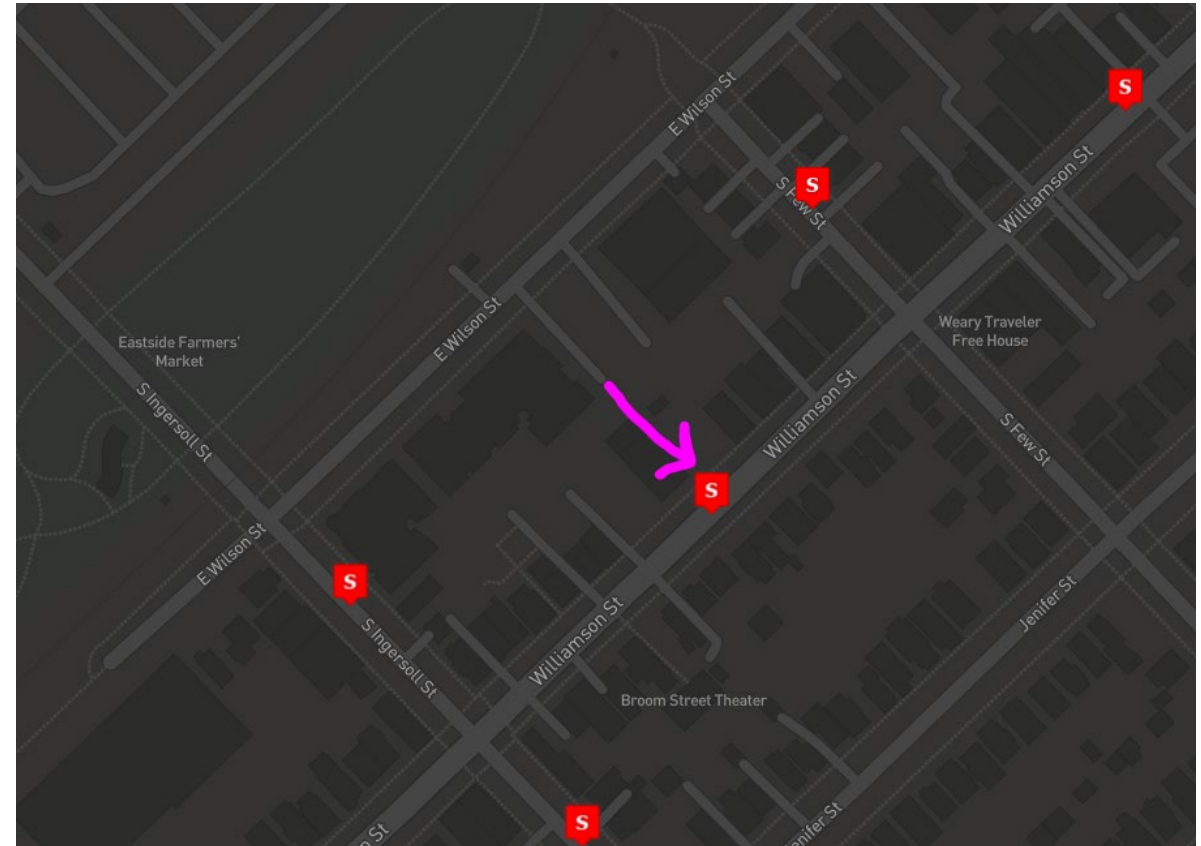
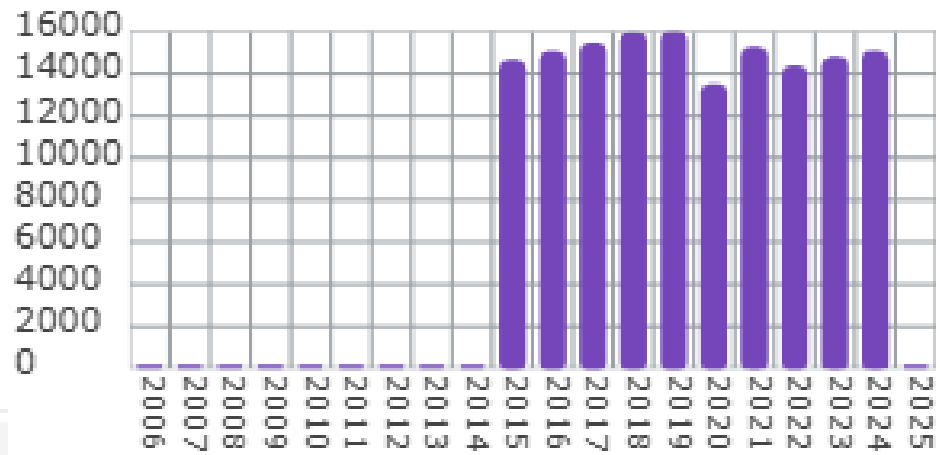
ID	Intersection Name	Number of Legs	Traffic Control Type	Major AWDT	Minor AWDT	Max Lanes Crossed	Observed Avg Total Crashes Per Year	*Predicted Avg Total Crashes Per Year	*HSM Observed to Predicted Ratio (Total)
6837	S Baldwin Street & Williamson Street	4	Signalized	18000	3300	2	3.400	4.205	0.809
6864	S Ingersoll Street & Williamson Street	4	Signalized	18700	1550	2	2.600	3.671	0.708
6861	S Breatly Street & Williamson Street	4	Unsignalized - Two-way Stop	18700	390	2	2.000	2.272	0.880
6959	S Dickinson Street & Williamson Street	4	Unsignalized - Two-way Stop	18000	390	2	1.800	2.206	0.816
6911	S Livingston Street & Williamson Street	4	Unsignalized - Two-way Stop	20300	200	2	1.800	2.068	0.871
8694	S Thornton Avenue & Williamson Street & Winnebago Street	4	Unsignalized - Two-way Stop	17000	390	4	1.600	2.112	0.757
6843	S Few Street & Williamson Street	4	Unsignalized - Two-way Stop	16850	390	2	1.200	2.098	0.572
6826	Rogers Street & Williamson Street	3	Signalized	17000	390	2	0.800	1.357	0.590
6913	S Paterson Street & Williamson Street	4	Signalized	20300	2450	2	0.600	4.450	0.135
6778	Cantwell Court & Williamson Street	3	Unsignalized - Partial-way Stop	17000	390	2	0.400	1.051	0.381

Traffic Volumes

Williamson Street (Rogers St to Thornton Ave) Weekday Volumes



Site AADT:

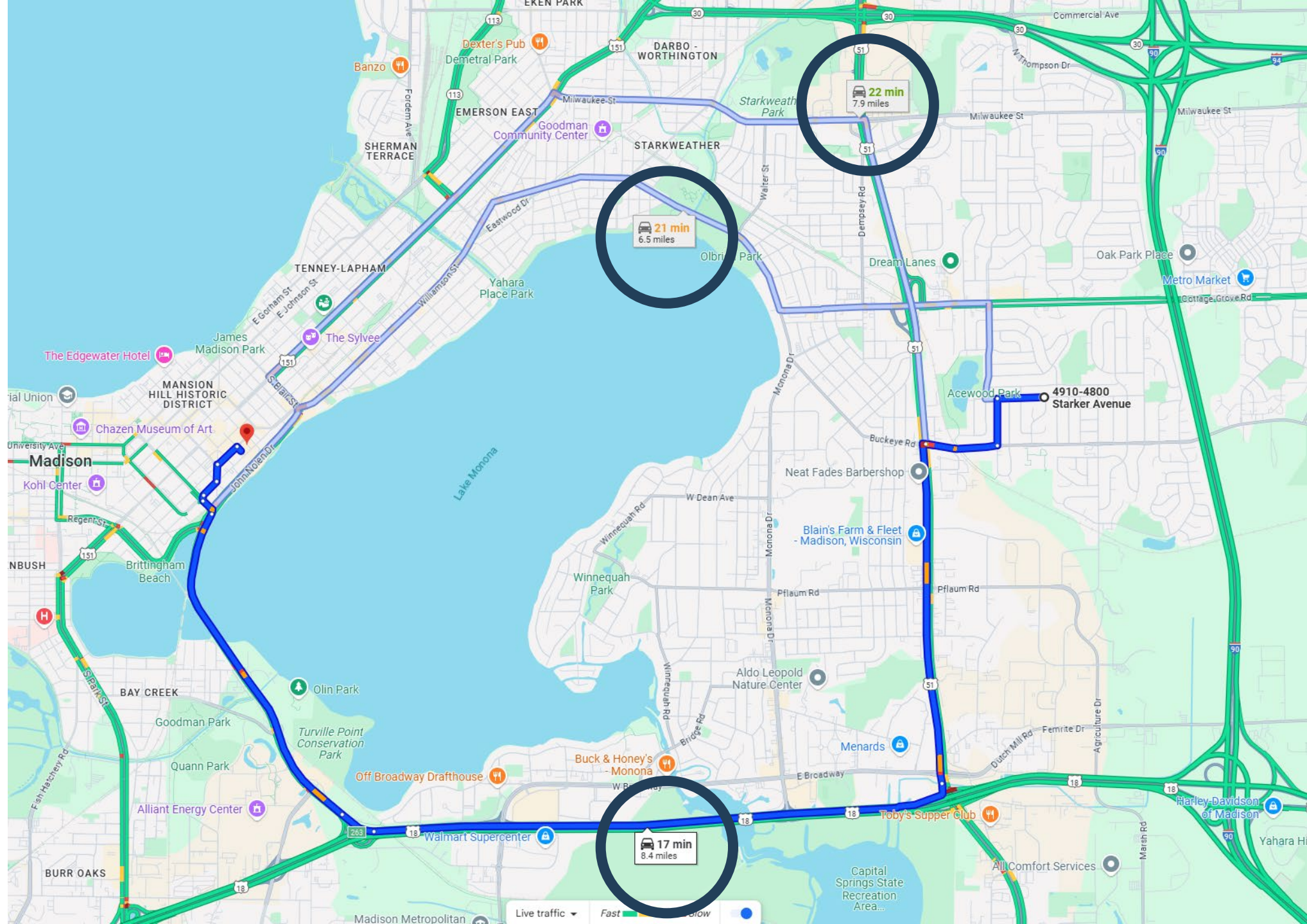




John Nolen Dr reconstruction
2025----2029 will divert traffic

CITY OF MADISON





Traffic Speeds

Street		Study Location	Speed Limit	Average Weekday Traffic	# over 30 mph	% over 30mph	# over 35 mph	% over 35mph	# over 40 mph	% over 40mph
N Sherman Ave	2018	Commercial to Michigan	30	13,248	10,029	76%	3975	30%	552	4%
Wheeler Rd	2020	Sherman to Comanche	25	3,843	1,802	47%	1258	33%	514	13%
Wheeler Rd	2020	School to Delaware	25	2,557	1,348	53%	883	35%	437	17%
Williamsburg Way	2020	Danville	25	2,152	1,098	51%	660	31%	269	13%
Regent St	2019	Brooks to Park	25	23,772	3,147	13%	661	3%	232	1%
Monroe St	2019	Commonwealth to West Lawn	25	14,738	4,714	32%	1423	10%	213	1%
Monroe St	2021	Edgewood to Woodrow	25	14,607	7,440	51%	1500	10%	208	1%
Troy Dr (E of 113)	2020	Gina Ct to Susan Ln	25	1,873	637	34%	406	22%	178	10%
Schroeder Rd	2020	Laurie to Rayovac	30	3,114	2,363	76%	1015	33%	174	6%
N Sherman Ave	2018	Northport to Windom	30	15,356	8,365	54%	1767	12%	162	1%
Piping Rock Rd	2020	Sunridge Park	25	844	320	38%	232	27%	142	17%
Monroe St	2021	Edgewood to Lincoln	25	13,201	6,748	51%	1189	9%	141	1%
Regent St	2019	Madison to Jefferson	25	15,102	3,664	24%	939	6%	132	1%
Barton Rd	2020	Rae to Whitney	25	621	326	52%	204	33%	125	20%
N Sherman Ave	2020	Delaware to Mayfield	30	5,206	2,418	46%	1014	19%	119	2%
Forster Dr	2020	Novick Dr to Becker Dr	25	1,237	458	37%	257	21%	100	8%
N Sherman Ave	2018	Heath to Macpherson	30	13,335	5,190	39%	967	7%	81	1%
Atwood Ave	2018	Elmside to Waubesa	25	28,274	5,805	21%	710	3%	75	0%
Brandenburg Way	2020	Entire Length	25	624	216	35%	136	22%	71	11%
Hayes Rd	2020	4733 Hayes Rd (near Dawn Rd)	30	2,338	863	37%	265	11%	69	3%
Atwood Ave	2021	Rusk to Corscot	25	8,979	1,846	21%	268	3%	65	1%
Regent St	2019	Ash to Allen	25	11,773	2,434	21%	430	4%	62	1%
Swanton Rd	2019	Easley Ln to Hamlet Pl	25	6,532	2,200	34%	378	6%	59	1%
Regent St	2019	Allen to Prospect	25	12,422	2,975	24%	466	4%	56	0%
Regent St	2019	Charter to Mills	25	15,927	2,206	14%	321	2%	51	0%
Regent St	2019	Lathrop to Breese	25	8,122	1,576	19%	364	4%	50	1%
Williamson Street	2018	Brearily to Ingersoll	25	15,887	2,037	13%	290	2%	35	0%
Old Middleton Rd	2020	N Highlands to S Highlands	30	3,444	1,515	44%	269	8%	35	1%
N Sherman Ave	2018	Steensland to Aberg	30	14,647	3,485	24%	314	2%	33	0%
Hammersley Rd	2020	Whitcomb to Reetz	30	2,218	909	41%	157	7%	33	1%
W Lakeside St	2020	Hickory St to Gilson St	25	2,270	552	24%	140	6%	32	1%
Monroe St	2017	Sprague to Commonwealth	25	16,889	973	6%	206	1%	30	0%
N Sherman Ave	2018	Aberg to Roth	30	15,619	3,818	24%	373	2%	28	0%
Williamson Street	2021	Paterson to Brearily	25	14,280	1,295	9%	142	1%	28	0%
Rieder Rd	2020	Old Gate to Portage Rd	30	1,713	831	49%	172	10%	27	2%
Warwick Way	2020	Whenona to Danbury	25	838	372	44%	114	14%	25	3%
Britta Pkwy	2020	Britta & Niemann	25	825	186	23%	67	8%	23	3%
Williamson Street	2018	Paterson to Livingston	25	19,076	1,138	6%	120	1%	18	0%
Koster St	2020	Entire Length	25	575	151	26%	54	9%	18	3%
Walter St	2019	Dawes St to Richard St	25	4,325	1,026	24%	159	4%	16	0%
Drake St	2020	Campbell to Randall	25	4,268	376	9%	69	2%	15	0%
Monterey Dr	2016	Trailsway to Wyldewood Dr	25	478	143	11%	33	7%	15	3%
Tree Ln	2020	Pine Ridge Trl to Cedar Creek	30	2,306	572	25%	97	4%	14	1%
N Sherman Ave	2018	Roxbury to Commercial	30	14,212	3,084	22%	221	2%	13	0%

Street Layout/Geometry

Monroe Street



Williamson Street



What can we do about building crashes?

- Traffic calming?
 - Curb changes
 - Speed humps
- Lighting improvements
- Traffic signal improvements
 - Visibility
 - Left-turn phases
- Lane reduction
- Police enforcement
- Physical barriers at intersections

Safety Bollards for Building/Sidewalk Protection

Safety Bollards



G-1600 Series

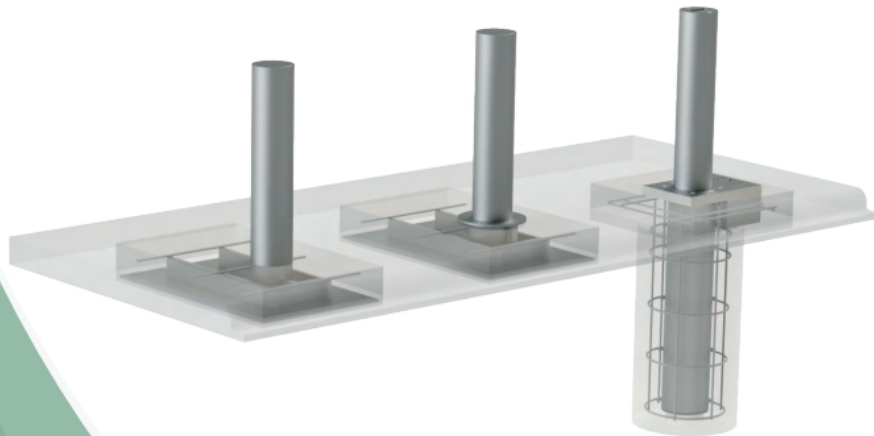
- ASTM F3016-19 S30 P1 Certified
 - Fixed
 - Removable
 - Deployable
- S20 and S10 Engineered Options

Features

- Certified as a single bollard.
- 8" Shallow Foundation Depth
 - Fixed and Removable
- Highest ASTM F3016 rating available.
- No Rebar - Shallow Foundations

Benefits

- Protects pedestrians, facilities and assets from vehicular impacts.
- Allows for pedestrian egress while stopping vehicular intrusion.



Additional Options

- Decorative Cover Options
- Hot-Dipped Galvanized to ASTM A123
- Powder-Coat Finish
- Manual Deployable
- Automated Deployable
 - Electric
 - Hydraulic

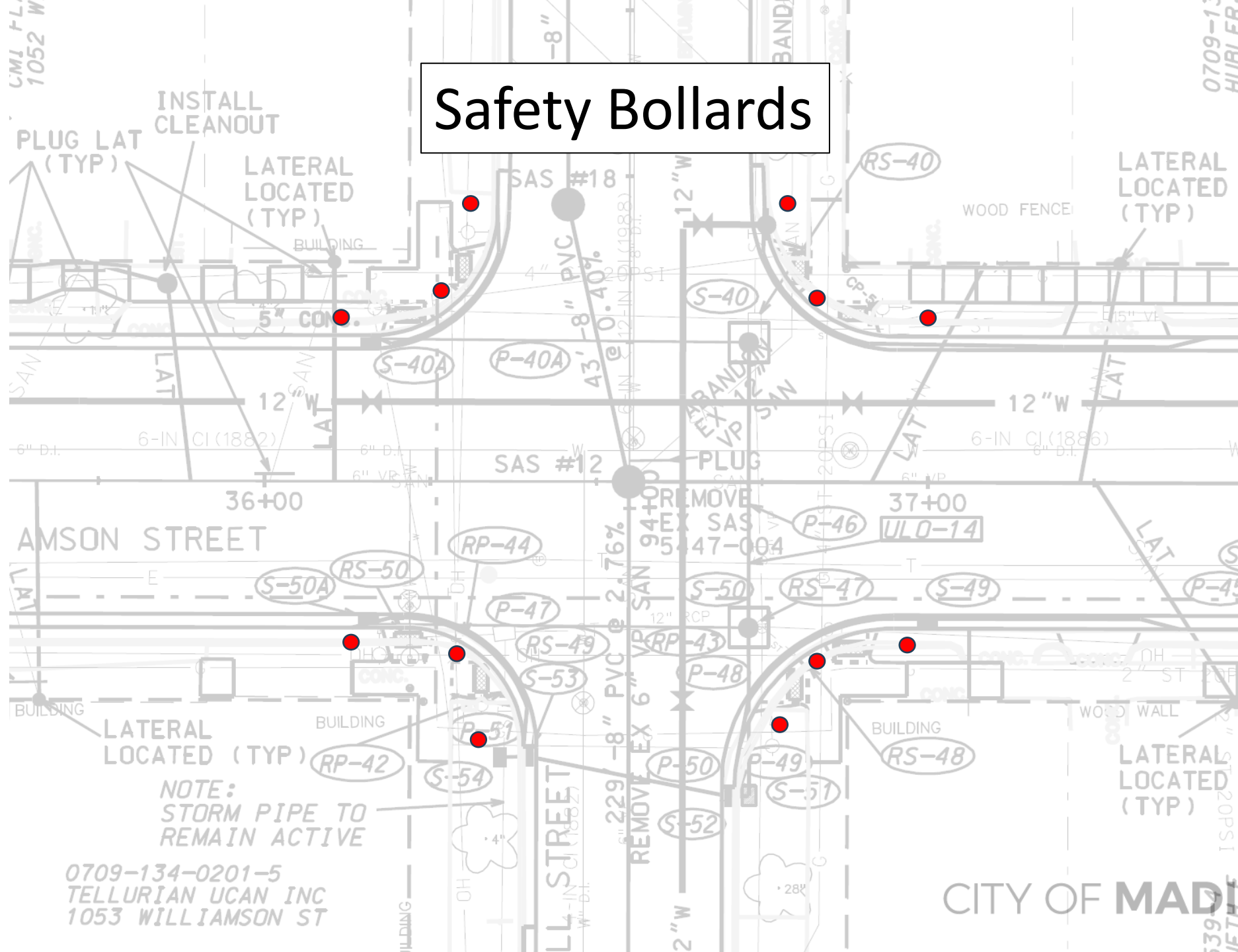
- **\$5,000** for materials and labor
- Meets ASTM F3016--Stops 5,000 lb vehicle (Ford F-150) at 30 mph
- Foundation Depth: 8" to 36"
- Bollard Diameter: 8"
- Steel pipe filled with concrete

Safety Bollards

- S Pinckney Street example



Safety Bollards



Safety Bollards

City signal and light poles are “breakaway” to conform with federal standards. These poles **MUST** be breakaway. They are bolted to a concrete base and meant to shear off at 15-25 mph by a typical car/SUV.

Safety Bollards

- Cost estimate
 - One quadrant (3 bollards) = \$15,000
 - One intersection (12 bollards) = \$60,000
 - All intersections (10 intersections; 120 bollards) = \$600,000

Potential Removal of Peak-Hour travel lanes

Potential Removal of Peak-Hour travel lanes

Our Current Traffic Model:

- Based on old/dummy traffic counts
- Assumes 100' left turn lanes at each intersection
- Permanent parking removal at intersections extended further back than existing
 - Possibly removing all parking between Jenifer St and Livingston St
- Longer signal cycle lengths—stretched out platoons of traffic
 - Existing during afternoon rush hour is 50 seconds Williamson and 30 sec side street; future would likely be ~80 sec. Williamson and 30 sec. side street
 - Increased delay to side streets, pedestrian crossings
 - Fewer gaps in traffic for turns into/out of driveways and unsignalized intersections
 - May need permanent parking removal at higher-volume side streets similar to Willy Street Co-op today

Synchro Modelling from 2022

WILLIAMSON STREET - AM PEAK COMPARISON

		Blount					Jenifer					Paterson					Ingersoll					Baldwin				
	Cycle Length (sec)	LOS	V/C	Delay (sec)	WB 50% Queue Length (ft)	WB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	WB 50% Queue Length (ft)	WB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	WB 50% Queue Length (ft)	WB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	WB 50% Queue Length (ft)	WB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	WB 50% Queue Length (ft)	WB 95% Queue Length (ft)
AM Peak Existing	80	A	0.7	5.6	18	21	A	0.72	8	142	166	B	0.6	11.2	205	272	A	0.6	6.9	45	54	B	0.5	12.6	141	186
AM Peak 1-lane	100	A	0.6	3	20	35	A	0.55	3.2	100	m118	B	0.9	14.7	194	m270	B	0.9	17.2	244	#904	C	0.9	22.9	453	704

NOTES:

= 95 percentile volume exceeds capacity, queue may be longer
m = signal is metered by upstream signal

Would likely result in drivers using Jenifer, Spaight, Rutledge to bypass the congestion on Williamson

WILLIAMSON STREET - PM PEAK COMPARISON

		Blount					Jenifer					Paterson					Ingersoll					Baldwin				
	Cycle Length (sec)	LOS	V/C	Delay (sec)	EB 50% Queue Length (ft)	EB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	EB 50% Queue Length (ft)	EB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	EB 50% Queue Length (ft)	EB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	EB 50% Queue Length (ft)	EB 95% Queue Length (ft)	LOS	V/C	Delay (sec)	EB 50% Queue Length (ft)	EB 95% Queue Length (ft)
PM Peak Existing	80	A	0.6	9.3	165	217	A	0.55	6	26	31	A	0.6	8.3	6	8	B	0.8	10.1	103	122	B	0.9	11	54	#102
PM Peak 1-lane	100	B	0.6	11.6	130	240	A	0.57	9.4	27	32	C	0.9	20.6	394	#940	F	1.2	85.1	1182	m#1421	E	1.2	72.2	1204	m#36
PM Peak 1-lane	120	A	0.6	8.5	114	160	A	0.6	5.4	25	31	B	0.8	18	608	738	E	1.1	57.6	1343	#1620	D	1.1	45.1	1325	m#47

NOTES:

= 95 percentile volume exceeds capacity, queue may be longer
m = signal is metered by upstream signal

Would likely result in drivers using Jenifer, Spaight, Rutledge to bypass the congestion on Williamson

Potential Removal of Peak-Hour travel lanes

Other considerations:

Streets Division

Currently uses the peak-hour lanes for:

- Garbage/Recycling Collection
- Leaf/brush collection
- Snow Plowing
- Street Sweeping

Fire

- Fire Station #3
- Congestion

Metro Transit

- Potential bus route relocation from Jenifer Street to Williamson Street

Potential Removal of Peak-Hour travel lanes

What would a test/study involve?

- Pre-test data collection
- Refine model with updated counts to determine left turn lane lengths and required permanent parking removal at intersections
- Public engagement
 - Outreach, online survey
- Equipment required
 - Barrels, signs, temporary markings to create the left turn lanes
 - Data collection during test
 - Travel times, queue lengths, speed, volume, neighborhood cut-through traffic

Potential Removal of Peak-Hour travel lanes

What would a test/study **cost**?

- Public engagement, data collection, modelling, test setup and evaluation
- Likely close to \$100,000 range for study
- Consultant vs City Staff?
- Safe Streets & Roads for All federal grant
 - \$110,000 allocated for corridor studies by consultants
 - S Whitney Way (south of Schroeder Rd)
 - Fair Oaks Ave (E Washington Ave to Commercial Ave)
 - **Winnebago/Atwood (add Williamson Street to this?)**
 - \$245,500 for Regent Street—Randall Ave to Park St

Potential Removal of Peak-Hour travel lanes

When could a test/study occur?

- 2025?
- During John Nolen Drive reconstruction 2026 through 2029
- After John Nolen Drive reconstruction