

# Wilson Street Corridor Study

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<https://www.cityofmadison.com/transportation/studies/wilson-street-corridor-study>

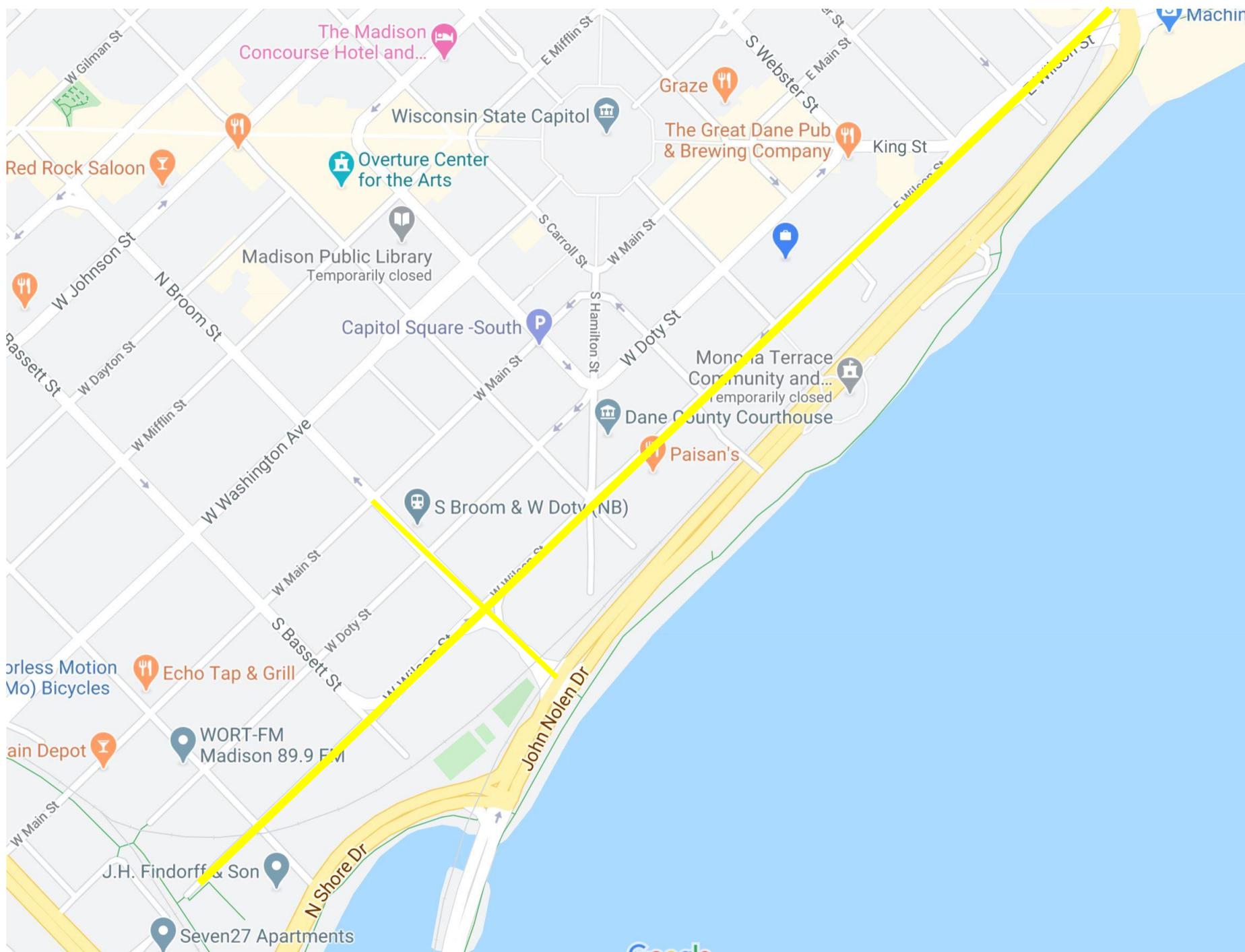
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# Wilson St Corridor Study History

2019

- Public Information Meetings
- Multiple design alternatives
- Discussed by City Transportation Policy Planning Board, Transportation Commission, Board of Public Works
- Staff designed a flexible street configuration for 300 W Wilson allowing for different design alternatives for entire Wilson corridor
- Recommendation by TPPB & TC to complete the Corridor Study before moving forward with any construction on the 300 block of W Wilson St or Broom St

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# Wilson St Corridor Study - Goals & Objectives

- Provide safety for all modes of transportation
- Improve comfortable bike connection to downtown from south, west and east
- Maintain viable, pleasant living area
- Provide pleasing entrance to downtown
- Satisfy parking and loading needs
- Preserve healthy tree canopy and terrace
- Efficient and ordered motor vehicle operations
- Safe and comfortable pedestrian crossings
- Preserve existing infrastructure investments
- Provide corridor vision for Wilson
- Maintain/Improve transit

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# Wilson Street Corridor Study 2020

- Meetings with National Association of City Transportation Officials (NACTO)
- Stakeholder Meetings
- Continue work on Corridor Plan
- Public Information Meeting
- Finish Corridor Plan
- Transportation Policy & Planning Board Corridor
- Transportation Commission & Board of Public Works – 300 block of W Wilson & Broom St
- Common Council
- Bid Fall 2020 for 2021 Construction

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# DMI Stakeholder Meeting

## Stakeholder Meetings

- Likes
- Concerns
- Priorities

## What city staff has heard in 2020:

- Importance of people seeing other users
- Many types of deliveries
- Aesthetics of gateway to downtown
- Value of trees & greenspace
- Access for older adults
- Ease of access for people with disabilities
- Wayfinding for visitors
- Private bus parking
- Driveway improvements
- Transit importance
- Pedestrian access and safety
- Safe access for bicyclists of all abilities
- Efficiency of maintenance

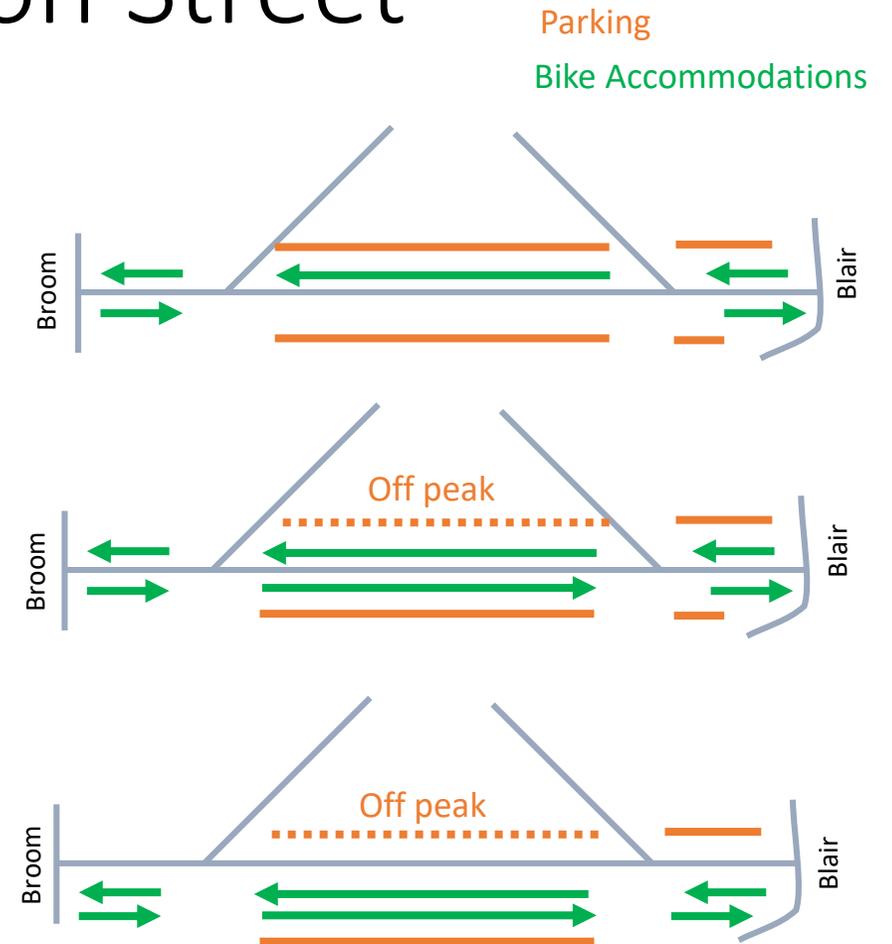
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# Alternatives Reviewed for Wilson Street

1. Conventional Bike Lanes
2. Conventional Bike Lanes West and East, Contra Flow Bike Lane in Center
3. Cycle Path, or Separated Two-way Cycletrack, Full Corridor





# Protected Bike Lanes/Cycletrack Bassett St - Madison

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## Example - Vancouver

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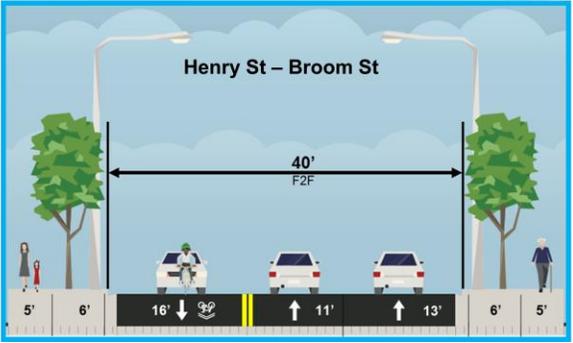
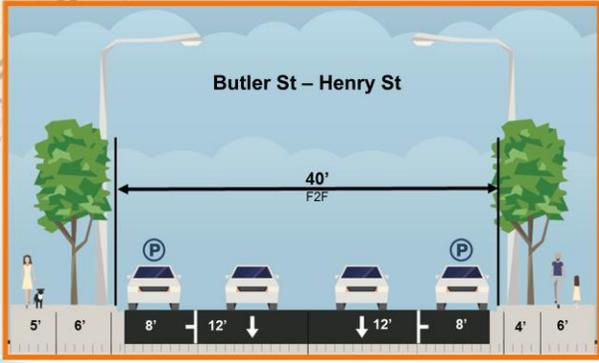
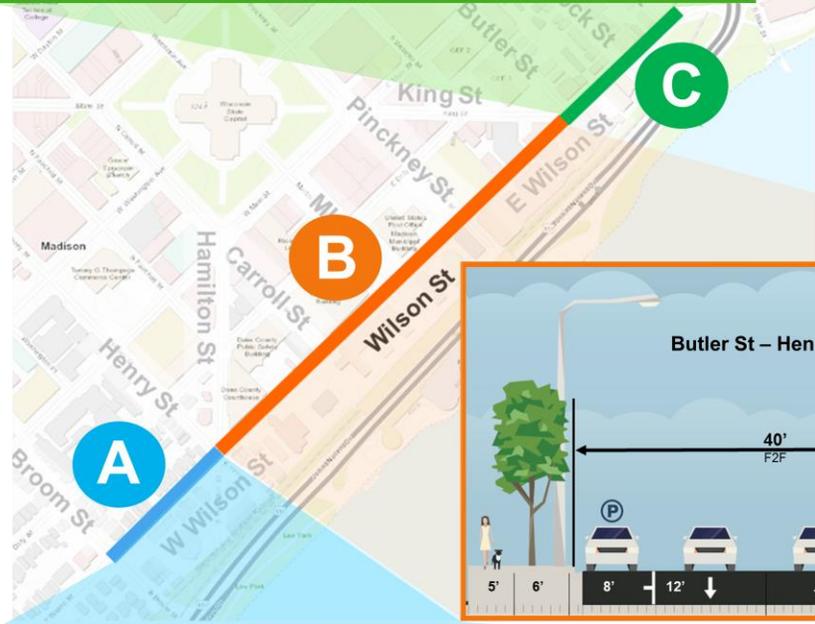
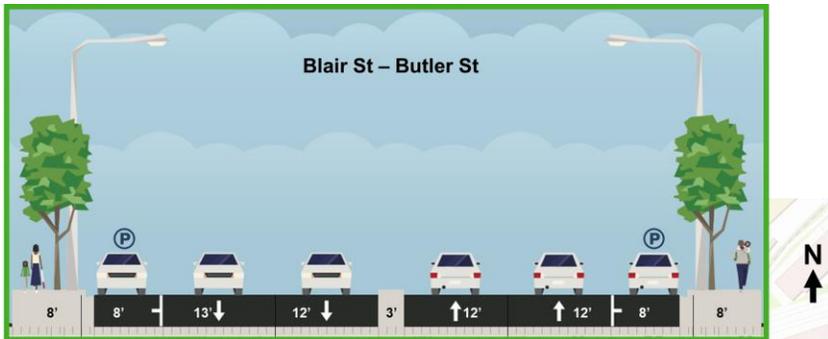


## Example – Chicago

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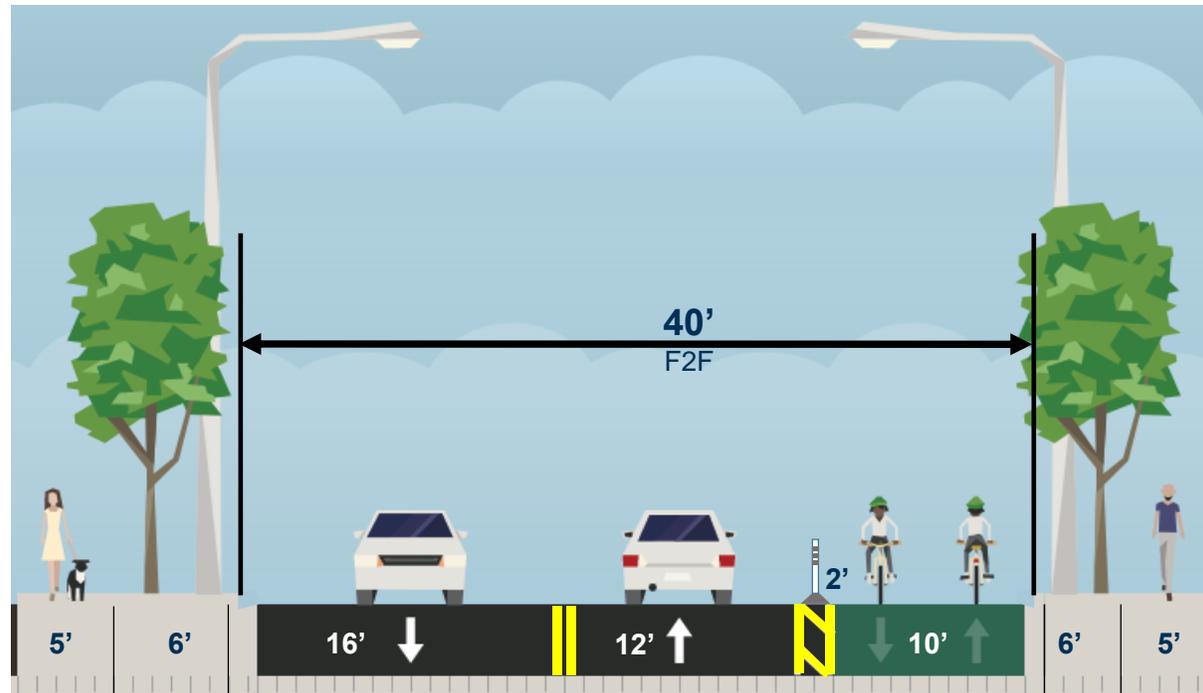


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# Two-Way Bike Full Corridor

Looking East



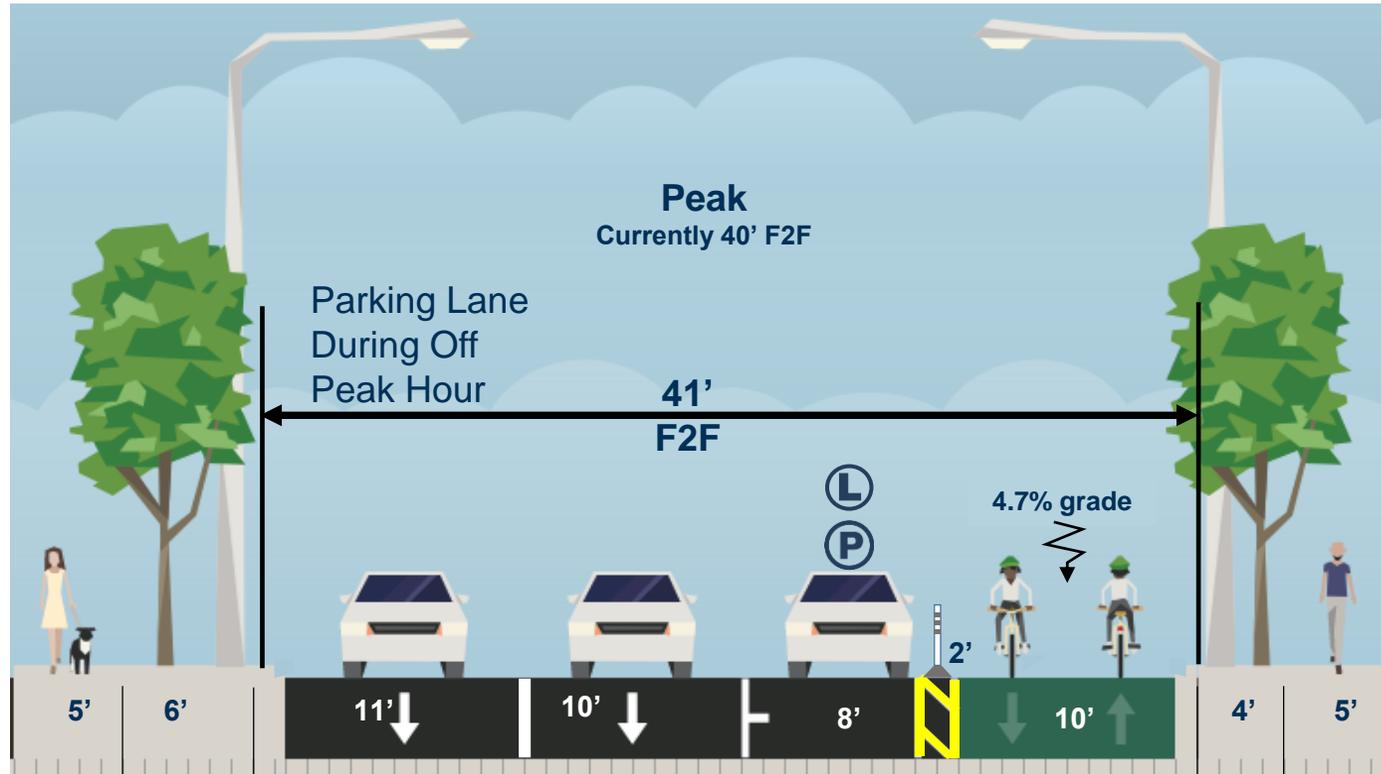
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# Two-Way Bike Full Corridor

Looking East



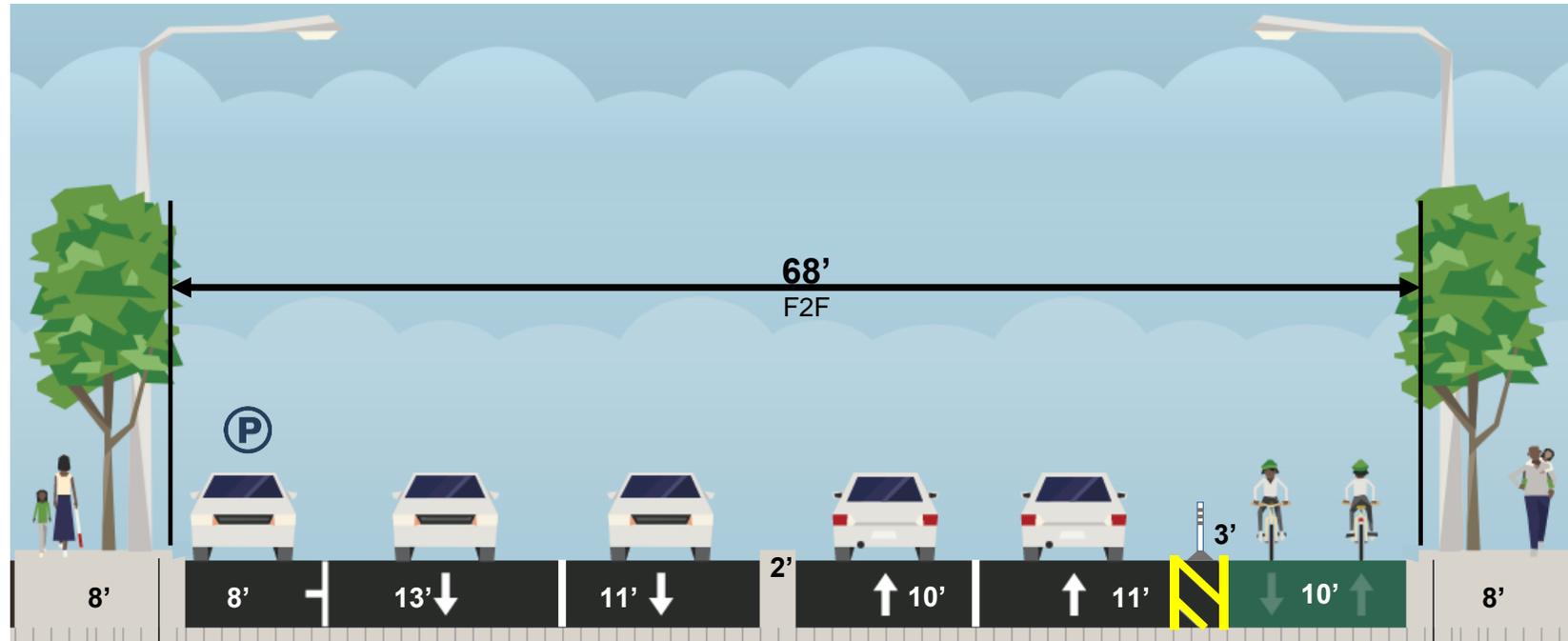
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# Two-Way Bike Full Corridor

Looking East



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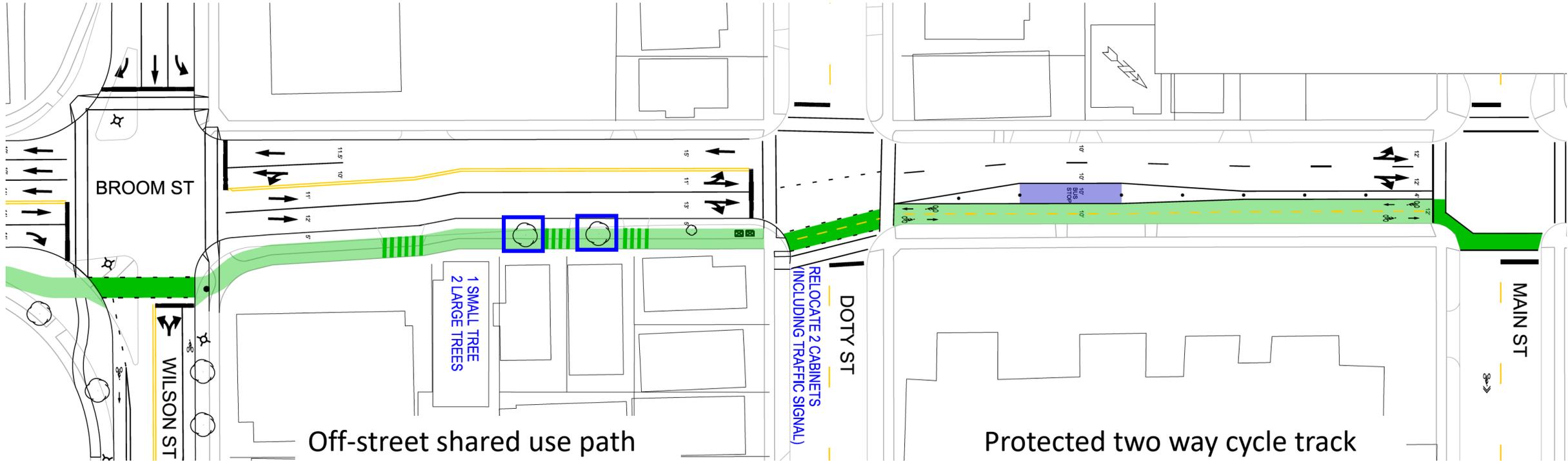
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# Broom Street - Recommended configuration



- Wilson St to Doty St

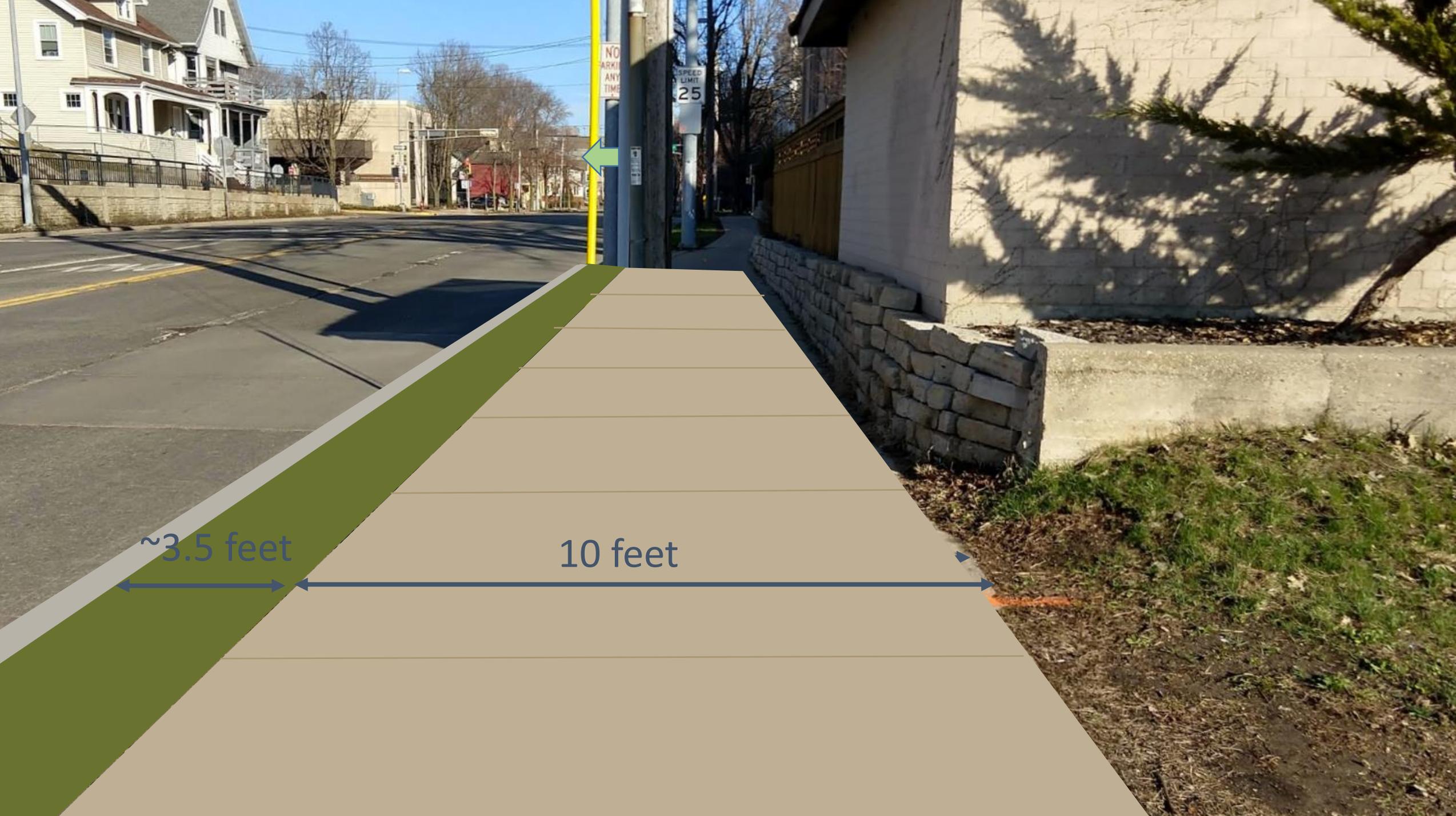
Doty St to Main St



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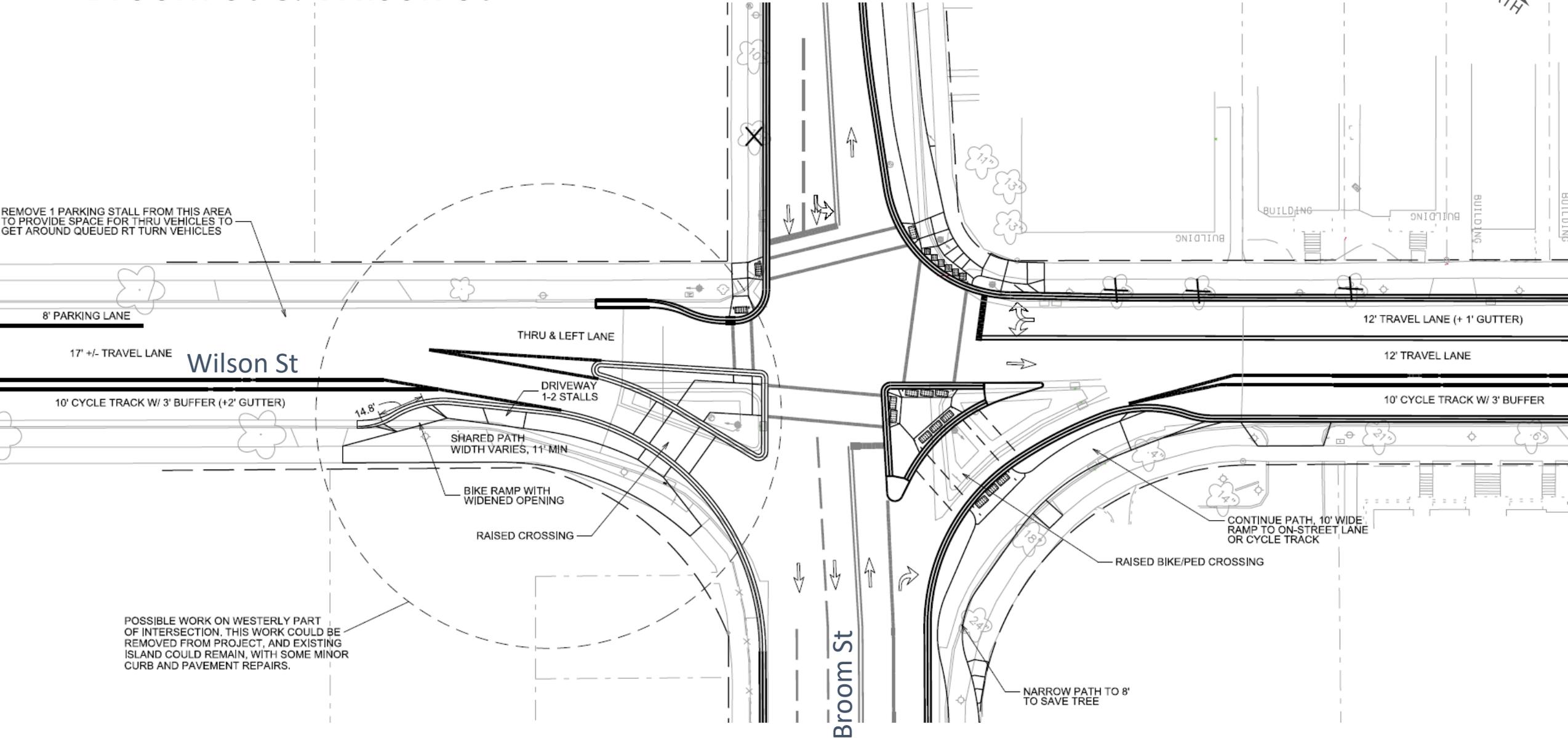
NO  
PARKING  
ANY  
TIME

SPEED  
LIMIT  
25

~3.5 feet

10 feet

# Broom St & Wilson St



REMOVE 1 PARKING STALL FROM THIS AREA TO PROVIDE SPACE FOR THRU VEHICLES TO GET AROUND QUEUED RT TURN VEHICLES

8' PARKING LANE

17' +/- TRAVEL LANE

Wilson St

10' CYCLE TRACK W/ 3' BUFFER (+2' GUTTER)

THRU & LEFT LANE

DRIVEWAY  
1-2 STALLS

SHARED PATH  
WIDTH VARIES, 11' MIN

BIKE RAMP WITH  
WIDENED OPENING

RAISED CROSSING

POSSIBLE WORK ON WESTERLY PART OF INTERSECTION. THIS WORK COULD BE REMOVED FROM PROJECT, AND EXISTING ISLAND COULD REMAIN, WITH SOME MINOR CURB AND PAVEMENT REPAIRS.

12' TRAVEL LANE (+ 1' GUTTER)

12' TRAVEL LANE

10' CYCLE TRACK W/ 3' BUFFER

CONTINUE PATH, 10' WIDE RAMP TO ON-STREET LANE OR CYCLE TRACK

RAISED BIKE/PED CROSSING

NARROW PATH TO 8' TO SAVE TREE

Broom St

# Discussion

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