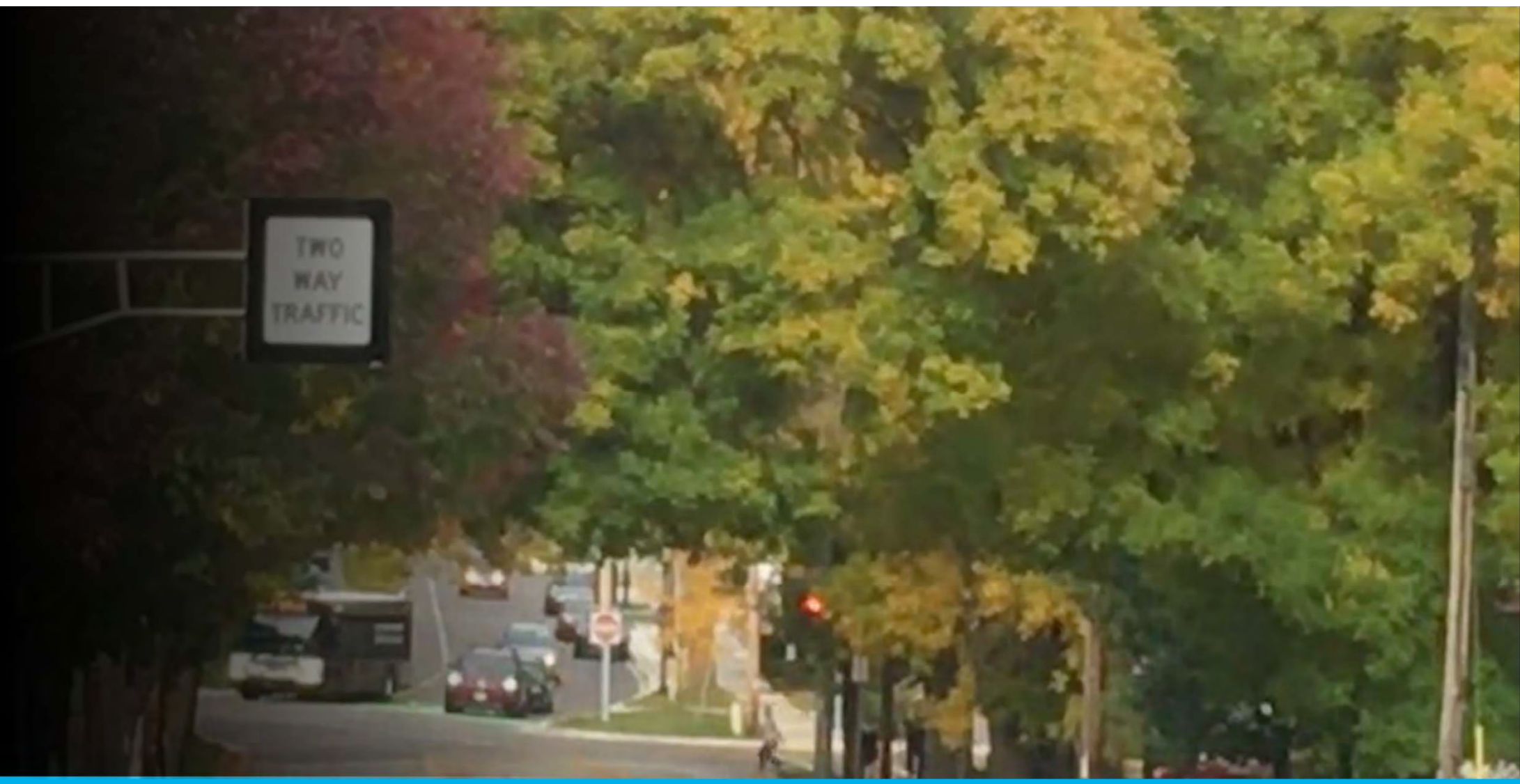




Wilson Street

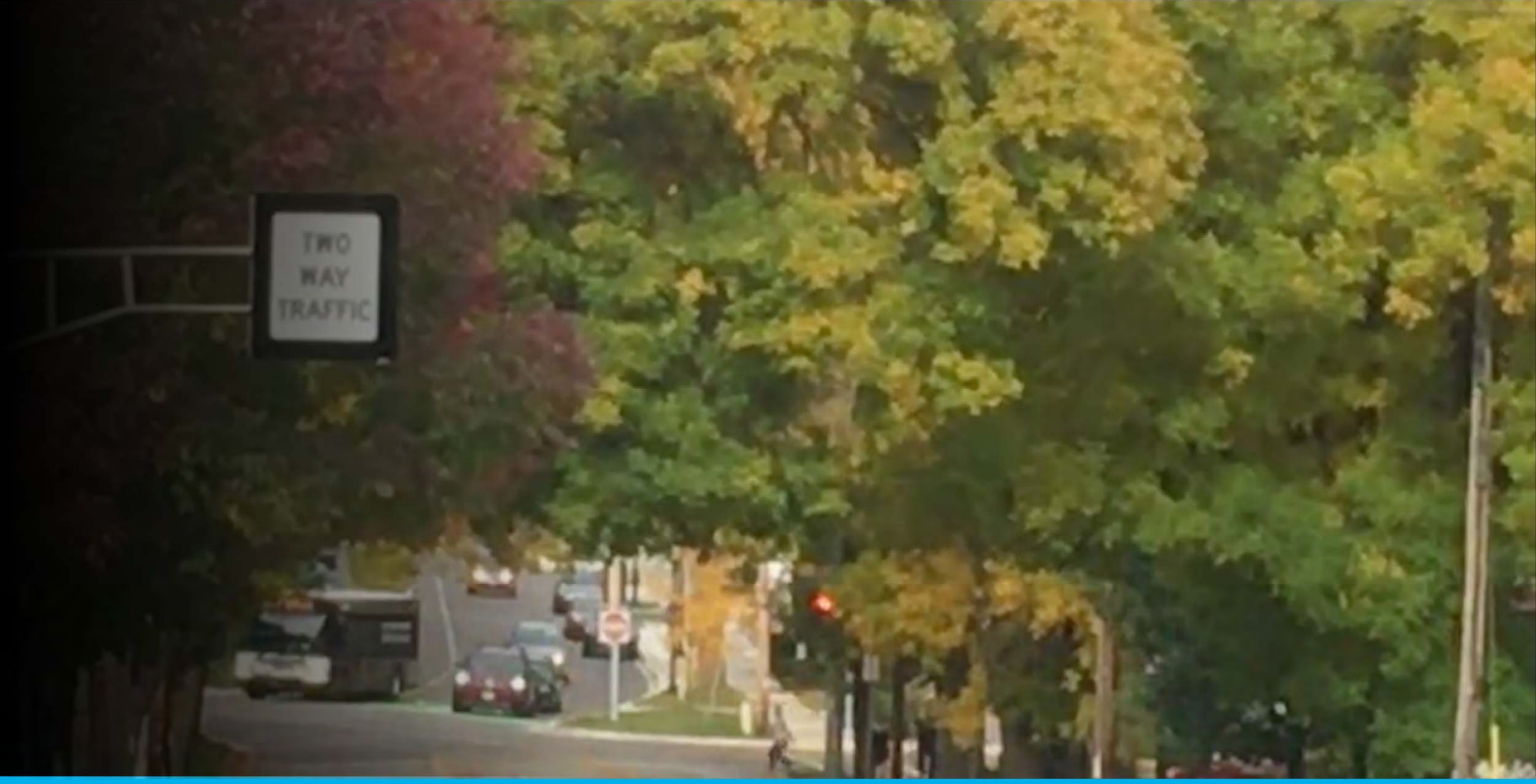


Goals and Objectives

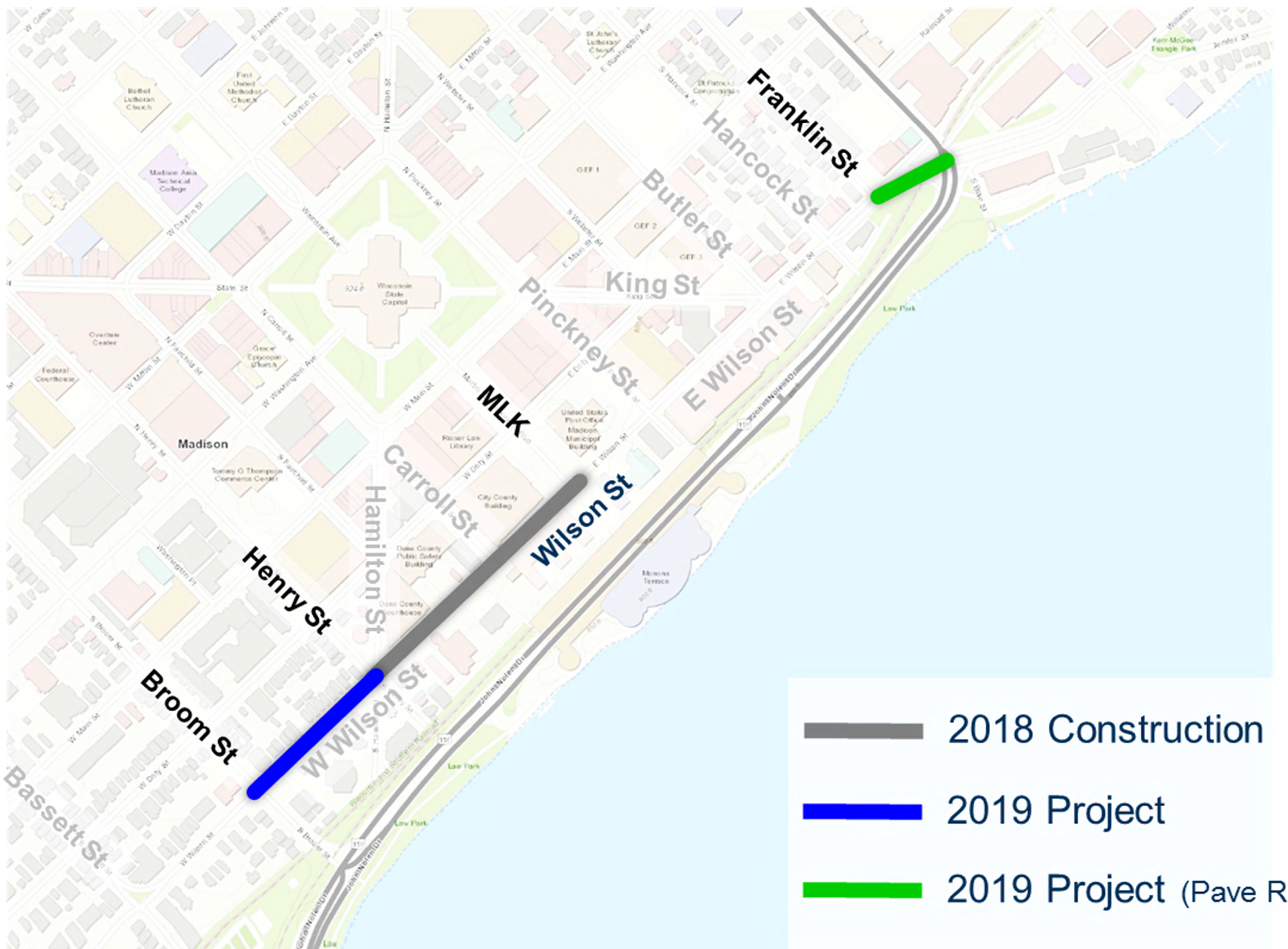
- Provide safety for all modes of transportation
- Improve comfortable bike connection to downtown area from south, west and east
- Maintain viable, pleasant living area
- Provide pleasing entrance to downtown
- Satisfy parking and loading needs
- Preserve healthy canopy and terrace
- Efficient and ordered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

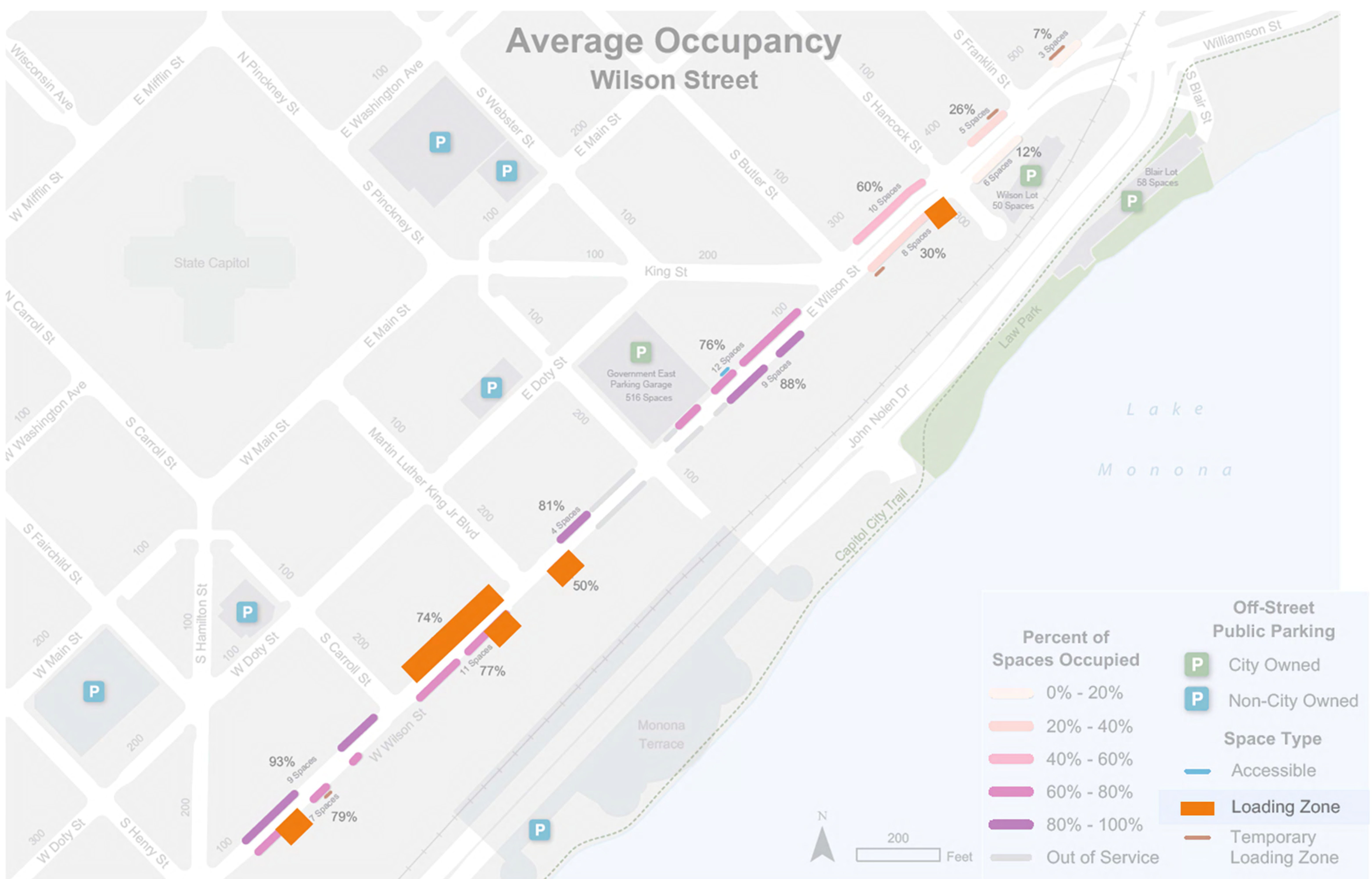


Wilson Street



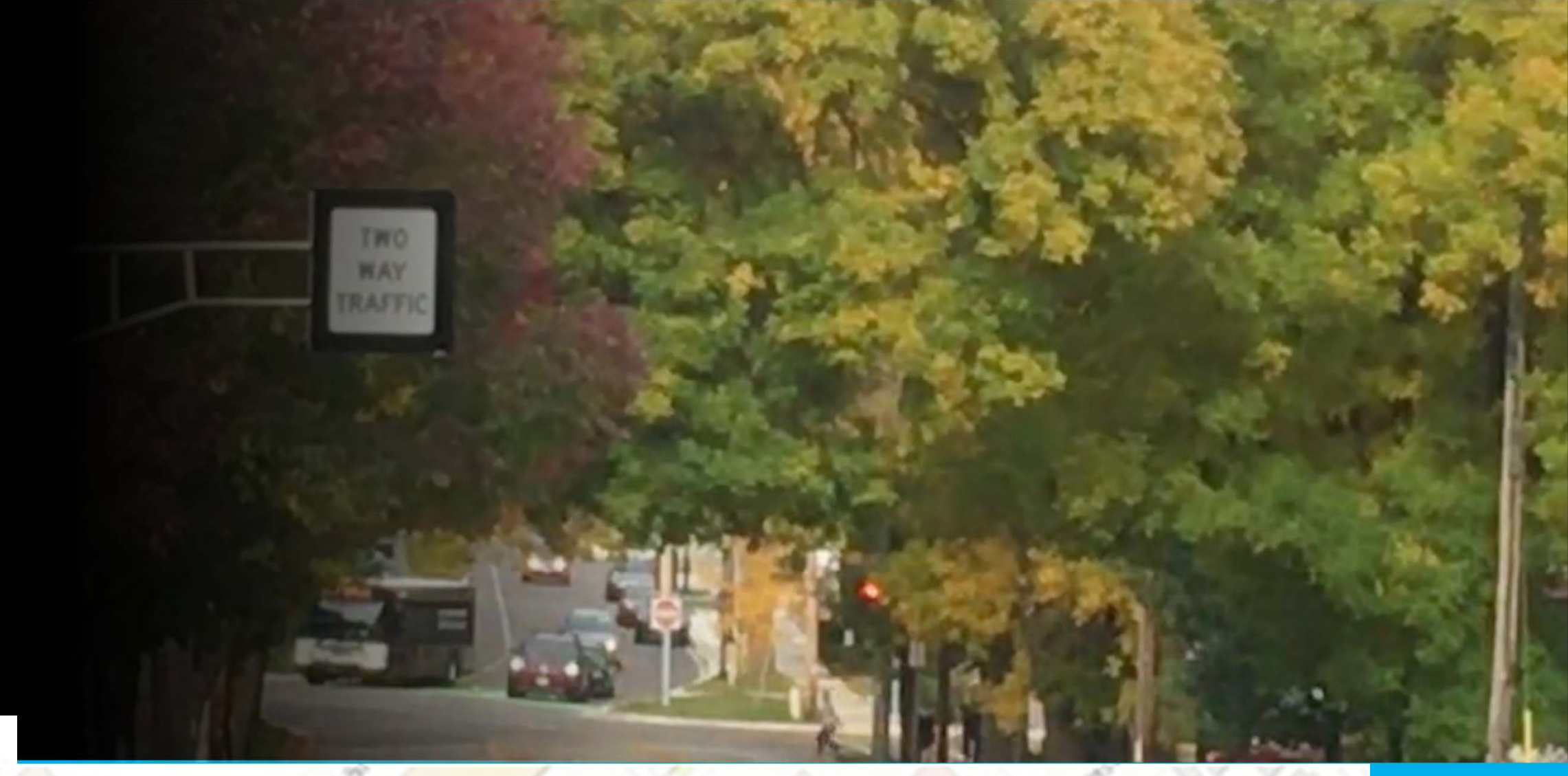
Location



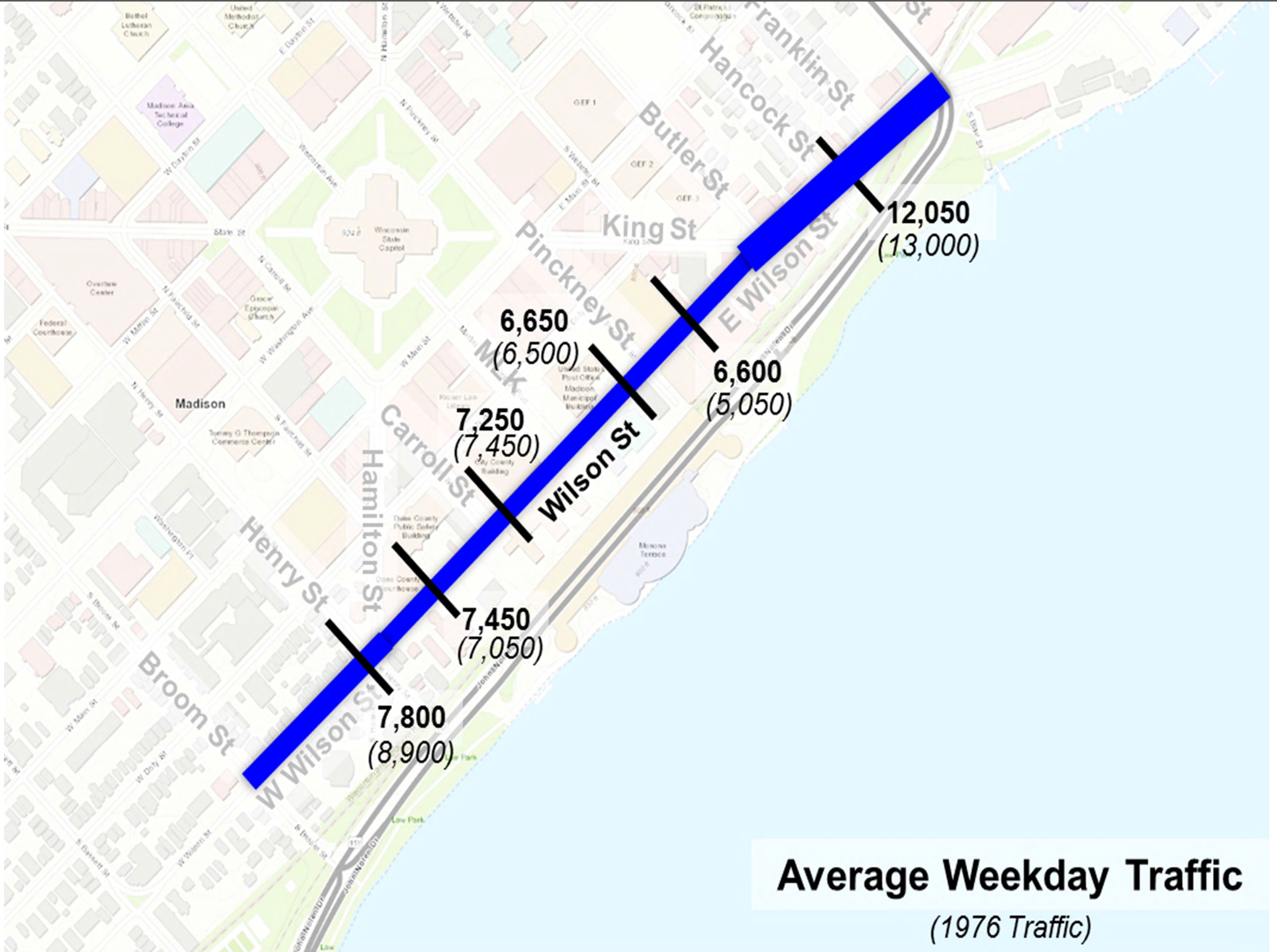
[illegible]



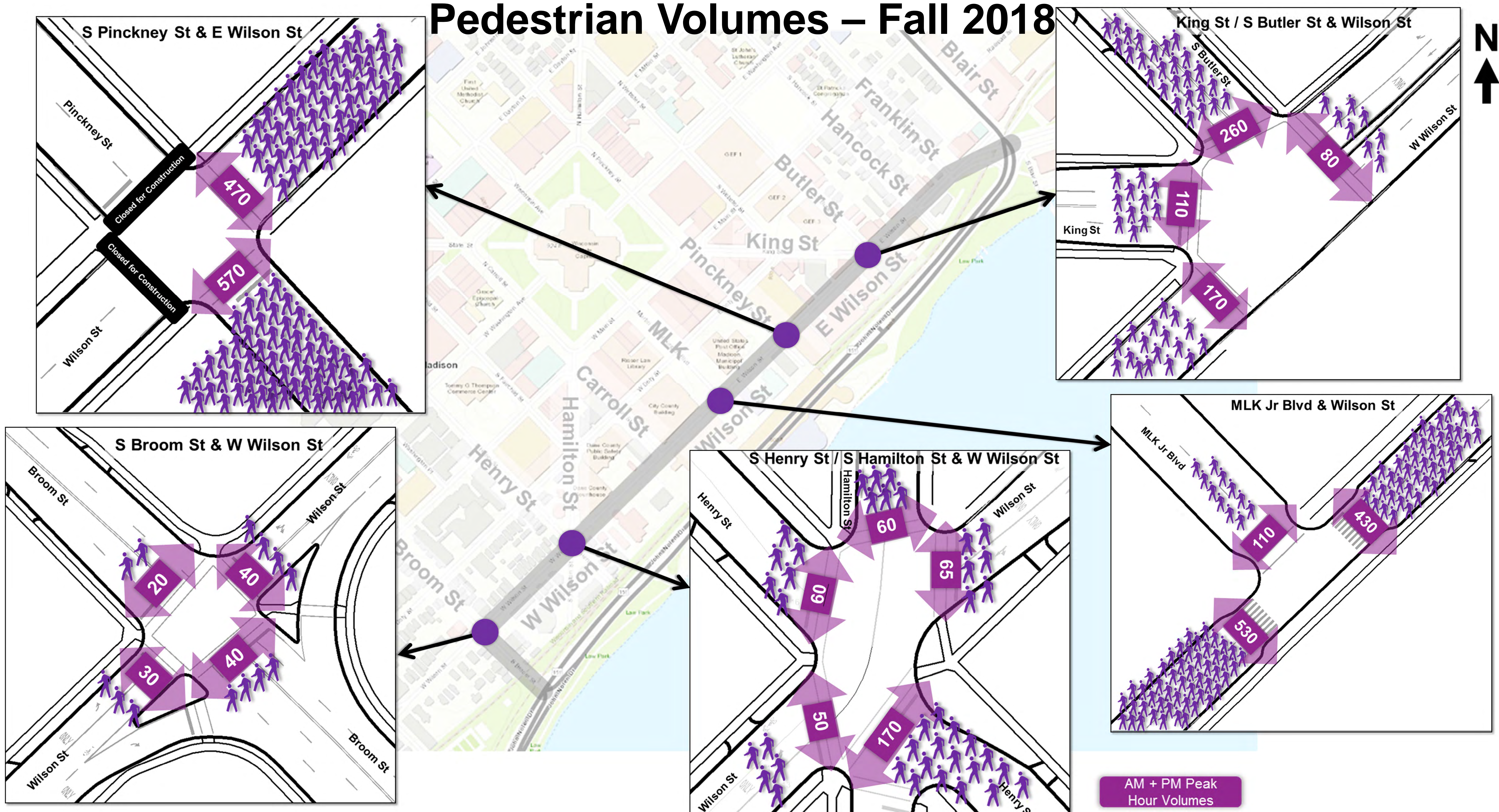
Wilson Street



Traffic & Pedestrian Volumes

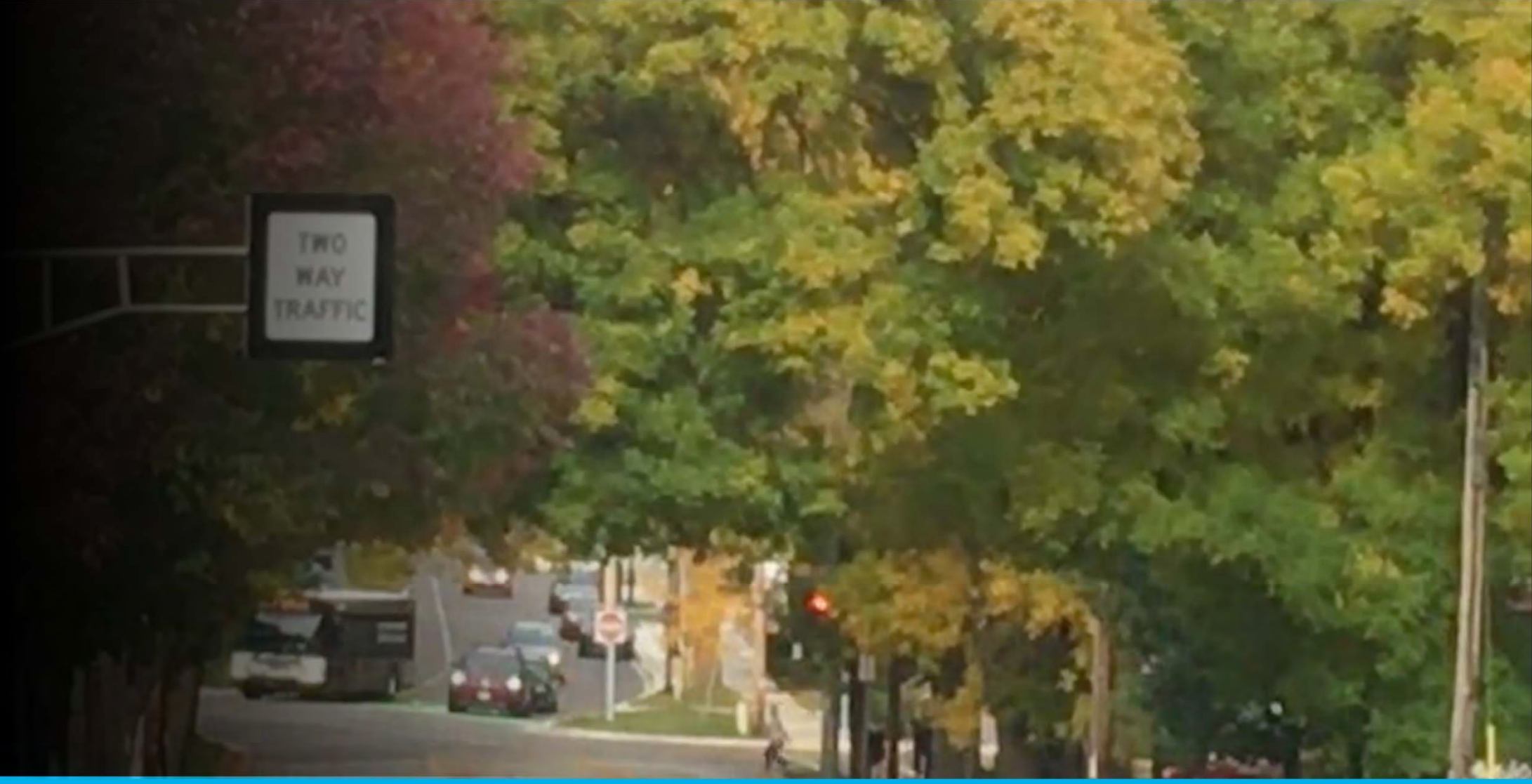


Pedestrian Volumes – Fall 2018



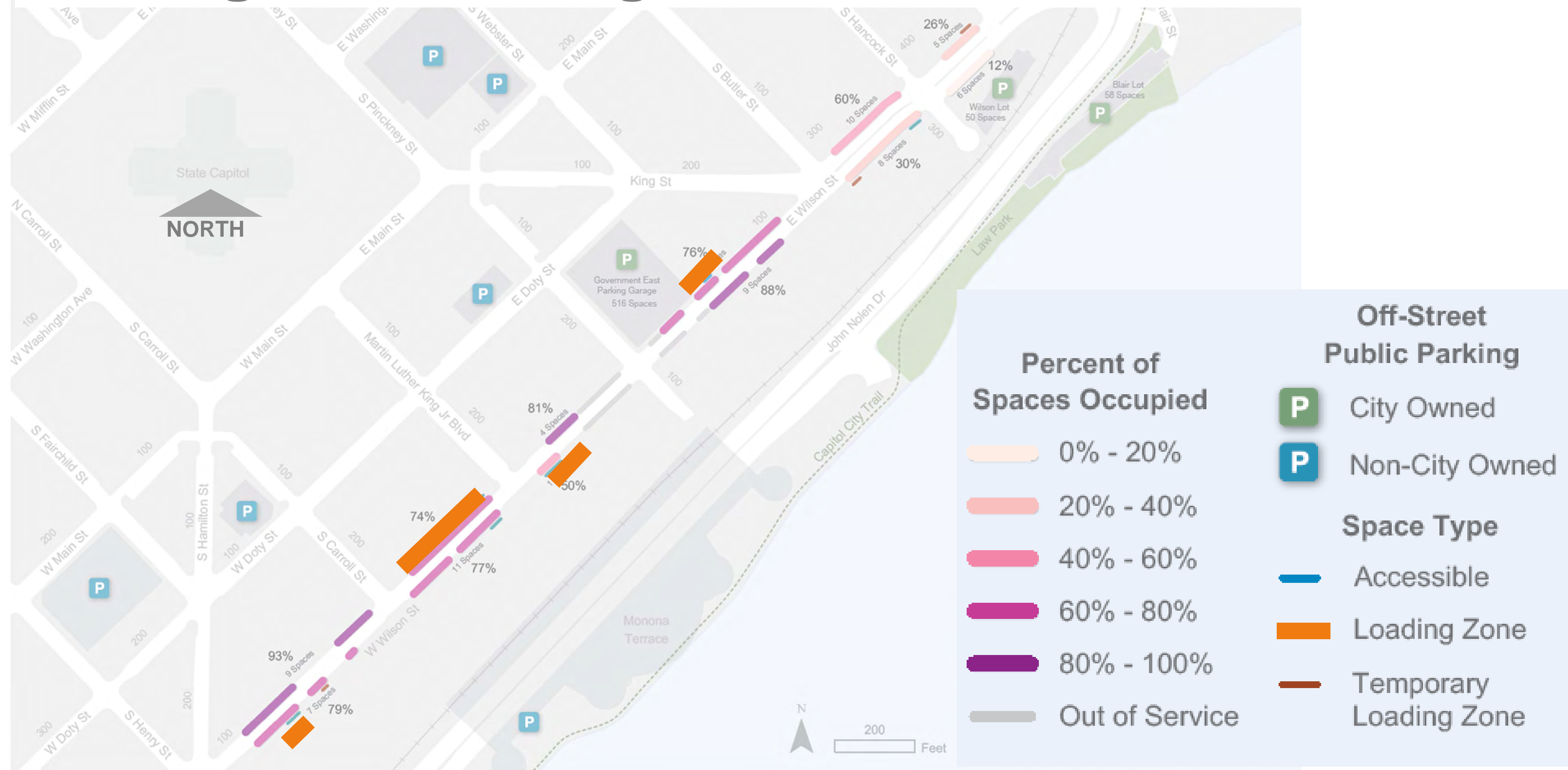


Wilson Street



Parking and Loading Needs

Parking and Loading



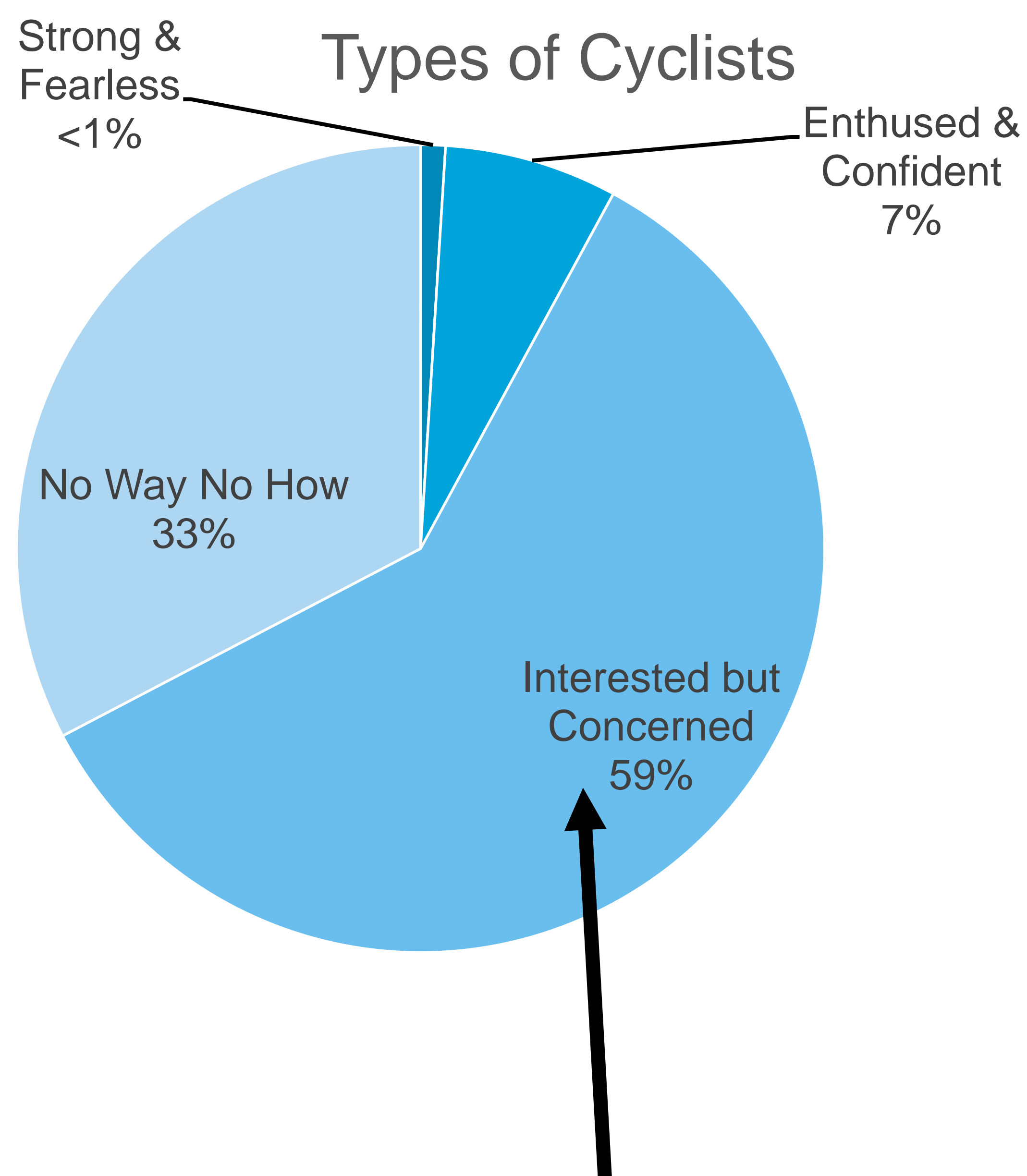


Wilson Street

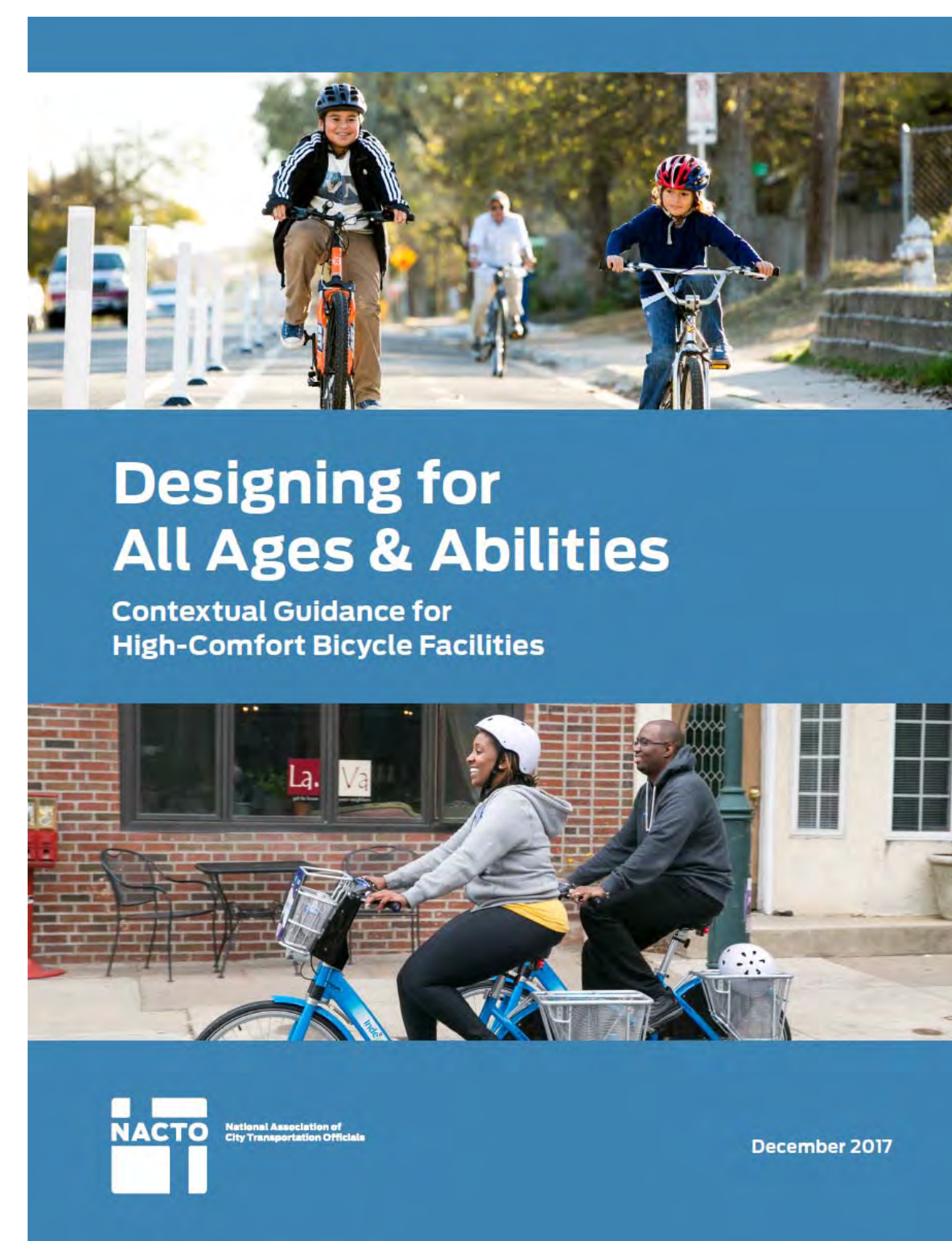


Low Stress Bike Networks

The population can be divided into four different types of cyclist.

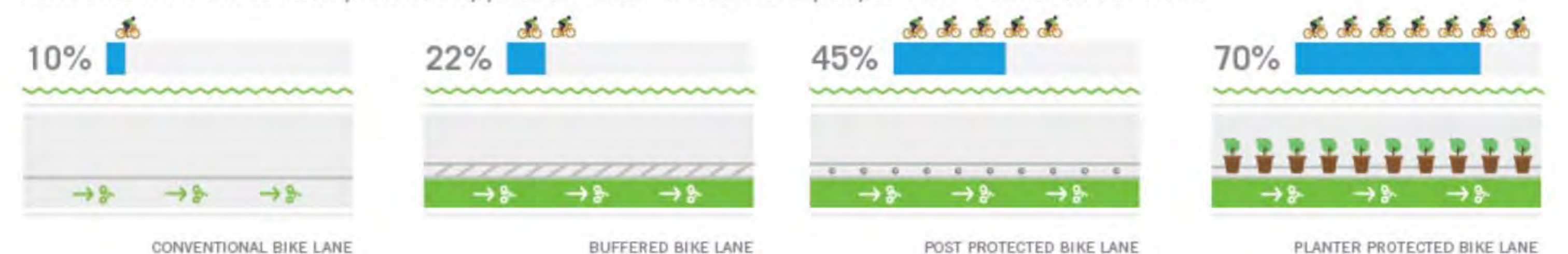


The majority of the population is interested in cycling but have concerns about safety and bike-vehicle interactions.



The National Association of City Transportation Officials recognized the need for low stress facilities and created “Designing for All Ages & Abilities”, a guidance for safe, equitable and high-comfort bicycle facilities.

Protected bike lanes with planters appeal to seven times more people than conventional ones.

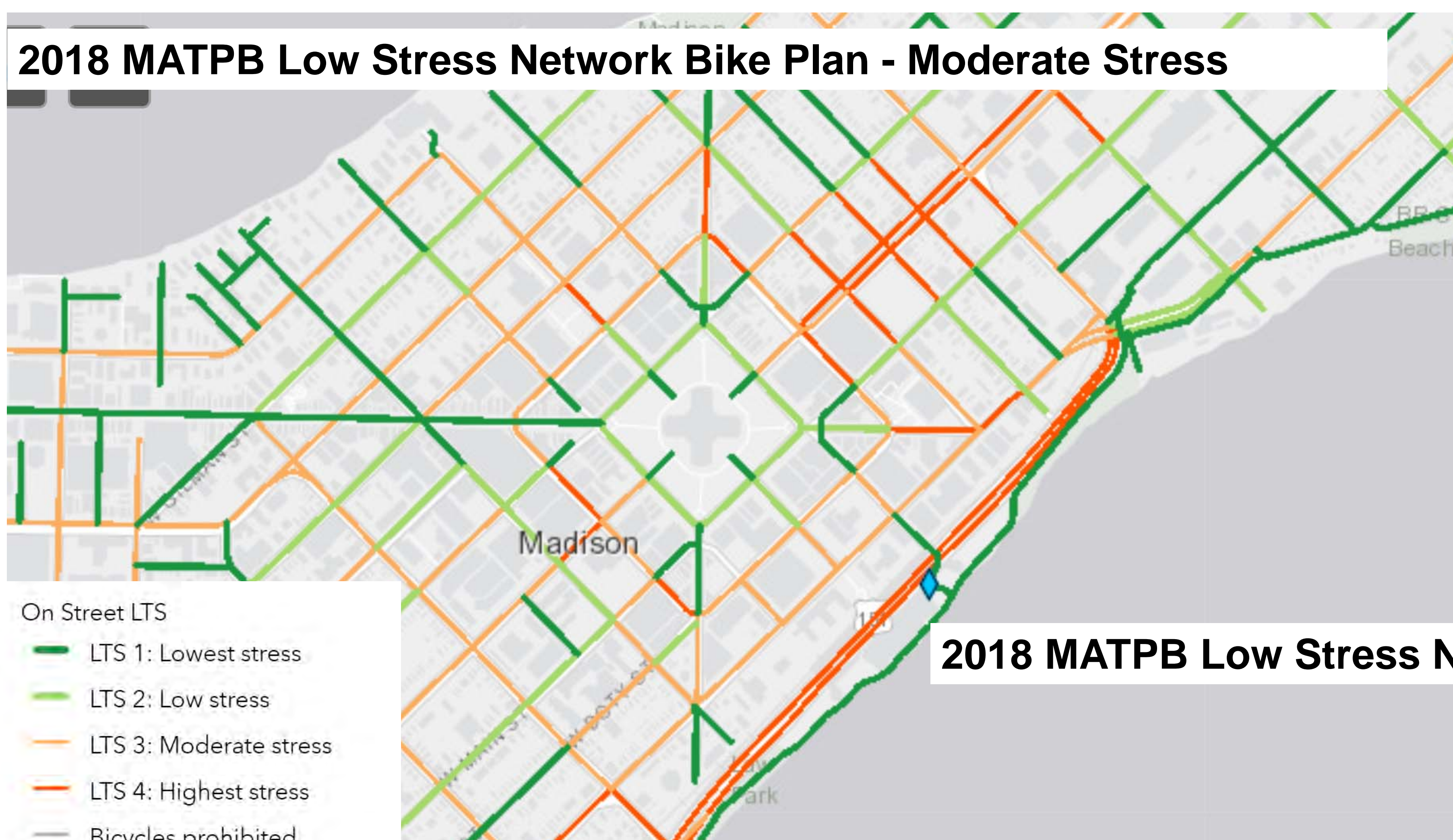


Monsere, 2014

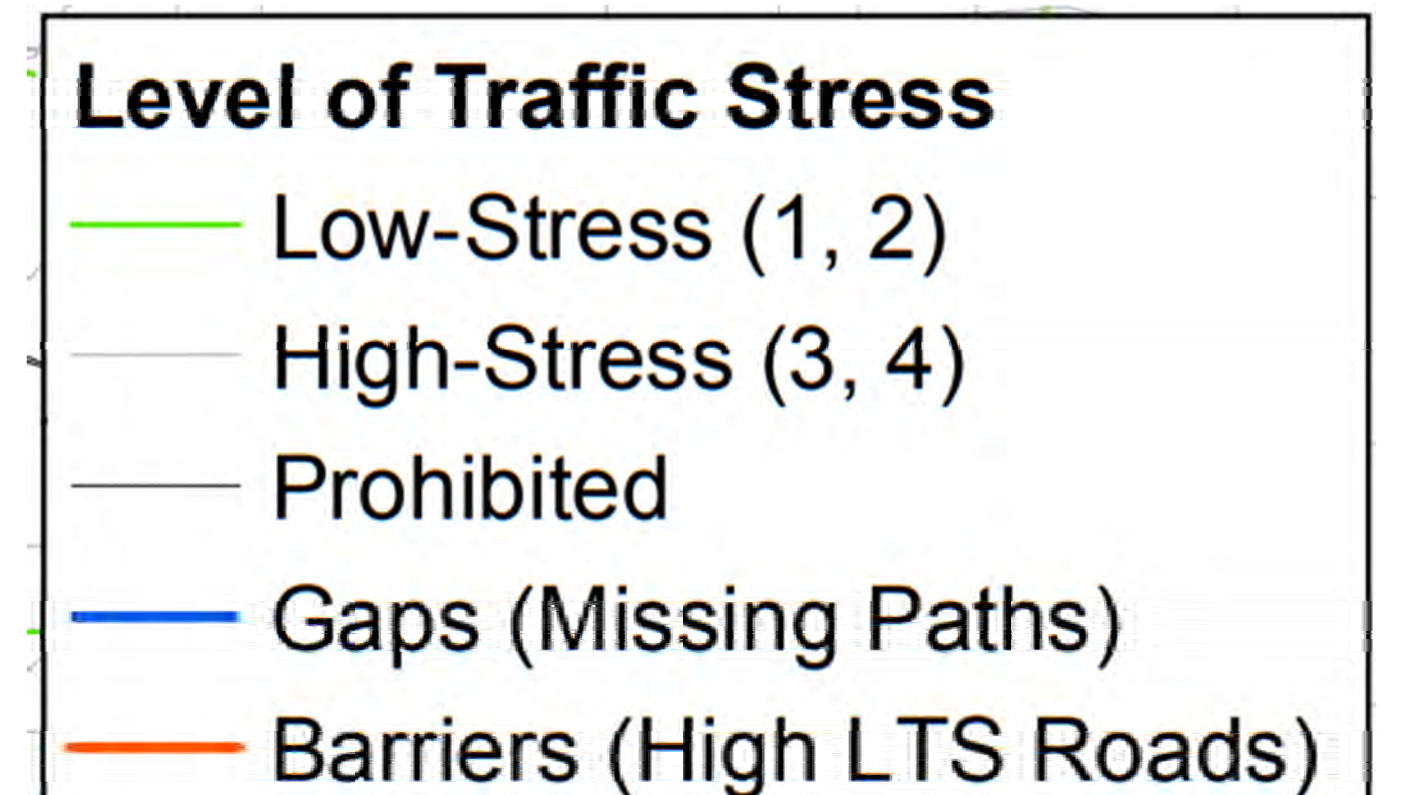
Protected bike facilities make biking more comfortable to the “Interested but Concerned” population. These are considered “low stress” networks.

Wilson Street is currently considered a “moderate stress” corridor and a barrier by Madison Area Transportation Planning Board (MATPB)

2018 MATPB Low Stress Network Bike Plan - Moderate Stress



2018 MATPB Low Stress Network Bike Plan - Barrier





Wilson Street



Examples of Protected Bike Lanes

WHERE ARE PROTECTED BIKE LANES?



34
STATES



82
CITIES

HOW MANY PROTECTED BIKE LANES ARE THERE IN THE U.S.?

SINCE 2009, PROTECTED BIKE LANES
HAVE **DOUBLED** EVERY 2 YEARS

→ → → → → →

⊕ ⊕ ⊕ ⊕ ⊕ ⊕

2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016

275

Protected bike lanes are physically separated from cars and sidewalks.



Photo: Toole Design Group.

45%

use concrete curbs, fences
or planters

25%

use delineators



Boise ID
Boisecicletracks.org/cycle-track-examples/



Chicago
CDOT

30%

Use delineators and
parked cars



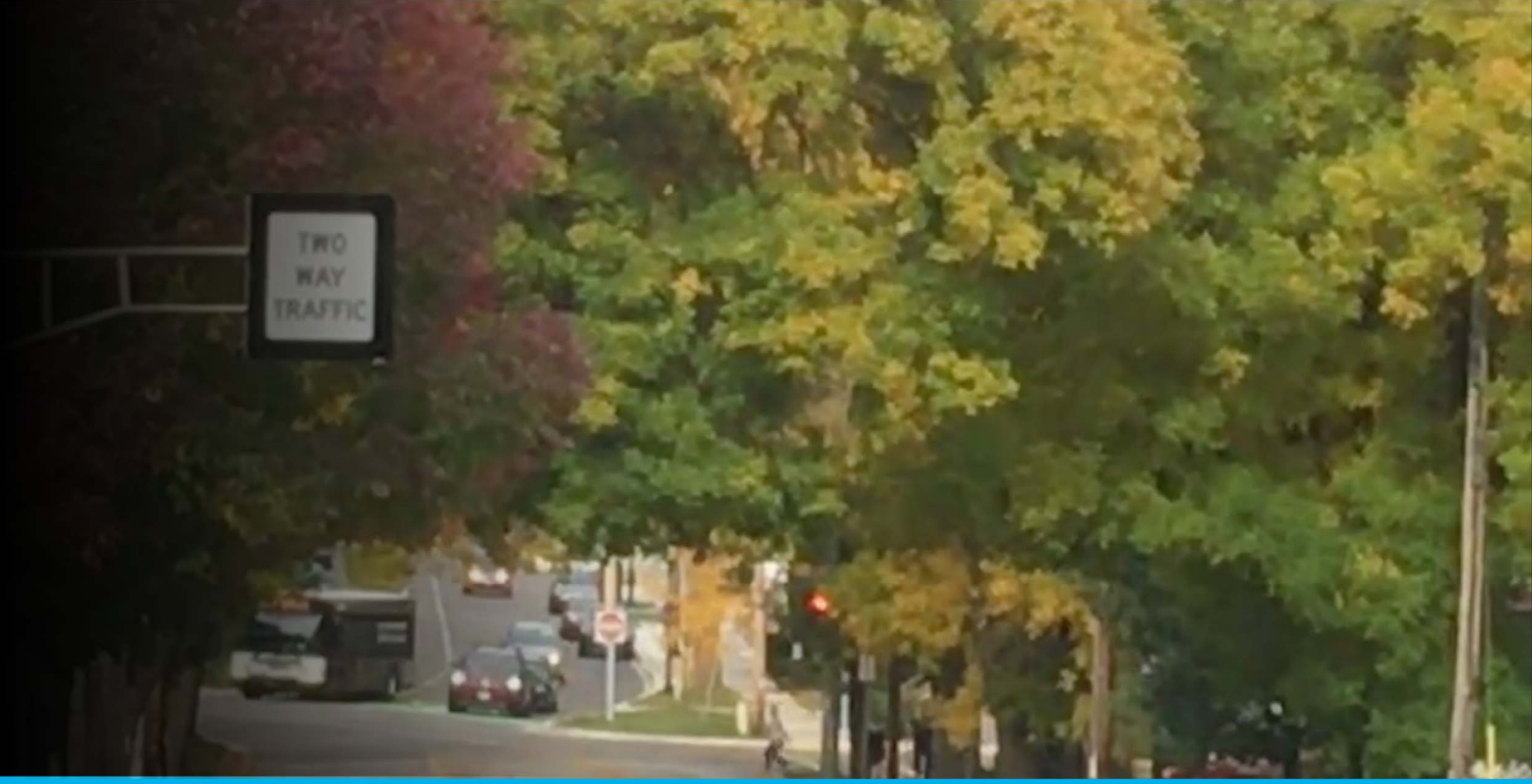
Monsere, 2014



City Counts, 2010-2015

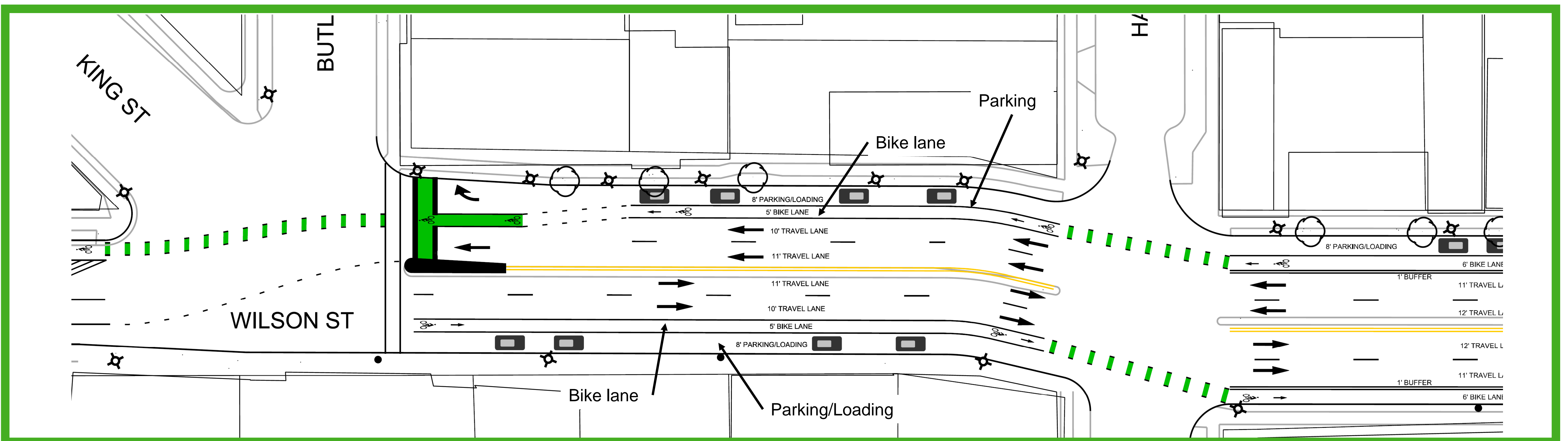
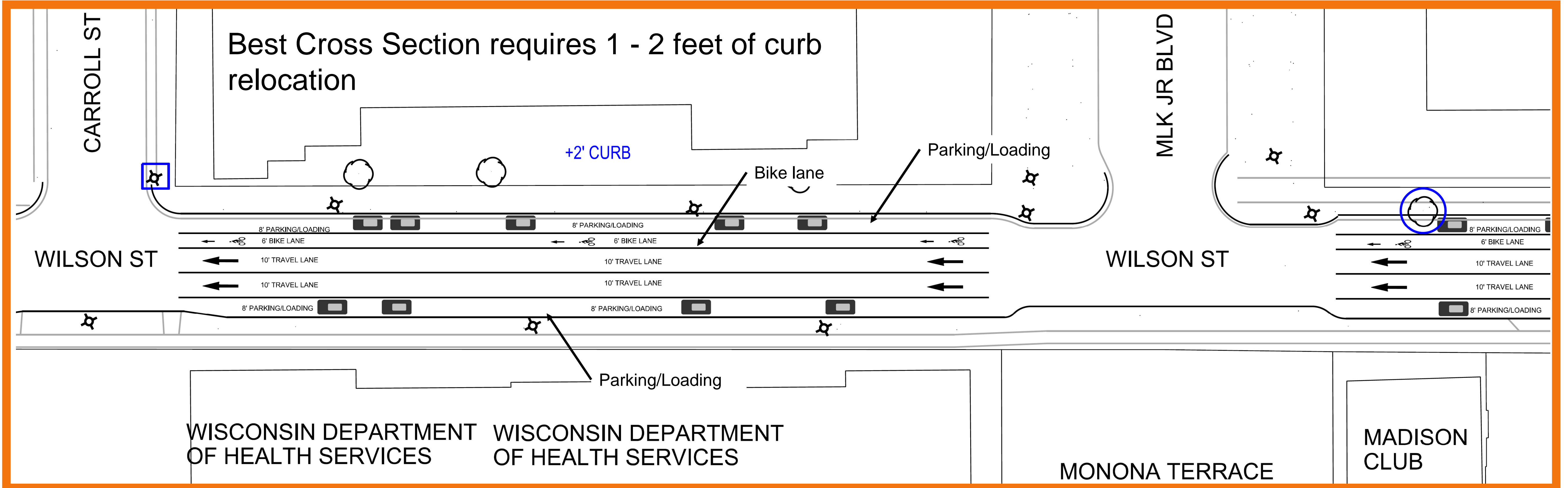
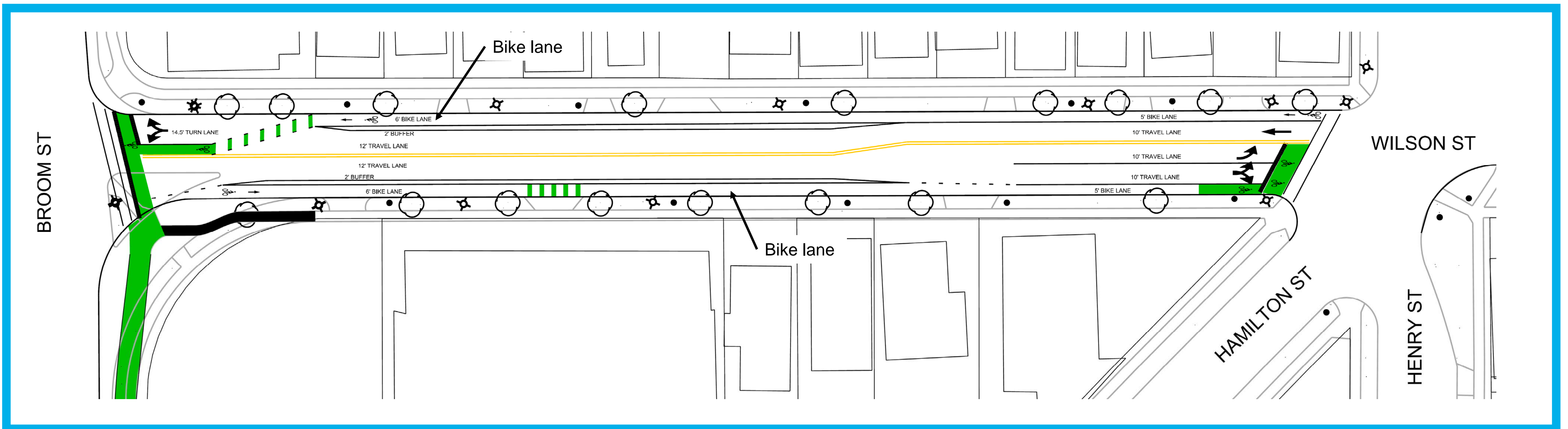
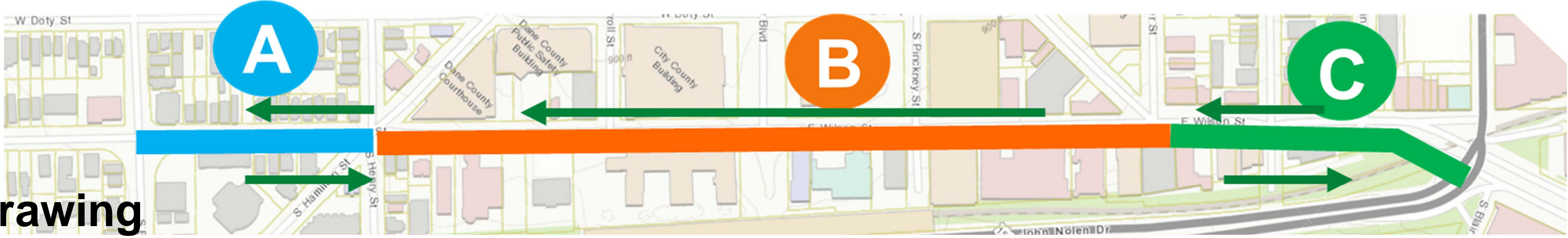


Wilson Street



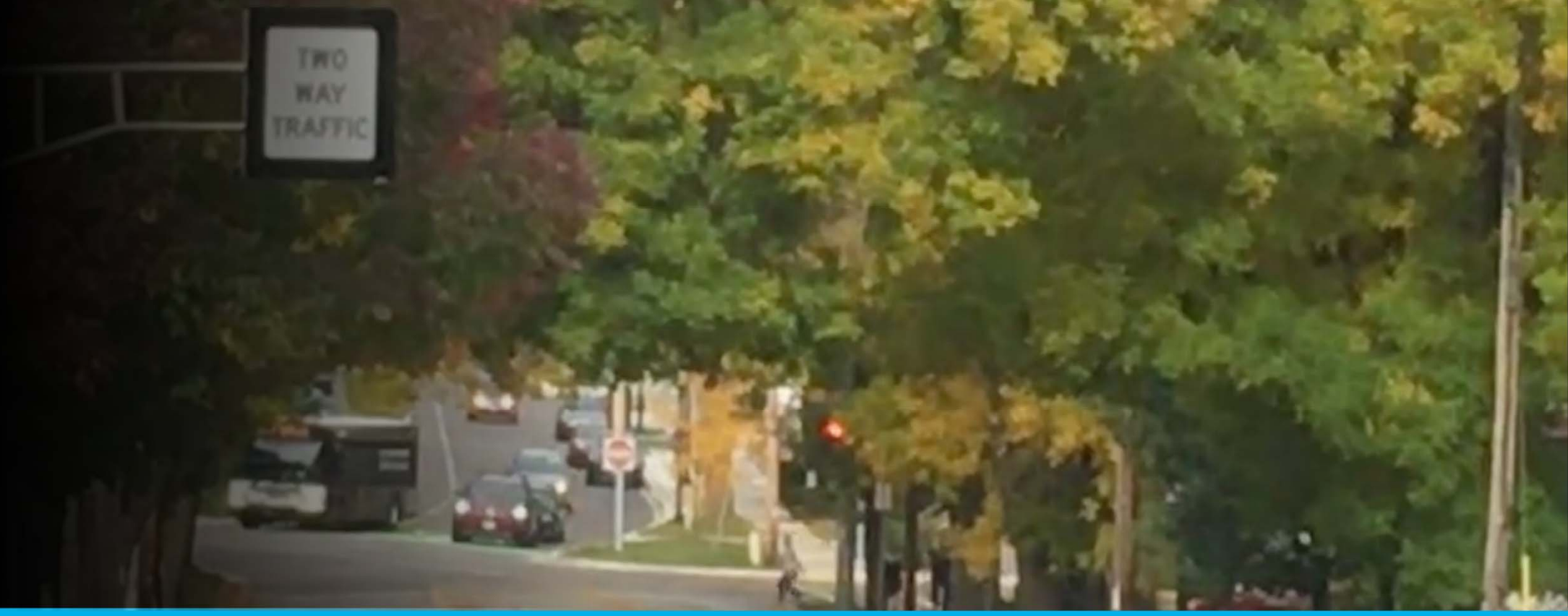
Alternative 1 – Bike Lanes

Concept Drawing



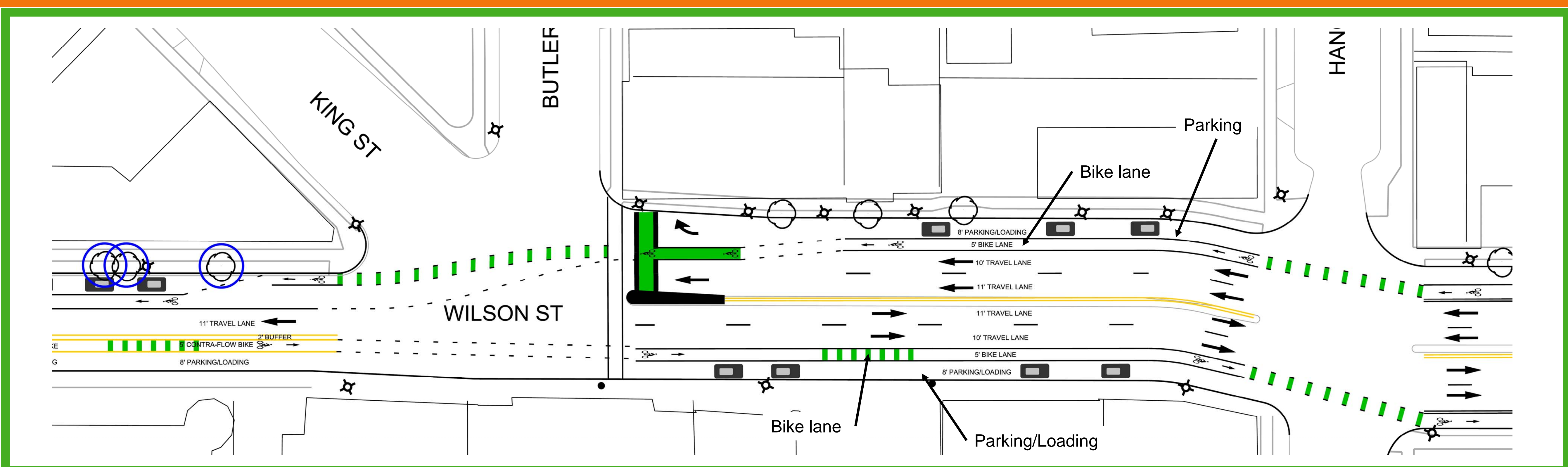
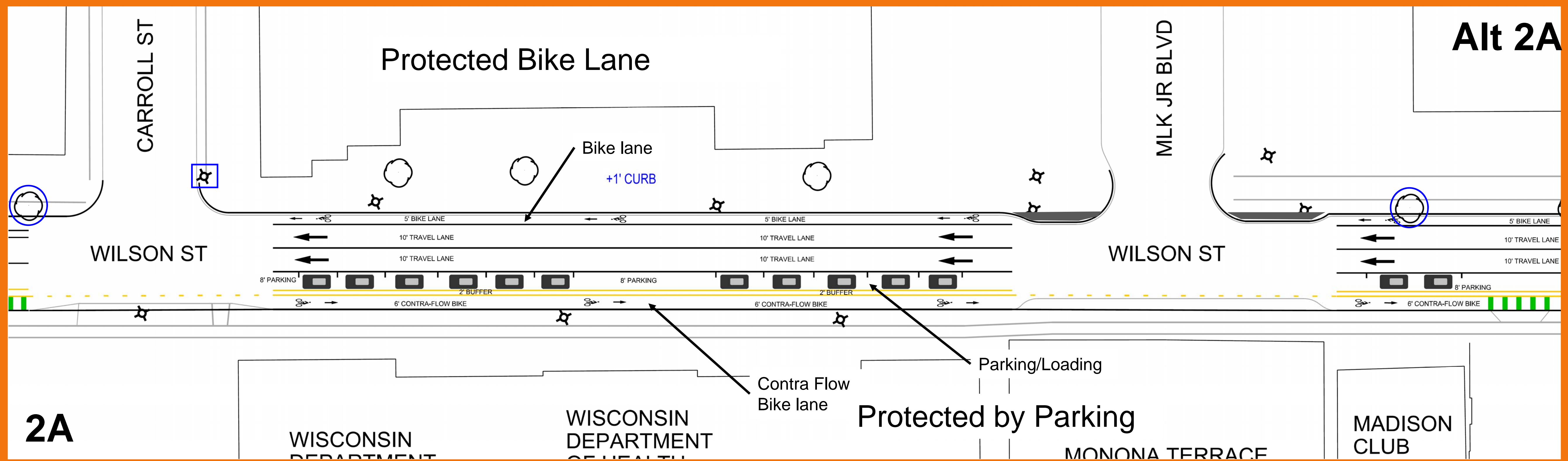
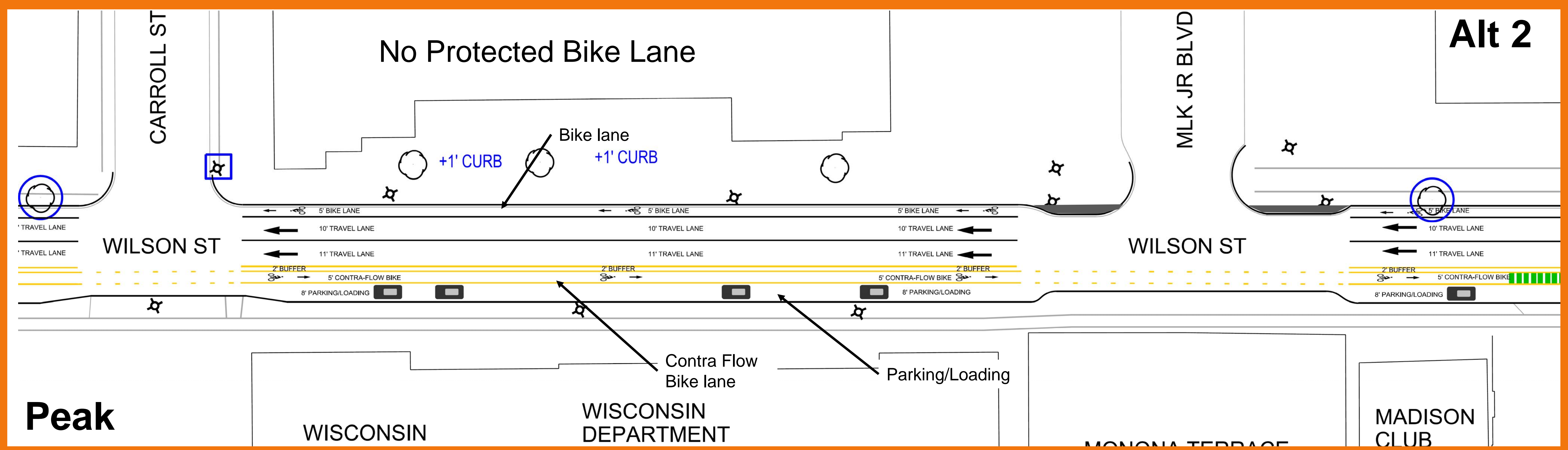
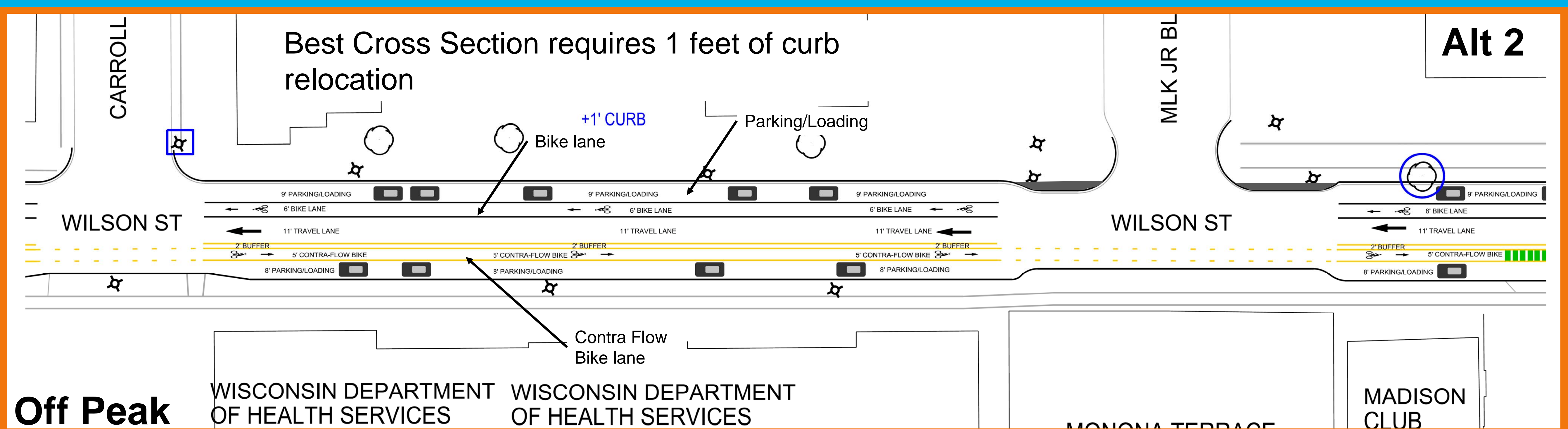
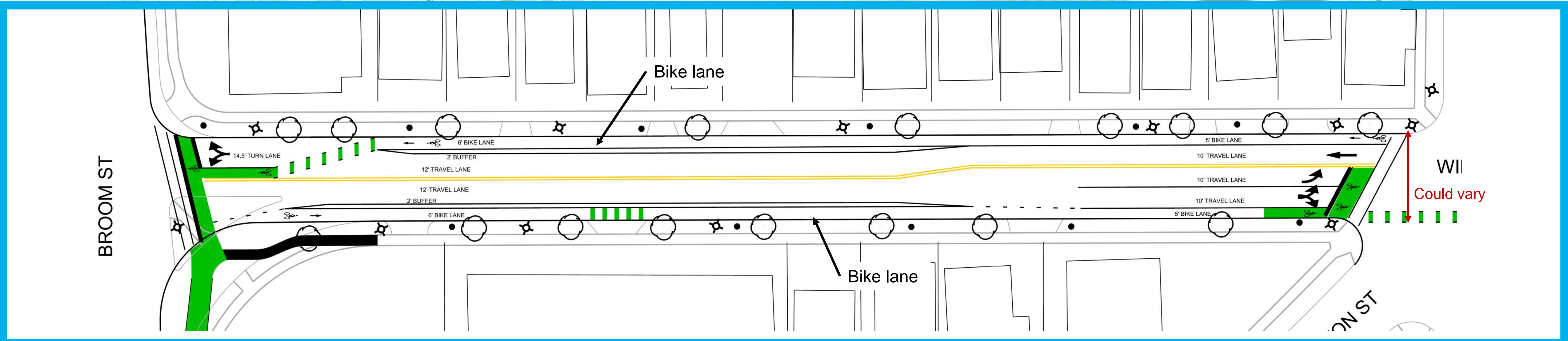
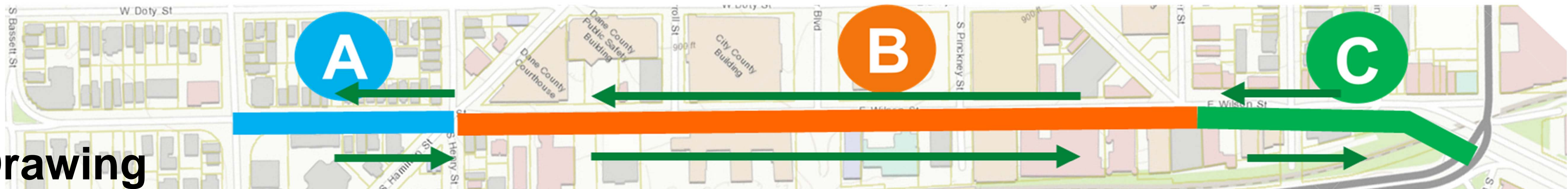


Wilson Street



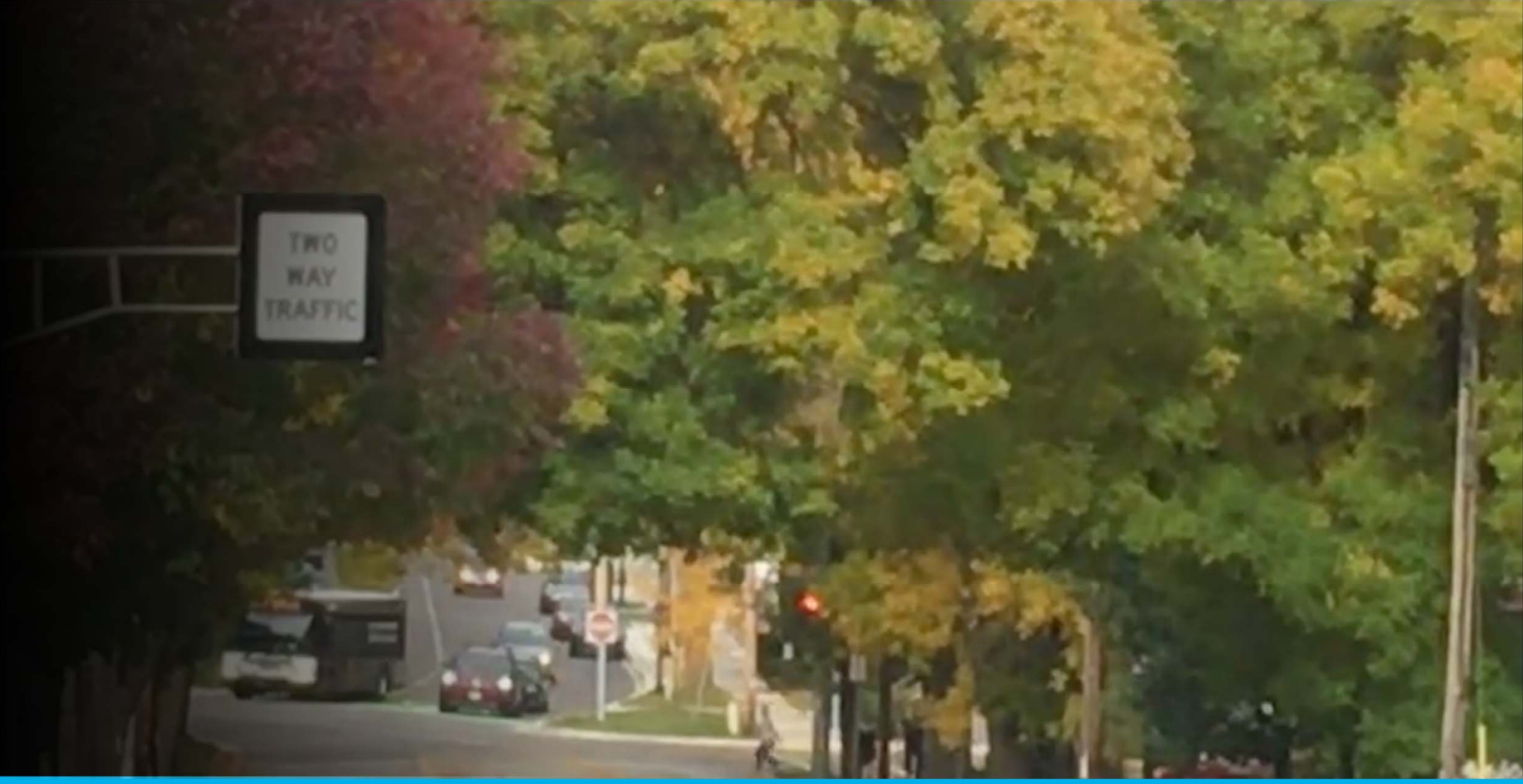
Alternative 2 & 2A – Contra Flow Bike Lane

Concept Drawing





Wilson Street



Alternative 3 – Two Way Protected Cycle Track

Concept Drawing

