

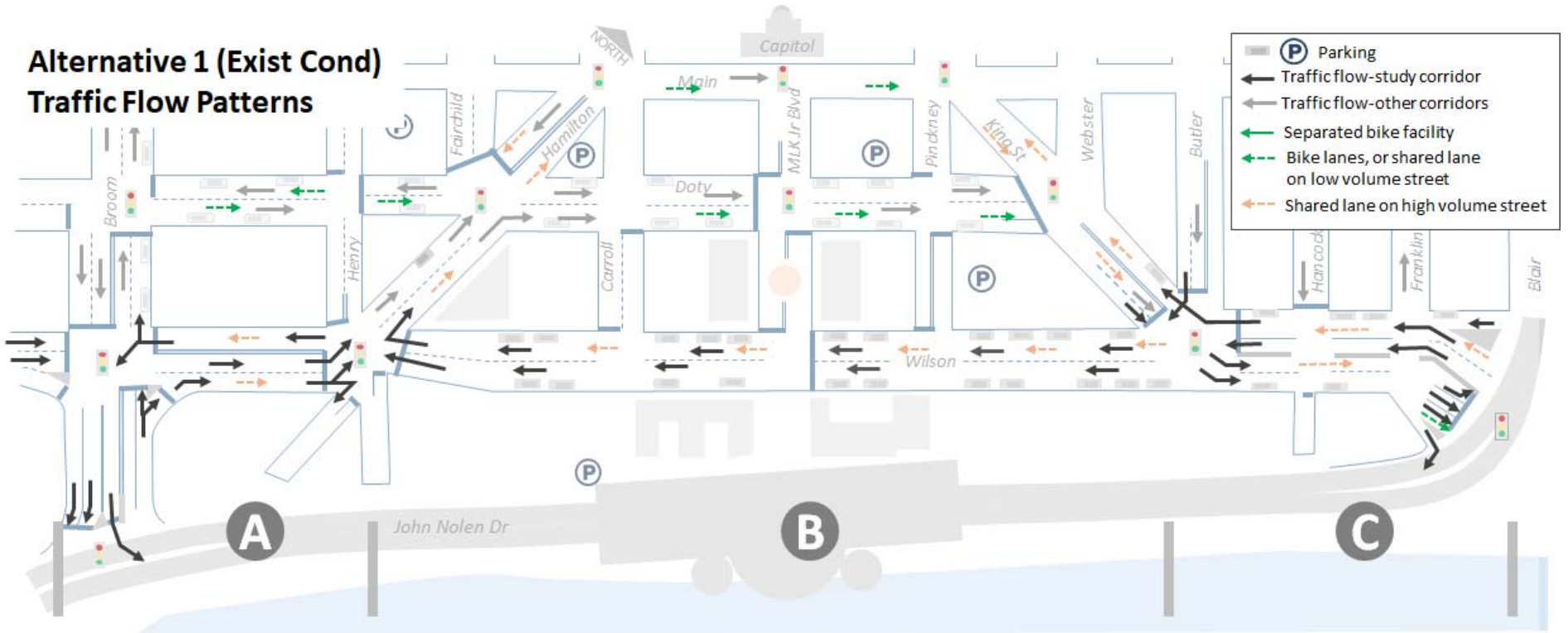


# Wilson Street

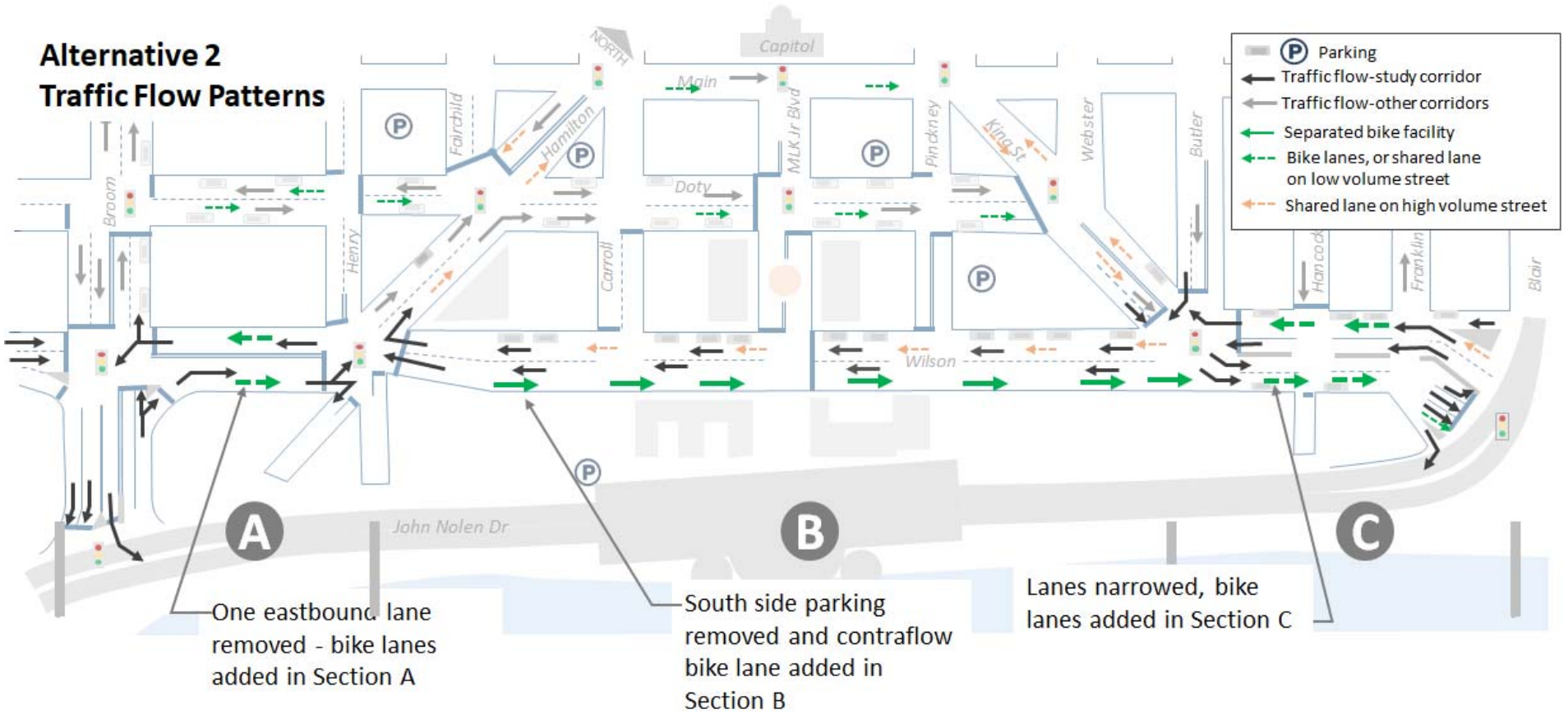


## Alternative Overview

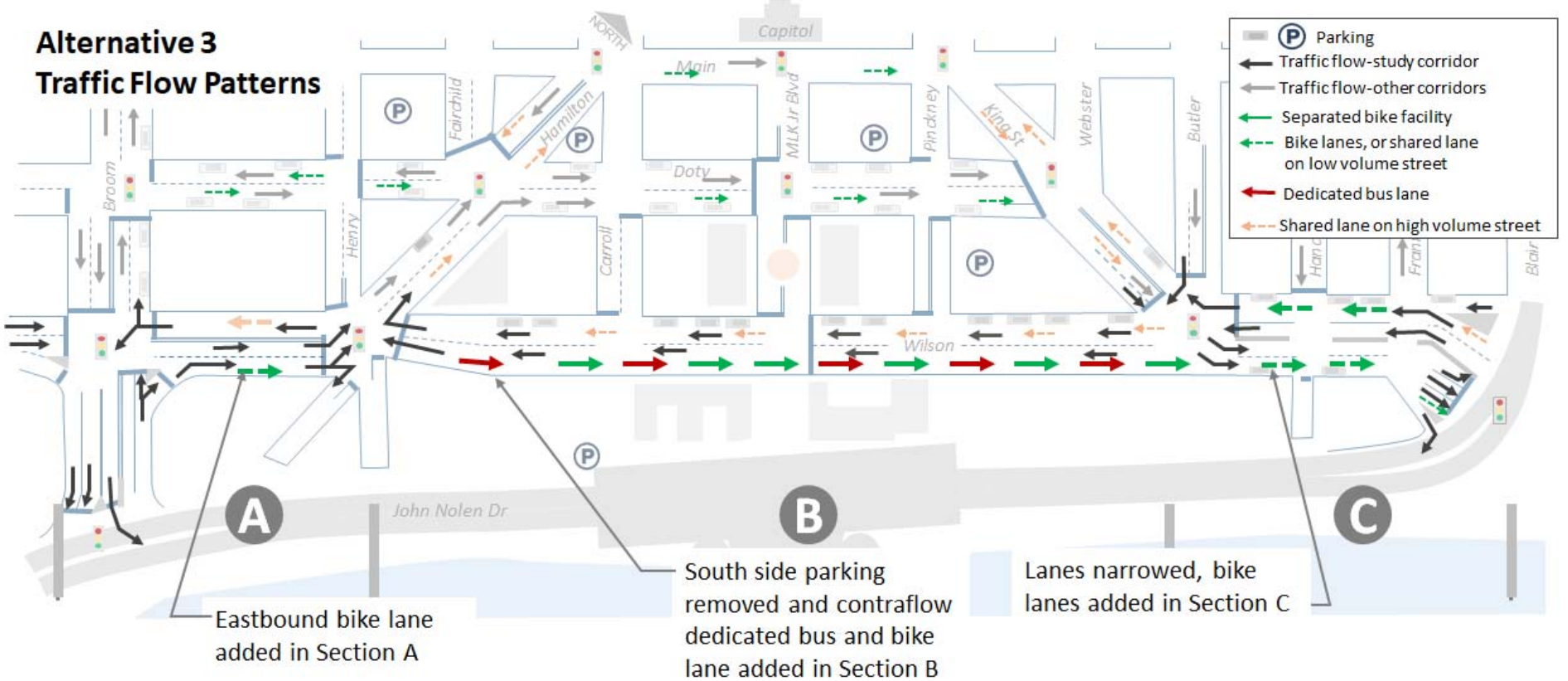
### Alternative 1 (Exist Cond) Traffic Flow Patterns



### Alternative 2 Traffic Flow Patterns



### Alternative 3 Traffic Flow Patterns



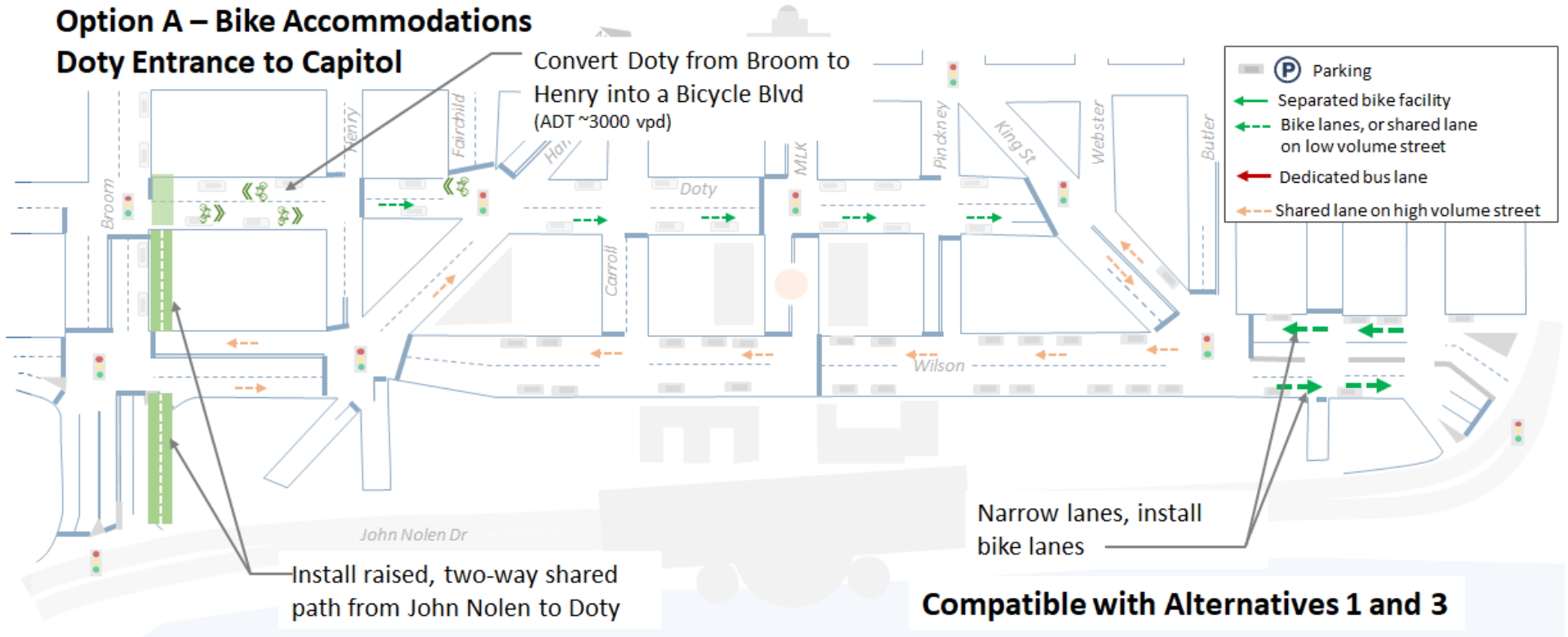


# Wilson Street

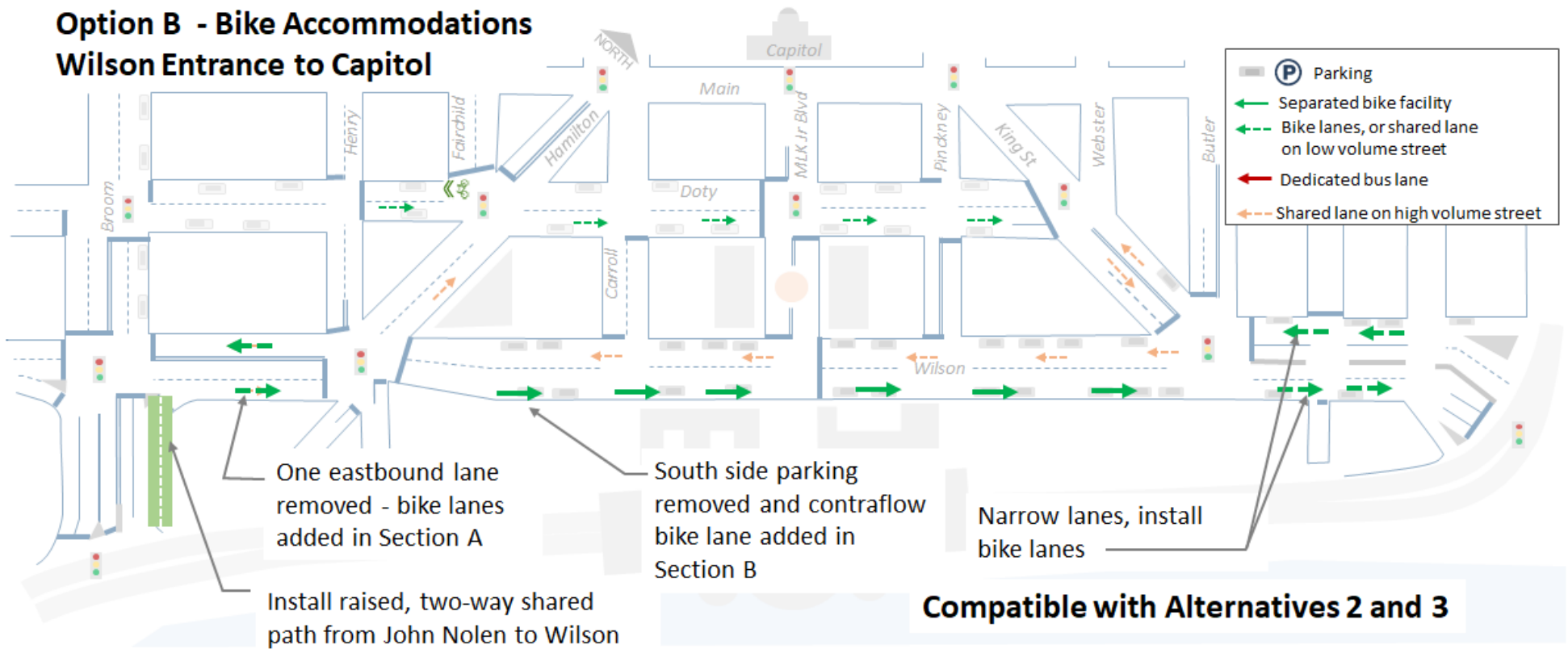


## Bike Accommodation Option Overview

### Option A – Bike Accommodations Doty Entrance to Capitol



### Option B - Bike Accommodations Wilson Entrance to Capitol



### Possible Long-term Solution Recommended from John Nolen Drive Corridor Study



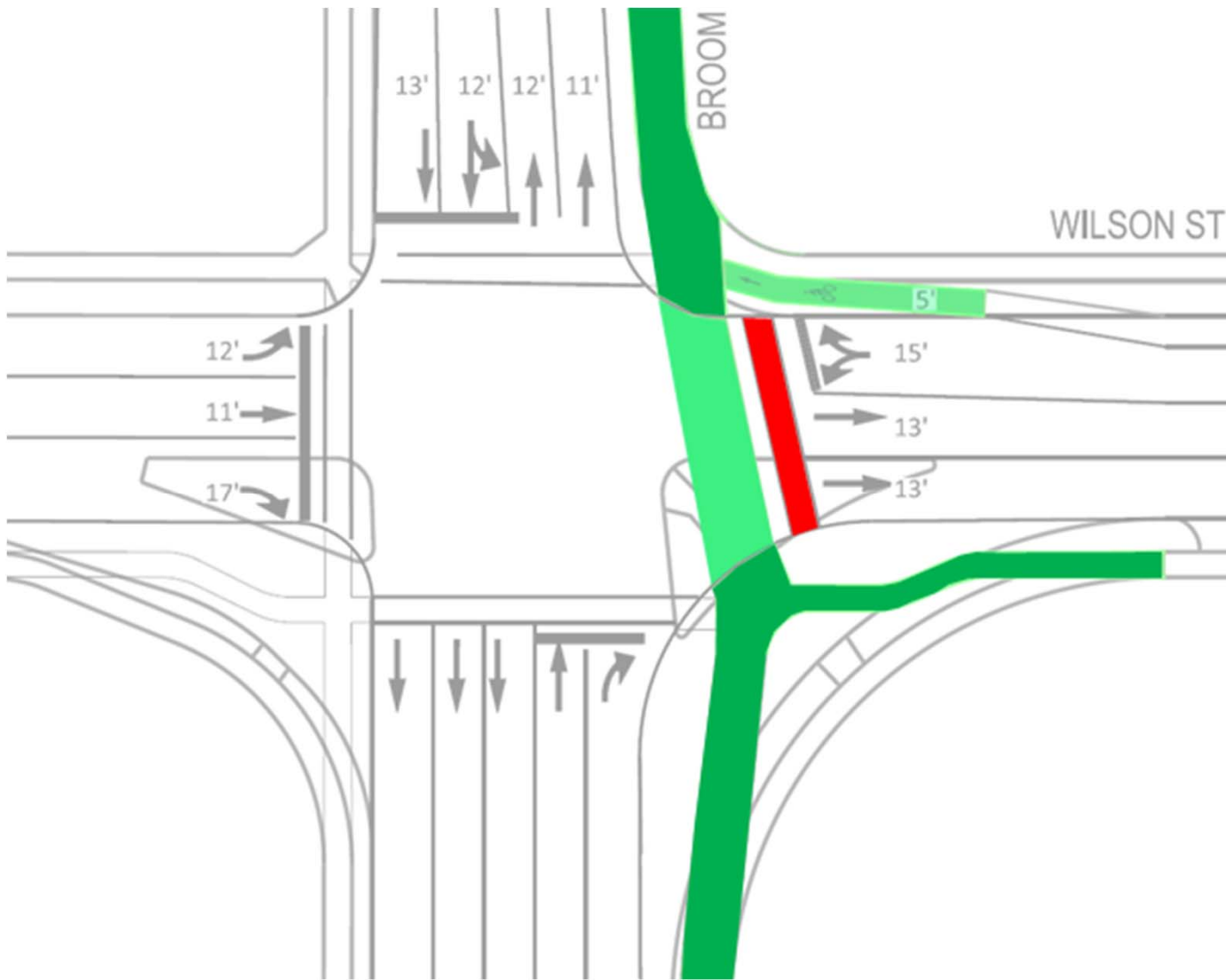
It is possible to construct a path between Broom Street and Hamilton Street. This option could be stand alone or part of the system associated with an underpass of John Nolen Drive.



# Wilson Street

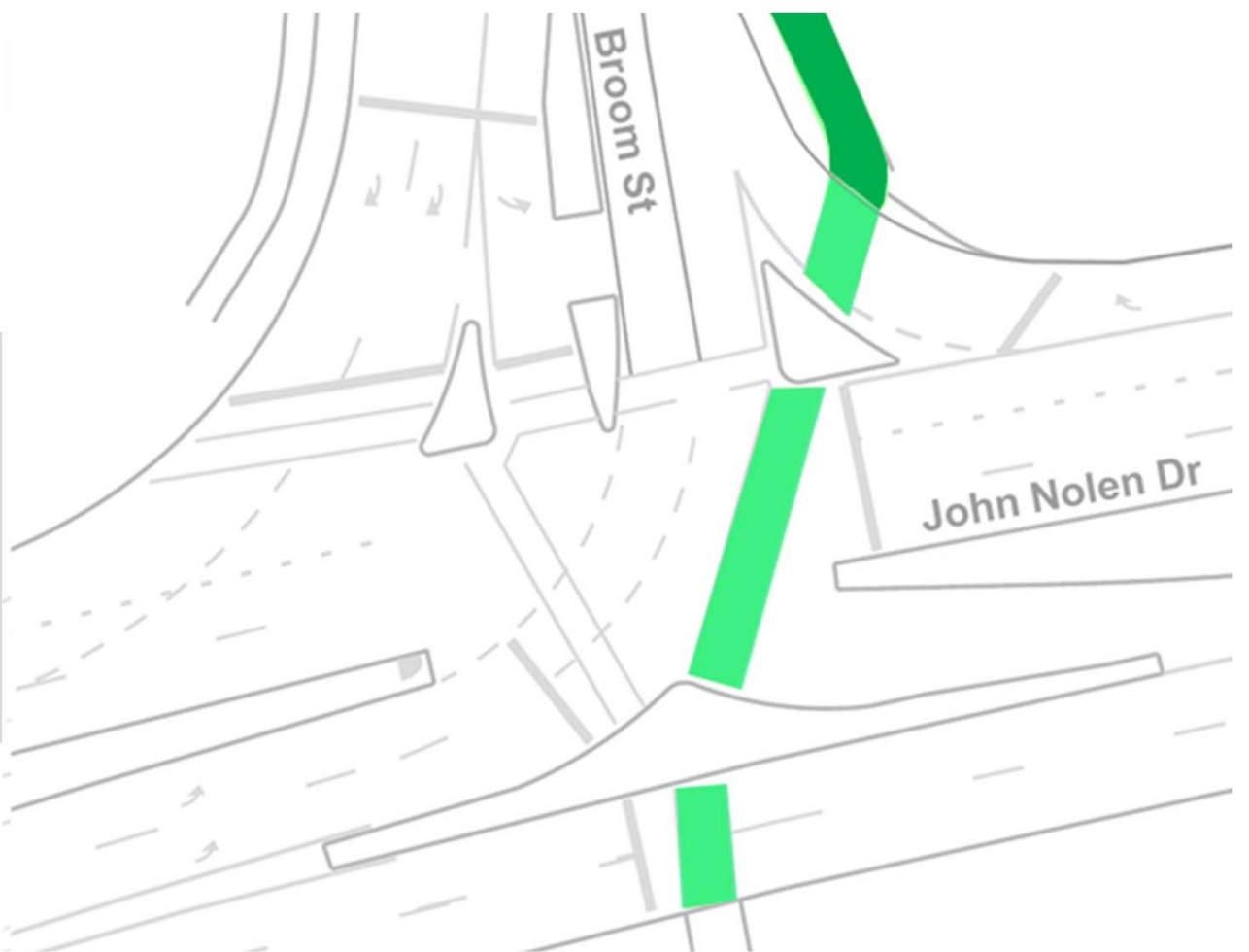


## Proposed Improvements



- Controlled northbound right turn
- Option to continue path to Doty St
- Separated bike & ped crossing

- Green Markings for Path crossing John Nolen Dr
- Off-street 10' shared use path on the east side of Broom St

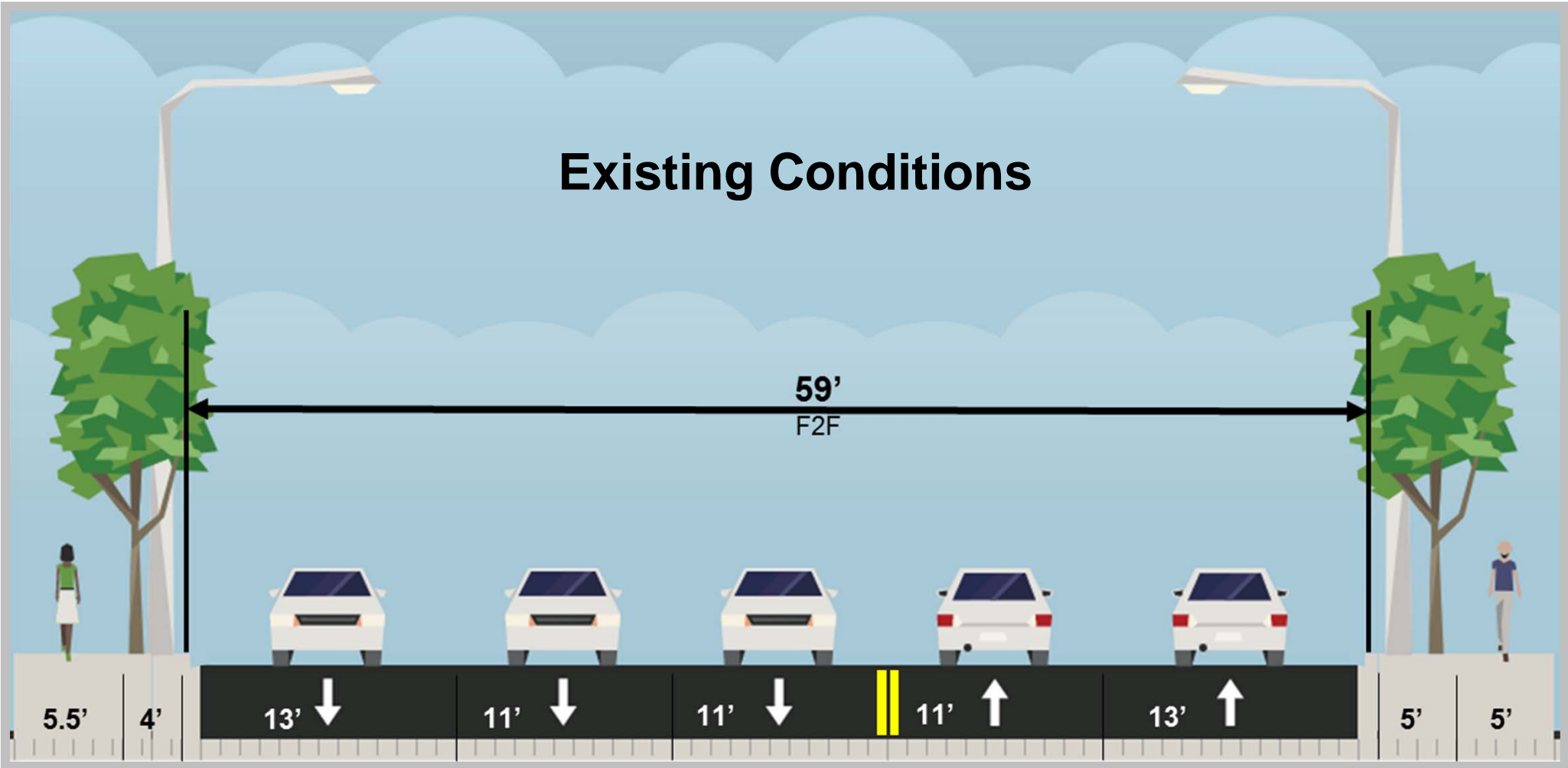




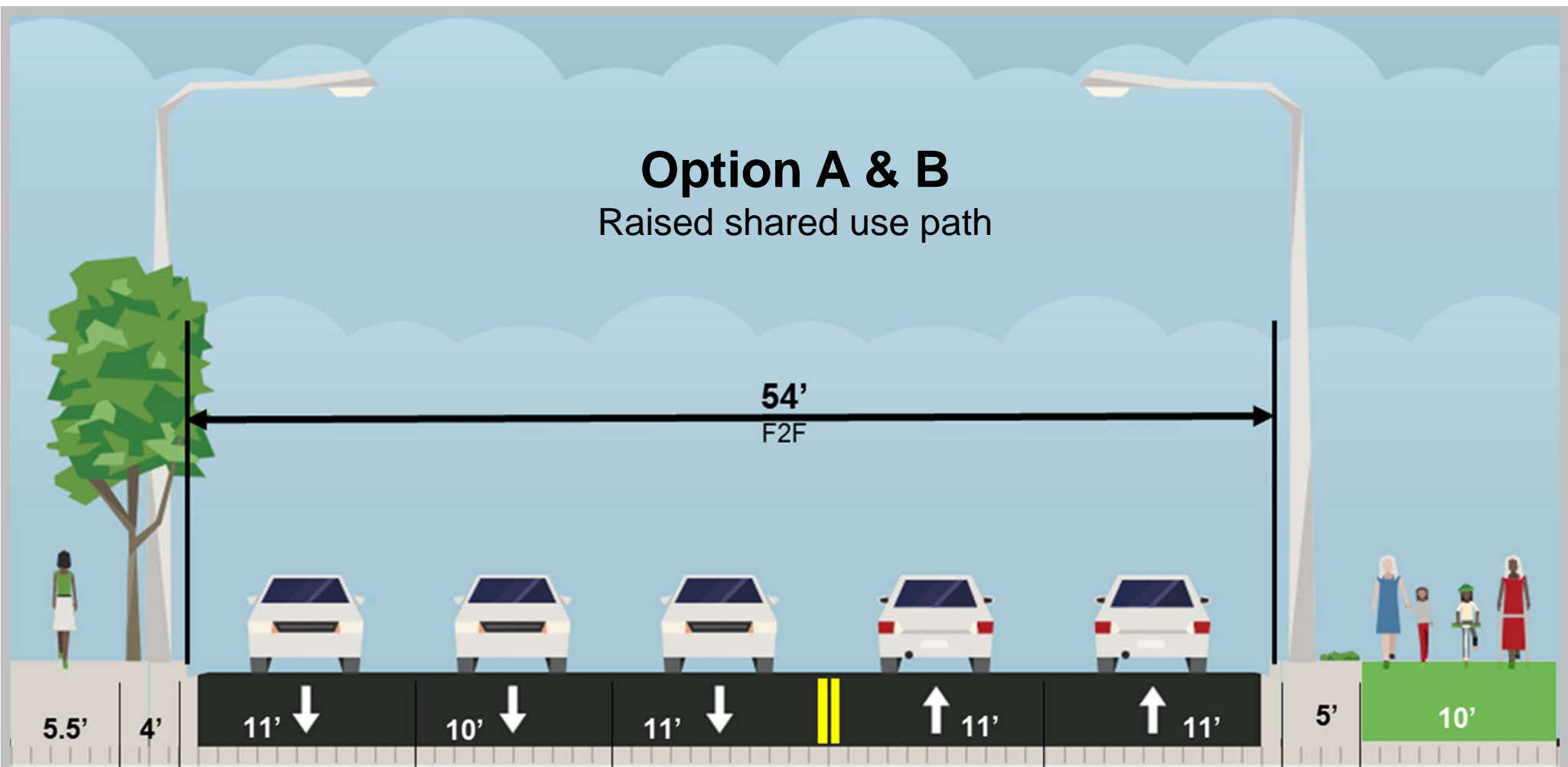
# Wilson Street



## Broom Street Proposed Typical Section Looking North on Broom St



Existing conditions



Raised 10ft shared use path on the east side of Broom St.

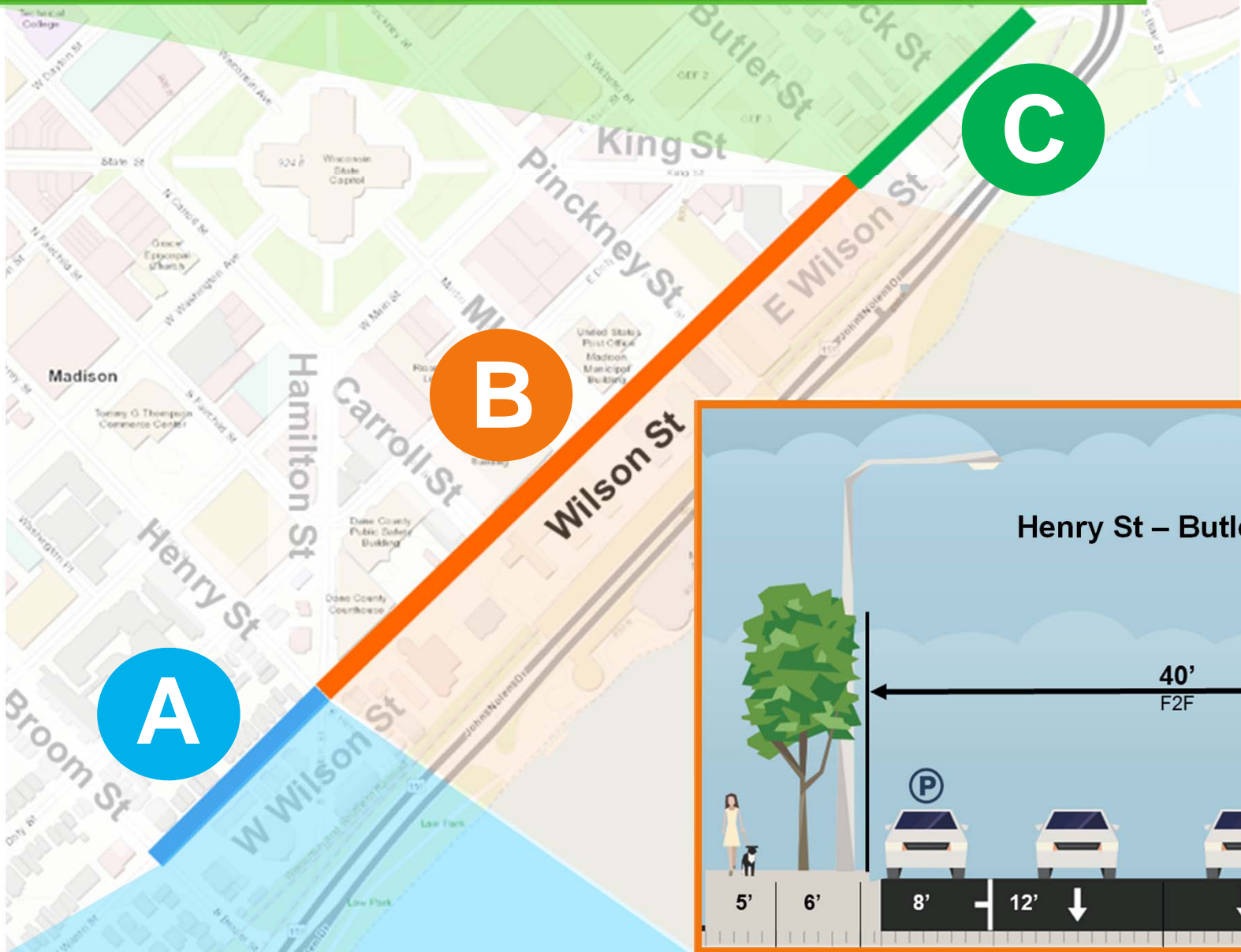
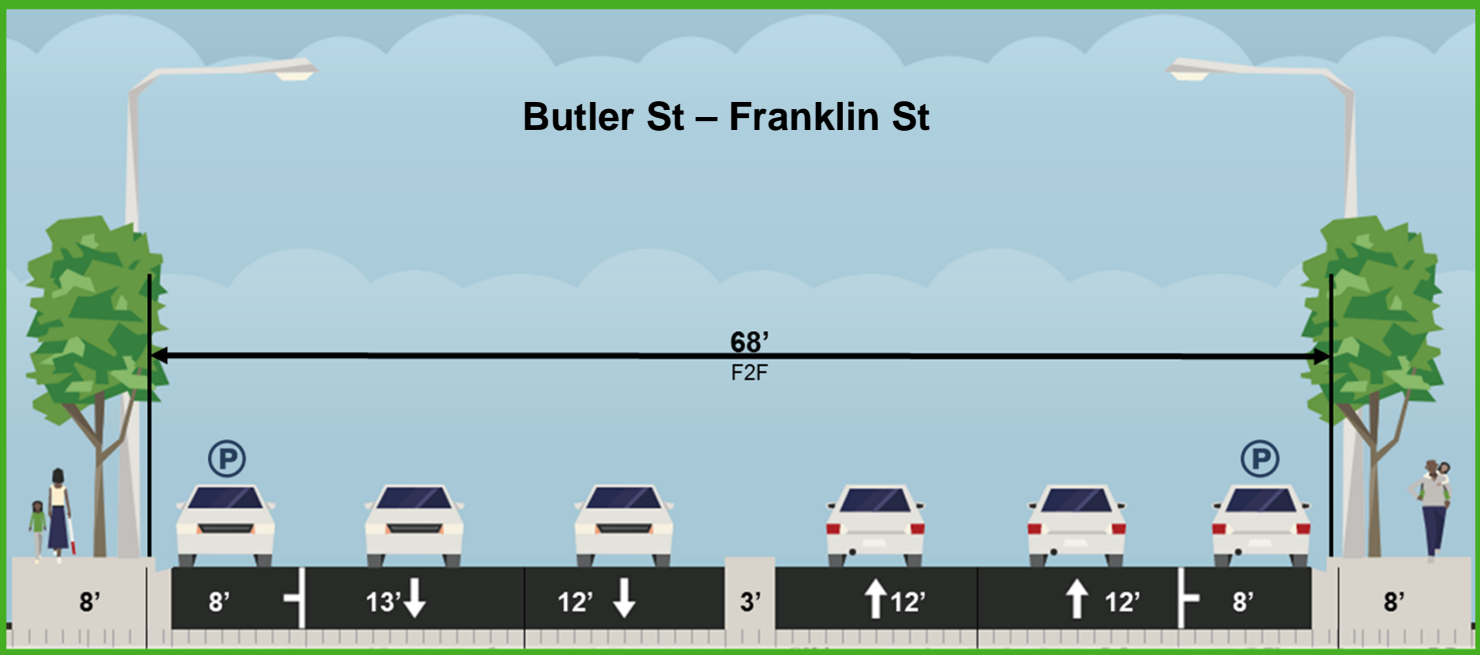


# Wilson Street

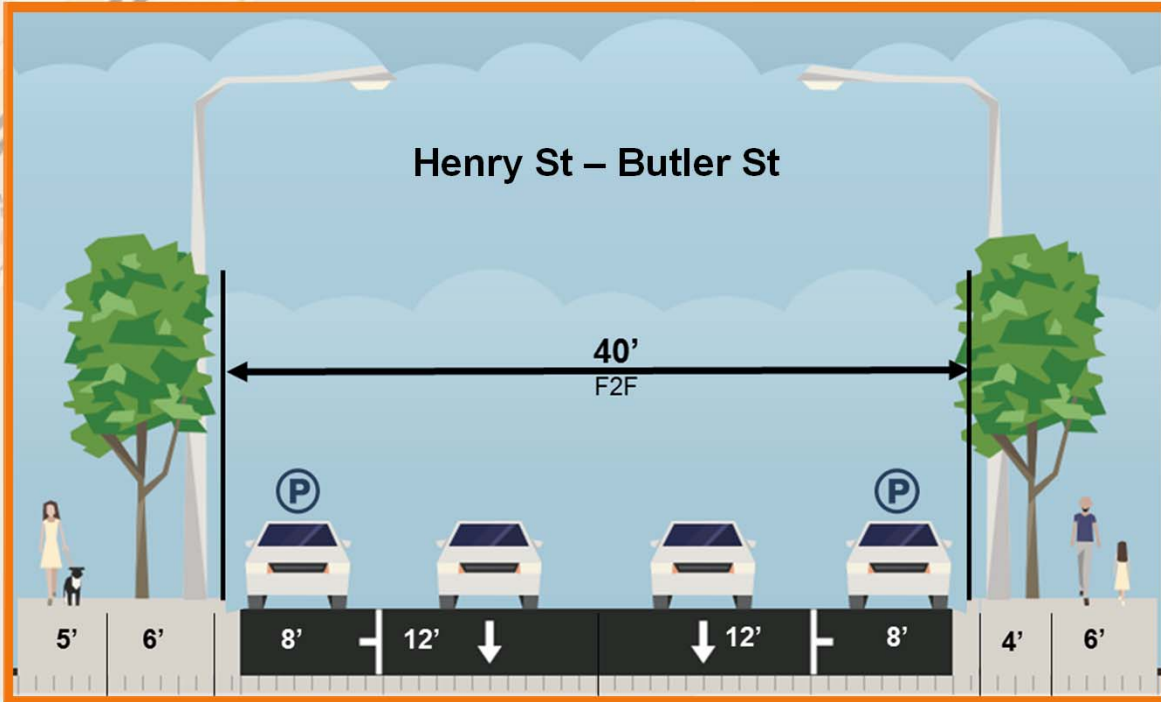


Existing Typical Sections – Looking East on Wilson St

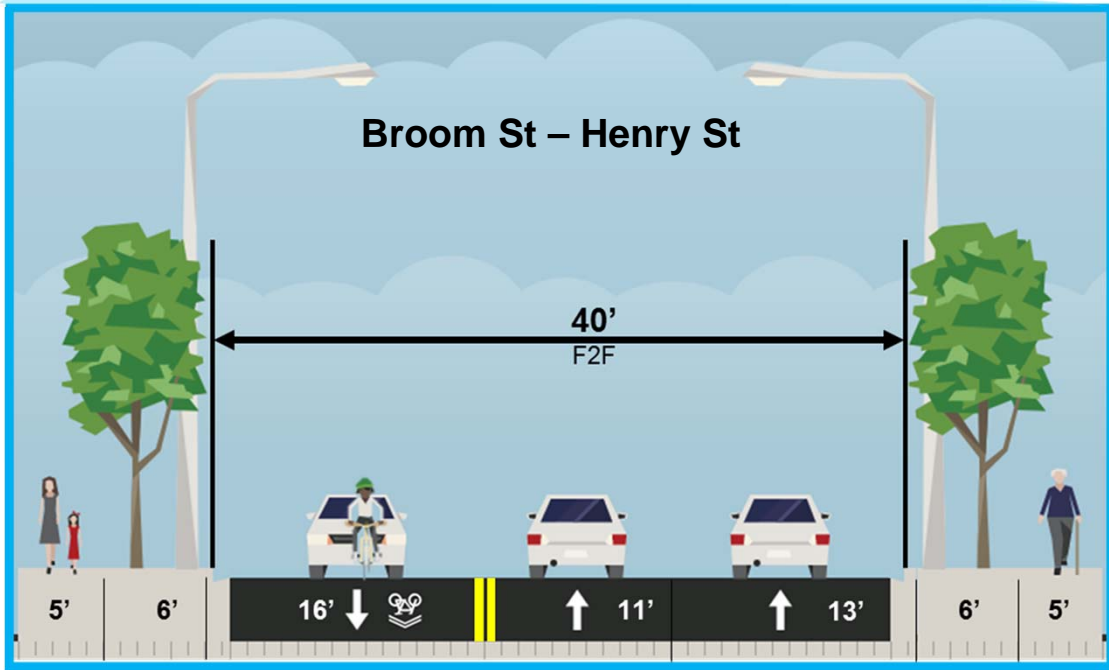
### Butler St – Franklin St



### Henry St – Butler St



### Broom St – Henry St



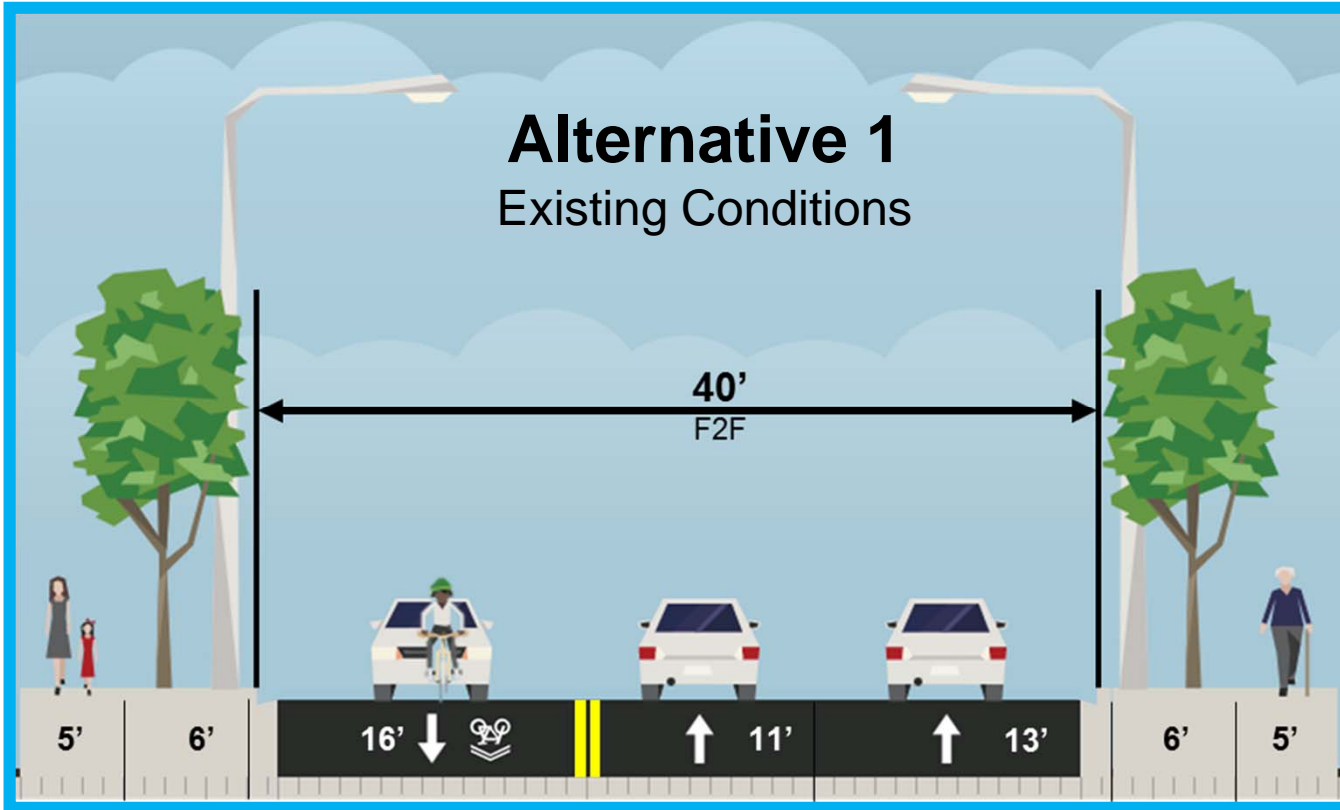


# Wilson Street



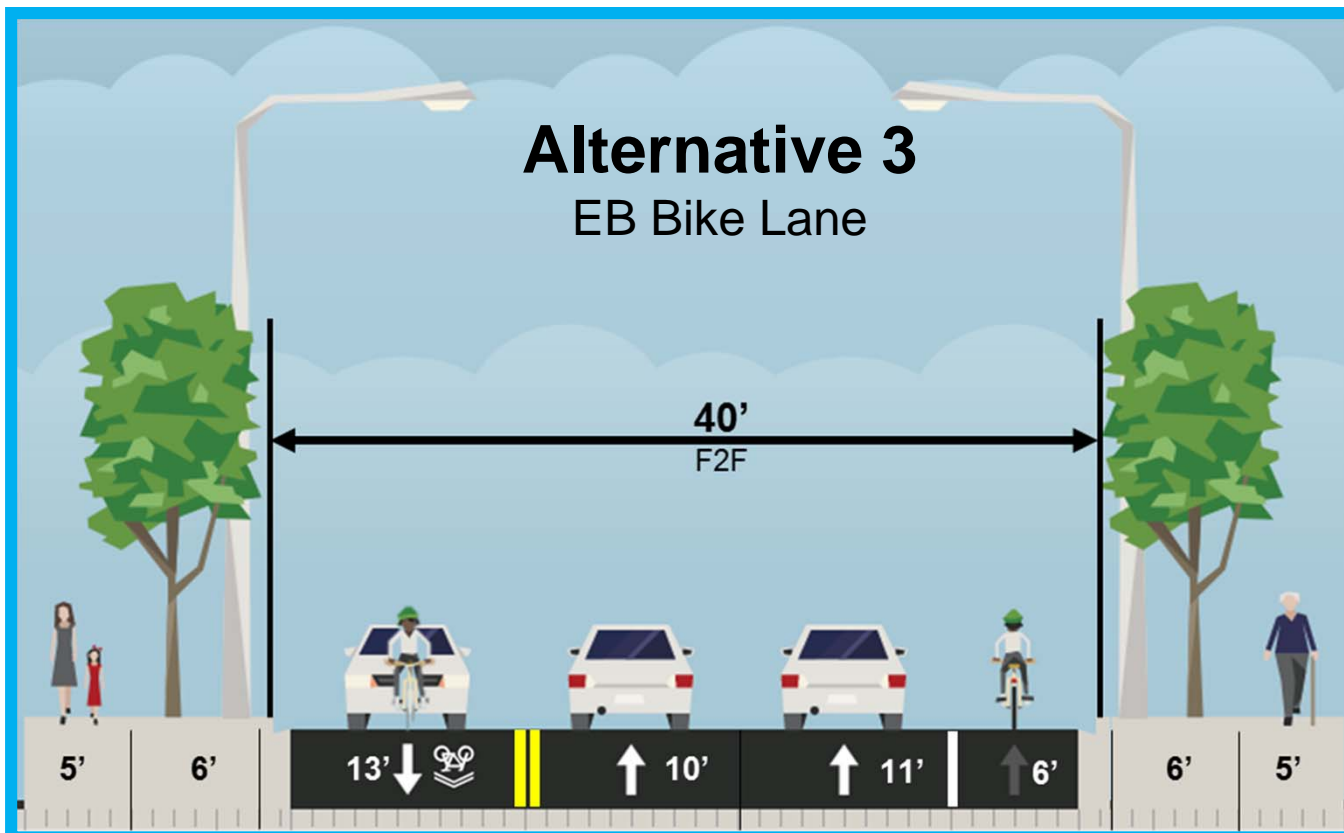
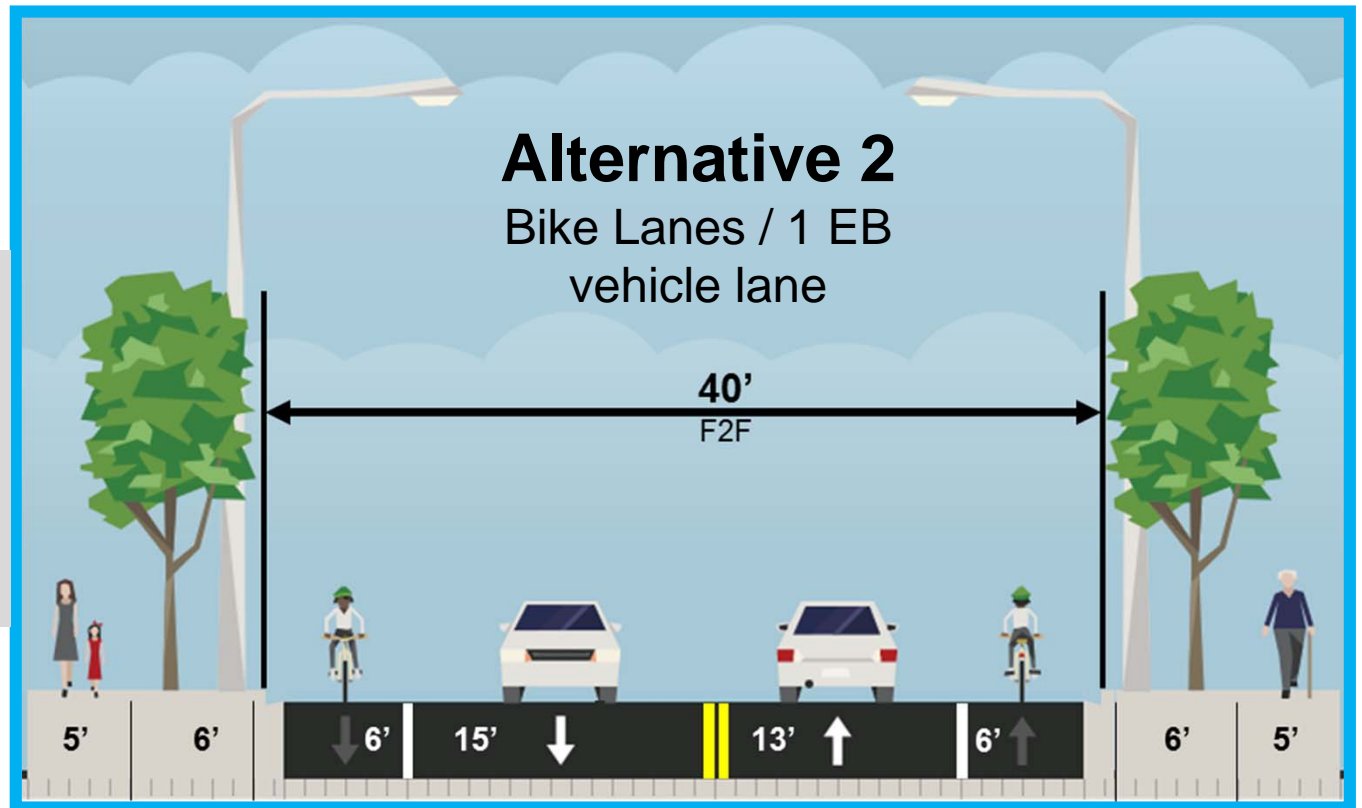
A

## Proposed Typical Sections Broom St – Henry St Looking East on Wilson St



Existing conditions

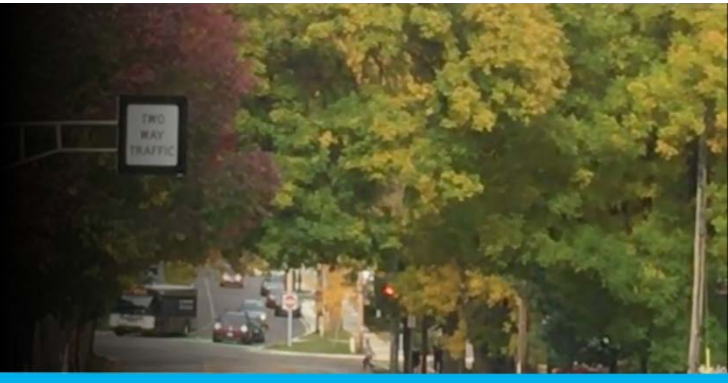
Bike lanes  
2 eastbound lanes at Henry/Hamilton intersection for left turns



Eastbound bike lane  
Westbound shared use lane  
Maintains 2 eastbound vehicle lanes

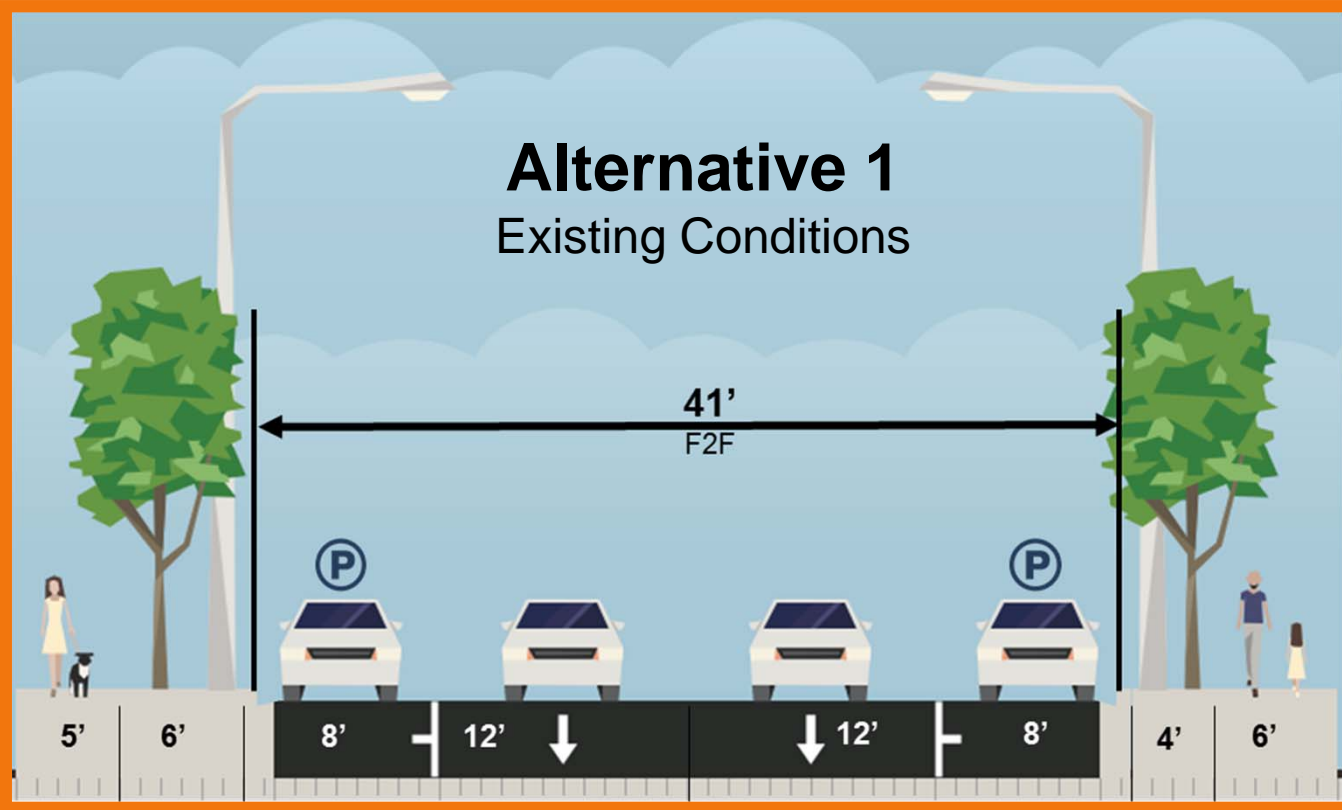


# Wilson Street



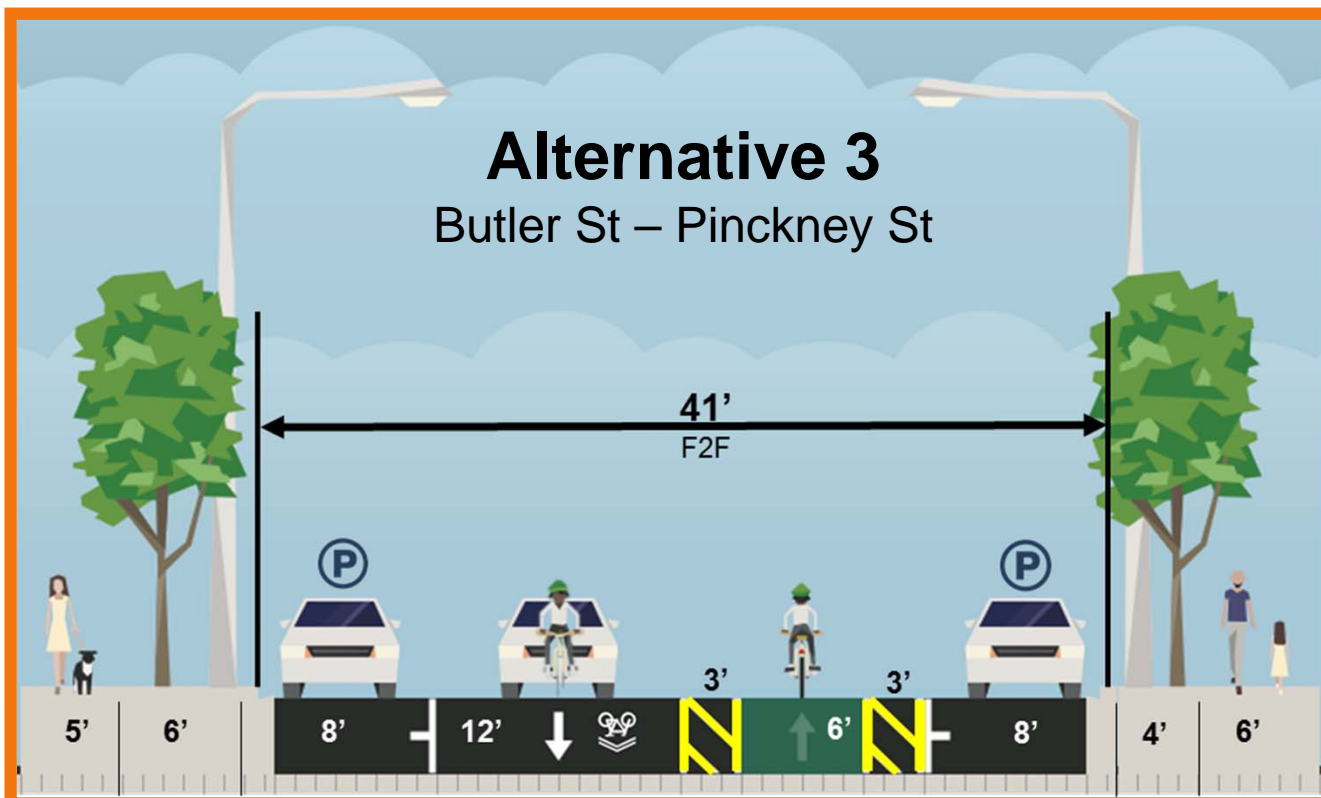
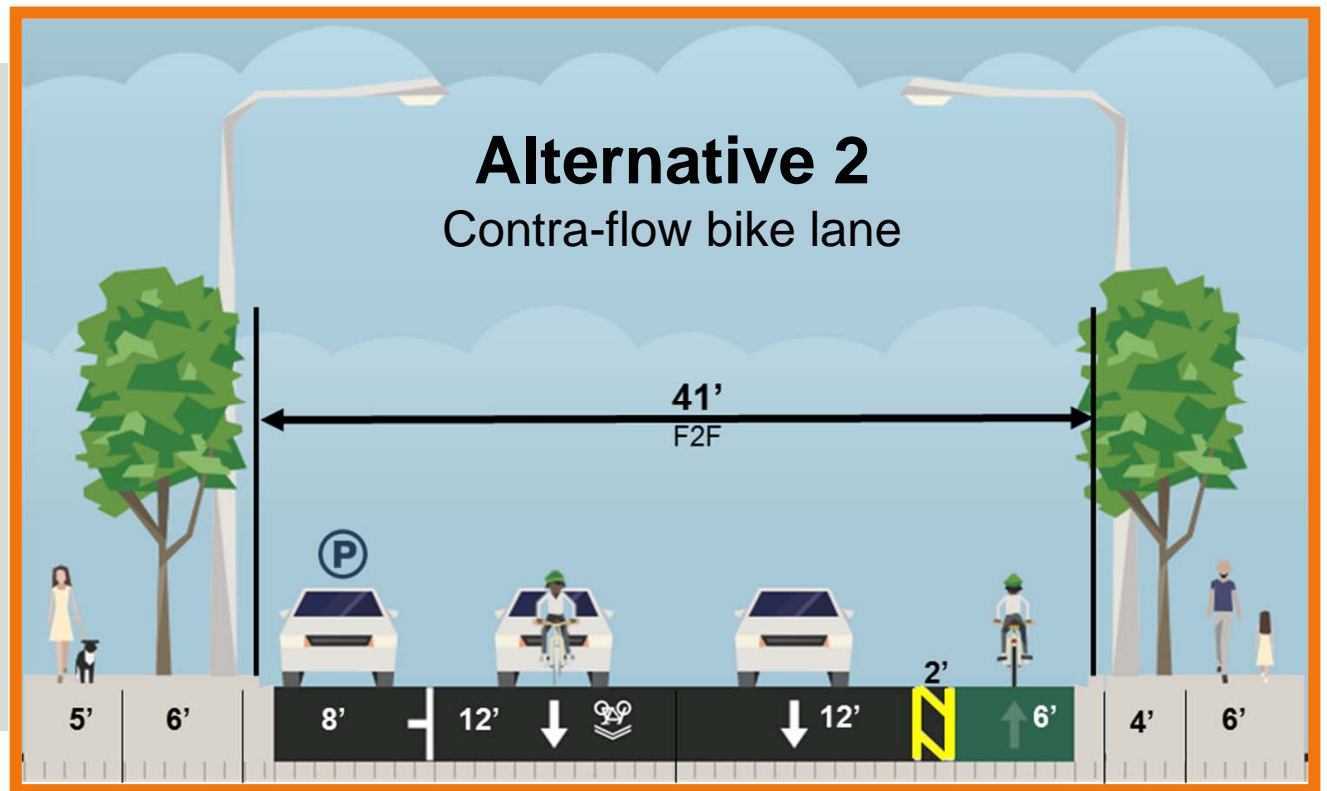
**B**

Proposed Typical Sections  
Henry St – Butler St Looking East on Wilson St



Existing conditions

- Contra-flow bike lane
- Shared use lane for westbound
- Remove parking on south side
- Loading accommodations – Pull-out where feasible



- Buffered contra-flow bike lane
- Shared use lane for westbound
- Eliminate one westbound travel lane
- Maintains parking on both sides



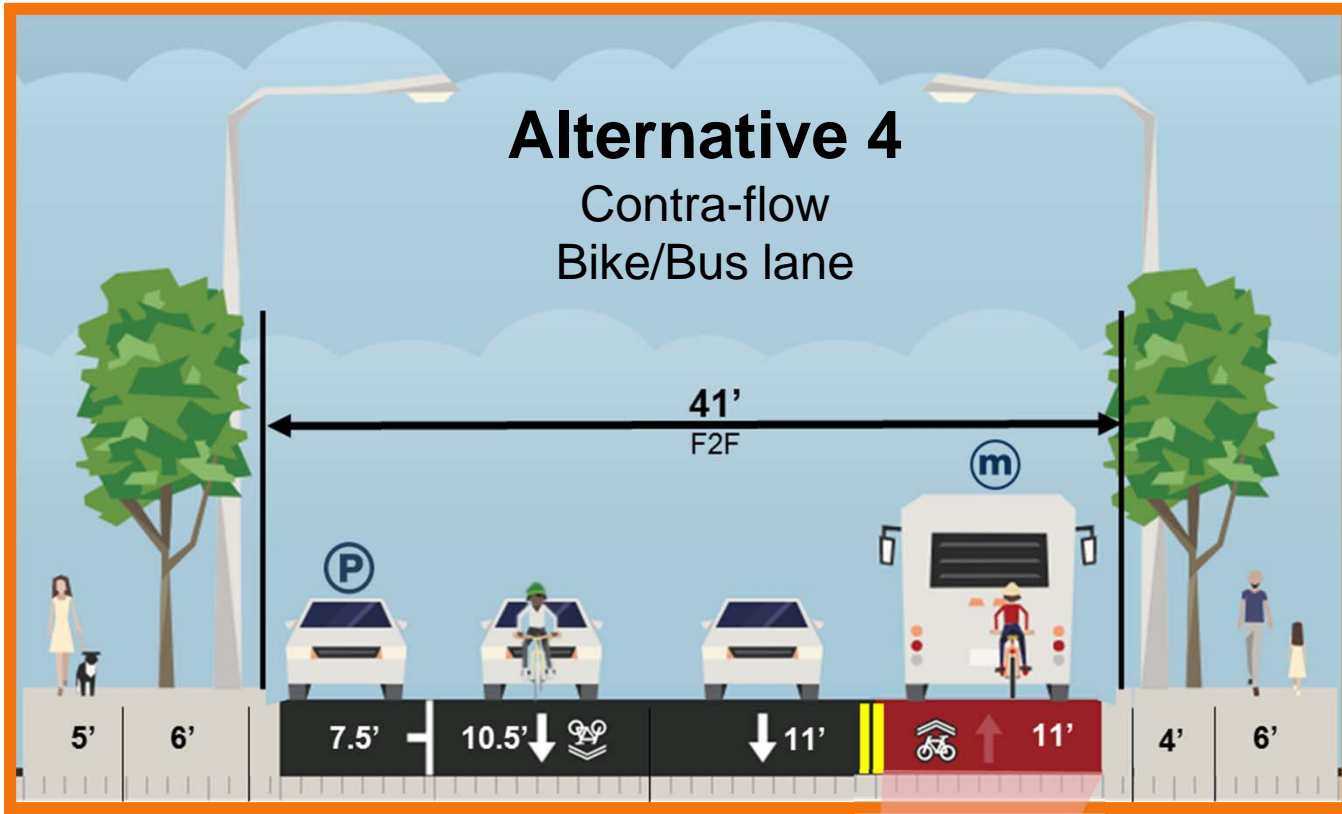
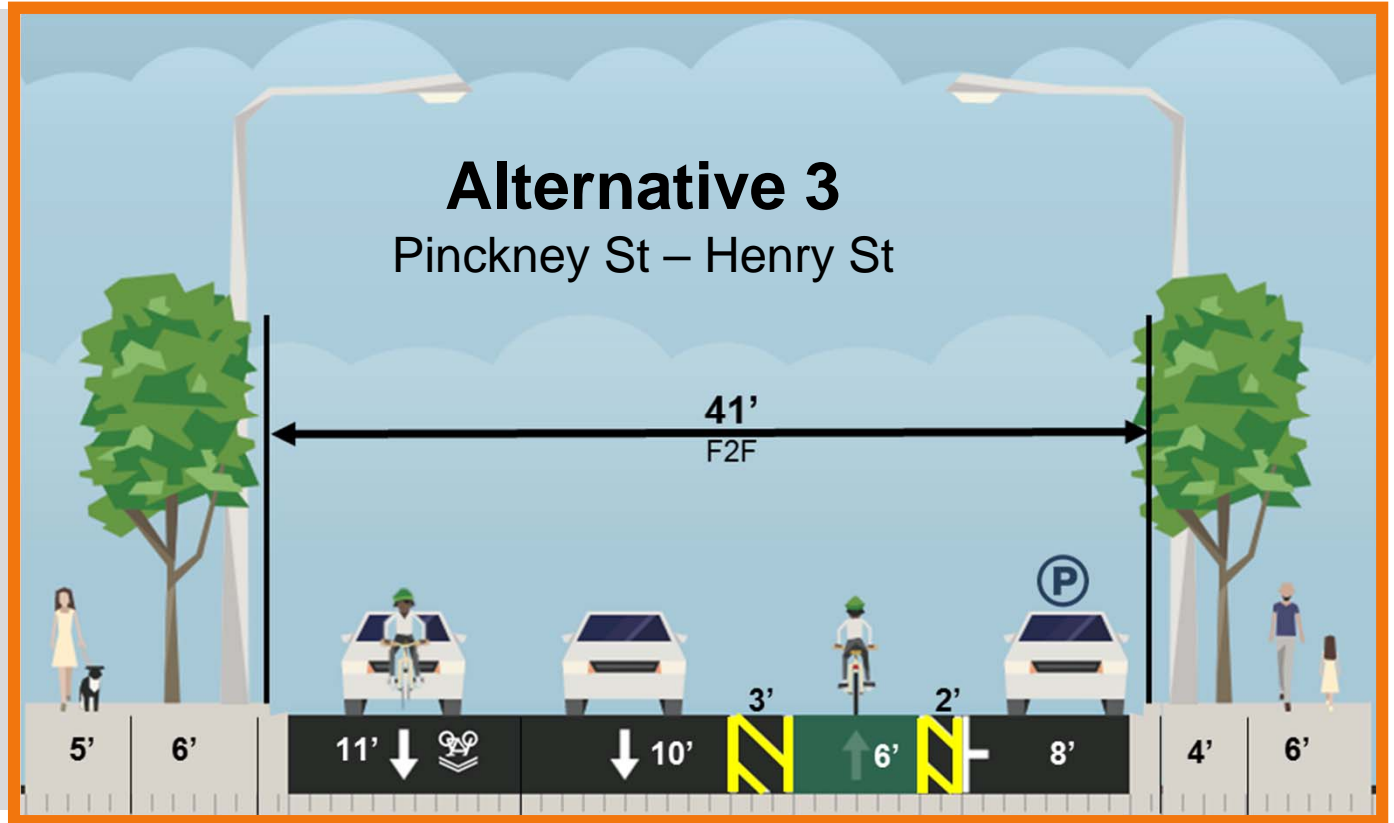
# Wilson Street



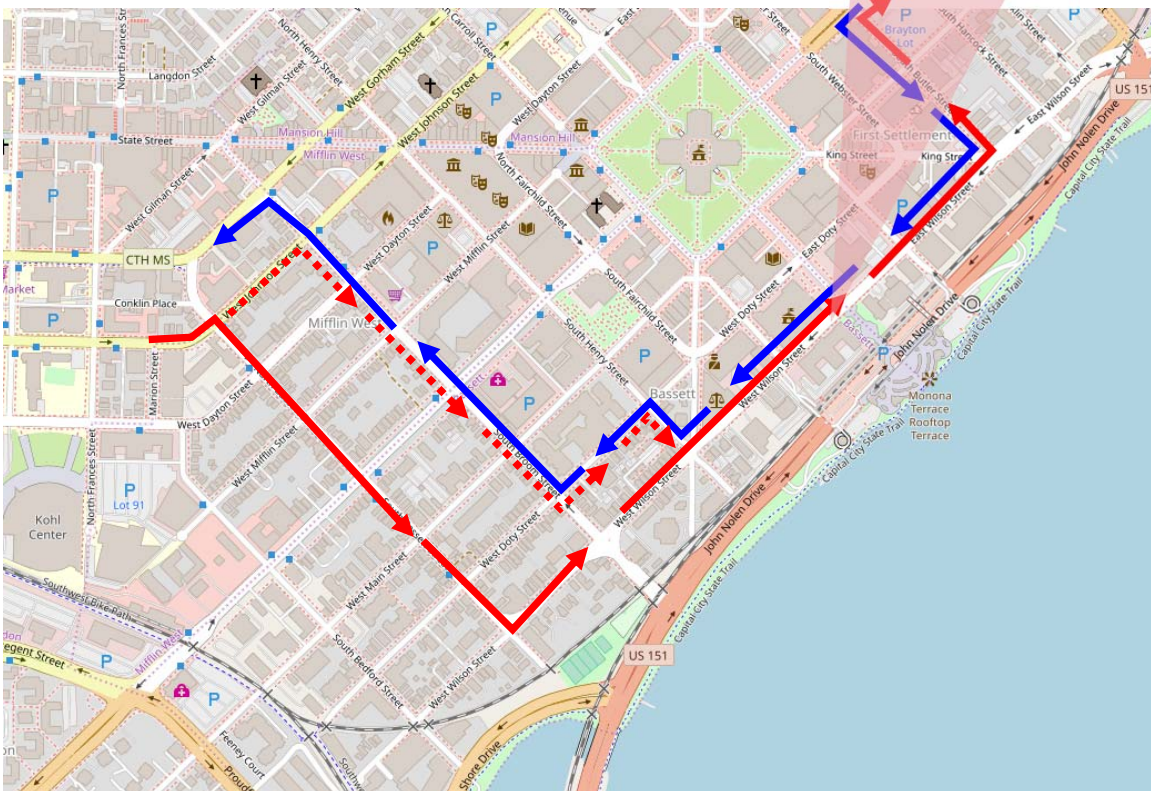
**B**

## Proposed Typical Sections Henry St – Butler St Looking East on Wilson St

- Contra-flow bike lane
- Shared use for westbound
- Remove parking on north side
- Potential to create parking on north side between MLK & Carroll by moving curb & sidewalk



- Contra-flow Bus/Bike lane
- Shared use for westbound
- Remove parking on south side
- Loading accommodations



An eastbound contraflow bus lane on Wilson Street could provide better and more consistent bus service to the square during special events. The number of buses using the lane could range from 20 to 120 per day, depending on route restructuring.



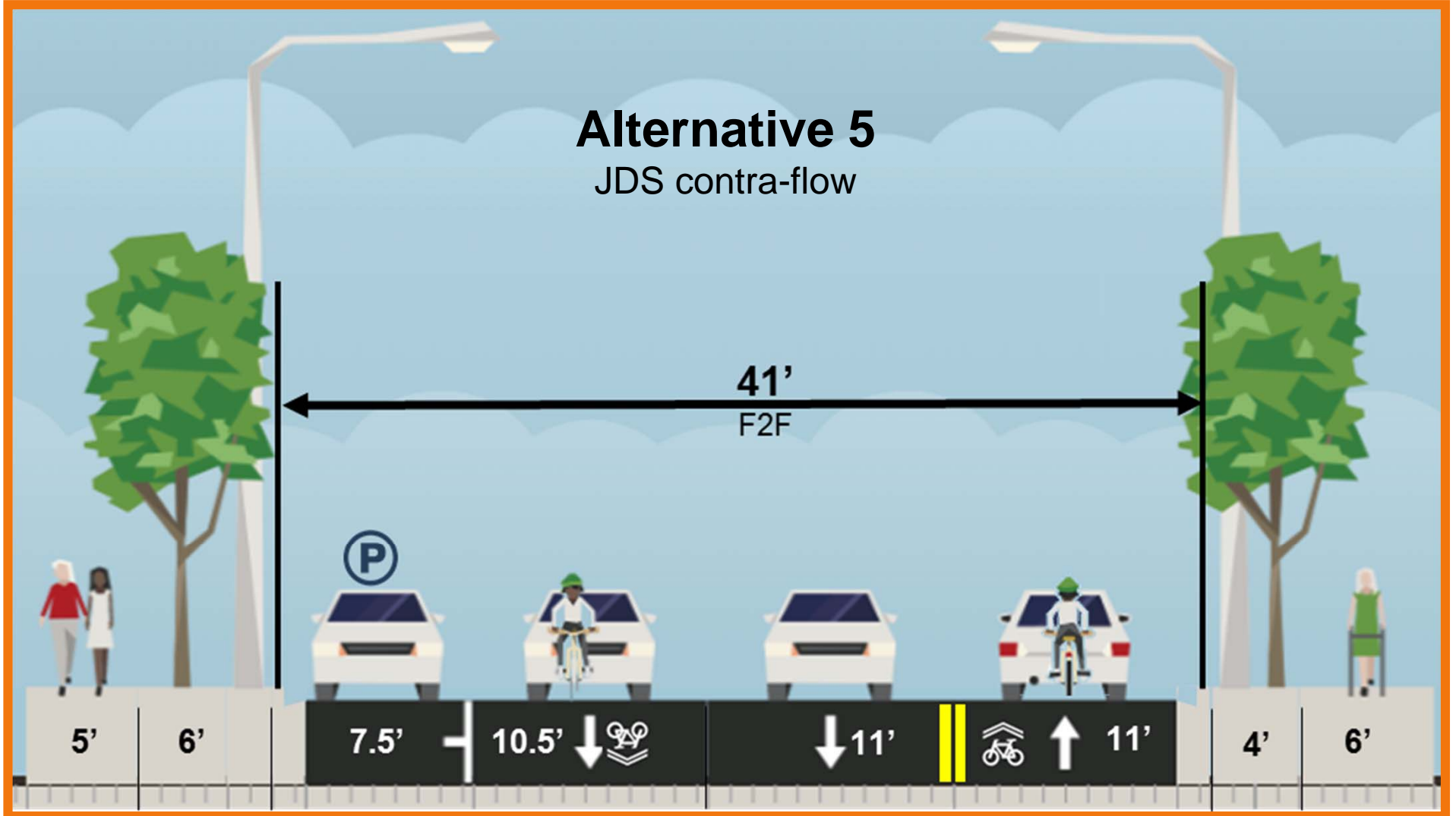


# Wilson Street



**B**

Proposed Typical Sections  
Henry St – Butler St Looking East on Wilson St

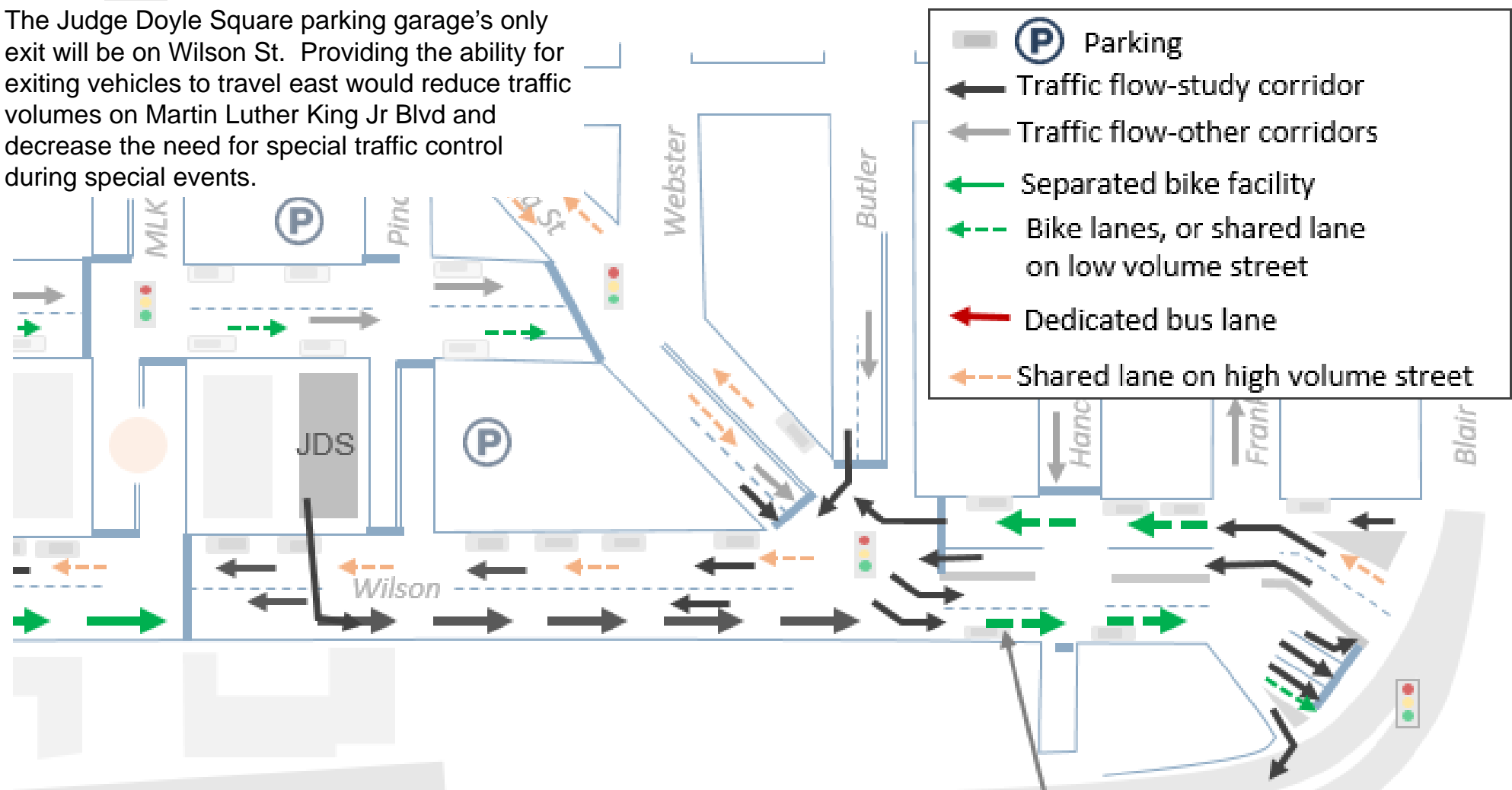


Two way vehicle traffic starting east of MLK Jr Blvd on Wilson St to facilitate exit from new Judge Doyle Square parking.

Shared use lanes for both directions

Removes parking on south side

The Judge Doyle Square parking garage's only exit will be on Wilson St. Providing the ability for exiting vehicles to travel east would reduce traffic volumes on Martin Luther King Jr Blvd and decrease the need for special traffic control during special events.



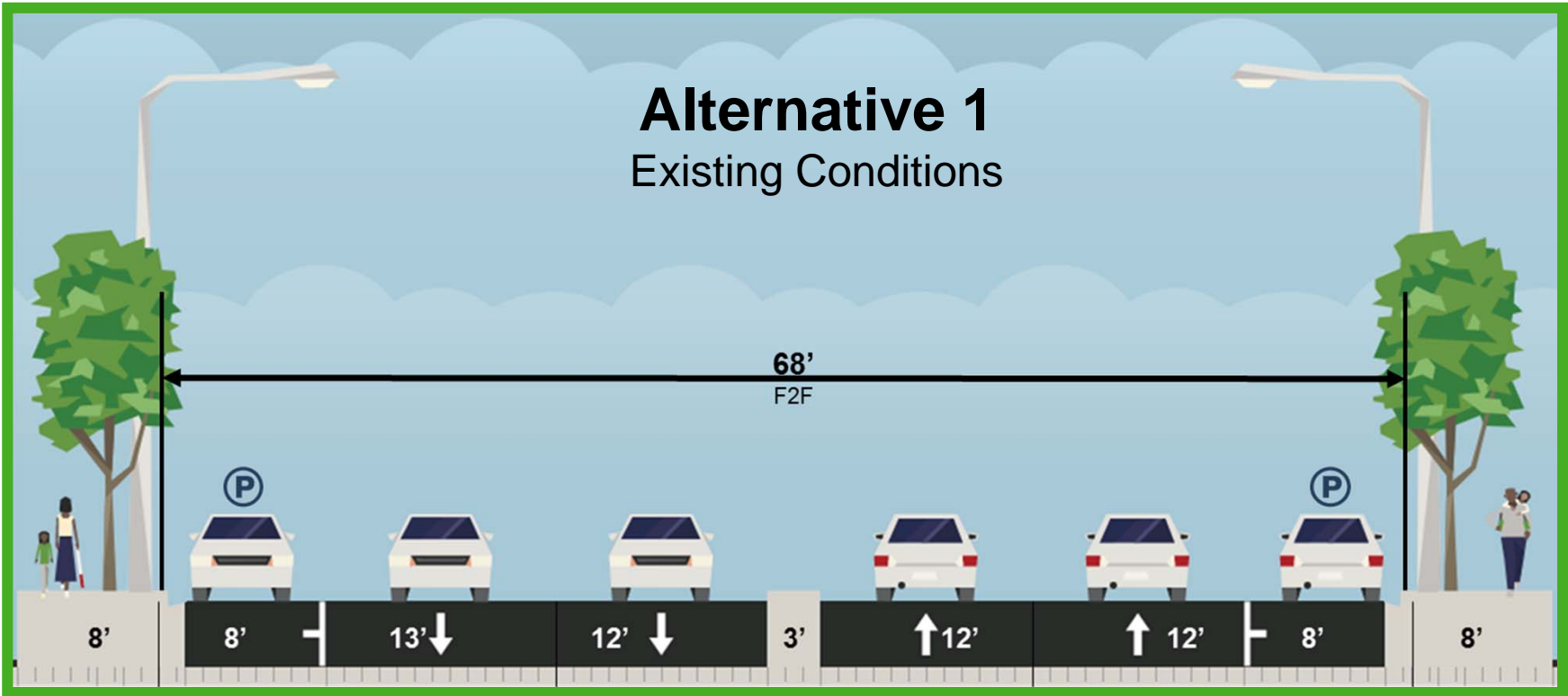


# Wilson Street



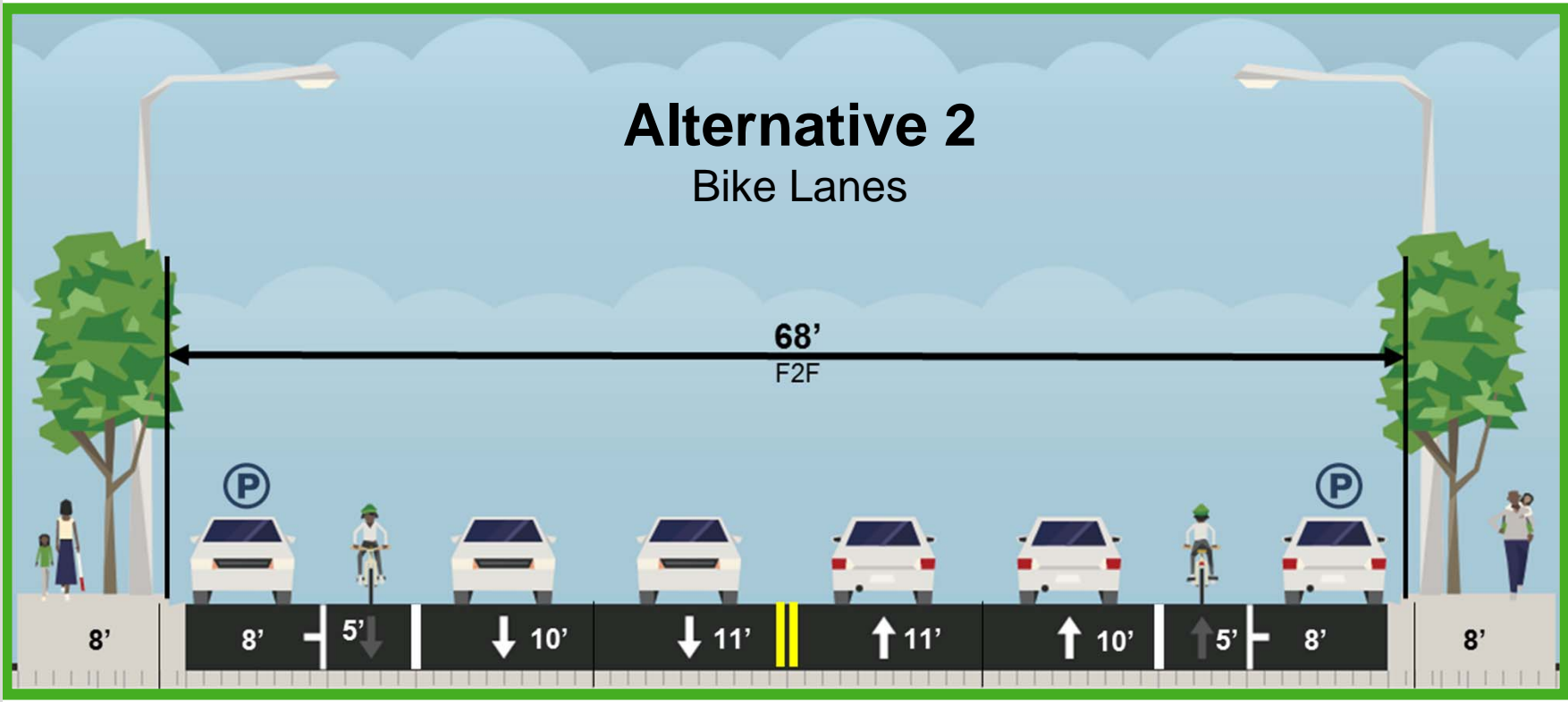
C

## Proposed Typical Sections Butler St – Franklin St Looking East on Wilson St

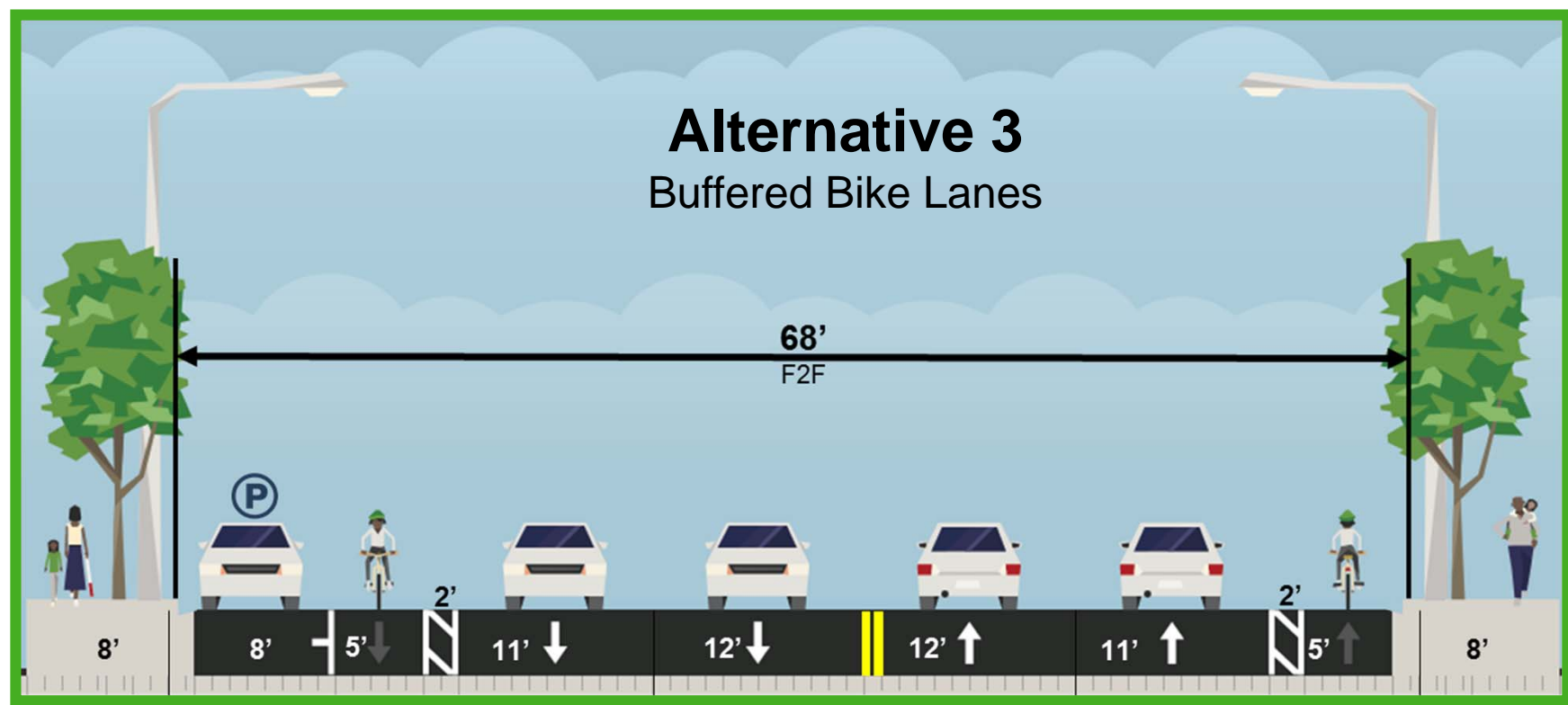


Existing conditions

- Eliminate median
- Bike lanes
- Maintains Parking
- Ped islands @ Hancock
- Green bike box @ King + green guidance on Wilson



Buffered bike lanes



- Remove parking on south side
- Ped islands
- Green bike box
- Possible vehicle separator



# Wilson Street



## PIM #1 Comments

### General

- Bicycle connections important from all directions, not just from south and east
- Consider West Doty and Main for bicycle connectivity
- Where are the cyclists going ? Consider final destinations and what routes best accomplish that
- Are the parking “spaces” as great a need
- Residents use on-street parking after meter enforcement hours (evenings and all day Sunday/holidays)
- Paisan’s loading is needed on-street on Wilson; some loading is pull-in to the property
- Hilton Hotel needs loading and unloading in from of Madison Club; will often buy out parking meters for buses and limos
- Dane County Courthouse visitors are a major consumer of parking
- Hamilton and Henry cul-de-sacs; people often enter the area looking for parking; hard to turn around
- Signals at Hamilton are hard for motorists to understand
- What to do with bicyclists east of MLK; cyclists often ride on the sidewalk, as there is no other safe-feeling alternative; conflicts with peds
- On the east side of Broom Street, many cyclists use the sidewalk
- On Hancock (south of Wilson), it is difficult to make a left out of the development (esp. in the a.m. peak)
- Most of the terrace trees are ash; some are being treated
- Very important to residents to preserve the ability to have canopy trees and a useable terrace area (major contributor to the livability of the street and neighborhood)
- Need to consider future traffic forecasts due to expected development in the area (MATPB)
- East Wilson affected by special events
- Consider cutting down trees near the bus stop on East Wilson (to improve the visibility of the bus stop)

### 300 Block

- People stop in cars (momentarily) in 300 block of Wilson inbound; Capitol is not easily identifiable
- Broom to Wilson inbound vehicle movements are too fast; people don’t realize they have that lane
- Motorists turn around midblock Wilson
- Numerous near-miss crashes
- Free-flow movement (Broom to Wilson) hazardous because of speeds and proximity of Doty Condo driveway (too close to intersection); blind exit of driveway
- Pedestrian crossing at Broom/Wilson difficult (speeds/volumes)
- Outbound Wilson intersection at Hamilton (toward Broom), lane markings are not clear (2 lane to 1 lane outbound); many motorists think it is 2 lanes, hazardous



# Wilson Street



## Goals and Objectives

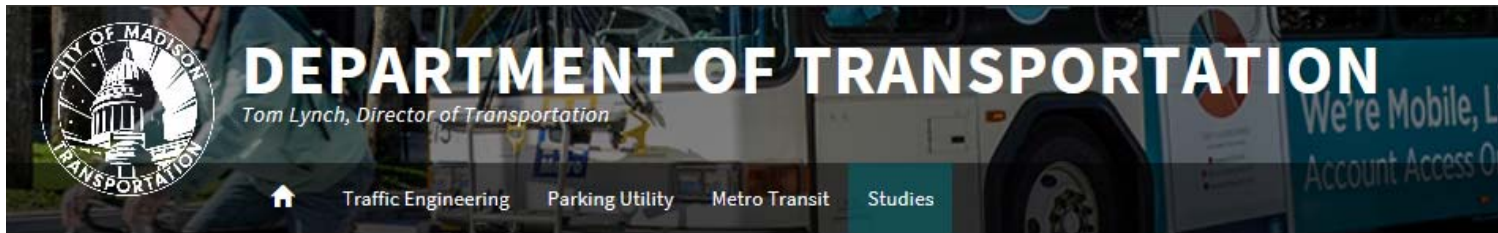
- Provide safety for all modes of transportation
- Improve comfortable bike connection to downtown area from south, west and east
- Maintain viable, pleasant living area
- Provide pleasing entrance to downtown
- Satisfy parking and loading needs
- Preserve healthy canopy and terrace
- Efficient and ordered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



# Wilson Street



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City of Madison / Transportation / Studies / Wilson Street Corridor Study

## Wilson Street Corridor Study



Looking East 300 Block of West Wilson Street

### Studies

[Madison Bus Rapid Transit Study](#)

[Wilson Street Corridor Study](#)

[Bassett Street Corridor Study](#)

### Project Description

The City plans to resurface and replace utilities on a portion of W. Wilson St. in the summer of 2019. Water main breaks and deteriorated pavement over the last year have made this project a priority.

As part of the project planning, a corridor study will be done on Wilson St. from Broom St. to Blair St. Two public involvement meetings have been scheduled for this study, and the dates, times and locations of these meetings are noted below.

When the Common Council approved the recent reconstruction project on W. Wilson St., they also required that a more comprehensive study of Wilson St. be done prior to the completion of the Judge Doyle Square project. Now that another project is scheduled on Wilson St., this corridor study will help guide the design of this project.

### Public Meetings

PIM #1 - This meeting was held on November 8, 2018. [Presentation PDF](#) and [Exhibits PDF](#).

PIM #2 - Presentation of alternatives. December 6 at 7pm in Room 260 of the Madison Municipal Building. Public comments are encouraged.

## Our Madison – Inclusive, Innovative, & Thriving

### *Imagine Madison - Transportation Goal*

*Madison will have a safe, efficient, and affordable regional transportation system that offers a variety of choices among transportation modes.*

### *Department of Transportation Mission*

*To develop and maintain a safe, efficient, economical, equitable, and sustainable transportation system for Madison’s residents and visitors in a way that is consistent with the City’s land use system and regional transportation goals.*