

Wilson Street Corridor Study

Public Information Meeting
June 29, 2020

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- ✓ This meeting will be **recorded** and posted to the City's project page.
- ✓ All attendees should stay be **muted** to keep background noise to a minimum.
- ✓ You may use the **“raise hand”** option at the bottom if you have something that required immediate clarification.
- ✓ Use **“chat”** option if you are having technical issues and a staff person can try to assist.
- ✓ Please use the **“Q&A”** option at the bottom of the screen to type your question. Questions will be answered at the end of the presentation. Inappropriate questions may be dismissed.



This meeting is being recorded.

It is a public record subject to disclosure.

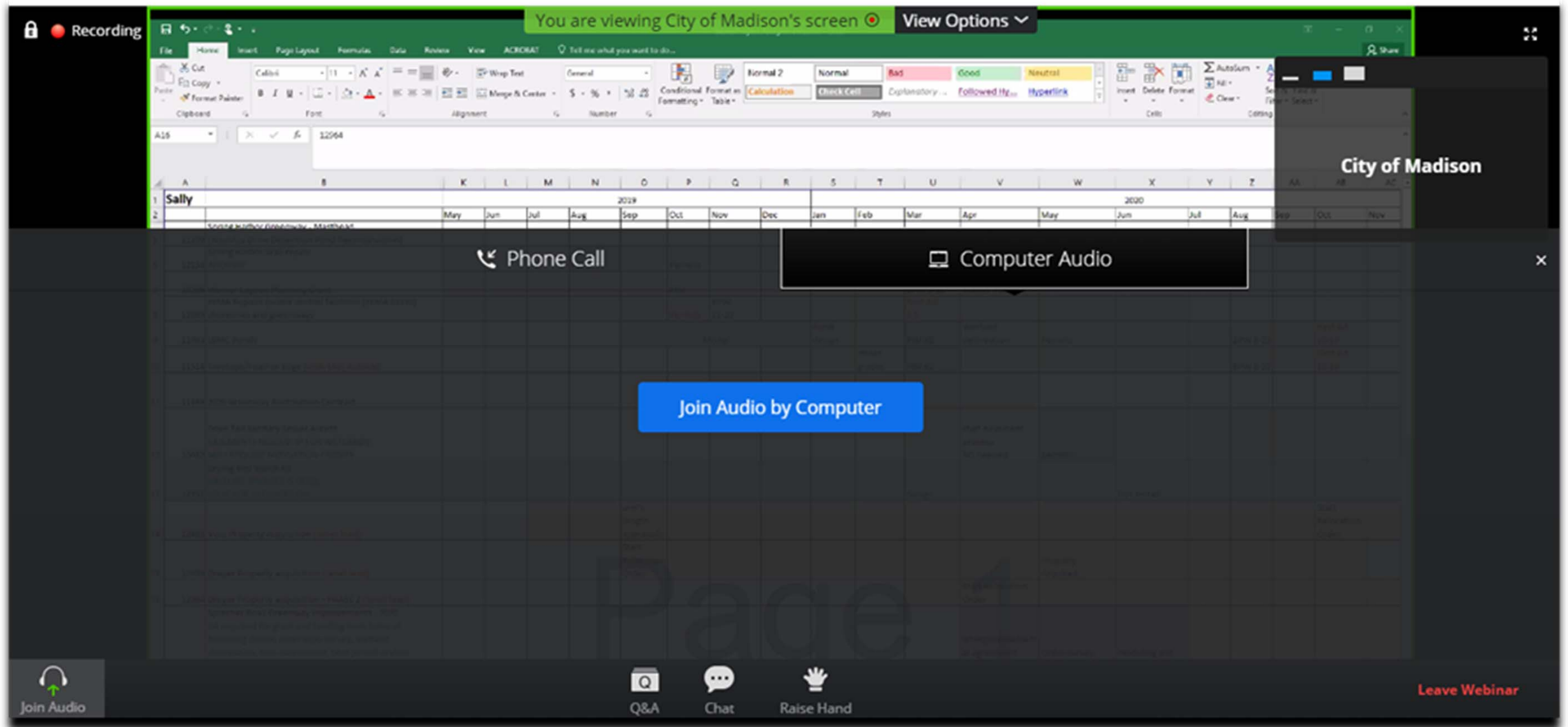
By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

How to Participate

The screenshot displays a Zoom meeting interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. Below this is a shared Microsoft Excel spreadsheet. The spreadsheet's active cell is A15, containing the value "32964". The spreadsheet shows a calendar view for 2029 and 2020, with the name "Sally" in cell A1. A "City of Madison" window is partially visible on the right. In the center of the meeting area, a "Phone Call" button is on the left and a "Computer Audio" button is on the right. A blue button labeled "Join Audio by Computer" is positioned between them, with a red arrow pointing up to it. At the bottom left, a "Join Audio" button with a headset icon is highlighted with a red arrow pointing up to it. The bottom toolbar includes icons for "Q&A", "Chat", and "Raise Hand". A "Leave Webinar" button is located in the bottom right corner.

Make sure to join audio

How to Participate



Raise your hand to be unmuted
For comments or ask additional questions.

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Use chat if you have technical issues

How to Participate

The screenshot displays a Zoom meeting interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. Below this is a Microsoft Excel spreadsheet with a ribbon menu and a grid of data. The spreadsheet shows a calendar for 2029 and 2020. In the bottom right corner of the spreadsheet, there is a small window titled "City of Madison".

Overlaid on the Zoom interface are several controls:

- A "Phone Call" button with a telephone handset icon.
- A "Computer Audio" button with a laptop and speaker icon.
- A prominent blue button in the center that says "Join Audio by Computer".
- A "Join Audio" button in the bottom left corner with a headset icon.
- A "Q&A" button in the bottom center with a question mark icon.
- A "Chat" button in the bottom center with a speech bubble icon.
- A "Raise Hand" button in the bottom center with a hand icon.
- A "Leave Webinar" button in the bottom right corner.



Use Q/A if you have questions.
We will answer after the presentation

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Recording

You are viewing City of Madison's screen View Options

City of Madison

Phone Call Computer Audio

Join Audio by Computer

Join Audio Q&A Chat Raise Hand Leave Webinar

To leave the meeting click here



Meeting Outline

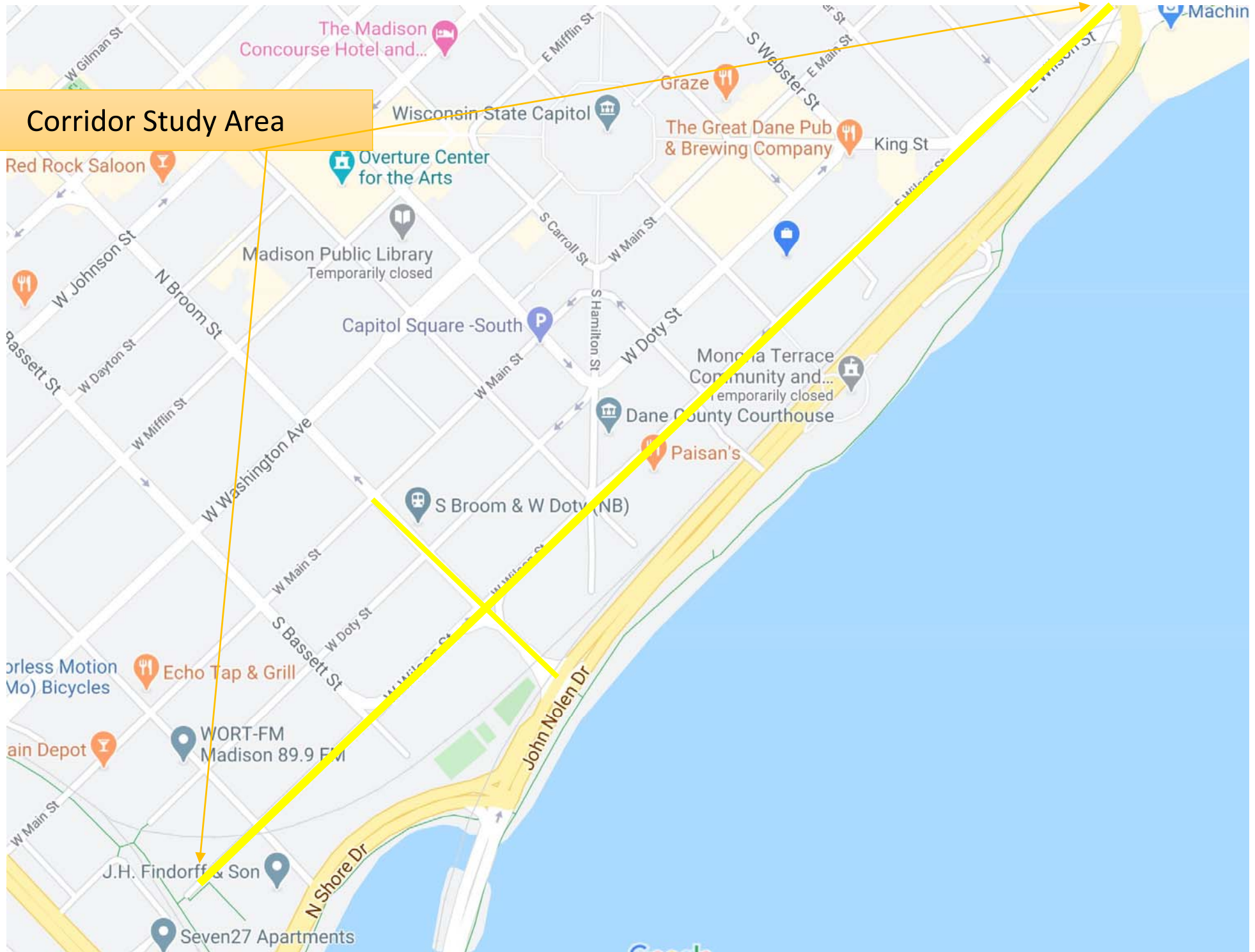
- Introduction
- Corridor Study Background and Timeline
- Recommended Bicycle Facility Alternative
- Review of Full Corridor
- Discussion and Questions

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Corridor Study Area



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
- TPPB directed the staff team to further develop a design for all ages and abilities bicyclists

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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 Design
- Public Information Meeting
- Finish Corridor Plan
- Transportation Policy & Planning Board Corridor
- Transportation Commission
- Board of Public Works
- Common Council
- Bid in late 2020 for 2021 Construction

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Stakeholder Meetings

Stakeholder Meetings

- Likes
- Concerns
- Priorities

What city staff has heard in 2020:

- Importance of people seeing other /safety
- Deliveries of all types
- Aesthetics users 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
- Fire lane requirements

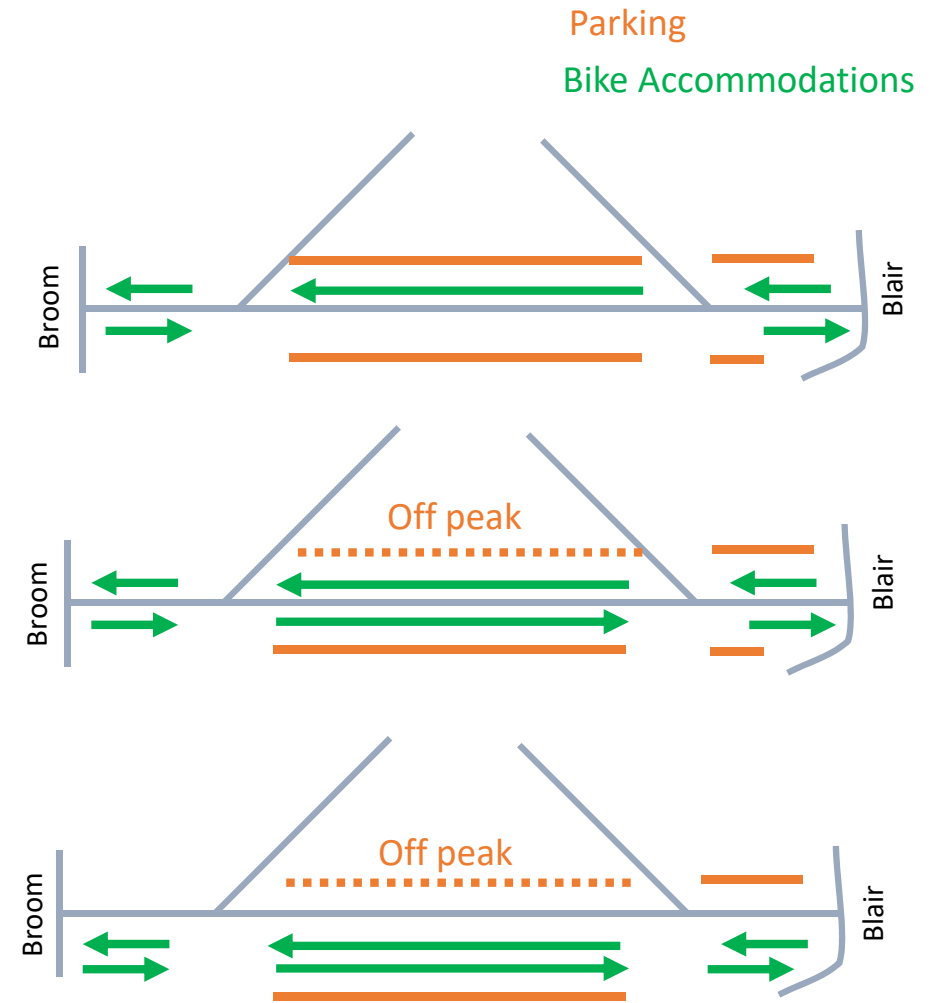
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2019 Alternatives Reviewed

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



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Protected Bike Lanes/Cycletrack Bassett St - Madison

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Recommended Alternative – Two-Way Cycletrack

Benefits

- Increases bicycle rider comfort and safety by separation from motor vehicles
- More attractive to less confident cyclists & increases use of bicycles by more types of riders
- Provides a clear space for bicyclists – off sidewalk
- On one-way streets
 - Requires less space than two one-way cycletracks on each side of the roadway
 - Cyclists may pass in opposing cycletrack lane when it isn't busy
 - Improves connectivity

Challenges

- Can limit access to activities/buildings on non-cycletrack side of street
- Requires careful design of loading/parking areas especially for people with disabilities
- Requires a clear design to show where people should walk, bike, drive and park
- On one-way streets:
 - May be less efficient for bicyclists due to signal progression operations
 - People walking or exiting vehicles may not expect contra-flow bicycle riders
 - People driving may not expect contra-flow bicycle riders

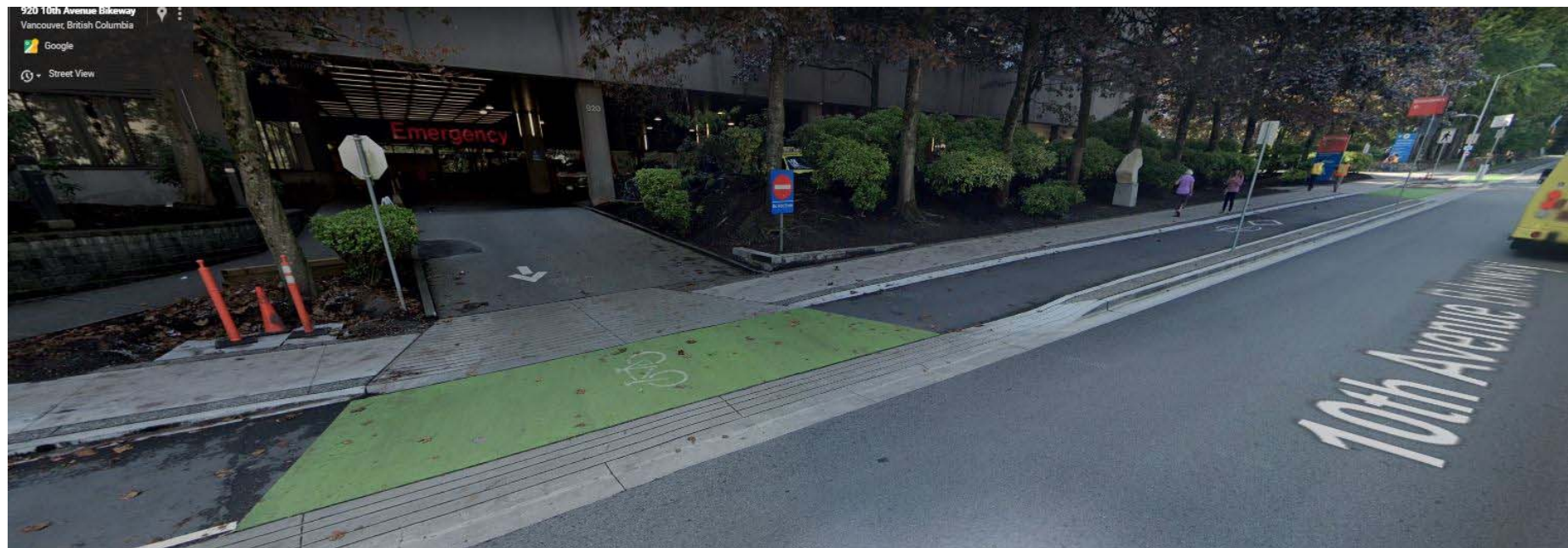
Cycletrack Benefits

- Findings after installation of a two-way cycletrack with lane reduction - Prospect Park West in Brooklyn, New York City :
 - Crashes went down 16% and crashes resulting in injuries went down by 63%
 - Speeding on the corridor went down from 74% of cars to 20%
 - Sidewalk riding is down from 46% to 3% (mostly children)
 - No change in traffic volumes or travel times
 - Number of people bicycling on street went up
 - No reported pedestrian injuries
- In Portland, researchers surveyed cyclists in two buffered bicycle lanes and one cycle track about their perceived safety and route choice. About 45% of cyclists agreed that they chose to ride on the cycle track more often. Additionally, women significantly felt safer on the cycle track than men (94% [of women] vs. 64% [of men])
- Evolutions in cycle track design have created safer facilities by improving sight lines and slowing bicycle and vehicle speeds to create a safer environment for all modes.

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Example - Vancouver

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Example – Chicago

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Example – New York City

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Example – Indianapolis

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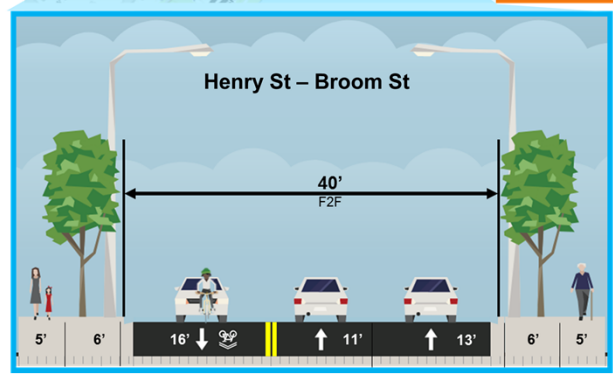
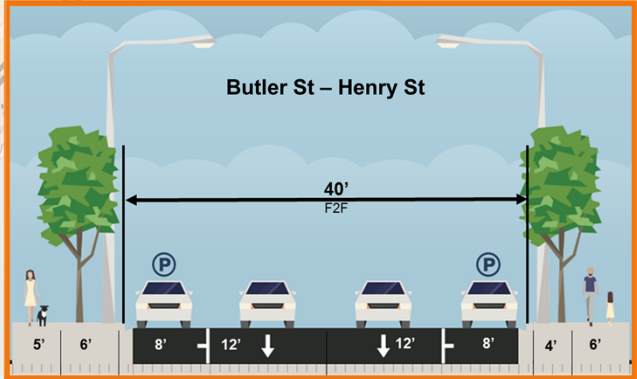
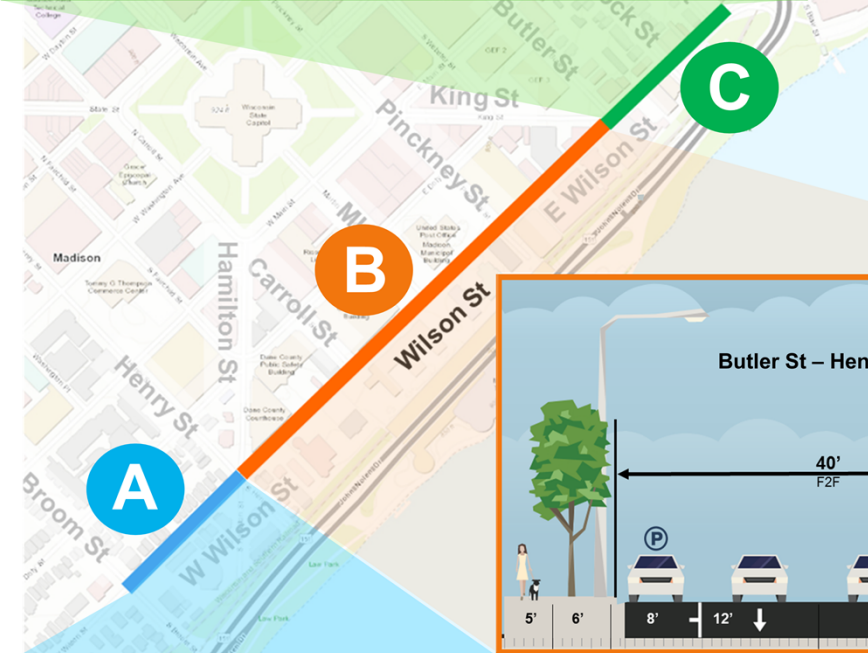
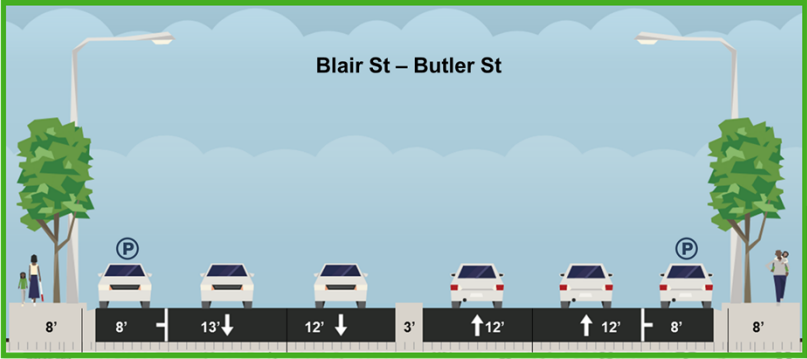


Additional Example

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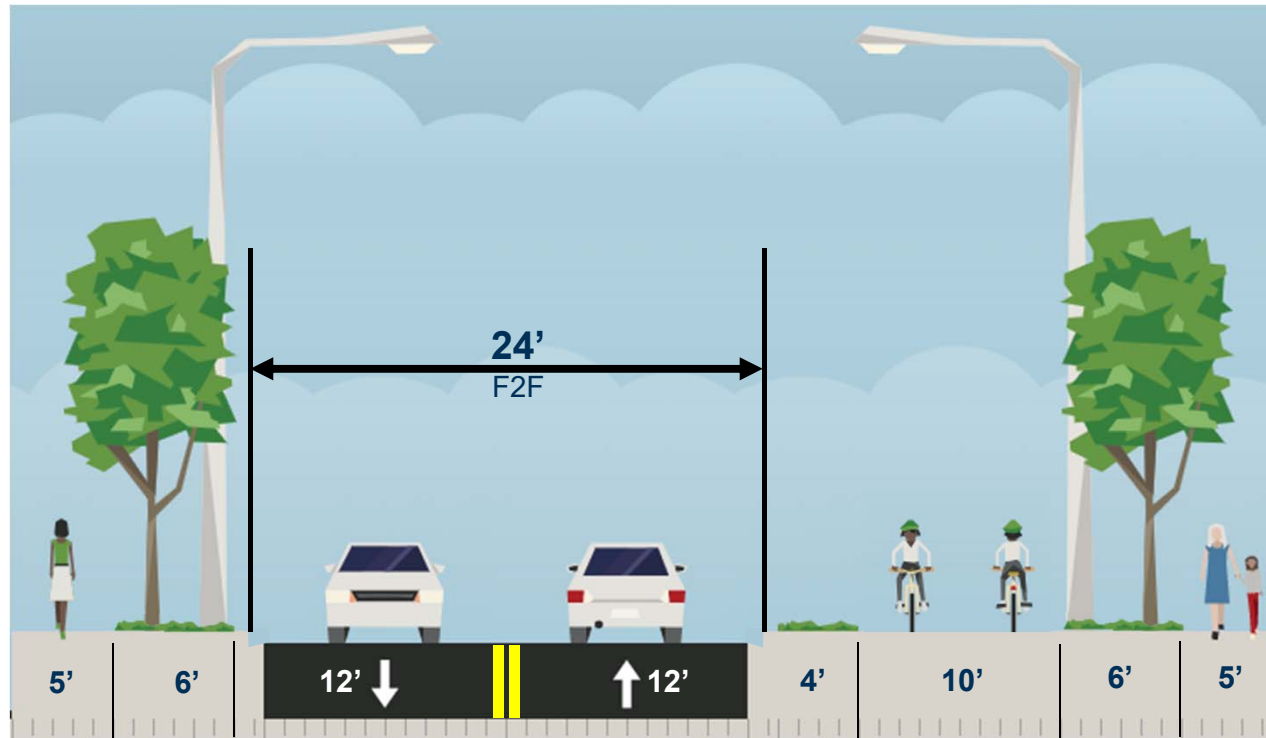


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Two-Way Bike Full Corridor

Looking East



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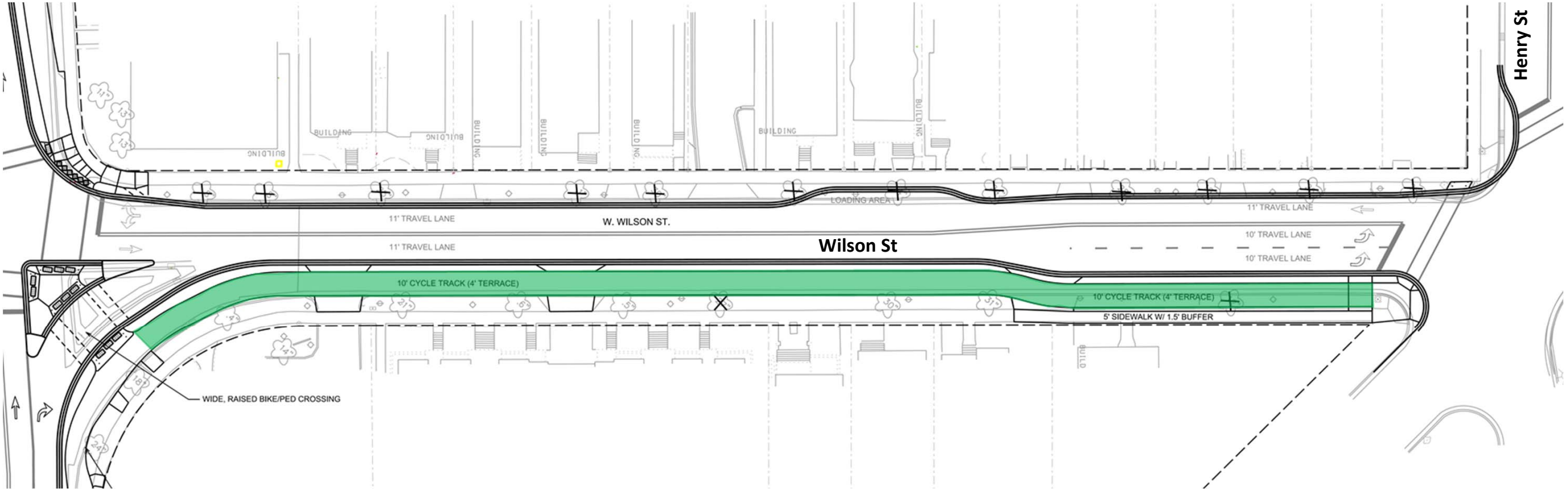


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W Wilson Street – Cycle Track

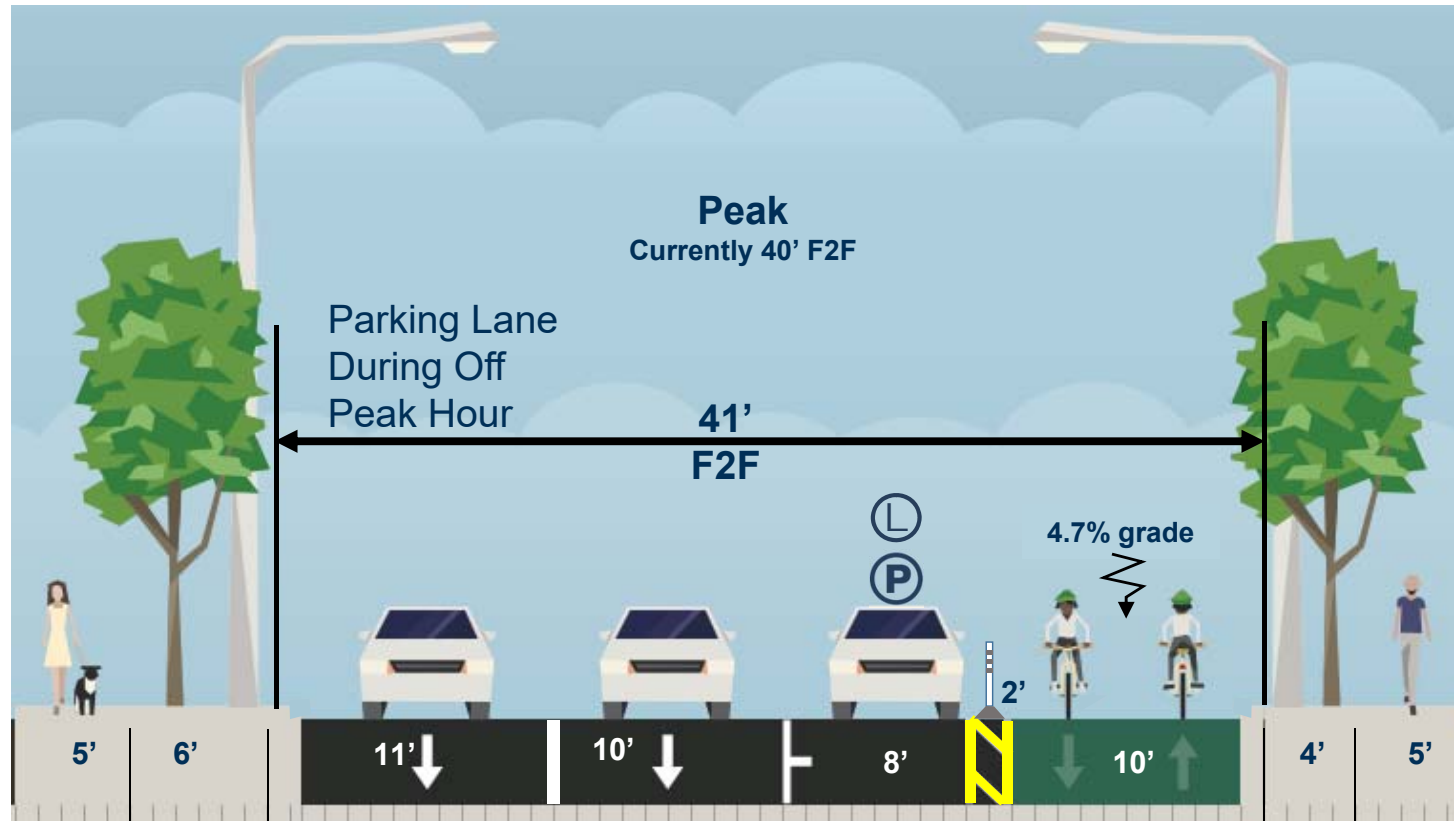


Henry St



Two-Way Bike Full Corridor

Looking East



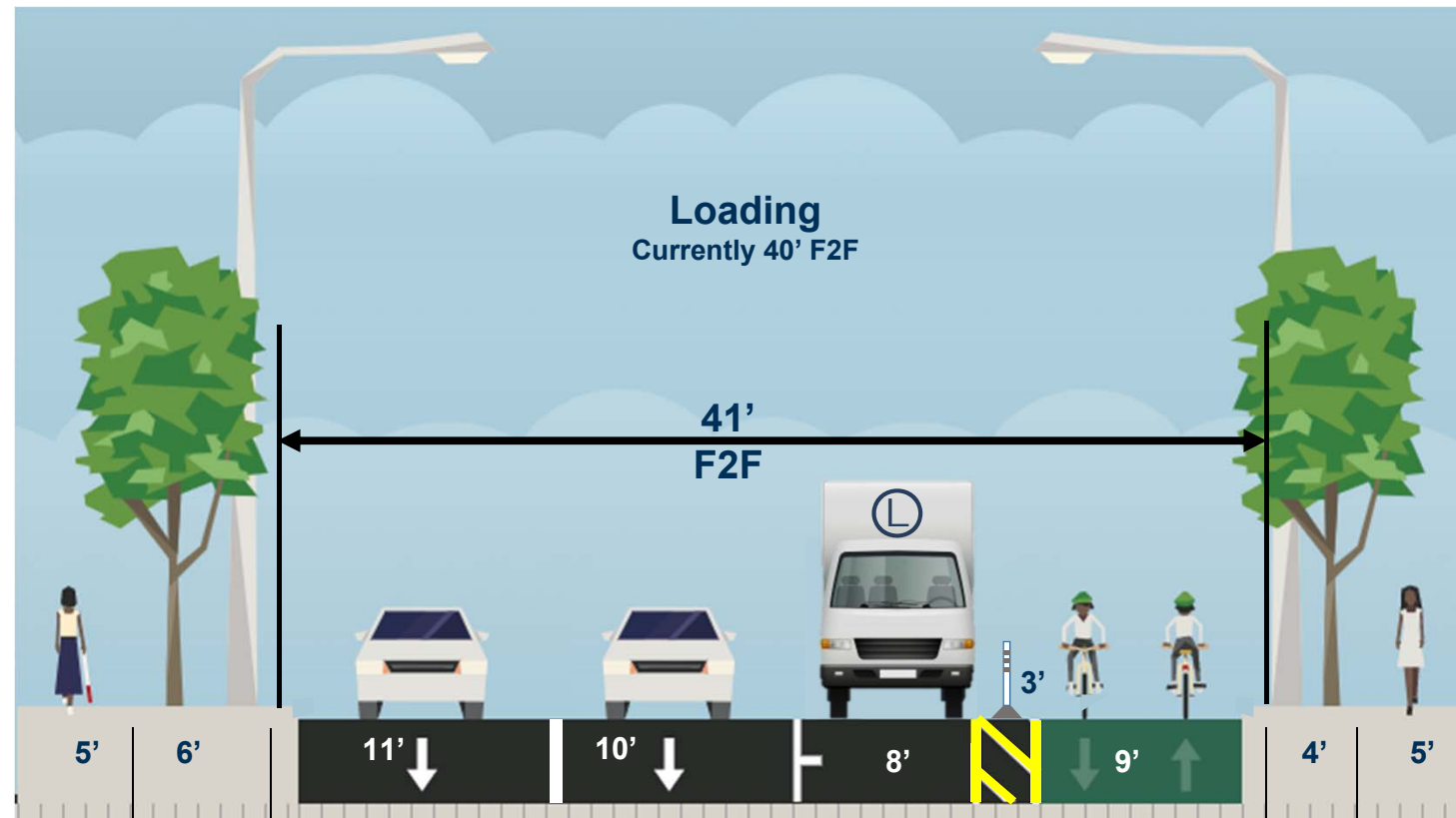
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Two-Way Bike Full Corridor

Looking East



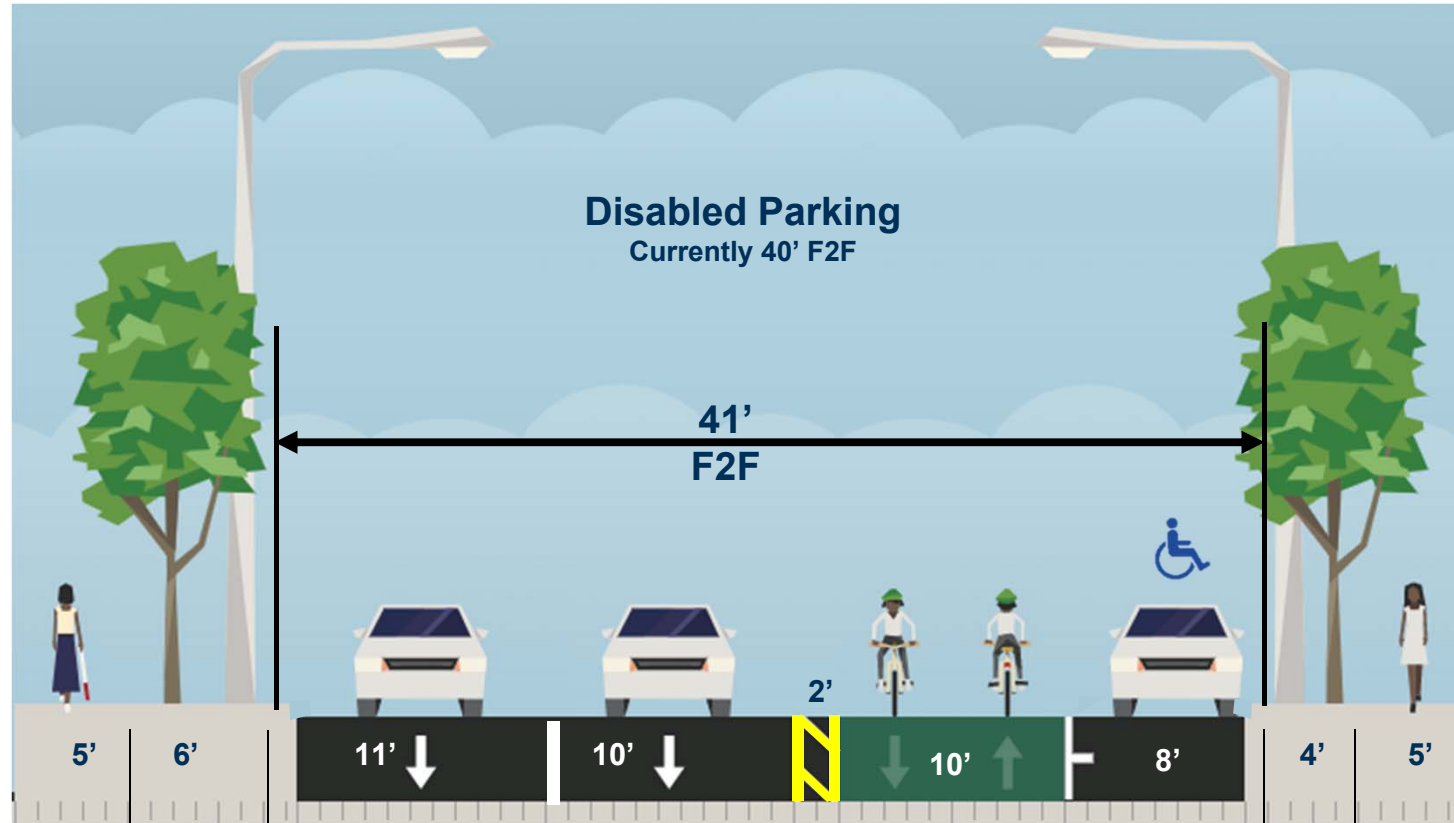
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Two-Way Bike Full Corridor

Looking East



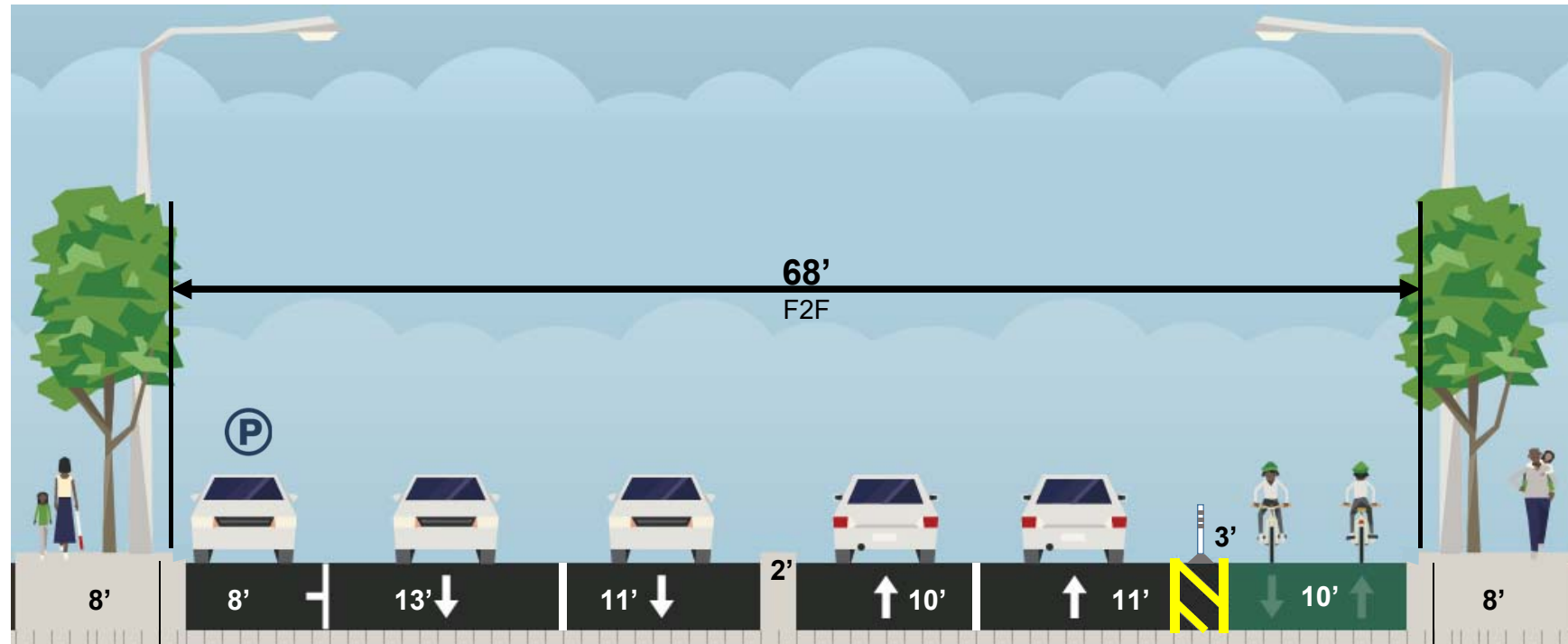
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Two-Way Bike Full Corridor

Looking East

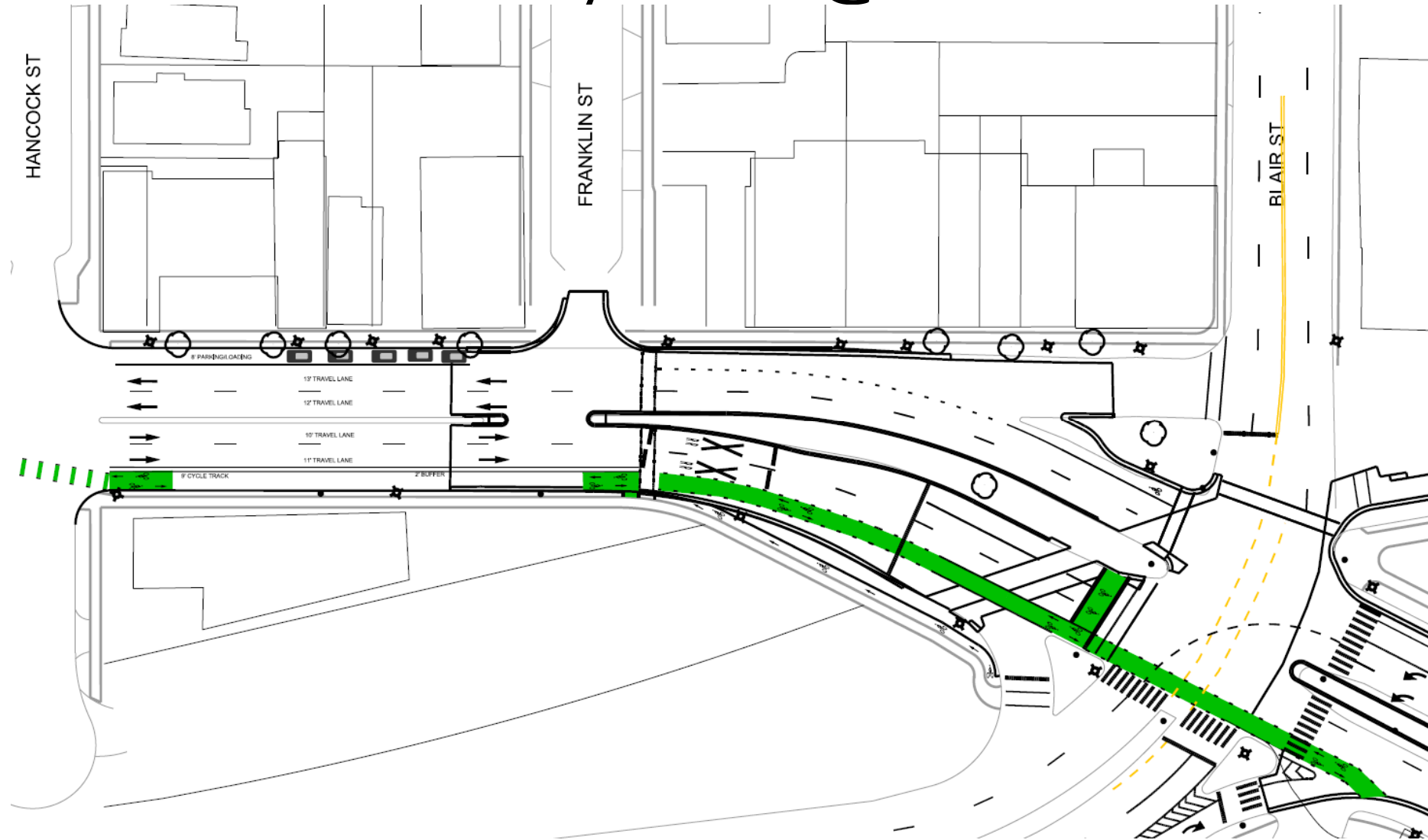


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Two-Way Bike @ Blair St



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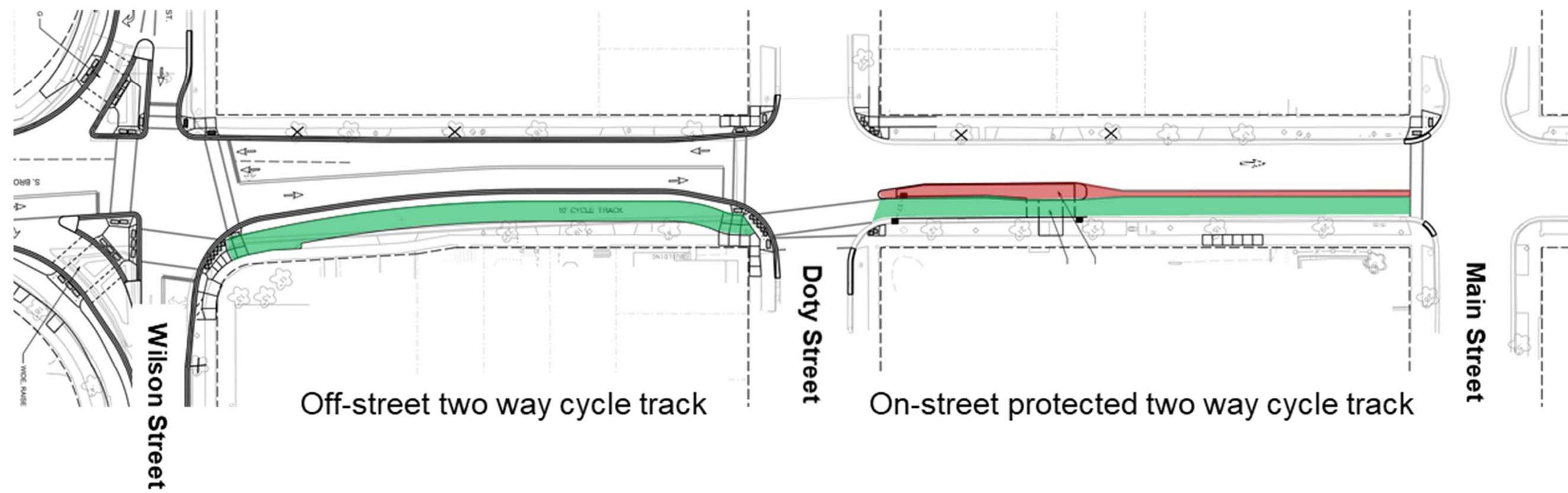
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Broom Street - Recommended configuration



Wilson St to Doty St

Doty St to Main St



Off-street two way cycle track

On-street protected two way cycle track

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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
TRAVEL LANE

TRAVEL LANE

- 1. TWO-WAY CYCLE TRACK OR
- 2. BUFFERED BIKE LANE WITH PARKING

DRIVEWAY
1-2 STALLS

SHARED PATH
WIDTH VARIES, 12' MIN

BIKE RAMP WITH
WIDENED OPENING

WIDE RAISED CROSSING

WILSON ST

11' TRAVEL LANE (+ 1' GUTTER)

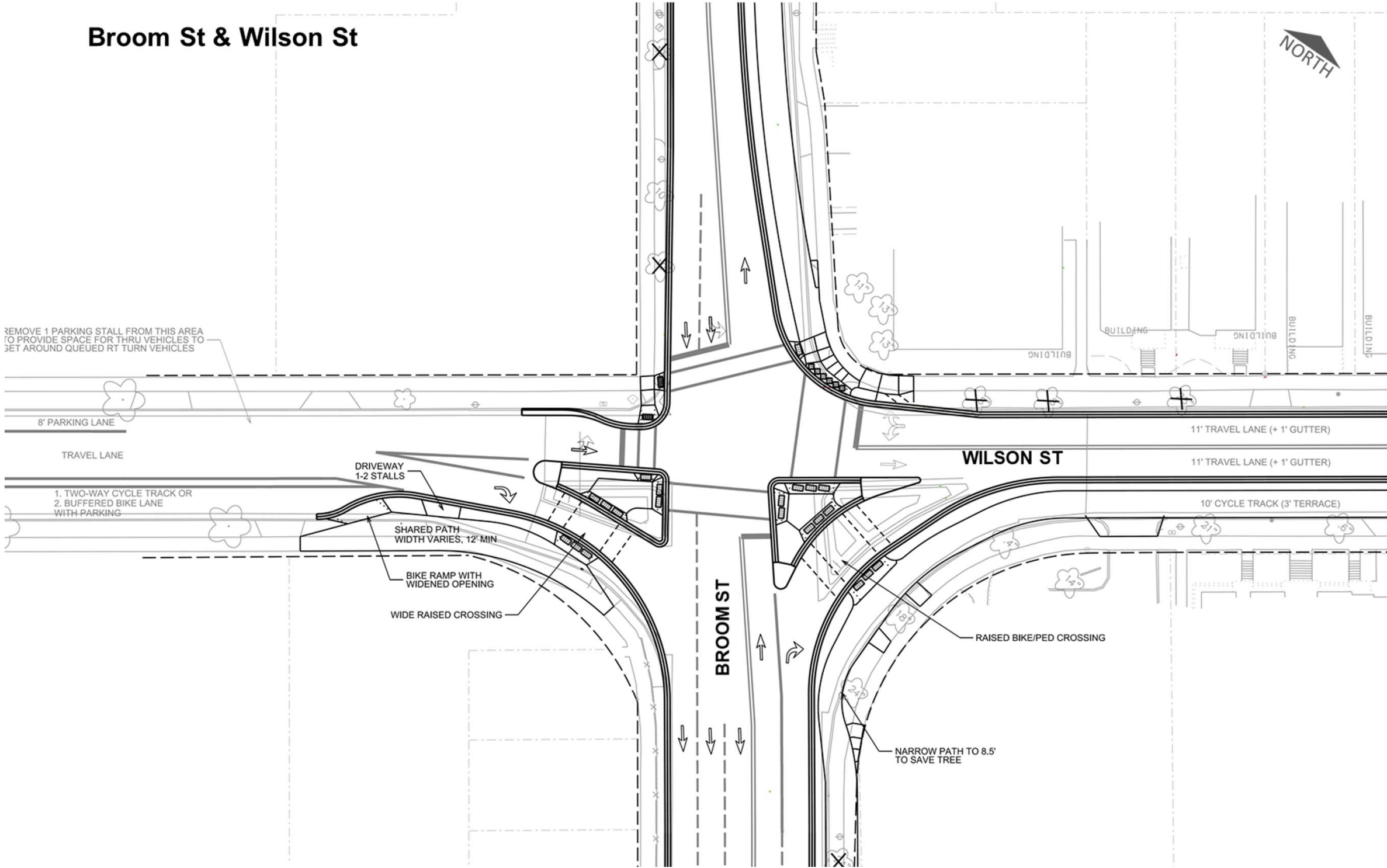
11' TRAVEL LANE (+ 1' GUTTER)

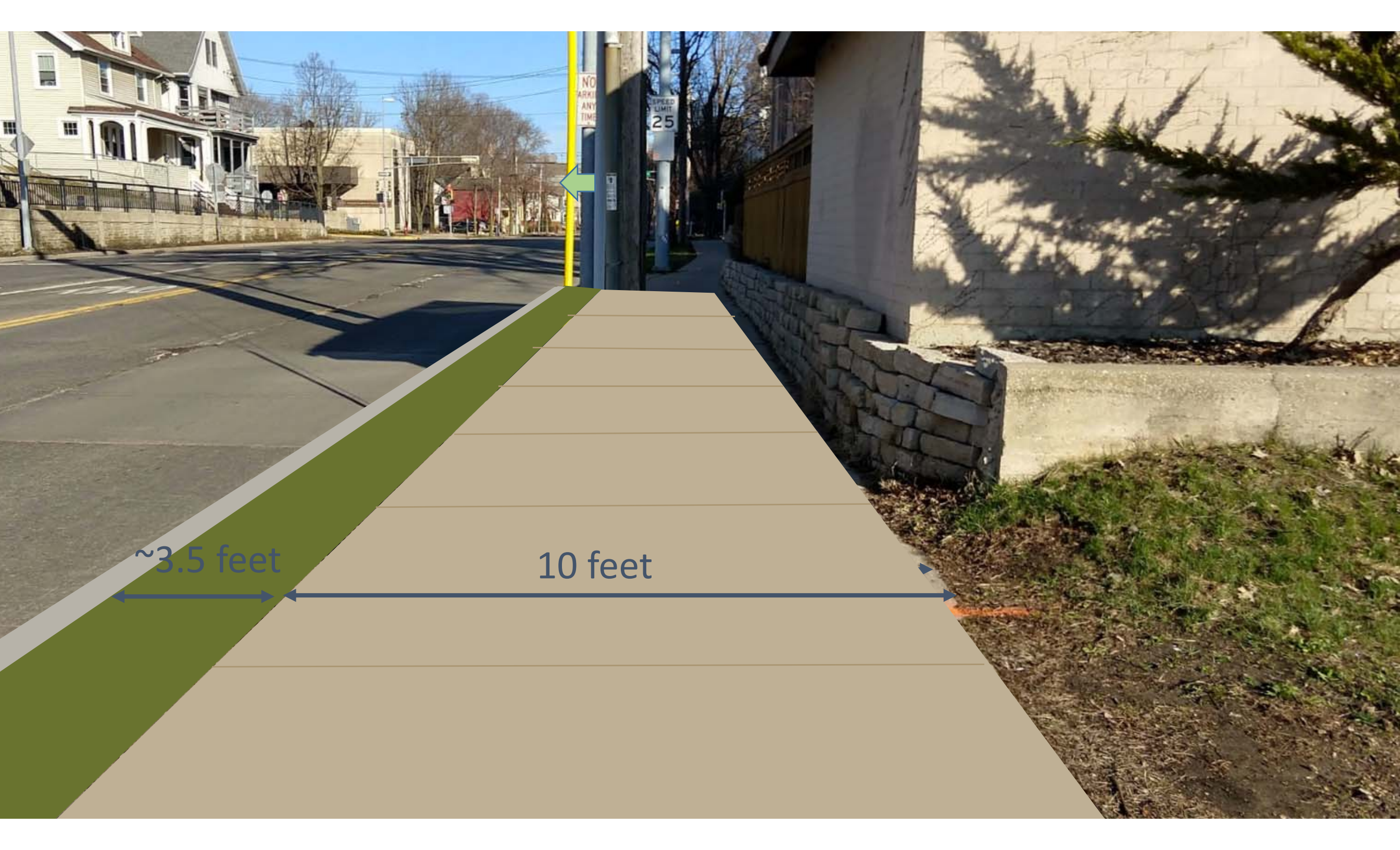
10' CYCLE TRACK (3' TERRACE)

BROOM ST

RAISED BIKE/PED CROSSING

NARROW PATH TO 8.5'
TO SAVE TREE





NO
PARKING
ANY
TIME

SPEED
LIMIT
25

~3.5 feet

10 feet

Discussion

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

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