

## **Subject: East Wilson Street and East Doty Street Reconstruction for 2024**

The City of Madison is planning the reconstruction of East Wilson Street from Martin Luther King Junior Boulevard to South Franklin Street and East Doty Street from Martin Luther King Junior Boulevard to King Street. This reconstruction project is scheduled for the summer of 2024. The proposed improvements include replacement of pavement, curb and gutter, city owned utilities, sections of sidewalk not meeting A.D.A. standards, pavement markings, and street and ped lights as needed. It also includes the installation of a 2-way cycle track along the south side of East Wilson Street from Martin Luther King Jr. Boulevard to South Franklin Street, where it will connect to the Capital City Trail.

The proposed 2-way cycle track options for this project are based on the recommendations made by the Wilson Street Corridor Study performed in 2019 by the City of Madison Department of Transportation and adopted by the Common Council in September 2020. The full report can be found at the following link:

<https://www.cityofmadison.com/transportation/documents/WilsonStreetAddendum-2.pdf>

Existing conditions for East Wilson Street from Martin Luther King Jr. Boulevard to King Street are as follows:

40 feet wide measured from face of curb. 2 travel lanes, both 12 feet wide and in the westbound direction. On-street parking on both sides of the street, both parking lanes are 8 feet wide, which includes 6 feet of pavement and 2 feet of gutter. This section has sidewalk on both sides of the street.

Existing conditions for East Wilson Street from King Street to South Franklin Street are as follows:

68 feet wide measured from face of curb. 4 travel lanes, 2 westbound and 2 eastbound. Travel way directions are divided by a 5-foot wide median. It has 8 foot wide on-street parking on both sides of the street, it also has sidewalk on both sides of the street. The westbound travel lanes have widths of 13 and 11 feet. The eastbound travel lanes have widths of 11 and 12 feet.

Neither section of East Wilson Street within the project limits has a dedicated bicycle facility.

Existing conditions for East Doty Street are as follows:

44 feet wide measured from face of curb. It has 2 travel lanes on the eastbound direction. It has 8-feet wide parking lanes along both sides of the street. It also has an eastbound bike lane on between the southern travel lane and parking lane. This section of East Doty Street has sidewalk on both sides of the street.

City staff proposes the following cross section options along East Wilson Street from Martin Luther King Junior Boulevard to King Street

- Option 1 (recommended) – 29 feet wide street measured from face of curb. One 11 feet wide lane that will serve as a travel lane during peak hours and parking lane off-peak. One 10-foot travel lane, both travel lanes will remain westbound, 8-foot parking lane along the south side. This option will include an 8 feet wide off-street cycle track along the street's south side.
- Option 2 – 40 feet wide street (same as existing). This option also has an 11 foot wide travel lane/ parking lane along the north side, a 10-foot-wide travel lane, both westbound, an 8-foot-wide parking lane, a 2-foot buffer, and a 9 feet wide cycle track, which includes 1 foot of gutter. The cycle track will be between the parking lane and the south side curb. The 2 feet buffer will separate the parking lane and the cycle track.

City staff proposes the following cross section options along East Wilson Street from King Street to South Franklin Street.

- Option 1 (recommended) – 56 feet wide street measured from face of curb. This option has 4 travel lanes, 2 westbound and 2 eastbound, and it's divided by a 6 feet wide median. All travel lanes will have a width of 10 feet except one on the westbound direction which will be 11 feet. This option will maintain the 8 feet wide parking lane along the northside and eliminates on-street parking along the south side. This option has a 2-way, 8 feet wide cycle track off-street along the south side.
- Option 2 – 68 feet wide street measured from face of curb, same as existing. This option has 4 travel lanes, 2 westbound and 2 eastbound, and a 2 feet wide median. This option maintains the 8 feet wide parking lane along the north side and removes on-street parking along the south side. It has a 3 feet wide buffer and a 2-way, 10 feet wide on-street cycle track. Note that 2 of the 10 feet are gutter. The cycle track will be along the south side of the street between the southerly eastbound travel lane and the south side curb.

City staff proposes the following cross section options along East Doty Street from Martin Luther King Junior Boulevard to King Street.

Maintain the existing street width of 44 feet measured from face of curb from Martin Luther King Junior Boulevard to South Pinckney Street and add an extra foot along the north side from South Pinckney Street to King Street. The proposed cross section from Martin Luther King Junior Boulevard to South Pinckney Street will have 8-foot parking lanes along both sides, 2 10-foot travel lanes, both eastbound, a 4-foot eastbound bike lane, and 2-foot buffers along both sides of the bike lane. The bike lane will be between the southerly travel lane and the south side parking lane.

The proposed cross section from South Pinckney Street to King Street will have a 12-foot parking lane along the north side and a 7-foot parking lane along the south side, 2 10-foot travel lanes eastbound, and a 6 feet wide bike lane in the eastbound direction. The bike lane will be between the southernly travel lane and the south side parking lane. This segment does not include buffers.