

Truman-Olson Summary

- An east-west “connector street” between Park Street and Fish Hatchery Road was a recommendation of the Wingra B.U.I.L.D. Plan.
- The recommendation sought to create a denser urban form, rather than suburban form.
- The current block from Fish Hatchery Rd to Wingra Dr is about 3000 ft. A distance more typical of suburbs like Fitchburg. This favors a more auto oriented Park Street, with higher vehicle speeds.
- Without a “connector street,” grocery store and clinic access would be through driveways directly on Park Street. This could be challenging to provide all movements on a divided street.
- Pursuing the extension of a “connector street” presents a once-in-50 year opportunity to reintroduce a smaller block size.
- The construction of a “connector street” does not necessarily require the closure of Pick n Save.

Wingra B.U.I.L.D Recommendations

Circulation and Neighborhood Street Findings and Recommendations

- Cedar Street should be extended westward to connect with Fish Hatchery Road. This extension would be the primary access point for parking decks within the project area.
- West Olin Avenue should be extended westward to connect with South Street. West Olin extended will provide “internal” access to development on the Dean/Morningstar Dairy site, as well as direct access to and from parking decks.
- Park Street should be reconstructed with enhanced streetscape beautification and pedestrian-friendly fixtures. Park Street will need to serve dual-roles as a major high volume arterial and neighborhood commercial street.
- Traffic signals should be installed at South Park Street and Cedar Street. This will enhance neighborhood pedestrian access to retail businesses in the vicinity of the Copps Food Center.
- Beld-Cedar Street intersection should be modified to improve current access and improve pedestrian safety. The preferred design is to modify the intersection for maximum separation to improve current access and improve pedestrian safety (See Appendix V, Option 3).
- Major proposed transportation improvements should not occur until major redevelopment occurs on key sites.

Street Patterns in the Madison Urban Area

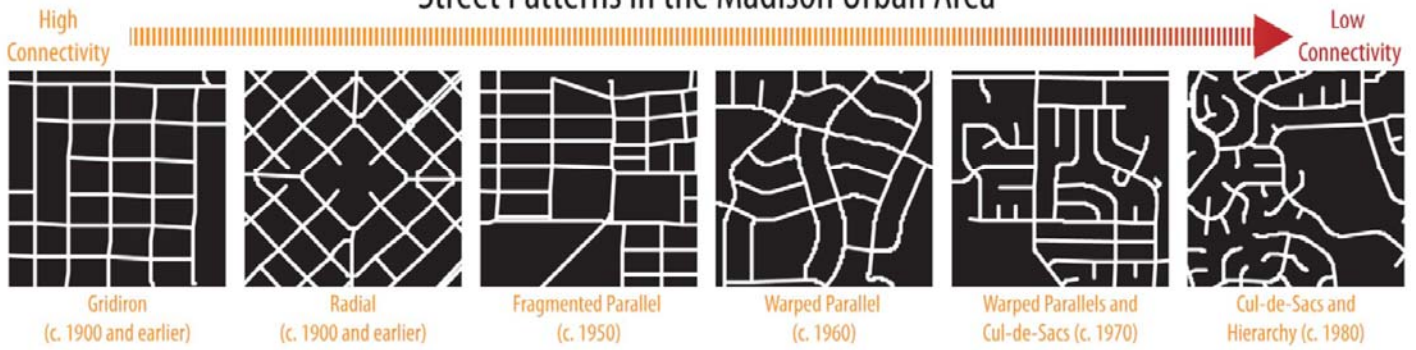
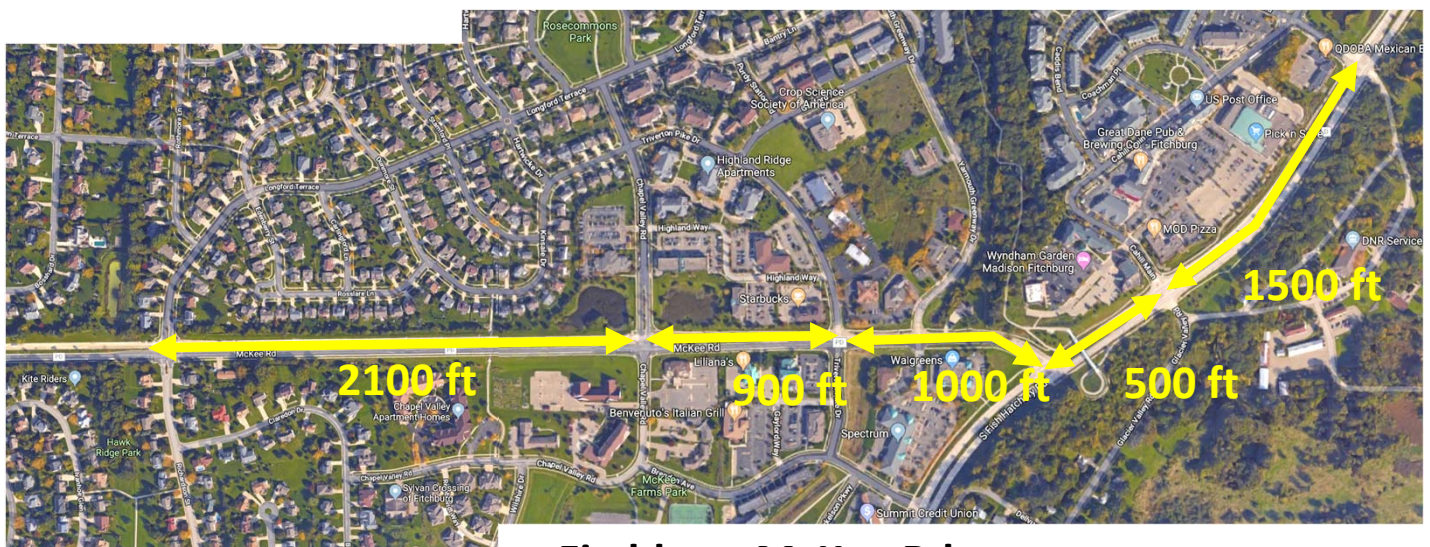


Figure 3-1: Street Patterns in the Madison Urban Area

MATPB Regional Plan



S Park St



Fitchburg McKee Rd



Capitol East



"Triangle"



Royster Clark



Darbo-Worthington