

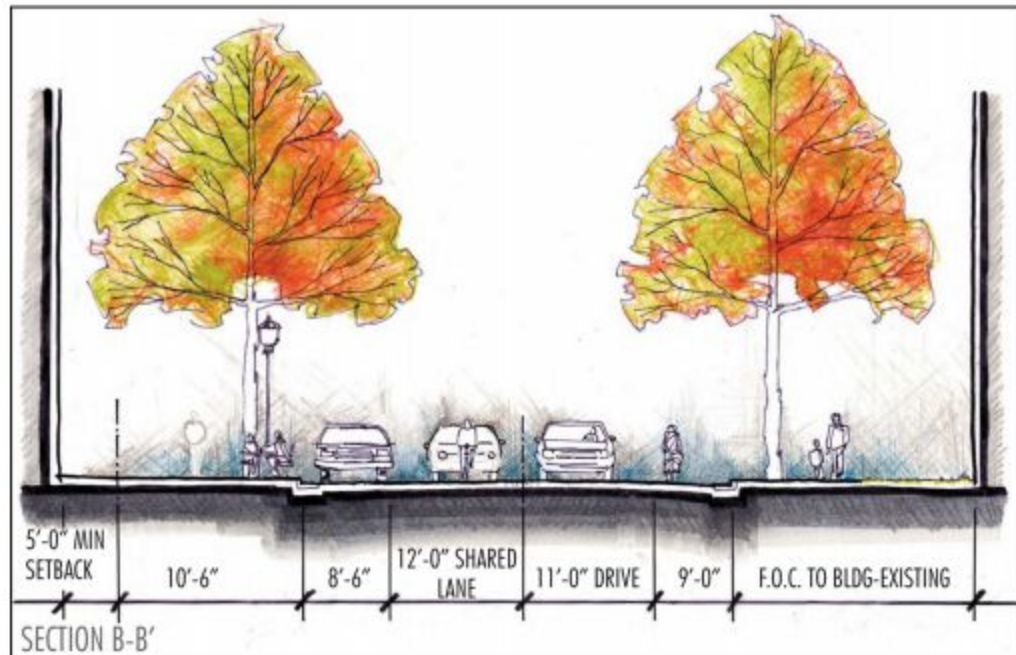
## Wilson Street Reconstruction Context 2017 - *Existing Plans/Studies*

### General guidance on the need/value of improving bike access in Madison

1. [Comprehensive Plan: Transportation](#) (2006)
2. [Platinum Bicycling Committee Report](#) (2008)
3. [Madison Complete Streets Resolution](#) (2009)
4. [The Madison Sustainability Plan](#) (2011)
5. [Madison in Motion](#) (2017)
6. [MATPB Regional Transportation Plan 2050](#) (2017)

### Specific guidance on the need/value of including safe/comfortable bike accommodations on Wilson Street

1. [City of Madison Downtown Plan](#) (2012)
  - a. Pg. 73 *“Recommendation 146: Continue to incorporate “complete streets” requirements in the design for all street reconstruction projects within Downtown, including consideration of vehicular speed and its impact on all modes.”*
  - b. Pg. 73 *“Although the City has been taking a comprehensive approach to street and streetscape design for years, the goal of this plan is to reinforce that all Downtown streets should be “complete streets”, designed to work on many levels for driving, biking, and walking. The National Complete Streets Coalition defines complete streets as being “designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.”*
  - c. Pg. 77 *“Recommendation 159: Identify and make improvements to one-way streets, potentially including contraflow lanes, to facilitate bicycling at locations including, but not limited to: East and West Wilson Streets, if not converted to two-way streets*
2. Judge Doyle Square Master Plan (2012)
  - a. [Chapter 2: Master Planning](#)
    - i. Pg. 10 *“This set of enhancements is intended to help promote and encourage bicycling to and from this area of Downtown Madison. In addition, modifications to Wilson Street to provide a counter flow bicycle lane are recommended in this concept plan, to increase bicycle safety and connectivity through this area of Downtown.”*
    - ii. Pg. 20 *“A significant issue for bicycle circulation in this area is the absence of a safe and convenient west-to-east route in the Wilson Street travel corridor. To address this concern, the recommended concept plan includes a counterflow bicycle lane on the south side of Wilson Street. To maximize its effectiveness, this Wilson Street counterflow bike lane should be continuous—from the Wilson/ South Hamilton Street intersection to the Wilson/King Street intersection. This recommended improvement will require the removal of on-street parking from the south side of Wilson Street (a total of 38 spaces).”*



b. [Chapter 4: Traffic Impact Analysis](#)

- i. Pg. 23 “On Wilson Street (which is one-way westbound), two bicycle improvements are proposed to provide more convenient and direct bicycle access to the proposed bicycle center and bike elevator at Monona Terrace: a westbound sharrow in the north lane, and the removal of on-street parking and loading zones on the south side of Wilson Street to allow for the installation of a buffered contraflow bicycle lane. Further analysis will be needed to determine the location of potentially relocated loading zones. These conceptual improvements will greatly improve bicycle accessibility and flow in this area of Downtown Madison.”
- ii. Pg. 30 “The proposed addition of a bicycle contraflow lane on Wilson Street would provide a more convenient route to the Judge Doyle Square bicycle center from the west, and potentially pull bicycle traffic from the more heavily congested Doty Street.”

c. [Chapter 5: Bicycle Center](#)

- i. Memo from BFW: “Bicycle infrastructure and connection improvements Currently, the Judge Doyle Square location is not very bicycle-friendly. There are no bike lanes or bicycle facilities on East Wilson Street, South Pinckney Street and East Doty Street. One-way traffic on East Wilson and East Doty Streets is fast and creates conditions that are not appealing for anyone except the most experienced and confident bicyclists. Because of this, bicyclists often choose to bike on the sidewalk, especially on East Wilson Street. The majority of these sidewalk bicyclists appear to be commuters who are trying to get to the Capital City Trail by Machinery Row. Bicycling on the sidewalk causes safety issues for both bicyclists and pedestrians and we do not support this behavior; however, this is the

*type of activity that results given the lack of safe bicycle infrastructure options. Therefore, our number one priority for making this area more bicycle-friendly is to add a buffered contraflow bicycle lane on East Wilson Street that continues on to West Wilson Street and creates a seamless connection for those heading eastbound to the bike path near Machinery Row. This improvement should largely eliminate bicycling on the sidewalk and will encourage more people to go by bike.”*

3. [South Capitol Transit Oriented Development District Planning Study: Chapter 2 Wilson Street Context Plan\(2014\)](#)
  - a. Pg. 2-3 *“Prior to developing design concepts for Wilson Street, the following guiding principles were established for the corridor by the consultant team with input from the Project Management Team (PMT) and the Committee:*
    - i. ■ *Provide bicycle facilities in both directions*
    - ii. ■ *Enhance streetscaping and urban design elements*
    - iii. ■ *Maintain greenspace on curb terraces*
    - iv. ■ *Improve wayfinding with directional signage*
    - v. ■ *Complement potential redevelopment opportunities*
  - b. Pg. 2-3 *“Public Preferences At the June 2013 Public Meeting, participants were asked to rank issues along Wilson Street by level of importance. Issues that rose to the top are shown below along with the percentage of survey participants who ranked the issues as “important” or “very important:”*
    - i. ■ *Pedestrian safety: 91%*
    - ii. ■ *Bike safety: 90%*
    - iii. ■ *Streetscape improvements: 73%*
    - iv. ■ *Automobile traffic patterns: 60%*
    - v. ■ *Parking: 48%*
    - vi. ■ *Loading to services: 39%*
  - c. Pg. 2-4 *shows three potential 1-way configuration cross section concepts--all of which include bike facilities*
  - d. Pg. 2-7 *shows three potential 2-way configuration cross section concepts--all of which include bike facilities*
  - e. Pg. 2-8 **“Recommendations:** *The one-way Wilson Street context plan includes an eastbound contraflow bike lane, westbound bike sharrows, and improved streetscaping. Parking remains on one side, but there is a loss of 32 parking spaces and five loading zones on the other side. A new detailed parking plan needs to be developed for the north side of the street to accommodate on-street parking and adequate loading zones. The developed concept was presented to the Planning Committee in February 2014. These recommendations have been made by the Consultant Team after careful consideration of stakeholder feedback, as well as weighing the tradeoffs of the proposed design concepts.”*



Figure 16. Wilson Street Cross Section with Parking on Street's North Side, Westbound Sharrow, and Eastbound Cycle Track

4. [Madison Area Transportation Planning Board Bicycle Transportation Plan \(2015\)](#)
  - a. Pg. 43 Wilson Street Bicycle Level of Service D and E
  - b. Pg. 100



**Urban On Street Facilities**

- Existing Bike Priority Streets
- Existing Bike Lanes\*
- Programmed On Street Facilities
- Need for New or Improved On Street Facilities\*\*