

# Wilson Street Corridor Study

---

July 15, 2020

---

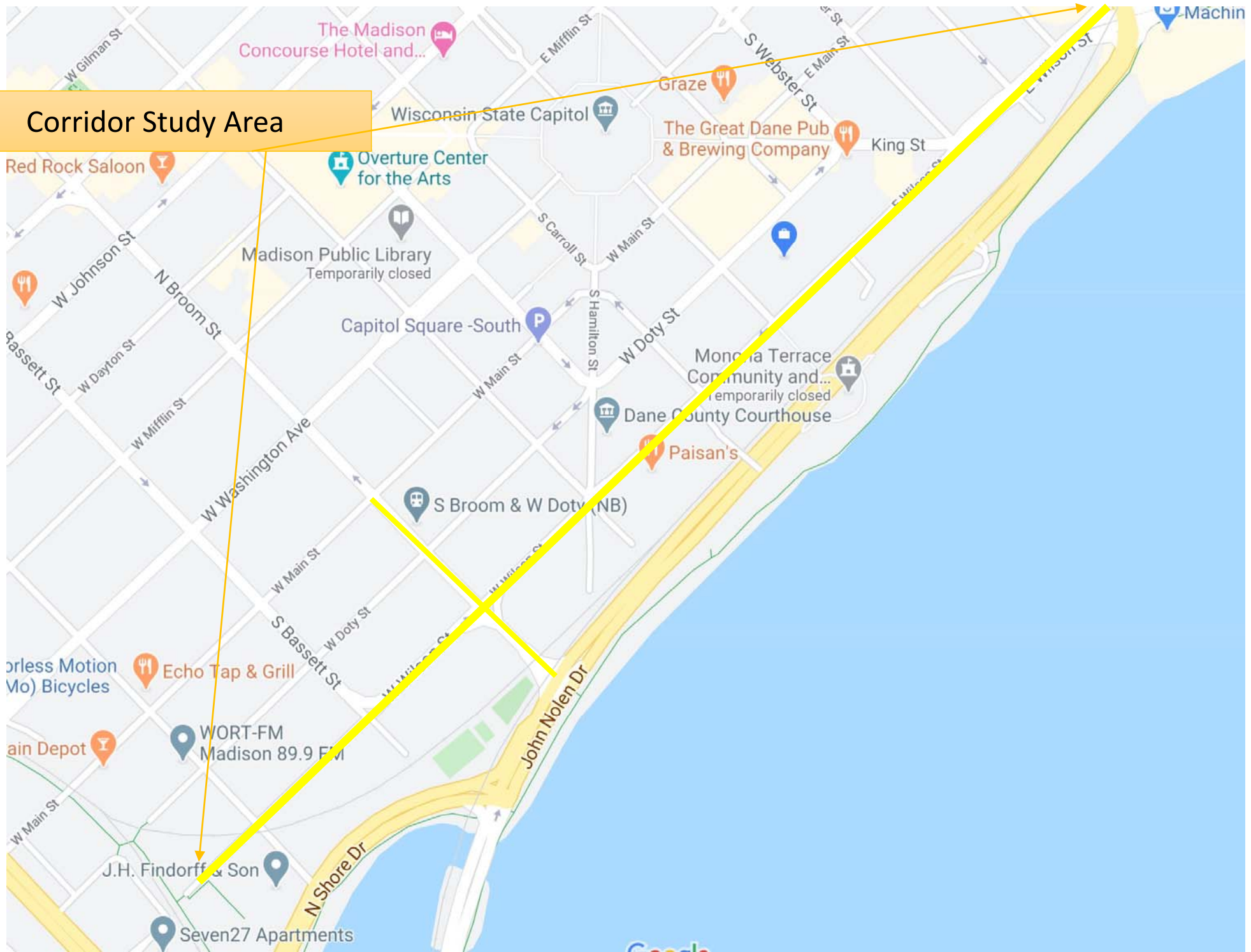
DEPARTMENT OF



TRANSPORTATION

---

# 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

DEPARTMENT OF



TRANSPORTATION

# Wilson Street Corridor Study 2020

- Meetings with National Association of City Transportation Officials (NACTO)
- Stakeholder Meetings
- Public Information Meeting
- Transportation Policy & Planning Board
- Board of Public Works
- Transportation Commission
- Common Council
- Bid in late 2020 for 2021 Construction

DEPARTMENT OF



TRANSPORTATION

# Stakeholder Meetings

## Stakeholder Meetings

- Business Owners
- Monona Terrace
- Condo Associations
- Downtown Madison Inc
- City County Building
- Dane County Sheriff
- City County Bldg
- Dane County DOA
- Wisconsin DOA Facilities
- Madison Police Department
- City of Madison DCR
- Access to Independence
- Madison Fire Dept

## What city staff has heard in 2020:

- Safety
- Importance of people seeing other
- 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

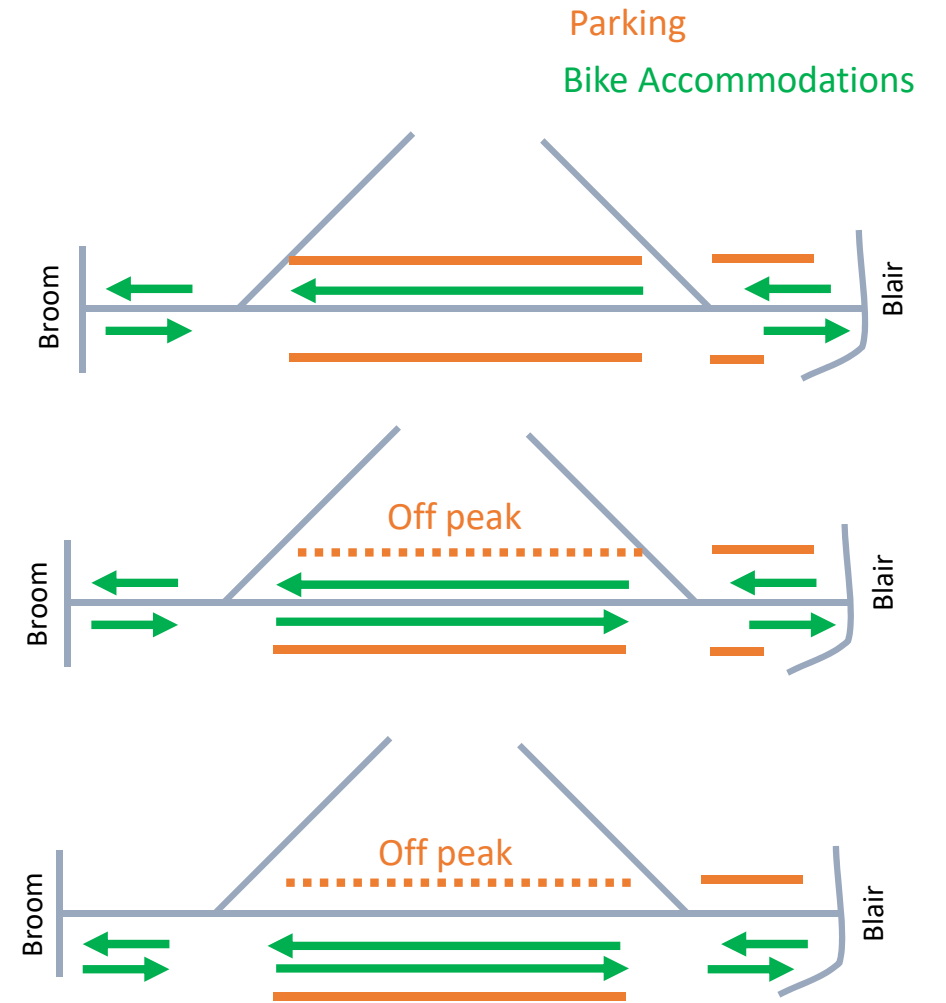
DEPARTMENT OF



TRANSPORTATION

# 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



DEPARTMENT OF



TRANSPORTATION

# 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.

DEPARTMENT OF



TRANSPORTATION



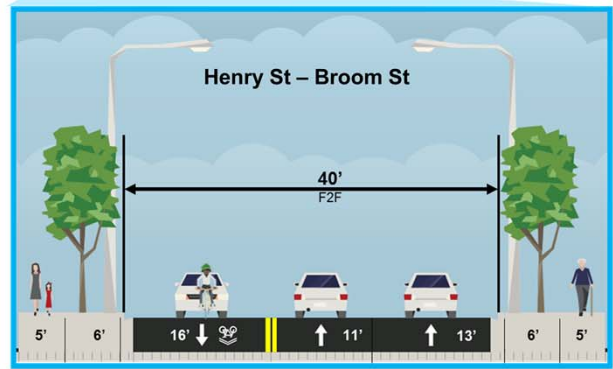
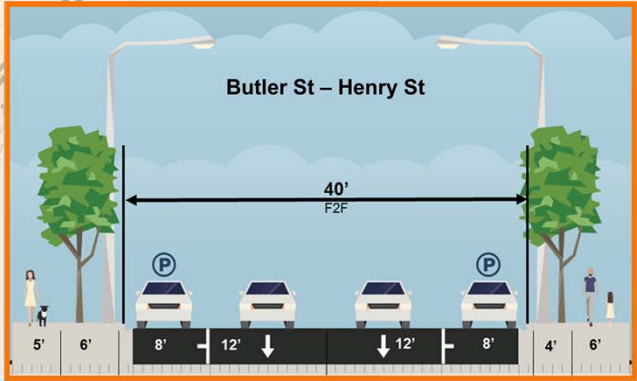
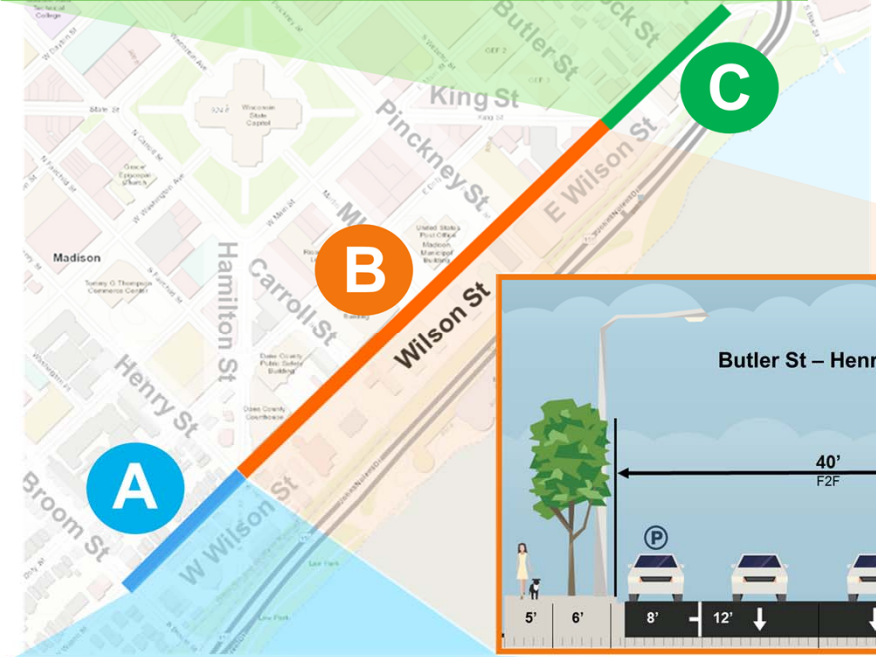
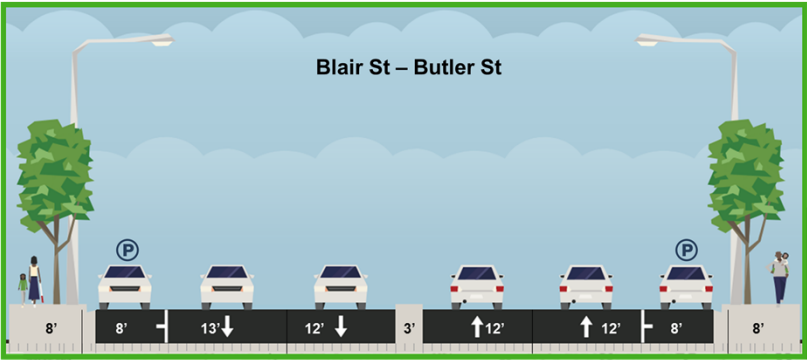


## Cycletrack Examples

DEPARTMENT OF

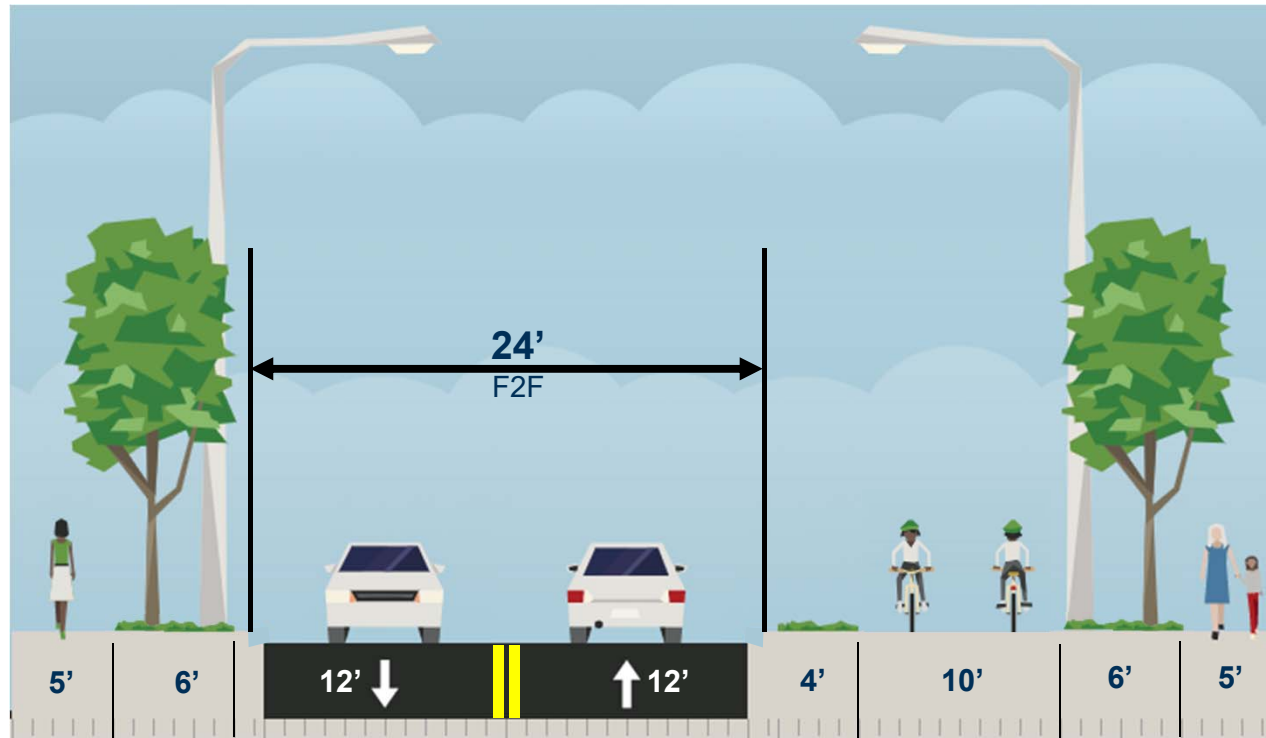


TRANSPORTATION



# Two-Way Bike Full Corridor

Looking East



DEPARTMENT OF

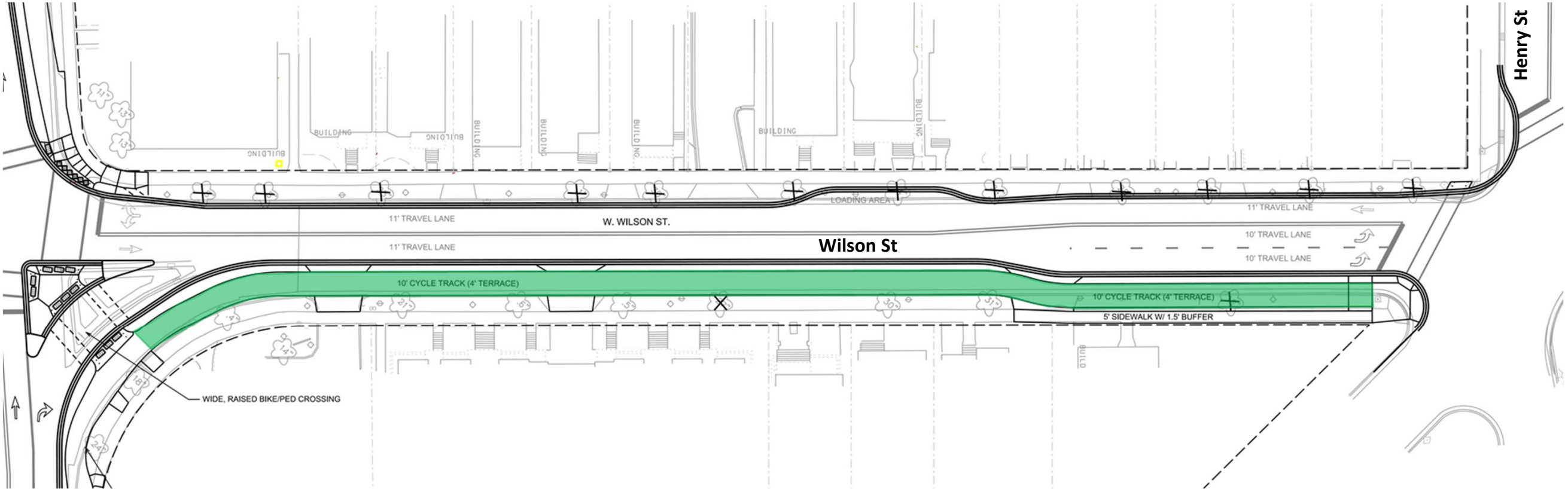


TRANSPORTATION

# W Wilson Street – Cycle Track

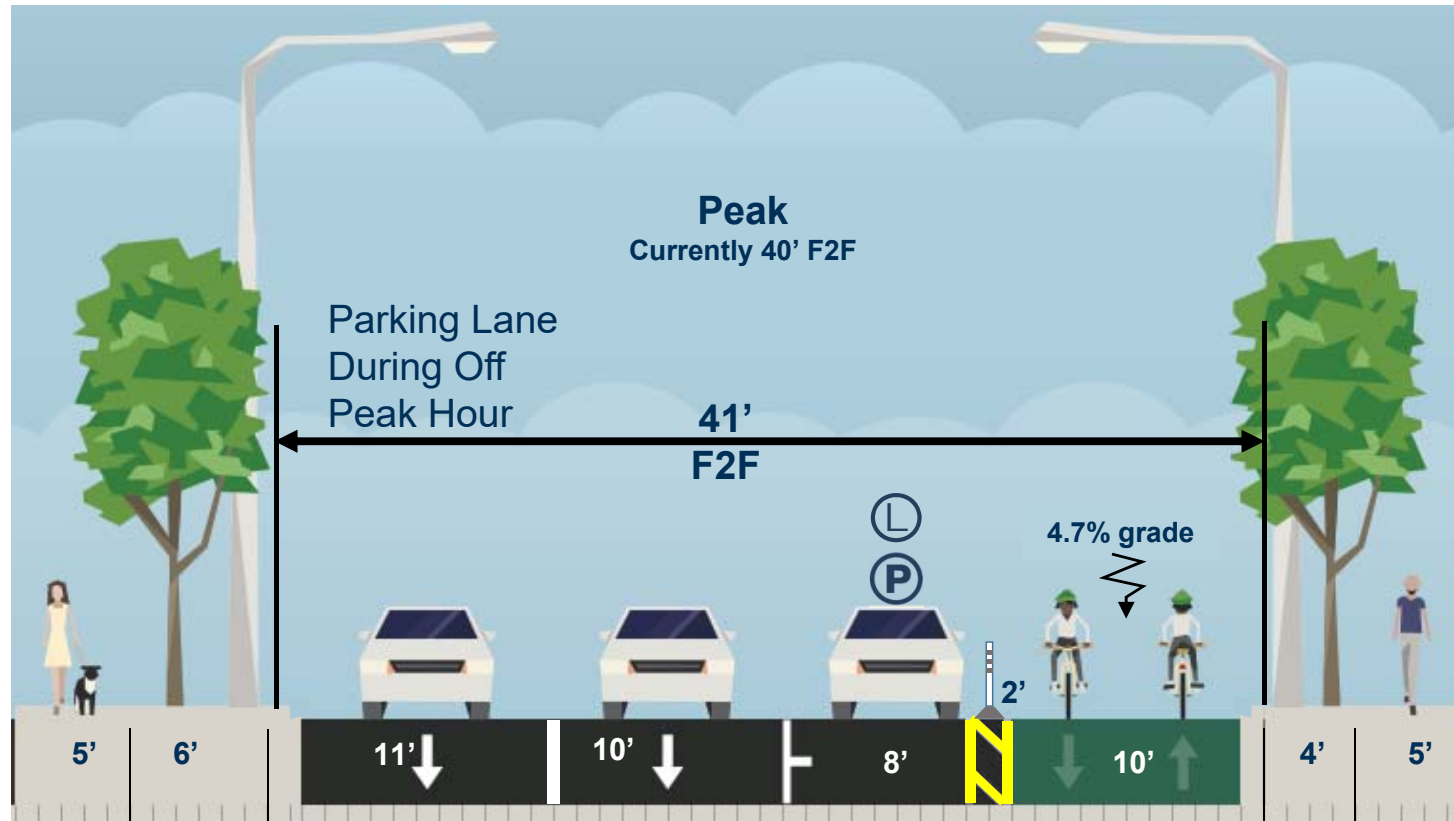


Henry St



# Two-Way Bike Full Corridor

Looking East



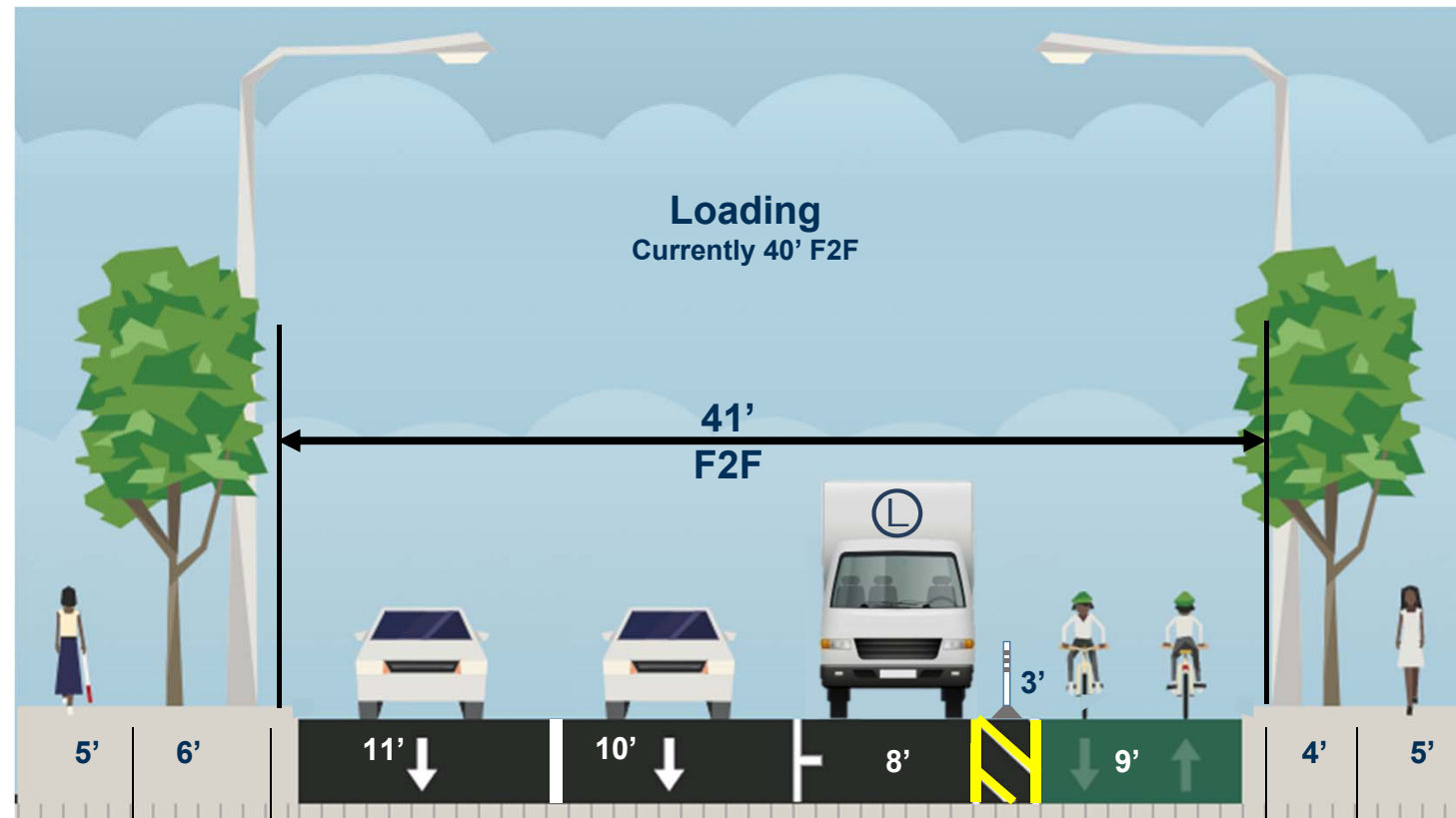
DEPARTMENT OF



TRANSPORTATION

# Two-Way Bike Full Corridor

Looking East



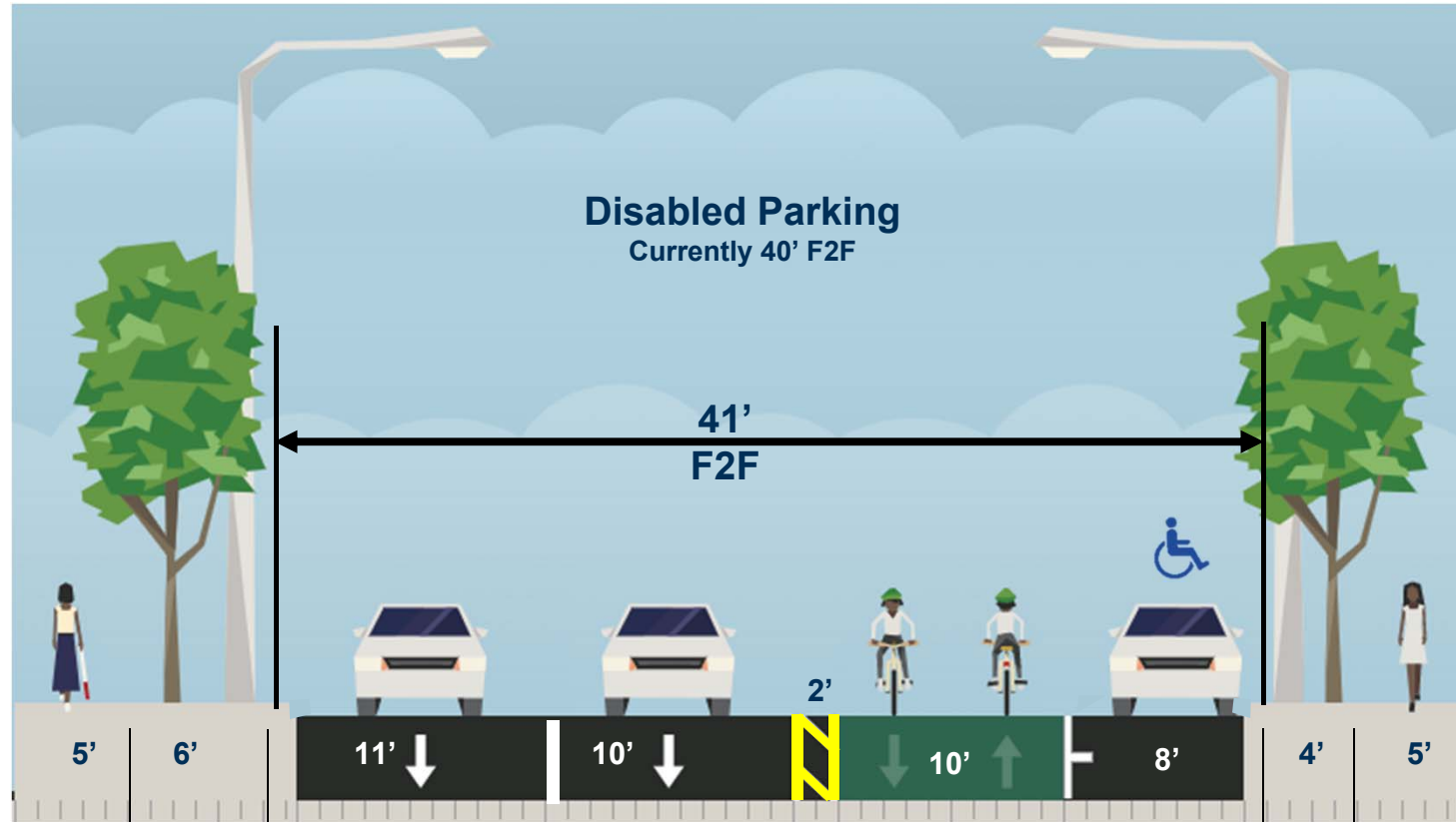
DEPARTMENT OF



TRANSPORTATION

# Two-Way Bike Full Corridor

Looking East



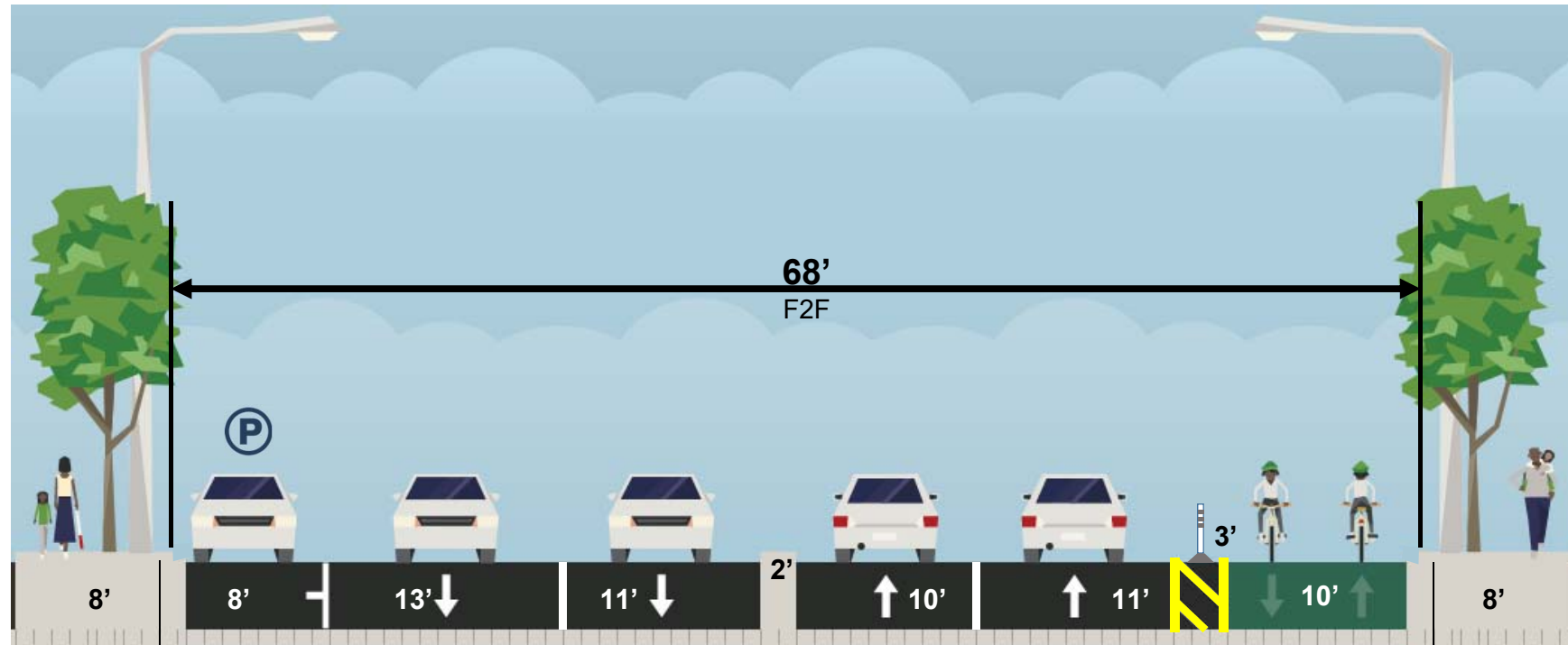
DEPARTMENT OF



TRANSPORTATION

# Two-Way Bike Full Corridor

Looking East



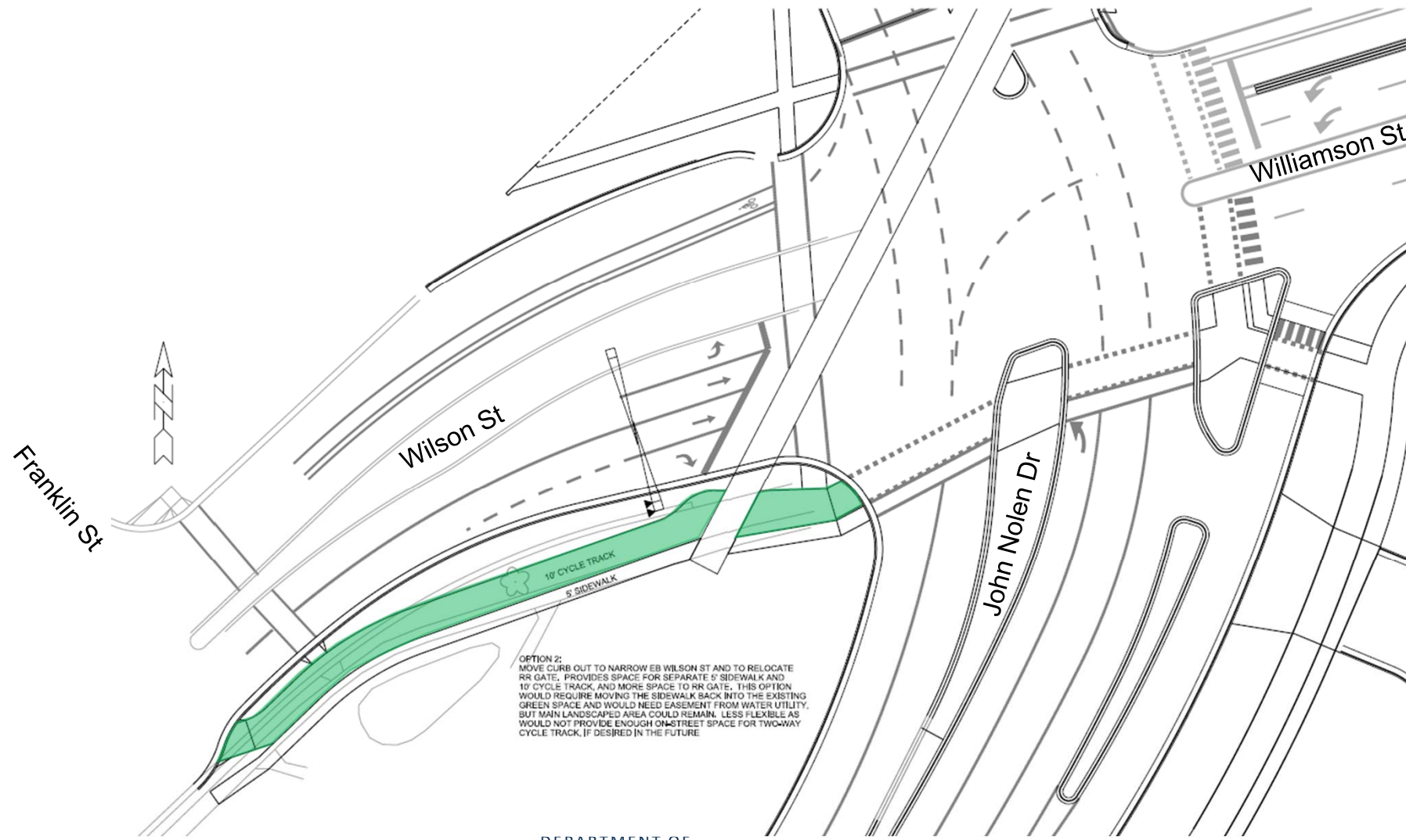
DEPARTMENT OF



TRANSPORTATION



# Two-Way Bike @ Blair St



DEPARTMENT OF



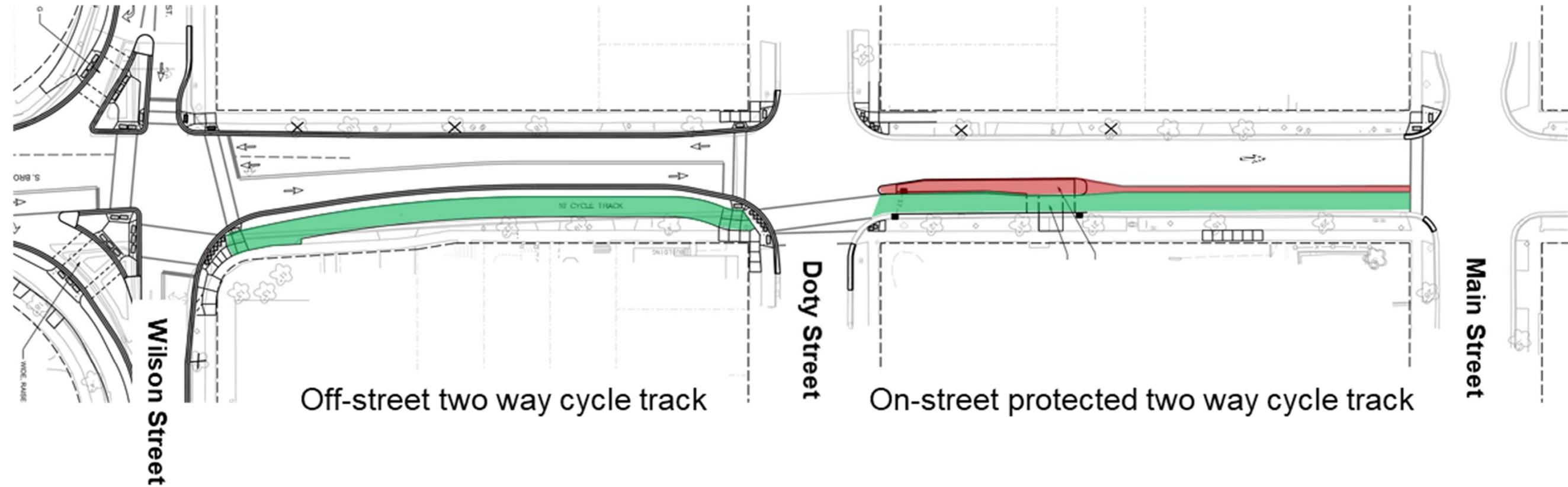
TRANSPORTATION

# Broom Street - Recommended configuration



## Wilson St to Doty St

## Doty St to Main St



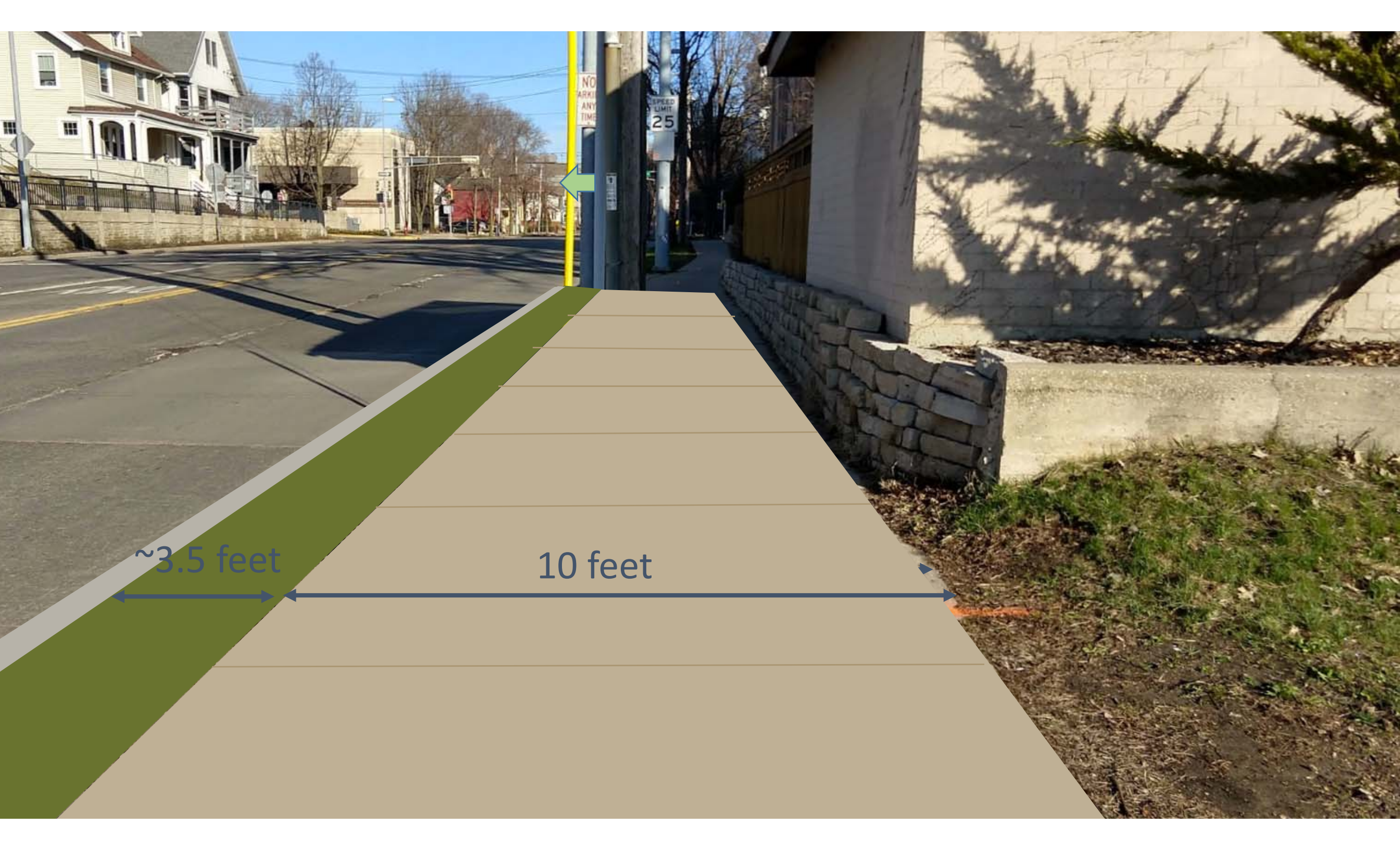
Off-street two way cycle track

On-street protected two way cycle track

DEPARTMENT OF



TRANSPORTATION



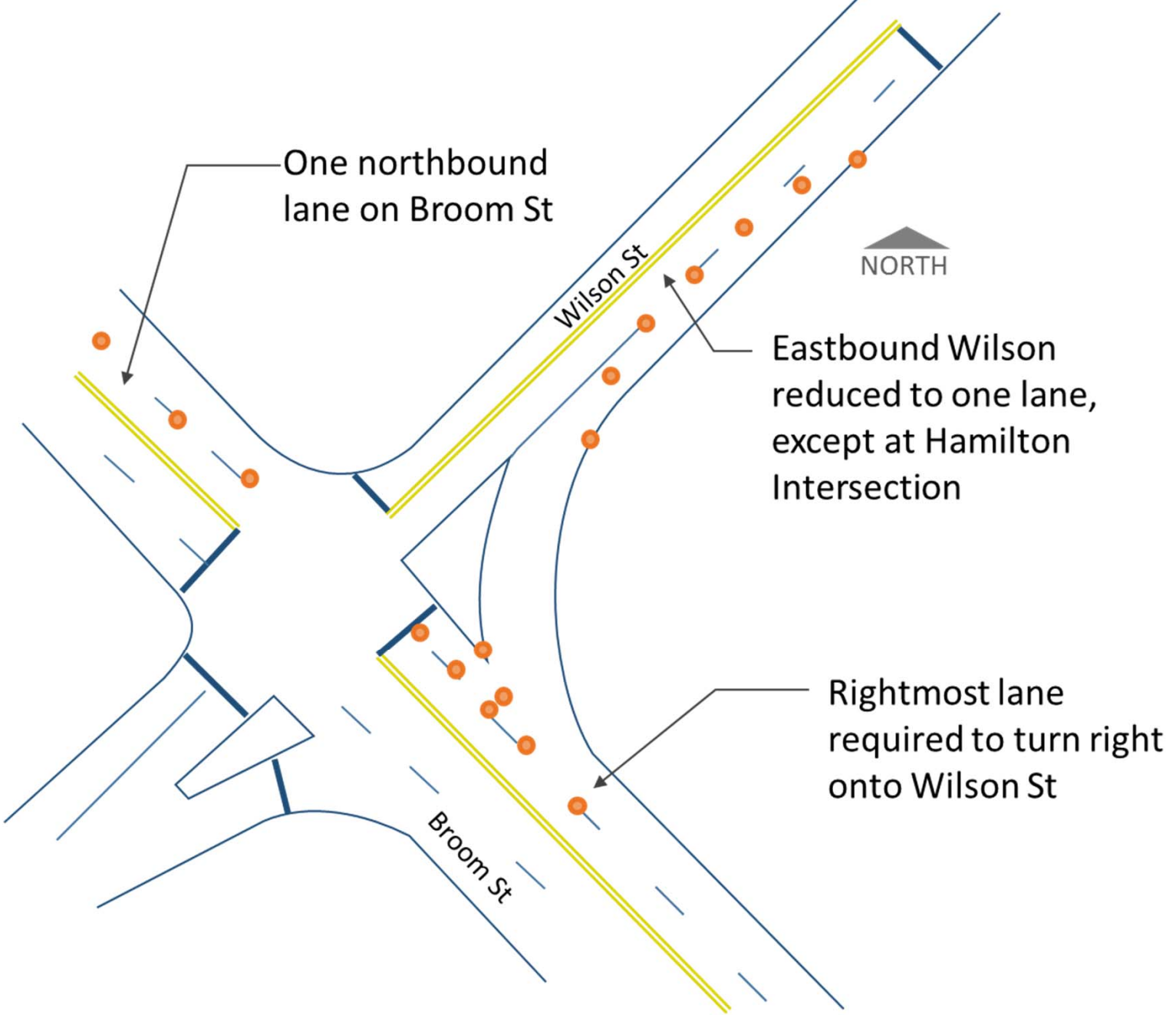
NO  
PARKING  
ANY  
TIME

SPEED  
LIMIT  
25

~3.5 feet

10 feet

# W Wilson Street – S Broom St 2019 Trial



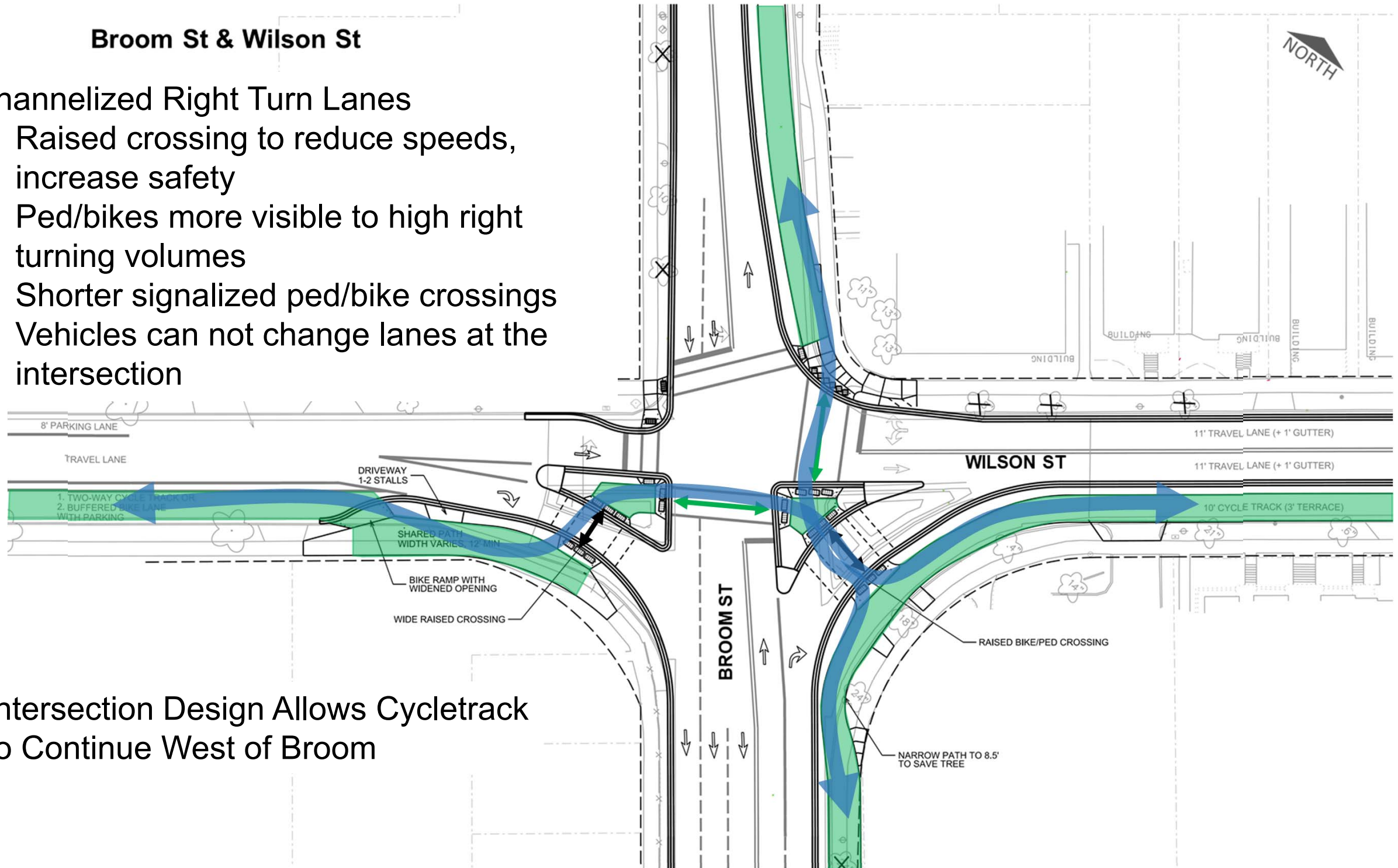
•Queues and delays on eastbound Wilson Street did grow longer. From 7:50 to 8:05 they would extend beyond the Wilson/Broom Street intersection and onto Broom Street.

•For all but the peak 10 to 15 minutes in the morning rush hour, queues on Broom Street did not inhibit the eastbound left turn movement from John Nolen Drive.

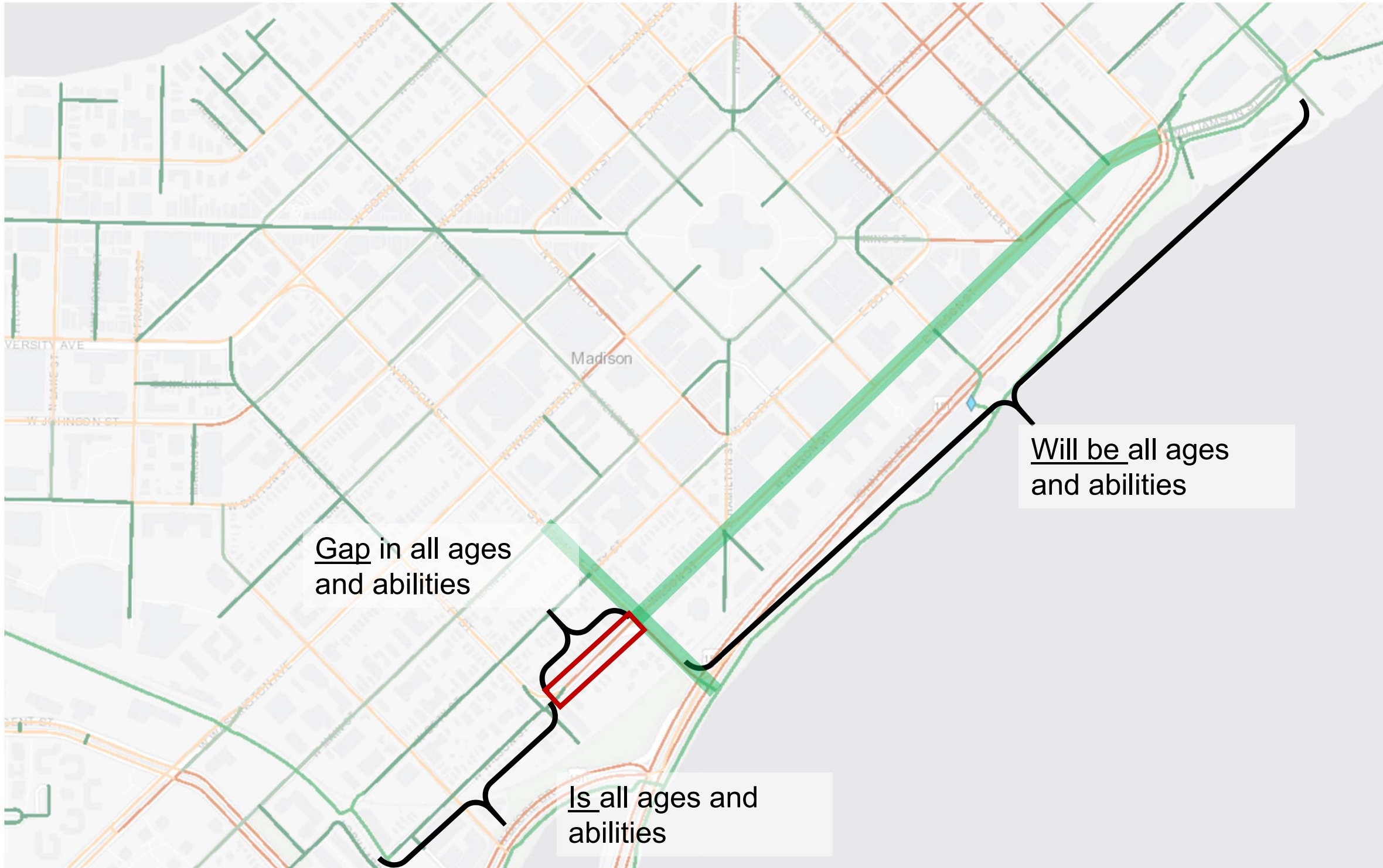
## Broom St & Wilson St

### Channelized Right Turn Lanes

- Raised crossing to reduce speeds, increase safety
- Ped/bikes more visible to high right turning volumes
- Shorter signalized ped/bike crossings
- Vehicles can not change lanes at the intersection



Intersection Design Allows Cycletrack to Continue West of Broom



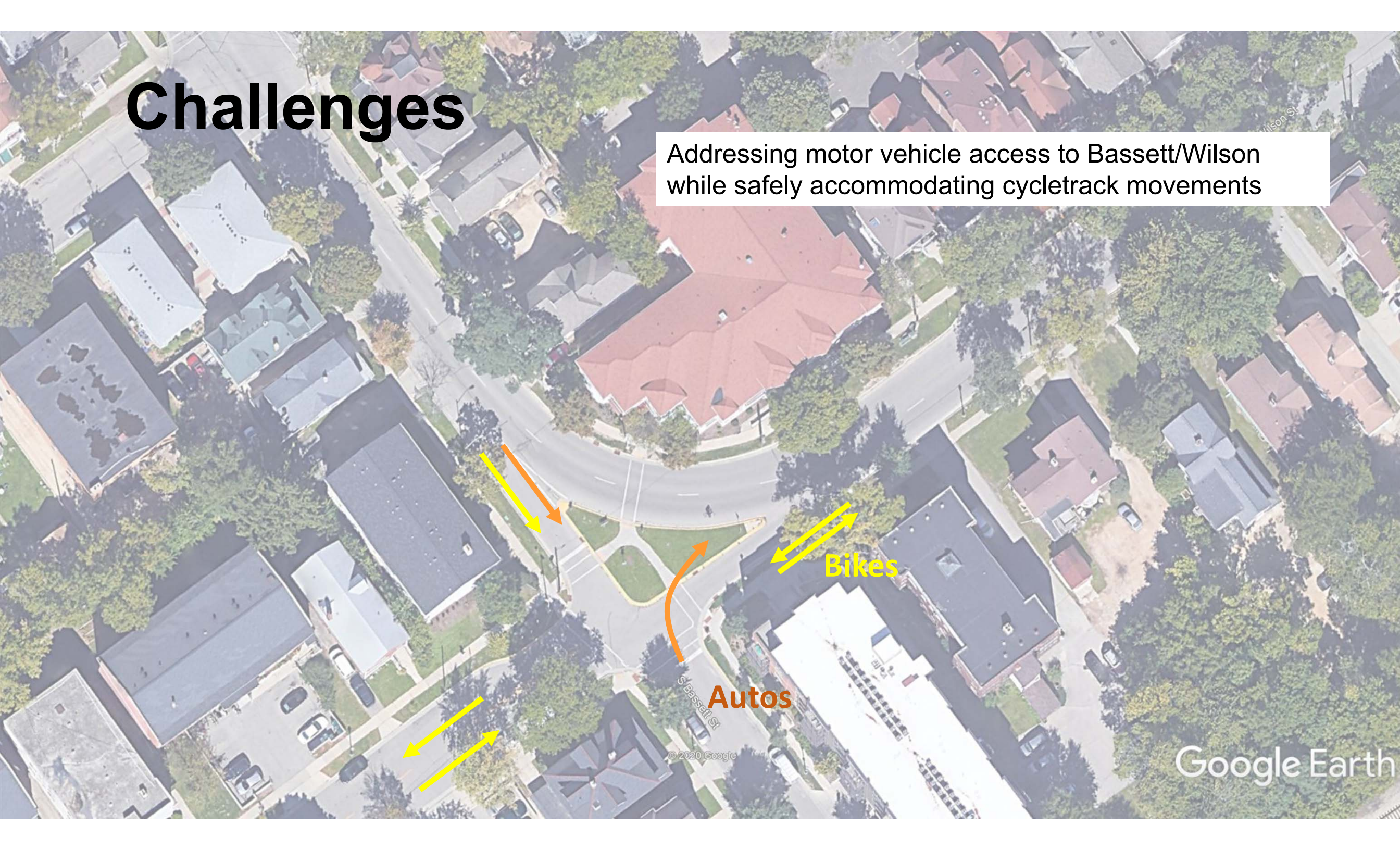
Gap in all ages and abilities

Is all ages and abilities

Will be all ages and abilities

# Challenges

Addressing motor vehicle access to Bassett/Wilson while safely accommodating cycletrack movements



© 2020 Google

Google Earth

# Questions

---

## Contacts

- Renee Callaway – [ReCallaway@cityofmadison.com](mailto:ReCallaway@cityofmadison.com)
- Gretchen Avilés Piñeiro – [GAvilesPineiro@CityofMadison.com](mailto:GAvilesPineiro@CityofMadison.com)
- Jim Wolfe – [JWolfe@cityofmadison.com](mailto:JWolfe@cityofmadison.com)
  
- <https://www.cityofmadison.com/transportation/studies/wilson-street-corridor-study>

DEPARTMENT OF



TRANSPORTATION