



## Legislation Text

---

**File #:** 61269, **Version:** 1

---

### **Fiscal Note**

Reconstruction of Broom Street and the 300 block of Wilson Street is included in the City's 2019 Capital Budget.

The adopted 2020 CIP reflects the Wilson Street reconstruction project from Martin Luther King Jr. Blvd to King Street as planned for construction in 2024 with unidentified TIF funding. Recommendations from the Department of Transportation will provide guidelines for the future plans of the project. Reconstruction of other segments of Wilson Street will need to be included in future capital budgets.

### **Title**

Adopting the Recommendations contained in the Wilson Street Corridor Study, including the design recommendations for South Broom Street and the 300 block of West Wilson Street (to be constructed in 2021).

### **Body**

WHEREAS, water main breaks continue to occur on the 300 block of West Wilson Street, disrupting service for area residents; and,

WHEREAS, pavement conditions on both Wilson and Broom Streets have deteriorated to a point where reconstruction is needed; and,

WHEREAS, in April 2019, the City's Department of Transportation provided recommendations for the geometry for the 300 block of West Wilson Street and the first three blocks of Broom Street; and,

WHEREAS, after receiving input on the recommendations at public meetings and other meetings of Wilson Street stakeholders, City transportation policy makers asked staff to develop a corridor design for Wilson Street, from the Southwest Bicycle Path to Blair Street; and,

WHEREAS, the Wilson Street corridor planning process identified numerous goals for the functionality of Wilson Street corridor, including:

- 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; and,

WHEREAS, additional review and guidance provided by the TPPB directed the staff team to develop Wilson Street design alternatives that provided the highest level of bicycle protection throughout the Wilson Street corridor - with an emphasis on a high level of comfort for all ages and abilities bicyclists, while accommodating the many other goals for the Wilson Street corridor; and,

WHEREAS, after obtaining further guidance from the Transportation Policy and Planning Board and Transportation Commission (TC), the Wilson Street staff team felt that additional targeted outreach was necessary - with a specific emphasis on reaching out to residents, businesses and governmental entities located directly on Wilson Street. Stakeholder groups contacted included:

- Members of various condominiums boards located along Wilson Street (including Union Transfer, Marina, Nolen Shore, Doty School and 350 West condominiums)
- Wilson Street restaurants (including Paisan's, Tempest and Osteria Papavero)
- Representatives from Hilton Hotel and Madison Club
- Monona Terrace Community and Convention Center
- Representatives of Dane County Sheriff and Public Safety Facilities
- City-County Building Management and Dane County Dept. of Administration
- State of Wisconsin Dept. of Administration Building Management (representing office buildings at 1 West Wilson and 101 East Wilson)
- Madison Fire Department
- Madison Police Department
- City of Madison Department of Civil Rights staff
- Access to Independence
- Downtown Madison, Inc.; and,

WHEREAS, after considering all of the public, stakeholder and policy maker input, and reviewing alternative design options with representatives of facility best-practice organization National Association of City Transportation Officials (NACTO), the staff team identified the recommended Wilson Street Corridor Alternative (from Broom Street to Blair Street) to include a two-way cycletrack on the south side of the street along the entire corridor; and,

WHEREAS, between Henry and Butler Streets, all-day parking and loading would be maintained on the south side of the street (and non-peak period parking and loading would be allowed on the north side of the street), and two westbound travel lanes would be operational during peak travel periods only;

NOW THEREFORE, BE IT RESOLVED, that the City adopts the recommendations contained in the Wilson Street Corridor Study, including recommendations for South Broom Street and the 300 block of West Wilson Street (to be constructed in 2021); and,

BE IT FURTHER RESOLVED, that City Engineering prepare plans and specifications in accordance with

those recommendations, in order for the reconstruction to occur in the 2021 construction season; and,

BE IT FINALLY RESOLVED, that City Engineering pursue small design modifications that preserve trees or minimize impacts.