



DRAFT

**DOWNTOWN PLAN
Moving Around Session Results**

On June 25, 2008 members of the community met in the Overture Center to share ideas regarding Downtown “Moving Around”. The meeting attendees formed four groups; each group was asked to answer the following three questions:

- 1) What elements of the transportation system currently serving Downtown are working well?
- 2) What opportunities exist to improve the ways in which people move to and around Downtown?
- 3) How can your big ideas about “Moving Around” advance the goal of sustainability?

Below are the groups’ answers for each of the three questions. These comments are taken from flip-chart paper used by the groups as well as comment cards that were filled out individually. The answers are grouped into broad categories. An asterisk denotes comment card comments. Additionally, the groups wrote and drew some of their ideas on maps. Those ideas can be found on the summary maps which are available through the Downtown Plan website.

This information is being provided for informational purposes only and will inform the Downtown Plan during the next steps of the planning process.

1) What elements of the transportation system currently serving Downtown are working well?

WALKING
Paths are well maintained
Walking-very accessible
Walking*
Safe sidewalks/pedestrian walking (2 comments)
Inner downtown pedestrian connections work with exceptions: uncontrolled high flow e.g. Gorham/Johnson
State Street-ped and bus good*
BIKING
Number of bike racks available
Biking excellent path/road system (2 comments)
Bike paths work fairly well
Bike paths/Biking* (6 comments)
Some thoroughfares work for bikes to downtown, e.g. Dayton/West Wash
BUS SYSTEM
Increased availability of bus passes (UW, MATC...)
Buses-works very well for M-F commuters from downtown (2 comments)
Buses work well for M-F commuters*
Bus system very good for commuters, peds and bicycles* (2 comments)
Buses, local and inter-City*
Inter-City buses work OK

Buses on State Street are good*
PARKING
Capital Square parking spots
Finding parking (easy if willing to walk and look for it)
Ample and reasonable money for parking
Parking is plentiful*
Public/private partnerships for parking*
Multi-level parking on surface lots*
Remote parking with shuttles*
MORE IDEAS
Downtown allows for non-car lifestyle
New residential growth should provide for some retail/grocery*
Most modes work acceptably, but they are inadequate for high use*
One-way streets on feeders*
2-way streets in Bassett neighborhood has worked*

2) What opportunities exist to improve the ways in which people move to and around Downtown?

BETTER STREET/PATH MAINTAINANCE AND MAINTAINANCE PLANNING
Clean and repair/maintain bike lanes, I.e. University westbound
Better snow removal at intersections
During road work - better planning/options for peds and bikes
Timing of road construction*
Fewer lane closures for construction
IMPAIRED COMMUNITY CONSIDERATION
Be mindful of impaired communities, I.e. sight impaired
Audible signals for sight impaired
BUS SYSTEM
It's hard to ride bus part time (hard to rapidly understand the system)
Dummying down bus system for occasional users (signage, technology, distinctive circulator)*
Nickelodeon-special markings for more accessibility
Bus dedicated lanes with platforms*
Circulators and technology for info dispersal
Clocks in bus shelters
Clocks in bus shelters*
Electric signs to announce buses
Signs that show when next bus is due*
Digital displays for parking and bus stops*
Improvements to bus system (GPS)*
Beef up bus*
Cameras on buses

More cameras on buses (better behavior)*
Increased authority for bus drivers
Electric buses
More buses*
Downtown circulator
Downtown circulator*
No light rail or trolleys – BRT instead
Bus rapid transit*
Bus from east to west needs improvement*
More direct access from farther out via bus*
2nd shift bus service weak, 3rd shift bus service falling off*
15 minute headways (time until next bus)*
OTHER MASS TRANSIT
Dedicated facilities for mass transit (light rail)
Dedicated downtown people movers*
Elevated trolley around center City and out to bus stations*
Train/bike buses on East Wash, University, Park*
Trolley/electric streetcar*
Light rail*
High speed rail to Milwaukee
Commuter rail may offer opportunity to relieve congestion
Commuter rail!* (3 comments)
Bike taxi, water taxi, Big Red
Taxi stands, e.g. Overture
Taxis*
Park-N-Ride outside red zones
Coordinate with park n ride and mixed-use development*
Create elevated electric sidewalk system
Need to support alternatives to driving (Car sharing, carpooling, downtown bus circulator)*
BIKE SYSTEM
Hourly bike lockers-credit card or coin
Bike rental at parking ramps, Segway rental *
Lake Mendota bike path
Long-term (employee and resident) bike parking so that racks are available for short-term parking
Not enough bike parking*
Bike station-Government East or Brayton Lot
Bike boulevard on East Mifflin and Blount
Better pavement markings for bike paths
Bike paths*
Bikes observing laws
Police enforcement of traffic rules for bicycles*
Do education for bikers and enforcement on bike paths, e.g. scooters on both

WALKABILITY
Ped skyway and bridge
Optimize pedestrian friendliness
Mid-State Street ramp
Large visible crosswalk markings
Flashing lights in sidewalks
Raised crosswalks
More yield signs like those on Wilson and MLK
Gilman/Frances/University intersection needs to be made safer for peds*
More ped yield signs, like Wilson/MLK*
Enforce yield to pedestrians
Pedestrians observing laws
SAFETY
Bad places-not lights on Regent, outer loop of Capitol Square
Better lighting
Better lighting*
Increase police presence
Incorporate police in this planning
Police have input*
Surveillance camera-extend eyes
Surveillance cameras*
Emergency phones
People need to feel safe as they move about
If people don't feel safe they won't come!*
Safety features in parking ramps for women*
TRAFFIC AND CAR USE REDUCTION
Credits for owners who forgo spots
Credits for scooter users
Create disincentive for autos downtown
Disincentives for driving and parking downtown*
City provide incentives for carpooling?
Park/Ride
Carpooling
Reassess size of street spots
PARKING
Multi-use buildings/parking levels below
Increase dedicated parking for downtown residents
Improve parking for residents through ramp parking and realistic sales of street passes*
More parking in residential areas*
Parking ramp locations*
Stores on first floor of parking ramps*

TRAFFIC FLOW AND WAYFINDING
Tunnel for high traffic streets
Minimize one-way streets
One-way streets confusing-need more signage* (2 comments)
More signage* (2 comments)
Wayfinding signage for destinations
Trip routing
Two sets of one-ways: Gorham/Johnson and Bassett/Broom create problems
Make Johnson & Gorham 2-way*
Make outer Capitol ring 2-way*
Analyze & improve flow of car traffic*
Google map GPS
Let public know what parking lots are open and where (online)
Elevated bridges on State to go across*
Motorists observing laws
MORE IDEAS
Pay-N-Display
Charge closer to market rate for RP3
Financial incentives to builders to have increased density and activity
Electric care recharge stations
Never assume the consumer thinks or acts like you*
Ramps good, but design better, stores on bottom level*
Downtown residents aren't the only "consumers". More thought needs to be given to tourists and non-downtown dwellers*
Need regional approach-comprehensive approach*
ULI notes opportunity to "convert back" former student rental housing*
Multiple complaining about neighborhoods who don't want "old" houses cleaned up*
Process has to be understandable and fast*
Cite Bob Seiger and Union Corners as examples of City/neighborhood delay until market sours*
Density and mix of uses*
Make panhandling illegal*
Make loitering illegal*

3) How can your big ideas about “Moving Around” advance the goal of sustainability?

REDUCE CAR USE, INCREASE MASS TRANSIT USE
Car share/carpooling
Overcoming barriers to get 1 occupant out of car
Increase use of Metro and carpooling
Employers providing bus passes in place of parking for employees
Compel people to use mass transit
Small business bus pass buying pool
Trolleys!
Bus-free and continuous

Commuter rail
Bus rapid transit*
More hybrid buses/quieter, less pollution
No standard buses on State*
Cleaner fuels for buses*
Reduce emissions (mopeds, idling buses)
Mitigate/reduce pollution-congestion*
Electric people movers*
East/West Wash dedicated bus route*
TRAFFIC FLOW
Poor traffic flow, confusing*
Two-way streets around Capitol*
Better access for drivers to downtown
PARKING STRATEGIES
Raise street meter cost
Big illuminated signs to ramps
Getting drivers to under-used downtown ramps (campus garage, Dayton, Overture, Capitol Square North)
Discount parking fees for hybrids and electric cars
Educate drivers of ramp advantages, e.g. no parking hour limits
Fairchild and Mifflin parking ramp*
MULTI-USE BUILDINGS/STRUCTURES
Multi-use buildings (green buildings)
Office and multi-level parking
Multi-use building (green), commercial daytime, ramp below parking for nighttime*
Put services in ramps, e.g. drycleaners
INCREASE DENSITY
Create denser housing to minimize commute to work
Commuter rail leads to higher density housing
Increased density, less car usage with light rail/commuter rail*
SAFETY
If safer and easier to move downtown, it will be easier to sustain
Safety is our #1 concern downtown
Surveillance cameras*
Safety for people*
WINTER WALKABILITY
Sidewalk canopies during winter
Steam channeling under sidewalks
BIKING

Maintaining bike/pedestrian paths
Bike connections across Isthmus*
Rent a bike/segway
Bike stations (storage, shower, repair, etc.)*
GREEN DESIGN, CONSTRUCTION, TECHNOLOGIES, INFRASTRUCTURE
LEED buildings*
Reduce run-off from roads and parking going into lakes (oils, salt, leaves)
Water permeable pavement*
Green (water, permeable) alleys and parking lots*
Solar panels/green roofs on parking ramps*
Recharge stations for electric cars*
Infrastructure for alternative fuels*
MORE IDEAS
Explore water taxis
Financial incentives to bring in commercial ventures to vacant areas*
Not only "green" issue but also self-sustaining neighborhoods (walkable) as a goal*
I think this process is mostly flawed because everyone at my table except one woman was concerned about their own agendas rather than making it better for everyone*
Balance sustainability with practicality
We need to balance everyone's needs