

December 2, 2025 Meeting and Feedback Summary

Envision Downtown Madison

[Meeting video](#) and [presentation slides](#)

Meeting attendance: approximately 175 (125 in-person and 50 online)

The December 2nd meeting kicked off Envision Downtown Madison, a joint effort between the City of Madison and Downtown Madison Inc. Envision Downtown Madison is comprised of the City's Downtown Area Plan, and DMI's Downtown Economic Strategy. The presentation contained an overview of the process, major components of the efforts and schedules. It also shared key information impacting downtown, including recent growth, demographic trends, and major projects impacting downtown. Initial goals for each project were also shared.

After a brief question and answer period, attendees participated in three activities to share their perspectives and ideas about the downtown. The following are summaries of comments heard at the meeting and in online feedback mechanisms. These are intended to convey the primary themes of comments.

Activity 1: A Thriving Downtown

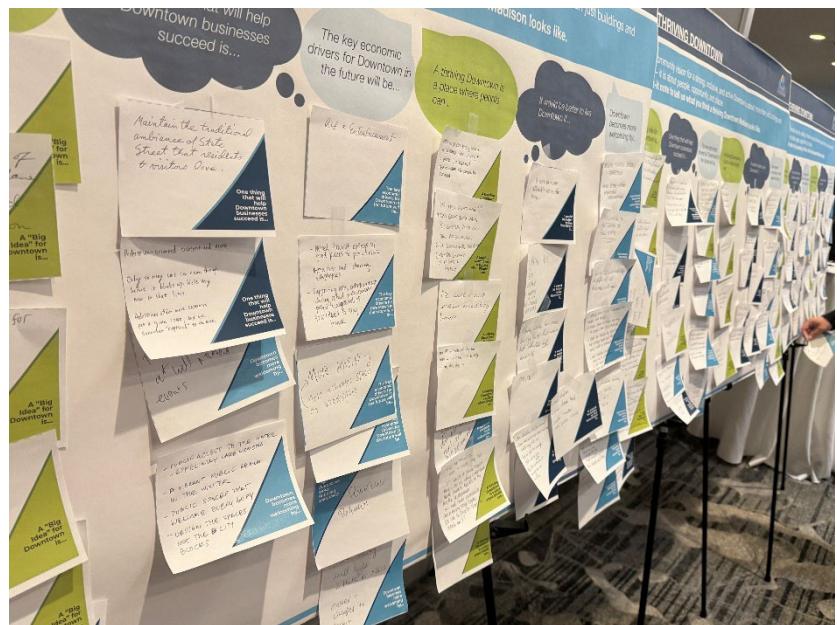
Participants were asked what a thriving Downtown means to them. The following prompts were shared to organize thoughts. Comment themes from each prompt are listed below. Online participants only completed the first prompt. A complete list of responses is in the appendix

A thriving Downtown Madison is a place where people can...

- Have transportation options including better transit and intercity rail.
- Access parks and car-free spaces, including the lakefront, State Street and other places to gather
- Travel by foot, bike or mobility device on a connected path system and green corridors
- Go to events and activities and experience culture
- Feel safe
- Call home, afford and access everyday needs

One thing that will help downtown businesses succeed is...

- Improve access for customers, employees and visitors while maintaining a pedestrian focus.
- Focusing on small businesses, including events like the Madison Night Market and Dane County Farmers Market.



Above: written responses to A Thriving Downtown

The key economic drivers for Downtown in the future will be...

- More people, more housing (including affordable) and more density
- Employees and employment in the downtown
- Better transportation infrastructure, particularly transit and bike routes

Downtown becomes more welcoming by...

- Having more things to do and places to go, third spaces and activities
- Having daily needs met
- Feeling safe
- Improving accessibility

Downtown would be more livable if...

- It was more affordable (housing and retail/food/entertainment)
- There were more parks, plazas, open spaces and trees.
- Better transit
- More support/resources for the unhoused

My big idea for Downtown is...

- More events, activities and things that are welcoming and appeal to a broad range of residents
- More greenspace and better access to lakes
- Improve safety and comfort
- Manage traffic
- Improve affordability and livability of downtown

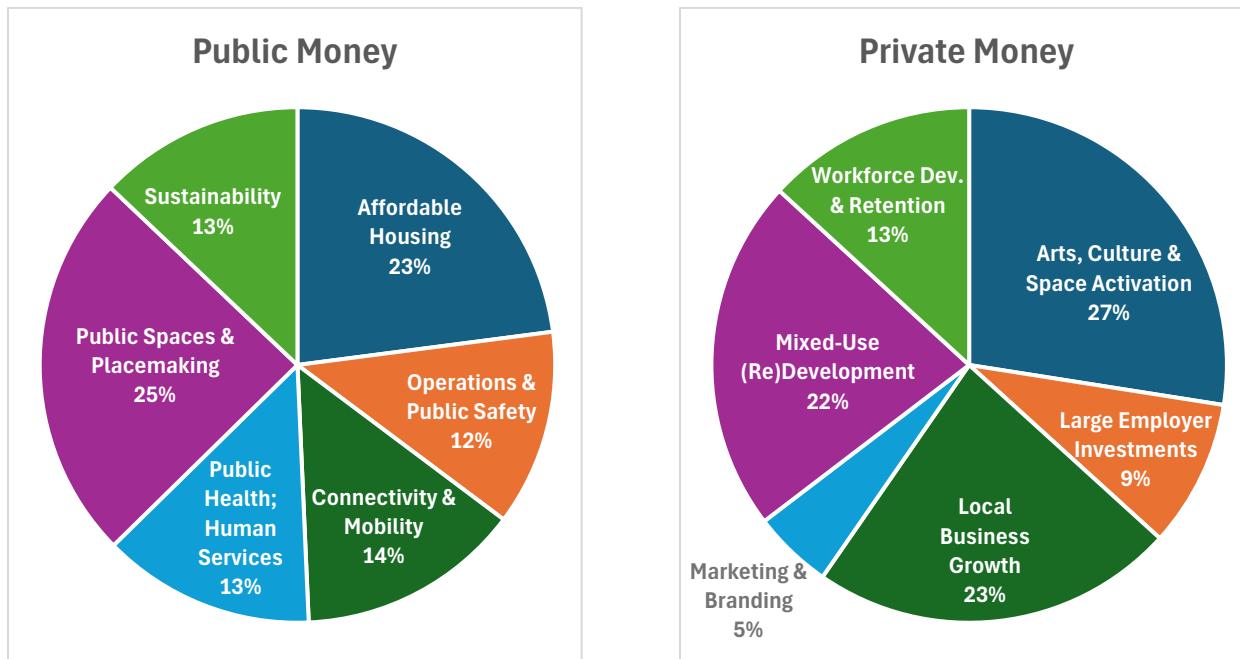
Below: Word cloud from online participants



Activity 2: Invest in Downtown's Future

Participants were asked to allocate \$100 in private and public funds into different categories based on their priorities. The following charts show total allocation of funds, merging online and in-person responses.

Primary public money investment categories were Public Spaces & Placemaking and Affordable Housing. Top private investment categories included Arts, Culture & Space Activation, Mixed-Use (Re)Development, and Local Business Growth.



Activity 3: Map Your Downtown Experience

Participants were asked to identify areas of interests on maps, including where they spend money, relax and areas that could be improved. In-person participants used color-coded sticky dots to mark large maps, while online participants worked with a facilitator to digitally create a shared map. Primary themes from each topic are below:

Places where you spend money

These dots were concentrated on State and King Streets, as well as the Capitol Square.

Places where you play, exercise, or relax

Many dots were placed on the Capitol City Path, in Law, Brittingham and James Madison Park and at the Capitol Square. Several were also placed at the Memorial Union Terrace.

Places that could be improved, reimagined, or redeveloped

The most common responses about areas that could be improved or reimagined were located on the western quadrant of the square between Wisconsin Avenue and West Washington Avenue. The State office buildings and the Brayton Lot on the east side of the square were commonly identified as well. Other locations noted for improvement include State Street and the Lake Mendota waterfront.

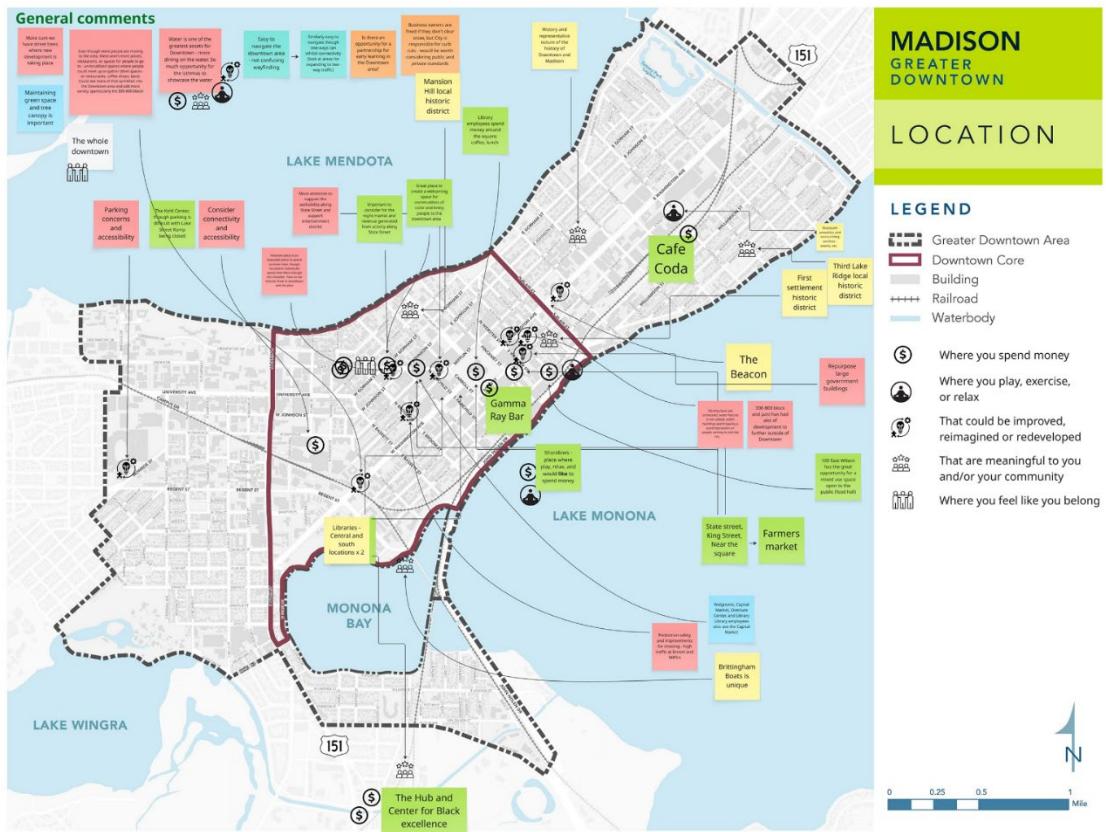
Places that are meaningful to you and/or your community

State Street and the Capitol Square had the highest concentration of dots. Open spaces like James Madison Park, Law Park, Library Mall and Bascom Hill were also frequently identified.

Places where you feel like you belong

Areas highlighted include the Capitol Square, the Central Library, Overture and Union Terrace. Many dots were placed in residential areas.

Thumbnail images of the in-person and digital maps. Full size versions are included in the appendix.



Online Commenting Map (Downtown Ideas Map)

In addition to feedback gathered at the public meeting, the [project website](#) included an [interactive commenting map](#). Participants could place a digital pin at a specific location on the map and include their comment. Feedback was open-ended and prompts included:

1. Identify places you spend time,
2. Identify places you value,
3. Identify places that should be invested in or improved to make them even stronger, and
4. What is your big idea for the Downtown?

A total of 208 comments were made on the map as of February 1, 2026. Primary themes are as follows:



Street Design / Complete Green Streets

- Intersections that could be improved
- Certain shared-use paths are congested.
- Widen sidewalks (change curb/loading zone)
- Only allow buses and bicycles on the Capitol Square
- Make State Street even more pedestrian-friendly.
- Improve bike facilities (add bike lanes, change existing lanes to protected bike lanes)

Redevelopment

- Sites that could be redeveloped with higher-density housing.
- Redevelop surface parking lots and parking ramps.

Public Transit

- Certain bus stops need bus shelters.
- BRT stations could use improvements, such as at East Campus Mall Crossing at University Avenue.
- Add BRT priority at certain signals.

Events and Programming

- Support for free, family-friendly events, including the water ski shows at Law Park.
- Suggestions for events like Dane County Farmers' Market on the Square. Note: the City of Madison has limited influence over the Dane County Farmers' Market.

Parks

- Improve access to the lakes by building a lakeshore path or boardwalk.
- Add amenities like food/drink vendors in parks, especially near the lakefront.

Appendix

Activity 1

Prompt 1: A thriving Downtown Madison is a place where people can...

- Car free streets
- Actually spend some of the money that we have accumulated to build a park
- More car-free spaces (with physical barriers) and far fewer exceptions
- Make downtown a model for full accessibility and disability inclusion in all public spaces and places
- Downtown festivals that incorporate businesses, open spaces, and unexpected locations to draw people deeply into downtown. More things beyond square support shops, lodging, dining Removing parking minimums from developments. If we're going to have a safe, affordable, vibrant downtown. We have to get past the fear of inadequate car storage.
- Maintain Madison's identity and feel as we grow
- Free public transit
- Free subsidized services for homeless
- Free public transport throughout the city
- Make state street an attractive pedestrian mall like Burlington, VT
- High speed rail that connects Madison to larger local economies (Chicago, twin cities, MKE) in such a way that's affordable for all residents , workers, and small business owners
- Connect the lakeshore path to James Madison Park
- Turn State St. into a full time major ped mall as was trialed in 2024
- Large scale music festivals
- Activate street end lakefront public spaces with unique and engaging recreation and cultural amenities
- An interconnected greenway that connects major parks and lakes without getting in a car, bonus if its activated by restaurants storefronts/ civic amenities/ "third spaces"
- More commercial, groceries, healthcare downtown
- Adaptive reuse of historic buildings throughout the whole downtown
- Single stairs and point access block
- More open green space where people can gather (like the green at Hilldale)
- More Food courts, more parks, less slip turns
- Support the workforce
- Plan "areas" around capital square (e.g. the Vets Center) with a theme for a greater -impact
- Be in Community
- Relax
- Afford
- Visit
- Walk
- Be safe
- Have kids
- Access
- Have fun
- be themselves
- dance to hip-hop
- foster inclusivity
- taller buildings
- afford
- feel home
- Find something that enjoy
- Access what's available
- feel safe
- Enjoy nature
- Nature city connection
- Accessibility
- Food and drink

- Bike run walk
- Interact with people
- Government
- University
- Walkable
- Diverse
- Quiet spots among city
- Nature
- Greenspace
- Green space
- Everything nearby
- Small shops
- Afford
- Condos
- Parking
- Short buildings
- No skyscrapers
- History
- Hersotry
- Mix history and new
- Lake access
- Kayak
- Run
- Bike
- Walk
- Bike paths everywhere
- Small clothing shops
- Farmers market
- Small businesses
- Infrastructure
- Fewer hotels
- Fewer tall buildings
- Not chicago
- Green space
- Access
- Afford
- Slower traffic
- Slower roads
- More bike boulevard
- Nature
- Be happy
- Relax
- Enjoy nature
- Be happy
- Do yoga
- Small business
- See representation
- Experience culture
- build creative networks
- hear and perform hip-hop
- create art
- skateboard
- play chess
- find group activities
- host gatherings

- afford
- breathe
- dance
- earn a livable wage
- fitness
- music
- hip-hop
- non-traditional learning
- communicate
- connect with each other
- access
- bike walk bus
- see themselves
- afford
- creativity
- easily get to and from
- access free spaces events
- spend time outdoors
- connect
- live
- afford
- work
- enjoy
- learn
- rest
- explore
- call home
- feel safe
- find uniqueness
- enjoy greenspace
- easily and safely walk
- find history
- celebrate diversity
- buy groceries
- arrive-depart via train
- see mature trees
- be themselves
- purchase housing
- green space
- walk
- play
- feel included
- live long term
- green space
- fish
- restore homes
- hang out by the lake
- eat and drink
- go to a concert
- see a show
- afford housing
- find everyday services
- go to bars and restaurant
- utilize the lakefront
- safely cross the street

- buy clothing and essentials
- go to music clubs
- go to church
- have community
- raise a family
- be employed
- Find local businesses
- Repurpose buildings
- Own a Resident
- Be in Community
- Play
- Pedestrian Mall
- Feel safe
- Build community with neighbors
- Foster inclusivity
- feel safe
- afford
- feel welcome
- diversity
- free or low cost activity
- engage with others
- walk
- everyday living
- more social services
- feel connected
- earn a living wage

Prompt 2: One thing that will help downtown businesses succeed is...

- Reversing the loss of people who are physically present working downtown. We need to offset the loss of state employees, bringing city and county gov. employees back to the office would help
- Creating attractive shops a block off state street and add a square. I sometimes think we just have one street and not a downtown
- Pedestrian-oriented transport and access. Only so many cars can come through before it blocks up. We're very near to that limit. Pedestrians offer more customers per a given space and are somewhat "captured" to the area
- Maintain the traditional ambiance of state street that residents and visitors love
- Enhance the Yahara River Parkway to be a ----- destination of transportation route- water, bike, walk etc.
- Regular events: Farmers Markets, night markets, events at Overture/Orpheum/Majestic, sporting etc.
- Easier parking for bikes and cars
- Good paying jobs, Affordable workforce housing
- Improving safety and transient population challenges
- Efficient options for getting to and from businesses both for workers and customers: bus, bike, walking, regional transit
- Affordable, accessible public infrastructure
- Small biz focused events (Night market, Farmers market, etc.)
- More human -friendly spaces, less auto centric spaces- outdoor seating spaces, along state street, capital square
- Opportunity for new entrants, BIPOC entities

Prompt 3: The key economic drivers for Downtown in the future will be ...

- Services- Beauty shops, food/beverage, pet stores, groceries etc.
- Easier pathway for development especially development that includes workforce housing-----In downturns, easier access to TIF and county subsidy to allow to make development feasible
- Affordable housing
- Robust public transit

- Small independent businesses before large corporate interests
- Keeping its best and brightest local and not losing to the coasts. Great jobs that compete with those salaries, downtowns that compete with those places
- Better downtown roads and parking opportunities. The housing development IS NOT keeping up with roads, downtown traffic is horrible as it is today. I don't know if it will be possible to make mandatory builders to build public parking spaces in their buildings
- Attracting people who value unique places and activities
- Private sector employment, UW and residential development
- More people physically present working downtown. Growth in the number of residents is not enough.
- Quality public space, Diverse + Activated uses 24/7 (or at least more pm activities- empties often in evenings /mostly winter),
- Access and transit make it easy to get downtown
- Creating a downtown where people want to live, work, play and raise children
- Transportation options that do not focus on cars
- Alliant Energy Center, food, lakes, sports (soccer)
- More density<->More activated spaces on weeknights
- Business and residential proximity to frequent well served bus transit (maybe rail) routes and stops (including off peak)
- Art and entertainment
- Mixed transit options with good places to park and ride
- Attracting and retaining employees
- Supporting arts, entertainment, dining, retail to encourage people - locals as well as travelers to stay longer
- Building more housing, mixed use development
- Walkable downtown, mass transit, less parking

Prompt 4: Downtown becomes more welcoming by ...

- Find amenities close to where they live. D.T. needs a movie theater. Many cities are adding small venue movie theaters. Add this to the Brayton Development. We need fewer restaurants, fewer empty storefronts. I'd like to shop for shoes and clothes D.T.
- Walk to places they want to go rather than driving and a place with events and opportunities for people to connect
- Do most anything!! Access great restaurants, see concerts, plays and --- performances. Enjoy restaurants and bars. Enjoy the company of friends and family.
- Live, work and visit without accessibility barriers
- Have all their needs met; where even people in suburbs come in to the city to eat, shop, play etc.
- Feel safe
- Walk to places that they need
- Single stair building
- Afford to live
- Live, work, play and go to school
- Walk, bike, bus safety
- Spend time outdoors, enjoy the shade of trees
- Be inspired
- Bring everyone: families with young kids, teens, seniors. And feel like there is a place for them and they are welcome
- Enjoy nature, have a bbq & a picnic, play soccer
- Feel that they're in a unique place with a sense of history
- Buy all the things one needs for daily living

- Drink on rooftops, Bring your family and friends, sit outside with friends, share a meal inside/outside, bring pets to party etc.
- Play and recreate in a wide variety of ways
- Affordable housing

Prompt 5: Downtown would be more livable if...

- Buses were more reliable. Buses not going where I need to go or being overcrowded that they skip stops makes it difficult to utilize the bus over driving
- We housed the Unhoused
- We had more parks
- It was more affordable
- More accessible public transportation
- More amenities
- Taller buildings, the height of the capital should not determine our infrastructure capacity
- Quality building and high level of building maintenance
- There were more inexpensive options to have fun
- There were more things to do during the winter
- There were more rooftop bars
- Invested in more trees and a healthy canopy: For health and wellness, biodiversity, urban heat island effect, stormwater management and placemaking
- There were bathrooms somewhere for the homeless
- If there were more trees and urban plazas
- If it was more affordable
- There was a place to sit and relax not on a busy street- but in some green space with grass
- If there were more affordable options for living
- Public Schools thrive so families are attracted
- Older housing *not able to read* in the Bassett neighborhood is preserved in large part
- If it were more affordable
- Light Rail to: Epic, Hilldale, Woodmans
- More affordable grocery stores
- There were far more housing units that were affordable and accessible
- More affordable (not just housing)
- Better transit access to major cities, minor cities, state and county parks etc
- Parks are good, but currently filled with car noise
- Ped + Bike maintenance should be more of a priority than cars. Snow Clearing...
- Train station
- More diverse food
- Movie Theater
- More grocery stores
- Cater to unmet needs of downtown residents, students and workers
- Continued increase in pedestrian cruising lanes

Prompt 6: My big idea for Downtown is...

- Having a greater variety of entertainment, retail, and social offerings
- longer venues for events
- More green space
- Develop a unifying brand for Madison as a regional/national destination
- Cleaning up homeless quantities

- Safety/Police + Fire friendliness
- Activating public spaces as often as possible, example: music on the square possible, live on King, farmers market
- Increase access and parking to make it easier to come and stay downtown
- More pet friendly
- Offering events and spaces that can engage a diverse range of people, interests and activities
- Wider and broader range of housing options
- Make building small scale 2 flats or ADU's , easier and cheaper to permit
- Downtown Residents
- Free parking during family friendly events
- Public access to the water- especially Lake Monona
- A vibrant public realm in the winter
- Public spaces that welcome everybody
- Design the spaces not the city blocks
- Products or services present at well attended events
- Sports attendance or any activities that are well publicized and welcoming
- Reducing traffic speeds and congestion. Having better and safer pedestrian infrastructure
- Improve lighting to help people to feel safe
- Ensuring full accessibility for people of all disabilities and ages
- Offering green spaces (important for mutual wellbeing)
- Make state street more inviting to people other than students
- Clear the streets by insisting garbage trucks don't freak which results in permanent -----
- Having more affordable housing and grocery stores with hot food and a seating area as a third space
- Cars driving slow (less aggression, less noise), more care-free space (even temporary, for events), able to easily cross the road (drivers running red, snowbanks curb cuts, signal controls and timing etc.), more sidewalk space and lighting
- Becoming more affordable
- Prioritizing people, including children, the elderly and disabled over cars, single stair
- Mid-market housing
- Public transport
- Small, independent business partnerships and presence
- Building more large apartment buildings with mixed use to lower housing costs
- Having more grocery stores
- Implementing the Lake Monona waterfront projects
- Less danger from cars, cool lights
- More events, food trucks, more green space

Activity 3 (following pages)

- In-person map exercise
- Online map exercise



MAP YOUR DOWNTOWN EXPERIENCE



INSTRUCTIONS

Identify the places where you spend your time—locations that you value, that add meaning to your life, that you see potential to invest in, or that you believe could be improved to make them even stronger.

Place a color dot in places, areas, or spaces:

- Where you spend money
- Where you play, exercise, or relax
- That could be improved, reimagined, or redeveloped
- That are meaningful to you and/or your community
- Where you feel like you belong

General comments

Make sure we have street trees where new development is taking place

Even though more people are moving to the area, there aren't more places, restaurants, or spaces for people to go to - underutilized spaces where people could meet up or gather (third spaces - or restaurants, coffee shops, bars). Could see more of that sprinkled into the Downtown area and add more variety. (particularly the 500-600 block)

Water is one of the greatest assets for Downtown - more dining on the water. So much opportunity for the isthmus to showcase the water

Easy to navigate the downtown area - not confusing wayfinding

Similarly easy to navigate though one-ways can inhibit connectivity (look at areas for expanding to two-way traffic)

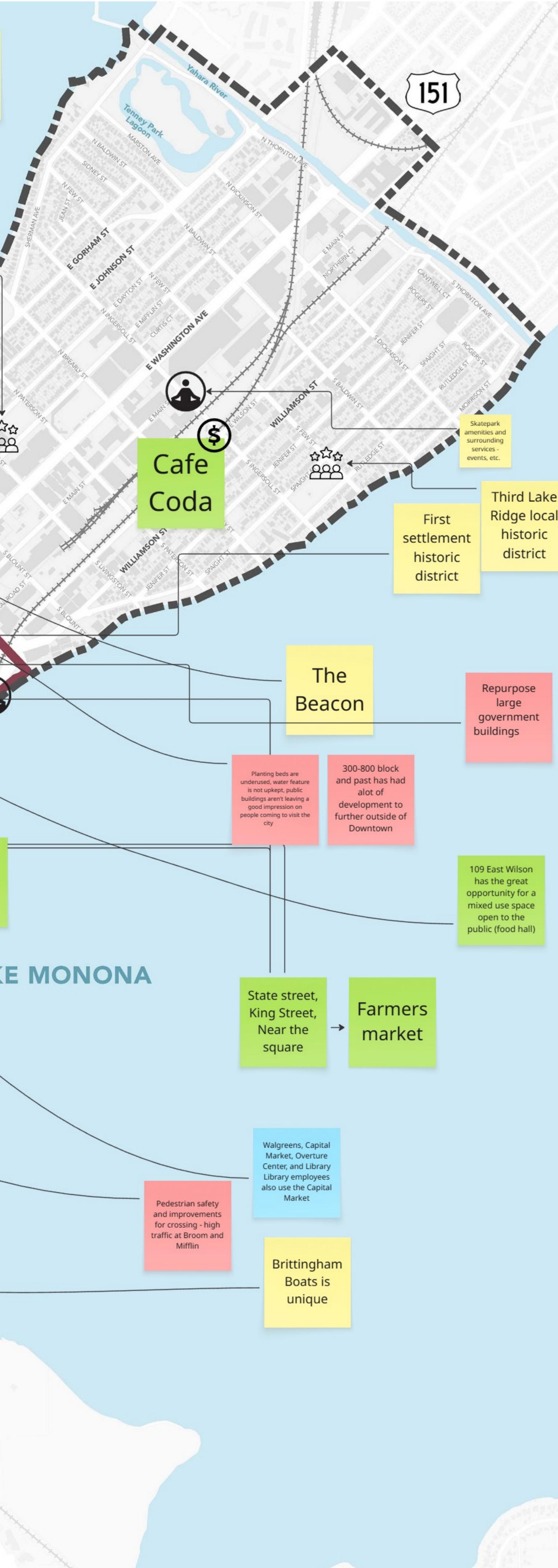
Is there an opportunity for a partnership for early learning in the Downtown area?

Business owners are fined if they don't clear snow, but City is responsible for curb cuts - would be worth considering public and private standards

Mansion Hill local historic district

Library employees spend money around the square; coffee, lunch

History and representative nature of the history of Downtown and Madison



MADISON GREATER DOWNTOWN

LOCATION

LEGEND

Greater Downtown Area
Downtown Core
Building
Railroad
Waterbody

- Where you spend money
- Where you play, exercise, or relax
- That could be improved, reimagined or redeveloped
- That are meaningful to you and/or your community
- Where you feel like you belong

0 0.25 0.5 1 Mile

Online Commenting Map (Downtown Ideas Map)

Comment	General Location
Its been about a year and no more updates on the Amtrak station... I know! First mayor to bring train service back gets the ""best mayor"" award and a pizza party!! The governor himself will also call the mayor's parents and tell them how awesome of a mayor they've been!!!	Monona Terrace
Monona Terrace is 100% the best location for a future Amtrak Station.	Monona Terrace
Union South should stay in the running for an Amtrak Station	Union South
One-way bike lanes don't make sense. It's cool that this one is protected at least, but biking along here to or from campus is unnecessarily complicated. You have to choose between crossing forth across the street every other block, riding on the wrong side, or running over pedestrians on the sidewalk.	Bassett near Dayton
Brittingham bicycle dock please	Brittingham Park
Second curb cut to bike up because people always park in front of the existing one	Frances at State St
Covered public bike parking near destinations, like the Capitol and the potential future Amtrak station, near homes, and near key bike routes, like State Street, E Wilson/Cap City Trail and E Mifflin, could make bicycles more appealing as a primary mode of transportation for those living near or traveling to downtown. No one wants to invest in a decent bike if it has to sit out in the elements, or ride it regularly if they have to stash it inside their apartment or basement half the year.	General
Make this left side bike lane elevated. It is confusing to people unfamiliar with the area, and I often see cyclists on the right side putting themselves and traffic in danger. An elevated and protected lane encourages cycling, promotes safety, and directs people to the correct side.	Johnson St near Wisconsin Ave
this road needs some pretty serious repaving. It feels like a rollercoaster right now, especially on a bicycle.	Lake St near Langdon
I like the tactile paving here warning of the bike lane. Please add this to the entire city (or at least major roads) to help the blind navigate safely!	MLK Jr Blvd at Wilson
Please find a way to improve the geometry and pavement quality of the sharp curve on this section of the bike path	Proudfit at Brittingham Place
regent street bike lane. simple enough.	Regent St near Park St
Needs curb cut for bicycle dock in the park	State St at Lisa Link Park
Needs curb cut since there's a bicycle dock here	State St just E of Lake St
There is a definite need for a North/South bike trail from the south side to the Southwest Commuter Path and campus more broadly. Extending the E Campus pedestrian mall to the Capitol City Trail seems like the obvious choice since it currently just dumps cyclists onto Regent St.	SW Commuter Path at East Campus Mall
The bike lane configuration here is dangerous and confusing. People bike westbound in the "eastbound" bike lane all the time, and I don't blame them; I always try to make room when going eastbound. There should be a fully separated, 2-way bike route along here.	University Ave bike lanes near Lake St
Bike bikes use this lane in both directions. Probably because no other protected path exists going west along this road. Perhaps we should lean into this desire and build infrastructure for both directions.	University Ave near Park
Please add a real bollard to this bike lane. I see cars drive on the bike lane it all the time. Maybe because the protected bike lane only lasts for a block so its purpose isn't clear.	W Doty near Broom
Please add more substantial bike lane protection - cars constantly parking in lane here. Larger concrete barriers please!	W Wilson near Hamilton

Comment	General Location
The majority of the time I come through here, there is a car in this bike lane. Once, I even had a car drive behind me in the bike lane going eastbound all the way to MLK.	W Wilson near Hamilton
The bike path on this block is regularly blocked by delivery drivers. We need physical barriers to prevent them from doing this - concrete barriers on the side of the path along with bollards in the center at driveway intersections so they can't get in. If it's physically possible for them to get their car in, they will do it.	W Wilson near Hamilton
Protected northbound bike path needs to be extended all the way to W Washington	Bassett near Dayton bike lane
Unprotected bike lanes like this one are what I think of when I hear people say that bike lanes are car infrastructure, not bike infrastructure. Driving, you get to speed by all the slow bikes, it's all upside. Biking, you are constantly looking over your shoulder and worrying about getting clipped and ending up in the hospital. It would be better to convert the narrow bike lanes into sharrows so at least you have some room to maneuver around debris and snow and potholes.	Dayton near Frances
This intersection is very dangerous and leads to a lot of through traffic on E Main St that is not needed - drivers passing through can take the many arterial roads that border the neighborhood a block away (Washington, Wilson). Please consider putting a modal filter here to allow bikes/peds through but not vehicles.	E Main near Blair
There should be a more bike-friendly intersection at which to cross East Wash. At the very least there should be a beg button accessible from the side of the road on Butler Street, not just from the sidewalk.	E Washington at Butler
The sidewalk bike lane is fantastic, making Wilson a viable bike commuter pathway.	E Wilson near Butler
The new E Wilson Street cycle path is dangerously narrow along this area. Barely enough room for two cyclists to pass each other. Not enough sidewalk space either, so pedestrians are always walking in it. There are even street signs that protrude into its right of way. Incredibly frustrating that the project chose to preserve a handful of on-street parking spots on the north side of the street rather than build a safe gateway to downtown for non-drivers.	E Wilson near Hancock
Consider offering a flashing yellow signal to bicycles here instead of red when the Blair-John Nolen light is green. Better yet, disallow traffic on Blair from turning left onto Williamson. Or best of all, move this bicycle crossing over or under the street level.	Intersection of Blair-Williamson-Wilson-John Nolen
Remove sidewalk bike lane and force bikes to follow the rules of the road. The Wilson, Butler, and King intersection has always been a bike free-for-all, but now it is straight-up dangerous.	Intersection of Wilson-Butler-King
We should drop the charade and just re-label this ""bike lane"" to ""death wish lane." You have a few inches of width between parked cars protruding on your left and moving cars swerving in on your right. I am always amazed when anyone is brave enough to actually bike in the bike lane here.	Johnson St Bike Lane
There is currently no safe bike connection to/from the the capitol area to the Southwest Commuter Path or the Capitol City Trail. When cycling to work, I use Main St. because the bike lane on W Washington is too close to the parked cars and the path on Wilson would add 7 minutes. It feels unsafe for me both as a driver on W Wash and cyclist on Main during my commute. A protected bike path on Main St or W Washington would see a significant increase in safety and bicycle usage downtown.	Main St east of Proudfit
Automobiles should not be allowed to travel more than one block on Mifflin. Many times I have been yelled at by impatient drivers as I ride up the hill. It's a bike boulevard! Prioritize bikes!	Mifflin near Hancock
Such a dangerous crossing, I heard about a hit-and-run here just the other day. If we're going to have a beg button, at least make it a red on demand, not the yellow warning light that just confuses drivers more.	Northshore crossing of the SW Commuter Path
Crossing on a bicycle here and then minutes later at West Washington is a lesson in contrasts. Here, drivers are unsure of whether to stop for cyclists, and cyclists are unsure of whether to proceed. The crossing feels dicey and awkward. Meanwhile, on West Wash they've got the traffic narrowing down and naturally slowing. Drivers & cyclists both proceed with more confidence there. Riding through one crossing then the other you feel the safety difference.	Northshore crossing of the SW Commuter Path

Comment	General Location
This bike crossing has really poor visibility. There's so few direct, high-quality bike routes.. I really feel most of these crossings should have priority over the intersecting streets. As a compromise, I really like when these are made into raised crossings (like Ohio Ave on the east side).	SW Commuter Path crossing of Randall Ave
remove the temporary cones and just commit to a real solution for traffic calming near the crossing. It's been long enough.	SW Commuter Path crossing of W Washington
Some kind of protection for bicyclists. People are almost crushed by drivers wanting to turn right at the last moment, or buses swerving around right turning cars	University Ave near Park St
I bike with my kids to the library every week from east of the Capitol, and this is the most dangerous, stressful, and confusing section of the entire trip. There really needs to be a safe 2-way bike route directly between W Mifflin St and E Mifflin St. There are enough more than enough parking garages, get rid of some of that excess street parking to make room.	W Mifflin St and E Mifflin St
Improve pavement conditions throughout the Wilson St bike track. Residual raised pavement left over from former on-street parking in this corridor makes biking here unnecessarily uncomfortable or even dangerous (increased possibility of flat tire, bikers weaving in an attempt to avoid the uneven pavement sections).	Wilson near Carroll
The downtown height map should go to the capitol view limit in all downtown core & downtown mixed use areas in the comprehensive plan with exceptions along important view corridors, i.e. along E & W Wash, Wisconsin Ave, MLK, King, State, and Hamilton.	General
Would be great if this parking lot could redevelop into a better use/more housing. Please don't be too restrictive with story height limits here.	Parking lot for Holy Redeemer - 120 W Johnson
The Madison Bike Center has now been empty for years. Why did this happen, and how can the space be utilized and the city ensure that it does not go vacant again?	E Doty at Pinckney
Promote more local businesses/restaurants on State Street. The plethora of these small businesses/restaurants is one of the many things that make State Street awesome. Covid and Rent have forced out many of these local businesses and there has been a wave of national chains polluting State Street now and destroying one of the great aspects of the area.	State St
The City should build and PERFORM MAINTENANCE for a sustainable and equitable future. Plowing roads so there's not a speck left while consistently leaving bus stops and bike lanes filled with the plow's many-foot-tall snowdrift sends a crystal clear message about what the city actually prioritizes and cares about. The bus stops especially I'd go as saying comes across as potentially ADA noncompliant.	General
Keep pushing ped-bike connection from East Wilson Street to Law Park over the RR & John Nolen	E Wilson to Law Park
Put John Nolan underground or add a complete cover: there should be more than one way to get from the capital square to the bike path and lakefront on foot.	John Nolen / Monona Terrace
In addition to a crossing at Law Park, there needs to be ped/bike access to the lakeshore from Henry Street (or nearby)	John Nolen near Henry St
There needs to be easier access from Monona Terrace to the lakeshore and path. The bike elevator is very slow and often out of order.	Lake Monona (access from downtown)
Just used the bike elevator for the first time in 5 years biking in Madison. I feel like its super uninviting and scary and a lot of people don't know about it. I think if there were a more clear path to it, or it just had better signage, fewer people would complain about access to the bike path from the Capitol.	Lake Monona (access from downtown)
The bike path to the west ends less than half a mile from the University Avenue protected bike lane. This is extremely frustrating and should be an easy connection to make since it entails working with only a single property owner: UW	South of Babcock Hall on campus
More concerts at Camp Randall	Camp Randall
Allowing the Farmers Market to use the street (like Art Fair On the Square and Taste of Madison) would make for a much more pleasant pedestrian experience	Capitol Square

Comment	General Location
We should consider closing down the street on Farmer's Market saturdays and spreading the vendors out on either side instead of on the sidewalk. The crowd has clearly outgrown the sidewalk	Capitol Square
I would love to see the free waterski shows continue at this location	Lake Mendota near Edgewater Hotel
We have greatly enjoyed the free waterski shows during the summer at Law Park. It is a great Madison tradition and brings families downtown to ensure our beautiful lakes.	Lake Mendota near Edgewater Hotel
Support the FREE water ski shows that have been performed here for decades by the Mad-City Ski Team.	Law Park
The city needs to keep offering free ski shows at Law Park.	Law Park
Support the FREE water ski shows that have been performed here for decades by the 2025 State Champion Mad-City Ski Team.	Law Park
Free waterski shows!!	Law Park
The city needs to support the Mad-City ski team and keep allowing free water ski shows. They have been a staple for more than 50 years.	Law Park
We love the Madcity ski team!! Love watching their shows.	Law Park
Please keep the FREE Mad-City Ski Team water ski shows at Law Park. Our family loves creating memories here every summer and even invite others to come and join us as well. Definitely a summertime staple in the Mad City!	Law Park
I would love to have the City continue to support the Mad-City Ski Team in providing weekly free family entertainment.	Law Park
I'd love to see the free waterski shows continue here	Law Park
I love coming and watching the Mad-City Ski Team. Such a fun wisconsin past time. And this team is one of the best in the country. AND ITS FREE!	Law Park
Mad City Ski team represents what's great about Madison. Healthy, family friendly shows. They are a great organization for all ages. The city should do more to support them.	Law Park
Mad City ski team water ski shows! During the summer there are free water ski shows!	Law Park
The Mad-City Water Ski Team!!! Great free event that helps build our community. They are a staple of the downtown area and great family friendly event!	Law Park
My family loves the waterski shows all summer long! They are great family fun and would love to see the city support them as much as they can!	Law Park
Please support the Mad-City water ski shows. Great organization! Fun shows!	Law Park
Law Park Free Ski Shows	Law Park
I hope that the city continues to support free waterski shows put on by Mad-City. It is a long-standing, family friendly event that brings joy to all!	Law Park
Please continue to support free waterski shows at Law Park. They have become a very popular free, family event and it would be a shame not to consider the team in the future plans of this area.	Law Park
Mad City Water Ski Shows! Free to the public, great family entertainment and a big draw to the area!	Law Park
The Mad-City Ski Team has been a fixture of this area for decades. It's important we keep them.	Law Park
Please keep the amazing free waterski shows! Mad-City Ski Team is an amazing piece of our city!!	Point is in Lake Mendota
I like to watch the free ski shows at Law Park	Point is in Lake Mendota but references Law Park
This is the most beautiful view in the city. Protect these historic homes.	Gorham near James Madison Park

Comment	General Location
LONG LIVE 423 W MIFFLIN. PRESERVE HISTORIC HOUSING.	Mifflin
Mifflin street is a cultural statement that is central to the history of our city. Work to preserve the housing and its identity. If we lose Mifflin's character, we lose a part of our history.	Mifflin
When adding housing include units that are large enough for a family of four or even five. Having only 1 BR and 2 BR units limit the potential for many to live there and, thus, limits the diversity of the community.	General
Putting this pin here just as its an example of a restaurant space that has been vacant for a long time. I think the square should have significantly more housing built within the ""outer loop"". Increased residential population would help support the service-oriented businesses on the square substantially - and make the area more lively during the non-work and non-event hours.	Main St at MLK
This hole in the ground is exactly what the Urban Design Commission means when they talk about the importance of maintaining historic patterns of 'solids and voids'. If the hole is not landmarked and permanently preserved (including the fence) how will future generations know how the Madison of today looks?	Madison College site - Johnson St
This gigantic marble building doesn't match the fabric of the neighborhood with its anachronistic faux-european architecture and does not honor Madison's culture or sense of place--there are no Willy St coop aubergines or "in this house" signs anywhere on its facade. The fenced-in setbacks are suburban in quality and mostly utilized by aggressive squirrels. Consider replacing with a 1960's ranch house, Madison's dominant architectural form.	State Capitol building
There is still a large portion of this lot left vacant after the hotel project was completed. Why is this still vacant?	114 E Wilson (behind the Embassy Suites hotel)
Zone Johnson Street to allow for housing and businesses to move into the current houses. This is the best street in the city. Keep the building infrastructure. It is historical and beautiful. Allow for more businesses to move in, like what is seen on the 800 block	E Johnson St
By the time the BRT station arrives at the Park/Washington/Vilas intersection, you should create bike parking and rezone a small section of the park abutting Washington for permanent commercial food operations or dedicated space for food trucks. It would serve commuters waiting for buses, cyclists, and people enjoying Brittingham Park.	Park St-Vilas-W Washington intersection
All new buildings built along the SW Commuter path from Park Street to North Shore Dr should have active ground floor uses facing the path. Maybe even retail spaces!	SW Commuter path from Park Street to North Shore
Build a vertical urban farm to meet part of the vegetable needs of the urban core year round. This could include stand-alone structures and be integrated into other business or housing structures (See https://doi.org/10.1016/j.jobc.2024.110472).	Blair St near E Washington
The capitol square would be better if it were the capitol roundabout. Consider replacing the with a 17 lane traffic circle and marking travel paths in Madison's vernacular disappearing paint.	Capitol Square
Need a Bcycle station somewhere in this region of the downtown area. Huge gap!	E Washington near Hancock
A lot of the bricks on multiple parts of East Campus mall are majorly chipped/broken and need to be replaced. While the bricks are nice and a welcomed change from the normal concrete slabs they need to be properly maintained.	East Campus Mall
A lot of the lights along East Campus mall have gone out and need to be replaced especially in the little seating area.	East Campus Mall near Johnson
These bars and the cardinal are the best things about first settlement district. The residential buildings though? The rent? The lead? Develop E Main st parking lot into an affordable apartment, freeze rent, and give local property management companies tax breaks for upgrading their facilities. Make the C come more often? Please keep these bars here, them and the hotel are a beautiful piece of history and modern neighborhood living. To the neighbor complaining about noise: move to the suburbs	First Settlement neighborhood

Comment	General Location
Don't let every building construction project close a lane of traffic for a year. They build things in other cities without closing lanes	General
The decision to redevelop or sell property ultimately rests with the owner—in this case, the school district and the UW. The city does not have the authority to force redevelopment.	MMSD Doyle Admin building (staff response)
My favorite helicopter landing pad in the city--don't take it away!!!	Monona Terrace plaza to MLK
Pick an area or street aesthetic in zoning to make the new buildings look a little nicer next to each other	State St
They will most likely be routed down Hawthorne Ct into the terminal and then exit onto Lake Street. The City is still working on developing the operations plan with the bus companies.	State Street Garage (staff response)
There's too much through traffic, which also affects the close to downtown neighborhoods. Maybe a tunnel beneath the city, perhaps combined with a parking garage, combined for these streets and JN drive, that can guide traffic to/from west, east, south outside of the city center, and outside the heavily trafficked residential neighborhoods. Combined with free public transport on weekends?	University Ave near Gorham
Every Saturday during the summer, people circle these blocks hoping to hit the jackpot and get a free parking spot and avoid the \$1-2 an hour they'd pay nearby. Please put metered parking here, and vary the price dynamically with demand.	Franklin near Wilson
Find a better use for large surface parking lots in the downtown district. Land is very scarce in the downtown area and a massive surface parking lot like this is the least efficient type of land use for this area. Restricting surface lot sizes is a potential solution.	General
No surface parking lots should be allowed in the new Downtown area plan. Either build a parking structure or put in a park or community space.	General
Restrict street parking on this section of Hancock and corresponding section of Franklin to resident only with better enforcement for non residents.	Hancock between Main and Wilson
Please don't restrict parking on this road, the lot costs \$150 a month, the system as is right now works, and otherwise my travel distance from parked car to home can be like ten blocks up Willy	Hancock near Main St
Eliminate all on-street parking on Johnson St within the downtown corridor to create a permanent transit lane to facilitate faster transit times through the downtown core and isthmus. Bus priority signaling should be used more aggressively throughout this corridor as well - make buses faster, more enjoyable than travel by car to reduce pollution and encourage improved connectivity for residents and commuters.	Johnson St near Bassett
This huge parking lot is a huge waste of space. Can we force the school district to sell it off or redevelop it? Can we institute parking maximums or size caps for surface lots in the downtown area?	MMSD Doyle Admin. Building on Dayton
Encourage more redevelopments of parking garages like the State Street Garage mixed use project.	State Street Campus Garage
Pave footpath from here to dog park	Basset St end at the railroad tracks and tennis courts
I wish we had more parks along the lake that had food/drink options. Most of our parks are just empty grass with a couple benches, but I dream about being able to grab a quick bite and sit by the lake somewhere when I'm on a bike ride.	Brittingham Park
Brittingham Park should have a Olbrich Park-style Biergarden	Brittingham Park
City has funds for a new facility here - should maximize this opportunity to match the facilities to the current and future use	Brittingham Park
I still want a Lower Yahara Trail type boardwalk from here to Bernie's Beach	Brittingham Park near railroad tracks

Comment	General Location
How do people get here? It is hard to access.	Brittingham tennis courts
The new parklet here is very nice, thank you. I'd appreciate a couple more picnic tables and a city trash can since being by cap center makes it a great eating area	Capitol Centre Park
A Lake Mendota path connecting James Madison Park to the Edgewater and Memorial Union Terrace & UW's lakeshore path is long overdue. Use eminent domain if necessary to complete it	Lake Mendota near Frances St
Leave the portapotty here unlocked and regularly serviced since path users often want to use it	Law Park
When the building on the corner was knocked down it revealed a beautiful view of the capitol building. This would be a great area for a public park, with the prime capitol view and the Mifflin cul-de-sac making it a safe area for foot traffic. In addition, it would be a great area to enjoy a coffee or food purchased at any of the nearby restaurants or coffee shops.	Mifflin Plaza - Carroll St at State St
As a lifelong Madisonian, I am not sure I have ever seen someone use this park. We have a lot of green space, and this either needs to be developed on or emphasized more with tables, a play area, events, etc. It's a precious piece of land and severely underused.	Stations of the Cross open space on Fairchild
If we want to truly redefine our city, we ought to finally create a public path along the Lake Mendota waterfront.	Street end near Carroll - Lake Mendota
This intersection is scary to cross NE-SW on bike or foot, could use some sort of signalizing or RRFB or something.	Broom at Dayton
one of the shortest timed pedestrian crossings ever.. last i was here it was in the single digits, which is far from enough for accessibility purposes	Broom at John Nolen
I would like to see a pedestrian light, as it is hard to cross the street when cars are constantly coming.	E Gorham at Pickney
Crossing at this intersection is very obnoxious on foot - you often have to make up to three crossings to move diagonally across Johnson. Consider scramble crossing, longer ped phases, bigger curb bump outs	Hamilton at Butler
Through their whole length, Johnson and Gorham are dangerous barriers to pedestrian and bicycle movement. I live just 3 blocks from this point, and yet hardly ever go to the Northwest side of Johnson in the area North of State Street, because of the hazardous obstacle combined with the very low density of meaningful attractions, amenities, or other reasons to visit. Really, a huge ongoing waste of opportunity for a sizeable fraction of Madison's geographically restricted downtown area.	Johnson and Gorham - point is at Johnson at Carroll
The flashing light pedestrian crossing guard at Pinckney and Johnson is terrific Even better would be another at Pinckney and Gorham Same traffic count I assume and 1. Flat road on Johnson approaching Pinckney so can see however-pretty close to Pinckney , approaching from the East - a significant rise which blocks drivers and pedestrians from a safe view of the other's approach 2. It's also a Madison / Milwaukee bus stop pedestrians focusing on their suitcase or catching the bus Ty	Johnson at Pinckney
Increase time of pedestrian crossing so pedestrians dont have to gamble with their lives anymore. (jaywalk)	Johnson St East Camput Mall crossing
Some sort of pedestrian crossing/marketing across MLK Jr. BLVD. People often cross here anyways and there's no clear marking.	MLK Jr Blvd near MMB and CCB
Very dangerous crossing. Add a beg button like at the bike path to the south	North Shore at Bedford
this part is extremely awkward to cross. you either cross the right turn bit but have to wait 75 seconds until you can cross the john nolen part, or you cross the john nolen part but have to wait 75 seconds to cross the right turn bit, but a lot of people just jaywalk there because if traffic engineers arent respectful of their time, hopefully right-turning cars are.	North Shore at John Nolen

Comment	General Location
There is a lot of jaywalking/people playing cross road on this part of S Park street. Implement better pedestrian crossing here.	Park St at Chandler
Cars rarely stop for pedestrians or cyclists at this intersection, even when the lights are illuminated. I frequently dodge cars on my bike and have seen a few pedestrians need to jump out of the way. The danger here discourages me from cycling to work at night. After a few incidents, I drive even though I don't want to. Please consider replacing the flashing warning lights with a button-activated stoplight, giving the oncoming cars a fully red light to ensure safe crossing.	Proudfit at Main St
This very congested segment of the lake shore path needs the double-wide treatment with separate biking and walking paths.	Shared-use path along John Nolen
This section of the path needs to be fully twice as wide. It's so contested. People commuting by bike and e-bike, people biking and running for exercise, people just enjoying a walk when the weather is nice, people fishing - there's not enough room for everyone. I would even love to see a semicircle plaza protruding into the lake at ground level here, mirroring the Terrace above.	Shared-use path along lake/Monona terrace
A separate bike/pedestrian path here would be really helpful. It gets crowded at times and is an important link in the path network.	Shared-use path in Brittingham Park near volleyball court
Make state street pedestrians only - with truck deliveries during certain times of day	State St
The entire Southwest Path is extremely congested all day. Why don't we have separate bike and pedestrian areas here? The recent redevelopment of this apartment building was a big missed opportunity to reclaim some of the parking space sitting right there and start widening the path.	SW Commuter Path near the Kohl Center
Ask railroad to make here an official paved foot crossing to commuter path. There's already a very busy desire path here	SW Commuter Path where Frances and Mifflin dead-end
Increase the North/South pedestrian crossing timers at this intersection	University at Lake St
Same as Johnson, increase pedestrian timer.	University Ave East Camput Mall crossing
Put a straight north south pedestrian crossing here or make this whole intersection a scramble	University-Frances-Gilman intersection
One direction into this intersection has no stop sign, and that results in fast-movong cars that refuse to stop for me as a pedestrian when I walk NE up Doty. Would a stop sign impair/plug up traffic coming up from Wilson so much that the city does not want a traffic stop here?	W Doty at Henry
Ideal location for a burning couch statue.	Mifflin St near Bassett
Get rid of the illegal Flock surveillance camera here	W Johnson near Frances
Please repurpose the 1 w wilson st building into permanent mixed income housing. Permanent housing adds stability in neighborhoods.	1 West Wilson
It's absolutely shameful that this building has been allowed to languish for so long. It could be part of another redevelopment of the parking ramp across the street. I won't make a dozen comments, but the city needs to consider a public private partnership for every standalone ramp in Madison.	100 State St
Please incentivize the redevelopment of this surface parking. It is an underutilized piece of prime real estate.	Block 113
This should be an apartment, a cheap one, and if you really want to you can authorize a parking *structure* to compensate the loss if increasing bus lines isn't on the table	Block 113
Lots of the housing here is old, run-down, and could use the land much more efficiently if redeveloped (I know because I live in one). The city should explore ways to incentivize adding more units while keeping a similar amount of "affordable" housing. Maybe bonus units or height if each unit torn down is replaced with a similarly priced one?	Block surrounded by Butler, Mifflin, Hancock, Johnson

Comment	General Location
Rezone to high density--this portion of the triangle redevelopment is a land use travesty and shouldn't be allowed to happen again. Area could have held hundred of more affordable units, but now is less dense than a new Veridian development.	Braxton Apartments
Let this redevelop please. We need eyes on Lisa Link park, especially at night, and the current (deteriorating) old buildings on this part of State don't provide that in any way.	Building adjacent to the west of Lisa Link Park
The capitol north garage is a waste of valuable real estate. Partner with a developer like the city did with the state street campus garage and put hundreds of housing units here.	Capitol North parking garage
I agree with the need to redevelop this lot, but short of that solution, cars should not be queuing up to take a left into this garage from Mifflin. It backs up anytime there's a big event. Keep those vehicles on Webster or Butler. It's a hazard to cyclists and especially pedestrians.	Capitol North parking garage
This deteriorating parking garage is a massive waste of land within the downtown core. Partner with the county and create a public/private partnership to redevelop this space to create hundreds of housing units.	Dane County Parking ramp - Fairchild at Main
Entire lot for 20 parking spots. We need affordable housing here,	Dayton at Wisconsin Ave
Very unfortunate that multiple developments have fallen through for this site which is massively underutilized. The city should take a deeper consideration on ways to partner with developers and financiers to build something more efficient (hundreds of housing units) here.	Essen House/Come Back In - Wilson at Blair
This row of rotting old buildings and noisy nuisance parking lot behind them is a travesty. I wish the recently approved project would have worked out and hope that the City won't block similar efforts in the future.	Essen House/Come Back In - Wilson at Blair
Please repurpose the GEF2 and 3 buildings to housing. One building could be senior housing. Mixed income permanent housing is needed in our neighborhood.	GEF2 and GEF3 buildings - Webster St
Develop this parking lot. The hotel that was proposed for this spot years ago looked fantastic	King at Webster parking lot
Force a MATC sale since they haven't been able to lease it and an open gravel pit is an eyesore	Madison College site on Johnson
Pressure MATC to sell or long term lease this parcel to be redeveloped. Getting sick of looking at it	Madison College site on Johnson
This lot has been used by a single person to store a car that hasn't been moved for years. We should find a way to incentivize them to either sell the lot or put it to better use.	Vacant lot at Franklin and E Wilson
With the introduction of the Amtrak station, this will be an important entry point into Madison. These visitors will be on foot, and their first 10-15 minutes in any direction will be crucial to provide a positive impression of our city. The Lakeway is great, but there needs to be a high level of investment and focus here. There are numerous surface lots that could be developed. The lot at the Elks lodge seems underutilized and can see investment to give this area a stronger identity.	Williamson between Blair and Livingston
this alleyway could use a lot of repair work	Conklin Place near Frances
Why is this steps? Make it accessible	Gorham at Picknkey
This bump out protecting bicyclists from right turning drivers is great! I'd like to see more of this at intersections.	Bassett at W Washington
The full square should be bike/bus only - eliminates street parking and narrows the area for vehicles while opening more space for public events, the market, and enjoyment of our capital	Capitol Square
Can we please just make the entire Capital Square a pedestrian/bike/bus-only extension of State Street? Why are we subsidizing the choice to drive in the very center of the city?	Capitol Square
Contra-flow bike lanes are really essential. Biking from State St to E Mifflin involves biking all the way around the square, though I just resort to walking my bike on the sidewalk on Mifflin.	Capitol Square

Comment	General Location
The square should have a counterflow bike lane. Many bikers already either ride against traffic (dangerous for them) or take to the sidewalk (dangerous for pedestrians). Do something to make it safer (and easier to bike around downtown)	Capitol Square
North Carroll and West Mifflin at the top of State should both be loading zones only (no parking) to maximize public plaza space here	Capitol Square - Carroll and Mifflin
Get rid of this street parking and make it a counterflow bike lane	Capitol Square - Carroll St
There should be a counter-flow bike lane here to allow EB travel.	Capitol Square - Mifflin
I frequently bike this way when heading north towards the square, and it would be nice if there were a sensible way to continue biking through here without having to go 270 degrees around the capitol building. Two-way separated bike lane on the square or outer loop would be a dream.	Capitol Square and Outer Loop
Please add flex posts or concrete curb to the bike lane buffer - constantly blocked by deliveries for the Continental building. Work with management to get better signage for delivery/loading zones that are appropriate.	E Washington between Franklin and Hancock
Extend the curb cut for the full width of the crossing. At times pedestrians use the curb cut area creating conflicts with bicyclists who have to use that area to enter or leave the crossing. Alternatively, designate a bike lane down the middle of the mall to reduce pedestrian/bicycle conflicts.	East Campus Mall Crossing at Johnson
One way for cars and two ways for bikes here is really a welcome change. Could this be applied to all or almost all downtown one-ways?	Gilman between Frances and Broom
This parking lane needs to be a two-way protected bike path. At least start with these few blocks by James Madison Park. Then once the latent demand materializes and everyone sees how many people use it, we can extend it farther.	Gorham near James Madison Park
What on earth even is this intersection. It feels like at least a 3 minute wait for everybody involved. When crossing on foot, they give me hardly enough time to jog across. I can't imagine being disabled or even just a slightly slow walker. I'm not a city planner, but there must be a better way.	Intersection of Blair-Williamson-Wilson- John Nolen
This should be a one-way street. As it is, JND is too easy to navigate.	John Nolen Dr near Monona Terrace
I second the idea to fully pedestrianize this street during the summer months. It can easily be navigated around and already sees relatively low vehicular traffic. The local businesses and facades here are a staple of the downtown atmosphere, and could host further community activity.	King St between E Main and Doty
This block of King St should be fully pedestrianized, 100% of the time. it is one block - meaning impacts would be limited for deliveries, and there are so many other routes for vehicles that "need" to drive to the square.	King St between Main and Doty
If started street is bus only (let's make delivery trucks only possible early in the morning) could the sidewalk be widened/ outdoor space for restaurants expanded?	State St
I wish State Street could be even more pedestrian friendly. The road is used for buses and bikes mainly, so it's just wasted space most of the time and we still have to stay on the sidewalks. Foot traffic is vital to State St so having the road open to buses makes that less pedestrian friendly.	State St
The bike lane on Washington Ave. is terrifying. Cars opening their doors directly in front of you on the right, cars speeding by 6 inches away on the left, busses riding right behind you. I'd like to see the bike lane more protected.	W Washington near Bassett
The new cycle track here is amazing, but this slip lane is awful and dangerous. No more of these!	Wilson St at Broom
This section gets uncomfortably dark at 6 pm in the winter. Even a few fully shielded lights would be much appreciated	Brittingham Park
Make this a 4 way stop or controlled intersection. Flashing yield light is confusing and causes many accidents	Bassett at Dayton

Comment	General Location
turning traffic from the left lane often drifts immediately into the far right lane while turning. Better signage indicating that both lanes can turn left may be helpful	Gorham at Wisconsin Ave
The signals for car/bike traffic at this intersection are confusing. ""Stop on red. Proceed on flashing red"" doesn't make sense to motorists.	Hancock at Mifflin
University/Johnson is just a complete traffic mess. While stuck in traffic here, I've daydreamed many times about what it would be like if we made Johnson Street people-oriented: a center-running protected bike path, curb-running bus lanes, and wider sidewalks. All private vehicle traffic would move to the wider University Ave, where a 4/2 lane split at intersections would allow turn lanes and traffic calming at every one. The lack of good turn lanes causes so much of the vehicle backup.	Johnson and University
Adjust light timings or add separate bike signal since it's very unpleasant to get stuck at a red light on the side of a hill	Johnson at Gorham
some sort of traffic enforcement here. A lot of cars in the right turn lane follow like sheep when the center light turns green, regardless of if the right turn light is red or not.	Johnson at Park St
The intersection of Pinckney and Johnson is horribly unsafe. I saw three car accidents within one month, one of which had a car flipped over. I always feel pretty unsafe while passing through this intersection on my bike everyday. Maybe add a light or something? I don't know. All I know is that something NEEDS to be done!! Thanks :)	Pickney at Johnson
Buses turning left from State Street to Gorham St should have signal priority. Allow the bus to complete this turn first, then allow separate, full crossing cycle for pedestrians. Buses trying to complete a turn at the same time as pedestrians crossing the street creates needless dangers and delays.	State St at Gorham
Consider four way stop here.	W Wilson at Bedford
E. Wash is perfect for a trolley/tram system. If you want to decrease car traffic and decrease parked cars, you need to bring people into downtown without the cars. If you want businesses to exist downtown, you need to start thinking about maximizing space efficiency.	E Washington
Build a proper Metro/Tram network in Madison. The city is not getting any smaller and demand to get downtown and to other parts of the city is only growing with no way to expand the road network to the geography of the city. While the BRT routes do help they won't solve the problem on its own. This will help both student, residents, and make any future rail stations more viable. Starting to implement it into the city plan now instead of waiting until its too late is the smart thing to do.	General
The D Bus needs to run throughout airport operating hours! I paid \$40 to get an Uber from the airport to Mansion Hill because it was 11:00 pm (which is a popular landing time for planes) and there was no other way to get back home. It would be great if the D could run until late night, like 1:00 or 2:00 pm. Or there could be a separate express bus route that just goes from the airport to downtown with minimal stopping in between. Also, it would be great to see a Rapid D line! :)	General
Can we get some confirmation on how the intercity busses will be routed once the station is complete?	Intercity bus station - Lake St
BRT stops have heaters, but nobarriers from wind which seems a huge oversight! However, since it's clearly not impossible to have wind barriers (just look at the heaters on the Chicago "L") the city is probably cutting this corner to prevent homelessness, which in turn makes the long wait times (especially on weekends) worse for the rest of us during the cold of winter. Since the heater is already on a timer so homeless dont linger, please just install some basic wind barriers on the BRT stops.	Johnson near Lake St
Any sort of protection for intercity bus customers. Currently, it's depressing to read about the station on the Amtrak website as it lists, No wifi, no heat, no bathrooms, no services, no concierge, no waiting room, heck, theres not even a clock or a screen here to keep track of buses.	Lake St near Johnson

Comment	General Location
The inter-city bus terminal here is nonexistent. A couple trash cans and benches. The city is putting a lot of good work into the bus system within the city, but there is a significant gap when it comes to any inter-city transportation that isn't cars. Older bus passengers often rely on more technologically literate strangers for bus updates. There must be a better solution than just a random street by the Kohl center, although the location works well.	Lake St near Johnson
Improve bus-priority signaling at this intersection (Mifflin @ Wisconsin). BRT and other buses should not be sitting at a red light here for an extended period. Use priority signaling more aggressively throughout the downtown (and entire city) to fully realize the potential of bus rapid transit.	Mifflin at Wisconsin
They said they'd put it in months ago, but this is still missing a BRT priority signal and road markings. Right now the B line awkwardly shuffles its way across 3 lanes of car traffic and a bike lane in order to turn onto Park.	East Campus Mall Crossing at University Ave
Find a better solution to the B BRT bus stop here. The station for the A&F buses has the proper bus stop however the B bus stop here is just a concrete slab on the sidewalk. Either build out stop like all the other BRT stops or find another solution.	East Campus Mall Crossing at University Ave
Its kinda funny how 40 other fully fleshed out BRT stations were constructed with seating, heating, maps, ticket machines, real time displays, and audio announcements, but building this one was "too far" for the city just because it doesn't serve the A-Line BRT. Come ON! Theres no shelter from inclement weather, no displays that tell you when the bus is coming, and for many months it was just a paper sign with a "B" hastily scribbled on it. It screams laziness especially at such a key transfer!	East Campus Mall Crossing at University Ave
Route B BRT busses should have a dedicated signal so they can turn south from the bus lane. When the bus has to merge across three lanes of traffic and then wait in a queue to turn, it is not really rapid.	University near Park St