

## Summary of Public Workshop Community Input

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Steering Committee Meeting  
Thursday, October 10<sup>th</sup>, 2013; 5 pm  
Madison Municipal Building, Room 300

### Station One: Intermodal Transit Center

#### Design:

- “Most sustainable building in Madison”
- Mixed-use retail/housing
- Comfortable, safe interior
  - Restrooms
  - Air Conditioned/Heated
  - Comfortable seating
- Outdoor seating area
- Buses pull through back of structure
- Car/taxi pull through
- Covered bus terminal/controlled bus fumes
- Consider future rail incorporation
- Mixed reactions to parking lot and long term parking

#### Amenities:

- Food
  - Grab and Go
  - Restaurants
- Convenience/Drug Store
- Visitor/Information Center
- Retail/commercial desirable to residents, not only commuters
- WiFi
- Covered bike parking
- Accessible by Metro Transit
- Computerized scheduling/ticketing
- Should be a destination, not only a transit center

#### Issues:

- Proximity to Kohl Center
  - 1,000 + persons at each event
- Bedford St. a collector *and* local street
- Metro does not service area well
  - No night, weekend, holiday routes for area
- Will site be able to connect to future rail?
- Is site accessible to all students?

### Station Two: Bridge Concepts and Trail Enhancements

#### Bridge Concepts:

- Protect views of Downtown/Capitol
  - Underpass vs. Overpass
- Seamless connections between Downtown/Capitol to Lake Monona
- Pedestrian safety on Williamson St./Wilson St. /John Nolen Drive/Blair St. intersection
- Expand Monona Terrace comprehensively
- North Shore Dr. connection (popular in one group)

#### Trail:

- Dual paths
- Wider paths
- Wayfinding
- Underground trail at intersections
- Utilize bike elevator
- Elevated bike route along entire front
- Increase interaction with water

### Station Three: Impact Intersections

#### Williamson Street/Wilson Street/Blair Street/John Nolen Drive:

##### *Roundabout*

- Preserves easy turn on Williamson St.
- Challenges:
  - Would shut down with train crossing
  - Tricky for peds/bikes
  - Too many access points

##### *Tunnel*

- Take to E. Washington Ave. to recapture value along Blair St.
- Raised intersection over John Nolen Drive
- Not sustainable

##### *Pedestrian/bike spiral/roundabout*

- Blair St. to Willy St.
- Machinery Row to Wilson St.
- Could be piece of art
- Y-shaped bridge across Blair St. and John Nolen Drive connecting bike paths

##### *Hancock Intersection*

- Provides more green space

- Could be pedestrian only
- Better left hand turn staging
- How would it affect businesses?

### **John Nolen Drive/North Shore Drive:**

- Advanced signal notification west of North Shore Dr.
- Eliminate flying right from North Shore Dr. to John Nolen Drive
- Challenge: no legal crossing from tennis courts on North Shore Dr. to JND

### **John Nolen Drive/Broom Street:**

- Issues getting onto Broom St. through intersection
- Wayfinding issues at Wilson St./Broom St. intersection

### **Station Four: Wilson Street**

#### **Issues:**

##### *One-Way*

- Bikes
  - Speed downhill
  - Difficult to bike uphill
  - Ped injuries
  - Entry/exit to square
- Street parking
- Wayfinding
- Aesthetics

##### *Two-Way*

- Parking lot egress
- Marina Condo egress
- Dangerous for pedestrians
- One lane traffic
- Complication of Henry St./Wilson St. intersection
- Increased traffic

#### **Opportunities:**

##### *One-way:*

- Competing needs of customers, e.g. Iron Man visitors vs. gov't employees
- Doty St. an option for eastbound travelling
- Allows for better bike lane
- Bike lane on Main St.

- Wilson St./Henry St. intersection not bike-friendly

*Two-way:*

- Visitors to area see desire to simplify
- Hancock St. intersection design would help issues with sidewalk width
- Two-way Wilson St. to Bassett St.
- Three lanes with center turn lane, bike paths on both sides
- Take out parking on one side, create two bike lanes