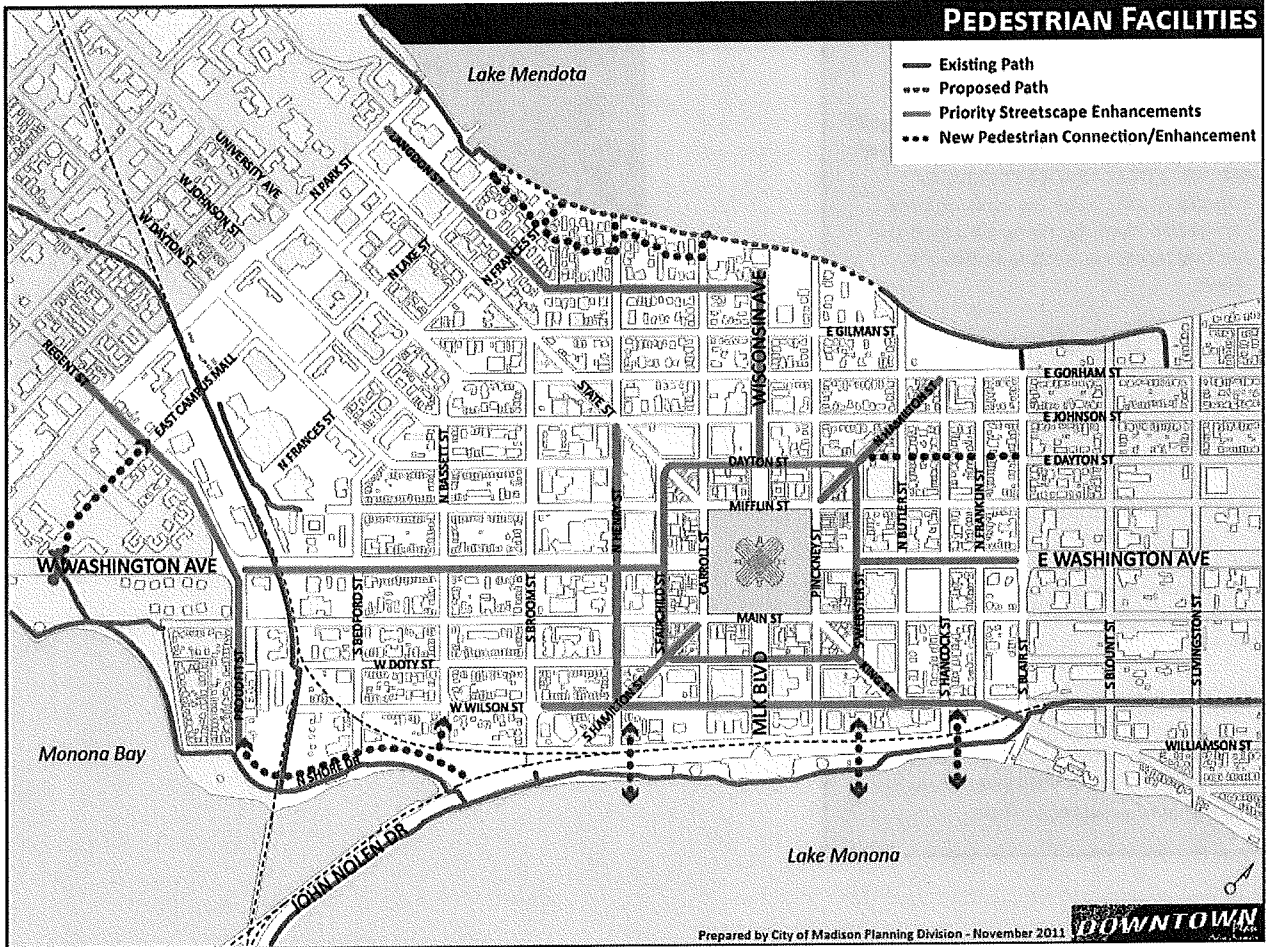


Alder Maniaci Amendment to the Downtown Plan:

Remove Recommendation 150 from the Downtown Plan and corresponding map.





PEDESTRIAN CONNECTIONS

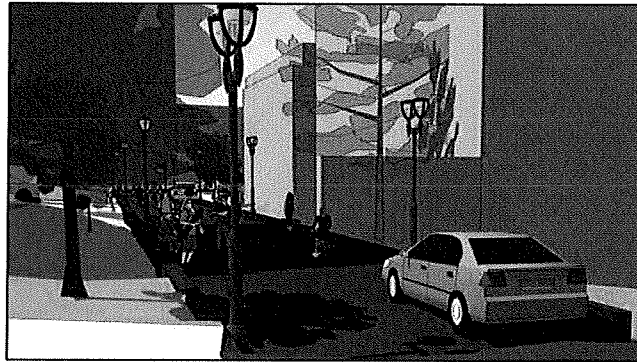
RECOMMENDATIONS *(continued)*

Recommendation 147: Construct sidewalks along the north side of North Shore Drive extending from John Nolen Drive to Proudfit Street, including an additional connection from this sidewalk across the railroad tracks connecting to Bassett Street.

Recommendation 148: Pursue better connections across John Nolen Drive at Hamilton Street and Hancock Street as redevelopment projects within those areas occur.

Recommendation 149: Enhance linkages to the East Campus Mall by adding pedestrian connections south from Regent Street to West Washington Avenue through the Triangle neighborhood to Brittingham Park.

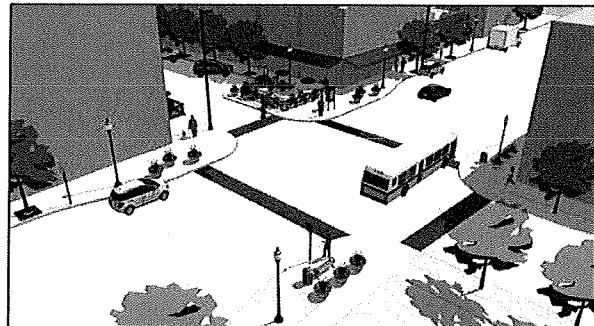
Recommendation 150: Promote safe routes to school and increase connectivity by extending the mid-block sidewalk aligned with East Dayton Street between Franklin and Webster Streets.



Langdon Mid-Block Path Concept

Outer Loop

The outer loop is just one block off Capitol Square, and much of it is lined with parking structures and service areas supporting the buildings facing the Square. The loop accommodates high volumes of vehicular and pedestrian traffic and is an often-used Capitol Square detour for Madison Metro buses. Much of the outer loop is not a particularly inviting place to walk or an attractive place to drive. As this plan was being written, a streetscape project for a portion of the outer loop was under construction that adds bumpouts at some intersections, new pedestrian lighting, landscaping, and other amenities. The remainder (approximately half) of the outer loop still needs to be reconstructed to fully implement this streetscape design. As property with frontage on the outer loop redevelops, particular attention should be paid to ensuring that buildings have active ground floor spaces, and street-facing facades with windows to allow for more “eyes on the street” and create a more inviting pedestrian environment. Parking structures should have liner buildings, at least on the ground floor.



Outer Loop - potential streetscape enhancements