

TPC  
12.14.11

**Benishek-Clark, Anne**

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**Subject:** FW: Comments on the downtown plan

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**From:** Ken Golden [mailto:kengofpluto@yahoo.com]  
**Sent:** Wednesday, December 14, 2011 10:22 AM  
**To:** Benishek-Clark, Anne  
**Subject:** Comments on the downtown plan

1. Page 5 In addition to attracting and retaining businesses, we should do the same for all levels of government. The IRS, some state agencies and now even the CARPC are considering moving from the downtown or have done so.
2. Page 5. Use of the term Commercial does not distinguish between office and retail uses. These generate different kinds of parking demands so should be discussed and planned for separately.
3. Key # 6 needs to separately discuss visitors from the city or county from visitors from outside the region. Their needs are very different.
4. P. 21 Government employment is no longer stable for reasons that should be obvious. work at home and contracting not to mention deficit reduction need to be mentioned.
5. P27. Consider varying heights on individual blocks to avoid the walled in look.
6. P.31. Consider filling in retail gaps like first block of pinckney st from monona terrace,.
7. P32. Drive time map is OK- add a bike time map too. Even a ped time map.
8. New idea: mention the need for connection the the Alliant center. Major activity center near the downtown that could help retail and reduce parking demand by providing a transit link.
9. P. 73 Create and air[port shuttle in collaboration with the county.
10. P. 73: Add recommendation to study adding dedicated bus lanes on downtown streets and on key connecting routes to seppd up bus service.
11. P. 74 on RTA: Create a representative RTA that grows out of the TPSC and Metro so existing expertise can be tapped. CSOC was intended as a seed for a future RTA getting other communities experience in transit governance.
12. Somewhere in the P. 70s: add a recommendation to study creating a circulator for all large Kohl center events so that buses can get people to city and UW parking ramps. tie in with season ticket holder mailings.
13. pp 77-80 Consider reducing the downtown as a destination for cars by builing all new ramps on the edge of the downtown and adding high frequency circulators to the mix. Create multimodal transportation hubs. See Strausburg France's model.
- 14 Madison lacks real time information on where parking is available when people encounter full ramps. Some sort of sighage and way finding should be considererd.
15. Parking recommendation: Area parking need studies like the one done 10 years ago on west Wash corridor (Bauman administration) should be done when shortages (or surpluses) are observed in the utilities facilities.
16. Mandate TMAs to the extnt possible in the zoning code.