Focus Area: N. Charter Street & Linden Drive Intersection

With over 2,100 pedestrians and 100 bicyclists during peak class change on any given day, the nexus of N. Charter Street and Linden Drive is one of the busiest intersections on campus. These volumes create significant modal conflicts and cause transit delays, which never fully get back on schedule throughout the day. The project team has been looking at the opportunities and constraints of this area and agree both functional and aesthetic improvements are necessary.

A number of solutions have been presented to stakeholders (vertical fencing, traffic signals, pedestrian scramble, removing vehicles during class change), grade separation has risen to the top. The idea of using the natural topography of this area, combined with planned new developments on the NW and SW corners, hold the potential for removing a significant number of pedestrians off the street. Didn’t we just remove a bridge on University Avenue? True, but the proposed grade separation over this intersection is envisioned to function more closely to the bridge at the base of Bascom Hill over N. Park Street which uses topography to connect pedestrians to Humanities. There are many large undergraduate lecture halls on the west side of Bascom Hill and along the north side of the Linden Drive. Connecting these facilities, via a bridge, at a continuous upper level would ensure heavy use. The envisioned grade separation would be designed to accommodate the natural pedestrian desire paths and expand the idea of a traditional bridge into an architectural icon with seating and plaza spaces.

On-Line Plan Alternatives...

Here’s What You’re Saying

Listed below is a brief summary of comments received to date through the master plan website ‘Engage’ portal:

“...having electronic timetables (such as by the Capitol) would help determine if waiting for the bus is worth it. Bus drivers also take unpredicted breaks, again seemingly making buses unreliable. If the Metro could be supplemented with campus circulators several of these issues would be lessened.”

“Environmental sustainability is becoming more and more mainstream-which is promising. New buildings and communities designing them will begin to ask how they can not only reduce their carbon footprint (sustainable) but take carbon out of the air (restorative). How can this process enable our built vision to reflect this emerging and important mindset?”

“Bikes around buildings are a barrier to the walking folks like myself. Why do we need to clutter the fronts of buildings with bikes...especially at class change...it is chaos.”

“How can we plan in more Allen Centennial Garden type spaces...a quick and complete respite from campus life!”

“When new buildings are planned, a commitment should be made that they last for 50+ years.”

“A west campus social space would be a good improvement. It would be good to preserve the natural beauty of the lake and also incorporate social gathering space(s) in this area.”

“Situate any new mixed-use gathering building away from the lake edge, where they will do less damage to the marsh and University Bay.”

“There is a limit to how bucolic South Campus will ever get, especially if freight trains still run through it.”

2015 Campus Master Plan Update Website:

www.masterplan.wisc.edu