

**UW-Madison Campus Master Plan
Web Comments – Volume 3
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1200-1300 Blocks of University Avenue

1) I think that the block and a half along University Avenue from Charter Street to Randall looks very sad.

Even if there are plans to develop it in the future, something should be done NOW to make it look nicer in the meantime.

Moreover, I think that there is pent-up demand for more eating places off-campus on the west-end of campus. Allowing more restaurants like Milan's and the French Quarter cafe to open in the ugly buildings along that block would look good, and benefit both students and staff that work across University in the Linden Drive area of campus.

Also, it would be nice to see a bike path along the Rail tracks parallel to University Avenue, between Shorewood and where Campus Drive turns into University and Johnson. Currently, if a cyclist wants to get to campus along University Avenue to the west, she has two options:

1. Go along Kendall avenue on the south side, then turn into campus on Highland, Walnut, or the pedestrian bridge over campus drive; OR,
2. Go along the north side along bike paths until the Magic Mill/Video Station strip mall, then turn onto Highland, or cross the street at Highland and head down Old University Avenue. Sonia Dubielzig

Accessibility

1) I am a student of the McBurney Disability Resource Center. Although I do not have a situation that interferes directly with mobility, I know several other students that do, and I am concerned about the campus becoming more accessible. As a federal land-grant institution, 100% accessibility should be the objective.

With the restructuring of 905 University Avenue, it is important that the McBurney Center be located in a similarly central building. As more students are identifying the existence of various disabilities, the projected number of McBurney students is likely to increase, again making good accessibility a critical issue.

Animal Quarters

1) As the Assistant Director of Construction and Facilities Planning for the UW Primate Center I would like to suggest that in this master planning exercise the UW look at the idea of a centralized Primate Facility. We currently house primates in several locations throughout campus. Of all of the research animals on this campus this species creates the greatest controversy amongst those that would prefer we did not do animal research.

With a centralized facility we could improve several aspects of our primate programs throughout campus.

- 1) One management team assuring all regulatory requirements are met and consistent throughout. Also assuring all staff training and documentation of such training is consistent.
- 2) All resources such as staff, equipment, and the animals themselves would be centrally managed efficiently and the sharing of these resources could be realized. Currently we do not share resources amongst the several different primate facilities. If one area is short of staff, equip. or primates we do not effectively coordinate the resources in order to assure the best use of them.
- 3) Research staff would have one location and organization to collaborate with, again assuring the most efficient use of the resources and consistency in regulatory mandates, primate models, animal care, technical capabilities, etc. etc.
- 4) In regards to security issues, one centralized facility would be much easier to maintain than the several that currently exist. Here again consistency is important.

Above I have provided several reasons I feel that one centralized primate facility for the UW would make sense. The overriding reasons for doing so is providing the efficiencies and the consistencies that would be realized by such an arrangement. Also the improved security realized should not be under estimated.

Thank you for your considerations and the opportunity to express my ideas. Kirk Boehm

Arboretum

1) Another issue I feel should be addressed is roller-blading in the arboretum - currently it is prohibited. It's a beautiful place to skate and is consistent with the arboretum's mission. Every year when the fund-raising folks call, I (and my family and friends as well) say that we'd be glad to give to the university but that first we need to see some progress on the roller-blading issue. Year in and year out this has been going on, since 1995 when the ban was put in place. Perhaps this master plan could resolve this matter.

Bikes

1) I was talking with the Bike Ambassadors and they really want to see an increase in covered bike parking around campus. I like the idea too, but I'm not sure if this is a suggestion for the master plan, or if it has to be handled elsewhere. The example they brought up was to cover the racks along Linden, in front of Van Hise, using a cover that would be similar to a bus shelter

2) Rob --- this is the followup to our conversation at the East Campus master

plan presentation meeting last evening.

As you recall, I raised the question about the planning for campus bicycle traffic what with the completion of the Madison bike path link (joining the southwest path with the Monona path) during the summer of 2005..

I think there needs to be a planning effort as part of the new campus master plan that speaks to what happens to bicycles once they reach the campus area. The plan showed great improvement for bicycle traffic to the campus from the west, and for east/west bike paths through the campus. What was missing, in my view, is the consideration for cyclists going north/south on the campus.

Specifically, what plans are there are bicyclists getting off the Madison bike path at the intersection of the bike path with Randall Street? with Charter street? and at the East Campus Mall?

It was mentioned that there will not be a designated bike lane on the East Campus Mall. Does that mean that bikers will be expected to "Walk" their bikes on the mall as is the case for the 700 and 800 blocks of State Street --- which is a somewhat similar mall?

Long range, just possibly, designated bike lanes should be considered on Randall Street and on Charter Street, from the bike path to the newly proposed east - west Linden mall. As for the east end of the campus, there is a bike lane on Dayton Street. What about making an effort to direct bikers coming off the city bike path at the Murray Street tunnel, to head west on Dayton to Park Street and then north to the campus, coupled with appropriate signage. Ted Crabb

Building Heights

- 1) two words taller buildings

Bus Routes

- 1) While I am not sure of the planning and the rationale behind the proposed bus routes under the new campus master plan, a bus system built around these several new routes appear like they will be an inconvenience to the entire Eagle Heights and University Houses community. A large percentage of the several thousand people living in Eagle Heights rely on the current 80 bus to commute to campus, and for about two hours or so each morning and evening, the buses are packed with people who board at all of the various stops around campus and ride directly back to Eagle Heights. Perhaps this new system of routes will serve the campus better during the mid-day (especially those wonderfully amusing students who are willing to stand out in the cold for 10 minutes at Memorial Union to wait for a bus to take them a couple hundred yards to the top of the

hill). However, adding one or two transfers for Eagle Heights riders is a serious flaw. In the mornings and evenings, there will be entire busloads of people exiting one bus and loading onto another. People in Eagle Heights need direct service to the center of campus, and any bus route system that takes them no further than the area of the hospital will be a serious impediment to the large flow of traffic that needs to move from the far-west end of campus to central and east campus. Before making this decision, I hope that someone takes a look at rider habits and counts the numbers accurately. any bus drivers on the current 80 bus are fairly half-hearted about keeping count and often skip counting when the buses become packed. Moreover, a raw count of the riders doesn't identify how long each of those riders remains on the bus or what riders' destinations are. Before switching to this proposed system, I encourage you to put someone on the bus for a day to count and watch when and where people get on and off, starting with the morning rush from Eagle Heights and ending with the evening rush back to Eagle Heights. After doing so, I hope you will agree that it makes little sense to break up that ride with a pointless, inefficient transfer at the hospital as an entire bus full of people unloads from one bus and reloads onto another.

Aaron Spooner

Child Care

1) I wanted to emphasize that new facilities for child care should focus on the major unmet needs in the community: infant care; sick-child and back-up care; and/or extended-hours care. Putting scarce campus resources (of which space is among the most valuable) into preschool care is not a good investment, since Madison does not currently have a shortage of preschool care. Moreover, expanding availability of preschool care on campus is likely to have adverse impacts on other near-campus, high-quality preschools used by University families, and hence may not significantly improve the overall availability of high-quality preschool care close to campus.

Classrooms

1) They should focus on more technological advancements for classrooms, allowing professors to implement technology in their lessons, for example more projectors PowerPoint accessible for classrooms. Also, more up-to-date classrooms.

Design

1) Architectural design - When I arrived you could see themes at the university. The lakeshore area, the southwest area. Over the last 10 years it's become an incredible hodgepodge of buildings. For a classy campus, it doesn't look very classy. I'm constantly awed by the blue addition put on the front of the Waisman Center. If there is a future plan, I hope there will be more attention to the overall visual image the campus presents.

Alice Erickson

Energy Conservation

1) Windows and storm windows: It seems that there are a number of windows and storm windows that are open throughout the year, and many left open throughout the winter. I guarantee that in any building where the classroom windows can be opened you'll find more than a few where the window may be closed, but the storm window is wide open.

Michael Wood

2) Lights: Throughout the day I am constantly turning off the lights in vacant classrooms. Also, when I arrive in the morning, most of the classrooms are empty and the lights are on. It would be nice to see the night custodians turn off lights as they go, and have some sort of campus PR to get students and instructors to turn off lights as they leave. With the controversy surrounding the construction of the new power plant, I wonder how much energy could be saved just by turning off the lights and closing the windows. Michael Wood

3) Thermostats: It seems that many do not realize how a thermostat works, in that if they feel a room is too cold, they will turn the thermostat up to 85 thinking it will warm up faster. I find this quite often in the Humanities building. Is there a way to secure the thermostats so that they are inaccessible? Michael Wood

Flower Gardens

Convert some of the small, odd shaped lawn areas to flower gardens maintained by students or staff. For example, the patch of lawn on the east end of Tripp Circle could be a garden designed by students and used as a pleasant place to sit. Paul Kaarakka

Ice Skating Facility

1) I'm not an ice skater, but I'd like to suggest that we create an outdoor ice skating area on campus, for the purpose of building community on campus.

I have seen them at Shorewood Hills, and in downtown Milwaukee. The one at Shorewood is actually on their soccer field. I've recently seen a plat map of the campus drawn in 1918. It features an ice skating warming house on the edge of Lake Mendota.

I personally don't want to encourage students to go out onto the frozen (and sometimes not so frozen) lake. But I DO think that a space like Shorewood's that allows drop-in skating would be a great community-builder, and good exercise. It would also bring back a bit of the reputation that this campus had for outdoor winter sports and camaraderie. (the old toboggan slides, ski jump) UW used to have a different "brand" because of the winter festivities.

Putting it in the Southeast area might be best, since there is no Liz Hill over there. Also, if it were there, then Gordon could provide hot chocolate, etc....and bathrooms.

This might be a great thing to put into the green space when Ogg Hall goes away. Another potential spot would be on Murray Mall, between Vilas and the U Square project. The Ogg space would make it easier for Rec Sports people from the SERF to staff it or just to maintain it.

If UW means going to school in winter, then winter had better be a highlight. And winter had better be used to *build community*. Gwen Drury

Hoofers

1) I am an ex-commodore of the hooper sailing club. I also am a current member. I am upset to learn that the Hooper's seem to be getting a "short-stick" on this expansion plan. In which I am talking about the relocation ideas being passed around right now.

The history of Hoofers is so rich compared to the many other projects planned for this Master Plan. I would try to remember to keep Hoofers in the forefront when debating this plan. When people paint a waterfront picture of the Union, 90 % of the time you will see a hooper sailboat in the picture. We add a very valuable service to not only the University or Union, but the public at large. JJ Pagac

International Symbolism

I am an alumni of the University of Wisconsin-Madison, '95. I am very interested in the Campus Master Plan. Currently, I am at a small university in deep south Texas that is doing growing as well. I think the design of a campus is very important because it helps define the university and its students, faculty, and staff. Something that I would like to see a little bit more at UW-Madison is more of a visual sense of international culture. For example, flags from other countries flying, say an international connection building, etc. At the University of Texas-Brownsville where I serve on a multicultural committee we are exploring ways of how to make our campus a more international sensitive place. The UW-Madison is a very important place and I love it with my heart. I wish the committee the best of luck. This past Christmas holiday I was in town and liked the changes I saw. Best Wishes - Blessed Be. Margaret Annen, Assistant International Students Department

Lake

My view is that the University needs to work harder to embrace the tremendous physical environment surrounding it. that means embracing the lake and ensure that the Lakeshore is accessible and accommodating as it was in the early years of the history of the campus.

That means removing office buildings and parking lots that do not embrace the lake. Taking down old buildings with few windows toward the lake. Taking out parking areas with 300 feet of the lake.

Ensuring that all students have access via parkland, lakeshore access and enhancing the bikepaths and pedestrian traffic with pavillions for sport, relaxation and contemplation.

The master plan proposed does little to accomplish this goal. Old Armory type building still persist such as the Water Hydrology Lab near the Union that serves no functional purpose anymore but to house some engineering graduate students office space. Dierk Polzin

Landmarks

Whether people like the aesthetic of City Beautiful design or not, one of the main strengths that recommends it for us today is its emphasis on creating landmarks and "imageable" spaces.

Signage should be a last resort for way-finding...people should be able to "read" a legible landscape right in front of them, and also be able to form an overall mental image of where they are located in the campus.

I think that this is both a master planning issue now, and a design guideline issue for the future campus architect to steward.

Whereas I would agree that a campus signage project is not necessarily something to tie to a campus master plan, I definitely think that a master plan should indicate positioning of landmarks, vistas, and other design guidelines that help establish strong, non-signage dependent way-finding.

Ironically, the tiny little "Bucky Clocks" currently at the corner of Park and University have been serving this purpose far better than any of the four huge buildings at the same intersection (and not only for the Counseling and Consultation Service...who have come to think of the clocks as the way-finding to lead students to their offices.) People use those clocks as a navigation point for getting all around campus. Gwen Drury

Linden Drive

1) Linden Drive is an interesting name. It used to refer to a very specific line of Linden Trees laid out along a road, and was a very apt name. Might we change the name to "Linden Walk" if we revive the idea of the Greater Mall?

Might we replant some Linden Trees there? I believe more people would be drawn to walk that corridor if it offered some consistent shade on the South side.

Linden trees have heavenly smelling flowers in the Spring. Even "Little Leaf Lindens" can throw some lovely shade. Aren't they also a fairly low maintenance tree?

It just seems weird to keep calling it Linden Drive if there are no Lindens AND no driving! Gwen Drury

Miscellaneous

1) Hello - I have three questions about the proposed Master Plan, and I haven't been able to find the answers on your website. How long is the construction projected to last - 20 years? Also, where can I find a list of the campus buildings that have been proposed to be demolished, as well as a list of the campus buildings to be remodeled? Thank you for any information on this, Dolores Fries

2) I have read that the University Square mall (although I realize that this is private property) is for sure going down, and that it will be a mixture of campus and private offices. In particular the campus buildings I'm wondering about, and have heard talk about, are: Humanities, Vilas, Peterson, Ogg, the building next to Grainger (corner of Park and University), Chadbourne, Van Hise Medical Science Center (1300 University Ave.), Union South, Anything on Henry Mall. Thanks again for your help with this - no rush on answering this, but I'm sure you realize that many UW employees are very interested in what is going to be happening on our campus! Dolores Fries

Money Issues

1) MONEY-I cannot believe how many buildings have been ripped down since I have arrived. Now the talk of Humanities and Ogg Hall. These are buildings in their infancy. Somewhere here is a tremendous waste of money that is then felt through rising tuition and frozen raises. Poll the students to see if they prefer a ritzy bigger dorm that costs more or if they can live in just a standard dorm that most kids in the US experience. I feel that the UW Madison is working at such a high rate of selectivity that it's trying to distance itself from being a 'public' school and appear instead to be an 'elite' school. Alice Erickson

Neighborhood Impacts

1) As a near west-side resident, I am concerned about trash (walking around on Sundays after games, it looks like a hurricane has gone through), noise from parties, and the shabby appearance of some rental houses.

Regarding the trash, maybe a neighborhood clean-up crew could be started. It could go around with trash bags. Or maybe landlords could be encouraged to clean-up. Thank you for considering comments from members of the community outside the UW.

2) My comment concerns transportation. I am aware that the University is interested in reducing the number of cars on campus, with the intention that people use alternative modes of transportation. I believe that alternative forms of transportation are essential. I simply ask that when the University makes plans to reduce automobiles on campus, you provide alternatives that do not have negative impacts on campus- area neighborhoods. The most obvious negative impact is the move from parking on campus, to parking in nearby neighborhoods. This shifts the parking burden from the University (where I would suggest it belongs) to residential neighborhoods. An example of shifting the burden occurred when the University began issuing free bus passes to students, faculty and staff.

At that time, my neighborhood, which was previously considered too far away to be affected by UW parking/traffic issues, experienced a stunning increase in commuter parking. We went from almost no commuter parking to the streets parked in solid. Please be a good neighbor, and when planning, consider and address potentially negative effects that your transportation actions have on your neighbors. Thank you. Charlene Drumm

Parking

1) Please be realistic about parking. There are (and probably always will be) significant gaps in bus routes/schedules. Lisa Angelos

2) I attended your master plan presentation last night, and I was very impressed with all the thought and work that went into it!

As downtown Madison's Business Improvement District Manager, I listened with an ear as to how these plans will effect businesses on State Street. The top issue on business owners' minds is parking. Many owners feel that current city parking garage spaces are filled with students and faculty, who are unable to find parking at the UW. It is a free country, and we should be able to park where we choose, but your parking availability or unavailability does have a "ripple effect" on the city.

I, personally, find it very difficult to attend events on campus, because of the lack of parking. Where do I park when my girl scout troop comes to tour the Theater? Where I park when I want to drop off items at the Social Science Building? Where do I park when I have a lunch meeting at the Union? To be perceived as an inviting place to the surrounding public, you have to allow the public easy access. Bikes and busses are ideal, but realistically, you have to allow for autos.

I urge you to include more parking in your master plan! Kris Grutzner

3) Since we know the exact hours that classified staff need to start and end work (unlike academic staff, faculty or students), why not have campus shuttles that operate ONLY around the commuting schedules of those staff. What I'm envisioning is a series of vans or small buses that have a special route right at start time and quitting time...that go from parking garage to parking garage, all around campus AND/OR out to parking farther away. Students wouldn't be on these buses - only parking pass holders. Finally - something special for classified staff! (that helps the rest of the campus function smoothly as well)

Pedestrians

1) The biggest problem I have as a pedestrian is crossing University Ave. and Johnson St.

Ideally I would like to see those two streets tunnel under pedestrian walkways at a few points in the campus area. Perhaps have a couple lanes tunneled for traffic just passing through campus and a "frontage" road for local traffic.

More pedestrian bridges or tunnels would be nice especially in the Murray corridor.
mike dieward

2) The pedestrian mall needs to be designed so that people walking don't have to cross the streets as much as they do now. Why not put pedestrian bridges over all the streets (or tunnels under them), especially Johnson, University, etc.? These intersections now are an accident waiting to happen. We have seen cars hit bikes, cars hit pedestrians, bikes hit pedestrians. A pedestrian mall from Ogg to the lake is not a pedestrian mall if you can't walk there without taking your life into your own hands every time you do it. There are 2 pedestrian bridges now, between Bascom Hill and Humanities and between Humanities and Vilas Hall. However, they don't get used enough because you need to go up the second floor of each building to use them. Their entry needs to be closer to the street corner crossings. Randall Tackett

3) As long as we're dreaming, I'd like to see Henry Mall as a continuous walkway from the engineering school to Ag Hall utilizing some kind of full width skywalk to span University Avenue. Paul Kaarakka

Preservation

1) Take into consideration the UW's history while making updates. It is my understanding that none of the older buildings will be removed. Please keep it this way.

Retirement Residences

1) I am interested in any future plans that include retirement residences available for alumni on the Madison campus, such as those at:

www.bluehilldevelopment.com at the University of Michigan
or www.villageatpennstate.com, www.thevillageacademy.com;
www.thepinesatdavidson.org, www.ithaca.edu/longview/ic.htm
www.laselvillage.com Thank you ,Patricia Solie Cuesta MLS '78

Student Academic Affairs (L&S) Location

1) Student Academic Affairs for Letters and Science should not be as spread out among three different buildings, but rather condensed into one building for easy accessibility for students.

Student Organization Space Adjacencies

1) As a graduating senior, I will not be around to see this take shape; however, I am hoping that my concerns and feedback will be taken into consideration. I think that one of the most powerful messages that a University can send to its students is the message they send about personal safety. Currently, all campus organizations and campus security that deal with specific safety issues are spread across the campus and off of the square. I am the Vice Chair for PAVE (Promoting Awareness, Victim Empowerment). We are a powerful organization that works with thousands of students each semester and currently our main office is located on the other side of the Square on S. Hamilton. This is inconvenient and inadequate for students who are seeking information about sexual assault. Whether they are curious about the subject, are picking up information for a friend, or were recently assaulted and want to get involved in something proactive, they currently have minimal access to our office. We are also an organization that works closely with other student orgs who are spread all over the place. To make our efforts most effective we need a space where we can all be centrally located and work together to make the campus a safer place for all students. Some organizations that we work with regularly include: The Campus Women's Center, Sex Out Loud, Rape Crisis Center, The LGBT Campus Center, MCSC and UHS. We would all GREATLY benefit from having our offices in closer proximity to the others. It would be easier for students to access necessary information and feel a sense of comfort and organization within the University. In conjunction with this space, it would be ideal to have conference rooms within the same building so that we do not have to hike all over campus to meet with people, when the resources are located in our offices. We currently hold weekly meetings in TITU, because it is on campus and convenient for all of our staff members. Our meeting locations change weekly and we often have materials that we haul all over campus because we need them at our meetings. If we had a centralized location with adequate conference rooms, many of our problems would be solved. I appreciate your consideration of this request and good luck. Kara Van de Grift

Support for the Master Plan

- 1) As a resident of this great state, and a grad of the UW system, it is exciting and gratifying to witness the proposed growth. On Wisconsin. Bruce A. Coleman
- 2) I was very impressed with the presentation and discussion last night at the Monroe St. library. Hats off to all involved in the planning process and the thought that has been put in. Doug Carlson

Traffic

- 1) Motorized vehicles of every sort should be discouraged from driving through campus. Pedestrians far outnumber cars and scooters, especially on the central campus, and there is no such thing as "shared use". Some specific recommendations I would make:

- 1) Close off Observatory Drive at the observatory and possibly also at Bascom. This might mean using Babcock Drive to provide better access into and out of campus.
- 2) Use traffic calming to reduce traffic speed on Observatory drive where speed limits are 20 mph.
- 3) Create safe, separate bike lanes on Observatory drive, specifically west of Babcock Drive.
- 4) Redesign Trip Circle to reduce conflict between vehicles and pedestrians.

2) Any long range master plan should look at the concept of completely separating the campus pedestrian traffic from the automotive traffic on University Ave., Johnson St., and Park St. Ideally, all buildings on these streets would have 2nd floor entrances onto "roofs" which completely cover the streets involved. Thus all automotive traffic would be on the "1st floor" and all pedestrian traffic would be on the "roof." I recognize that such a project would be very expensive but I feel that with the relationship of the University to the isthmus and the layout of the city of Madison, something must be done to get the pedestrian traffic off of one of the major east/west automotive corridor for the city. Lee Perko

3) I would like to suggest a specific aspect of traffic flow for consideration by the committee and City of Madison planners in partnership. My suggestion centers around safe and efficient traffic flow leading west from campus on two large and predicted to be growing thoroughfares.

1. West bound exit from the Biotechnology Center parking ramp on the university avenue
2. West bound exit from Henry Mall on to University Avenue.

Both of these venues are challenged by the same issues, especially around evening rush hour when many folks are looking to head west from these venues.

A. Heavy existing traffic on University allows only brief periods at which cars can exit campus and fold into traffic

B. Attempts by exiting traffic to access the left most lane on University, either to enter on old University from Henry Mall or to exit the Biotech ramp and make a left turn at the West immediate light (heading towards Union South and Engineering campus).

On a regular basis the combination of these two factors leads to cars backed up 1/2 to 2/3 of the way up Henry Mall or back to the entrance kiosk at the Biotechnology lot. One simple solution to this issue is to prevent or dissuade cars attempting to make a right turn from these venues across 2-3 lanes of traffic (kind of against all rules of driving). For example, can a divider be installed which prevents such illegal turns....? Or can a system be developed which allows better

flow of traffic from these, moderate to high traffic, uncontrolled (no lights) lanes into University Avenue.

The Biotechnology situation is a long standing one which is not likely to change unless this new lot disappears.

The Henry Mall situation is one which is only likely to get worse with completion of the Microbial Sciences building and the increased traffic associated with this facility due to its larger parking capacity.

I have heard of plans to make Babcock 2 way and provide a westbound exit from this venue on to campus drive. This would mitigate part of the Henry Mall problem, but not address the issue of the Biotech ramp nor the others who park on Henry Mall proper and exit on to University. Timothy Donohue

4) Two items came to my mind regarding transportation:

First, the bike routes are a little sparse north-south through the Vilas neighborhood. Randall is of particular concern due to the heavy volume of bike and car traffic and the inherent conflicts. The crossing at the former RR tracks (now bike intersection) is particularly bad as the road narrows and the hill blinds oncoming drivers. Are there alternatives here, especially in a future Randall re-design? Second, the volume of moped/scooter traffic has surged leading to noise, pollution, and safety issues. Does the UW provide parking for scooters and is restricting their parking or use on campus a means to curb issues in the surrounding neighborhoods? Thanks for your consideration. Doug Carlson

Union South

1) I am very concerned about the planning department's suggestion/plan to raze Union South and replace it with a parking ramp. Students in that part of the campus need a place to relax, eat and enjoy the programming. With all its faults, Union South is the only place that offers "refuge" to those students. To tear it down would leave an immense vacuum in that area. It can be rehabilitated and renovated for much less cost and time. Carol Hoppenfeld Hillman '61

Waster & Recycling

1) Garbage. I don't know what it is about UW-Madison students, but I've never been to a university where the students leave so much garbage behind after class. My office is in the Humanities Building, and the general cleanliness of the building seems to be ignored just to keep up with the students. I believe that the custodian's time would be better served cleaning the incidental messes (chalk dust, baseboards, bathrooms€.) than having to spend, what must be a significant amount of time, cleaning up the food and beverage containers, newspapers, spilled drinks and miscellaneous debris left by students. Michael Wood

2) Recycling and garbage containers. It seems that different types of receptacles look differently all over campus. There is some continuity, but in the Humanities building some of the containers for trash, newspaper recycling, office paper recycling and bottle and can recycling look identical to one another, excluding the text in the side of the can. Being that people generally interpret shapes and colors easier than text, perhaps there could be a campus wide standard for trash and recycling containers? For example, gray and round for trash, blue and rectangular for office paper, red and rectangular for newspaper, green and round for bottles and cans. That way people will be able to immediately recognize the proper bin and are less likely to put the wrong objects in the wrong bins, thus making it more efficient for custodians and campus recycling. Michael Wood.

Web Site

1) You have a lovely web site about the Campus Master Plan, but I cannot find on it an image of that plan, or images of parts of the plan. I've seen such in WisconsinWeek and hoped to find images of the drawings on the web site. If they are there, it's not obvious where they are. Guy Stalnaker