

**UW-Madison Campus Master Plan
Web Comments – Volume 2
From October 11, 2004- December 31, 2004**

Adopt-a-Block

1) I think the campus needs a program similar to the adopt-a-highway program where groups of students, professors and others can adopt a block of campus and volunteer to clean it once every week or every other week. I would be willing to personally adopt a block as well as helping to organize the program. A cleaner Madison should be part of the Master Plan. (Emilie Libson)

Bathrooms

1) ...Also bathrooms being in the basement (Union Theatre and Mitchell Theatre at Vilas Hall for example) is more than an inconvenience. It's inconsiderate. (Nancy Freeman)

Bike Lanes

1) Comment I: University Ave. Bike Lanes. The east and west bike lanes on University Ave. should be merged together into a single, separate line with appropriate dashed lines and arrows to indicate direction. This separate lane should be located on the south side, as is the current east bound bike lane, and given the same 'curb' divide from auto traffic. Putting the bikes lanes together would, a) save space, b) protect west bound bike traffic, c) ease bus and right-turn auto-bike conflicts, d) encourage more timid bicyclists to bicycle to work or school. Small turn lanes for bicycles and other traffic flow indicators should resolve any east-west bike conflicts and the necessary traffic lights are already in place. (Robert Scheller)

Bike Issues

1) I've lived in Madison for 15 years, both as a UW student and as a member of the broader city work force. I've commuted to school and work by bike and, to a lesser extent, public transportation exclusively. To the UW, the car is king. Through their actions, the UW leadership demonstrates that they do not believe enhancing facilities for non-motorized traffic can alleviate their parking woes. This is why we have a multiple lane highway (Johnson and University) that pierces the heart of the campus. This is no small matter. Combining tens of thousands of pedestrians with motor vehicles traveling in excess of 45 mph (yes they DO speed) is irresponsible. The UW should work with the city to reduce the number of lanes on these streets, return them to two-way traffic streets and enforce the existing laws in place to safeguard the public. (Pam Barrett)

2) Facilities. Install only bike racks designed such that a U-lock can be used on both front tire and frame (e.g. - memorial library covered bike parking). The racks installed in front of Memorial Union should be replaced as they are damaging to bikes. Where ever

possible, covered parking should be installed. New building projects must include significant numbers of covered bike parking stalls.

New building projects should include on-site showers and locker room facilities for human-powered commuters (all others should have to pay, such as car drivers who use the showers for their midday jog). (Pam Barrett)

3) Future construction should always provide at least one safe and convenient bike route through campus. This last year's construction was planned to block all three major east-west bike routes through campus.
(Pam Barrett)

Campus-as-Teacher

1) My compliments on your meeting today (10/12) in the Red Gym. You laid out the challenges clearly and succinctly.

I agreed with most of the public comments that followed -- especially with the need to take EVERY possible opportunity in the future to design environmental sustainability into the campus and its facilities.

A different way of going about all this -- a fitting way for us, as an educational institution -- is to envision the entire campus as a teaching tool and every on-campus experience of everyone who studies, works, or visits here a potential learning experience.

When one does this, it is possible to view virtually every place or activity on the campus and ask, "What are we teaching here?" Where we LIKE the answers (e.g., on the Union Terrace, we are teaching that casual social interaction in a pleasant setting is to be encouraged), we know we are on the right track. Where we don't like the answers (e.g., on Breese Terrace, at the massive western wall of Camp Randall Stadium, we are teaching that it is okay for the university to turn its back on the bordering neighborhood), we know we could do better.

Obviously, we can't change everything we don't like, but this way of thinking might help us decide how to do the most with the opportunities we have.

Thanks for the opportunity to comment. I look forward to learning about your progress in the months (and years) ahead. (Tom Sinclair)

Child Care

1) One of the things I was curious about was how connected or integrated the child care plan is to the overall master plan and to the transportation plan? My thoughts from that meeting are these and please feel free to pass these to anyone that might be able to think about it in these terms. It seems to me that one of the problems that transportation has is parking, not enough of it available and it didn't seem like there has been much success in

getting people to use fewer vehicles. The master plan seems to indicate that this parking dilemma will get worse not better. I'm one of many parents on campus and in our case both parents work at the university and both drive separate cars.

We do so not because we love our cars that much in fact I would really prefer not to give transportation my hard earned money to park. We do so because we have two children in two day care facilities and we both work and have different schedules and on any given day one of us has to drop off and pick up one or both of the kids. So from my perspective, the problems of childcare, two parents working, parking/transportation and campus design are connected. If you can see where I am headed here, I'm suggesting that these plans need to be more integrated. It seems to me at least from what I have observed that components are being conceptualized and studied as independent exercises which will lead to certain kinds of possible solutions while integrating these problems might lead to other kinds of possible solutions. For example some possible solutions based on integrating these problems might be: 1) (and many companies now do this) provide a major increase in on sight daycare (has to be affordable to work). If day care (or school for that matter) were on sight in various buildings) couples like us could commute in a single car more often. Dawn and I experience a mini version of this at the Princeton club health club where because they have on sight child care we are able to commute to the club as a family in a single vehicle more often. Option 2) given space limitations on campus build parking facilities off sight (say research park for example) but integrate those with daycare and or charter schools. Again parents could drop children off, park the car in the off sight garage and ride a shuttle or commuter rail in from the off sight location. They could work and then commute back out to the site pick up the kids and the car and head home.

All daycare centers should have video feeds which could be picked up at the office by faculty and staff via computer. They should be able to turn on, log in and see their children at these day care centers.

One of the reasons I included charter schools as a possibility is that one of the problems the university has had over the years is the loss of faculty and staff of color. One of the main reasons for leaving is that local public school system while outstanding for majority culture kids has done and continues to do a really bad job of educating children of color and may UW faculty and staff of color have had bad experiences with the public school system here. Some choose to leave as a result.

My sense is that we are considering the financial need/ commercial possibilities in the development of the new facilities for example where can we have retail space etc. But we are still building buildings that function for families in which one parent worked and one stayed home.

Now just to maintain a middle-class life style both parents have to work that means that day care has to be more prominent and more available. I go so far to say as I would at least ask the question with every design (should this building have a daycare space inside?) Even as I think about our biotech facilities where we have state of the art labs etc. Those faculty have lives and children and I would think it would be more helpful to

them and they could put more time in the lab if day care facilities were included among the spaces being created. (Elton Crim)

Demolition

1) As I said in my letter to the Isthmus editor on Sept, 3rd 04 I think Vilas and Mosse should be demolished. They are ugly and use up too much space with inner courtyards. Theater department does not have a 500 seat proscenium theater and the film theater could be a bit larger. When will Mosse be torn down? It is scheduled I believe. (Philip Wissbeck)

Density

1) Keeping actual classroom space in existence near Library Mall is important. Removing humanities classes and taking a critical mass of undergraduates away from the mall will make it a less vibrant place. Get rid of the current Humanities building, but keep the classroom space in its present location - at the heart of the university. (Anonymous)

Design

1) I was unable to make the listening session as I was teaching at that time, so thank you for this opportunity for input. My concern is regarding the architectural diversity of the campus. I would love to see a unifying theme adopted for all new buildings and renovations, as feasible. I propose the adoption of an arch, perhaps based on the shape of the UW shield which would be incorporated into the design of each building. This would allow for great variation on a theme while still providing unifying visual continuity throughout the campus. (Nancy Potter)

2) I am pleased to read about the extensive plans the UW Madison has for renewing the eastern end of campus. The buildings that are slated for replacement or renovation are a necessary expense. I am thinking about Ogg hall and the Humanities building specifically. It seems they were built to last only a few decades and that they have almost exceeded their expiration dates. My suggestion is that the new Humanities building be built according to classical architectural principles and with classical aesthetic appeal. I (and I think many within the university and Madison community) would like to see a landmark building to house the arts. Its location is very prominent, providing many visitors with their first impressions of UW as a first-rate institution of higher learning. I would love to have a humanities building that could stand along side the State Historical Society and Memorial Union with equal grace and timeless quality.

Thank you, (Chad Sperry, MA 2003) 2127 Luann Lane #5 Madison, WI 53713

Disability Issues

1) I would suggest doing a campus tour with at least one student and employee that are disabled and have issues getting around campus. I know of a student that has had the most horrific experience trying to get to classes and such on campus and many of our buildings for example have poorly designed handicapped entrances/exits, lack waiting spaces (handicapped people often have to wait for rides from Laidlaw, metro, or badger cab to get around campus). If these waiting areas are in places where they can't see the street then they have to wait outside in the cold or risk missing their ride. I've exits open onto allies or ally like structures etc. I just think it would be useful for a planning committee to spend some time with disabled folks as they develop these plans for the campus. (I'm sure Trey Duffy already has made some comments about this but I wanted to make sure someone hears it. (Elton Crim)

Environmental Improvements

1) Environmental improvements must be a top priority this time, from green buildings (and roofs!) to parking lots (bioswales in lot 60, for which plans exist @ the Dept. of Landscape Architecture). Sadly, we are at least 15 years behind our peers. (Lori Kay)

2) Lakeshore Bike Path should be paved to halt the runoff of gravel and silt into the lake and promote cycling transportation year-round. (Pam Barrett)

3) A walking and biking campus. This campus should function like an enlightened community, i.e., it operates as a walking and bicycling place. Motorized vehicles (including scooters) should be banned altogether from all roads bounded by Lakeshore Bike Path, Babcock, University Ave and Park St (this means closing off Observatory Dr. and Linden). Enlightened campuses such as Stanford University have abolished cars altogether on campus and have thus produced a beautiful place to study, research and play. (Pam Barrett)

Funding/Priorities

1) I think that the University should consider how this is looking to staff and students. Many of us are working at below the "market rate." Students are dealing with rates of tuition increase that outstrip their ability to pay. Yet, we talk about tearing down and replacing a building (humanities) that many of us remember being built. Maybe that money should be spent on education, not bricks and mortar.

I realize this may be coming from a different pot of money, but I don't think you have done a good job explaining this. If this isn't the case, then you have an even bigger problem. (Anonymous)

Green Space

1) I am hopeful that any future master plan for the University will retain the soccer fields and campus natural areas (Picnic Point, Frautschi Point, etc) to the north of the West Campus developments as green space. I realize I didn't mention this at the meeting because it seems like a given to me but perhaps is not to some. (I'm afraid a for sale sign will go up in our yard the moment we hear the soccer field will be developed...)Thanks again, Cokie

Historic Preservation

1) I am sorry I was not able to attend the meetings today. I am hoping to learn more about the UW's plans to maintain and preserve historic buildings, even those not currently deemed landmarks. It's very important as we leave our mark for the future that we do not unthinkingly erase the legacies left by past generations. I would be happy to volunteer research skills if it would help.

Thanks for your time, Carolyn Freiwald

2) No further increase in the university footprint! No new buildings without tearing down old ones. The Fred Hall approach. However, historic buildings must be saved! Tom Brock

Memorial Union

1) I am guessing this is already on the list of things to do, but I do think the union -- especially the areas where the public visits such as the Union Theatre -- needs complete renovation or remodeling. Union Theatre is dingy! Even a coat of paint would help. (Nancy Freeman)

Neighbors

1) Planning for the south edge of campus and the campus gateway there should be well-coordinated with neighborhood redevelopment groups, such as Park Street Partners, from the beginning and not at the end of the master plan process. (Lori Kay)

2) This will be familiar to those who have heard so much about traffic and parking in neighborhoods surrounding the UW, but it bears repeating on its merits, and because it illustrates the law of unintended consequences.

The goal of the UW is to reduce traffic and parking as much as possible on the campus, and the free bus passes have been a commendable tactic, but one result has been to push the congestion to the peripheral neighborhoods.

You have got to deal with staff and students as they really are, not as you would like them to be. They are people who are going to drive, somewhere, as convenient to the UW as they can get. You need to accommodate ALL of them, either by providing adequate commuter parking off

campus or by convincingly and regularly educating them that parking in residential neighborhoods is unacceptable.

The Campus Master Plan is a good chance to address all details of how the UW fits into the community, and make all of us proud to have you in our midst. (Liz Vowles)

Parking/access

1) I recommend: Improved and increased number of short-term parking spaces for visitors/parents/legislators/ Boards of Visitors, etc. NEXT TO ALL major ADMINISTRATIVE buildings & Dean's Offices - (esp Bascom, South Hall, Peterson or the "new" Peterson...whatever it will be called, School of Education, Law School, & Human Ecology)

Also, we need short-term parking spots next to all campus Box Office locations and campus museums. Improved school bus and visitor parking next to Geology Museum. Improved visitor and bus parking and signage next to Textile Museum.

Covered bus stop next to Memorial Union to allow for loading and unloading in rain.

Improved all-season wheel-chair & disability access for all campus buildings and pathways, including Bascom Hill.

Improved visitor and parent access to campus is in our best interests, and creates a more welcoming campus atmosphere to taxpayers, alumni, and parents. Students can walk, climb, run, bike...but campus is unfriendly to older visitors and those with disabilities.

Thank you, Joyce Crim, Office of Outreach and GSPD, The Graduate School

2) Scooter Parking. Scooters parked in bike facilities should be illegal. The practice of parking scooters at bike facilities encourages use of scooters on sidewalks. Scooters occupy multiple spaces on bike racks and often block bicycles that are already parked. Besides all of that, they are terrible polluters (air and noise).

Other Parking. Illegal parking of vehicles on bike and pedestrian facilities discourages use of alternative modes of transportation. Cars parked in the University Ave counter-flow lane and across intersection and sidewalks create safety hazards for pedestrians and cyclists. I encounter university vehicles on the Lakeshore path on almost a daily basis. When maintenance vehicles need to access the Lakeshore path they should do so at the closest access point to their place of work. As it is now, I see vehicles access the path at the Friedrich Center and drive the entire path to Limnology. I also see the crew team's truck and boat trailer parked on the path at least twice a week. More than five cars at a time are often parked on the path at the temporary crew house. Cars bear licenses from Wisconsin, Illinois and Minnesota. The presence of vehicles on the bike narrows the corridor for all users creating dangerous, often moving, hazards.

Car parking should reflect the true cost of parking. Currently the market rate for parking in Madison is \$100-120/month, but the UW only charges only between \$60-75/mo. This is a huge subsidy which human-powered commuters never see. The playing field must be leveled in order to get more people to walk or bike to work. (Pam Barrett)

3) I realize that you know parking is a huge problem. I am an academic staff member working in Bascom Hall. I walk almost half a mile each way to my parking lot 34. I've gotten used to the walk and consider it good exercise, but I am worried about plans to site the Environmental Institute on that lot. I wonder what plans are being made to replace any of the parking that would be lost by such a project. I suggest that the cost of that building, if it goes forward, include the cost of replacing the parking it will displace. To just eliminate that lot and not replace it would be terrible.

I commute almost an hour to work every day from Lake Mills. I have looked into a van pool, but it just doesn't work for me due to my need to be in, out, and around town visiting alumni regularly. The van schedule also does not allow me to work late, which I need to do. So I cannot see any way at all for me to use alternative transportation, and moving to Madison is not an option.

I realize that parking takes up a lot of space and is costly. But you have employees like me who have no other options but to drive to work and use campus parking. Maybe you could subsidize our parking if we have to use expensive public ramps (Just an idea.) I just find it somewhat disrespectful to expect employees to walk great distances from remote parking in all kinds of weather. I would probably quit my job if I had nowhere to park. Thanks for listening. (Steve Pierce)

4) We might consider closing off Dayton street, between Park and Frances. Build an underground ramp the length of that block and make the area above it part of the Murray Mall pedestrian corridor. This would:

- 1) provide parking spaces for Kohl Center events as well as daily campus parking
- 2) reinforce the pedestrian corridor concept, such that the students from the Park Street residence hall would be more likely to head east and take the tunnel under the tracks than try to walk along Park Street
- 3) reinforce the eventual ped flow toward Gordon Commons & up and over a ped bridge there.
- 4) enhance the green space. Errant frisbees and footballs won't be projectile hazards to passing traffic.
- 5) make the Dayton Street res hall feel more like part of the complex of Housing there. (Gwen Drury)

5) The other thought was about parking on campus: I am a bit of a Frank Lloyd Wright nut and I immediately thought of his L or T shaped building design layouts where you could have the parking structures integrated into the sides or ends of a new building. So for example if you have a seven story Tshaped structure, you could have seven stories of parking on each of the ends of the buildings. These structures could be designed and

built integrated into the building so well that they would not even be distinguished as parking. Employees would enter their offices and work spaces via an inside door and or elevator set. (Elton Crim)

Pedestrian Access

1) The Murray Mall concept only makes sense if there is some way for pedestrians to pass above Johnson, University, and Langdon. Requiring a street-level crossing is pretty bad. How about getting really innovative here? (Tom Brock)

2) another pedestrian bridge across either university ave. or johnson st. would be great, if not both. it would help the flow of traffic and increase student safety when crossing streets on the east side of campus. not to mention a good connection to library mall. (Anonymous)

Recreation

1) We need a rec center that has fun-type pools and hot tubs where students can relax and recreate. Most students don't use the pools because they're for lap swimming and not just for wading/fun. Every student would love hot tubs. (Anonymous)

Residence Halls

1) This is a very specific idea that has crossed my mind many times over the past 10+ years. I am struck by this whenever I walk up Bascom Hill. Thank you for providing the forum to present my idea.

So, I think it would be absolutely wonderful to return both North and South Halls to their original purpose which is that of dormitories for undergrad students. I would suggest making each a special, prestigious dorm, say, only for seniors who have qualified to spend their final year in one of the dorms based on special academic or campus achievements.

The privilege to spend one's final year in one of these buildings could be based on competition or random selection from a pool of qualified candidates. I believe having students living on the "Hill" would provide a more intimate "college" environment to that most historic part of the campus.

North and South Halls serving as student housing would be similar in many ways to the students living old row house type rooms lining both sides of the central green at the University of Virginia. That setting with students adds a very scholarly and historical and living feeling to the UV campus. One that I believe could be created here at Madison with the right treatment.

Also, expanding of this idea could be "linking" the North/South Hall Dorms in some way to Muir Knoll, making a stronger visual and environmental tie between the buildings, the knoll, and the Muir heritage on this campus.

Please give this concept some thought, and again, thanks for the opportunity to comment. (Ted W. Koch)

Russell Labs

1) The University should seriously consider replacing Russell Labs. I have worked here for 6+ years and my experience is that the building has one of the worst designs on campus.

1. There is not enough classroom and meeting room space.
2. The classrooms are antiquated and uncomfortable.
3. The offices are poorly ventilated, alternately too hot or too cold, and poorly lit.
4. There is no lunchroom for employees and students or other large common space for gatherings, student posters, refreshments, etc.
5. The hallways are very narrow and noisy - students waiting for classes are very disruptive for employees.
6. The hallways are too narrow for any casual conversation.
7. The long, linear layout of the Forest Ecology and Wildlife Ecology Depts. discourages collaborative interactions.
8. Many or most first floor offices and labs lack windows.
9. The entrance is small and cramped and is often used as a place to store extra or discarded furniture, building supplies, construction materials, etc.
10. The concrete plaza at the front of the building is ugly and is often used as a parking lot for service vehicles.
11. Poorly designed ventilation results in frequent fire alarms. (Robert Scheller)

Social Spaces/Public Spaces

1) I'd like to see more places for students, faculty and staff to "gather" and interact, discuss, etc. -- public seating inside and outside of buildings. Small gardens could have benches, picnic tables, etc. Lobbies could have more communal seating. Landscape architecture students and professors could be involved in the design, installation and maintenance of these outside areas.

I find the landscaping around campus to be haphazard -- some buildings have lovely landscaping and others have nothing or it even looks "junky." (Nancy Freeman)

2) Streetscape. The University needs to abandon its 1970s single-use architectural vision and instead adopt a more urban, mixed-use orientation. The Fluno Center is an architectural, aesthetic, urban abomination. It is an assault on Madison's streetscape. With its highly vaunted Urban & Regional Planning and Geography Depts. one would think that a more humane vision could emerge for new construction here. The people of Madison have made it clear over & over again that they value a lively streetlife. The UW has militated against street vitality along most of University Avenue with boarded up store fronts and buildings with fortified appearances. The new dorms provide no sense of

streetlife, in fact, they are all-in-one operations designed to keep students hermetically sealed from the city they live in. (Pam Barrett)

Street Issues

1) Streets. The streets may belong to the city but the UW should insist on improvements designed to enhance safety. As a policy, adopt a ban on high speed right turn lanes throughout campus.

Observatory Drive. Bike lanes should be added (5' min) when Observatory Dr. is resurfaced but car lanes should be kept extremely narrow (9'). We need to get bikes off of the sidewalks and onto the streets. Keeping the car lanes narrow will help hold speeds down. A little traffic calming couldn't hurt. Speeds on Observatory Dr. should be no more than 15 mph. If you do not expand Observatory to include adequate bike lanes, then the speed limit should be dropped to 10 mph and passing of cyclists should be forbidden.

University Ave & W. Johnson. These streets should be returned to two way traffic and one lane in each direction on each street with bike lanes. Encourage the city to limit their desire for enhancing through traffic speed at the expense of public safety. (Pam Barrett)

2) I'm sorry I will be missing the CPSC meeting 12/9. In reading the minutes of 11/18 there is reference to a "traffic circle" for dropping people off at Pharmacy. This would be a place for people to stop and unload, not a round-about? I think a roundabout anywhere around the hospital would be a mess. They get too many people who aren't used to driving in the "big city". Throwing some "European traffic control measure" at people coming to visit Aunt Sally at the hospital, or find out if some experimental treatment might improve their life is an invitation to chaos. As a person whose parents lived near a round-about on Kendall Avenue, I watched many people go the wrong way around it to make left turns. This is really not a place to try to teach new driving skills. (Gail Bliss, Wisconsin DSF)

Technology Issues

1) the whole campus, including all the dorms, should have wireless internet access (anonymous)

Traffic Issues

1) Though I expect this exercise is futile, the following are suggestions for improving non-motorized traffic and safety on campus. I hope you will consider these suggestions when revamping your Master Plan:

Enforcement. While your master plan's focus is on facilities, you must understand that the greatest facilities in the world are no good to us if they are used improperly.

Speeding. The lack of traffic enforcement has led to a culture of "scofflaws." Assigning

an officer to the corner of Lake St. & State St. for the purpose of ticketing bicyclists does little to enhance safety. All vehicles should be made to understand that speeding and failure to stop is unacceptable. Bicyclists are afraid to bike on Observatory because motorized speeds are often in excess of 35 mph. When a motorized vehicle comes upon a bicyclist on Observatory, they will often tailgate. The acts of speeding and tailgating are dangerous. They are also ticketable offenses. Ticketing offenders enhances safety on campus. (Pam Barrett)

Transit

1) UW should also be a financial partner with the city/county for development of rail/transit serving the campus. An example would be contributing the cost of a 300 car parking ramp if data supporting the likelihood of at least 300 UW riders is ascertained. This would include offering "carrots" (incentives) to UW employees for reducing car use even one day per week. (Lori Kay)

2) I agree with the overall direction you are pursuing. Having been an undergraduate student here 21 years ago...and a grad student now, I have some insights as to how the city has changed/is changing, and what you will need to do to "fix" your parking problem.

Suggesting that you won't build more parking is not viable unless the city expands its bus service into the developing areas of the city. The bus routes in Madison are virtually unchanged from their routes 21 years ago, yet the city has expanded enormously. I live near Verona (but within Madison's limits) in a subdivision with over 1000 children. These will be your students in 5-10 years. There is no bus service in this part of town at all -- all 1000 of these kids will need to commute...and unless the bus system expands, they will all need parking places. That's just my subdivision...there are at least 5 others just like it popping up in the Fitchburg, Verona, and Oregon areas. You have to address this (or the city does). Ignoring this issue like an ostrich hiding its head in the sand does not make the problem go away...and problems, unlike fine wines, seldom become better with age.

Some solutions:

- 1) Work with the city to expand its regular bus service to the outlying areas gradually over the next 10 years...and see if cooperation with the suburbs is possible to share costs/benefits.
- 2) Ensure no new buildings are built on campus without underground parking. It will save you on land use in the end...and should at least keep the number of parking spaces quasi-constant.
- 3) Work with the city and the malls to expand Park and Ride...enabling folks to commute without having to park on campus.

Like you, I want a campus that looks good, is functional, and is the home to the best University in the country. To do this, you have to enable the students to get to their classes...and commuting by bicycle/moped/motorcycle is just not practical for most of the

academic year here. Other solutions must be found...and you must actively seek them. I wish you all the best in your endeavors. John Geis

3) Madison Metro is very user-unfriendly. The new system has made it take 3 times as long each way to get to work including changing buses and then taking a campus bus from the OPPOSITE end of campus to get to work. Further, buses run every half hour and the duration of waiting has been shortened at transfer points. In addition the timing schedule should allow for earlier buses for people that stagger work hours. During peak times, buses should run every 15 minutes. Most of the praise for the current system seems to come from Metro management or the small number of passengers that are comfortable with the system. Big changes in Metro would result in big changes in the number of people using cars. (Anonymous)

4) Your planners should try to find a better way of routing the campus buses. Perhaps two separate routes with a good transfer station? There should be an east-bound bus route that does not require a detour via Union South to reach the Memorial Union. (Tom Brock)