

**UW-Madison Campus Master Plan
Web Comments – Volume 4
March 1, 2005 – May 2, 2005**

Buses

As an assembly we want to thank you for taking the time to explain the Campus Master Plan to us. As you probably know, we represent the over 4000 residents that live within the Eagle Heights and University Houses area. We recognize that your presentation within our housing area was an acknowledgement of the significance of our group within the campus community.

In our February Assembly meeting we held a discussion soliciting feedback from our residents regarding the content of the Master Plan meeting. We wanted to send this memo to let you know about several concerns and suggestions we would like you to consider as the plan is formulated and changes are made.

Our main concerns with the plan as presented lay in transportation issues. Travel from Eagle Heights and University Houses to campus is a huge issue for our residents. Our residents generally cycle or bus to campus for work, school, and (occasionally) recreation. We are close to campus but too far to walk in a timely manner. The distance from Eagle Heights to the Memorial Union is close to 3 miles: A very fast walker might be able to make it to the Memorial Union in 30-40 minutes, but slower walkers may take considerably longer.

On cold or wet days the bus is our only option. Taking the bus, however, often involves a long and standing-room-only journey (try riding bus 80 during peak hours of 8-10 a.m. and 4:30-6:30 p.m. from Eagle Heights to the campus or vice versa). Some residents ride their bicycles through snow and ice simply because they find it is faster than the bus. Others take their cars and are dropped off or park in the a rare parking spot. We strongly feel that campus bussing--especially for Eagle Heights and University Houses--needs improvement.

As we understand it, planners would like to see people be able to travel from one point on campus to their destination within 10 minutes. This is not at all possible for our residents. Before you think that we are not technically part of campus and that this travel guideline should not apply to us, please remember that we are "On-Campus" housing. We are a huge population of faculty, staff, and students; a significant fraction of our population must travel to the University on a daily basis. We feel that to really facilitate campus travel we need to be included in the master plan.

The following list gives some of the suggestions resulting from our

discussion regarding campus bussing:

1. Leave Bus 80 as-is, with bus frequency increased during peak hours of 8-10 a.m. and 4:30-6:30 p.m. to at least every 4 minutes.
2. Increase weekend bus frequency to every 20 minutes (currently, the bus comes about every 45 minutes to an hour on weekends).
3. Eliminate reduced service during recess hours. Our community is made up of faculty, staff, and graduate students. It does not make sense to schedule around the undergraduate calendar when our need for access to campus is the same every day.
4. We would like to see buses run on Christmas and New Year's Day. Most of our residents stay year round and need transportation every day of the year.
5. Consider creating a route to University Avenue to allow access to grocery, doctors, shopping, etc. (could be solved by the creating express line as explained below)
6. Consider creating a new express bus line that would travel on main roads to speed east-west travel with Eagle Heights, lot 60, the University Hospital, Union South, Johnson Street, the Memorial Union, and University Avenue as the main service areas. (See explanation below)
7. The idea of an East-West line that did not include Eagle Heights is unacceptable to our residents as transfers for riders into that line would be nightmarish especially for those with disabilities or small children.

The above list refers to an Express Bus Line. We envision such a bus line as follows:

The Express Bus Line travels in a loop. For purposes of discussion, assume that the loop begins at the Eagle Heights brown bus shelter. Starting at the brown bus shelter, continue around the current Eagle Heights loop of Lake Mendota Drive, turn left onto University Bay Drive, past lot 60, University Hospital, continuing past the Waisman Center onto University Bay Drive, left onto University Avenue, traveling down Campus Drive to Johnson and Union South, continuing on Johnson, left on Park to the Memorial Union building and back to University via Charter or bypassing north Park completely and turning directly onto University Ave. The bus would then return via University Avenue to University Bay Drive, pass the hospital, Waisman Center, lot 60, and then return to Eagle Heights (see attached image--map.jpg--for a map).

We feel the creation of this new bus line would provide great service to the faculty, staff, students, and other residents of our housing area. It would also provide great service for those that park in the outer lots 60 and 129-132. It would provide better access to the hospitals, med school, and pharmacy school. It would speed traveling time drastically for those bus riders that need to travel from one end of campus to the other. It would provide transfer access to all other bus routes that travel along University Avenue thus providing much needed access to grocery stores, shopping, doctors, etc. for our residents.

Again, we appreciate your discussion of the Master Plan with our community. Please feel free to contact us for clarification of any of the issues discussed above or for discussion. Thank you, Laura Smith

Childcare

1) I'm an academic staff member on campus, and my job is to work on research, programs, and policies that will transform the UW-Madison into a more gender-equitable campus. However, if we have the effect we hope to have, and hire more and more women into the faculty ranks, there has got to be attention paid towards increasing the capacity for childcare on this campus. Our research has shown that especially for women faculty, having childcare ON CAMPUS is terrificly important to their success and productivity. I'd like to see the Campus Master Plan include more space for childcare--building space and green space--so that the Office of Campus Childcare can expand their offerings to many more faculty and staff (and students) on campus. Jennifer Sheridan

2) The University of Wisconsin spent a lot of time and money recruiting me here as a faculty member and helping me begin a research career. As I now start my family, I find there is very little support for the continuation of my career. That is, how can I get back to work if there is no convenient, quality, affordable care for my infant?

Other universities have infant/toddler centers on campus. Here we have far far too few spots. We need more so that women and men with children and working partners can get back to work! Please incorporate this need for infant and toddler care into the campus master plan.

Design

1) I have some excitement and some reservations about the portions of the master plan closest to my neighborhood.

I am particularly concerned with the proposals for lot 51 (off Regent Street between Mills and Charter). Whatever buildings are built along North Mills Street in this area, I hope that they will have pedestrian entrances and exits onto Mills St and not be faceless, windowless buildings. Amy Rountree

2) Don't mess up the campus by trying to create one architectural style...that's just plain boring! Build in different architectural styles using different colors...you don't want to be knocking down your own buildings in 30 years because they are so "2000" like you're doing now with many 1960 styles. The beauty behind Madison and the UW is its eclecticism. Seriously, that's what people adore about this place. Also, if you're thinking about doing signage and markings to create more of a boundary and sense of identity around the campus, great, do it. However, why not try spicing it up a little bit by making different kinds of signage or markings of different colors in different areas. Maybe, the signs could have different themes. On Library Mall, it could be a celebratory theme, on Bascom a classical theme, on engineering an science theme, on lakeshore drive a lake/water theme. These things would still bring the sense of identity and connection whilst spicing it up a bit!

t by showing everyone that the UW is not uniform, rather it is eclectic and it offers a variety of different atmospheres and things to do. Showcase the diversity of place found here. Craig Varnson

Food

I would also like the University to consider making small spaces that could be leased to food service along the North Mills Street side of construction on Lot 51 (as long as there would be no alcohol sales!). Small niches in the building or even green space that could allow a temporary food cart would be good along N. Mills St. It is a very heavily traveled pedestrian walkway and I think that coffee or take away food could do very well there. On football Saturdays alone they would make a killing. Having some small destination or gathering place in this part of Mills Street could make it seem less grim.

Miscellaneous

1) MATH. As a member of the math department, I feel very strongly (as do almost all of my colleagues) that we want to stay in Van Vleck Hall even if moving might give us slightly larger or more modern offices. The location of Van Vleck Hall, and the 9th floor lounge as a meeting space, can simply not be replaced by anything else. Steffen Lempp

2) MATH. If understood correctly the university is thinking about moving the math dept from math bldg.. van vleck hall..to current computer science building. What are we..a poor cousin of computer science that we should get there hand me downs? Math has a decent building with a privately endowed lounge for research discussion. It makes no sense to move to the poorly configured computer science building. If anything makes scientific sense it would be to put all the mathematical sciences in one building.. comp sci, statistics, and math together. But as I doubt this realistic I think it's nuts to move math at all. Marshall Slemrod

3) RESEARCH SPACE ADJACENCIES. I was saying that this is really an inspirational vision and one that I am proud to be part of. I wanted to make the point that as we look ahead at biomedical and behavioral research, much of it will be clinical research. The relatively new sciences of epidemiology, clinical trials, behavioral therapies, evidence-

based medicine, etc. will demand space set up to see patients. Even the much touted translational research does not go directly from the lab to patients - it first goes through well controlled and scientifically rigorous clinical trials. This demands space where patients can be seen. I would encourage conversations with the hospital as the Institute for Discovery is being developed to ensure that at least some of the space meets standards for clinical research.

Also, given that the research workforce will be increasingly made up of women and dual career men and women - please strongly consider building for the workforce of the future and including space with the ultimate goal of making safe, affordable, accessible childcare available to all students, staff, and faculty.

Nice work!! molly carnes

4) Dear Sir and Madam:

Two changes --

Do Not touch the Micklejohn House

Do Not touch the Humanities Building

Basically No changes.

What is this Union West thing? Isn't Memorial Union and Union South enough.

Manisha Kapil

Pedestrians

1) I would like to see pedestrian traffic directed to cross Johnson St. on the west side of intersections and University pedestrian traffic cross on the east side of intersections. This would help eliminate congestion of cars turning and students crossing. another suggestion; I would like to suggest that when new buildings are built, don't install side walks to them, just sod around the buildings and allow traffic patterns to dictate where to put the side walks and put them in the following year in the wear patterns of where the majority of pedestrian traffic occurs. Duane Barnes

2) The only way people will use a pedestrian bridge is to make it the most convenient route to where the people want to go. To do this you must put the buildings main entry floors on the level of the pedestrian bridges. The benefits are keeping people away from the heavy traffic. The level that you should earmark as the main level would depend on the pedestrian bridges. John Eveland

3) I find that Murray Street from Regent Street north to the pedestrian underpass is a big hazard during Kohl Center events. (1-Event goes walk down the middle of the street; 2-

Some street parking is allowed and there is an underground ramp to a building there as well; and 3-The "saftey" building has a variety of vehicles parked on or over the sidewalk.) Have you thought about how to make this area less of a hazard? Tom Tews

Recreational Facilities

I think you really missed the boat as far as planning for recreational facilities. You dedicate new space and buildings to athletics which serves about 2000 students. Yet, all you can do is take space away at camp randall and replace with an update and small addition to an outdated building for recreational sports which serves the other 38,000 students. There are over a million visits to our outdated rec sports facilities each year. It is a travestry there is no plan to put in a nice, new facility. Have you seen what other schools around us are doing with their rec sports facilities? Take a look at Illinois's. We may be near the top as a research school; somewhere in the upper middle for athletics; but you are sinking us right to the bottom as far as recreational sports goes. Tom Tabone

Sustainability

>I just listened to a talk by Alan Fish to DoIT. Since he mentioned
>that one of FP&M's goals is to protect the environment, I'm wondering
>what sustainable methods will be used in new construction, especially
>regarding roadways and runoff. Will you be using permeable surfaces for "hard"
>surfaces, e.g., driveways, to absorb water? As being done in Europe,
>will rooftops have gardens to absorb water? With the increase in green
>spaces, how will these be maintained without the use of chemicals and
>increasing run off? Lawns do not absorb water as much as rain gardens,
>for example. As you create buildings that should last for the next
>50-100 years, I hope you will also be creating sustainable environments
>within and without the buildings. Hildy Feen

Traffic

1) 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, expecially 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

2) A police officer, Stacey Vilas, noted the extreme pedestrian problems and speeding drivers at this intersection. Then she told me that there is no place near this intersection to park a police car, frustrating MPD's efforts at enforcement. This one is especially bad because of the high speeds on Campus Drive, but it occurs to me that other busy, busy campus edge intersections may also be a problem for police. Ann D. Clark

Hi, just to add to Ann's e-mail, outbound University Ave is where we have the most difficult time trying to enforce speed/RL/FTY violations. Thanks for working on this, Stacey