

**These minutes approved at the December 9, 2004 Campus Planning Steering Committee meeting
– as submitted**

**University of Wisconsin-Madison
Campus Master Plan**

**CAMPUS PLANNING STEERING COMMITTEE
MINUTES for November 18, 2004
8:20 – 9:30 a.m.
3190 Grainger Hall**

Name	Department Represented
<u>Committee Members - Present</u>	
Dean Elton Aberle	CALS, Chancellor's Appointee
Connie Brachman	Space & Remodeling Policies Committee
John Chadima	Intercollegiate Athletics
Alan Fish	Facilities Planning & Management
Sandra Guthrie	Recreational Sports Committee
Evelyn Howell	Arboretum Committee
Frank Kooistra	Academic Staff
Anne Lundin	Library Committee
Robert McMahon	Physical Sciences Division
Cyrena Pondrum	Humanities Division
Ken Potter	Environmental Representative
Terri Reda	UW System
Chris Richards	UW Foundation
Dean Gary Sandefur	Letters and Science – Chancellor's Appointee
Provost Peter Spear	Chair, Chancellor's Designee
Brenda Spychalla	Information Technology Committee
Troy Vosseller	Associated Students of Madison

Committee Members – Absent

Mary Behan	University Committee (gave advance notice of absence)
Michael Gould	Biological Sciences Division
Ann Hoyt	Social Studies Division (gave advance notice of absence)
Dean Michael Knetter	School of Business – Chancellor's Appointee
Brian Ohm	Transportation Board
Mark Wells	Medical School
Terry Wilkerson	UW Hospitals and Clinics

Consultants in Attendance

Luanne Greene	Ayers Saint Gross
George Alexiou	Martin/Alexiou/Bryson
Nat Grier	Martin/Alexiou/Bryson
Karla Aghajanian	Ayers Saint Gross

Also in Attendance

Teresa Adams	FP&M-Capital Budget
Melissa Amos-Landgraf	School of Business
Rose Barroilhet	FP&M-Capital Budget
Joanne Berg	Registrar's Office (Registrar)

Alan Bessey	FP&M-Planning and Landscape Architecture
Gail Bliss	Wisconsin Dept. of Administration, Division of State Facilities
Jonathan Bronk	FP&M-Planning and Landscape Architecture/Intern
Gary Brown	FP&M-Director of Planning and Landscape Architecture
Chris Bruhn	Letters & Science
Sam Calvin	Wisconsin Dept. of Administration, Division of State Facilities
Peggy Chung	FP&M-Physical Plant
Gwen Drury	FP&M-Planning and Landscape Architecture
Daniel Einstein	FP&M-Physical Plant
Susan Fischer	Student Financial Services
Julie Grove	FP&M-Major Projects
Cathie Hanlon	Bursar' Office (Bursar)
Ann Hayes	FP&M-Major Projects
Peter Heaslett	FP&M- Major Projects
Terry Kell	Student Financial Services
Robert Kennedy	FP&M-Traffic Planning
Lance Lunsway	FP&M-Transportation Services
Jocelyn Milner	Provost's Office – Academic Planning & Analysis
Kathy Poi	University Health Services
Alison Rice	Offices of the Dean of Students/Associated Students of Madison
Doug Rose	FP&M-Space Management
Dwayne Sackman	University Health Services
Jeff Schiller	Associated Students of Madison/Student Activity Center/Comm. Chair
John M. Smith	Division of Information Technology
Tim Sobota	Madison Metro Transit
Dorothy Steele	FP&M-Business and Staff Services
Leslie Stoddard-Cameron	Office of the Secretary of the Faculty/University Child Care Committee

MINUTES

Provost Peter Spear called the Campus Planning STEERING Committee meeting to order at 8:16 am, following a very brief convening of the regular Campus Planning Committee (8:00-8:15am)

Minutes from the October 14, 2004 CPSC meeting were approved as submitted.

Gary Brown introduced the master planning consultant team and mentioned that the CPSC had looked at transportation issues in our last meeting. This time, we would look at ideas for the west campus and central campus study areas. Next time, we'll look at ideas for the east campus study area.

Luanne Greene mentioned that George Alexiou will give a transportation update. We're still on schedule with the master planning effort. We've added a planning principle based on input from this committee: the "Protecting Our Environment" principle.

Greene said they've been thinking of global issues and integrating them into the local issues. Transportation, mission, patient care, etc. Connections are being reviewed all across campus. They're looking closely and critically at east/west and north/south connections and how we can control and physically connect to the lake.

Greene said that she and other consultants had met with the Associated Students of Madison on Tuesday night, and ASM (Coordinating Council members) had expressed a lot of concern about entry points to campus.

Kooistra pointed out that this slide doesn't show a connection from Campus Drive to Walnut Street, and the importance of Walnut as a main entry to campus. Greene said that it was an oversight in the slide, but it's something that we're still considering.

Alexiou said that the emphasis in the transportation planning is to improve the menu of options for getting to campus. He heard the committee last time in terms of how important efficient transit is once someone is on campus. Time is valuable.

Alexiou said that transportation extends across all 3 study areas. We need input on the east-west transport spine. We need a vista across the mall to create a sense of connection. The streets shown in green on the slide *could* be closed, as they are not heavily used for getting around in cars.

Alexiou said that Charter and University have huge conflicts with bikes and pedestrians. This intersection has the highest number of pedestrians on campus (1500/hour). The University is currently doing counts (traffic, bike and pedestrian). Could we take the western lane of Henry Mall, and use it for transit (southbound buses) only, for example?

Traffic on Charter has been one way southbound during the construction on Chamberlin Hall. Should we keep it that way? Could we balance it with Babcock Drive?

Could we take the buses off of Charter and put them on Henry Mall? They're trying to weigh all the pros and cons to arrive at a balance.

Fundamental problems exist on University & Johnson. They haven't given up on changing these, but there are regional needs to consider. Re-development of buildings south of University Avenue now provides a chance for pedestrian overpasses to be built.

A primary concern is for people having to cross traffic. The City says we cannot take away traffic capacity. Maybe we can narrow the lanes to make it appear more urban rather than suburban, and add a landscape median for a bike buffer.

Spear asked whether narrowing it by one foot (as shown in slide) would really make enough difference to justify the cost. Alexiou said that how the area feels is part of what causes folks to speed up or slow down.

Cyrena Pondrum said that we should get rid of the median and put the bike lane there. Alexiou responded that that seems like a great idea, but it causes safety problems for those who are turning. He said that we will be dealing with the city more about this and will keep looking for more options.

Another primary conflict involves pedestrians crossing from Babcock to Engineering. Pedestrians do not cross where they're supposed to. They want to provide a short term solution with a better crosswalk and a long term solution that involves possibly moving parts of the roads.

The consultants are thinking about creating more of a stop and turn situation at this intersection, where Campus Drive enters campus heading east. They need to indicate that the freeway has ended, and that it's no longer a suburban, but an urban area. We need to create a sense that you're entering campus, even if you're just planning to drive through it.

For those trying to get around within the campus, time is critical. People do need to be able to move around campus quickly. Our current (bus) transit route is a 9-mile loop that takes 50 minutes round trip.

Instead of that loop, they are considering creating an east/west spine. They want to shoot for a 10-minute trip across campus. Buses arriving at bus stops every 5 minutes can get you anywhere on campus within 15 minutes.

With this idea, people will have to change buses to get up to Eagle Heights, but the transfer will be very quick, with a 5 minute maximum wait.

We're considering a number of things to make the transit system run more smoothly: different fuels, multiple bus doors for speedier loading and unloading, types and images of buses to make it clear which are campus-only buses can all make loading and unloading smoother and faster.

Mopeds. There is a long list of problems with these. When transit is improved, the perceived need for mopeds may fall away. Eventually, we could treat mopeds like motorcycles. Students are using them to get around campus more than using them to get to campus.

Greene said that behavior issues for mopeds are exactly the same as for bikes. We understand that and input has confirmed it.

Greene went on to describe the 3 “study areas” or districts that the consultants have used to gather data. The overlap on the slide is intentional. She described the study walks – numbers of people, types of discussions, etc. Yesterday’s walk (Study Area #3 – east campus) was the best yet. They appreciated the visual connections from Bascom down to Linden, and absorbed more of the iconic places on campus, as well as the architectural styles.

Greene said that Facilities Planning & Management has done thorough thinking on the condition of campus buildings and their potential for demolition. They are also trying to be very aware of all the current projects already in planning or development.

Greene said that what she was showing were very fresh drawings made last night. For now, they are loose and messy, and are just to show placements. Some ideas shown were a realignment of Observatory Drive, near the Hospital. Added space for Nursing. A sedimentation pond for Willow Creek storm-water. They will present many different versions of possibilities.

The IRC (Interdisciplinary Research Complex) is shown as existing, and in its fully built-out state. Beyond that, how will Health Sciences expand? And where?

What would happen if we built on Lot 60? They noted that there was not a lot of love for this idea, nor for building on the recreational fields.

They suggest that we partner with the V.A.Hospital and the Forest Products Lab, especially regarding joint ventures like parking.

What if we moved the running track to Lot 60 and claimed that land for a health sciences neighborhood?

Observatory Drive will be more filled in – Veterinary Medicine, Housing. The consultants had a good meeting with CALS and Vet Med. Portions of Linden may really need to stay open, at least partially. Lots of shades of gray right now. A base level of access is assumed, for emergency vehicles, service trucks, etc.

What about the number of tennis courts? Much discussion.

Regarding the Central Area, Greene said she would start with the big picture and scale down into more detail.

Greene said that they have been doing lots of thinking about Linden Drive, in 3 chunks or areas. How should we form this area? Should we add buildings when Van Hise Hall comes down? The School of Human Ecology (SoHE) needs to maintain traffic access because they have exhibit space and a daycare facility that is part of their curricular offerings.

The newly announced science building (The Institute for Discovery, to be located on the 1200 & 1300 blocks of University Ave.) has changed some of the options that the consultants had been considering and testing.

One of the ideas they came up with was very aggressive. They’re calling it the “Baroque Scheme.” There is a much higher density of T-shaped space between Henry Mall and the apex of Bascom Hill. They are testing really grand ideas of connection, like a grand plaza. Maybe even connecting across to other

buildings and to Union South (which already has 2nd floor entrances in place) would work. They are concerned with also leaving pedestrian crossings at grade.

Spear mentioned that the bridge from Bascom Hill across Park Street does work. He thinks this concept can work across Henry Mall, where it's now blocked by University & Johnson.

Greene agreed and pointed out the railroad tracks too. She said that there is concern and support for protecting the vistas to the west.

They have had to revise sketches in the last 2 days, based on the newly announced science building.

They are considering issues of slope now, along with open space. We don't have a flat campus.

They are considering not keeping any of the buildings on the 1300 block. This may allow for more elevated bridges. They will have to evolve these ideas with the programming of the new science building. Or, should they redevelop some of the fairly attractive or "asset" buildings? More intensive redevelopment needs to happen in that area.

They had an idea on the flight last month: tackle the ring road around the hospital. Straightening part of the road and creating a T will make it easier for people to find their way. It also creates more usable land for building footprints. It also could make it more walkable. We could include a smaller traffic circle for dropping off people at Pharmacy.

It would be possible to make the entrance to the hospital more legible and more welcoming by changing the façade. They will work on reconsidering and reconciling space and programmatic needs.

Greene announced the campus master plan website and how it works to give input. It is www.uc.wisc.edu/masterplan

Gary Brown asked Greene to talk about the Observatory Drive viewshed. Greene talked about getting rid of the parking lot on the hill. The challenge is to clean up the hill and make the quality of the space commensurate with the importance of the place.

Lot 34. The consultants recommend removing this lot. We might replace it with recreational space; or make the hillside into prairie; or a green-roofed parking structure. At least Lot 34 should be rehabbed to handle its own storm water runoff with a rain garden.

Frank Kooistra mentioned the way Observatory Drive comes very close to the Soils building. Would it have to be widened? Alexiou said no. We may need to remove parking.

Peggy Chung asked if this plan takes "heritage trees" into account. Greene said that so far it doesn't fully. They plan to incorporate that information plus the Cultural Landscape Project as well.

Spear pointed out that the new Microbial Sciences building is being built around a large heritage tree.

Evelyn Howell said that she hadn't really heard us talk about the environmental planning principle. She would love to see an Environmental Impact Statement for each building, since they will change the feel of the campus environmentally. (NOTE: Every new building has a full EIS completed before it is built.)

Greene said that they are still planning at the macro level, with things like density issues.

Howell wants language to stay "environmental." Also doesn't like transit on Henry Mall. The Mall space is intended for relaxing. Transit is a bad idea there.

Greene said that right now, they are looking at the quality of open spaces, especially Linden Mall. How successful will we be if we're just compressing traffic?

Pondrum said that the consultants' study units for the campus don't match our units – the way people on campus think of the parts of campus. She feels this is causing conflicts. She doesn't think that the transit ideas outlined so far are useful for people in her building.

Spear said that the consultants had mentioned avoiding the lake. He thinks that a building like the Union Terrace could never get built on the lake today. Both the campus and the city still figuratively turn away from the lake. How can we handle the environmental issues and still make use of the lake?

Greene said that we need to articulate more about ways to access the lake on smaller, more residential scales, and create new access.

Spear said he wants more views for the general campus population, not just the residence halls. He mentioned Liz Waters cafeteria. The public can enjoy that.

Brown mentioned the idea of a Union on the west end of campus. Greene showed where this might be placed on west campus. Is putting this Union too close to the lake also putting it too far from the users?

Chris Richards said that the goal on Linden Drive is admirable, but what kinds of spill off problems will result from redirecting traffic? He thinks it's a concern. The London Subway type of fast transit lines are a good idea. Wait time matters as much as actual travel time.

On Johnson and University, narrowing lanes could be a problem due to snow removal needs. This could create potential problems though congestion. Many people are just driving through campus to get to their jobs downtown, not on campus.

Kooistra asked where the band practice area will be.

Brown (former marching band member) said that he and Mike Leckrone have discussed upgrades for the band practice field. Most likely it will stay in its current location.

Rob Kennedy was asked to talk about the travel survey that was brought up at the last meeting. He said that it's a survey that has been done every 2 years. The last one was done in 2003, and the results came out recently. This survey is supplemental. We have added ideas that were given at the last CPSC meeting. The Wisconsin Survey Center is working on this with staff. It will be done by email, during the first week of December.

We used to just ask how people got TO campus. Now, we're asking how they get around campus. We're also now adding whether and if you have to get to remote sites and back to campus frequently.

We're also asking whether the kind and price of parking is adequate. What do people want to see more of? We're also asking about ranges of prices for parking. A lot of things emerged in the last CPSC meeting that are now informing the survey. Kennedy asked for feedback. None was offered.

Alan Fish talked about the timing for the survey. It will be administered in December and we want the results by the first of the year, in order to get it into the Campus Master Planning process. We should have a draft to distribute by March.

Meeting was adjourned at 9:23 am.