

## DRAFT

**Campus Planning Steering Committee Meeting  
Minutes for March 3, 2005  
8:00-9:30am  
Room 3190 Grainger Hall**

**Committee Members – Present**

<b>Name</b>	<b>Department Represented</b>
Mary Behan	University Committee
Connie Brachman	Space & Remodeling Policies Committee
John Chadima	University Athletics
Alan Fish	Facilities Planning and Management
Sandra Guthrie	Recreational Sports Committee
Dean Michael Knetter	Business, Chancellor's Appointee
Frank Kooistra	Academic Staff
Anne Lundin	Library Committee
Robert McMahon	Physical Sciences Division
Cyrena Pondrom	Humanities Division
Ken Potter	Environmental representative
Terri Reda	UW System
Dean Gary Sandefur	Letters & Science, Chancellor's Appointee
Provost Peter Spear	Chair, Chancellor's Designee
Brenda Spychalla	Information Technology Committee
Troy Vosseller	Associated Students of Madison
Mark Wells	Medical School

**Committee Members – Absent**

**\*Absence indicated in advance**

Dean Elton Aberle	CALS, Chancellor's Appointee
Michael Gould	Biological Sciences Division
Evelyn Howell	Arboretum Committee
Ann Hoyt*	Social Studies Division
Brian Ohm	Transportation Board
Chris Richards*	UW Foundation
Terry Wilkerson	UW Hospital and Clinics

**Also in Attendance**

Gary Brown	FP&M, Planning and Landscape Architecture
Alan Bessey	FP&M, Planning and Landscape Architecture
LaMarr Billups	Chancellor's Office
Gail Bliss	DOA Division of State Facilities

Chris Bruhn	L&S Facilities
Peggy Brunelli	Division of Information Technology
Dave Drummond	FP&M, Safety
Gwen Drury	FP&M, Planning
John Harrod	FP&M, Physical Plant
Ann Hayes	FP&M, Major Projects
Pete Heaslett	FP&M, Major Projects
Lance Lunsway	FP&M, Transportation
Doug Rose	FP&M, Space Management
Doug Sabatke	FP&M, Major Projects
Dwayne Sackman	University Health Services
John M. Smith	Division of Information Technology
Dorothy Steele	FP&M, Administration

The meeting was called to order at 8:02 am by **Peter Spear**.

Minutes of the January 27, 2005 meeting were approved as submitted.

**Alan Fish** said that they have had 13 public meetings, usually averaging about 30-40 people. Last night was the last public meeting, and they had 6 people show up, making him think that we have had enough public meetings for now. People seem enthusiastic about the plan in general. The principle of keeping within our boundary and keeping our number of parking spaces static is also seen as good; the idea of setting design principles and enhancing our open spaces are all strongly supported.

Over 39 pages of over 300 questions and comments have been gathered and put in a sortable spreadsheet. There has been lots of great input and some things that were funny. We have engaged a lot of people in this so far.

The neighborhoods were very engaged. The issue of the changing housing market was important to neighborhoods. Some students have moved in toward campus, into the new private housing apartment towers. Others are taking advantage of the free bus passes and move farther out, to Monona, etc. Now, there's a ring of properties around the campus...Bassett, Greenbush, Regent, etc., where old houses that had been turned into student housing, could now be turned back into owner-occupied housing. The neighborhoods would like for us to help provide incentives to turn this housing back to owner-occupied. Maybe the UW could work with the city to give incentives to faculty and staff to buy these run down properties to turn them back into owner-occupied and reduce their need to drive to campus.

**Gary Brown** added that people are creating their own default "park and rides" in the neighborhoods. The neighborhoods would like to see more official park and rides to prevent this trend. They also would like better, more attractive bike connections to campus, and better walking experiences north and south to get into campus. The walk by the physical plant and the coal pile doesn't feel safe for walking (poor lighting) and isn't attractive. They'd like this improved.

**Brown** introduced **George Alexiou**, to talk about transportation planning.

**Alexiou** said we've had lots of conversations about parking and that there are a lot of changes: parking changes, campus transit route modifications, pedestrian safety improvements, commuting options. **Alexiou** thinks there are a lot of options.

**Alexiou** showed a map that concentrated the structured parking, in order to see the effect of the master plan on parking concentrations. The cost goes up when you take out the surface parking and turn it into structured parking. The cost of parking permits must go up, and one of the effects is that people begin looking for parking and transportation alternatives. So that can actually help boost the alternatives.

**Alexiou** showed existing structured parking and then showed potential structured parking that could be added through the master plan. He reminded us that we intend to keep the total number the same, at around 13,000 spaces.

We need to have a little more parking shown on the master plan than we actually need, because you always end up trimming back a little when it comes time to build.

West of Willow Creek, we're trying to keep the numbers pretty much the same. The bigger concentration will end up in the southeast.

**Fish** said that the central campus could become even tighter on parking until the new parking ramps are built. We'd have to insist that all existing lots stay where they are until the replacement parking is built.

**Alexiou** said that we'd want to be sure that transit lines up with parking areas. We're now working very closely with Metro, who are taking this very seriously and being very helpful. We're thinking about keeping the Route 80 and adding other routes.

**Spear** asked what the funding impediments would be to start the new service as soon as we have identified what the needs are. **Alexiou** said \$300,000-\$400,000 for new buses and operation costs. Some of the bus purchase costs could be helped by Federal funding, but operating costs won't. There is overcrowding on the buses according to the students.

Linden will be much improved as a pedestrian experience, but we'll still run buses on it.

**Alexiou** showed several slides of various bus route schemes that could work. They are concentrating on an east-west connector spine and some smaller circulator routes. He advocates phasing in the new suggested routes as the funding becomes available.

**Alexiou** says we need to take a look at the curve behind Helen C. White, to see if it can accommodate buses in both directions, since their turning radii overlap in that area.

The Wisconsin Institute for Discovery development would have a stop on the proposed commuter rail or trolley system, south of Campus Drive at the Randall Towers site. We've allowed for space for this transit, in case it's introduced by the county or the city.

The city's highest priority on University and Johnson is to keep traffic moving through. The UW wants to make it safer for pedestrians. **George Alexiou and Nat Grier** said that they drove 45 mph and hit all the green lights on the way from the airport to the campus. The city needs to make sure that the lights are timed for 25 mph.

**Spear** said he drives through those intersections, and finds that at class changes; there is no way to get through the unending flow of pedestrians. He'd like to explore the idea of pedestrian lights, or something that would create break up the flow. He thinks cars would respect the students more and not have to push through the crowd. **Alexiou** said that students would ignore lights. It might work with a human directing traffic, but that's very costly.

**Alexiou** talked about the traffic survey done in December. Some on this committee took the survey. Only 50% drive alone to campus. We could work on getting another 10% to choose not to drive. 40% said they will drive no matter what. The top 3 changes that people said would help them choose not to drive were faster service, more frequent service, and the ability to occasionally drive. **Alexiou** talked about voucher systems that some schools use to help achieve this.

**Fish** pointed out that we have about 1000 people now on our flex parking plan. There are just some days that you need your car, and other days when you don't. **Alexiou** thinks some people may not know about the Flex options. Students say that they don't know the schedule of the bus system, and find it confusing.

Ridesharing is a good alternative because it's cheap. You don't have to go out and buy anything, but you do need staff. People said they would do it if it fit their schedules. **Alexiou** pointed out that with the internet, etc., you can make real-time decisions as to who might be heading your way. This sort of system is a little bit in the future, but really within our reach right now.

Students especially say that they would like to use their bikes, but they don't feel safe riding on University Ave. They want to be separate from that traffic. Housing changes might change more people to ride bikes, if they were closer to campus.

**Fish** said that this is a compelling policy reason for our participating in the incentive program for owner-occupancy around the campus. There are traffic and parking benefits for our faculty and staff to be close rather than out in the bedroom communities.

**Alexiou** said that park & rides should be looked at more closely.

This committee's responses to the survey showed that 5% more of this committee are driving and 5% less are biking. Less of this committee would car pool or ride the bus

under any circumstances. This committee makes a lot more trips during the day. This committee is tougher than the general campus population. **Spear** said that the increased trips during the day probably explain why they need to drive.

**Alexiou** said that 30% of people said they would use park & ride. 17% would use ridesharing if it could be made to fit their schedules.

**Anne Lundin** thought that it would be great if there were a Map Quest type of thing that could tell you where you should go to catch the next bus coming. Folks said there is something like that from Metro now, online.

**Fish** said that maybe education for new employees about their own specific alternatives would be helpful.

**Michael Knetter** asked whether there is any thought of building more junior faculty type housing, like university houses. **Fish** said that the owner-occupied conversion idea could address this. We don't have any plans now to build any other faculty housing that we would own. But this is all beginning the conversation. **Knetter** said that some kind of condos for junior faculty might generate a lot of interest.

At this point, **Amelle Cardone** introduced the draft master plan and some of the changes since the consultants' last visit in December.

She showed existing buildings, with potential long term demolitions indicated.

The west campus shows the track moved north, to the Lot 60 site. And more medical research and nursing, health care type academic buildings create density in this area.

We might re-evaluate the idea of the parking deck just south of the WARF building.

The Biotron is currently the most energy-inefficient building on campus. This slide shows a new large and small animal hospital on Lot 62. More dorms could be built near the lakeshore, where food science research building is now, creating a new quad with a view of the lake.

The area that is now poultry & seeds might really be better for the animal area. We could switch things to put the plant related things closer together. Will still be considering this switch in the next couple of months.

ASG is starting to look at the number of square feet in the footprints of each building, plus the number of cars that would park in each deck. By the next visit, they will be able to relate this to building phasing, and to our budget cycles.

This slide shows a shared parking deck with the Veterans Administration.

**Fish** said we might look at the space where the Max Kade house is right now. We might need to use this as swing space for the hospital while they change their own functions.

**Cardone** said ASG has been looking at entry sequences and clearer drop offs for both hospitals. There's a pie in the sky idea of rebuilding the VA hospital, but this isn't really a possibility. Definitely not in the next 10 years. This idea is an entry sequence off of Campus Drive.

Medical school site expansion. **Cardone** showed several options for creating some quad space for the medical campus. In all of the schemes, they are proposing that the northeast corner of the group would be a site for a potential Union West that would have a view of the lake. **Fish** emphasized that it might not be an entire Union building...there might be a union function within an academic or research building.

**Cardone** showed several concepts that expand and change the overall scale of the WARF building. There is the potential of wrapping and extending additions around the building. A green quad could potentially be behind it. They will be investigating further. Right now, they are leaning toward keeping a green quad on the back side of WARF.

ASG had a very productive meeting with CALS & Vet Med. The site of UHS would be good for offices, ROTC and academic expansion.

Buildings behind the Medical Sciences Center (1300 University Ave) could be replaced. An at-grade pedestrian overpass could coming off of Bascom Hill, going into the new buildings behind MSC. This would reinforce the Linden Mall idea.

The Wisconsin Institute for Discovery could involve a redevelopment of Union South, with parking. The Primate Center will be rebuilt, in phases. Flad is doing studies of potential massing for the Wisconsin Institute for Discovery and the Primate Center.

**Fish** pointed out that we're proposing some mid-block, at grade pedestrian crossings with traffic lights, like we now have on Johnson Street, for the WID development. **Pondrom** says we should hang on to the idea of the overhead pedestrian crossing, from WID heading north, that even connects up to the crossing that comes off of Bascom Hill. She feels people will use it.

**Cardone** said ASG met with SoHE about their addition. There needs to be access for drop off for their preschool research program, as well as access to their gallery space. They are considering potential a driveway from the back, but they have to be very careful to avoid effigy mounds up there. (This concept has now been dropped.)

The east campus options are still pretty much the same as they showed in December. There is a study of the performing arts block being conducted by **Cesar Pelli's** office. **Fish** says we'll show these studies at a future CPSC meeting.

**Sandy Guthrie** pointed out that Memorial Library is color coded wrong on the slide. **Cardone** agreed.

Humanities will be replaced with two smaller, separate buildings with 2 levels of underground parking, which is very much needed in this area of campus and would allow us to take out the lot in between the Memorial Union and the Red Gym.

We might be able to add 2 floors to the Lot 46 ramp at the corner of Lake and Johnson.

Studio Art programs might be moved to the warehouse next to the Kohl Center, leaving the proposed buildings near Ed Sciences available for future academic buildings.

We might put coal or fuel storage within a building rather than just having it in a pile.

We were showing a parking deck near the Kohl center, but now we need to reconcile this with the arts production concept for the warehouse there.

**Cardone** showed the sketched out schedule for the rest of the CMP process, through October.

**Spear** reminded the committee that it approved starting a Design Review Board, and that will be starting along with this process.

**Fish** asked the committee how it wants to be checked in with over the summer, while the plan is being finalized. **Pondrom** suggested calling a meeting. Most of the committee raised their hands and said they will be here this summer. **Spear** said we'll call a meeting.

**Frank Kooistra** had a question about the west campus, regarding the parking around the WARF building. CALS is proposing a greenhouse expansion. They want to make sure that the plan reflects additional greenhouse space. There are still old greenhouses that need to come down and parking that needs to be re-examined. There are shading issues from the Biotron to consider. **Pete Heaslett** said that there's a major utilities line that runs right there.

Grounds, Botany and CALS all need additional greenhouse space.

**Spear** adjourned the meeting at 9:22 am