

University of Wisconsin-Madison Campus Master Plan

Dudgeon-Monroe Neighborhood Association Meeting

Meeting Notes – January 12, 2005; 7:00 to 9:00 PM

Dudgeon-Monroe School Library

Presenting: Gary Brown, Alan Fish, Gwen Drury, Daniel Okoli (Facilities Planning & Management)

Attending: approx. 25 residents & interested parties from the Dudgeon-Monroe Neighborhood Association

Agenda: This meeting presented draft concepts of the overall campus master plan to residents of the Dudgeon-Monroe Neighborhood Association for their initial review and input. Below are comments and questions recorded at that meeting. Items shown below in *italics* are comments by FP&M staff for clarification.

- 1) The university needs to make sure that it becomes more accessible to those with disabilities.

We agree. Since the ADA was passed, we have upgraded our facilities continuously to meet the new standard. Our new Design Guidelines will “reach” beyond individual projects, with an emphasis on how buildings relate to each other and open space. We plan to make the accessible routes more logical and self-evident as well.

- 2) Put some open space in the area where UHS and the Enzyme Institute are now.

We are proposing that the Enzyme Institute building will stay where it is, and that it will house the ROTC programs in the future. UHS will be removed and replaced with a new academic facility, possibly the Nelson Institute for Environmental Studies. The current ROTC building will be also be removed for the academic building and the overall site will provide needed green space in this area.

- 3) Put a blue line (bike path) right by Monroe street area heading north to Randall Street.

Bike lanes will be investigated for this section of Monroe Street.

- 4) Analyze commuter bike path routes to/from campus and systematically look at barriers.

Rob Kennedy, our transportation planner, worked with our traffic planning consultants on the transportation master plan. Rob took the consultants on bike tours of the area so that they could experience the barriers. They mapped and studied where UW workers live, and their likely routes to get to campus. They considered existing and new bike routes. You should be able to see a slide of the proposed bike-commuting path system on our website, when the final plan is posted.

- 5) What can neighborhood associations do to partner on innovative things?

Neighborhood associations may be able to help encourage their own members to adopt varying types of transit, biking, etc. One of the most innovative things to emerge from the many neighborhood association meetings that were held during this planning period was the concept of trying to transform some of the houses located near campus from student rental housing back to owner-occupied housing. In the last few years, quite a few high-rise apartment towers for students have been built by the private sector. These new apartments are attracting students who might have chosen to live in local neighborhoods in houses that are now fully depreciated. Landlords of these properties are currently having a difficult time renting them, and there are more tower apartment developments under construction or in design right now.

Neighborhoods encouraged the University to explore the possibilities for home ownership incentive programs for University employees. This would benefit the neighborhoods by shifting the ratio of absentee-landlord to owner-occupied properties. It would benefit University employees by creating more affordable housing in walking distance of the University. It would benefit the University by encouraging long-term employee loyalty, and reducing costs for recruiting and training new employees. It would benefit the City and County, in terms of less vehicular pollution from commuters. It would benefit businesses by creating a broader demographic of customers. It would benefit landlords of rental houses near the University by creating a fresh market for these now-depreciated properties. But, if neighborhoods hope to see an innovative and aggressive program, the University will need their support.

- 6) City bus schedule is so infrequent during the day, that if people want to come to campus in the middle of the day, they will generally choose to drive. Increase bus frequency.

Though the University doesn't control the bus schedules throughout the City, we do hope that if we increase the frequency and convenience of the buses ON campus, people will choose to ride a bus to campus because they can forget about finding somewhere to park and will feel good about the ease of getting around once they arrive. The University will work closely with Madison Metro to increase service through the area to encourage additional bus ridership.