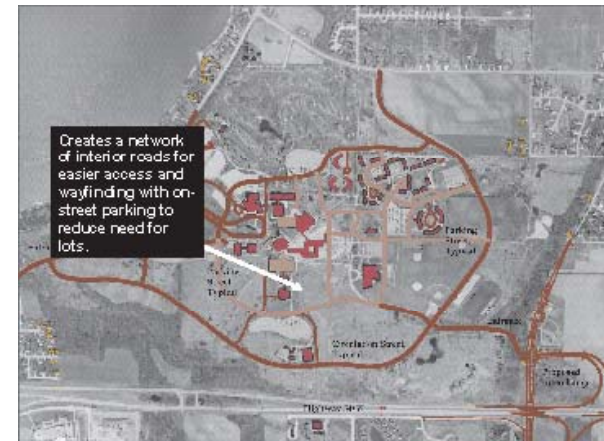
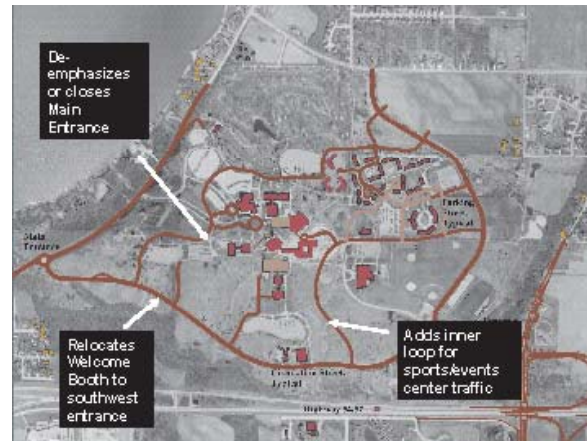
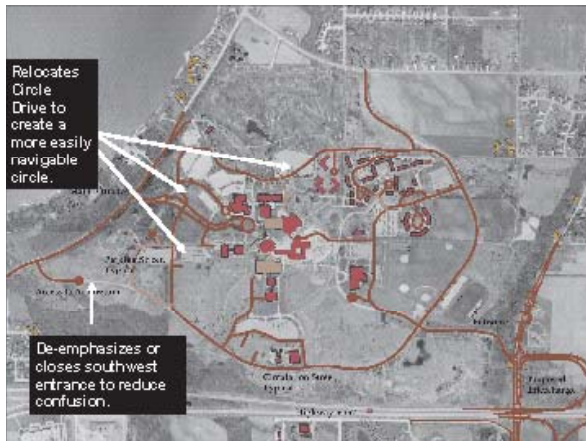


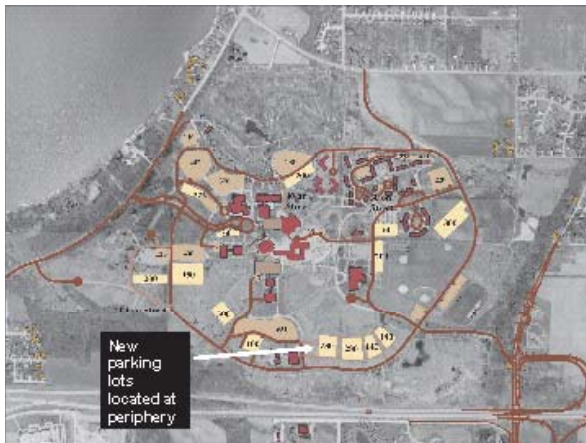
Appendix A4: Conceptual Alternatives Survey and Feedback

The University is revising its Master Plan (or comprehensive development plan). The slides from Ken Saiki's presentation can be viewed using the D2L (Desire to Learn) web site set up for the Master Plan. Instructions and links can be found at <http://www.uwgb.edu/pboffice/MasterPlan/index.htm>. We want your input on the alternatives presented in the plan. This brief survey evaluates your perspective on five critical issues: traffic, parking, location of new buildings, pedestrians, and campus density.

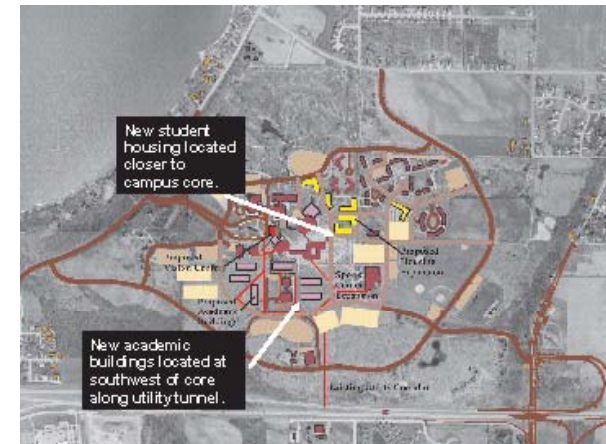
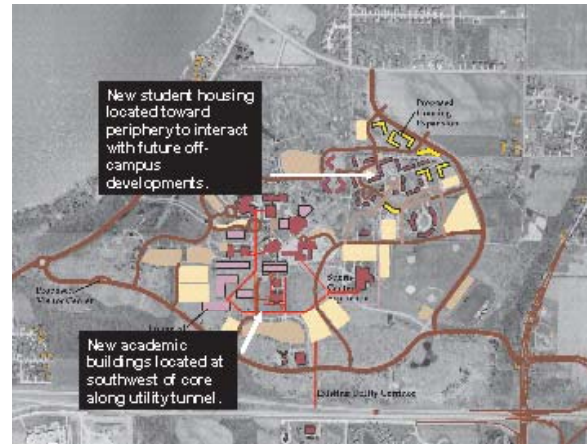
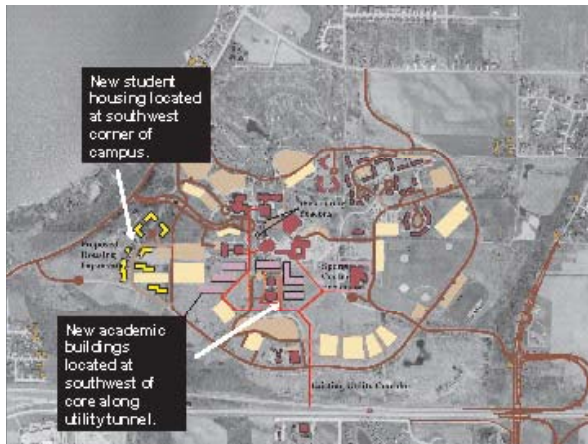
1. Traffic (access and "wayfinding"). Which of these alternatives to addressing issues of getting on and around campus do you favor and why? Check one, comment to the right.



2. Parking. With enrollment growth and with facilities plans like the expanded sports/events center, new parking will be needed. Where should new parking go? Check one, comment to the right.



3. New buildings. With growth would come a need for more academic buildings and student housing. Where should new buildings go? Check one, comment to the right.



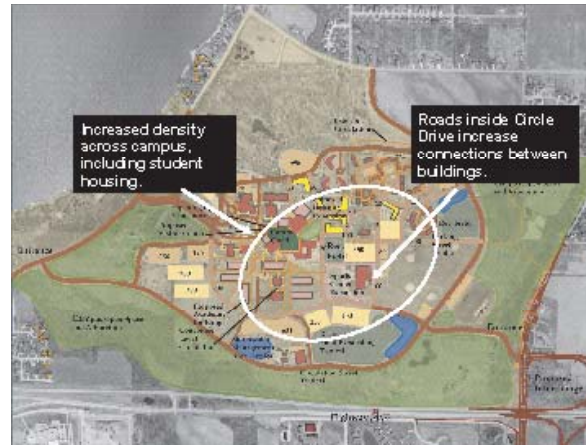
4. Pedestrians. How should the campus address pedestrian circulation in the new master plan?

Move people outside. Maintain the concourse as is and encourage people to walk above ground.

Preserve both inside and outside. Add new concourses where possible but keep them small and plain looking to encourage people to walk above ground.

Emphasize the inside. Add new concourses and accentuate “life under ground” by adding lounges, outdoor gathering areas, windows and other highlights.

5. Campus density. Which of the pictures below best illustrates the kind of campus you would like to see in the future? Check one, comment to the right.



Name (optional) _____

__Faculty __ Academic Staff __Classified Staff

MASTER PLANNING SURVEY SUMMARY

<u>Alternative</u>	<u>Academic Staff</u>	<u>Classified Staff</u>	<u>Faculty</u>	<u>Total</u>
Traffic Alternative 1	18	13	7	38
Traffic Alternative 2	13	8	16	37
Traffic Alternative 3	15	12	5	32
Parking Alternative 1	2	5	5	12
Parking Alternative 2	28	19	17	64
Parking Alternative 3	13	11	6	30
New Buildings Alternative 1	4	5	2	11
New Buildings Alternative 2	20	15	15	50
New Buildings Alternative 3	22	12	10	44
Pedestrians Alternative 1	5	1	5	11
Pedestrians Alternative 2	11	11	7	29
Pedestrians Alternative 3	24	19	16	59
Campus Density Alternative 1	20	12	17	49
Campus Density Alternative 2	21	21	11	53

Number of surveys sent: 610

Number of surveys returned: 112

(9/14/04)

Appendix A4: Conceptual Alternatives Survey and Feedback

Easier to give directions. Easier to follow directions.

I think that the addition of too many roads would take away from the campus environmental focus. However, I do not think reducing points of entry to the campus would help with increased traffic flow.

Closing entrance will create problems for Bayfest, Weidner events etc. Traffic lights at SW entrance will help safety issues. Road east of PSC makes pedestrian problems.

Main entrance needed for Weidner Center. Seems to be best choice.

Main entrance takes you to heart of campus – keep it.

Doesn't seem to be more easily navigable. Would create bottleneck at one entrance.

Closing off the extra street to Nicolet will cause a terrible bottleneck getting on and off campus before and after work and for Weidner Center.

Two exits on Nicolet provides an alternative to leaving campus at “risk” hour and after big events, for those getting on 43 from Nicolet and other area traffic. Would not like to see the southwest entrance closed although de-emphasize is ok.

I think this is the best of the alternatives presented because it is easier to see traffic on Nicolet Drive when leaving campus.

Southwest entrance is confusing to visitors. Enhance the entrance from 54/57.

Southwest drive is too congested, very bad in winter. I have sat waiting for traffic to move out onto Nicolet for a long time and traffic on Nicolet will not let you merge, 2 lanes useless. We need lights!!

Relocating Circle Drive is good idea. Closing Southwest entrance might cause problems for students leaving campus. It is heavily use currently.

No, what confusion to close SW entrance. Anyone who cannot read a map to find their way either does not belong in college or needs to go back to school for map reading. Creates much congestion by access roads. Relocating Circle Drive might be a good idea but expect more speeders if you make it more navigable.

Do not like closing SW entrance. We need all the entrances we have.

The main entrance is central and allows more people to at least use common sense with directional use. Besides, a campus with an overall beltline if you will would be very convenient.

Please do not close any entrances. That would only create more bottlenecks. SW entrance need not be marked, but should stay open for folks who know where they are going.

Retain a main entrance while at the same time improving navigation around campus. Maintain the integrity of the campus and the arboretum.

Keep main entrance – better traffic control.

Ends confusion w/SW entrance. One main entrance off Nicolet would require traffic control, however.

No, No, No. No need to close Nicolet entrance.

Eliminates confusion about where main entrance is. SW entrance requires you to drive a long way before ever seeing a building.

Traffic: Alternative 2

F, F, F, F, F, F, F, F, F, F, F, F, F, F, F
 AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS
 CL, CL, CL, CL, CL, CL, CL, CL, CL

Comments:

Closing an exit to Nicolet will increase backups on Circle Drive. What is needed is some traffic control on Nicolet.

Do not close main entrance far too important for people trying to locate the Weidner Center. Many are not familiar with the campus.

Like the idea of inner loop. Not sure about closing main entrance – it is a beautiful intro to the campus.

If I am giving directions to someone for both a parking and a meeting spot, this looks simple.

I like deemphasizing one entrance. Not in favor of closing any entrance as it would

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Appendix A4: Conceptual Alternatives Survey and Feedback

add to congestion exiting campus that already is high as long as not detract from spacious/environmental feel of campus.

I like entering the campus immediately off Nicolet. The inner loop will be valuable if the activity center becomes an active place.

Disadvantages: Further distance to drive on campus for Weidner Center. Also may be more confusing to patrons. Elimination of main entrance could create traffic backup. Traffic lights at entrance may be desirable at heavy traffic times. Main traffic way is not convenient to sports center.

Advantages: Would appear to require least amount of cost and construction disruption. Has most logical traffic flow around dorms.

This option would have a negative public input on access to Weidner Center.

I like the idea of an inner loop for sports/events, but not the path suggested. Also we need the main entrance for the Weidner Center.

Horrible access to Weidner Center.

De-emphasize main entrance (not close it).

Can't close main entrance – would make traffic for Weidner too difficult.

Would not close the main entrance as the campus already has very few entrances.

People often consider the SW entrance as the main entrance. Only the signage indicates otherwise.

If an inner loop is created, I hope serious attention is paid to the Hwy 54/57 turn-off.

Eliminating either entrance could cause traffic congestion at peak times. The inner loop for the PSC is a great idea.

Need to do something to alleviate traffic mess at intersection of Nicolet and southwest entrance.

Main entrance to far from the core.

Don't like entering and not seeing center of campus. Do like sports center loop.

With adequate signs, this option is appealing.

Closing entrances will create problems. Loop around PSC may work.

The simpler the better. Easy in – easy out – easy directions – easy signage. Only issue – no quick way to get to residence life. Have to drive all the way around or would people use Bay Settlement? We have huge traffic issues on weekend. 800-1000 cars on one Sunday afternoon navigating w/ minimal directions.

How does this affect Weidner traffic flow after an event?

Seems to make most sense.

I like this traffic plan for access to academic buildings, but the only concern I have is access by the public to the Weidner Center and Sport Center.

An inner loop for the sports center might be a good idea, but all the traffic ends up at one exit when considering campus exits.

De-emphasize “Main” entrance but do not close it. Do close it as an exit during Weidner Center events.

Main entrance seems to have limited value now. Get people on the circle.

Don't close main entrance.

The inner loops make the core of campus more accessible.

Perhaps a good idea.

Although this may be more expensive, I think the long-term goal of easier navigation and no confusing entrance rests w/this choice. Does current traffic count – rather send most via SW entrance now.

I like the inner loop for sports events, but do not like closing the main entrance. Again, we need all the entrances to handle traffic flow.

Close current main entrance to reduce confusion for incoming deliveries and surplus sale traffic.

I would like to see one main entrance using the present SW one and improving the flow of traffic at peak times, i.e. 4:30. I would also like to see bike paths along roadsides to prevent bikers riding on Nicolet. Maybe put a stop light on Nicolet.

No, No, No. The main entrance should be emphasized!

De-emphasize, but do not close main entrance. Welcome booth should be at Southwest entrance, since most folks approach from the south. Give these 2 entrances more logical names! User friendly.

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Traffic: Alternative 3

CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL
 AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS
 F, F, F, F

Comments:

Like this approach – where will the parking booth be located?

Need to maintain traffic flow/access to/from Weidner Center. Can an addition sports/event center loop be added to this?

We need a main entrance that is clearly marked with “people” at the desk – Info Center – could be operated by student workers – long overdue.

Not this one – ruins aesthetic appeal of our beautiful campus.

This would make the campus more like a small city. More parking is always a plus.

Addition of numerous interior roads would decrease aesthetic beauty of campus, require greater maintenance and could create more safety issues for pedestrians and vehicle. This choice is least desirable.

Do not want to see either entrance closed.

Provides greatest flexibility for expansion and core of access.

Allows you to get into campus more. Keeps the main entrance and the 2 exits onto Nicolet.

No, keep cars on the outside of campus. We should not build more internal roads.

I do not see network of interior roads in this image. Where are they?

Interior roads and on street parking too much congestion especially with pedestrian traffic.

Try to minimize on-street parking. This would often lead to more congestion as drivers wait for others ho are parallel parking.

Lots of on street parking would be a mess to monitor. Currently difficult to direct visitors to correct building and lot. This would help. Also help handicapped access. Because this campus is atrocious for people w/disabilities – cannot park reasonably close to interior buildings.

One of the things people like about this campus is the traffic-free core. People unfamiliar with campus could become easily confused as they try to navigate congested streets and try to find their way.

Add sports center loop to this and you are set.

Road from WH lot to S to sports center. One road only. Will then work w/shuttle for parking.

I like the on street parking concept to cut the number of lots.

With increased enrollment, all entrances will be needed. Interior roads are a good idea. On-street parking is snail at economical.

On-street parking – need I say more.

On street parking will be a nightmare for traffic and snow removal.

More interior roads would make the campus feel more urban –not as safe or as comfy for pedestrians. Let’s keep this a pedestrian campus please!

On street parking is a nightmare.

Violates a core element of original plan to limit auto traffic in middle of campus.

We are not an urban campus so this type of on-street parking will take away from the pedestrian end and natural beauty.

Appendix A4: Conceptual Alternatives Survey and Feedback

Comments:

Better for those long cold winters.

This seems a reasonable compromise between having parking too near or too far from buildings.

Not in the core. Do not want urban feel to campus.

I like the historical sense of keeping parking at the periphery of campus. Walking is healthy.

This seems reasonable but number one would be ok too.

Close to events/buildings but still within a convenient distance.

Closer to buildings is more convenient but out of core preserves inner beauty of campus.

Keep better access to Weidner --otherwise maybe acceptable.

People on this campus complain if they cannot park near buildings.

Something still needs to be done about handicap parking – maybe one special lot?

Bringing students closer is the attractive feature.

We have long, cold winters so parking should be located closer to buildings as opposed to along the periphery.

Provides easier access for handicapped, decreases travel time. On street parking too difficult to monitor.

Better for new sports center.

Best option because it reduces walking in winter months.

No reason not to make them closer. Keeps them a little further from the trails.

This would be valuable but additional parking is needed on the north end by the blue lot. On street parking can be a mess.

Increases residential parking options yet keeps green space at a premium. It would be nice to have connections to the commuter out lots and academic core via tunnels.

Looks like this is the most appealing option of the three listed.

Closer, yet not in core. It allows the students more convenience.

Avoids paving areas within academic core; maintaining the aesthetics and beauty of the core area.

Discourages housing students from driving to class. Assign parking for special lot instead of just parking in any lot.

Not too close and not too far; seems to be the middle-good choice.

Proximity to buildings is good. Will there be visitor spots in each or a couple of visitor lots? Will this address customer walk-in registration, i.e. shots stays in close proximity to buildings?

This seems reasonable, as long as the core remains pedestrian.

Keeps with current emphasis on lots outside campus core.

Best of both worlds -- fairly close parking without losing pedestrian core.

I prefer parking closer to the buildings unless of course you designate the closer lots for visitors and staff.

Create a designated faculty/staff lot or lots. Combine with on-street parking.

Save core for future needs. It does not increase walking distance.

Do not use yet – but seems logical.

The happy medium of the options.

Emphasis is not on parking but on the campus core.

One huge ramp at sight of existing sports center lot. It is close to MAC – close to housing and close to an expanded sports center. Raise parking rates – now ridiculously low – yes, I am a staff member. To help pay for new ramp, charge additional sports

center ticket price to pay for ramp. Charge additional Weidner event charge to help pay for ramp.

Students and others want and will use parking lots closer to buildings. It is nature of our climate vehicular mode for everyone and convenience culture we live in. Do not see this reversing or changing in the future.

I like the additional parking near housing, sports center and other lots. I think we may need more parking near sports center area.

I actually think our current parking is ok. This option seems closest to an expansion of what we have now.

A good compromise.

Allows shorter time to access buildings. Would not want on-street parking.

Yes, Yes – closer to buildings or even to access to the concourse.

People who bitch about walking on this campus should go to UWM or Madison for a day!

Parking is more aesthetically pleasing if kept at periphery.

Parking: Alternative 3

CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL
 AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS, AS
 F, F, F, F, F, F

CODE	
AS	Academic Staff
CL	Classified Staff
F	Faculty

Comments:

Given the climate of the area and the number of people with special needs, it makes more sense to bring parking in rather than cut parking structure.

On street parking is a terrible idea. It is unsightly, and may look congested.

Looks to be easier for traffic flow and foot traffic.

We need a main entrance that is clearly marked with “people” at the desk – info center could be operated by student workers – long overdue.

I like the on street parking idea allowing employees to park closer to work locations.

Most user friendly system.

Too much congestion with pedestrian traffic.

Lots along roadsides are fine; avoid on-street parking.

Best for new sports center. Should connect lots via smaller roads.

Closer parking and on-street parking – smart economically and politically – retain all entrances.

On street parking – need I say more.

No on-street parking.

Do not like street parking idea.

Will create more traffic congestion.

Bad to increase traffic in core.

On-street parking will cause problems with snow removal plus traffic will not flow when people are parking and pulling out along the roads.

Try to impact the Arboretum as little as possible.

No, new interior roads would be clogged with traffic and pedestrians – a step backward.

I like this option also except for on-road parking – too hazardous. But I like the location of those lots.

Provides important access while preserving the beauty of the campus. The fewer functional lots the better.

Pedestrian traffic good. On street parking encourage it.

No on-street parking. It would create more accidents between parking cars and cars driving by.

3. NEW BUILDINGS

Alternative 1

CL, CL, CL, C, CL

F, F

AS, AS, AS, AS

Comments:

Keeping students closer to rest of campus will make it easier for them to get to classes.

Disadvantage: Separation from existing student residence.

Students won't interact with older adults as in possibility.

Initially students in new housing may consider themselves isolated from others.

Too far removed from existing housing.

Too far from existing buildings.

Logistics with AC's and RA rounds would be tough especially due to disconnect from Com. Center. Many things will be housed at the CC when additions are completed.

I like this one. I do think you should allow some roadside parking in new area.

Yikes!

Housing in this one will be quite far from union.

No way – while perhaps pleasing to some students due to proximity to Nicolet Drive, this is a disaster for housing staff trying to complete tasks efficiently. Split campus, this is practical only if housing area proposed is graduate or married housing area.

Do not like to separate student housing.

Would get the feeling of a campus atmosphere w/SW buildings as people approach the campus area – academic buildings, not housing.

More equitable distance from all buildings to academic core.

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New Buildings: Alternative 2

F, F, F, F, F, F, F, F, F, F, F, F, F, F, F

CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL, CL

AS, AS

Comments:

Keep housing in a cluster.

When the surrounding area becomes more developed, students will be more likely to use it.

Keeps students integrated with campus.

The possibility of connecting to off-campus developments sounds most promising.

We need a main entrance that is clearly marked with “people” at the desk – info center could be operated by student workers – long overdue.

This sounds great if retail development can come off Scottwood.

I think the community should eventually include commercial development -- is an attractive option.

I like the idea of future development close to our housing.

Keep existing and new residence areas together – more community spirit; easier maintenance.

Keeps housing together while also keeping it set off as its own community.

Housing/unit/sports center should make a cluster.

But with new building both SW and SE of Core.

Keep student housing together so students do not seem isolated in another area.

Keep housing in one location easier to monitor.

Do not overcrowd the southwest.

Keep them together.

Comments:

Would benefit students w/disabilities.

Increase density will promote more pedestrian activity.

Campus core should maintain academic focus.

I know you have heard this before – but I think it is important to preserve as much of the arboretum as possible.

Brings students closer – it is the attractive feature.

Keeps a closer community feeling.

This would encourage students to use expanded union and PSC more. May create parking issues as most students bring cars.

For interaction of residential students and the RA/AC staff, this would be the best of the three.

I think this one should have more parking for Residence away from Union and PSC and MAC.

Closer housing is user-friendly. Emphasize the Union more to support on-campus living. Housing closer to Shorewood would be nice (by #8 Green or south of #11 Fairway).

Housing closer to campus core would lead to more program interaction.

Housing closer to campus core provides easy walking access.

Too congested this way.

Housing: It is easier for students to walk and closer to union. Academic: closer to entrance.

Better proximity to campus core for student housing.

Keep students close to academic buildings and other housing creating community climate.

Students are clear that they want closer to core. Since housing is consumer choice and solely dependent on student choice and rest to survive need to pay most attention to what students want. No disadvantages to university goals of community building and efficient cost effective operations.

Keep housing together. Do not like idea of seeing housing at SW entrance. Keep this area natural as it now is.

I like having student housing closer to the campus core. May encourage more student participation in campus events and more interaction with each other. But would it hinder future building expansion?? Has anyone given any thought to the hundreds of visitors to our campus?? When our prospective students and their families come to visit, we need something easy for them to access. They need to be able to get to the admissions office easily.

I would like to see more living/learning programming and think getting housing in closer would help create that.

This allows student activity to be part of campus without seeming to be center of campus.

Keep housing together. Old northeast vs. new southwest – not good.

Housing should be kept in the same area to create a community.

4. PEDESTRIANS

Alternative 1

AS, AS, AS, AS, AS
F, F, F, F, F
CL

Comments:

Would have to make the outdoors more people friendly -- benches, clear signage, path etc. As it is now the outside is not conducive to pedestrian traffic.

The students will cut across the grass – leave worn paths everywhere.

Not in this climate.

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I just think this would look nicer.

This plan seems as though it would be a happy camper.

More roads connecting buildings only increases congestion.

May offer more of a community feeling.

It keeps things focused in a general area. As the campus grows in the distant future it will most likely have to spread out.

More open feeling.

Keeps arboretum more intact. Easier for residential students.

The closer and more connected the entire campus the better. Added housing by the union, community center and golf courses is preferred.

Avoids buildings being cramped together.

Spreading the density across campus –though adding more roads may make it more confusing.

My biggest issues include getting people to Residence Life --then from Residence Life to Weidner. Too many turns irritate them! Ease is the key.

I like increased density across campus. Do not like road inside circle drive.

I like creating the feel of an active campus. (like Lawrence in Appleton). Dislike idea of roads (traffic) every 9 feet.

This increases the opportunity for the best of both worlds – density in a 700 acre campus of 5,800 or 7,800 students.