

**RESOLUTION NO. TC 65
OF THE
CITY OF MADISON, WISCONSIN
TRANSPORTATION COMMISSION**

Commending Tom Lynch for His Service as Director of Transportation

Date Presented: 4/9/25

Date Adopted: 4/9/25

Commendations from the Transportation Commission for Tom Lynch's excellent leadership and significant contributions as the City of Madison Director of Transportation.

WHEREAS, Tom Lynch was confirmed as the City of Madison Director of Transportation on 6/19/2018 by the Common Council; and

WHEREAS, Through his technical expertise and network of resources, leveraging the talented staff in the Department of Transportation and their combined skills, Tom Lynch has been instrumental in advancing accessibility, equity, and safety across the City of Madison's transportation system; and

WHEREAS, Under his leadership, and working closely with Commission members and elected officials, there have been significant accomplishments by Department of Transportation staff, with many transportation policies, programs and projects initiated, approved and implemented in the City of Madison; and

WHEREAS, The City of Madison launched Vision Zero, a data driven strategy intended to eliminate traffic deaths and severe injuries on all roadways, bikeways and sidewalks. The City of Madison Vision Zero initiative strives to improve safety for everyone moving about the city, whether walking, biking, driving, and riding transit; and to improve the identified high injury locations, all in an effort to prevent fatal crashes and severe injuries; and

WHEREAS, The extension of pedestrian and bicycle accommodations throughout the city was achieved with a focus on all ages and abilities facilities, and has allowed our residents to use active transportation to get places more safely and efficiently; and

WHEREAS, A Complete Green Streets ordinance was enacted. The Complete Green Streets approach is a context-sensitive way to design streets that accommodates all modes and calms traffic, with the word "street" referring to the sidewalks, terraces, roadway, and everything in between. The Complete Green Streets Guide provides a consistent process for planning, designing, building, and operating streets in a way that better reflects our community values and increases safety and equity; and

WHEREAS, A Transportation Demand Management (TDM) ordinance was enacted, which requires developers to accommodate and invest in walking, biking and transit – in addition to motor vehicle traffic. TDM is the use of strategies to maximize the efficiency of our transportation systems – leading to improved mobility, reduced congestion, and lower carbon emissions. TDM aims to provide all people with transportation options that enable them to travel from their location to a destination in an affordable, efficient, and sustainable way; and

WHEREAS, The Metro Transit Network Redesign project updated a 25-year-old network, redistributed service more equitably for our growing city, and positioned Metro Transit for the ridership increases in Madison. The new route system migrated towards more frequency and longer service hours, distributing transit service to areas of the city that had none, and redistributing some of the peak hour service to mid-day, evenings, and weekends; and

WHEREAS, The City of Madison has launched a Bus Rapid Transit (BRT) system as part of an effort to provide better access to jobs, reduce travel times, and improve transit equity throughout the region. BRT prepares Madison for the population growth expected in the coming decades. Through the use of larger all-electric articulated buses, dedicated lanes, Transit Signal Priority (TSP), and a new fare collection system, Metro Transit's East-West BRT moves riders more quickly and efficiently through the community; and

WHEREAS, The Joint Transportation Commission and Transportation Policy and Planning Board Subcommittee was formed; and with Department of Transportation Staff, the Safe Streets Madison program was created to improve traffic safety in a fair and equitable manner and to improve connectivity by closing gaps in the city's pedestrian and bicycle networks in a fair and equitable manner and to ensure that they are accessible for all ages and abilities. Streets should be safe for people who walk, take transit, bike and drive; and

WHEREAS, The Parking Enforcement Officers and the Crossing Guards were integrated into the Department of Transportation, creating efficiency and synergy; and

WHEREAS, The purchase and renovation of a Metro Transit satellite facility at Hansen Road was completed, which now houses and charges our electric buses and provides Metro Transit service the ability to grow; and

WHEREAS, In December of 2018 the newly constructed South Livingston Street Parking Garage was opened to the public; and in June of 2020 the new Wilson Street Parking Garage was opened for public parking (replacing the Government East Parking Garage); and in January of 2025 the reconstruction of the Lake Street Ramp / State Street Campus Garage Redevelopment was structurally complete (with work yet to be done on private portions of the building), with the parking ramp and bus terminal scheduled to be opened in the summer of 2026; and

WHEREAS, There are several Wisconsin Department of Transportation projects in process (I-39/90/94, North Stoughton Road, and South Stoughton Road); and Tom

Lynch represented the City of Madison’s best interests for design, safety, cost sharing, etc.; and

WHEREAS, North-South Bus Rapid Transit (BRT) is in the project development process and has been recommended for funding by Federal Transit Administration (FTA). North-South BRT will connect key residential and commercial areas—providing rapid transit access to 97,000 people and 78,000 jobs within one-half mile of the new stations along the route and connecting residents and visitors to many other important destinations. North-South BRT will serve about 19,000 car-free households, 6,800 people with disabilities, 33,000 people of color or of Hispanic/Latino origin, 14,000 lower-income households, 6,800 seniors and older adults, and 10,700 people under 18; and

WHEREAS, The success of all of these initiatives required effective coordination with Madison residents, elected officials, and state agencies; and

WHEREAS, Tom Lynch plans to retire in April, 2025; and

WHEREAS, Tom Lynch’s impact on Madison’s transportation system has been transformative, consequential, and will last for decades; and

NOW THEREFORE BE IT RESOLVED that the Transportation Commission expresses its deep gratitude to Tom Lynch for his excellent leadership and significant contributions as the City of Madison Director of Transportation.

BE IT FURTHER RESOLVED that Transportation Commission and staff wish Tom success as he pursues the next phase in his contribution.

Approved this ___ day of _____, 2025, by the City of Madison Transportation Commission.

Ann E. Kovich, Chair
Transportation Commission