

**City of Madison**

MADISON DEPARTMENT



OF TRANSPORTATION

**Short-Term  
Intercity Bus Access Area**  
Update to Joint Campus Area Committee (JCAC)  
October 30, 2019

# Background

- Goal: Address safety concerns at current intercity bus loading zone voiced by many individuals
- Relocated site is meant to be used on short-term basis (3 to 5 years) only
- Long-term site likely to occur at Lake Street parking garage, to be incorporated as part of its reconstruction

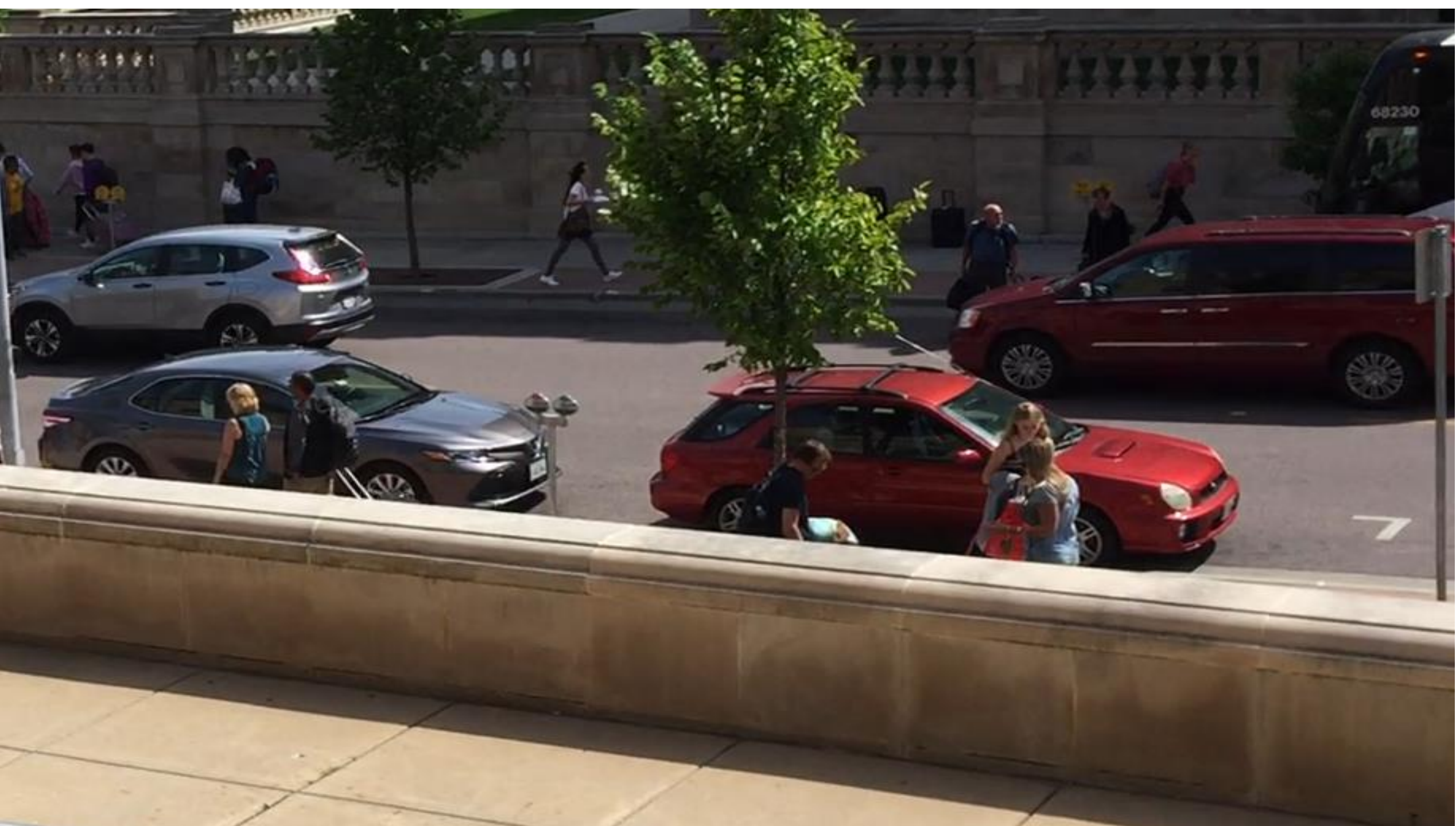
# Langdon Street

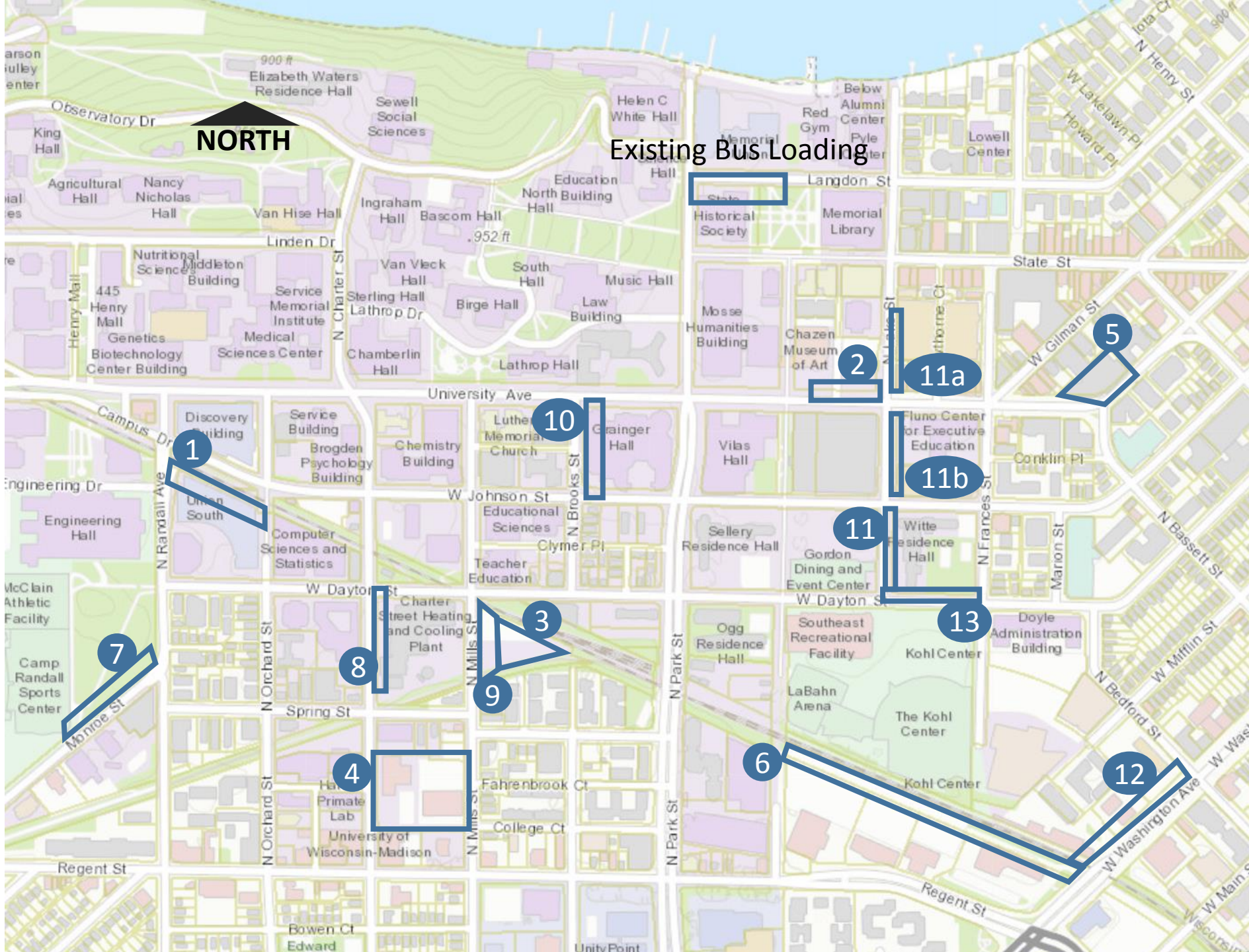


# Langdon Street









# RELATIVE ADVANTAGES AND DISADVANTAGES

5= Highly Favorable 4= Favorable 3= Neutral/Equally +/- 2= Mildly Unfavorable 1= Unfavorable

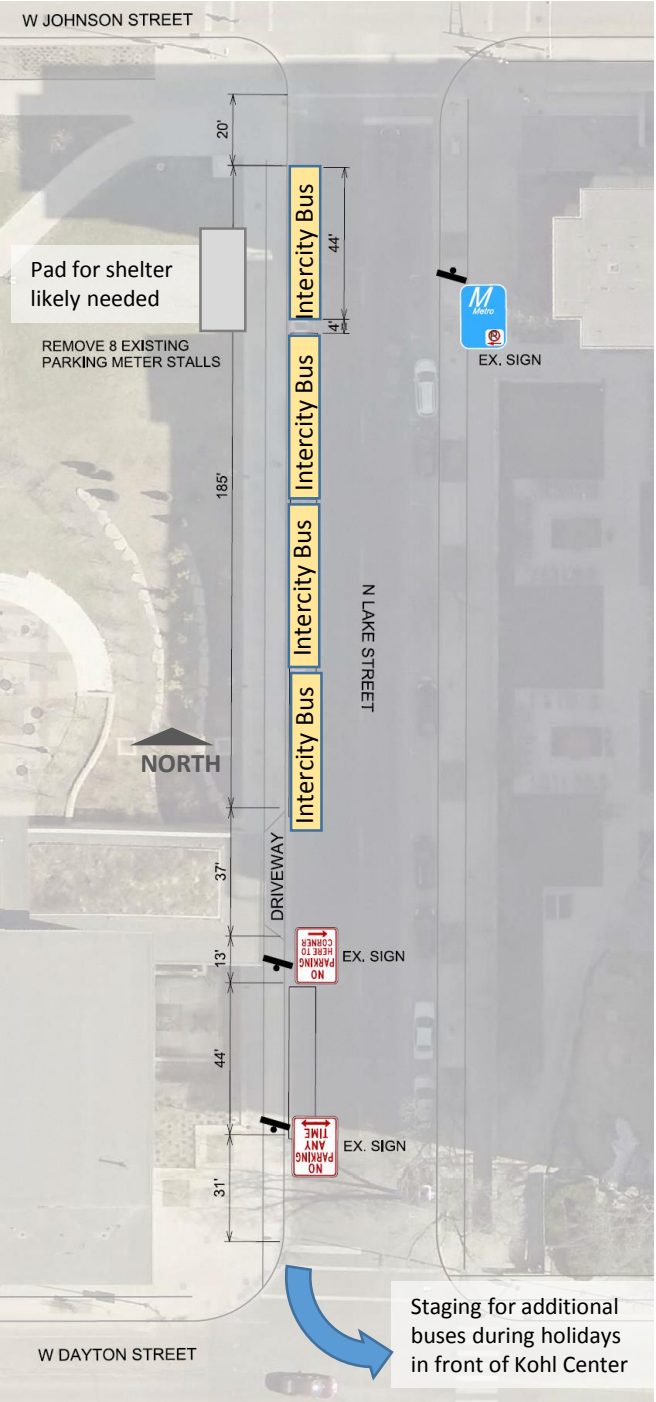
| Intercity Bus Service Access Areas ( <i>Downtown/Campus</i> )               |                                       |                       |               |                           |                                                       |                                                       |                                                          |                                                 |                                                    |                                                  |                                        |                                         |                                         |                                        |                                          |                                                      |
|-----------------------------------------------------------------------------|---------------------------------------|-----------------------|---------------|---------------------------|-------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------|----------------------------------------------------|--------------------------------------------------|----------------------------------------|-----------------------------------------|-----------------------------------------|----------------------------------------|------------------------------------------|------------------------------------------------------|
| EVALUATION CRITERIA                                                         | (0)<br>Langdon<br>Street<br>(Current) | (1)<br>Union<br>South | (2)<br>Chazen | (2a)<br>Chazen<br>Pullout | (3)<br>27 N.<br>Charter<br>Street<br>(Parking<br>Lot) | (4)<br>N.<br>Charter<br>Street<br>(Spring-<br>Regent) | (5)<br>RR<br>Corridor<br>(W. Wash-<br>E. Campus<br>Mall) | (8)<br>Monroe<br>Street<br>(west of<br>Randall) | (7)<br>N. Charter<br>Street<br>(Dayton-<br>Spring) | (8)<br>Millic St<br>(Dayton-<br>SW Bike<br>Path) | (8)<br>Brooks St<br>(Univ-<br>Johnson) | (10)<br>Lake St<br>(Dayton-<br>Johnson) | (11a)<br>Lake St<br>(Univ-<br>State St) | (11b)<br>Lake St<br>(Univ-<br>Johnson) | (12)<br>West<br>Wash<br>(RR-<br>Bedford) | (13)<br>Dayton St<br>(E. Campus<br>Mall-<br>Frances) |
| Proximity to UW Student Residences                                          | 3                                     | 4                     | 4             | 4                         | 3                                                     | 3                                                     | 3                                                        | 3                                               | 3                                                  | 3                                                | 4                                      | 5                                       | 5                                       | 5                                      | 3                                        | 5                                                    |
| Boarding Area Visibility                                                    | 4                                     | 5                     | 4             | 2                         | 1                                                     | 1                                                     | 1                                                        | 5                                               | 1                                                  | 2                                                | 4                                      | 3                                       | 4                                       | 5                                      | 4                                        | 4                                                    |
| Location Visibility: Safety/Security for Customers                          | 5                                     | 5                     | 3             | 3                         | 1                                                     | 2                                                     | 2                                                        | 4                                               | 1                                                  | 1                                                | 2                                      | 3                                       | 3                                       | 4                                      | 3                                        | 2                                                    |
| Restrooms/Indoor Waiting Area Available<br>(Public-5, Commercial-3, None-1) | 5                                     | 5                     | 1             | 1                         | 1                                                     | 1                                                     | 1                                                        | 3                                               | 1                                                  | 1                                                | 1                                      | 3                                       | 1                                       | 2                                      | 3                                        | 1                                                    |
| Parking/Staging Area for Auto Pick-Up & Drop-Off                            | 1                                     | 1                     | 1             | 1                         | 2                                                     | 3                                                     | 4                                                        | 4                                               | 2                                                  | 2                                                | 1                                      | 2                                       | 1                                       | 2                                      | 2                                        | 2                                                    |
| Impacts to Adjacent Development<br>(exhaust, noise, etc.)                   | 2                                     | 2                     | 1             | 1                         | 4                                                     | 4                                                     | 3                                                        | 3                                               | 3                                                  | 3                                                | 2                                      | 3                                       | 2                                       | 3                                      | 3                                        | 2                                                    |
| Ease of Implementation<br>(space available, acceptance)                     | 3                                     | 1                     | 1             | 1                         | 3                                                     | 4                                                     | 3                                                        | 2                                               | 4                                                  | 3                                                | 3                                      | 4                                       | 3                                       | 4                                      | 2                                        | 1                                                    |
| Connectivity to Public Transit, Bicycle and Pedestrian Networks             | 3                                     | 2                     | 5             | 5                         | 2                                                     | 2                                                     | 2                                                        | 2                                               | 2                                                  | 3                                                | 5                                      | 5                                       | 5                                       | 5                                      | 2                                        | 3                                                    |
| Impact on Auto/Vehicular Traffic                                            | 1                                     | 1                     | 1             | 1                         | 4                                                     | 4                                                     | 3                                                        | 4                                               | 4                                                  | 4                                                | 3                                      | 3                                       | 1                                       | 3                                      | 2                                        | 1                                                    |
| Impact on Bicycle/Pedestrian Traffic                                        | 1                                     | 1                     | 1             | 1                         | 4                                                     | 4                                                     | 3                                                        | 3                                               | 3                                                  | 4                                                | 3                                      | 3                                       | 2                                       | 3                                      | 2                                        | 1                                                    |
| Driveway Sight Distance                                                     | NA                                    | NA                    | 2             | 3                         | 4                                                     | 3                                                     | 4                                                        | 4                                               | 3                                                  | 2                                                | 3                                      | 4                                       | 2                                       | 2                                      | 2                                        | 4                                                    |
| Approx. Number of Loading Spaces                                            | 4                                     | 0                     | 4             | 4                         | 3                                                     | 6                                                     | 7+                                                       | 8+                                              | 5                                                  | 3                                                | 4                                      | 4-5                                     | 3?                                      | 3                                      | 3?                                       | 5                                                    |
| Recommended                                                                 |                                       |                       |               |                           |                                                       |                                                       |                                                          | Alt 2                                           |                                                    |                                                  |                                        | Yes                                     |                                         | Alt 1                                  |                                          |                                                      |

3rd

1st

2nd

Alt. 10 (Lake St:  
Johnson-Dayton)



## **Recommendation: Alt. 10 (Lake St: Johnson-Dayton)**

- Good proximity to UW student residences
- Highly visible area with good surrounding commercial services
- High level of pedestrian activity (helps passenger security)
- Curb space available for short-term vehicle staging (along east side of Lake Street and Dayton Street)
- Dayton Street available for bus staging during holiday periods
- Does not require the relocation of Metro bus stops

## Recommendation: Alt. 10 (Lake St: Johnson-Dayton)

- Supported by Intercity Bus Operators
- Supported by UW Administration
- Supported by Mayor and City/UW Staff Team
- Disadvantage: High levels of pedestrian and vehicular activity during events

Alt. 11B (Lake St:  
University-Johnson



## **Alt. Recommendation: Alt. 11b (Lake St: University-Johnson)**

- Good proximity to UW student residences
- Highly visible area with good surrounding commercial services
- High level of pedestrian activity (helps passenger security)
- Services/supplies avail. at private business (Fresh Madison Market)
- Memorial Union a couple of blocks to the north

## **Alt. Recommendation: Alt. 11b (Lake St: University-Johnson)**

- Disadvantage: Little curb space for vehicle staging; active commercial loading zones likely to be used
- Disadvantage: Only staging room for 3 intercity buses
- Disadvantage: Requires Metro bus stop relocation (causes Lake St garage functionality issues)
- Disadvantage: Left turns (onto University) difficult for intercity buses

## **Alt. Recommendation: Alt. 11b (Lake St: University-Johnson)**

- Generally supported by Intercity Bus Operators, although they acknowledge operational challenges
- Supported by UW Administration
- Concerns raised by Metro and Traffic Engineering staff

# Relocation to Lake St.

Approved at Transportation Commission (TC) Sept. 25 Meeting

- Badger: Nov. 5
- Lamers: Nov. 5
- Jefferson Lines: Nov. 5
- Van Galder: Jan. 7