

Dear Patrick:

Could you please distribute this to the members of the Transportation Commission before the meeting today?

Thanks!

Harald.

Dear Members of the Transportation Commission:

I want to provide comment on item G.3 on your agenda (Intercity Bus UW Campus Boarding Relocation Update). I have read the draft report available on Legistar and have several areas of concern.

Overall, my take-away from the report is that all alternative locations have significant drawbacks, and none of the proposed alternatives is actually superior to the current location. For me this raises the question: Why do we spend money on a temporary relocation from one imperfect location to another?

I don't have a car available in my household and both regularly bike past the Langdon St bus stop and also use intercity buses to Chicago or Milwaukee.

Some specific remarks:

I would be interested in learning more about the safety issues that are mentioned with the Langdon St location. Yes, Langdon St is a busy area with lots of different modes of transportation, but generally speeds are low and I personally haven't experienced many dicey situations or heard of crashes related to intercity buses at the location. If safety is indeed an issue, I would suggest considering restriction on private motor vehicles and regulated and unregulated cabs on Langdon St.

One area not evaluated in the report is accessibility by public transit and bike share. Passengers who aren't students living in dorms have to get to the terminal somehow, and bus and bike share are the two options that I usually use. This is one major drawback of Alternative 6. Monroe St is significantly farther away from high-frequency bus lines compared to some of the other proposed alternatives. There is a BCycle station at Camp Randall Stadium, which is not too bad; however Alt 11b as well the current location have BCycle stations much closer by.

Public Restrooms/Indoor Waiting Area Available: I do not agree with the assessment that the Kwik Trip and Union South two blocks away are acceptable substitutes for Memorial Union. Especially in inclement weather - when the need for an indoor waiting area is greatest, buses may not be on schedule, and so a waiting area two blocks away does little good. At Memorial Union, it's possible to wait indoors with the bus stop in plain sight.

I hope we can soon move forward with finding a permanent solution for intercity buses. In the meantime, let's not waste scarce public funding on replacing one bad solution with another.

Thanks,

Harald Kliems

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