

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

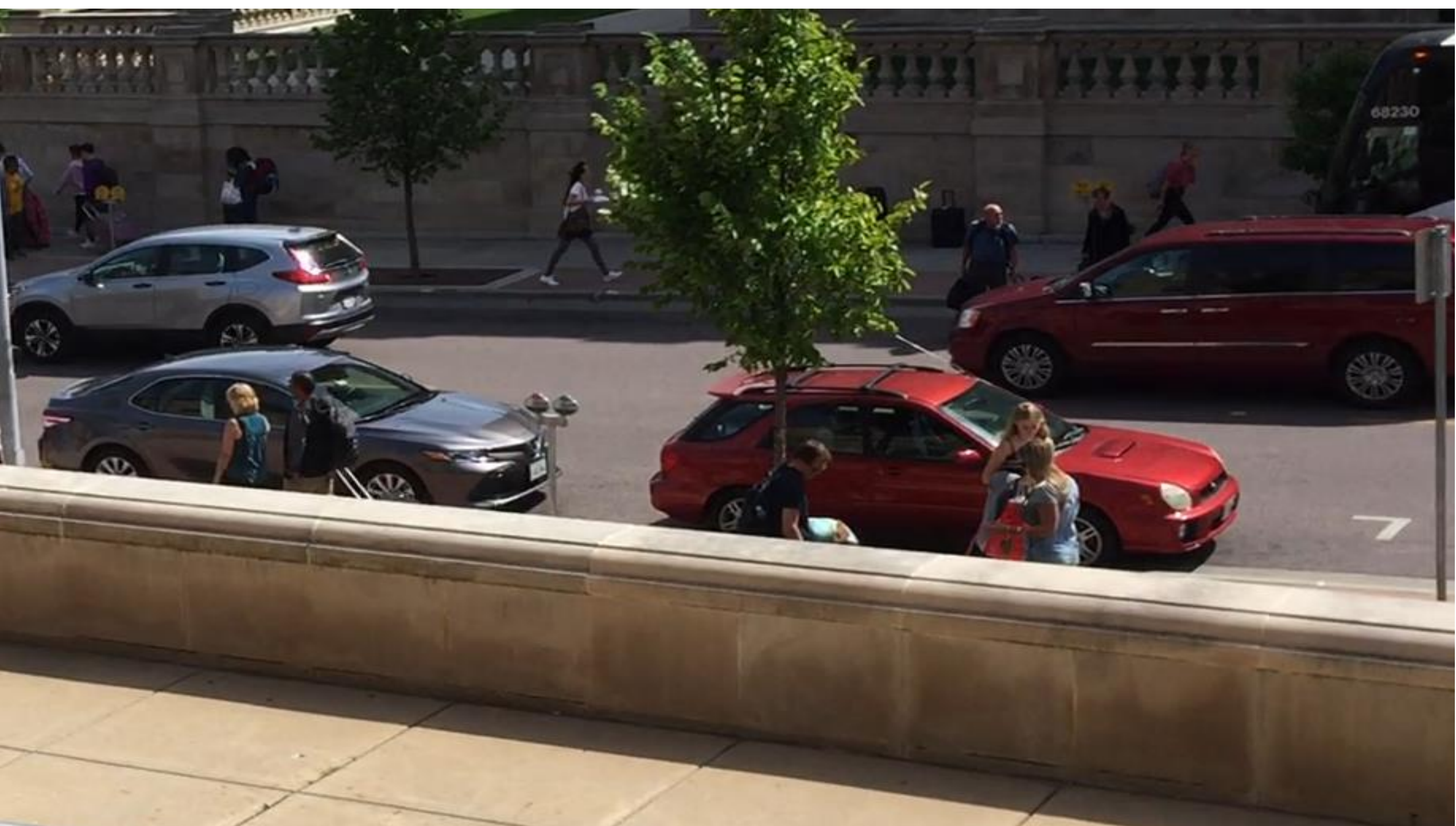
Langdon Street

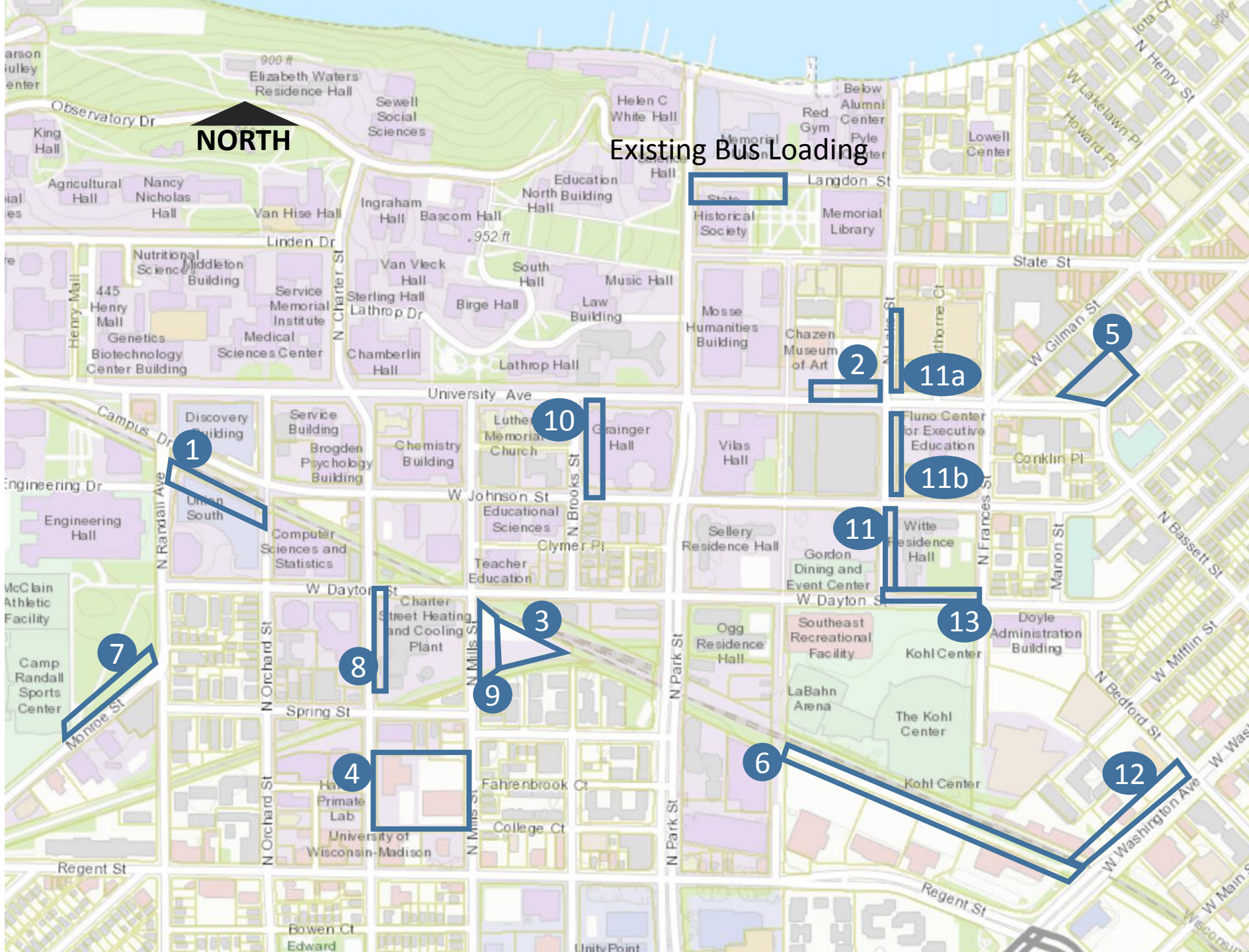


Langdon Street









RELATIVE ADVANTAGES AND DISADVANTAGES

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

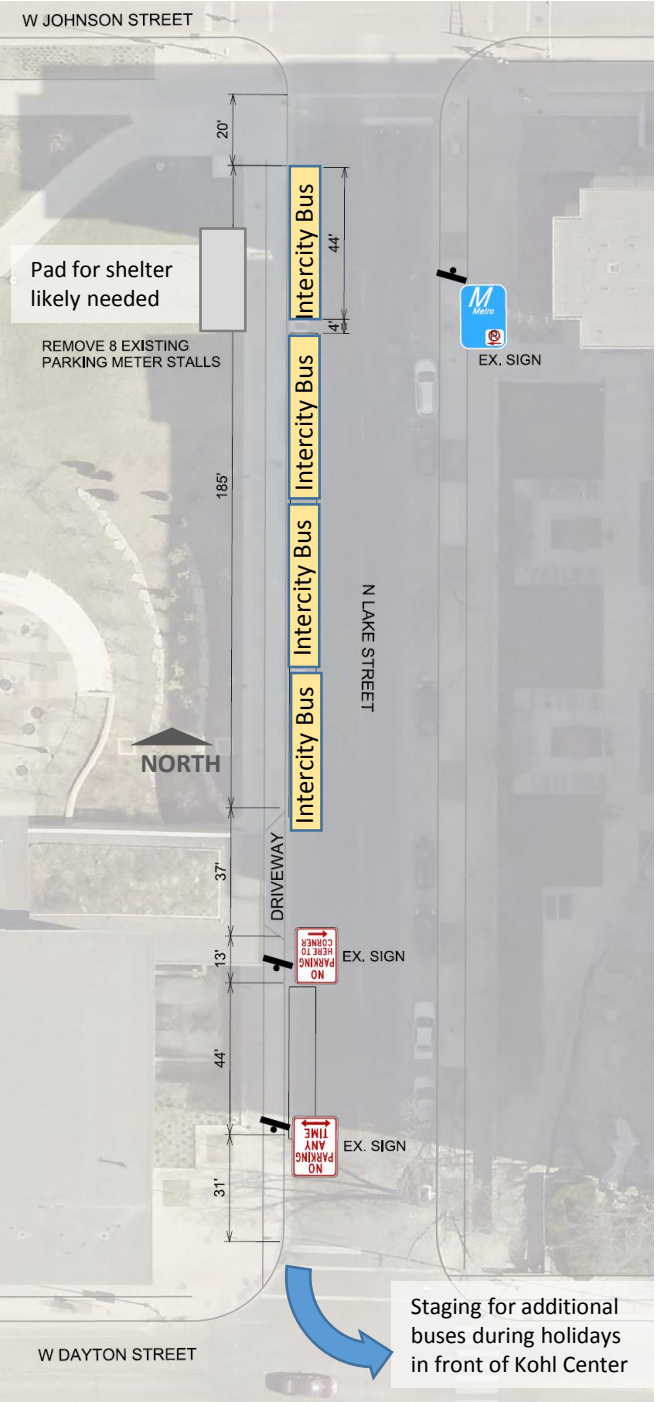
Intercity Bus Service Access Areas (<i>Downtown/Campus</i>)																
EVALUATION CRITERIA	(0) Langdon Street (Current)	(1) Union South	(2) Chazen	(2a) Chazen Pullout	(3) 27 N. Charter Street (Parking Lot)	(4) N. Charter Street (Spring- Regent)	(5) RR Corridor (W. Wash- E. Campus Mall)	(8) Monroe Street (west of Randall)	(7) N. Charter Street (Dayton- Spring)	(8) Millic St (Dayton- SW Bike Path)	(8) Brooks St (Univ- Johnson)	(10) Lake St (Dayton- Johnson)	(11a) Lake St (Univ- State St)	(11b) Lake St (Univ- Johnson)	(12) West Wash (RR- Bedford)	(13) Dayton St (E. Campus Mall- 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 (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 (exhaust, noise, etc.)	2	2	1	1	4	4	3	3	3	3	2	3	2	3	3	2
Ease of Implementation (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