



Department of Transportation

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Re: RFP for the redevelopment of Lake St/State St Campus Garage
Intercity Bus Terminal

Imagine Madison Land Use and Transportation Strategy 4 states “Improve access to transit service to nearby cities, such as Milwaukee, Chicago, and Minneapolis.” The Strategy includes supporting the construction of an intercity bus terminal that is well-integrated with Madison Metro and future BRT. This strategy illustrates the importance of providing inter-city access for all of Madison’s residents.

Madison has been without an intercity bus station since 2009. Since that time, interim intercity bus stations have been located outside the Chazen, on Langdon Street, and at its current location on Lake Street south of Johnson.

In 2019 the interim intercity bus loading zone was moved to Lake Street based on a study that reviewed 13 locations. The study evaluated a variety of factors, including patron safety, services/restrooms, traffic impact, and connections. While the current Lake Street location was preferred in the short term, it is noted that reconstruction of the State Street campus garage presents an excellent long term opportunity for a permanent Intercity Bus Terminal. Reasons supporting exploring this opportunity further include:

1. It is close to UW Madison. About 80 percent of intercity bus passengers are UW students, therefore bus companies have always sought a loading zone close to campus, even when alternate bus loading depots have been available.¹
2. The State Street Campus garage is nearing the end of its useful life and will need replacement. Combining the intercity bus terminal with a possible reconstruction provides the opportunity to economically leverage a needed city project.
3. The State Street Campus garage is near other facilities and could also provide the opportunity for vehicles dropping off or picking up passengers.
4. The State Street Campus garage is 600 to 1100 feet from the proposed BRT lines and stations on University and Johnson, aiding the integration of intercity bus services with BRT, a component of the Imagine Madison Strategy 4.

¹ Legally Madison cannot prevent a bus company from using a public bus stop unless there is a safety concern.

5. Other locations evaluated are less desirable or more challenging in that:
 - a. They would require the use of eminent domain. This adds to the complexity, costs, and timeline associated with providing an intercity bus terminal.
 - b. They are located near land uses that could be impacted by bus idling, which can be a nuisance.²

This RFP will help the City understand potential costs associated with constructing an intercity bus terminal and allow this effort to be included in future Capital budgets.

Sincerely,

A handwritten signature in brown ink, appearing to read 'Tom Lynch', is written over a horizontal line.

Thomas W. Lynch, PE, PTOE, PTP, AICP
Director of Transportation
City of Madison

² It should be noted that measures to reduce the impact these nuisances should be part of the project.