

Pre-Meeting Media Coverage

Date	Media Outlet	Type of Coverage
13-Apr	Metro Rider Alert	Blurb
13-Apr	East Isthmus Neighborhood Planning Council (EINPC)	Fw: Metro Rider Alert
14-Apr	Press Release	
15-Apr	Capital Times	Story
19-Apr	La Comunidad News	Display Ad
19-Apr	Capital City Hues	Display Ad
20-Apr	Metro Rider Alert	Blurb
21-Apr	Daily Reporter	Story
22-Apr	Capital Times	Display Ad
22-Apr	Madison Times	Display Ad
22-Apr	Milwaukee Journal Sentinel	Reference
23-Apr	EINPC@yahoogroups.com	Fw: Metro Rider Alert
24-Apr	Broadcast Email	
24-Apr	Press Release	
24-Apr	Madison.com	Story
26-Apr	Madison Streetcar Coalition	Press Release
26-Apr	1000 Friends of Wisconsin Website	Story
April	Wisconsin Network for Peace and Justice	Online Calendar
April	Isthmus the Daily Page	Online Calendar

Post-Meeting Media Coverage

Date	Media Outlet	Type of Coverage
27-Apr	Wisconsin State Journal	Story
27-Apr	Badger Herald	Story
30-Apr	Wisconsin State Journal	Opinion
3-May	Badger Herald	Opinion
6-May	Wisconsin State Journal	Opinion

Unknown

From: karen [karen@bayridgeconsulting.com]
Sent: Tuesday, April 18, 2006 12:08 PM
To: Marie Turner
Subject: FW: Metro Rider Alert

for the clipping file
- karen

-----Original Message-----

From: Mick Rusch [mailto:MRusch@cityofmadison.com]
Sent: Thursday, April 13, 2006 2:15 PM
To: Mymetrobus
Subject: Metro Rider Alert



METRO RIDER ALERT NEWSLETTER
Messages for April 13 - April 20, 2006
Contact: Julie Maryott-Walsh 266-4904

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FIXED-ROUTE ANNOUNCEMENTS

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ROUTE 55 SERVICE: Extra 12:30 Trip
Friday, April 14, 2006

Metro will operate a mid-day trip departing the Epic Campus at 12:05 PM on Friday, April 14. For more information, call the Customer Service Center at 266-4466 (TTY 267-1143) or E-mail mymetrobus@cityofmadison.com.

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LAST ROUND OF PUBLIC INFORMATION SESSIONS SCHEDULES

Metro Transit staff has been attending neighborhood association meetings to explain route and schedule proposals slated for implementation on September 3, 2006. You are encouraged to attend an information session and provide feedback to staff regarding these route and schedule change proposals.

The proposed route & schedule changes will soon be available for viewing at:

- All Madison Public Libraries
- Madison Department of Transportation
- UW Madison Transportation Place
- Metro Administrative Office
- www.mymetrobus.com

The final two informational meetings will be:

Tuesday, April 25 at 5:30 PM*
Madison Municipal Building, Room 300
Question & Answer Period: 5:30 - 6:00 PM

Presentation: 6:00 - 6:30 PM*

* NOTE: This presentation will be broadcast at 8:00 PM on City Channel 12 on Friday, April 29 and Saturday, April 30. It will also be available for online viewing the week of May 1 at mymetrobus.com.

Monday, May 1 at 6:00 PM

Madison Municipal Building, Room 300

Question & Answer period 6:00 PM - 6:30 PM**Presentation 6:30 PM - 7:00 PM**

Metro staff will take into consideration all feedback received at these meetings before developing and presenting final service change proposals at an official public hearing before the Transit & Parking Commission on May 22.

Middleton Public Hearing – for Middleton Service Change Proposals Only**Thursday, May 4 at 5:30 PM**

Lakeview Park Shelter

6300 Mendota Ave., Middleton

Madison Public Hearing

Monday, May 22 at 5:30 PM

Madison Municipal Building, Room 260

215 Martin Luther King, Jr. Blvd., Madison

For more information, or to request a service change proposal packet, call the Metro Customer Service Center at 266-4466 (TTY: 267-1143) or · E-mail mymetrobus@cityofmadison.com.

- [Complete Info](#)
- [Listening Sessions Scheduled](#)
- [Route-by-Route Description](#)

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REGULAR SUNDAY SERVICE: Easter**Sunday, April 16**

Buses will follow regular Sunday schedules on Easter.

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NOW ACCEPTING CREDIT & DEBIT CARDS

Metro now accepts credit and debit cards for all pass, 10-ride card and ticket sales at the Administration Office at 1101 E. Washington Ave.

Passes, 10-ride cards and tickets can be continued to purchase online with credit and debit cards at mymetrobus.com.

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NEW RIDE GUIDE MATERIALS IN SPANISH

New *Ride Guide* "How to Ride" information is now available in Spanish.

- [Ride Guide en Español](#) (PDF)

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SPECIAL ANNOUNCEMENT

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TRANSIT 2020: Kicks Off New Phase

Transport 2020, a study of transportation improvements for Dane County and the Greater Madison Metropolitan Area, has started a new phase to refine, evaluate and recommend improvements to the area's transportation system.

A range of alternatives that will be studied include a No-Build alternative and a range of improvements to the existing bus system or other transit investments. The focus of this phase is a 13-mile-long rail corridor connecting Middleton, Shorewood Hills, the UW Campus, Downtown Madison and the East Side, as well as several other potential lines. In addition to the initially identified alternatives, other alternatives generated by the scoping process may be considered.

Public participation is essential to creating a transit system that meets the needs of all Dane County residents, businesses, workers and students. Visit the [Transport 2020 website](#) for study documents and updates, meeting notices, and links to help you get involved in shaping the future of transportation in the Greater Madison Metropolitan Area. An initial public meeting has been scheduled for Wednesday, April 26 at Monona Terrace 5 PM - 8 PM.

● [Complete Info](#)

UPCOMING DETOURS

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**CAPITOL LOOP DETOUR: Pavement Replacement Project
Expected to Start May 1**

Due to a pavement replacement project on the Capitol Square, buses are expected to follow the Capitol Loop from May 1 through May 31.

Complete information will be available on buses and posted online soon.

DETOURS IN PROGRESS

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STATE ST. DETOUR: Construction Project Phase 1

Due to street construction, buses are expected to detour from the lower section of State St. beginning Monday, April 3. Affects Routes: 2, 3, 4, 5, 6, 12, 14, 15, 19, 29, 47, 56, 57, 58, 60, 61 and 65.

The first phase of construction is expected to last six weeks. In mid-May, Phase 1 of the State Street detour will end and Phase 2 will go into effect. Watch for new State St. information online or on bus flyers at this time.

● [Detour Map](#)

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ROUTES 6, 14, 15, 25, 56 & 57 DETOUR: E. Washington Construction - Segment 2

Due to construction on East Washington, Routes 6, 14, 15, 25, 56 and 57 buses require closures and relocations of bus stops between Dickinson and Fourth Street.

Bus stops on each side of East Washington near the railroad Crossings between the Yahara River and First Street are closed as well as stops in each direction at Second Street.

Temporary bus stop locations on East Washington are located adjacent to the pedestrian crosswalk locations at the First Street intersection in both directions.

Bus stop modifications are expected to last through October.

Route 6 Note: Construction will close E. Washington at the Yahara River starting Friday, March 31 through the end of service Sunday, April 2. Buses will detour from E. Washington, but no bus stops will be missed.

● [Complete Info](#)

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ROUTE 29 DETOUR: E. Washington Construction

Due to construction on First Street & East Washington Avenue, Route 29 buses detour via Johnson Street and Baldwin Street.

Catch detoured buses on East Washington Avenue at Ingersoll Street, or on Johnson St. at First Street during the detour. Riders along East Washington may also use Routes 6, 14, 15 or 25.

This detour is expected to last through November.

METRO

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Inside

Deaths B2
 Weather B6

The Capital Times The Weekend of April 15-16, 2006

Christian guide a selling point

103 listed in business directory that uses quotes from Bible

By Pat Schneider
The Capital Times

Between the slogans claiming low prices, high quality and broad experience, one local business directory features verses from Scripture.

The Bible quotes are one way in which the Christian Business Directory for the greater Madison area, now in its 10th year, distinguishes itself from other guides to local goods and services.

The cover of the Madison directory quotes Proverbs 4:18 — "The path of the righteous is like the first gleam of dawn, shining ever brighter till the full light of day."

Its advertisers say the guide can put consumers in touch with businesses dedicated to integrity and honesty.

The directory is published by Red Letter Publishing of Fort Collins, Colo., and is one of 29 in cities across the country, including Boise, Idaho; Las Vegas; and Springfield, Ill.

In Wisconsin, Red Letter also publishes Christian business directories in Milwaukee, Green Bay and Appleton.

In Madison, 130 area businesses and professional people, from ac-

countants to wood flooring dealers, are listed in the 2006 edition.

"I am Christian and love working with people who have a faith-based approach to life," said Realtor Jan Byrne.

Byrne says she knows of only one client who came to her from seeing her advertisement in the directory.

"But it supports good name recognition. People say 'I saw you in the directory,'" Byrne said.

Byrne's ad features a quote from Proverbs about trusting in the Lord. She said the passage, which she keeps in her wallet and on her desk, helps guide her life.

"When three deals fall apart at once, I try to trust strongly in my ability to get back out there," she said. "What the Lord has in store for me as a Christian and as a Realtor will become apparent as life unfolds."

Advertisers in the directory use one another's services, but Byrne said she would need to have had personal experience with a local business before she would recommend it.

Tom Pellitteri of Pellitteri Waste Systems believes that a presence in the directory is a good indicator of a



Tom Pellitteri of Pellitteri Waste Systems says being listed in the Christian Business Directory enhances his reputation for conducting business with honesty and integrity.

commitment to fair business practices.

"Hopefully all businesses have standards of honesty and integrity," Pellitteri said. "The directory is a place to let other Christian people know there are businesses with those attributes."

He said that he doesn't necessarily bring up his Christian beliefs to customers, but that his personal relationship with Jesus has shaped his

business practices.

"I believe the standards of our company are much higher than industry standards," Pellitteri said.

Pellitteri said the Bible verse he uses in his ad, from the second epistle to Timothy, is one that resonates with him.

The passage speaks about how all scripture is "God-breathed."

See CHRISTIAN, Page B2

County transit planning revs up

Transport 2020 meeting set

By Bill Novak
The Capital Times

Planning for future transportation needs in Dane County and Madison is going into high gear.

Transport 2020, the long-range study jointly sponsored by Madison, Dane County and the state, will concentrate on refining its initial recommendation over the next 16 months, hoping to come up with a final recommendation in summer 2007.

The "Conceptual Engineering and Draft Environmental Impact Statement" will look at specific transportation improvements in the east-west corridor from the Greenway Station shopping center in Middleton to East Towne Mall, as well as the environmental impact that new modes of travel will have, and what will happen to the region if the improvements aren't made.

The report issued after the first phase of the project was completed in 2002 recommended a multi-faceted system of commuter rail, electric streetcars, express bus service, park and ride lots, and local bus service improvements.

"Madison and Dane County are growing communities whose residents enjoy a high quality of life," said Transport 2020 project manager David Trowbridge, in announcing the second phase of the project Friday.

"As the region continues to grow, growth management, traffic congestion, safety and job creation will become increasingly important issues," he said.

The second phase of the Transport 2020 project has five components:

- Developing a concise and accurate statement of purpose and need for transit improvements to deal with existing and future transportation problems in Dane County.
- Defining several alternative transportation improvements, including the "locally preferred alternative" from the first phase of the study.

The alternatives will have a high degree of detail, including information on vehicles, station and stop location and design, projected ridership, complete operating plans, travel speeds and times, numbers of vehicles, integration with existing freight rail, bus transit and road traffic.

■ Evaluating alternatives for social, economic and environmental impacts, estimated capital and operating costs, effects on existing transportation, the region's financial capacity to construct and operate the system, and impacts on Dane County's land use and economy.

■ Evaluating options for funding and managing an improved transit system.

■ Completing a draft Environmental Impact Statement to satisfy federal requirements.

The goal? To get a clearer picture of the future of transportation for the region.

"The region will be well-positioned to act on implementing this long-range vision," Trowbridge said.

For more information about Transport 2020, visit the study Web site at www.transport2020.net.

E-mail: bnovak@madison.com

2 bank robbers plead guilty, await sentencing

By Kevin Murphy and Susan Troller
The Capital Times

A Verona man pleaded guilty to robbing a Verona bank, and a Stoughton man pleaded guilty to robbing a Stoughton bank, in separate hearings Friday in federal court.

Marvin Baker, 29, of Verona admitted to walking into the Anchor Bank, 420 W. Verona Ave., on April 7, 2005, and handing a teller a note in which Baker threatened to "blow his brains out and everyone else's" unless he received \$3,000, according to court documents.

Baker left with \$3,000 in cash but was seen entering a nearby apartment building, Verona police were alerted, and while an officer watched the area, Baker exited the apartment and got into a vehicle. Baker was found hiding on the floor of the vehicle with \$3,000 and was taken into custody, said Assistant U.S. Attorney Peter Jaross.

Awaiting a competency evaluation while being detained in Missouri, Baker attempted suicide, according to court documents. Baker was found competent to stand trial on Wednesday.

After his plea hearing Friday, he faces maximum statutory penalties of 20 years in prison and a \$250,000 fine at his June 23 sentencing before District Judge John Shabaz.

Jon Heckman, 40, of Stoughton, pleaded guilty to the Jan. 20, 2006, robbery of the Associated Bank at 117 King St. in Stoughton.

Heckman entered the bank, put a lock box on a teller counter and gave the teller a note directing her to put cash, but no dye packs, in the lock box. Heckman left with \$1,729, said Assistant U.S. Attorney Rita Rumbelow.

At the request of Madison police, who suspected Heckman of an offense in Madison, Stoughton police searched Heckman's abandoned apartment. Officers found a winter hat similar to the one worn by the Associated Bank robber, Rumbelow said.

Heckman admitted to Madison and Stoughton detectives that he committed the Jan. 20 robbery, Rumbelow said. Heckman told Shabaz that at the time he didn't know why he robbed the bank and didn't offer a

POLICE REPORT

reason Friday or dispute the government's evidence in the case.

Heckman also faces maximum statutory penalties of 20 years in prison, a \$250,000 fine and restitution of \$1,729 at a June 23 hearing before Shabaz.

Both men remain in custody pending sentencing.

• • •
Bank robbery: A gun-wielding robber took an undisclosed amount of cash Friday morning from Bank Mutual in Middleton, the second armed robbery there in a month.

No one was injured in the incident, which happened at about 10 a.m. at the bank's branch at 6209 Century Ave.

The robber fled the scene in what was believed to be a black Mercury Grand Marquis or Ford Crown Victoria-type vehicle, possibly with a tan colored landau roof and with five spoke, shiny wheel covers. He was described as black, 25 to 30 years old,

wearing pink gloves, a gray hooded sweatshirt with matching sweat pants, and dark scarf over his face.

The bank was robbed on March 16 by a man with a similar description who also had a gun.

Anyone with information on the incident or vehicle is asked to call Middleton Police at 827-1000.

• • •
Barn fire: A blaze Friday consumed a garage storage building in the town of Pleasant Springs.

The two-story building at 1745 Rinden Road and its contents, which included a number of antiques, two snowmobiles, an ATV and welding equipment, were destroyed.

Two vehicles parked outside the building, which is owned by Patricia M. Russell, were also destroyed.

Dane County deputies and fire departments from Blooming Grove, Cottage Grove, Cambridge, Deerfield, Marshall, McFarland and Stoughton responded to the blaze, which was reported just before 5 p.m.

Damage costs were not available. The cause remains under investigation.



Ready to row

■ Amanda Ruhno (left) and her Michigan State women's crew teammates assemble their shells after arriving at Vilas Park for the Midwest Rowing Championships, set for next weekend on Lake Wingra.

DAVID SANDELL/THE CAPITAL TIMES

Marie Turner

From: Connie White
Sent: Monday, April 24, 2006 10:32 AM
To: Caron Kloser; 'karen'; Kenneth Kinney
Cc: Marie Turner
Subject: FW:

From the Daily Reporter.

Dane County plans for increased traffic
Paul Snyder
April 21, 2006

Two transportation studies should work in tandem to alleviate projected traffic congestion in the Dane County area, said Madison Mayor Dave Cieslewicz's spokesman. "It's estimated that by 2031, we will have 100,000 more cars on the street in Dane County, and you can imagine the impact that will have on traffic here," said George Twigg. "We have to work toward a solution." One study, Transport 2020, is in its second phase, and its first public information meeting will be held Wednesday at Monona Terrace in Madison. The study is co-sponsored by the city of Madison and is working simultaneously with the city's own downtown-specific streetcar study. Twigg said it makes a lot of sense for the two studies to be addressing multiple ways of appeasing potential traffic problems in the area, which has experienced a population growth of 23 percent since 1990. "There's a lot of potential synergy in the idea," he said. "We've found that by looking at other cities with similar plans, when you have multiple systems, the whole is often greater than the sum of its parts. For instance, the number of bus riders will increase, because they start thinking, 'I can take the bus to point A, and take the streetcar to point B.'" Transport 2020's first phase was completed in 2002 and combined technical analysis with public participation to address future transportation possibilities for Madison and Dane County, from street and highway expansions to rail and bus service. The outcome was a recommendation dubbed a "locally preferred alternative," which mixed commuter rail, electric streetcars, express bus service and park-and-ride lots in a multimodal system. Public input sought Public participation will continue to be a part of the process as a series of meetings will be held over the next six months to gain input on the process, as officials look to examine both the practical and economical feasibility of the initiative. The five goals of the new phase are:

- * Document the need for transit improvements, including problems in the corridor, desired development scenarios and the goals of the improvements.
- * Define alternative transportation improvements, including conceptual engineering, station and stop location and design, vehicle options, projected ridership and complete operating plans.
- * Evaluate alternatives in terms of social, economic and environmental impacts, estimated capital and operating costs, their effects on transportation in the Madison area, financial capacity to construct and operate the system and impacts on county land-use and economy.
- * Complete a draft environmental impact statement to summarize all analyses in the framework required by the federal government.
- * Prepare an application for funding to implement the locally preferred alternative.

Twigg said both studies are in their feasibility stages, and it will be some time before tracks are laid on any projects.

No oaths, no problem?

Many city committee members have failed to sign required pledge

In February, Greg Banks was all set to attend his first meeting as a member of Madison's Affirmative Action Commission, but says city staff told him not to come. State law requires all committee members to sign an "oath of office," swearing to uphold the state constitution, and Banks had not yet signed.

"Because of that," Banks says, "I could not come and be counted as an official member."

Angela Bennett, the office's disability rights specialist, confirms telling Banks that without a signed oath, none of his votes on the committee would count. As it happened, the February meeting was canceled for lack of a quorum.

Banks, who finally signed the oath in March, says the issue never came up in his two prior years of service on the city's Commission on People With Disabilities. "It was not part of the paperwork."

In fact, of the 13 members on the Commission on People With Disabilities, five have not signed. Neither have three members of the seven-member Community Development Authority, three of the 10 members of the Urban Design Commission and the chair of Public Works. Members of the Alcohol License Review Committee, Equal Opportunities Commission, Community Development Block Grant Commission and Parks Commission have also not signed oaths.

"This problem is severe, serious and systemic," says Michael Howe, chair of the Commission on People With Disabilities. "It is unfathomable that it appears to have become as rampant as it has." Howe has asked the deputy city clerk to attend next week's disabilities commission meeting and administer the oath to members.

Mayoral spokesman George Twigg says the city lacks the resources to make sure the oaths are signed. "We need to devise a better system to keep track of these."

City Attorney Michael May says that while state law prescribes the oaths, committees made up of people who haven't signed are not illegitimate. "It doesn't make any actions the committee took void or anything," he says. "It doesn't create any legal problems."

According to May, not having a signed oath only becomes an issue if someone questions a person's appointment. "If challenged, the position is considered vacant."

May praises the city staffers who told Banks he needed a signed oath to serve on the Affirmative Action Commission. "I suspect they were telling him so he'd get it done," he says. "Telling someone to get it filed before they start work on a committee is a good practice."

Love that dirty water

The Madison Water Utility opened a new well last summer, knowing it was contaminated with high levels of manganese.

Well No. 29, which serves the area near East Towne Mall, was tested in 2003 and 2004. Both times, it had concentrations of manganese between 158 and 200 parts per billion. (For the test results, see Document Feed at thedailypage.com.)

Water with manganese of 50 ppb is usually discolored; the U.S. Environmental Protection Agency says there may be health concerns with levels of manganese above 300 ppb. Manganese is a naturally occurring metal that humans need in their diet in small doses. Too much, however, can cause neurological problems.

The Water Utility has received "quite a few" complaints from residents about discolored water from Well No. 29, says Al Larson, the utility's principal engineer. "It'd make sense to filter the water at this well," he says. "We need to figure out how to pay for it." Adding a filter would cost \$2 million. The utility has already invested \$3 million in the well itself.

So why open the well at all, knowing it was contaminated?

"Development along the east side of Madison is putting a lot of pressure on us," says Larson, noting that the utility only had one well serving East Towne and American Family. "If that well breaks down, then they don't have any water."

Larson adds that when a test well was drilled there in 2000, the water initially had no manganese. "Welcome to the world of groundwater," he says. "You may find good water, you may not."

Recall this!

The group that led a failed effort to recall Madison Mayor Dave Cieslewicz has closed up shop. Madison Citizens for Responsible Government filed a termination notice with the City Clerk's Office last month.

Last year, the group set out to gather more than 34,000 signatures to force a recall of Cieslewicz, whom it blamed for the citywide smoking ban. In the end, the group refused to say how many signatures it actually gathered.

According to its campaign finance report, the group raised \$794 for the recall effort, spending much of it at Kinko's. The group donated nearly \$200 left over to St. Dennis Church in Madison.

Twigg, of the mayor's office, says it was clear from the start that the Madison group was orchestrated by the Milwaukee-based Citizens for Responsible Government Network, which successfully recalled Milwaukee County Executive Tom Ament. "We've never seen much evidence of local support for them," he says. "So it's no surprise they're leaving."



May: 'If challenged, the position is considered vacant.'

Sisterly spending

Ald. Zach Brandon thinks some Madison sister-city groups are misusing their city funds.

"There's no oversight," he complains, noting that the Madison-Vilnius (Lithuania) sister donated money to Hurricane Katrina relief last year. "It's a worthy cause, but it's not what they were given tax dollars for. It's not their money to do whatever they want with."

Daina Zemliauskas-Juozevicius of the Madison-Vilnius Sister City Committee says the group has always used its \$500 in city funds appropriately, providing English books to Lithuanian libraries and supporting a local folk dancing troupe. She admits it gave \$50 to the Red Cross during its Hurricane Katrina relief efforts. "They were allowing us to use a meeting room for our monthly board meetings. The donation was kind of a thank you."

Brandon is unmoved, saying, "It's less the dollar amount. It's more the principle." He also complains that the Arcatao, El Salvador sister has given money to the Rafah Sister City Project. The Madison Common Council refused to name Rafah in Palestine a sister city, in part due to allegations that it's a haven for terrorists. "The sister-city program has deviated from the original intent," says Brandon. "It's become more political."

But Barbara Alvarado of the El Salvador group says it never gave money to the Rafah program; she suspects Brandon misread its annual report. "We have done joint fund-raisers with Rafah," she says. "We do not give money to them."

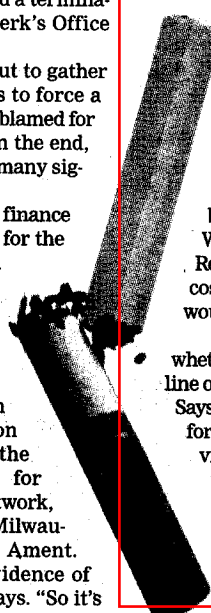
Help them choo-choo choose

The planning group Transport 2020 plans a public hearing on where to put Dane County's first commuter rail line.

"We are going to consider several variations," says County Board Chair Scott McDonell. The current plan is to go from Middleton to East Towne on existing tracks, but McDonell says ridership may be higher if the route starts at West Towne and the UW Research Park, "although capital costs to run the train in the street would also be higher."

The group will also consider whether to run the county's first rail line out to the Dane County Airport. Says McDonell, "It would be an asset for the community, especially for visitors, if there was an easy way to get downtown and to the UW from the airport."

The hearing will be held April 26 at Monona Terrace, starting at 5 p.m. ♦



VKRATZ@ISTHMUS.COM

THE WEEK IN R

Thursday 4.13

- Arlene Silveira is confirmed winner of the school board election after a recount she won by 79 votes, seven fewer than the incumbent.
- Dane County prosecutors charge Michael Cole with the murder of Angela Drake, 25. Police say she died of exposure and hypothermia after Desalvo was naked and intoxicated in an Oregon culvert.

Friday 4.14

- Gov. Jim Doyle and Attorney General Peg Lautenschlager announce they'll return campaign funds - \$25,000, respectively - donated by executive-based International Profit Associates. Law Justice Department brokered an out-of-court settlement with the company, which was accused of providing legal services to clients.
- Two workers fired from Octopus Car Wash missed work to attend last week's protest. They got their jobs back. Owner Jeff Jurkins wants to sue and threats of a boycott if he didn't.

Sunday 4.16

- Two bomb threats are called in for Madison. The threats do not specify which buses, but police are searching two buses anyway. No bombs found.

Monday 4.17

- Madison's Plan Commission again rejects a grocery store at Hilldale shopping center. The 50,000-square-foot store is still too big, goes to the city council, which could overrule the commission.
- Gregory Ledbetter, 39, pleads guilty to 28 counts of assault, child enticement and sexual exploitation, a former worker at a Madison group home for boys, assaulted 10 victims, most ranging in age from 17. He faces up to 715 years in prison.
- Mifflin Street Co-op members vote to keep the store open. The co-op, which owes \$100,000, will seek a loan to consolidate the debt.
- The Madison Landmarks Commission denies the Rennebohm Building on University Avenue a landmark. The 1925 building, which once housed a fountain drugstore, will likely be demolished for the UW's new \$375 million research center.

Tuesday 4.18

- The Madison Common Council votes 15-4 to approve \$5.87 million for nine apartment buildings in the neighborhood that fell into receivership. The city wants to demolish the buildings and build with owner-occupied housing. The council is led by Austin King as its president.
- The Dane County Board elects Supv. Scott Johnson as chair.
- Bill Johnston is named publisher of the *Wisconsin Journal*, succeeding Jim Hopson, who is now publisher of the *Journal Star* in Lincoln, Neb. Johnston is a Madison graduate who grew up in Janesville.
- Madison police release the name of the boy in last week's shooting on Williamson Street: 13-year-old Pichardo, 33, was hit in the leg by a ricochet when he tried to help police subdue Victor Pichardo. Pichardo was shot and killed by police. Pichardo was treated and released from an area hospital.

COMPILED BY

FORTUNES

↑ **UP:** Paul Barrows. An appeals court ruling UW-Madison officials were not justifying firing Barrows, the former vice chancellor, for allegedly sexually harassing him. The UW had required Barrows to attend training and use vacation time instead of a lengthy leave of absence. UW Chancellor W. Wilson Wiley also removed Barrows from his position in November 2004, cutting his pay by a \$120,000. UW Provost Patrick Farrell says he will decide whether to alter Barrows' punishment.

↓ **DOWN:** Steve Foti. The former Assembly leader reports to jail to begin his 60-day sentence for a state ethics violation. An unrepentant Foti accuses Dane County District Attorney Patrick Farrell of prosecuting him only because he is a Republican and says the practice of using taxpayer money for campaign activities is widespread.

THE BADGER HERALD

NEWS

City ponders future of transportation

by Lynn Heidmann

Thursday, April 27, 2006

With continuing traffic congestion and route changes to the Madison Metro transit system, the Wisconsin Department of Transportation looks to advance a proposed transportation plan.

The plan, called Transport 2020 would introduce electric streetcars and light rails to the city's transportation options.

Members of the DOT met Wednesday with the local community to gather public questions, comments and opinions about the system.

Caron Kloser, the plan's deputy project manager and senior transportation planner, said Transport 2020 is the next step for transportation in a growing city like Madison.

"The isthmus is simply geographically constrained," she said. "There just aren't many other places to put cars and roads anymore."

Kloser also said because the city's population will go up 36 percent in the next 30 years, it will only increase the number of people commuting in and out of the city.

"Because of the continuing growth in the county, there is increased pressure on work trips and traveling," she remarked.

The main channel of the new transportation mode would extend 13 miles from the East Towne Mall area to Middleton, Kloser said.

However, Kloser noted there is room for public input to determine exactly where stops along the route would be.

Ken Kinney, head of light and commuter rail planning services, articulated the overall goals of the plan include better land use, increased mobility in wider areas of the city, more transportation choices and cost-effective transportation, he said.

"We design these systems to get the most number of people on the trains or busses," Kinney added. "Speed is one of the best ways to get people riding [public transportation]."

However, the biggest concerns expressed by the community center on a fear of decreased Madison Metro service and overall apprehension about funding.

Kinney said the department hopes to receive half of the system's funding from the federal government.

The other half, he said, would come from the city and local support.

And department members from Madison Metro maintained the goal of Transport 2020 is not to replace the bus system, further saying the transit system is dedicated to maintaining as much service as possible.

The Department of Transportation will hold several more public informational meetings as the plan progresses. The department will also seek recommendation from the city for engineering plans in late spring of 2007.

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Residents question need for commuter rail

By MARV BALOUSEK
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Earnestine Moss of Fitchburg wondered Wednesday night how a Madison commuter rail system would benefit low-income people.

"Who's going to pay for this?" she asked officials at a Monona Terrace public hearing. "If we can't afford to ride the bus, how can we afford to ride the train? It seems to me we're going to be catering to the haves, not the have-nots."

Moss was among area resi-

dents reacting to the kickoff of the second phase of a Transport 2020 study for a more than \$200 million commuter rail line between Middleton and East Towne Mall. The study will culminate in a draft environmental impact statement and a federal grant application.

A separate study backed by Mayor Dave Cieslewicz is looking at the feasibility of streetcars that could be used Downtown and for shorter trips.

Ted Voth Jr. of Madison said he wondered how the city

could afford a rail system when it has difficulty paying for Madison Metro bus service.

"We can't finance an adequate Metro (service) as it is," he said. "These Metro cuts are hurting nobody but people who really need buses."

Madison Ald. Ken Golden, co-chairman of the Transport 2020 Implementation Task Force, said fuel costs and other factors cause changes in Madison Metro routes.

"Under no circumstances do we expect that the addition of

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Rail

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a rail system will reduce service on Madison Metro," he said. "It will change routes."

Suburban officials urged officials not to ignore them when it comes to rail service.

"I think it's real important that the study doesn't just look east and west, but we also look south," said Fitchburg Mayor Tom Clauder, adding that a viable rail line runs through his city to Janesville.

Mark Opitz, Middleton city planner and a Dane County su-

pervisor, said Middleton has long had an interest in passenger rail service and built a spur to connect future service to Greenway Station, which would be the western end of the starter route under the current plan.

Some speakers expressed support for streetcars while others raised concerns. Bob Holloway of Madison said sharing a lane for bicycles and streetcar tracks would be very dangerous for bicyclists. Gari Berliot of Madison said Madison's winter snow and ice might not be hospitable to a streetcar system.

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Keep commuter rail plan on track

A Wisconsin State Journal editorial
April 29, 2006

The day is coming when it will be perfectly safe to use a mobile phone while you're behind the wheel of your car on the Beltline.

Because you won't be driving. You'll be parked in a traffic jam.

Yes, traffic jams already occur regularly on the Beltline. But with Dane County's population projected to increase by more than 50,000 every 10 years and with thousands of those new residents daily moving in and out of Madison to work, conduct business, shop or attend classes and entertainment events we "ain't seen nuthin' yet" as far as traffic congestion is concerned.

There is one prescription for avoiding Beltline constipation: Develop better mass transit options for moving commuters into, out of and around Madison.

That is why the Transport 2020 project should continue to pursue a commuter rail option for metropolitan Madison.

Commuter rail won't leave the station unless it proves cost-effective, nor should it. But with train technology improving and gasoline prices increasing, the odds in commuter rail's favor keep rising.

Under those conditions, it only makes sense for the Transport 2020 committee to finalize a plan to submit for a possible federal grant to help pay initial costs, expected to top \$200 million.

Transport 2020 began with representatives from Madison, Dane County, the state and UW- Madison developing a transportation plan to cope with traffic growth projections. The plan envisions a commuter rail system running from Middleton through Madison's Isthmus to East Towne Mall, with connecting express bus service to suburban areas.

The system is to be enhanced with connecting streetcar service in Downtown Madison, an idea high on Madison Mayor Dave Cieslewicz's agenda. A separate committee is pursuing a streetcar plan.

Commuter rail's cost which includes not only the start-up price tag but also tens of millions of dollars in annual operating expenses may prove its undoing. But the Madison area must do *something* to address traffic growth. Whether the answer is expanding highways, expanding bus service, initiating rail service or something else, it will be expensive.

If train technology continues to bring commuter rail costs down and gas prices continue to boost the cost of alternatives, the case for commuter rail becomes compelling. Trains are more popular with commuters than buses, they produce less pollution than cars or buses, and they tend to encourage more environmentally friendly urban planning.

If Dane County's population continues to grow as projected, there is no doubt our current transportation system will fail us. The Transport 2020 project offers commuter rail as a potential solution. It's an option we should keep open.

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