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**MEETING PURPOSE:** Agency Scoping Meeting

**DATE:** April 26, 2006

**TIME:** 1:00 p.m. to 3:30 p.m.

**LOCATION:** Monona Terrace

**HNTB JOB NUMBER:** 43274-PL-001-010

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1. Project Presentation 1:00 – 1:20

- Project Description
- Local and Regional Planning
- Purpose and need
- Alternatives
- Schedule

Handouts: Copy of presentation, maps of preliminary alternatives, newsletter

2. Agency Coordination 1:20 – 1:45

- Submittal of project interest letters for participating agency status
- Round Table discussion of agency concerns and needs
- Future coordination: discuss checkpoints

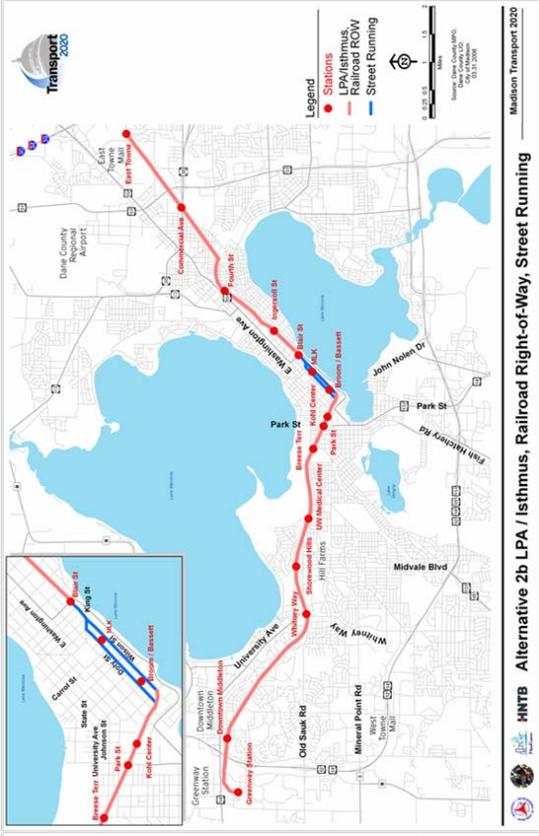
Handouts: Notice of Intent, environmental considerations summary, purpose and needs summary, public participation summary

3. Bus Tour 1:45 – 3:30

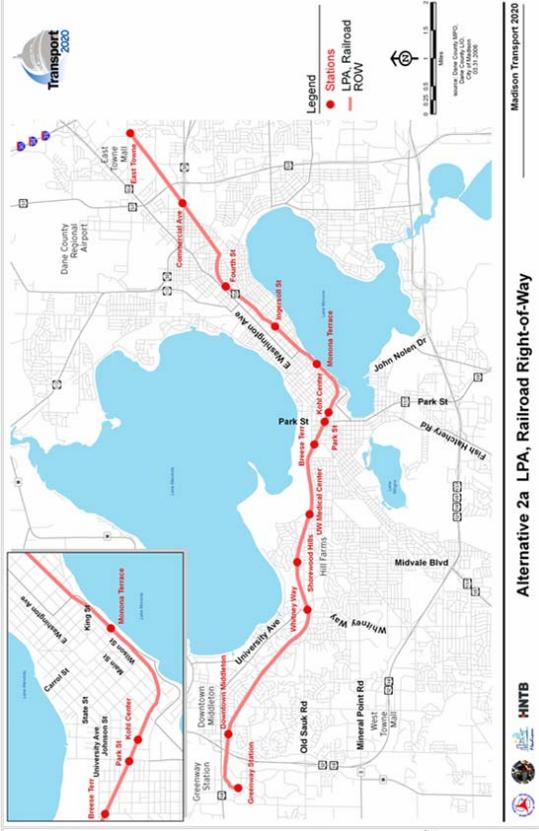
- Overview of route
- Onboard discussion and tour of corridor

Handouts: Street map and tour route

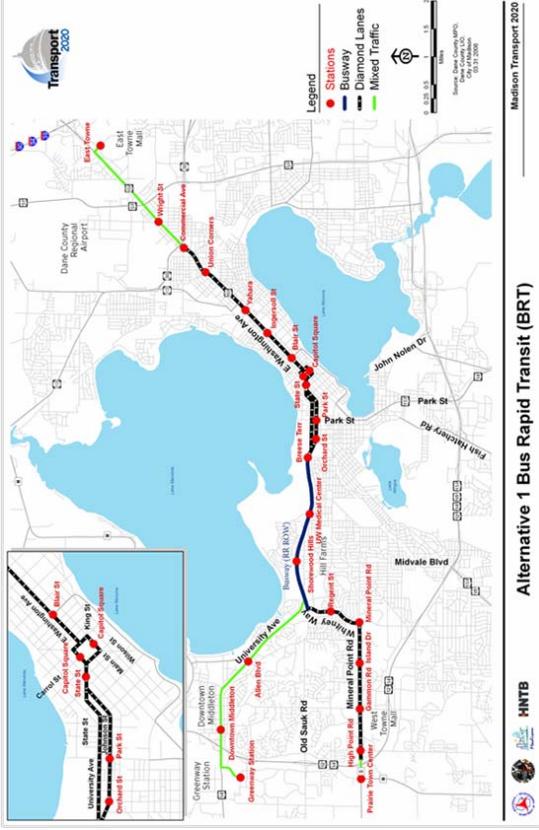
**Alternative 2b  
LPA/Isthmus, Railroad Right-of-Way, Street Running**



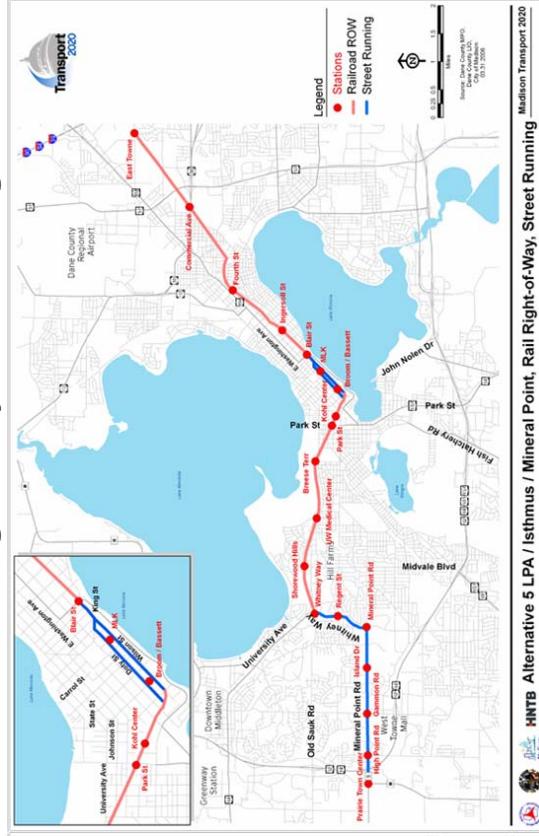
**Alternative 2a LPA, Railroad Right-of-Way**



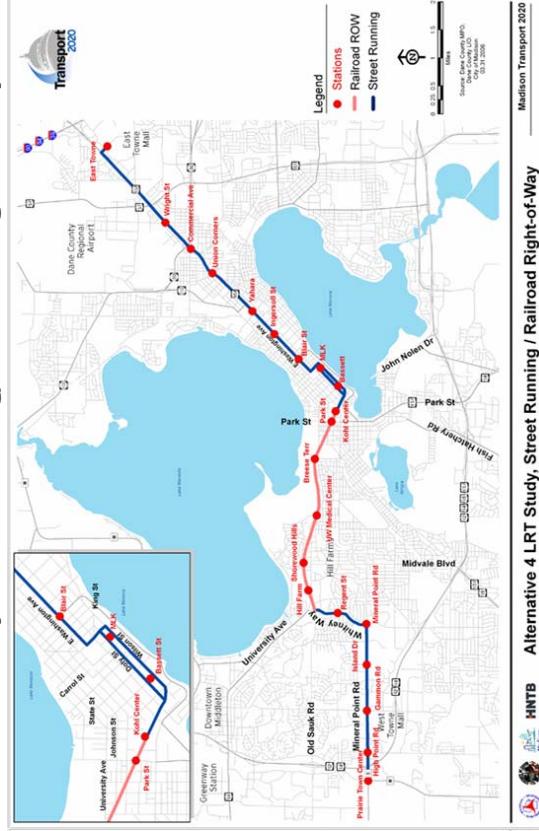
**Alternative 1 Bus Rapid Transit (BRT)**



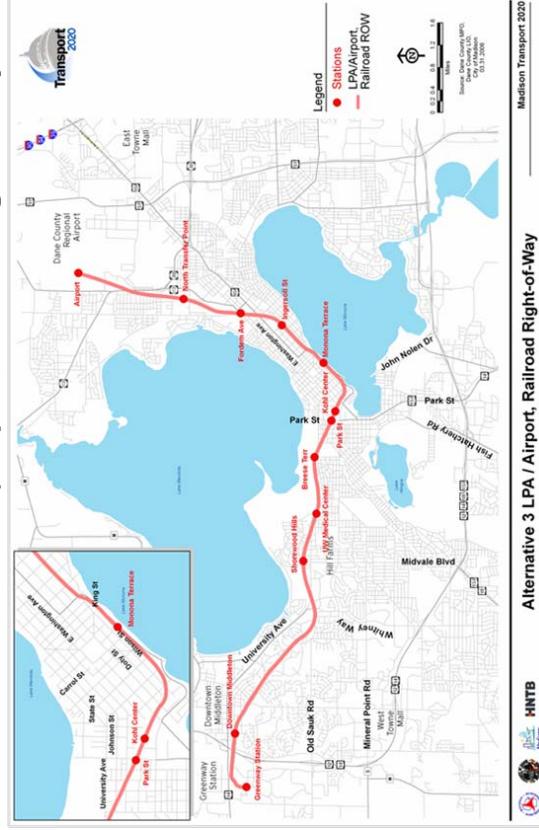
**Alternative 5 LPA/Isthmus/Mineral Point,  
Railroad Right-of-Way, Street Running**



**Alternative 4  
LRT Study, Street Running/Railroad Right-of-Way**



**Alternative 3 LPA/Airport,  
Railroad Right-of-Way**





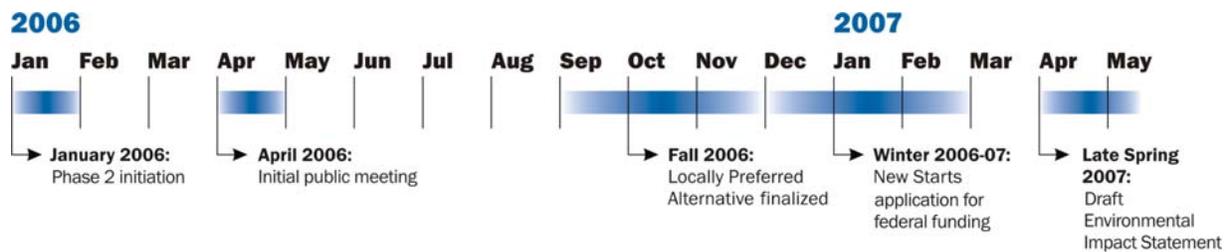
## TRANSPORT 2020 SCOPING MEETING

### Summary: Environmental Considerations

#### Purpose of scoping

- To identify the significant issues to be analyzed in the EIS and to eliminate issues that are not significant (40 CFR 1500.4);
- To determine what issues to address and the kinds of expertise, analyses and consultations likely to be needed.

#### EIS/New Starts schedule



Factors to consider. Impacts may be direct, indirect or cumulative. The italicized items are those that we suggest are most significant for Transport 2020.

#### **Socio-cultural environment**

*Business and Community Economics*

*Regional Economics*

*Community*

*Relocations*

*Gentrification*

*Impacts to community facilities*

*Land use effects, such as transit oriented development and growth inducement*

*Historical, archeological, park and recreational resources*

*Section 4(f)*

*Section 6(f), et al.*

*Transportation*

*Traffic*

*Streets*

*Bicycle facilities*

*Pedestrian facilities*

*Transit Ridership*

*Environmental Justice*

*Title VI*

*Accessibility*

*Citizen participation*

*Utilities*

*Visual quality*

*Energy usage*

#### **Potential hazards to human health**

*Noise & Vibration*

*Construction Impacts*

*Hazardous Waste*

*Air Quality*

*Electromagnetic Fields (EMF)*

*Safety at crossings*

*Security at stations and onboard*

#### **Natural environment**

*Floodplains, Streams, Water Quality, Wetlands*

*Section 404*

*Biological Resources*

*Threatened & endangered species*

*Habitat*

*Geological Resources*

#### **Cumulative & secondary impacts**

*Land use*

*Economics*

#### **Consistency with law**

*Permits needed*

#### **Consistency with existing/desired local conditions**

*Will depend on adopted local and regional plans*



## TRANSPORT 2020 SCOPING MEETING

### Summary: Opportunities for Public Participation in the Study

Public participation is a fundamental component of the Transport 2020 Draft Environmental Impact Statement phase, in order to ensure that transportation system improvements are directly responsive to the needs and concerns of all stakeholders. All issues identification, analysis and decision-making processes are designed to provide information and actively seek and incorporate public comments.

This phase of Transport 2020 will include many opportunities for stakeholders – from transit riders to station area neighbors to commuters, businesspeople, developers and students – to learn about the alternatives under consideration, to provide information on transportation issues that affect them and to guide the development of a comprehensive transportation system that meets their needs.

- **Open Meetings** of the Transport 2020 Implementation Task Force and its subcommittees will provide opportunities for public comment.
- **Public Information Meetings** will be scheduled three times during the study phase. These major open house meetings will provide stakeholders with opportunities to learn about the study alternatives and evaluation and provide direct feedback to the study team.
- **Focus Groups** will gather information from specific groups of stakeholders, including development and real estate professionals, elderly and disabled community members, low-income and transit-dependent community members and employers.
- **Small Groups** – such as business and neighborhood organizations – may request a presentation from the study team on issues that affect them.
- **Stakeholder Meetings** will be held with elected officials and other key stakeholders.
- **Walking Audits** will be used to gather information from neighbors of selected station sites to identify issues regarding station area access, noise and parking.
- **Study Newsletters** will be published four times during the course of the study.
- **Transport 2020 Website**, found at [www.transport2020.net](http://www.transport2020.net), includes meeting notices, study information and documents along with mechanisms to contact the study team.



## TRANSPORT 2020 SCOPING MEETING

### Summary: Purpose & Need for Transportation Improvements

Dane County and the Greater Madison Metropolitan Area is a growing region whose residents enjoy a high quality of life. In numerous plans and studies, the citizens of the region have articulated a vision for the future that focuses on maintaining that quality of life while managing growth, improving mobility and preserving the area's unique identity and environmental assets. Many of these planning processes have reached the conclusion that improving transit, particularly for travel into and through the isthmus, is an essential component of achieving regional goals.

If the Greater Madison Area does not improve transit in this corridor, the region's forecasted growth will lead to degraded mobility, undesirable development patterns and worsening prospects for economic development. Several factors inform this conclusion:

- The Greater Madison Metropolitan Area is the fastest growing metropolitan area in Wisconsin. leading to ever worsening traffic congestion in the region's center. The lack of available land, high costs and public opposition make expanding roadway capacity unfeasible.
- A vast majority of employment – along with cultural activities, much of State Government and the University of Wisconsin-Madison campus – is located on the isthmus. The densely populated central portion of Dane County, with its concentration of jobs and activities, creates a natural transit corridor. ▪ Improvements to Madison's transit system may relieve pressure on roadways and contribute to desired community development while improving mobility for all Dane County residents, including those that are transit dependent.
- Continued growth and the unique geographical features of the isthmus are