



**Preliminary Engineering/NEPA Analysis  
for the  
Dane County/Greater Madison Metropolitan Area**

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## Minutes

### TRANSPORT 2020 IMPLEMENTATION TASK FORCE (ITF) MEETING

**Wednesday, April 5, 2006**

**7:00 p.m.**

**Madison Municipal Building, Room 260  
215 Martin Luther King, Jr. Boulevard  
Madison, WI**

#### -- ROLL CALL

ITF Members Present: Sandy Beaupre; Jim Berkenstadt; Lori Kay (*for LaMarr Billups*); John DeLamater; Sup. Chuck Erickson; Kristine Euclide; Jesse Kaysen; Chris Klein; Sup. Al Matano; Sup. Scott McDonell; John Vesperman (*for Joe Olson*); Dick Wagner.

ITF Members Absent: Michael Blaska; Ald. Ken Golden (*notified*); Warren Onken (*notified*).

TAC/Staff Present: Bob McDonald (Madison Area Metropolitan Planning Organization); Arun Rao (Wisconsin Department of Transportation, Urban Planning); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*); Leanna Wall (WisDOT-Southwest Region).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Mike Cechvala; Ken Kinney (HNTB); Caron Kloser (HNTB); Bob Schaefer; Royce Williams.

#### 1. REVIEW OF AGENDA

Sup. Scott McDonell welcomed Transport 2020 Implementation Task Force members to the meeting. There were no suggested modifications to the meeting agenda.

#### 2. APPROVAL OF MINUTES FROM ITF MEETING OF SEPTEMBER 29, 2005

The Minutes for the 9-29-05 Transport 2020 Implementation Task Force meeting were unanimously approved, as submitted on a motion by Jesse Kaysen/Kristine Euclide.

#### 3. INTRODUCTION OF NEW TRANSPORT 2020 ITF MEMBER: SUP. AL MATANO

Sup. Al Matano was introduced as a new member of the Transport 2020 Implementation Task Force. He replaces Kristine Euclide as the MPO appointee. Ms. Euclide replaces George Nelson as the County Executive's appointee.

#### **4. OPPORTUNITY FOR PUBLIC COMMENT**

There were no registrants for public comment on this agenda item.

#### **5. REVIEW AND APPROVAL OF DRAFT TRANSPORT 2020 PURPOSE AND NEED DOCUMENT**

Caron Kloser (HNTB) reviewed the summary points of the draft purpose and need statement, copies of which the ITF reviewed. Initial comments on the purpose and need asked that the summary points be very clearly stated in the purpose and need statement. Kristine Euclide asked that additional information on trends in increasing real estate costs associated with roadway capacity expansion be re-evaluated.

#### **6. REVIEW AND DISCUSSION OF PRELIMINARY ALTERNATIVES**

Ken Kinney (HNTB) reviewed the project and activities schedule and summarized a meeting with FTA regarding the traffic demand model. Caron reviewed activities for the Agency Scoping Meeting and public meeting for April 26.

Ken reviewed the Preliminary Alternatives, noting that screened alternatives can be further refined as the study moves into the Detailed Definition of Alternatives phase. The MPO's map on Metro boardings and alightings confirms that the study corridor in the Isthmus is the logical corridor to evaluate from the previous Transport 2020 study.

Ken reviewed the six Preliminary Build Alternatives, noting that east and west options, as well as options around the Capitol can be developed in detail during Task 6. The six build alternatives include the Locally Preferred Alternative (LPA) from the previous Transport 2020 study and various rail and street-running alternatives. The six alternatives are:

- Alternative 1 – Bus Rapid Transit
- Alternative 2a – Rail service using the Minimum Operating Segment from the LPA
- Alternative 2b – Same as 2a, but with street running service through the isthmus
- Alternative 3 – Same as 2a, but with rail service to the airport
- Alternative 4 – LRT service (from 1992 study), using E. Washington Avenue, the WSOR rail corridor, Whitney Way and Mineral Point Road.
- Alternative 5 – Rail service using the WSOR rail corridor, but street running near the Capital and along Whitney Way and Mineral Point Road.

Ken further presented a comparison of various technologies that would also be considered, noting however, that large diesel-powered vehicles would not be considered for street-running alignments.

The floor was opened to public comment. Bob Schaefer (citizen) noted that public awareness activities need to be increased on the cost of the various alternatives; that there is too much focus on people going to a park and ride lot to ride the train, and that sufficient consideration is not being given to other technologies such as personal rapid transit. Also, consider traffic impacts on E. Washington Avenue; it is a U.S. highway and must remain operable.

Another comment received inquired whether the rail corridor could be operational with a single track, with sufficient sidings. Ken responded that would not be a good operational solution.

Ken then walked through the evaluation process for the Preliminary Alternatives. Evaluation criteria are:

- Capital costs
- Operation and maintenance costs
- Social, economic and environmental impacts
- Transit integration potential
- Financial feasibility
- Ridership
- Economic development potential
- Regional land use

Regarding the difference between operation and maintenance costs and financial feasibility, Ken emphasized that financial feasibility included consideration of costs and the community's willingness to pay for an alternative. For social, economic and environmental impacts, the group was asked to consider the adverse impacts of the alternatives. Beneficial impacts are addressed under the criteria of economic development potential and regional land use.

The group discussed the need for an airport connection in the mix of screened alternatives. Alternative 3 provides access to the airport for those who do not have cars, but the market for travel to the airport via transit is typically small. Other advantages of Alternative 3 include providing access to neighborhoods near the airport, access to potential redevelopment sites near the WSOR rail yard and access to a Metro transfer point.

The group also discussed the advantages and disadvantages of Alternative 5, which includes street running service on Whitney Way and Mineral Point Road. Employment centers along Mineral Point offer potential for strong ridership. The group concurred that the alternative should be evaluated further in the next phase of the study. The group initially determined that Alternatives 2a, 3, and 5, along with the No-Build and Baseline bus alternative should be taken in through further evaluation in the detailed analysis of alternatives. The group felt that Alternative 1, while not costly, would not perform well at increasing ridership, encouraging transit-oriented land use or facilitating economic development. Alternative 4 is costly to implement and has potentially significant impacts to traffic operations on E. Washington Avenue.

A final recommendation on the alternatives to be evaluated in detail will be made at the next ITF meeting on May 11, after comments are received from the Agency Scoping Meeting and public meeting on April 26. The Transit and Operations subcommittee meeting originally scheduled for April 27 is cancelled. The Finance subcommittee will convene at noon on May 10.

## **7. REPORT OF MADISON STREETCAR STUDY COMMITTEE ACTIVITIES**

David Trowbridge reported that the Streetcar Committee met on March 22 and reviewed the scope of work for the Preliminary Feasibility Study. He said that the Streetcar Committee will next meet on May 24<sup>th</sup>. He also said that the project will hold its first public informational meeting (termed a "Streetcar Summit") on June 21<sup>st</sup>. Trowbridge said that the Summit would include a panel discussion of individuals from other communities with streetcar systems and how Madison might benefit from a similar system.

## **8. IMPLEMENTATION TASK FORCE AND SUBCOMMITTEE SCHEDULE/NEXT STEPS**

David Trowbridge summarized various Transport 2020 meetings currently scheduled:

- Agency Scoping Meeting: Wednesday, April 26, 1:00-2:00 p.m. (Monona Terrace, Hall of Ideas);
- Agency Scoping Bus Tour: Wednesday, April 26, 2:00-3:30 p.m. (*rsvp for attendance*);
- Public Informational Meeting #1: Wednesday, April 26, 5:00-8:00 p.m. (6:00 presentation), Monona Terrace, Hall of Ideas (rooms H and I);
- (CANCELLED) Transit Operations Subcommittee: Thursday, April 27, 12:00 noon, LL-110;
- Land Use Meeting with Area Developers (w/Robert Cervero): Thursday, May 11, 2:00-4:00 p.m., Room 260 MMB;
- Management Team: Tuesday, May 9, 12:00 noon, Room LL-110 MMB;
- Implementation Task Force: Thursday, May 11, 4:45 p.m., Room 300 MMB;
- Land Use Workshop (w/Robert Cervero): Friday, May 12, 8:30 a.m.-noon, Room 260 MMB; and,
- Management Team: Thursday, June 8, 12:00 noon, Room 260 MMB.

**9. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS**

There were no announcements or information provided by Task Force members.

**10. ADJOURNMENT**

The Committee adjourned its meeting at 8:58 p.m.