



**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, July 26, 2006

5:00 p.m.

**Madison Municipal Building, Room 300
215 Martin Luther King, Jr. Boulevard
Madison, WI**

-- ROLL CALL

ITF Members Present: Sandy Beaupre; Michael Blaska; John DeLamater; Kristine Euclide; Ald. Ken Golden; Steve Hiniker; Jesse Kaysen; Rob Kennedy (*for LaMarr Billups*); Sup. Al Matano; Sup. Scott McDonell; LeAnna Wall (*for Joe Olson*); Dick Wagner.

ITF Members Absent: Jim Berkenstadt (*notified*); Sup. Chuck Erickson; Chris Klein.

TAC/Staff Present: Catherine Debo (Madison Metro); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*).

Others Present: Karen Baker (Bay Ridge Consulting); Margaret Bergamini; Mike Cechvala; Susan DeVos; Charlie Hales (HDR, Inc.); Ken Kinney (HNTB); Ken Lucht (Wisconsin and Southern Railroad); Ward Lyles (1000 Friends of Wisconsin); Hans Noeldner; Bob Schaefer; Marie Turner (HNTB); 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 SEPTEMBER 29, 2005 AND MAY 11, 2006 TASK FORCE MEETINGS

The Minutes for the 9-29-05 and 5-11-06 Transport 2020 Implementation Task Force meetings were unanimously approved, as submitted on a motion by Dick Wagner/Jesse Kaysen.

3. OPPORTUNITY FOR PUBLIC COMMENT

Following the introduction of Steve Hiniker as a new member of the Implementation Task Force, the floor was opened for public comment. Hans Noeldner, a representative from the Village of Oregon, came forward with a comment regarding the meeting with Mayor Cieslewicz and the Regional Transit Authority, which occurred in the month of June. The Oregon representative inquired if there was a relationship between that group and the ITF or any other entities. He suggested a relationship be formed if none existed at present.

A second public comment was given by Mike Cechvala of 2230 Merry Street. Regarding the revised station locations for Transport 2020, Mr. Cechvala expressed an interest in locating the Kohl Center station closer to Park Street and Murray Street. Here the station would be close enough to the Kohl Center and would leave space for a station on East Washington Avenue. Mr. Cechvala cited the opportunity for redevelopment at his suggested location and commented on the positive aspects of this location for residents and students of the area and nearby Regent Street. In regards to the Blair Street station, he would prefer this station closer to Blair Street and Wilson Street. Mr. Cechvala provided maps with his suggested station locations marked.

Bob Schaefer commented on the need to focus on financing and safety concerns. Mr. Schaefer also emphasized the use of bus transit as a solution and suggested a pre-implementation congestion study.

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

4. REVIEW AND APPROVAL OF BASELINE BUS ALTERNATIVE

Ken Kinney made a presentation on the Baseline Bus Alternative, beginning with a review of the Transportation Systems Management (TSM) Alternative. Ken noted that a meeting with the FTA would take place in regards to the Baseline Bus Alternative. Additionally, a memo regarding this alternative had been provided to the Task Force prior to this meeting.

Jesse Kaysen emphasized the importance of portraying the bus system realistically in the report, especially in regards to bus timing in the Capitol square. She also felt that the $\frac{1}{3}$ – $\frac{1}{2}$ mile interval between planned bus stops were artificially creating rail stations. Ken Golden expressed concern over a loss of parking due to the number of bus stops.

LeAnna Wall pointed out that, in the third paragraph on the first page of the memo, there is no mention of the airport. Ken Kinney indicated that this was unintentional and assured the group that revisions would be made to include the airport.

Ken Kinney continued the discussion of the Baseline Bus Alternative with an explanation of the differing characteristics of the No Build, Baseline and Build Alternatives. At the conclusion of this explanation, a motion was passed 11-1 (on a motion submitted by Rob Kennedy/Dick Wagner) to approve the Baseline Bus Alternative and the contents of the aforementioned memo, with the understanding that discussion regarding this would continue with both the Implementation Task Force and the Transit Operations Subcommittee.

5. REVIEW AND APPROVAL OF REVISED RAIL STATION LOCATIONS/OPTIONS FOR

EVALUATION

Ken Kinney then proceeded to make a presentation on the revised rail station locations. Three alternatives – 2a, 3 and 5 – were discussed. A park-and-ride lot was added at the Fair Oaks location per Bill Schaefer's request.

For Alternative 2a, it was decided to keep the stops at the hospital area, Midvale Boulevard and Whitney Way, as well as stops at Fair Oaks and Lien Road. Stops at Shorewood Boulevard, Stoughton Road, Commercial Avenue and City View will be put on hold. Ken Kinney did note that there could be concerns from the residential community regarding a park-and-ride in the Fair Oaks area. Dick Wagner also noted that there are environmental concerns. Testing will be done on the travel times and ridership for the proposed stops and further discussion will take place when results of the study are available.

For Alternative 3, a Packers Avenue stop was added per request by the Transit Operations Subcommittee. Ken Kinney noted that this would be a good park-and-ride site, but there are concerns as to where to locate the park-and-ride and costs associated. Ken Golden commented that the road system in the Packers Avenue area was not conducive to a park-and-ride. Jesse Kaysen commented on the need for maintenance facilities and on the poor road conditions in the Packers Avenue area. Ken Kinney indicated that meetings would take place with the Madison Metro and MPO regarding bus integration at this site and stated that the scheduled modeling and study of the specific stops would allow for a follow-up on this discussion. Additionally, for the purposes of the study, a 15-minute frequency was agreed upon for service to and from DCRA.

Alternative 5 included stops in downtown Middleton and a park-and-ride lot at the intersection of Highways 12 and 14. A rail spur or shuttle service to Greenway Station has been discussed. However, Greenway Station has not been added as a terminus as of yet.

A motion was passed (on a motion submitted by Kristine Euclide/John DeLamater) to approve the station report with changes as discussed, with the understanding that the proposed stations are not permanent.

6. OVERVIEW OF OPERATING STRATEGIES/PLANS (INCL. BUS OPERATIONS) AND RANGE OF VEHICLE TECHNOLOGIES

Ken Kinney proceeded to make a presentation on the operating strategies and plans and vehicle technologies. Concerns were addressed regarding weekday and weekend off-peak service. Ken Kinney indicated that both would be studied in the model. Additionally, special events ridership will be taken into account.

Discussion on vehicle technologies focused on the method of powering the rail vehicles – electric vs. diesel powered, as well as hybrid vehicles. Concerns over FRA compliancy, integration of lines following a phased development, carrying capacity and costs were discussed. Steve Hiniker requested depictions in scale in the report.

A motion was passed (on a motion submitted by Rob Kennedy/John DeLamater) to approve study of operating strategies and plans and vehicle technologies.

7. UPDATE: MEETING WITH WISCONSIN AND SOUTHERN RAILROAD RE: ENGINEERING ISSUES

Ken Kinney provided an update on the recent discussions with Wisconsin & Southern Railroad. WSOR is very willing to cooperate on this project and has indicated a willingness to have temporal separation of passenger and freight operations, shared track and shared right-of-way given FRA approval. However, WSOR will not support streetcar use and the use of overhead catenaries due to safety concerns. Utility concerns were also addressed as different technologies will have different impacts on utilities.

8. REVIEW OF MADISON STREETCAR STUDY COMMITTEE ACTIVITIES/COORDINATION WITH TRANSPORT 2020

Charles Hales, HDR, Inc., presented on the Madison Streetcar Study and its coordination with Transport 2020. The Streetcar Committee has identified three primary corridors – East, West and South – and will conduct a workshop tomorrow regarding alignments. Study is expected to be completed by May/June 2007. Simple methods of ridership estimating will be utilized in the Streetcar Study, rather than modeling. Shared stations and land use will be discussed in the upcoming workshops. Ken Kinney stated that integration of streetcar will be included in the Transport 2020 report. Federal compliancy of both systems and federal and local funding sources were discussed. It was agreed to revisit the sustainability of both systems. Ken Kinney stated that FTA guidance was expected in regards to funding.

9. UPDATE: PUBLIC PARTICIPATION AND STAKEHOLDER OUTREACH ACTIVITIES

Karen Baker then presented on public participation and stakeholder outreach activities. It was suggested that Karen contact the Dane County Board of Supervisors, the Collaboration Council and developers with infill developments along the corridor. Plans include stakeholder interviews with alders, business and neighborhood leaders, minority groups and others in early September 2007. Additionally, public workshops will be held in late September.

Concerns over the public perception regarding both Transport 2020 and the Madison Streetcar Study were addressed. Perception is that both projects are adverse to the existing bus system and that there is a class distinction between riders of the bus system and the rail system. Ken Kinney emphasized that the study will include financial planning for the transit system as a whole, not just the addition of a rail system.

10. IMPLEMENTATION TASK FORCE AND SUBCOMMITTEE SCHEDULE/NEXT STEPS

David Trowbridge summarized various Transport 2020 meetings currently scheduled:

- Implementation Task Force
- *Thursday, September 28, 5:00 p.m., Room 300 MMB*
- Finance and Governance Subcommittee/TAC
- *Thursday, August 3, 11:30 a.m. – 12:45 p.m., Room LL-110 MMB*
- Transit Operations Subcommittee/TAC
- *Wednesday, September 6, 6:30 p.m., Room 300 MMB (tentative location)*

11. INFORMATION AND ANNOUNCEMENTS BY TASK FORCE MEMBERS

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

12. ADJOURNMENT

The Committee adjourned its meeting at 6:50 p.m.