



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

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Minutes

TRANSPORT 2020: IMPLEMENTATION TASK FORCE (ITF) TRANSIT OPERATIONS SUBCOMMITTEE

Monday, June 19, 2006

4:30 pm

**Madison Municipal Building, Room LL-110
215 Martin Luther King, Jr. Boulevard
Madison, WI**

-- ROLL CALL

Subcommittee Present: Jim Berkenstadt; John DeLamater; Ald. Ken Golden (*alternate*); Jesse Kaysen; Sup. Al Matano.

Subcommittee Absent: Sup. Chuck Erickson (*notified*); Kristine Euclide (*notified*); Rose Phetteplace.

TAC/Staff Present: Rod Clark (WisDOT-Bureau of Transit and Local Roads); Catherine Debo (Madison Metro); Ann Gullickson (Madison Metro); Rob Kennedy (UW-Madison); Bob McDonald (Madison Area Metropolitan Planning Organization); Bill Schaefer (Madison Area MPO); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*); Michael Waidelich (Madison Planning and Development).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Sandy Beaupre (ITF Member); Margaret Bergamini; Susan DeVos; Lori Kay (ITF Member); Ken Kinney (*HNTB Project Manager*); Caron Kloser (HNTB); Bob Schaefer; Dick Wagner (ITF Member); Ald. Robbie Webber (Madison Common Council-District 4); Royce Williams.

1. INTRODUCTIONS

Transit Operations Subcommittee Co-Chair Jesse Kaysen welcomed Subcommittee members to the meeting. Subcommittee members introduced each other to members of the consultant team.

2. REVIEW AND DISCUSSION OF PRELIMINARY RAIL STATION LOCATIONS

Ken Kinney opened the meeting reviewing the meeting agenda; to address the initial Baseline Alternative and initial station locations.

The Baseline Alternative is required by FTA to answer the question of how well a lower cost transit investment would perform compared to the Locally Preferred Alternative. The Baseline Alternative can also be the Transportation Systems Management (TSM) Alternative. The No-Build Alternative includes the existing transit service, plus what is committed in the Transit Development Plan. Madison Metro provides very strong bus service now.

A number of questions and comments were raised regarding the Baseline and No-Build alternatives:

Question: Can the No-Build also be the TSM? Ken responded that we could make that case in Madison because existing and committed bus service is strong.

Question: Does the No-Build only address existing, plus committed in the Market Study Area? Yes.

Question: Does the No-Build assume the current funding structure? Yes; this causes some concern as there are current funding shortfalls now to maintain service.

Question: Is the Baseline/TSM the same as the Madison Area MPO's TSM? No, but it is similar.

Ken continued describing the initial Baseline Alternative as a Bus Priority Corridor along University Drive, through the Isthmus, and along E. Washington Avenue. The Baseline includes a number of physical characteristics such as traffic signal prioritization, bus-only lanes, consolidating stops, enhanced stops, and real time passenger information.

The Transit and Operations Subcommittee would collectively define the Baseline Alternative. The project sponsors must show FTA that they have seriously considered the alternative and how it would be financed.

Members of the subcommittee noted the presented initial Baseline Alternative represents a good starting point. Some elements of the Baseline will need to be modified such as station amenities and providing express service as opposed to consolidating stops.

The revised Baseline will be revisited at the next Transit and Operations Subcommittee meeting in July.

3. REVIEW AND DISCUSSION OF PRELIMINARY RAIL STATION LOCATIONS

The group then turned to discussing the initial station locations identified in the field with members of the ITF. Ken emphasized that the station site selection is driven by what the sponsors want the transit service to do; i.e. maybe high frequency service in the "core", with more limited service in the eastern and western terminus areas. The following station areas were reviewed:

Hill Farms – this site is located at the existing DOA Records Center. This location is questionable due to the distance to the employment center at Hill Farms State Office Building. But the site could be a promising redevelopment site, which would make the station more attractive. Another option could be to put the station in the Hilldale area, or look at the triangle of land created by the WSOR/Whitney Way/University Avenue.

VA/UW Hospital – initial thoughts were to site a station at the Walnut Street intersection. Another option is to consider Marshall Court, just west of University Bay Drive. It was noted that the grade at

the VA site is challenging to pedestrians. However a tunnel through the VA is not feasible for security reasons.

Union South – the UW-Madison plans this area to be redeveloped and the station would be well suited here.

Kohl Center – located between Park Street and Murray. Several members raised the question that there may have been a station considered when the Kohl Center was built. Some felt the station should be sited closer to Park Street.

Monona Terrace – a station may be well suited at the west end of Monona Terrace where there is an existing stairwell; the area allows for space to install an elevator.

Hancock Street – this site is located in an existing public parking lot. No further comments were made on this site.

Paterson Street – a specific location needs to be further defined. No comments were made on this site.

Baldwin Street – a specific location needs to be further defined. No comments were made on this site.

Schenk-Atwood – the site is located between 1st and 2nd Streets. There needs to be emphasis on pedestrian connections.

Union Corners – a site would be best suited between Division and Jackson Streets.

Commercial Avenue – this site is a questionable station location. The nearest traffic generator to the site (the Blettner development) is a fairly long distance to walk.

Stoughton Road Park and Ride – this site is questionable as there is no obvious direct access to the rail line. The presence of wetlands and existing development makes the site less accessible.

City View – this site is questionable, but it is located in a rapidly developing area, east/northeast of I-90/94/39. While the development is mixed use, the relatively low density of development does not encourage transit use.

Reiner Road – this site is located near the existing Madison landfill, but presents the best possibility for a feasible park and ride lot. It is near US 151, which makes it very accessible to vehicles in a potentially strong commuter-shed. The group agreed that a well-located park and ride lot is essential to encourage ridership.

4. ADJOURNMENT

The Transit Operations Subcommittee adjourned its meeting at 5:45 p.m. The next Subcommittee meeting is scheduled for Wednesday, July 12, 4:30 p.m., Room 300 Madison Municipal Building. At that meeting, more refined information pertaining to the station locations, the baseline bus alternative and potential changes to Metro bus service will be discussed.

These minutes represent the writer's interpretation of discussion and resolution of key points. Please contact Caron Kloser of HNTB (414/359-2300) to discuss questions, modifications or corrections.