



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

For additional project information: [www.transport2020.net](http://www.transport2020.net)

## Minutes

**TRANSPORT 2020: IMPLEMENTATION TASK FORCE (ITF)  
TRANSIT OPERATIONS SUBCOMMITTEE/TECHNICAL ADVISORY  
COMMITTEE (TAC)**

**Thursday, December 7, 2006**

**5:00 pm**

**Madison Municipal Building, Room 300**

**215 Martin Luther King, Jr. Boulevard**

**Madison, WI**

**-- ROLL CALL**

Subcommittee Present: Jim Berkenstadt; John DeLamater; Sup. Chuck Erickson; Kristine Euclide; Jesse Kaysen; Sup. Scott McDonell (*alternate*); LeAnna Wall (*for Joe Olson*).

Subcommittee Absent: None.

TAC/Staff Present: Russ Anderson (Wisconsin DNR); Rod Clark (Wisconsin Department of Transportation); Ann Gullickson (Madison Metro); Chuck Kamp (General Manager, Madison Metro); Jerry Mandli (Dane County Highway and Transportation Department); Arun Rao (WisDOT); Bill Schaefer (Madison Area Metropolitan Planning Organization); David Trowbridge (Madison Planning and Development; *Transport 2020 Project Manager*).

Others Present: Sandy Beaupre (ITF Member); Margaret Bergamini; Susan DeVos (Madison Area Bus Advocates); Phil Hanegraaf (HNTB); Ken Kinney (*HNTB Project Manager*); Caron Kloser (HNTB); Bob Schaefer; Royce Williams (Pro-Rail); Bruce Wilson (Madison Area Bus Advocates).

### **1. INTRODUCTIONS**

Transit Operations Subcommittee Chair Kaysen welcomed Subcommittee members to the meeting. Committee member and meeting attendee introductions were made.

### **2. OPPORTUNITY FOR PUBLIC COMMENT**

Royce Williams stated that the 2020 and Streetcar projects need to be strongly considered as a combined project; there must be coordination between the two projects, such as what transfer points will look like

and how the flow of people will be handled between the transit systems.

### **3. ENGINEERING UPDATE**

Ken Kinney summarized the results of the FTA meeting in Chicago, noting that FTA encourages local sponsors to show strong support and engagement with the agency. The project team and sponsors will follow up with February 2007 meeting with the FTA Washington D.C. staff when more detailed analysis of the alternatives is available to review with FTA. Ken relayed that the project sponsors gave a good overview of the status of finance and governance and the sponsors are making good progress on its strategy.

Ken noted that conceptual engineering is in full swing. Initial concept layouts are complete. Engineering staff met with FRA to gain better understanding of Quiet Zone requirements. Ken confirmed that temporal separation with freight traffic is assumed; meaning that freight operations cannot occur at the same time that passenger rail is operating. The focus of engineering efforts is to complete concept engineering to obtain conceptual engineering costs.

### **4. LAND USE/DEVELOPMENT UPDATE**

Phil Hanegraaf presented a summary of initial land use policies and market assessments of the study area. The focus of this task is to evaluate current plans and policies in the study area that are transit supportive, and identify what plans and policies are needed in the future to receive a favorable rating in the New Starts application. Thus, the evaluation focused on those criteria evaluated in the New Starts application:

- Growth management – concentration in activity centers
- Policies to increase station/corridor development
- Plans for pedestrian facilities
- Planning and zoning for decreased off street parking
- Planning and zoning for increased development
- TOD financial incentives
- Adaptability for station area development
- Corridor economic environment

Activities in land use/market analysis task included reviewing existing land use conditions, comparing existing land use and zoning to future planned uses, evaluating current Transit Oriented Development policies, conducting and independent market analysis and preparing an assessment matrix.

The market analysis shows that there is a greater opportunity to capture development in the nine opportunity areas identified along the transit corridors than what is currently projected in the Madison Area MPO 2030 forecast.

Phil then reviewed the assessment of TOD policies using criteria including:

- Supportive land use / Pop. Densities
- Current plans – TOD support
- Community/neighborhood plan compatibility
- Street network connectivity

- Intermodal capability
- Supportive parking policies
- Property subject to change
- Supportive zoning
- Market/economic support

The assessment identified stronger transit supportive land uses, policies and plans from Hill Farms through the east Isthmus. The southwest area is an active development area, but the development is more auto oriented and not transit friendly. The airport area has a lower score because of the low density of development and disconnectedness of parcels. A comment was raised about whether the influence of future high speed rail at the airport was a consideration. Phil emphasized that the focus of the assessment was on land use and the influence of high speed rail in the assessment was low. Ken Kinney said that even though there is a low land use ranking, the study also considers the ridership market. The station serves a different function beyond serving TOD. The airport stations have potential to capture riders. Phil will mention the future plans for high speed rail in his report.

Another comment questions why airport ranking was higher than East Towne. The ranking is lower because rail is removed from retail markets in the area.

The next step in the assessment is to document existing conditions and add recommendations on actions to capture market possibilities.

Other comments questioned why there is no mention of other employment sectors beyond retail and office square footage. Phil clarified that the analysis picks most employment sectors, excepting manufacturing which is hard to capture.

Some were struck by the continued growth in the downtown area given observed resistance to increased density. Phil noted the market analysis looks at potential, not how it is expressed. FTA does not look at how policies are implemented. At the January committee meeting, we will discuss proposed policies to encourage TOD and what we convey to FTA.

Others asked about the independence of the market survey. Did the assessment rely only on local plans? The local plans may be unrealistic. Phil stated that the assessment was independent by including interviews with real estate experts and developers who are familiar with market conditions in the area. However, Phil noted that FTA will rely also on official projections and plans.

Will the MPO have an opportunity to revise forecasts? Their initial forecasts did not use a TOD scenario. Phil: not at this time, however, there will be an opportunity to capture TOD potential in evaluating economic effects. Further, FTA always looks at progression toward TOD from the DEIS through the FEIS and PE. What we want to do now is to develop and implement policies to further increase TOD potential.

The project will be judged on its policy environment, but we still need realistic ridership.

The committee asked that tables in the assessment clearly show which projections are influenced by the transit project and which are just showing market potential. Color prints would also help the committee clearly see distinctions on maps.

## **5. OPPORTUNITY FOR PUBLIC COMMENT**

Bob Schaefer had the following comments:

1. Density is occurring without commuter rail. Commuter rail is counter productive to density. The park and ride lot at Reiner Road will increase sprawl for those who wish to live further away from congested local streets.
2. There are at least 66 grade crossings along the project alternative alignments, causing further congestion on local streets.
3. What conditions has WSOR put on agreeing to allow commuter rail? WSOR has not had good relationships with the city or neighborhoods over whistle blowing.

## **5. ADJOURNMENT**

The next subcommittee meeting is scheduled for January 9. The meeting adjourned at 6:15 p.m.