Transport 2020 Scoping Meeting

April 26, 2006

Study Sponsors / Participants

Study Sponsors

- City of Madison
- Dane County
- Wisconsin Department of Transportation

Implementation Task Force

Why we are here

We want your comments on

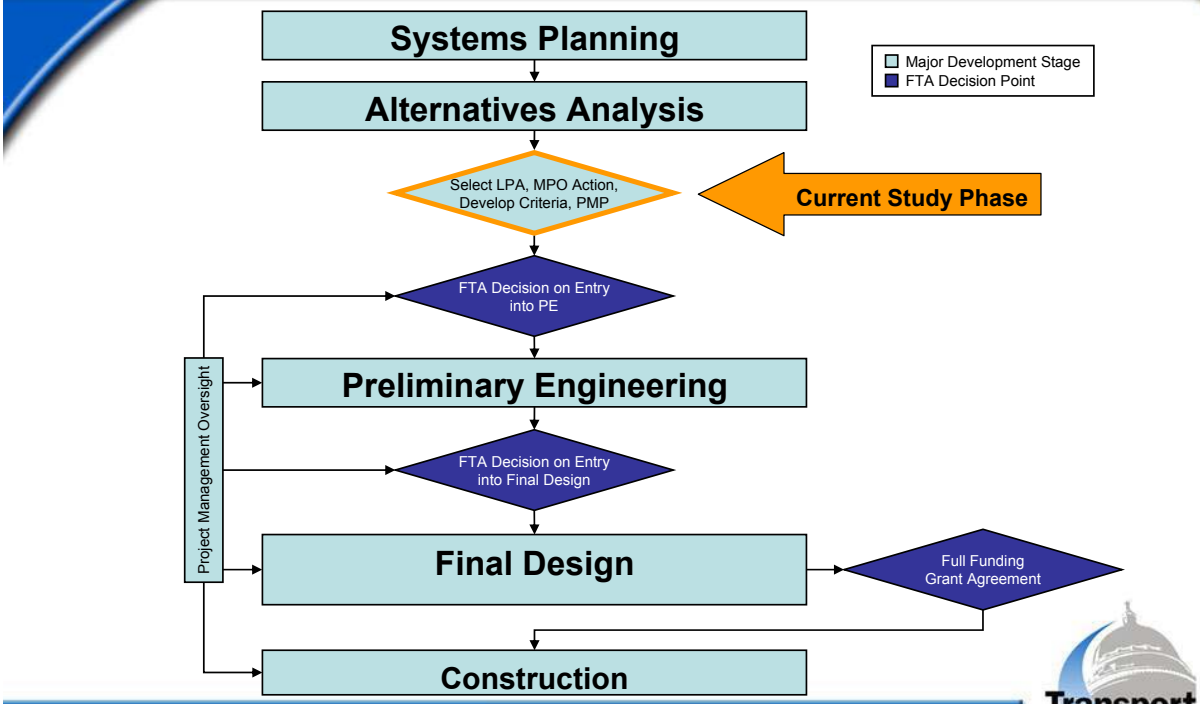
- Why transportation improvements are needed
- Transportation problems
- Project alternatives
- Scope of the environmental impact document

What is a DEIS?

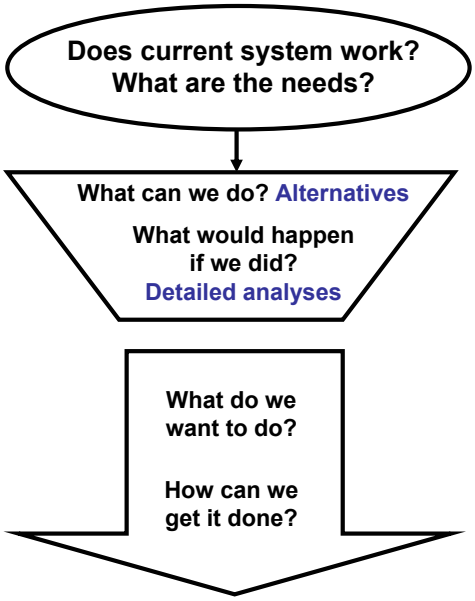
Draft Environmental Impact Statement

- Purpose and need
- Alternatives considered and project description
- Environmental analysis
  - Existing conditions
  - Impact assessment and mitigation

New Starts Process Overview

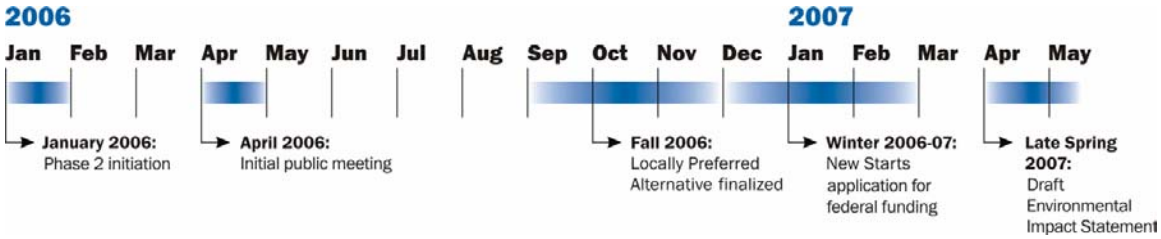


Study Process



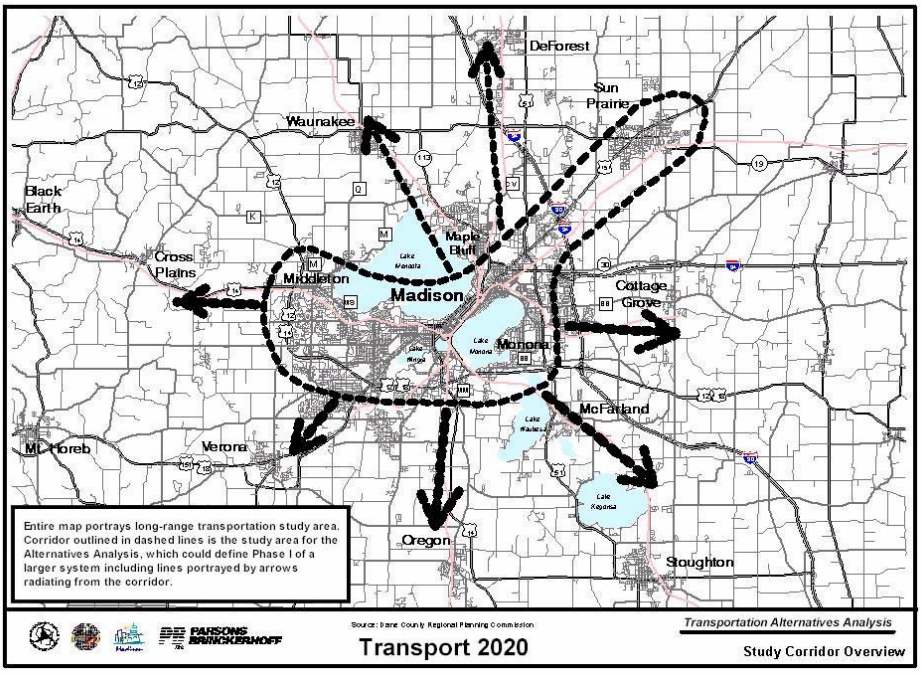
- Purpose and Need
- Scoping
- Preliminary Alternatives
- Screening
- Refined Alternatives
- Detailed Evaluation
- Preferred Investment Strategy
- Next Steps/ Implementation

Schedule

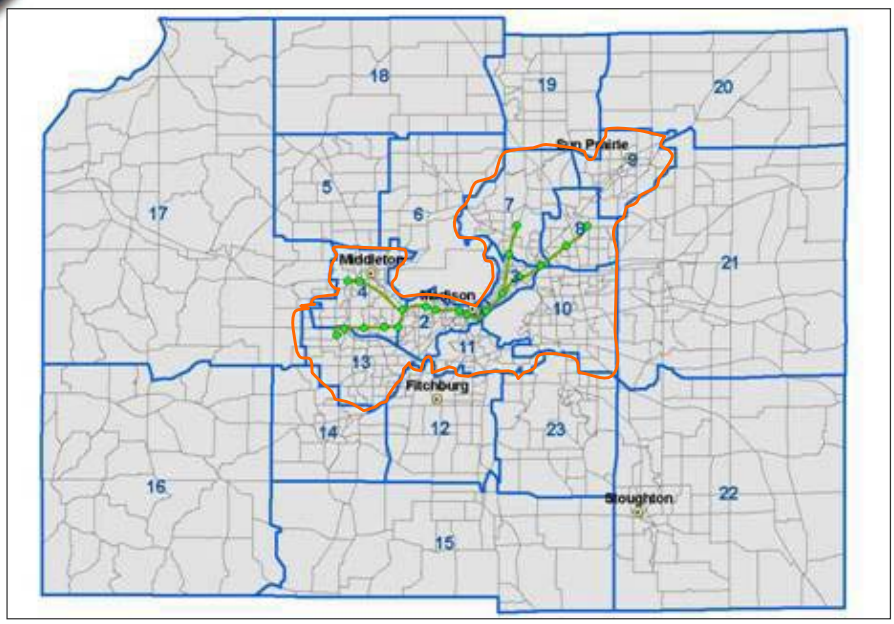


Transport 2020

Transport 2020 Phase 1 Study Area

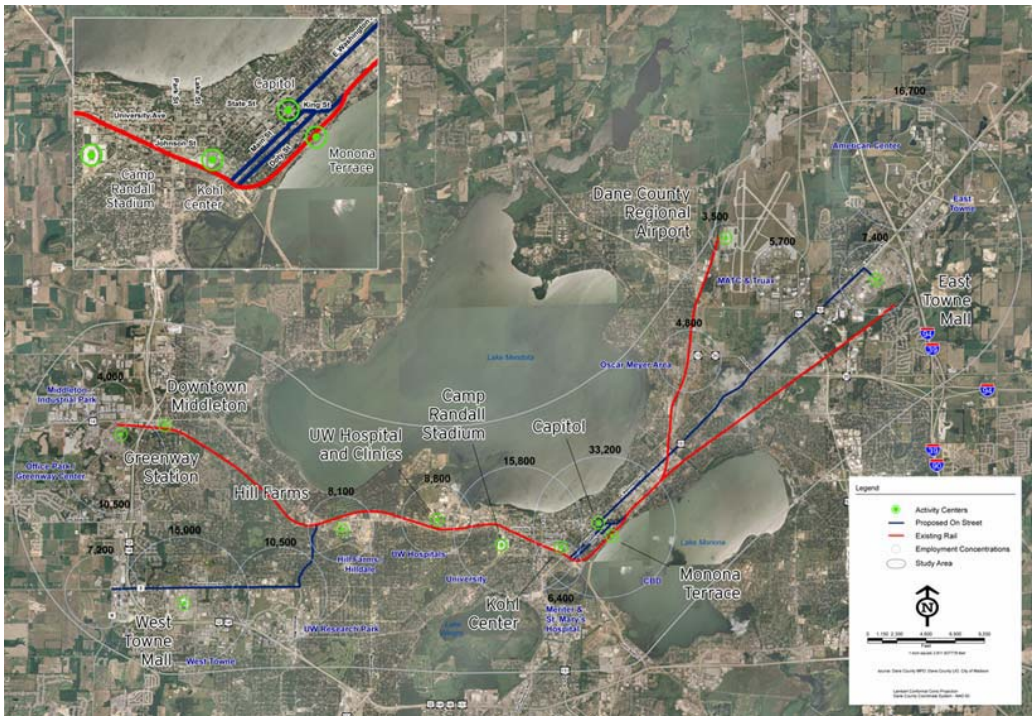


Area for Study Analyses



Transport 2020

Area for Detailed Study



Purpose and Need

PURPOSE

- Uniform vision for a growing region
  - Transit is a catalyst to maintain a high quality of life
    - Preserve neighborhoods
    - Maintain livable central city
    - Maintain economic viability
    - Preserve environmental assets
    - Transportation available to all populations

Transport 2020

Purpose and Need

NEED

- Madison/Dane County growth continues
- Isthmus is regional activity hub/geographically constrained

Transport 2020

Purpose and Need

NEED

- Traffic congestion continues to grow
- Roadway capacity expansion is not an option
  - Impacts to neighborhoods and businesses
- Limited parking expansion opportunities exist

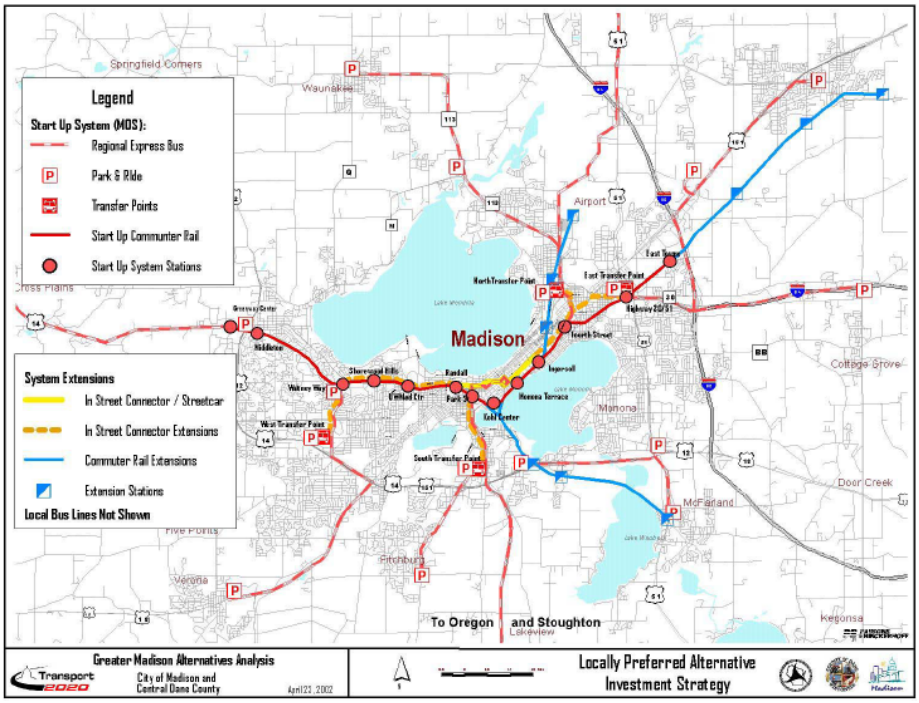
Transport 2020

Preliminary Alternatives

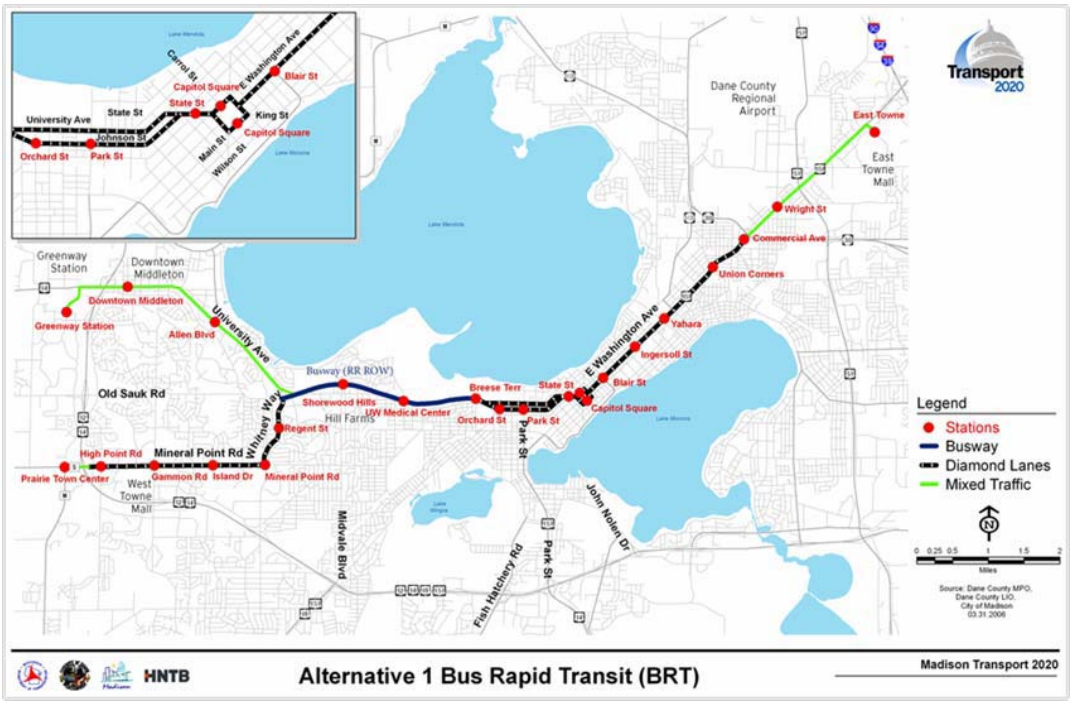
- Big picture
- Markets / routes / stations
- Range of technology *options*
- Range of service *options*

Transport 2020

Full System Vision (2002)



Alternative 1 - BRT



Technology *Options*: **Alternative 1**

Standard bus

Over-the-road coach

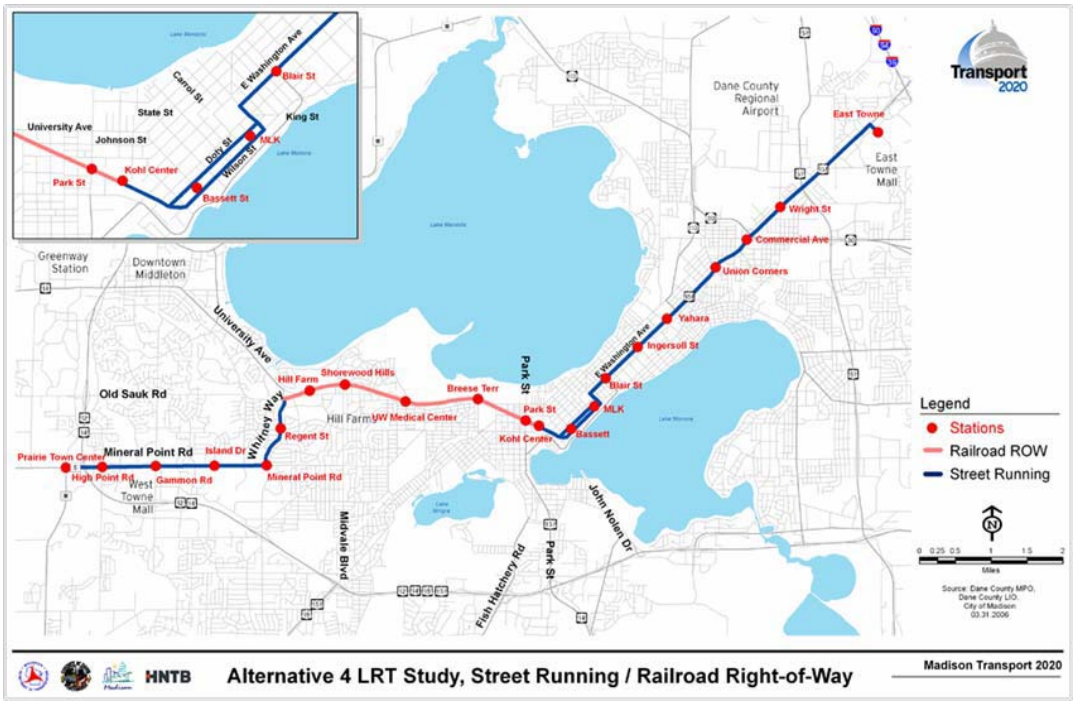
Guided street tram

Alternative 2a - LPA

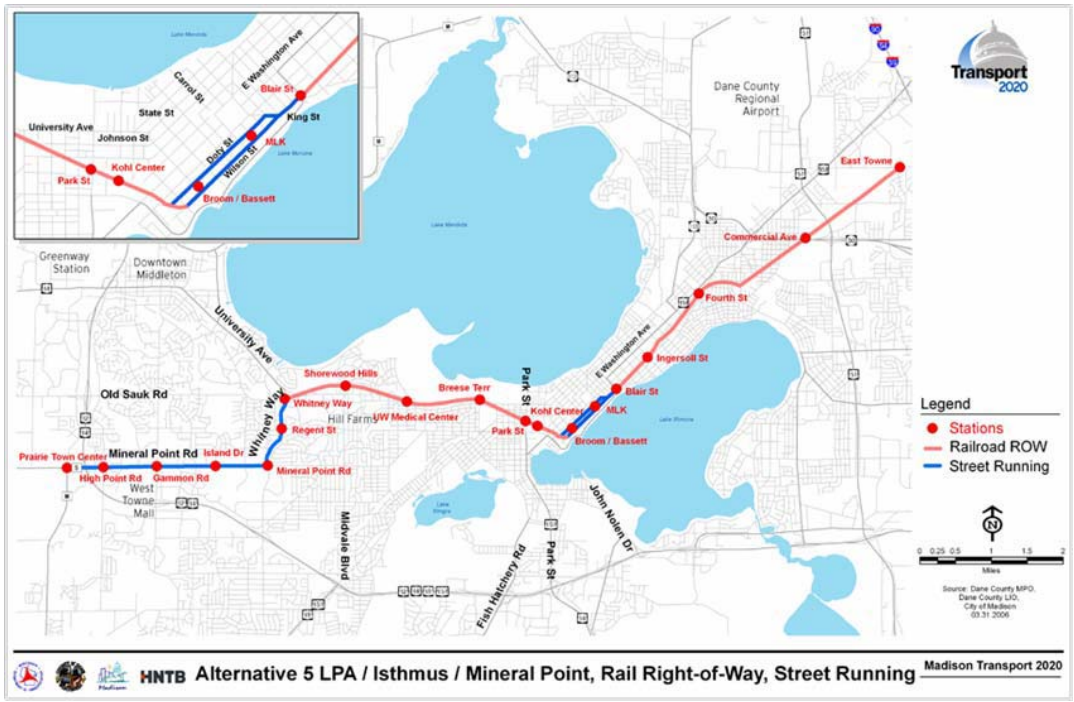
Alternative 2b – LPA/Isthmus

Alternative 3 – LPA/Airport

Alternative 4 – Street-running



Alternative 5 – LPA/Mineral Pt.



Technology *Options*: **Alternatives 2a, 3**

- **FRA-compliant DMUs**

Colorado Rail Car (Miami)

United Transit System (Raleigh/Durham)

- **Non-compliant DMUs**

Bombardier (Ottawa)

Stadler (NJT RiverLINE)

Transport 2020

Technology *Options*: **Alternatives 2b, 4, 5**

- **Straight electric vehicles, hybrid**

Kinkisharyo (Boston)

Siemens (San Diego)

Streetcar (Portland)

ALSTOM RegioCITADIS (Kassel, Germany)

Transport 2020

Alternatives Screening Worksheet

Criteria	Alternatives					
	1 - BRT	2a - LPA*	2b - LPA/ Isthmus	3 - LPA/Airport	4 - Street Running	5 - LPA/Whit./Min. Pt.
Capital costs						
Operation and Maintenance Costs						
Social, Economic, Environmental Impacts						
Transit Integration Potential						
Financial Feasibility						
Ridership						
Economic Development						
Regional Land Use						

* LPA is the Locally Preferred Alternative selected in the first phase of Transport 2020. The Locally Preferred Alternative must be carried forward into detailed analysis.

WORSE BETTER

Alternative 1	Bus Rapid Transit
Alternative 2a	Railroad right-of-way from Greenway Center to East Towne (Original LPA)
Alternative 2b	Alternative 2a plus street running through the Isthmus
Alternative 3	Railroad right-of-way from Greenway Center to Dane County Airport
Alternative 4	Street running from Prairie Town Center on Whitney Way and Mineral Point, railroad right-of-way from Whitney Way to Kohl Center, street running from Kohl Center to East Towne
Alternative 5	Alternative 2b plus Whitney Way/Mineral Point street running; minus rail segment between Whitney Way and Greenway Center

Transport 2020

Where are we now?

- Here…asking for your feedback
  - Scope of the DEIS
  - Purpose and need for improvements
  - Screening of preliminary alternatives

Transport 2020