



Transport 2020

studynews

SEPTEMBER 2006

Study committee screens alternatives for future of transit

at the initial public Scoping Meeting held in April, the study team presented six preliminary alternatives for public comment. These alternatives represent six packages of various transit technologies and routes designed to improve transportation in the study corridor.

Eventually, after undergoing detailed technical analysis and extensive public review, one of these packages — or a variation of it — will be selected as the “Locally Preferred Alternative” to be advanced into preliminary engineering.

The alternatives included bus rapid transit (high-tech buses in exclusive lanes), commuter trains running on existing tracks, and rail vehicles running on surface streets in select areas. Routes were based on an east-west spine through the Isthmus, with various termini including the airport, the west Sun Prairie area, Greenway Station and Prairie Town Center.

The Transport 2020 Implementation Task Force (ITF) completed a preliminary screening of the six alternatives. The ITF assessed a range of issues, such as public acceptance, anticipated costs, regional land use objectives, ridership and financial



feasibility to screen alternatives from further analysis. After reviewing comments from stakeholders and the public, the ITF voted to advance the three strongest alternatives into the next, detailed phase of analysis.

Transport 2020 is one of two major public transit studies under way in the Dane County/greater Madison metropolitan area. The Madison Streetcar Preliminary Feasibility Study is another study effort, led by the City of Madison. The Streetcar Study is evaluating street-running transit services in central Madison. These two projects will be closely coordinated and designed so that the services complement one another and infrastructure can be shared to the extent possible. More information is at www.cityofmadison.com/streetcar.

Scoping Process Addresses Local Needs

During spring and early summer, the Transport 2020 study undertook a “scoping” process. Scoping is the first formal opportunity for area residents, business people, students and other stakeholders to raise issues related to transportation in the study corridor; ask questions of the study team and members of the Transport 2020 Implementation Task Force; and to comment on preliminary draft alternatives to improve transit in Madison and Dane County.

More than 120 people attended the scoping meeting held in April 2006 at Monona Terrace in downtown Madison. They spoke with project staff, saw a presentation on the goals of Transport 2020 and preliminary alternatives being considered, and made comments orally and in writing. Additional comments were accepted by phone, mail and email for a 30 day period.

Nearly 170 comments were received on all aspects of the study, from transit technology and route preferences to the neighborhood, financial and environmental impacts of the future of Dane County’s transportation system. All comments were cataloged — along with responses to them — in the Summary of Scoping Activities Report now available on the Transport 2020 website. Several refinements of the project scope resulted from public comments, particularly a decision to reevaluate the system’s eastern terminus location and consider extending the system beyond the East Towne Mall area.

See Page 4 for a list of upcoming public participation opportunities for the Transport 2020 study.

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Three build alternatives moving

Three build alternative systems to improve transportation in the Madison Metropolitan Area will undergo detailed technical analysis and high level of stakeholder evaluation. They will be refined as the evaluation goes forward to ensure that they address local transit needs, promote a high quality of life in Madison's neighborhoods and contribute to economic development initiatives while maximizing transportation equity and preserving Dane County's unique environmental attributes.

All three alternatives are derived from the strongly supported Locally Preferred Alternative (LPA) identified in the first phase of Transport 2020: a single line commuter rail system designed to move people to, through and within central Dane County. For at least part of their route, the three alternatives use existing

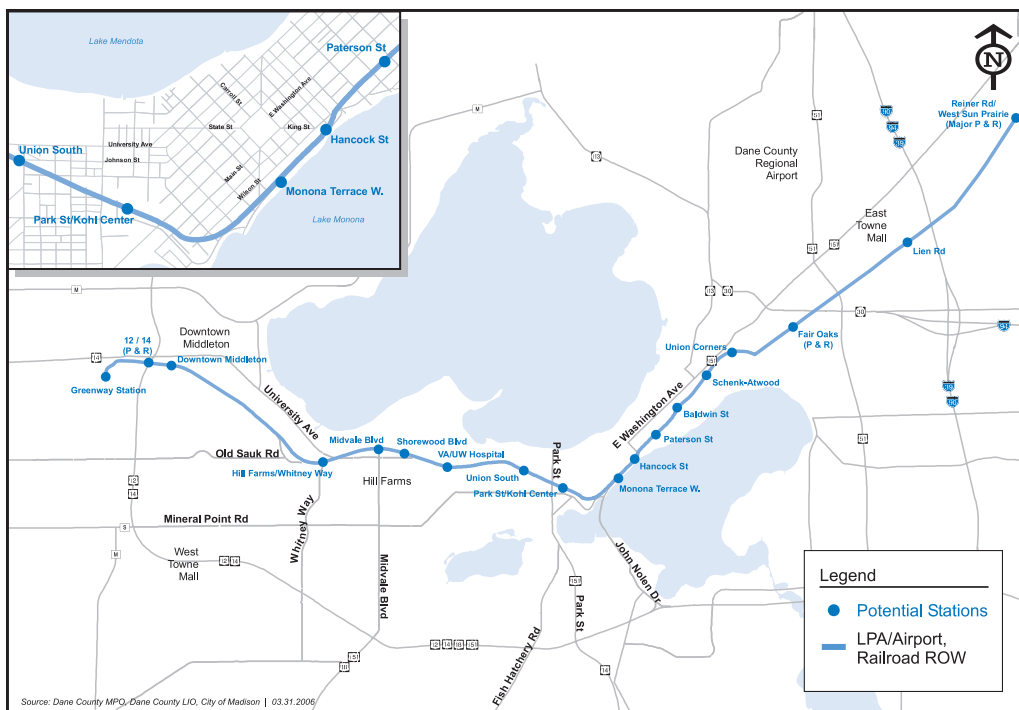
railroad rights-of-way to serve downtown Madison, the University of Wisconsin Campus, the East and West Isthmus neighborhoods and Shorewood Hills. They differ in the locations of routes on their eastern and western ends and in that one uses existing streets for part of its alignment.

As the three alternatives are evaluated, they will be compared to each other and to "no-build" and "baseline" scenarios, which form the basis for determining cost-effectiveness and which alternative best meets the regional transportation goals adopted by the Implementation Task Force. In addition, the alternative will be subject to evaluation by the public, and opportunities will be provided for neighbors and other stakeholders to help shape the alternatives. See the back page for a list of such opportunities.

The No-build scenario reflects the region's transportation system as it currently exists, including improvements that are already planned and for which a funding source has been identified. The Baseline scenario describes Dane County's transportation system following the implementation of improvements that don't require large capital expenditures, to make transit service more efficient. For Transport 2020, the baseline scenario includes providing enhanced transit features such as traffic signal prioritization, exclusive bus lanes on arterial streets, express bus service along existing routes, adding amenities to bus stops and providing real time passenger information.

The maps and text on these pages describes each of the Build alternatives in detail.

Alternative 2a: Railroad Right-of-Way



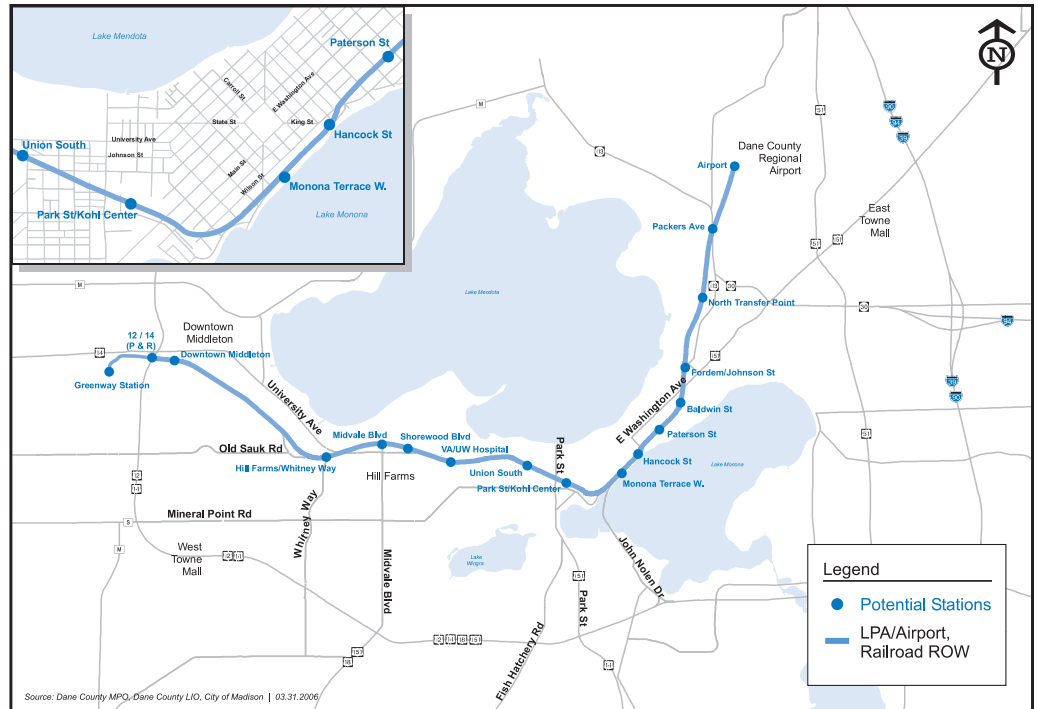
Alternative 2a is similar to the LPA from the first phase of study. Utilizing standard commuter rail cars or self-propelled cars (called Self Propelled Rail Cars or SPRCs), the transit system is designed to serve many of metro Madison's major employment, entertainment and shopping destinations from a dozen stations on the existing rail corridor that travels through the Isthmus.

Bus transfer points would be available at many stations and commuter trains would share tracks with freight trains, but would be scheduled to minimize conflicts.

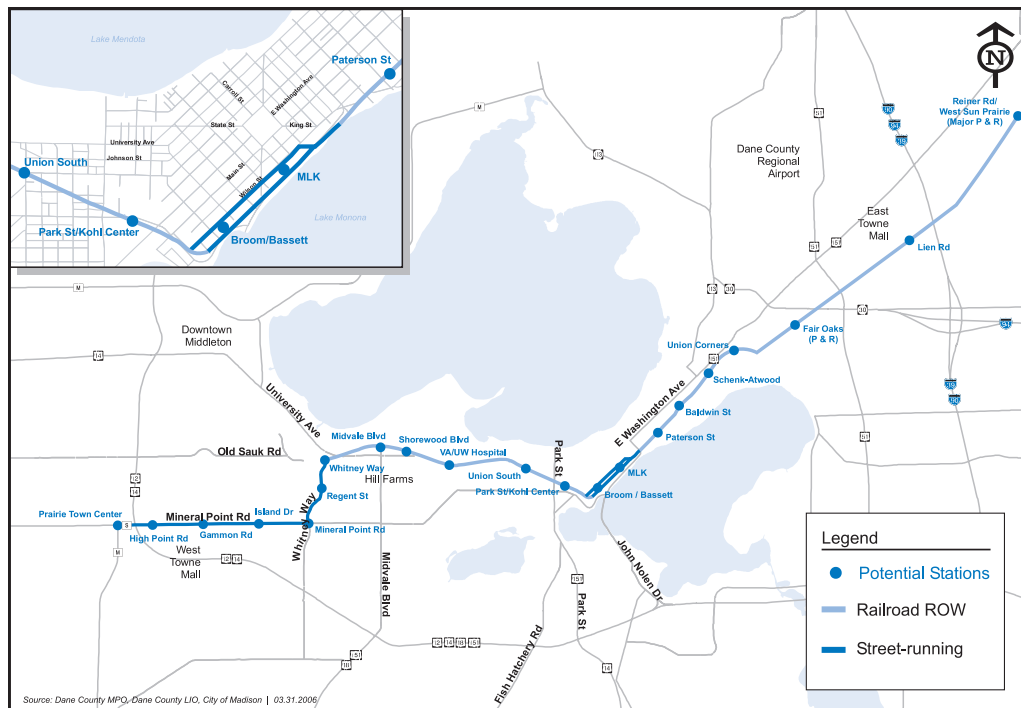
ing ahead into detailed analysis

Alternative 3: Airport via Railroad Right-of-Way

Alternative 3 is identical to Alternative 2a in the area west of the Isthmus while turning north along the railroad right of way to Dane County Airport. This alternative offers access to many of Dane County's main employment centers, along with improved access among the University, downtown Madison, and the airport and nearby neighborhoods. It also provides a connection to Metro buses at the North Transfer Point. Alternative 3 could contribute to redevelopment of the north side rail yards as well. As with Alternative 2a, the rail cars would share tracks with freight rail operations in central Dane County, but would be scheduled to minimize neighborhood disruption and operational conflicts.



Alternative 5: Mineral Point Road/Railroad Right-of-Way and Street-Running



Alternative 5 utilizes different vehicle technology and alignment, running along both existing railroad right of way, in downtown streets and on the city's west side. This alternative uses electric or diesel-electric hybrid vehicles typically somewhat narrower than standard rail passenger cars and with a smaller turning radius. Alternative 5 provides transit in rail right of way in some of the region's most congested areas, but transitioning to street running service in the area near Capitol Square and on the west side to bring passengers close to destinations.

Citizens urged to participate in Transport 2020 study activities

The Locally Preferred Alternative that will emerge from the study later this year will likely be a refinement or combination of one of the alternatives described on Pages 2 and 3, so public participation is crucial in developing the best alternative to address the transportation needs of the greater Madison metropolitan area.

The Implementation Task Force has scheduled neighborhood workshops and focus groups to further refine the alternatives. If your business, social organization or neighborhood association would like to schedule an interactive presentation from the study team, please contact Marie Turner at (608) 294-5099 or mtturner@hntb.com.

In addition, stakeholders can learn about the progress of Transport 2020 and make comments at any time at the project Web site, www.transport2020.net. In addition, some important materials — such as this newsletter — are available in Spanish, and every effort will be made to accommodate stakeholders with special language needs.

Transport 2020 Study
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Suite 615
Madison, WI 53703

Calendar of Public Participation Opportunities

The Transport 2020 team invites the public to upcoming study workshops.

At the meetings, everyone will be able to review a brief slide show, view detailed study area maps, and participate in discussions about any aspect of the study. Similar information will be shown at each meeting.

- **Tuesday,
September 26, 2006**

5 - 8 p.m.
Atwood Community Center
2425 Atwood Avenue
Madison, WI

- **Wednesday,
September 27, 2006**

12 - 3 p.m.
University of Wisconsin
Memorial Union
Madison, WI

- **Wednesday,
September 27, 2006**

7 - 9 p.m.
Middleton City Hall
Council Chambers
7426 Hubbard Avenue
Middleton, WI

Study contact information

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