



## MADISON STREETCAR STUDY COMMITTEE MEETING

# Minutes

Wednesday, November 29, 2006

6:00 pm

Madison Municipal Building, Room 260

215 Martin Luther King, Jr. Boulevard

Madison, WI

### 1. ROLL CALL

Members Present: Curt Brink; Ald. Tim Bruer; Mayor Dave Cieslewicz; John DeLamater; Sup. Chuck Erickson; Ald. Ken Golden; Lindsey Lee; Ald. Judy Olson; Susan Schmitz; Ald. Robbie Webber.

Members Absent: LaMarr Billups (*notified*); Diane Buchanan; Mark Bugher (*notified*); Alan Fish (*notified*); Chris Klein.

TAC/Staff Present: Chuck Kamp (Madison Metro); Diane Paoni (Wisconsin Department of Transportation); David Trowbridge (Madison Planning and Development; *Project Manager for Streetcar Study*); LeAnna Wall (WisDOT-Southwest Region).

Others Present: Fred Bartol (Dane Alliance for Rail Transit); Sandy Beaupre (Transport 2020 Implementation Task Force); Kathy Biesmann (HDR); Mike Cechvala (222 Merry Street, #8); Charlie Hales (HDR); David Layton (HNTB); Ward Lyles (1000 Friends of Wisconsin); Patrick McDonnell (Tenney-Lapham Neighborhood Association); Marshall Quade (HNTB); Bob Schaefer; Royce Williams; Lance Williston (KL Engineering); Justin Yonker (Vandewalle and Associates).

### 2. APPROVAL OF MINUTES FROM COMMITTEE MEETING OF SEPTEMBER 27, 2006

The Minutes for the 9-27-06 Madison Streetcar Study Committee meeting were unanimously approved, as submitted on a motion by Ald. Judy Olson/Ald. Robbie Webber.

### 3. OPPORTUNITY FOR PUBLIC COMMENT

There were two registrants for public comment.

Royce Williams noted that we should follow the Comprehensive Plan. Also that interfacing with Madison Metro and other transfer points will be an important issue.

Bob Schaefer will comment after Agenda Item #4.

#### 4. REVIEW OF CONCEPTUAL ALIGNMENTS AND EVALUATION OF ROUTES

Charlie Hales (HDR) presented conceptual alignment maps with segments rated High/Medium/Low (Green/Yellow/Red) Service Potential. These maps are a work in progress and they are expected to change due to feedback from the Streetcar Study Committee and Public Input on 12/14. Hales said that the ratings are based on scientific and subjective applications such as utility impacts, traffic impacts, and redevelopment potential among many others. A recent pedestrian count study at an intersection in Portland, OR stated that before the streetcar was opened and development occurred there were 3 pedestrians at the intersection of 11<sup>th</sup> and Couch Streets, now there were 938.

Hales said that Mifflin, Main and Washington were rated green due mainly to their redevelopment potential. Wilson is yellow since there wasn't as much redevelopment potential within a block or two. Johnson/Gorham are red due to the low redevelopment potential and engineering issues such as cross slope and grade. In general, proximity to the major facilities like Monona Terrace is making the south side of the Isthmus near the Capital have a higher rating. The Capital Square or inner loop has many events and if the streetcar were to follow the entire inner loop circulation would be much more difficult. However, touching one leg of the inner loop may be feasible, at Main Street. Henry Street has issues with grade and cross slope. Broom and Fairchild may make a nice couplet but that is the farthest apart a couplet should be.

Park Street is a great streetcar street although there may be some AM/PM traffic conflicts and Brooks Street could be used for a portion of the route. Years ago Park Street had a streetcar route. Brooks is not as convenient to the redevelopment along Park Street but could alleviate some traffic issues. The City has reviewed these traffic conflicts and believes there may be a way the streetcar could work on Park. If the diamond lane is converted to a traffic lane at all times (and remove the parking) between Fish Hatchery and West Washington, it may work.

Linden Drive and Old University are possibilities in the West corridor to Highland Avenue. However, poor ridership and a lower redevelopment potential west of Highland create a red rating. In the west corridor there is the potential to overlap with Transport 2020. It would be very easy to transfer from one to the other and depending on the vehicle chosen for each there is the possibility of sharing track and maintenance facilities.

When estimating ridership, it will be higher for developments that are currently existing - but redevelopment potential is also included. The streetcar quickens the pace of redevelopment and makes it denser along the route.

It was questioned why a segment from Broom Street to State Street was red (it will be changed to yellow). Also, Hales said that some changes to the rating along State Street would be made. State Street would be red if it were double track the whole length due to bike and delivery conflicts. But the rating would improve if it was single track along portions of State. Ald. Ken Golden said that State Street currently receives special federal funding because it is a fixed guideway corridor, and hoped that streetcar would not affect his funding? Charlie will investigate this question but the Mayor believes it would not.

Maintenance facilities on the East corridor are somewhat limited. Madison Metro is a good possibility and provides the opportunity to share maintenance infrastructure, etc. In other corridors there are possibilities but none are publicly owned and therefore haven't been identified. There is also the possibility of a maintenance facility on the ground floor in a new mixed use building.

Ald. Golden said that the Madison Metro site is a very valuable site, and that there is a possibility that it could move. Hales said that, in discussions with Madison Metro, that has not been discussed.

The impacts rating seems to have a good general feel and makes some corridors start to emerge as better than others. There was some discussion regarding using recently reconstructed streets versus some that

need work. There is a feeling that you can get better use of the money spent if you use a street that needs to be reconstructed. There are other funds that can be used to reconstruct the street and then the net effect is a sort of a “double use of money”.

The issue of State Street being the biggest bike route was brought up by Ald. Webber. Another concern was brought up by Susan Schmitz regarding State Street’s many activities and how all of them can fit together - buses, streetcar, bikes and delivery trucks. Maybe some typical sections could help clarify questions.

Deliveries on State Street will be a significant issue. But some believe that the quieter more efficient streetcar would make State Street a much more pedestrian friendly place.

John DeLamater said that, in Amsterdam they have large public areas that the streetcar, bikes and pedestrians all coexist peacefully. There is a possibility of gauntlet tracks also where two sets of rails co-exist for a short length. The streetcar can move very slowly and goes right into public areas.

Parking issues should be watched. The committee believes some parking impacts are underrated but that may be depend on where specifically the streetcar is located, whether all parking is pulled or if it is in the existing traffic lane.

Lindsey Lee asked if straight routes are better. Hales said that they were, because it is much easier to locate but in Madison with the street grid, etc. it is not really a possibility. Couplets should be about 2 blocks apart but 3 can work in places. It really is a kind of art to placing a streetcar route. Many issues are taken into account.

**PUBLIC COMMENT** - Bob Schaefer stated that public transit is important but he is not convinced that streetcar is the safest and best. Streetcar can replace some auto traffic but not all, we still need service vehicles. He believes the streetcar should be placed where it does not impede auto traffic. If it runs around the Capital Square it will impact the art fair and farmer’s market. At these times the busses are rerouted, you cannot reroute a streetcar. In a previous presentations it was mentioned that rubber tired streetcars did not work but once rails were in place it improved all modes. He believes it was just that more people were aware of public transit. He is worried about bicycle issues and also about the catenary wires being a hazard for fire fighters. Also what happens if a streetcar breaks down and blocks traffic?

With the changes noted at the meeting tonight, the rating maps were approved to be shown at the public meeting on December 14, on a motion submitted by Ald. Ken Golden/Ald. Tim Bruer.

**5. REVIEW OF PREPARATIONS FOR DECEMBER 14 “STREETCAR DIRECTIONS NEIGHBORHOOD WORKSHOP”**

On December 14 there will be a public meeting, Streetcar Directions Neighborhood Workshop. It will open with a brief presentation and then have an opportunity for feedback via small groups with consultant team members and comment sheets. The groups may be separated into issues (land use, alignments, etc.) as opposed to corridors. And there will be maps, etc. at each location. There should be the start of discussions regarding finance such as indirect sources of funding like assessments and TIF districts. This may alleviate some worries about competition with Transport 2020 and erosion of bus service. Also some basic typical sections may be appropriate so people can visualize better what it may look like.

The agenda says this is the last major meeting for public input. Ald. Robbie Webber said that more neighborhood input should be sought as well as other groups/committees that have an interest.

The streetcar feasibility study budget is not that large to have more than three large public meetings. The

city staff and also 1000 Friends of Wisconsin have been working to get information out to groups and others that have indicated interest. But some view 1000 Friends as just a booster group that the comments will not get back to the appropriate players and that they do not have all the information that people want.

We have to remember that this is a feasibility study and not an alternatives analysis. It is a study which will give a best first phase of streetcar, if feasible. And then the debate starts. There will be soft spots but nothing from this study will be set in stone. It is a starting point for debate.

#### **6. STREETCAR COMMITTEE SCHEDULE/NEXT STEPS**

David Trowbridge noted that the December 20<sup>th</sup> Streetcar Study Committee meeting was cancelled and that the next Committee meeting will be held some time in mid- or late-January. He said that he would schedule this in the next few days and notify everyone by email. He noted that the following meetings are currently scheduled:

- Streetcar Directions Neighborhood Workshop: Thursday, December 14 6-8 pm Monona Terrace, Meeting Rooms K-R
- Streetcar Study Committee: mid to late January (*time/location TBA*)

#### **7. INFORMATION AND ANNOUNCEMENTS BY COMMITTEE MEMBERS**

There were no announcements or information provided by Committee members.

#### **8. ADJOURNMENT**

The Committee adjourned its meeting at 7:15 p.m.