

5.01 SUMMARY

A. Summary

The Madison metro area is served by an “outstanding” transit system for an area its size. Madison Metro’s ridership increased 30 percent between 2005 and 2011 reaching a high of 61,000 passenger trips per average weekday during the school year in October 2011. Currently 8.6 percent of work trips in Madison use transit, which ranks 44th in the nation. The highest concentration of ridership is in the UW campus and Madison CBD area and the four major transfer points. Corridor ridership is heaviest along University Avenue and the Isthmus. Peripheral locations have high concentrations at major shopping malls, Madison College, and at Madison high schools. Only five fixed bus routes travel along the Beltline, and where they do, it tends to be for only a short distance, such as between two interchanges. There are 14 locations where a route crosses the Beltline. The growing congestion and unreliability on the Beltline, with an average of 123,000 vehicles per day, may provide an incentive for transit ridership. Both transit ridership and Beltline traffic have been rising over the last couple of years. Additional transit services include Monona Express, Monona Lift, Sun Prairie Shuttle Service, Portage Public Transit, and long distance intercity bus service by various carriers.

Over the past 20 years, several transit initiatives have been proposed and evaluated and include the following:

- The Madison Transit Corridor Study (BUS Rapid Transit Study) (Madison, May 2013)
- Transit Development Plan 2013-2017, which includes expanded express bus service. (MPO/CARPC 2013)
- Transport 2020 (Commuter Rail) EIS and New Starts Application (WisDOT, Dane County, Madison, 2008)
- Madison Streetcar Preliminary Feasibility Study (Madison, 2007)
- Wisconsin High Speed Rail (Midwest Rail Initiative) (WisDOT 2004)
- Madison Light Rail Study (Madison Metro 1992)

Future documents of the PEL study will investigate the extent to which improved and expanded transit service, such as implementing a BRT system and new commuter express service to outlying areas with new park/ride lots, could absorb Beltline traffic. The recent Madison Transit Corridor Study estimated that a new BRT system could attract about 2,600 new riders a day. The potential for mode shift from automobiles to transit will depend on trip origins and destinations and the value drivers place on travel time and reliability. The value of travel time and reliability usually varies based on trip purpose, time of day, and household income.

B. Purpose of Section

This section describes and summarizes existing and proposed transit service in the Madison metropolitan area and its relationship to the Madison Beltline corridor and region. This section summarizes the key findings of recent Madison area transit studies including major high capacity

options. This summary identifies current high capacity transit initiatives that could be evaluated as part of the Madison Beltline PEL. For more detailed descriptions of the analyses and methodologies used in these previous studies, please use the links provided to access the specific reports.

For this study, transit service is generally defined as motorized travel serving several vehicle occupants using fixed-route, scheduled service that is open to the public. Pedestrian and bicycle travel is discussed separately in Section 3 of this report. Dane County and the greater Madison metropolitan area are served by several transit services. This section of the report briefly summarizes existing transit options. Section 5.03 provides an overview of studies that have been completed to evaluate potential future expanded or new transit services.

The Madison Area Transportation Planning Board—an MPO, is the official MPO for the Madison metro area. The TPB's web site includes a comprehensive summary of existing transit services available to area residents (<http://www.madisonareampo.org/rideshare/>). In addition, the Metro Transit web site includes a trip planner, routes and schedules, and more to help travelers use the Madison area's bus transit system (<http://www.cityofmadison.com/metro/>). The summaries that follow are largely based on information from these two web sites.

Later in the process, the Beltline PEL will analyze to what extent new transit service can serve future increases in travel demand in the Beltline corridor. This analysis will use the study's new origin and destination information, the updated travel demand model and updated land use and socioeconomic data. In addition, the new City of Madison Sustainable Transportation Master Plan that is currently being developed will provide guidance on future land use goals and transportation desires.

5.02 EXISTING TRANSIT SERVICE IN DANE COUNTY

A. Metro Transit

The Madison metro area has a vibrant existing transit system for its size. Transit service in the Madison metro area is primarily provided by Madison Metro Transit (Metro). Metro's ridership increased 30 percent between 2005 and 2011, while annual service hours increased only 5 percent. This ridership increase is a positive development; however, overloading and crowded buses occur during peak periods and occasionally at other times. A continuing challenge is the need to provide new service or faster, more effective service to growing peripheral employment centers, neighborhoods, and suburban communities. In 2012 Madison Metro Transit was awarded the National Outstanding Public Transportation System Award, which is sponsored by the America Public Transportation Association (APTA). APTA recognizes the award winners as outstanding role models of excellence, leadership, and innovation whose accomplishments have greatly advanced public transportation.

According to Metro's 2012 Annual Report, last year's ridership totaled more than 14.6 million boardings. This was the second highest total ever, dropping 2.2 percent from 2011 which saw the highest ridership in Metro's 42 years of service. There were more than 61,000 passenger trips on the average weekday during the school year. Metro also provided nearly 260,000 trips in 2012 through its paratransit service. Figure 5.02-1 shows Metro's annual fixed route ridership from 1970 to 2012.



Source: Metro Transit 2012 Annual Report

Figure 5.02-1 Metro Transit Fixed Route Ridership 1970 - 2012

Figure 5.02-2 shows Metro’s weekday fixed route map as of August 2013. Metro operates a total of 67 fixed routes that serve Madison, Middleton, Verona, Fitchburg, Monona, and McFarland. The fixed routes also link major employers with their employees including service to Greenway Station, Epic Systems, UW-Madison, the State Capitol, the American Center, and more.

Of the 67 fixed routes in operation, only 5 travel along the Beltline and where they do it tends to be for only a short distance, such as between two interchanges. These figures do not include school service. There are 14 locations where a route crosses the Beltline. Of these crossings, 11 of them are at an interchange location. The crossings that carry the most service include Whitney Way (about 221 daily weekday trips), Fish Hatchery Road (92 weekday trips), and Discovery Drive (54 weekday trips).

Some of the higher density fringe areas that lack fixed-route transit service include the far southwest side south of McKee Road, High Point Road and Midtown Road, and Old Sauk Road west of Pleasant View Road. Some areas of Middleton, Verona, Fitchburg, and east Madison lack all day service. Sun Prairie, Stoughton, McFarland, and Waunakee are among the outer area communities without Metro transit service. According to the Transit Development Plan (TDP), much of this new service will have to wait as development and funding allows.

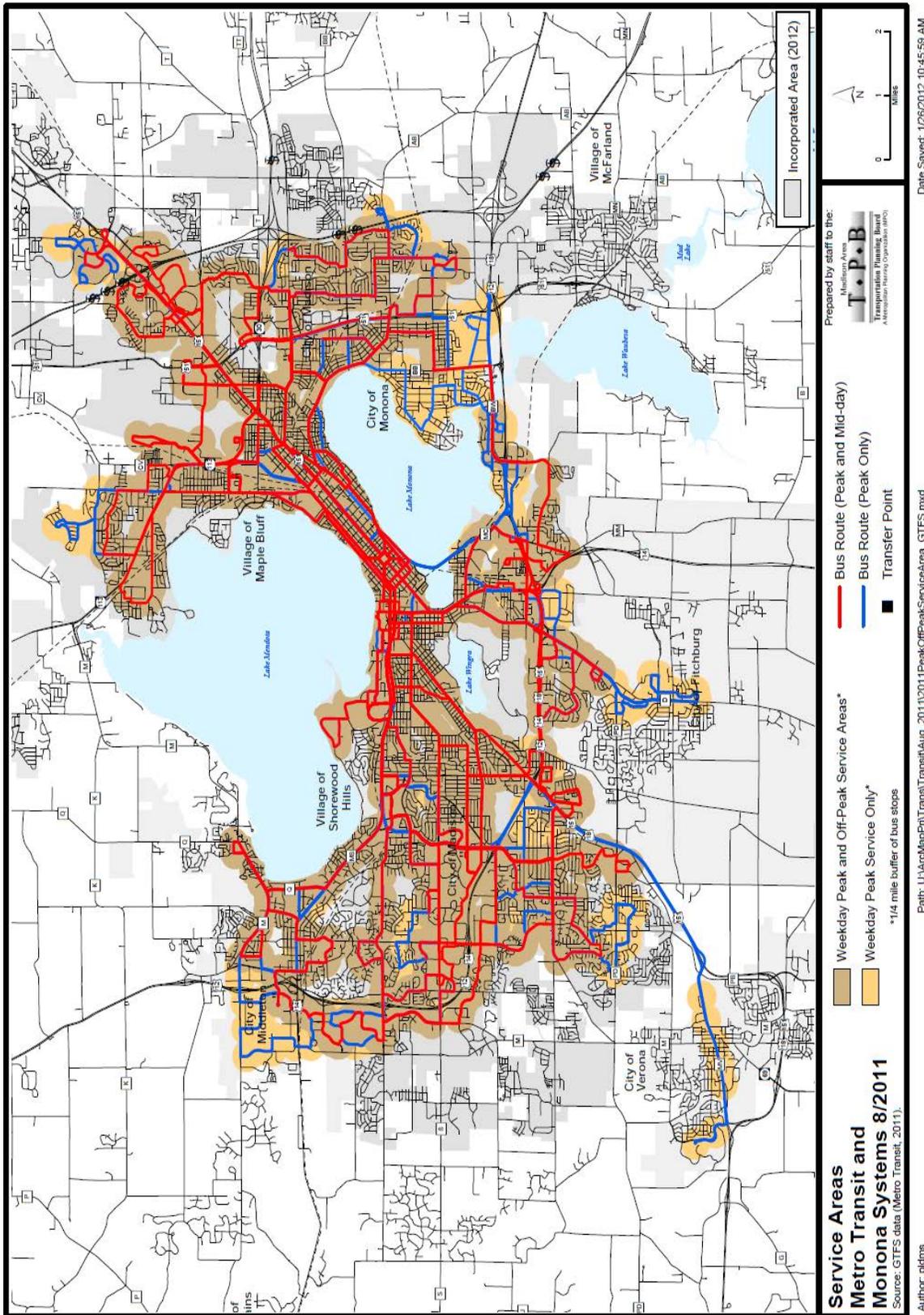


Figure 5.02-2 Madison Metro Service Areas

B. Additional Bus Transit

In addition to Metro Transit service, there are several other transit options for people traveling through and within Dane County.

1. Monona Express and Monona Lift

Monona Express is a commuter service that makes four loops each morning and four loops each afternoon. Stops include the State Capitol, UW-Madison Campus, UW and VA Hospitals, Meriter Clinics, and St. Mary's Hospital. Monona Lift is a special transportation service for senior citizens or riders with special needs.

2. Sun Prairie Shuttle Service

The City of Sun Prairie operates a shuttle service from three locations in Sun Prairie to East Towne Mall. There are three round trips offered daily: one begins at 8:30 A.M. and ends at 10:15 A.M.; one begins at 12:30 P.M. and ends at 2:15 P.M.; and one begins at 4:30 P.M. and ends at 6:15 P.M.

3. Portage Public Transit

Portage Public Transit operates a Monday through Friday shuttle from Portage to Metro Transit's North Transfer Point. The shuttle departs Portage at 6 A.M. and arrives at the North Transfer Point at 6:45 A.M. It departs the North Transfer Point at 5:30 P.M. and arrives in Portage at 6:30 P.M. A single round-trip fare is \$10 and weekly and monthly passes are available.

4. Long Distance Intercity Bus Service

Madison is served by multiple bus companies providing service between cities including Badger Coaches, Greyhound, Jefferson Lines, Lamers Bus Lines, Megabus, and Van Galder. Some of the routes offered by these companies use the Beltline as part of their route into and out of Madison.

C. Online Ride Matching/Carpooling

The MPO web site includes a link to a Madison area service called Rideshare, Etc. The service requires a user to register a name, an origin, a destination, work hours, and contact information. Once registered, a user can select transportation options, find partners for carpooling, bicycling, van pooling, and more.

D. Guaranteed Ride Home Program

The Guaranteed Ride Home program is designed to make alternate forms of commuting to work more attractive by providing a voucher for a cab ride in case an emergency occurs when a commuter does not have a vehicle at work. Registrants in the Rideshare, Etc. program receive a free voucher that is

sent to them in the mail. Additional vouchers are available by calling 266-RIDE or emailing rideshare@cityofmadison.com. The vouchers are good for up to \$75 per ride and participants can use up to six vouchers per year. The trip allowance does not include the driver's gratuity.

E. State Vanpools

Though not considered transit, state and nonstate employees can participate in the State Van Pool program offered by the Wisconsin Department of Administration. Participants can join a group that is already established or form a new van pool if there are enough people interested. State employees are eligible for pretax payroll deductions. Van drivers are eligible for fare discounts and limited personal use of the vehicle. As of September 2013, there were 83 van pools serving the Madison area coming from as far as Milwaukee and Baraboo.

F. Park and Ride Lots

Though not considered transit, there are 10 state-owned and -operated park and ride lots in Dane County. Table 5.02-1 provides details on each lot. Figure 5.02-3 shows their location.

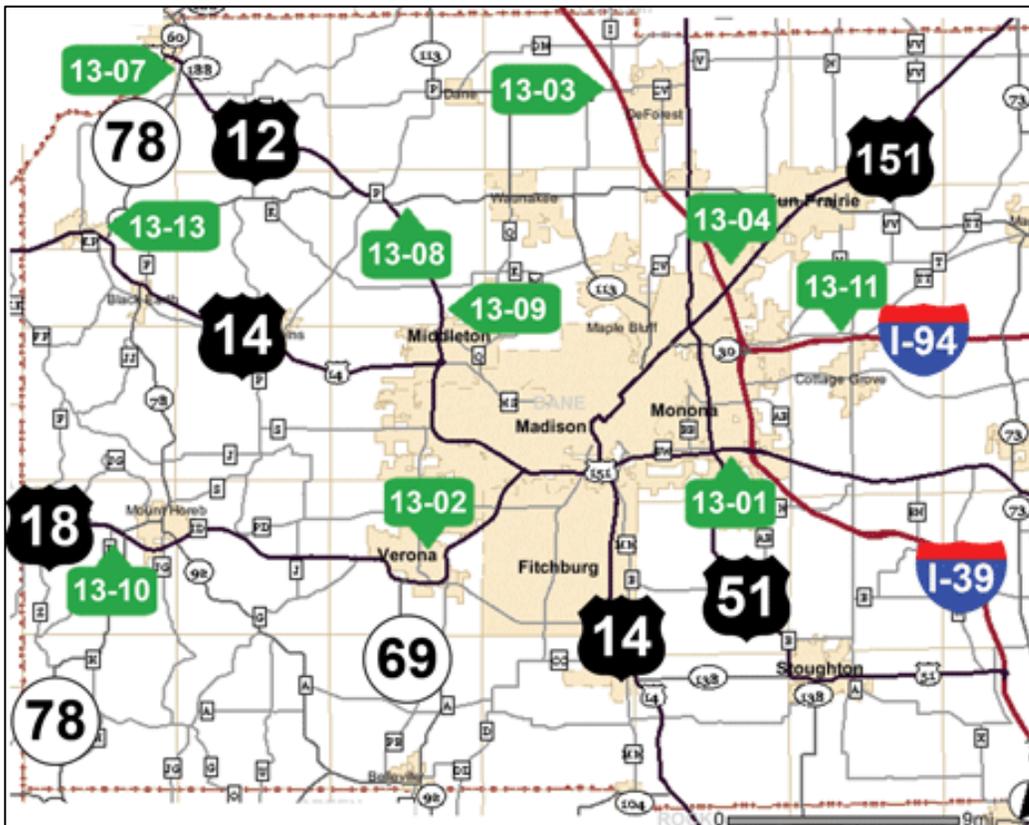


Table 5.02-3 Area Park and Ride Lots

Lot	Location	Stalls	Adjacent to Beltline?	Multimodal Service
Dutch Mill (Lot 13-01)	Northeast of the Beltline interchange with US 51/Stoughton Road	347	Yes	Bicycle trail access Metro Transit Megabus Van Galder
Verona (Lot 13-02)	Southwest of the US 18/151 interchange with County MV (Verona Avenue)	77	No	Bicycle trail access
De Forest (Lot 13-03)	West of I-39/90/94 in the southeast quadrant of the County V and County I intersection	56	No	None
Madison - American Center (Lot 13-04)	Northwest of the US 151 interchange with American Parkway on East Park Boulevard	141	No	Limited Metro Transit
Sauk City (Lot 13-07)	Southeast of the US 12 intersection with WIS 188	39	No	None
Springfield Corners (Lot 13-08)	Southeast of the US 12 intersection with WIS 19	49	No	Bicycle trail access
Middleton (Lot 13-09)	Southeast of the Beltline interchange with Parmenter Street	51	Yes	Bicycle trail access
Mount Horeb (Lot 13-10)	Southwest of the US 18/151 interchange with WIS 78	24	No	Bicycle trail access
Cottage Grove (Lot 13-11)	Northwest of the I-94 interchange with County N	107	No	None
Mazomanie (Lot 13-13)	Northwest of the US 14 intersection with WIS 78	40	No	None

5.03 PLANNED TRANSIT SERVICE

There are a number of completed and ongoing studies of transit that could potentially serve Dane County. The following summary discusses those with the greatest potential impacts on the Beltline corridor.

A. Sustainable Madison Transportation Master Plan (In Progress)

The City of Madison is currently developing a *Sustainable Madison Transportation Master Plan* to help facilitate the City’s desired future growth and ensure a high quality of life. The plan will first identify a clear land use/community growth vision for the city, identify how the realization of that land use/community growth vision will help support a multimodal transportation system, and develop/refine clear goals and objectives to accomplish that land use/transportation system vision and better serve its businesses and residents. This would include ways to more fully integrate all modes of passenger and freight transportation (e.g., auto, bicycle, public transportation, pedestrian, freight rail and truck, high-capacity transit, and air) and develop a clear plan and implementation strategy to accomplish the

desired land use/transportation vision for the City. The planning process will also identify how the City's numerous plans, policies, and implementation practices/procedures support the vision (and be enhanced by it) or place limits or barriers toward achieving this vision. The plan will develop a financing and implementation strategy to accomplish this. The planning process will also review concurrent transportation planning processes such as the Madison Beltline PEL.

It is intended that the plan facilitate increased use of public transit, bicycling, walking, and carpooling as alternatives to single-occupancy vehicles; improved access and circulation within the existing capacity of the street system (with consideration for all modes of transportation); and improved transit, bicycle, and pedestrian mobility and accessibility throughout the City. The planning process is being coordinated with the Madison Area TPB (MPO), the Capital Area Regional Planning Commission (CARPC), and the Wisconsin Department of Transportation (WisDOT). The study is expected to be done about mid-2014.

B. Madison Transit Corridors Study (BRT Study)

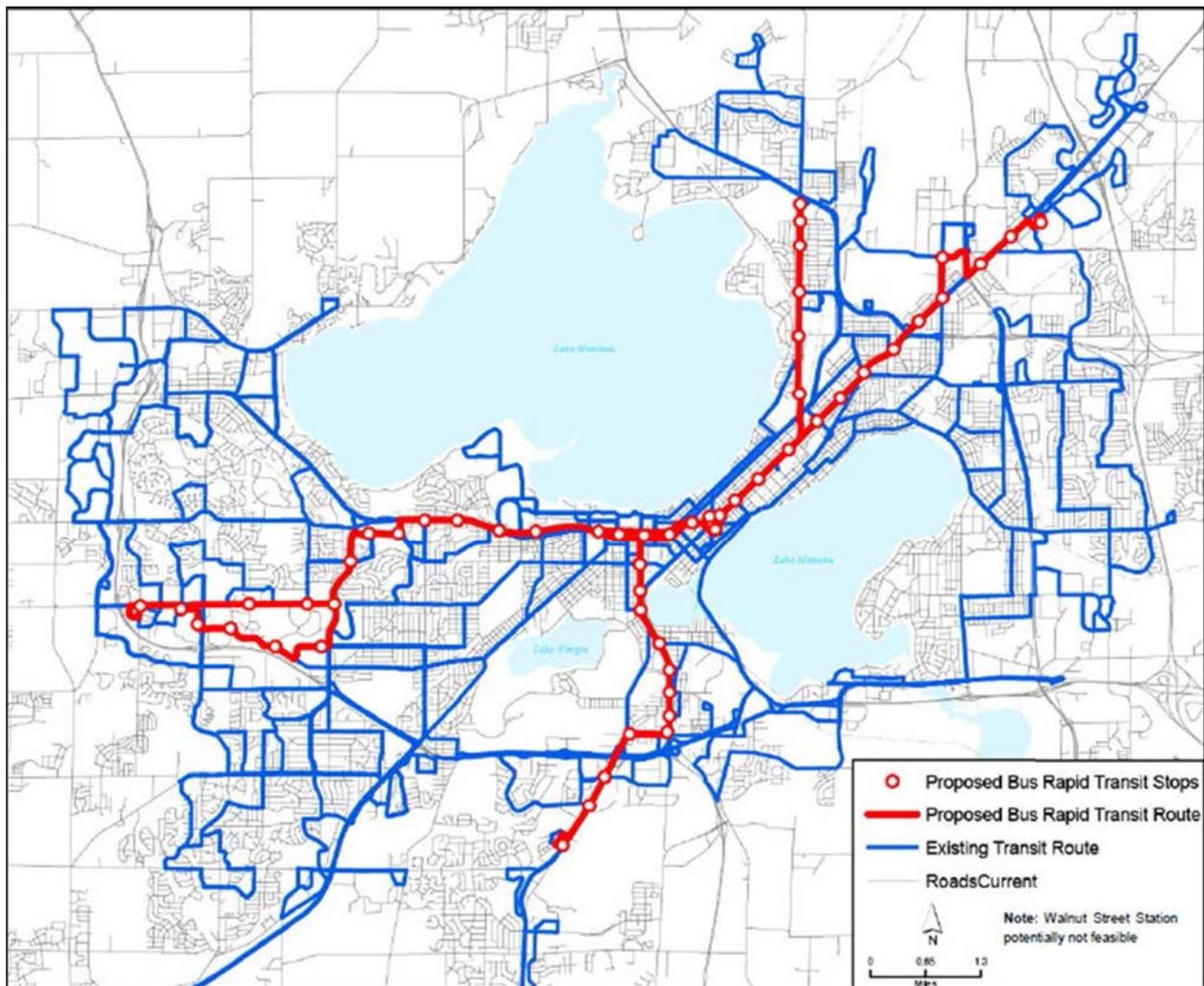
The Madison Transit Corridors Study (BRT Study) evaluated BRT in the Madison area. The study, completed in May 2013, was funded by part of a federal Sustainable Communities Regional Planning grant administered by the CARPC, and led by the MPO.

According to the BRT Study, the following components of a successful system were listed as goals:

1. Service frequency—typically every 15 minutes throughout the day
2. Runningway—dedicated or preferential lanes and mixed traffic
3. Station location and design—enhanced amenities
4. Vehicles—unique look, high capacity
5. Connecting and parallel local bus service
6. Fare collection—automated prepay technology
7. Advanced technology—signal priority and other ITS components
8. Identity and branding—distinct from other services

The BRT Study evaluated four corridors: north, south, east, and west out of the downtown area that included a common central segment in the UW Campus area and central isthmus. Those corridors are the most heavily traveled transit corridors in the city with over 20,000 of about 60,000 total daily boardings. In the West corridor, the study analyzed a Mineral Point Road alignment and an Odana Road alignment. The Mineral Point alignment included an option for 4.3 miles of fixed guideway in the median of University Avenue. The South corridor had a fixed guideway option of 3.4 miles in the median of Park Street. Figure 5.03-1 shows the BRT corridors that were evaluated.

The BRT system crosses the Beltline once at Fish Hatchery Road. However, future extensions identified may cross at Mineral Point Road, Whitney Way, and in Middleton.



Source: Madison Transit Corridor Study, May 2013

Figure 5.03-1 Proposed BRT Service and Existing Local Bus Service

Table 5.03-1 shows a summary of goals from the BRT Study.

Goal	Result
1. Reduce travel times	17% - 42% reduction in in-vehicle transit travel time using BRT service.
2. Attract new transit riders	9% - 13% of estimated BRT riders expected to be new transit users.
3. Improve connections between low income and/or transit dependent neighborhoods and centers of employment and activity	Average of 15% savings in in-vehicle transit travel times for trips between low income/transit dependent areas to major destinations using BRT service.
4. Provide expanded carrying capacity	78% - 158% increase in peak period carrying capacities along major corridors and 158% to 317% increase in midday carrying capacities.
5. Improve operational efficiencies	Likely able to relieve overcrowding on 5 of 8 current problem routes.
6. Provide an enhanced image for transit service	Identification of BRT runningways, unique stations and vehicles will positively influence the image of transit service within the community.
7. Improve the comfort and convenience of the transit experience	3 to 6 minute blended (local + BRT) peak service frequencies along key points versus current level of 5 to 15 minutes. Station and on-vehicle amenities as well.
8. Integrate well with the existing and planned transit system	Connecting service to BRT lines identified to serve outlying and off-line destinations.
9. Enhance opportunities for transit-oriented development (TOD)	Significant infill opportunities provided.

Source: Madison Transit Corridor Study, May 2013

Table 5.03-1 BRT Study Summary of System Goals

Estimated construction costs range from about \$25 million to \$70 million for each of the four corridors, with a total cost of about \$138 million (2016 dollars). Annual operating and maintenance costs are estimated at almost \$10 million (2012 dollars). Daily ridership is forecasted to range from about 4,000 to 10,000 trips per day on each of the corridors.

The BRT Study outlines the following next steps for a BRT system in the Madison area:

1. Identification of BRT implementation stages including corridor prioritization.
2. Detailed design and environmental analysis including station locations and designs, runningways, and identification of right of way needs.
3. Funding including appropriate contributions from local, state, federal, and debt financing.
4. Community engagement including station designs, service configurations, and more.
5. BRT supportive policies including land use and parking considerations.

6. Branding to create a unique local identity.
7. Transit signal priority including a more detailed review of benefits versus costs at key signalized intersections.
8. Local bus system redesign and transit facilities including continuence of through service versus transition to a primarily BRT feeder system.
9. Transit operations including scheduling of drivers.
10. Sustainable communities planning and the impact BRT will have on some of these planning principals such as transit-oriented development opportunities.
11. Potential future extensions to areas such as Middleton, southwest Madison, Fitchburg, east Madison, and northeast Madison.

See the *Madison Transit Corridor Study*, May 2013, available as of September 2013 at:

http://www.madisonareampo.org/BRT.cfm#BRT_REPORT

C. Transit Development Plan 2013-2017

The TDP, written by the TPB, recommends service and facility improvements and planning activities to take place between 2013 and 2017. It includes the key transit recommendations listed below. For more detail on potential transit improvements, consult the *2013-2017 TDP* available as of September 2013 at:

http://www.madisonareampo.org/planning/otherplans.cfm#Final_TDP

1. Improve the Utility of Existing Transit Service

The TDP suggests improving the utility of existing service by improving the directness and frequency of routes where appropriate. Recommendations include new service, route extensions, frequency improvements, express service, and route changes.

2. Extend Service Areas

The TDP recommendations include new commuter express service from central Madison to outlying areas along several corridors including the following.

- a. Waunakee West using Allen Boulevard and County Q
- b. Waunakee East using Northport Drive
- c. Stoughton using John Nolen Drive and the Beltline
- d. McFarland using John Nolen Drive and the Beltline
- e. Cottage Grove using John Nolen Drive and the Beltline
- f. Sun Prairie West using East Washington Avenue and Grand Avenue
- g. Sun Prairie East using East Washington Avenue and US 151
- h. DeForest using East Washington Avenue and US 51
- i. Oregon using US 14

j. Verona using Mineral Point Road and County M
 Figure 5.03-3 shows possible routes for these service extensions.

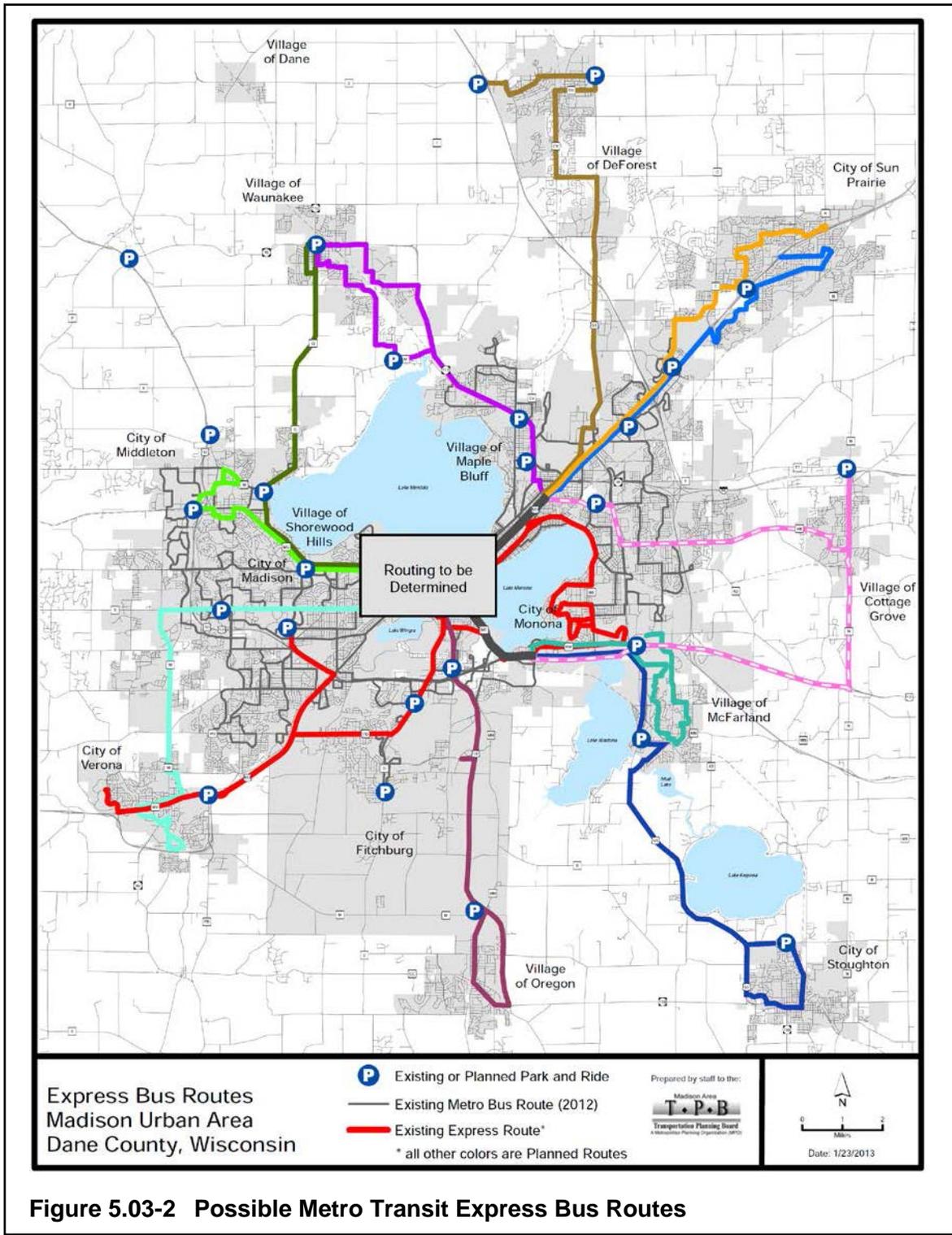


Figure 5.03-2 Possible Metro Transit Express Bus Routes

3. Adopt a Bus Stop Consolidation Program

The TDP recommends combining or eliminating bus stops to improve efficiency. The corridors identified are in central Madison along Jenifer Street, Johnson Street, Gorham Street, and Monroe Street.

4. Develop Concepts for Bus Rapid Transit

The Madison Transit Corridors (BRT) Study (see bullet point B) recommends four corridors to be considered for BRT service. These include University Avenue to West Towne, Park Street to Fitchburg, East Washington Avenue to East Towne, and Sherman Avenue to north Madison. The TDP recommends developing concepts for BRT and planning for its implementation in the next 5 to 10 years.

D. 2035 Regional Transportation Plan Update

The 2035 Regional Transportation Plan Update (RTP) was completed by the MPO in March 2012. While the plan addresses all transportation components in the region, including roads, bikes, and pedestrians, it also identifies a number of transit needs in the Madison metro area and recommends a number of improvement strategies. Consistent with the TDP, some of the transit strategies that would improve overall transportation service in the region include the following:

- Continue efforts to plan for and implement high-capacity rapid transit service.
- Continue efforts to improve service through the isthmus where there are serious bus overcrowding issues.
- Add or improve express commuter service from peripheral neighborhoods and outlying communities such as Fitchburg, Verona, and Sun Prairie to the extent feasible.
- Implement transit priority treatments (bus lanes, transit signal priority, bus queue jumps, bus bulbs), where appropriate and practical.
- Consider extending service to currently unserved neighborhoods on the periphery, particularly those with higher densities and low-income, more transit-dependent households.

For more detail consult, *the 2035 Regional Transportation Plan Update, Madison Metropolitan Area and Dane County*, March 2012, available on the web as of September 2013 at:

http://www.madisonareampo.org/planning/documents/RTPFINAL_Web.pdf

E. Congestion Management Process for the Madison Metropolitan Planning Area

As a recipient of federal transportation funds, metropolitan planning areas of over 200,000 population are required to maintain a Congestion Management Process (CMP) as part of their long-range transportation planning process. The most recent CMP for the Madison metro area was completed in November 2011 by the MPO. The CMP must develop transportation strategies to reduce congestion in the metropolitan area including ways to manage travel demand, reduce single-occupant motor vehicle

travel, and improve transportation system management (TSM) and operations, and improve conditions for bicycling and walking. The construction of new roadway capacity to address congestion should be considered as a last option.

The CMP for the Madison planning area recommends a number of transit-related options:

- Coordination of transportation investments and land use that promote development along transit corridors.
- The addition of suburban commuter and express services and higher service frequencies in high-volume corridors.
- Transit operations that will improve on-time performance of buses on routes along congested arterial streets such as transit signal priority at key intersections or special lanes where buses can bypass congestion.

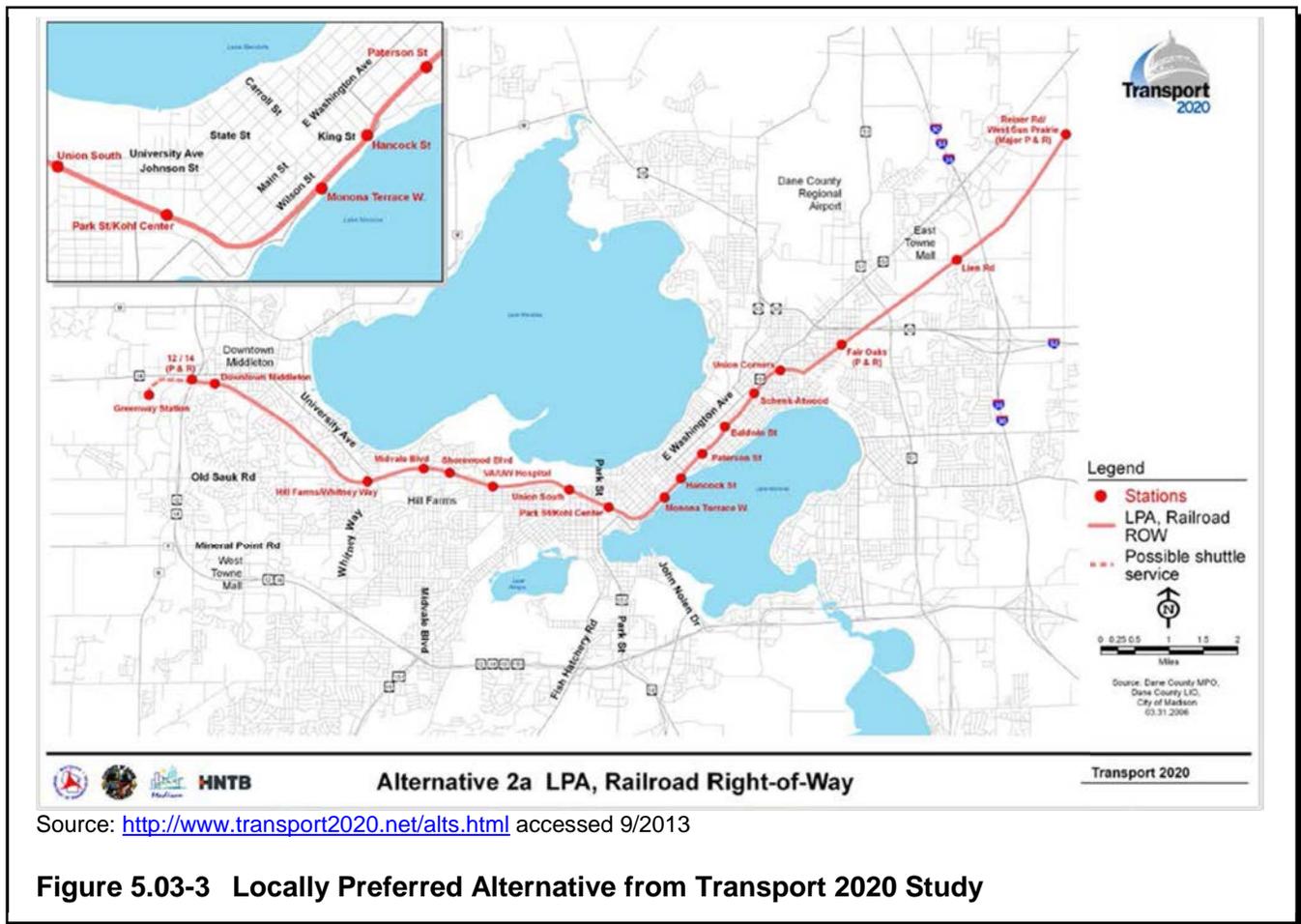
These CMP priorities are also reflected in the Madison area MPO *2035 Regional Transportation Plan Update, Madison Metropolitan Area and Dane County* and the *2013-2017 Transit Development Plan*. For additional information see: *Congestion Management Process (CMP) for the Madison Metropolitan Planning Area*, November 2011, available on the web as of September, 2013 at:

http://www.madisonareampo.org/planning/documents/CMP_11_Final_Report_Web.pdf

F. Transport 2020, Environmental Impact Statement and New Starts Application

Transport 2020 was a major transportation study designed to develop a long-term transportation solution for Dane County and Madison Metropolitan Area. It was sponsored by Dane County, the City of Madison, and the WisDOT, with support from UW-Madison and the MPO. The Transport 2020 study proposed a long-term transportation system that included a multimodal system consisting of commuter rail, express bus services, park-and-ride lots, and improvements to local bus service.

In 2008, Transport 2020 submitted a New Starts Application to the Federal Transit Administration (FTA) for financing to begin project engineering on the Locally Preferred Alternative (LPA). This application for federal funds was to begin the first piece of the project: a 16-mile east-west commuter rail line operating within an existing freight rail corridor between the City of Middleton and an area just southwest of the City of Sun Prairie, directly through the isthmus of the City of Madison. The proposed Transport 2020 LPA is shown in Figure 5.03-2. This improvement was meant to relieve the congestion in the isthmus area and provide service to the UW-Madison campus and downtown employment centers.



Extensions of this commuter rail system to serve many communities in Dane County were anticipated over time. Such extensions might include Fitchburg, McFarland, Stoughton, Oregon, Cottage Grove, De Forest, Waunakee, Cross Plains, Black Earth, and Mazomanie. In addition, a short near-term extension to the north would provide direct service to the Dane County Regional Airport. The proposed Locally Preferred Alternative would use diesel-multiple-unit cars (“DMUs” or self-propelled coaches) or new hybrid technology commuter rail vehicles. The capital cost of the project was estimated to be about \$255 million (2007 dollars), with an annual operating cost of \$10 million (2007 dollars). The study estimated that an alternative BRT system with additional lanes in the corridor would have a capital cost of approximately \$192 million and the base line bus system alternative would cost \$44 million.

With the implementation of the Transport 2020 Locally Preferred Alternative, it was estimated that ridership from the isthmus corridor would increase by 11,000 riders per day in 2030 for work trips, or three million annually (including projected special event trips). The Transport 2020 Locally Preferred Alternative between Union Corners (corner of East Washington and Milwaukee Street) and Hill Farms was projected to improve travel time by 15 percent compared to the baseline alternative.

The report stated that it would be relatively easy to add track in the existing freight corridor since the state of Wisconsin already owned much of the corridor. The project would provide an opportunity to use an underutilized transportation corridor and provide relief to a congested area in a geographically

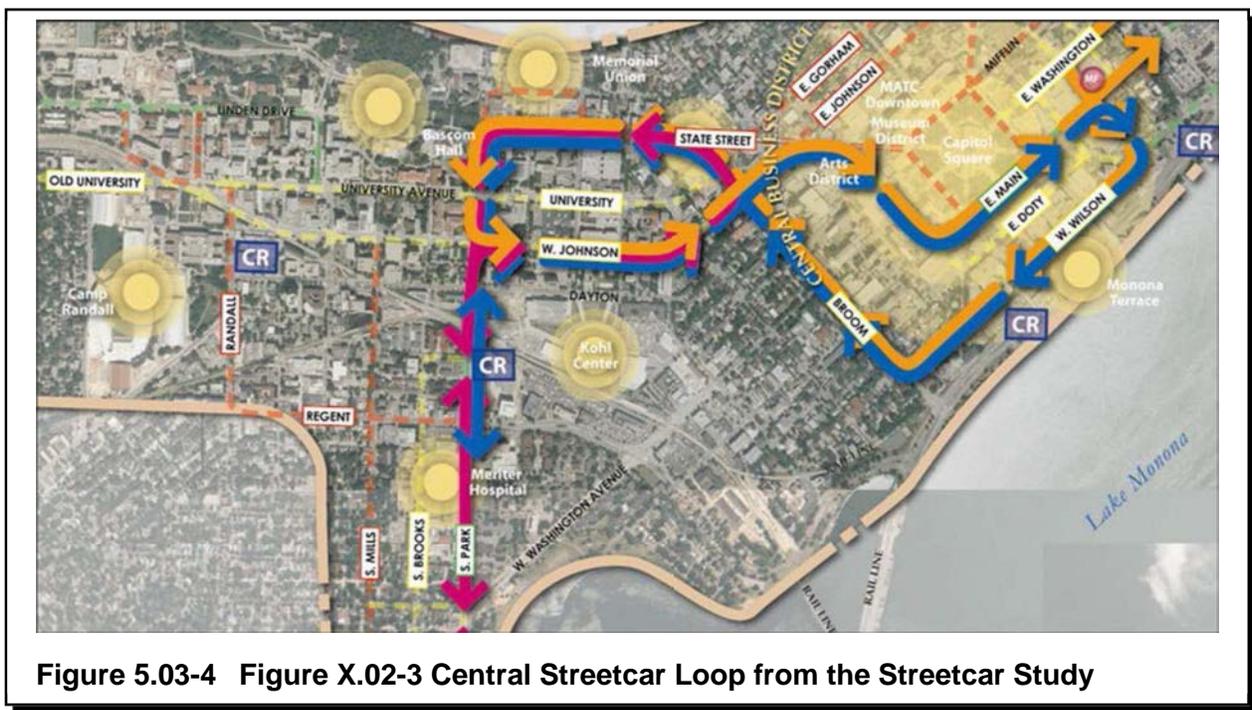
constrained region. This opportunity, combined with a growing population and employment base, would support a successful investment in fixed-guideway transit.

In 2009, the FTA application was withdrawn because of the lack of both a Regional Transit Authority (RTA) and a local financial commitment for capital and operating costs. The project is currently on hold pending RTA legislation and consideration of other alternatives such as BRT.

Further information on *Transport 2020, Environmental Impact Statement and New Starts Application* is available as of September 2013 at <http://www.transport2020.net/>

G. Madison Streetcar Preliminary Feasibility Study

The Madison Streetcar Preliminary Feasibility Study (Streetcar Study) sponsored by the City of Madison in 2007 examined corridors just west, south, and east of the capitol for a new streetcar circulator system. An initial downtown loop alignment emerged as a one-way loop between Park Street and the Capitol Square via Johnson Street and State Street eastbound, and Wilson Street, Broom Street, and State Street westbound. From there, the study recommended extensions to the northeast along Main Street, Mifflin Street, and East Washington Avenue, and to the south along Park Street. The project capital cost was estimated at about \$61 million (2007 dollars) for the Central Loop segment between Park Street and the Capitol Square and \$2.5 to \$3 million per year to operate. It was estimated that the streetcar concept could increase ridership by about 500 to 1,500 daily trips over the base transit ridership. These ridership projections include the full alignment, including both the East Isthmus and Park Street portions, as well as the Central Loop. Figure 5.03-4 shows the central streetcar loop.



In August 2007, Madison Mayor David J. Cieslewicz announced that the City of Madison would no longer pursue construction of a streetcar system. The *Madison Streetcar Preliminary Feasibility Study* was released in October 2007 and the Streetcar Study Committee was disbanded.

The complete study is available on the web as of September 2013 at:

<http://www.cityofmadison.com/planning/pdf/Streetcar-Report.Final.110907.pdfReport.Final.110907.pdf>

H. Wisconsin High Speed Rail Service (Midwest Rail Initiative)

In 2004, a consortium of nine Midwest states including Wisconsin produced a high speed rail feasibility study for the development of a Midwest Regional Rail System with passenger rail spokes connecting various Midwest cities. One of the proposed rail spokes was from Chicago-Milwaukee-St. Paul with a stop in Madison among other smaller cities. The proposal included the potential for 10 round trips between Milwaukee and Madison and 7 round trips between Madison and St. Paul. This Chicago-Milwaukee-St. Paul section would be implemented in phases with the first phase providing 110 mph service between Madison and Milwaukee. The state of Wisconsin and local communities began to plan for implementation and the location of rail stations. Connections 2030 describes how the Wisconsin portion of the high speed rail system would be implemented in Wisconsin and as of September 2013 is available on the web at <http://www.dot.wisconsin.gov/projects/state/docs/2030-chapter8.pdf>. The Madison MPO began to plan for connections between the local transit system and the proposed high speed rail system. For example, Transport 2020 proposed an extension of commuter rail service to the Dane County Regional airport for direct linkage for future high speed intercity passenger rail service. In 2010, Wisconsin won an \$810 million federal grant to begin building the 110 mph route in Wisconsin. However, the federal funds for high speed rail were declined because of apprehension about future operating costs and other concerns.

I. Madison Light Rail Study

A Light Rail Transit (LRT) study was conducted for Madison Metro in 1992. The study estimated that capital costs for a 13.2-mile light rail system using electrically powered vehicles with overhead power wires and running from the East Towne shopping center through the isthmus and University of Wisconsin campus to the Hilldale and West Towne shopping areas could range from \$183 million to \$306 million. The LRT line would be located primarily in city streets. The selected line was based on modeling of travel patterns based on the 1985 Transit Priority Corridor Study as the corridor with the greatest potential ridership. The city decided that the transit corridor could not support the initial costs of new tracks, guideways, electrification, maintenance facilities, and stations at that time.

More information on the Madison LRT Study can be found, as of September of 2013, at:

<http://legis.wisconsin.gov/lrb/pubs/ib/98ib6.pdf>

J. Other Studies

Other studies of interest that include a transit element might include:

- *South Capitol Transit Oriented Development District Planning Study (SCTOD)*, underway as of September 2013 at: <http://www.cityofmadison.com/dpced/planning/southcapitol/goals.cfm>
- The City of Madison *Downtown Plan*, 2012, available on the web as of September 2013 at: http://www.cityofmadison.com/neighborhoods/downtownPlan/pdf/Downtown_Plan.pdf
- City Of Madison Comprehensive Plan, 2006, <http://www.cityofmadison.com/planning/ComprehensivePlan/adoptedplan.cfm>