



MADISON PASSENGER RAIL STATION STUDY

Public Involvement Meeting #2
Potential Station Sites + Preliminary Evaluations

Madison Municipal Building – Room 215
January 30, 2024



THE STUDY TEAM



Tom Lynch, PE PTOE PTP AICP
Director of Transportation

Liz Callin, AICP
Transportation Planner and Project Manager

Mike Cechvala
Capital Projects Manager, Metro

Kristin Brodowsky
Transportation Public Information Officer

HNTB

Carolyn Seboe, AICP
*Group Director –
Planning and Technical Services, HNTB*

Aaron Bowe, PE
Senior Rail Engineer, HNTB



Satya Rhodes-Conway

Mayor, City of Madison

WELCOME & OPENING REMARKS

PRESENTATION OVERVIEW

Public Meeting Goals

Update on Corridor Identification Program – WisDOT

Amtrak Corridors Perspective

Station Area Corridor Evaluation Results

Potential Sites + Preliminary Evaluations

Next Steps + Q/A

PUBLIC MEETING GOALS



Inform

Provide you with information on the study progress, alternatives under consideration, and updates on the overall effort



Consult

Obtain and consider feedback on draft evaluations and site options; answer questions; and acknowledge concerns and aspirations



Maintain Mutual Respect

Value differing opinions and uphold professional dialogue throughout the meeting; focus on relevant questions; provide comments appropriately



Corridor Identification Program

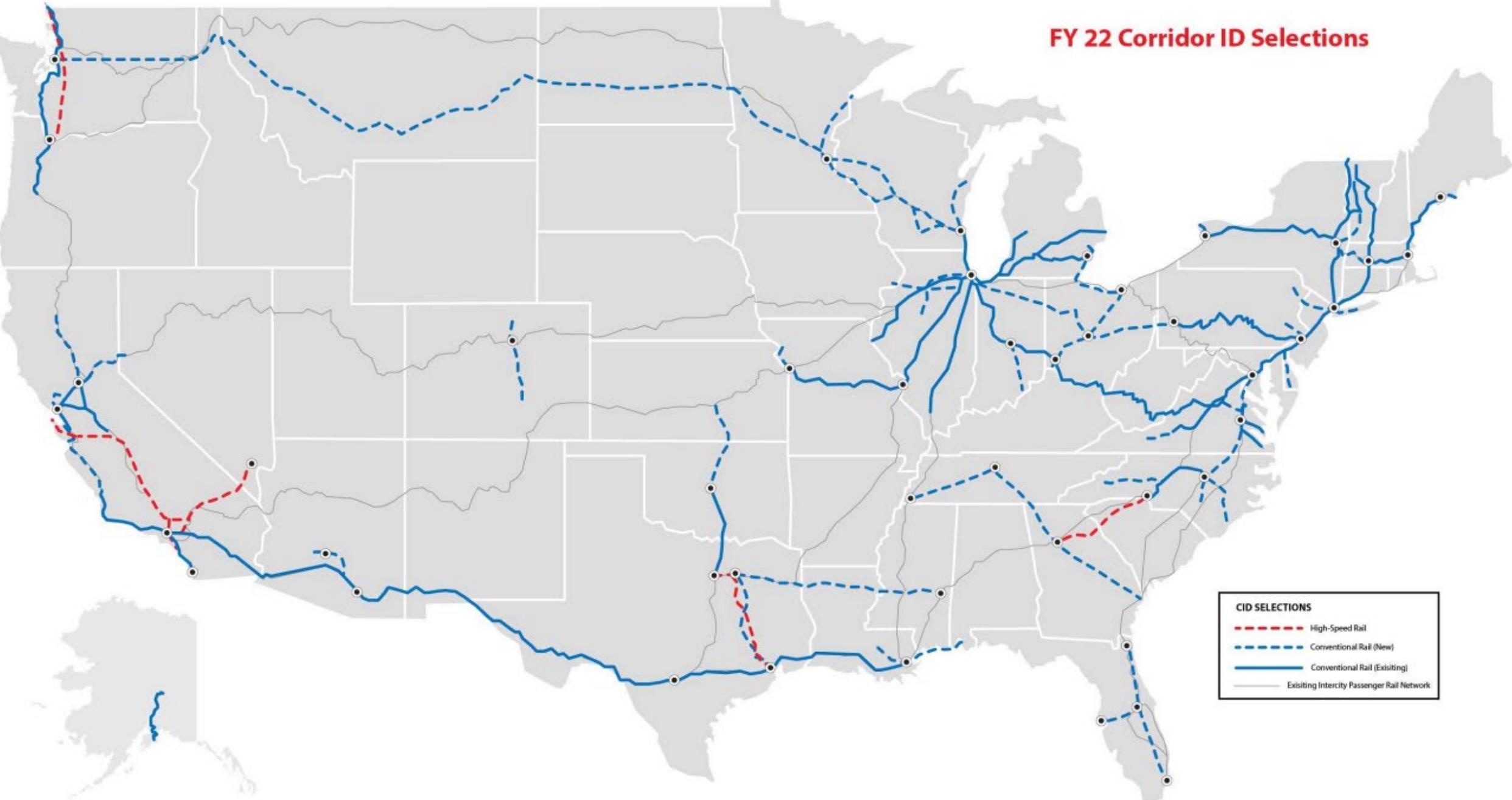
Jennifer Murray, AICP

WisDOT Division of Transportation Investment Management

Director for the Bureau of Transit, Local Roads, Railroads and Harbors

1/30/2024

FY 22 Corridor ID Selections



CID SELECTIONS

- High-Speed Rail
- Conventional Rail (New)
- Conventional Rail (Existing)
- Existing Intercity Passenger Rail Network

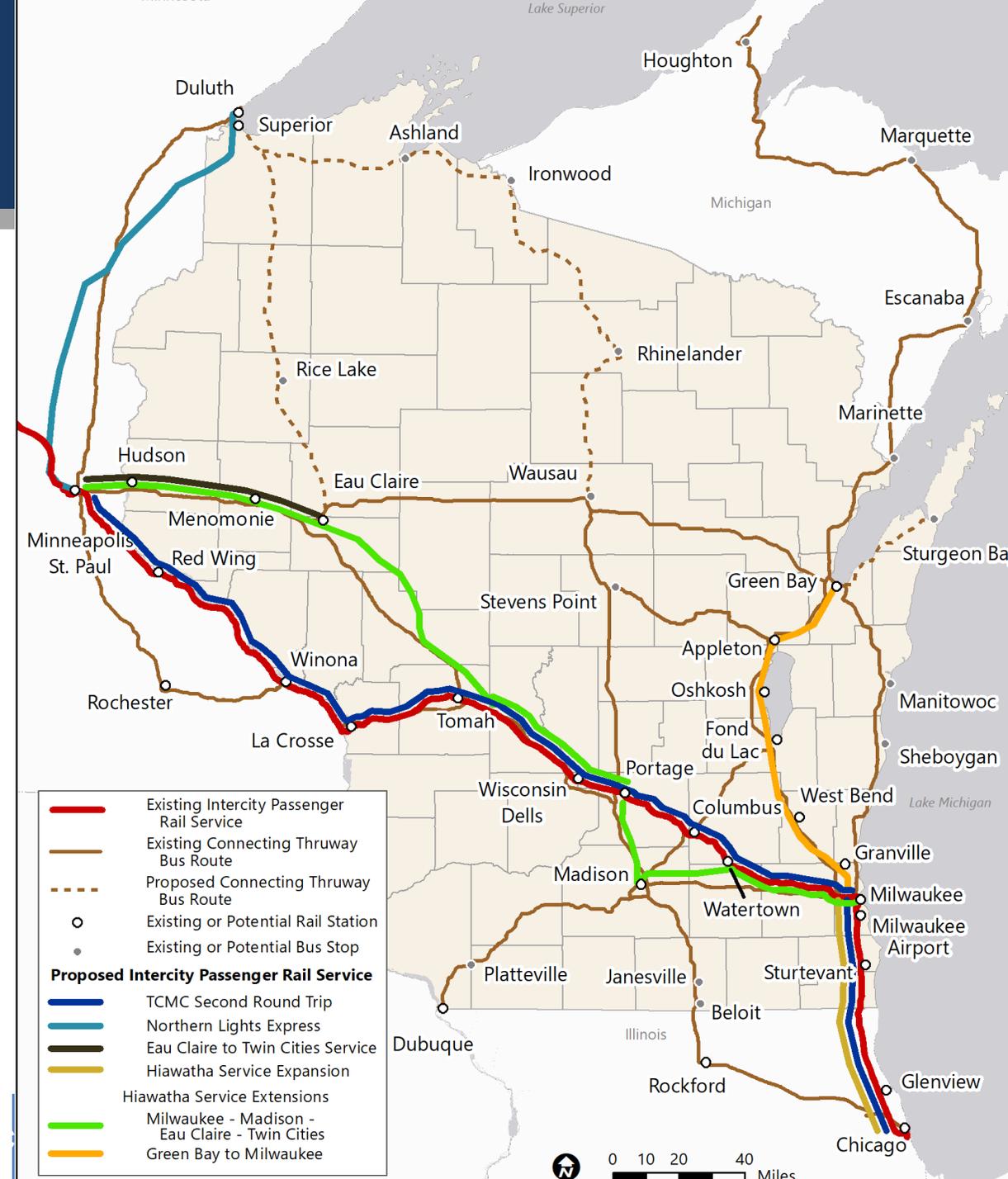
Slide: Courtesy of FRA

DISCLAIMER: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of cities, project locations, and routes. Cities shown on the map are added to provide geographic reference and are not intended for any other purpose. Every effort has been made to ensure the highest accuracy of all data on this map, but some errors can occur.



Wisconsin Rail Plan 2050

- Completed Summer 2023
- Posted on Website
<https://www.wisdotplans.gov/plan/wrp2050>
- Incorporates results from various plans, studies and forecasts
- Likely locations where passenger rail service will be available in 2050
- Coordination between WisDOT, MNDOT, IDOT, MPOs, freight railroads, communities, Amtrak and other passenger rail service providers



FRA Corridor ID Process Steps



WisDOT Corridor ID Preliminary Schedules**

- Milwaukee to Chicago Hiawatha Service Corridor Expansion
→ Begin study Early 2024
- Milwaukee – Madison – Eau Claire – Twin Cities
→ Start study Summer 2024
- Twin Cities Milwaukee Chicago – Second Round Trip
→ Start study Spring 2026
- Milwaukee to Green Bay Hiawatha Service Extension
→ Start study Early 2027



**Subject to change based on unknowns including and not limited to initial scoping, funding, & freight railroad involvement



Milwaukee – Madison – Eau Claire – Twin Cities

Step 1: WisDOT Scoping

- \$500,000 FED / 0% Match
- Service Development Plan (SDP) Scope of Work
 - Schedule for SDP
 - Budget for SDP
 - Accounts for work ongoing and/or undertaken to date

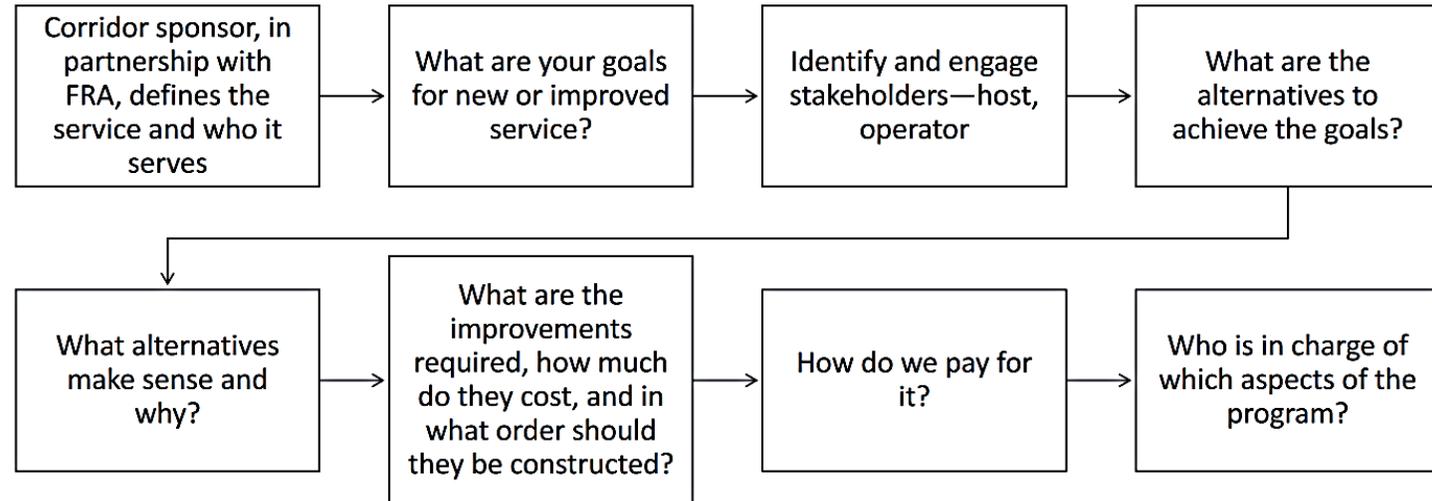


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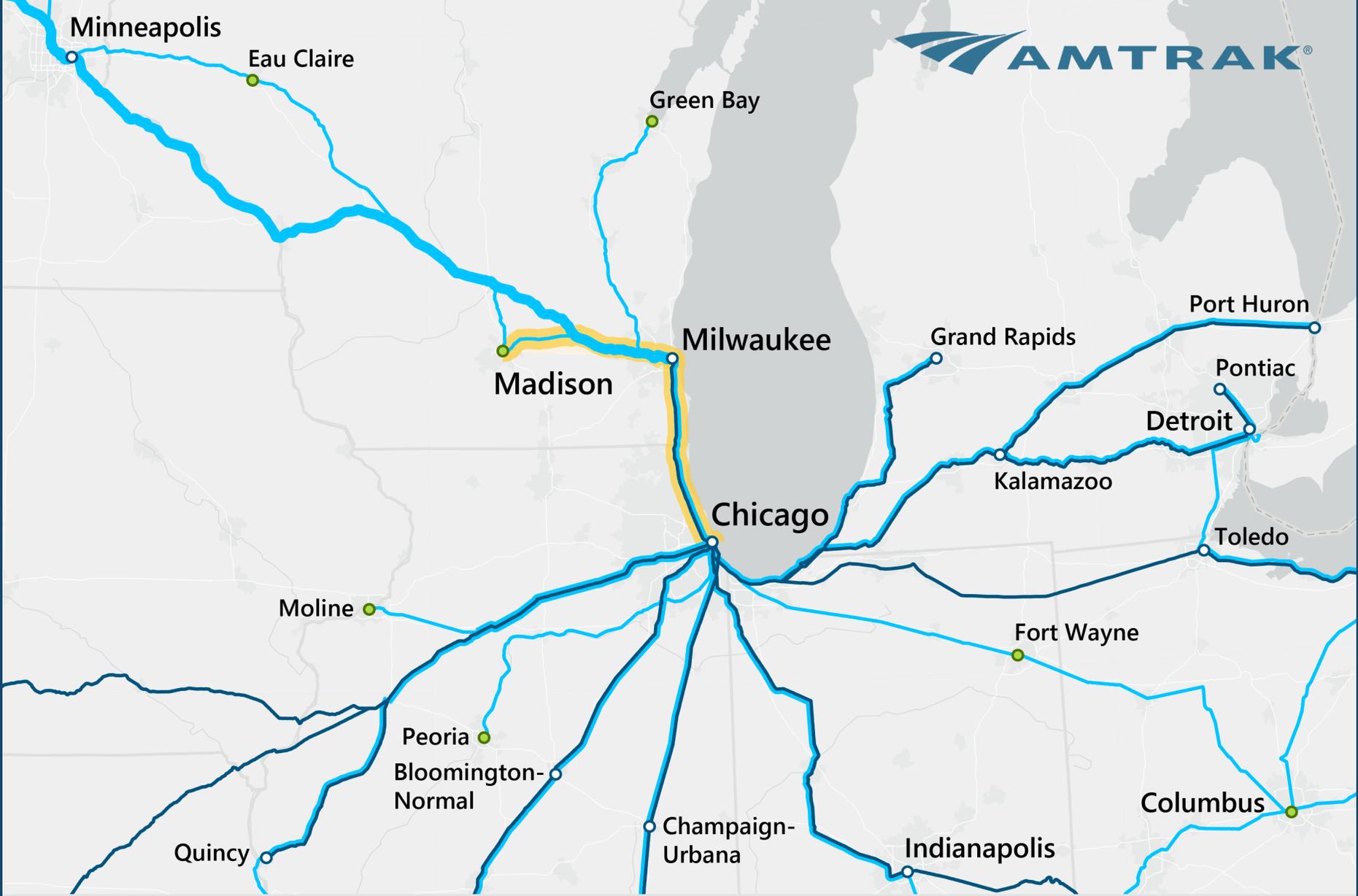


Arun Rao

Director of Network Development, Amtrak

Amtrak Corridors Perspective





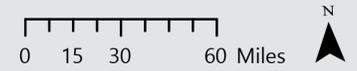
— Existing Amtrak Trains

— All Corridor ID Trains

● Select Corridor ID Stations

○ Select Existing Amtrak Stations

■ Chicago-Milwaukee-Madison Potential Initial Segment



STATION STUDY PROCESS



Gather data and review prior studies



Identify goals and define station program elements



Identify and evaluate station area corridors



Identify and evaluation specific station sites



Recommend station site/s

Mid-2024



Continue to support partners in service development effort

2024+

WE ARE HERE



BALANCING PRIORITIES



1. Meet train access and operational needs
2. Accommodate station program elements
3. Feasible to own/acquire/control site
4. Minimize environmental impacts
5. Maximize ridership potential
6. Ensure equitable access
7. Capitalize on economic development potential
8. Cultivate a *great place*

STATION AREA CORRIDOR EVALUATION RESULTS

LEGEND

○ BRT Stations

Planned BRT Routes

— Route A (East-West)

— Route B (North-South)

— Railroad

Station Location Alternative Areas

— Airport

— Oscar Mayer

— First Street

— East Side

— Downtown

— Campus

0 0.25 0.5 Miles



Station Area
Corridors Considered

Corridor Evaluation Criteria

- Rail Operations
- Access & Multimodal Connectivity
- Land Use & Development
- Ridership Potential
- Equitable Access



Photo: Adventure Cycling Association

STATION AREA CORRIDOR EVALUATION RESULTS

Corridor	Rail Operations	Proximity to People, Jobs, Destinations	Equitable Access	Access and Multimodal Connectivity	Land Use and Development	Advance to Site Analysis?
Campus						NO
Downtown						YES
East Side						NO
First Street						YES
Oscar Mayer						YES
Airport						NO

Corridor Evaluation Results

LEGEND

- BRT Stations
- Planned BRT Routes**
 - Route A (East-West)
 - Route B (North-South)
 - Railroad
- Station Location Alternative Areas**
 - SELECTED FOR FURTHER STUDY**
 - Downtown
 - First Street
 - Oscar Mayer
 - NOT SELECTED FOR FURTHER STUDY**
 - Airport
 - East Side
 - Campus

0 0.25 0.5 Miles



Oscar Mayer Corridor

First Street Corridor

Downtown/Isthmus Corridor

MONONA

POTENTIAL STATION SITES + PRELIMINARY EVALUATIONS

AMTRAK GUIDANCE:

STATION PROGRAM ELEMENTS

1. Station Building

2. Platform and Track

700-ft length desired but not required

3. Transportation Access and Circulation

Will meet all ADA requirements

4. Train Layover and Servicing

Overnight train storage, light servicing, crew accommodations, etc.



Milwaukee Intermodal Station – Photo: Trip Advisor



Union Station Denver - Photo: Tryba Architects

Station Site Evaluation Criteria

1. Train Access and Operations
2. Size Site and Configuration
3. Site Ownership and Control
4. Proximity to People, Jobs, and Destinations
5. Equitable Access
6. Access and Multimodal Connectivity
7. Environmental Resources
8. Land Use and Development



Amtrak Station in Pontiac, MI - Photo: Siemens Mobility

POTENTIAL STATION SITES

DOWNTOWN/ISTHMUS CORRIDOR

- Monona Terrace
- Blair Street
- Livingston Street
- Baldwin Street

FIRST STREET CORRIDOR

- First Street
- Johnson Street

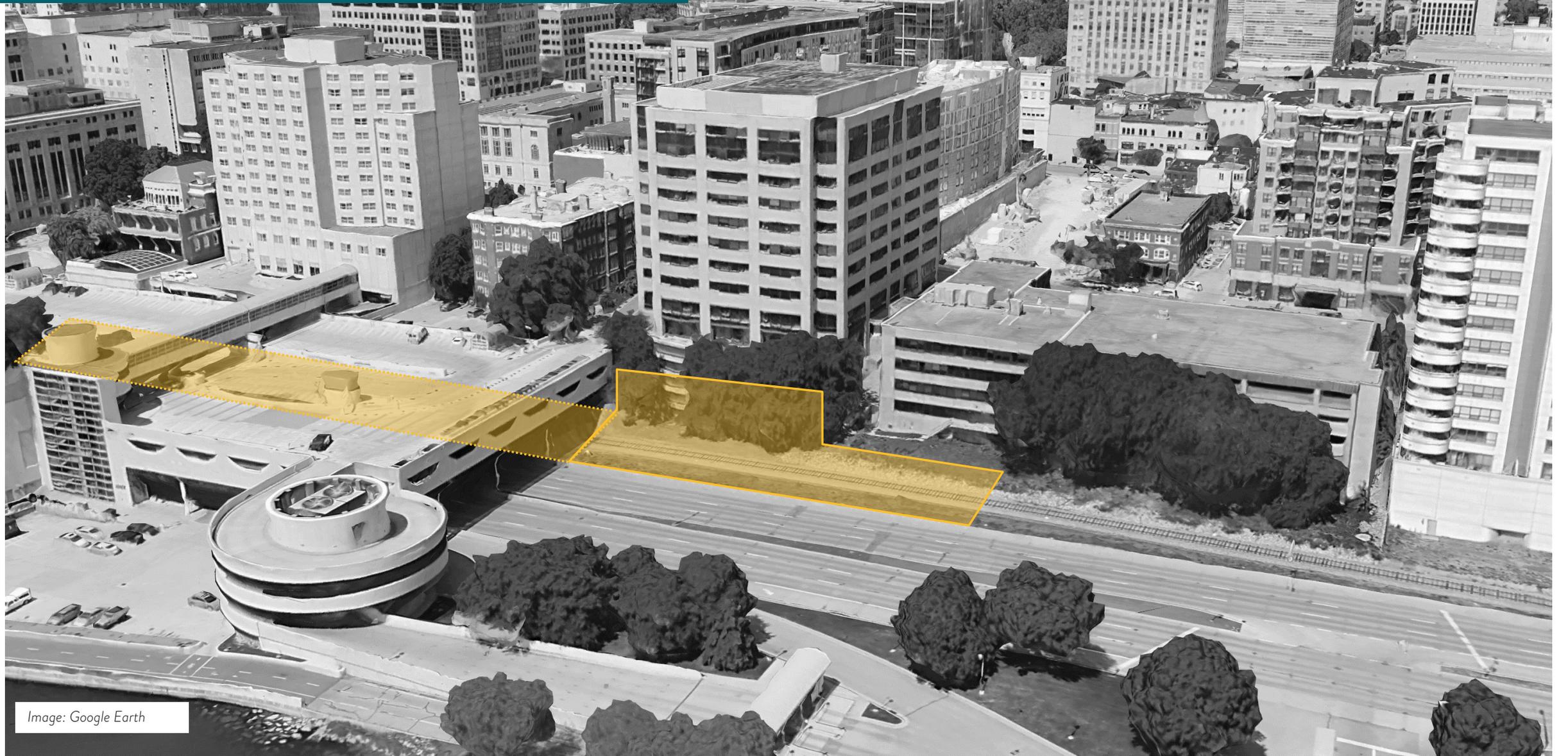
OSCAR MAYER CORRIDOR

- Commercial Avenue
- Aberg Avenue



SITE OVERVIEWS & PRELIMINARY EVALUATIONS

MONONA TERRACE



MONONA TERRACE SITE



E Wilson St

Pinckney Street

Wilson Street

Wisconsin
DOA building

Amtrak
Station

Amtrak station and waiting area
incorporated into DOA

New passenger track

Passenger track and
platform to extend
under parking deck

700-foot platform

WSOR

John Nolen Drive

Monona Terrace Convention
Center

Capital City Trail

Lake Monona

Conceptual Sketch Only

Not to Scale

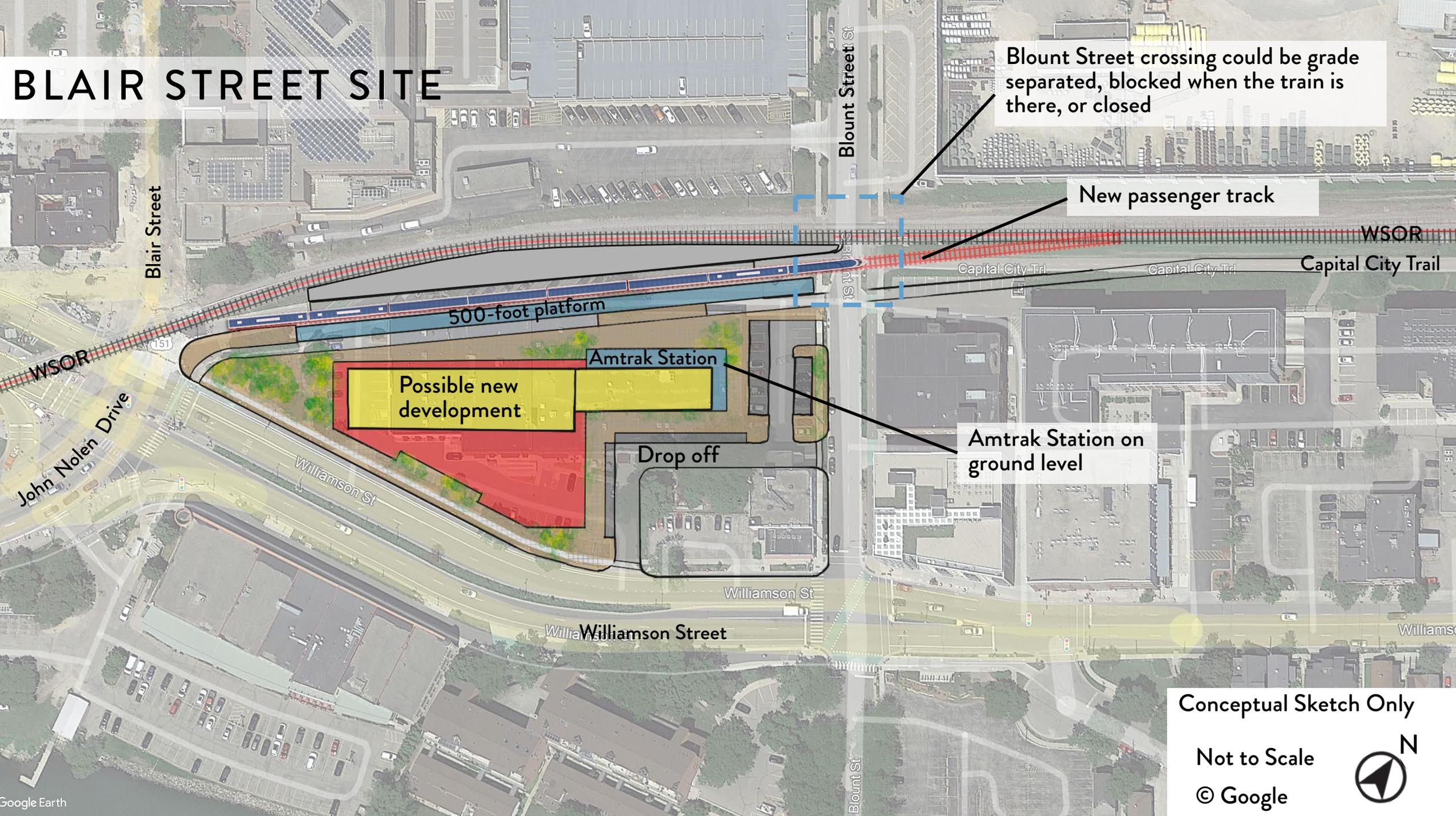
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BLAIR STREET



BLAIR STREET SITE



Blount Street crossing could be grade separated, blocked when the train is there, or closed

New passenger track

500-foot platform

Possible new development

Amtrak Station

Drop off

Amtrak Station on ground level

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LIVINGSTON STREET



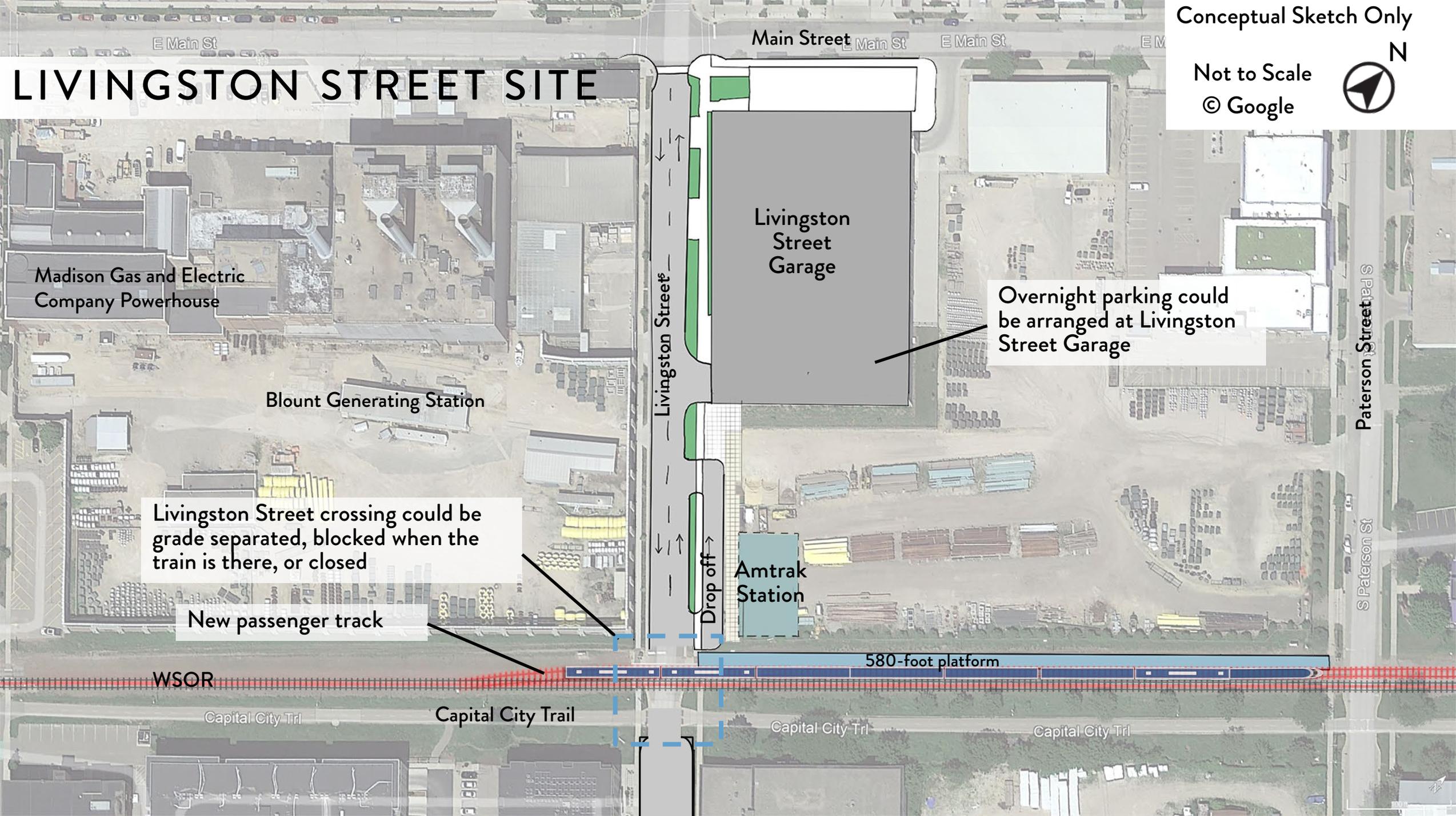
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LIVINGSTON STREET SITE



Madison Gas and Electric
Company Powerhouse

Blount Generating Station

Livingston Street crossing could be
grade separated, blocked when the
train is there, or closed

New passenger track

Livingston Street

Livingston
Street
Garage

Overnight parking could
be arranged at Livingston
Street Garage

Drop off

Amtrak
Station

580-foot platform

WSOR

Capital City Trl

Capital City Trail

Capital City Trl

Capital City Trl

Paterson Street

S Paterson St

E Main St

Main Street

Main St

E Main St

E M

BALDWIN STREET



Image: Google Earth

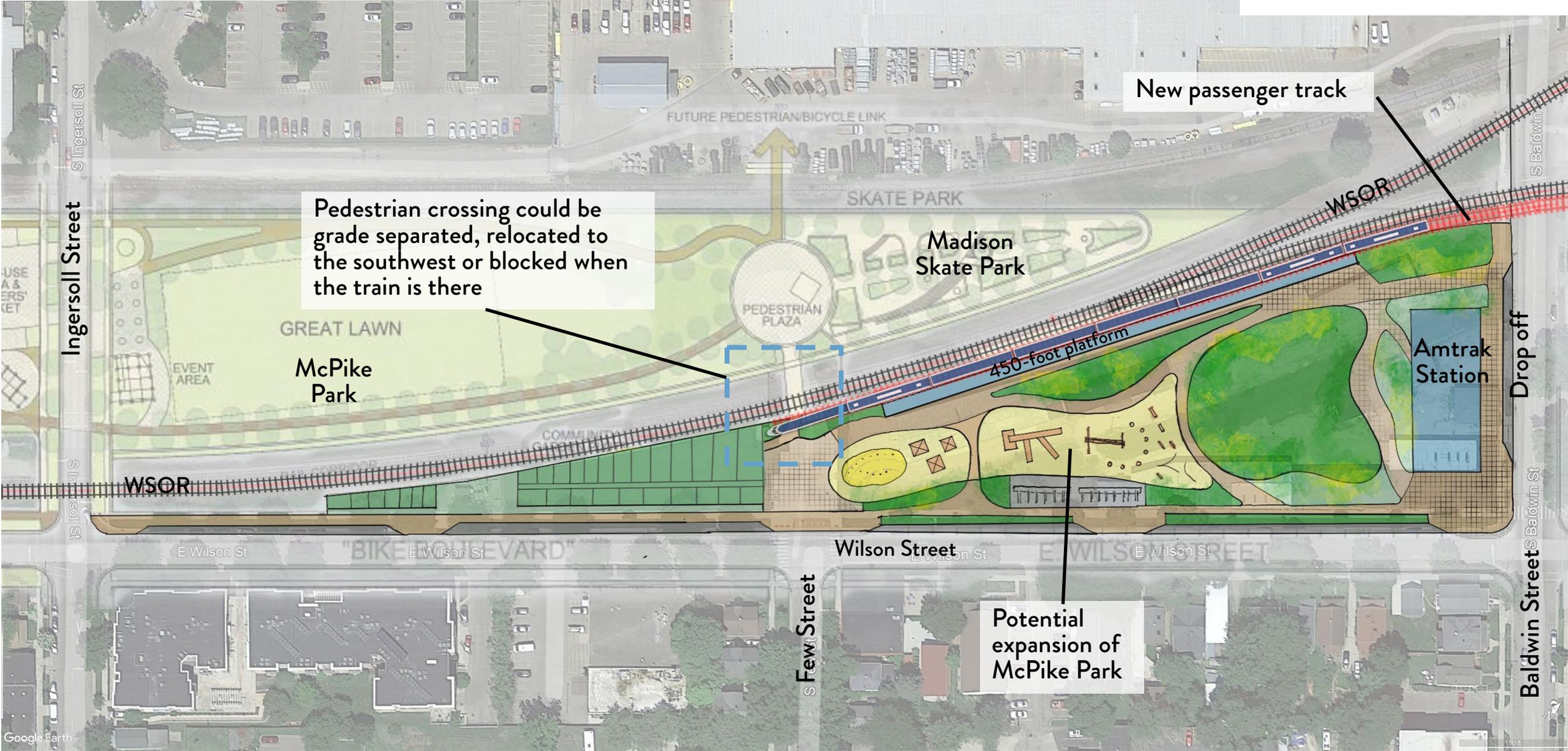
Image Landsat / Copernicus

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BALDWIN STREET SITE



New passenger track

Pedestrian crossing could be grade separated, relocated to the southwest or blocked when the train is there

Madison Skate Park

McPike Park

450-foot platform

Amtrak Station

Wilson Street

Potential expansion of McPike Park

FIRST STREET



FIRST STREET SITE



New passenger track

Johnson Street

Parking

Short-term and ADA parking

Amtrak Station

Drop off

Madison Public Market Building

First Street

WSOR

Yahara River Path

WSOR

400-foot platform

Burr Jones Park

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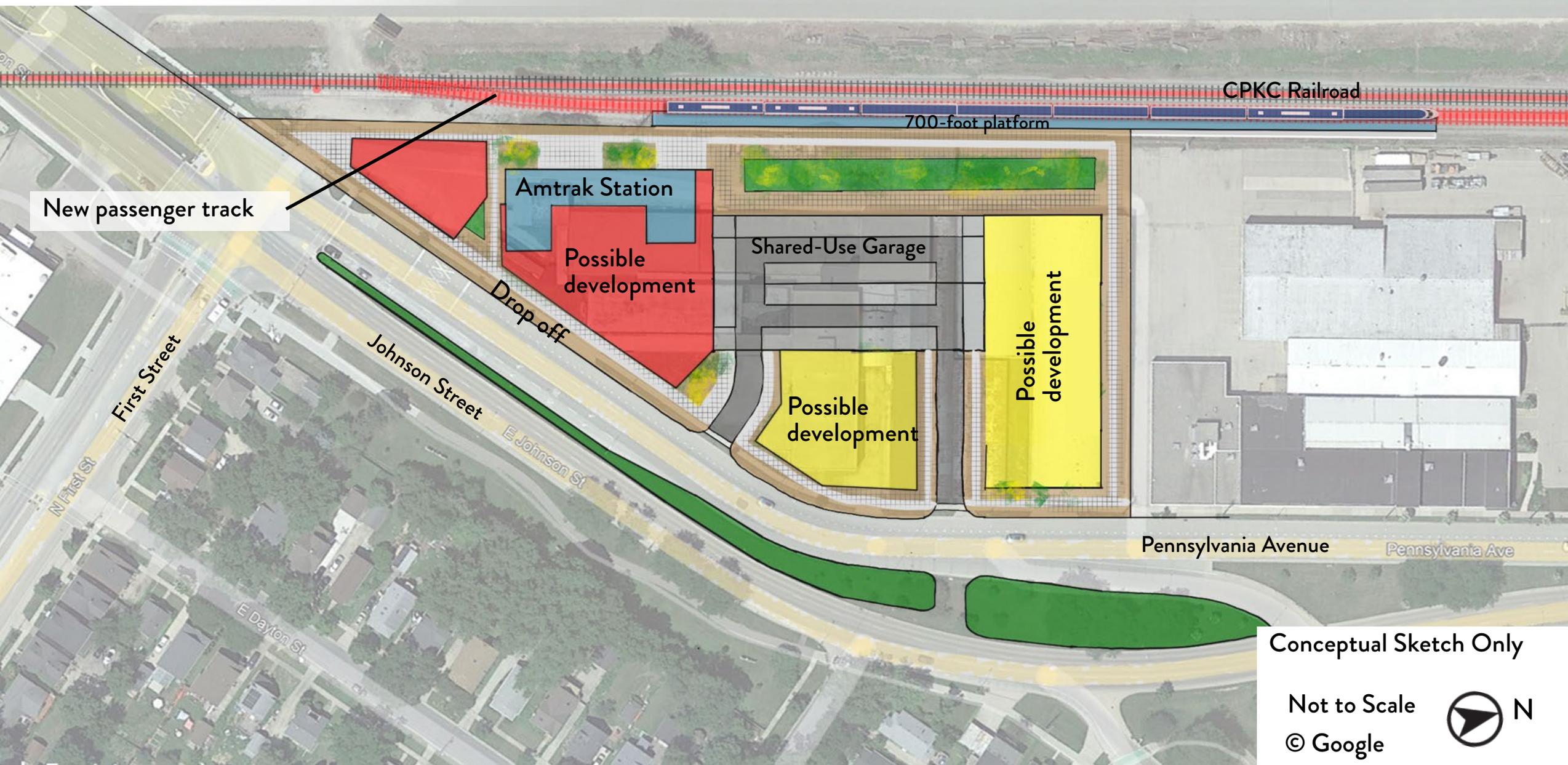
JOHNSON STREET



Image: Google Earth

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JOHNSON STREET SITE



New passenger track

CPKC Railroad

700-foot platform

Amtrak Station

Possible development

Shared-Use Garage

Possible development

Possible development

Drop-off

First Street

Johnson Street

E Johnson St

Pennsylvania Avenue

Pennsylvania Ave

E Dayton St

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COMMERCIAL AVE



Image: Google Earth

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COMMERCIAL AVENUE SITE

300-unit Affordable Family Housing Development To Begin Construction in 2024

250-unit Senior Housing Development Planned to the North

Enhanced connection to BRT station on Packers Avenue

Note: A multifamily housing development now proposed on site.

Amtrak Station

ADA and Short-Term Parking

Long-Term Parking

Drop Off

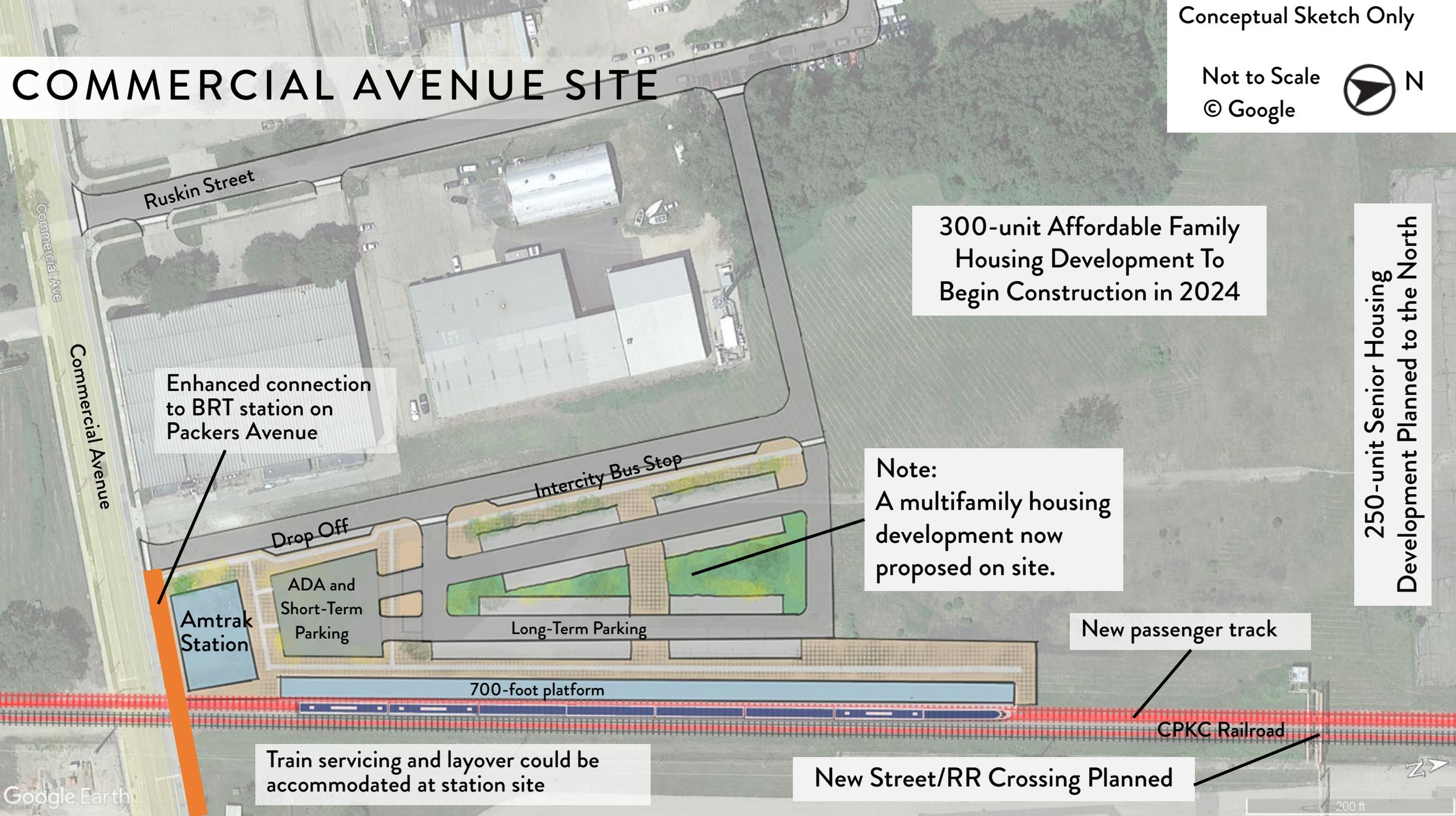
Intercity Bus Stop

New passenger track

CPKC Railroad

Train servicing and layover could be accommodated at station site

New Street/RR Crossing Planned



ABERG AVE

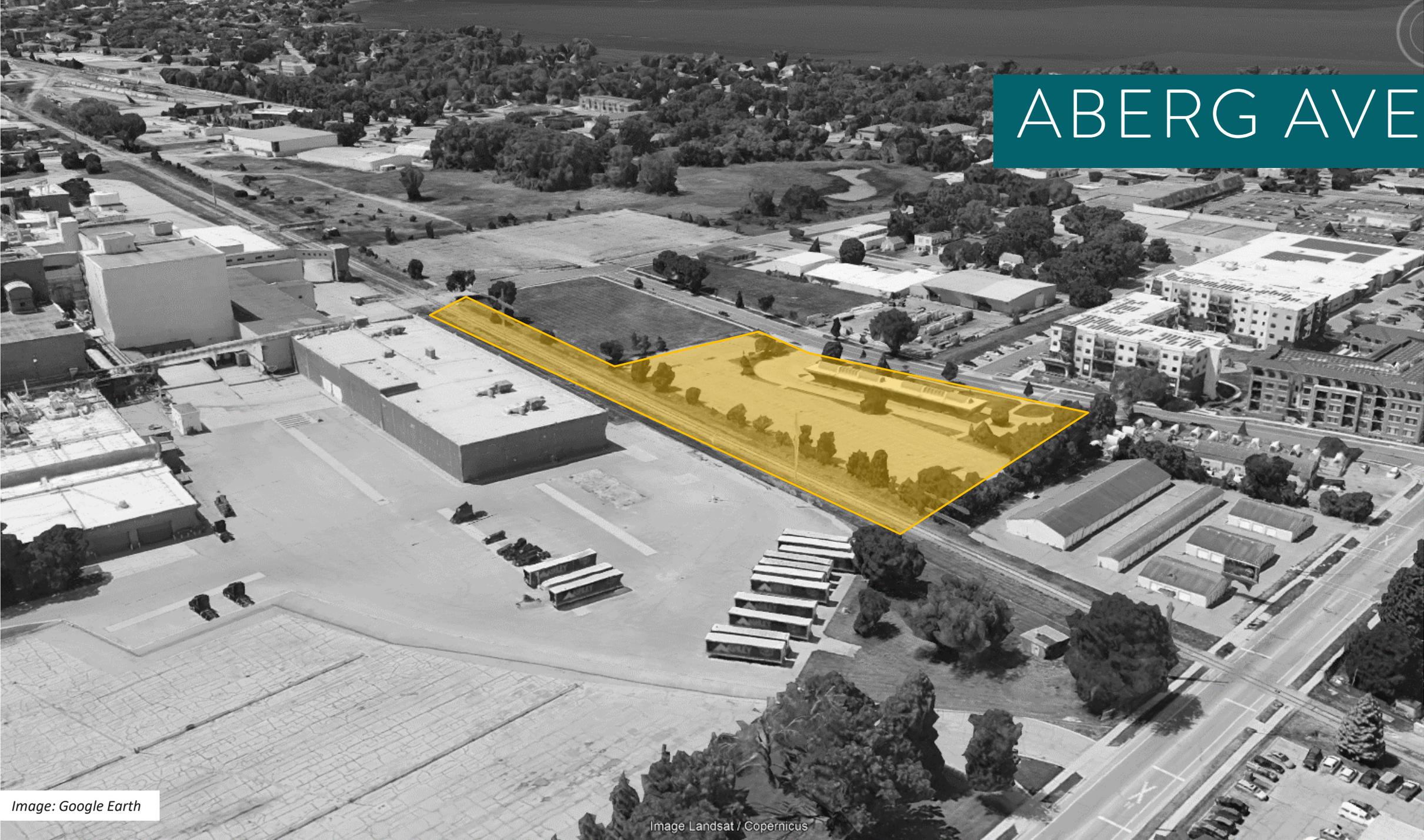
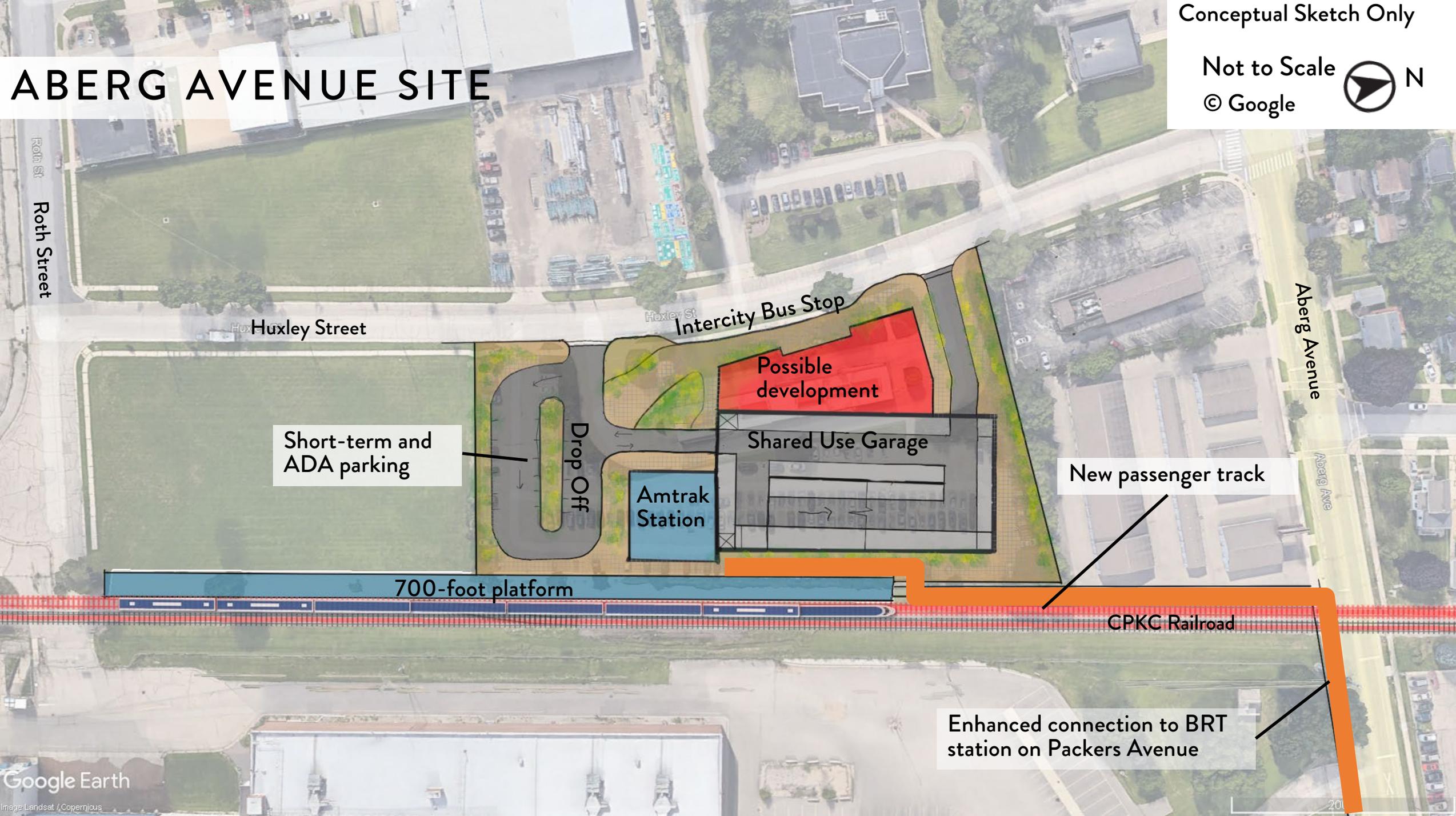


Image: Google Earth

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ABERG AVENUE SITE



Short-term and
ADA parking

Drop Off

Amtrak
Station

Shared Use Garage

Intercity Bus Stop

Possible
development

New passenger track

CPKC Railroad

Enhanced connection to BRT
station on Packers Avenue

TIMELINE + Q/A

PRELIMINARY

Route Planning and Service Development Timeline

Milwaukee – Madison – Eau Claire – Twin Cities Hiawatha Extension



Note: This timeline will be determined in cooperation with the Federal Railroad Administration and the Wisconsin Dept. of Transportation. It is illustrative but may change.



Q/A GROUND RULES

1. Focus Q/A on “big picture” questions

Please save detailed and site-level questions for open-house portion of meeting

2. Limit questions to 1-2 minutes per person

Raise your hand and please use the microphone

3. Direct comments to your comment form

Note – this is not a public hearing; ultimate decision will depend upon a variety of factors; comment form will allow us to better document all feedback to consider

WHAT'S NEXT?



Submit feedback on station sites by Feb 29



Continue meetings with various stakeholders and refine evaluations



Identify draft recommendation(s), detail site plan(s), share with public – Spring/Summer 2024



Publish study and continue coordination with service development effort



THANK
YOU

CONTACT INFO

amtrak@cityofmadison.com