

WELCOME

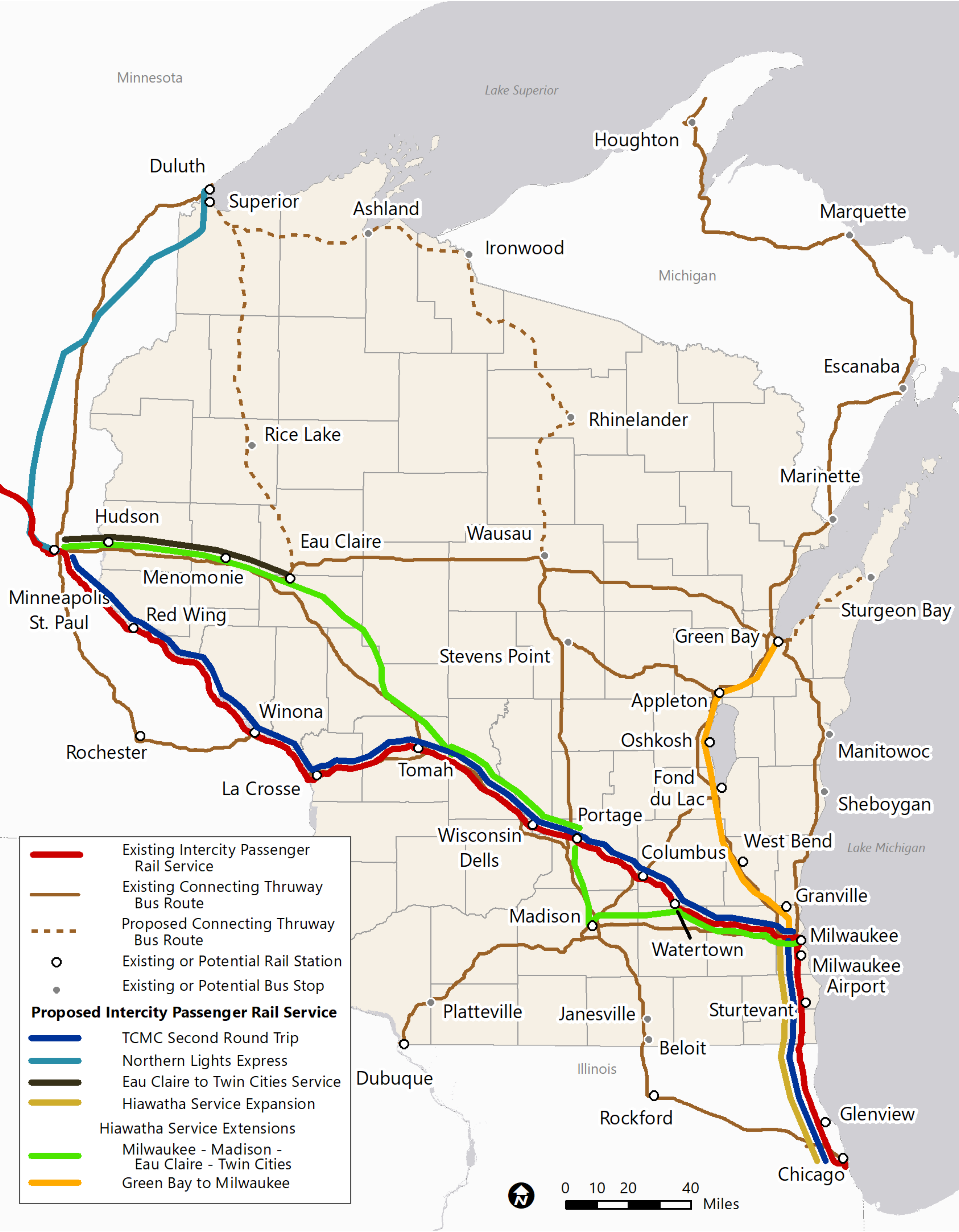
MADISON PASSENGER RAIL STATION IDENTIFICATION STUDY
PUBLIC MEETING

Please sign in
and take a comment form

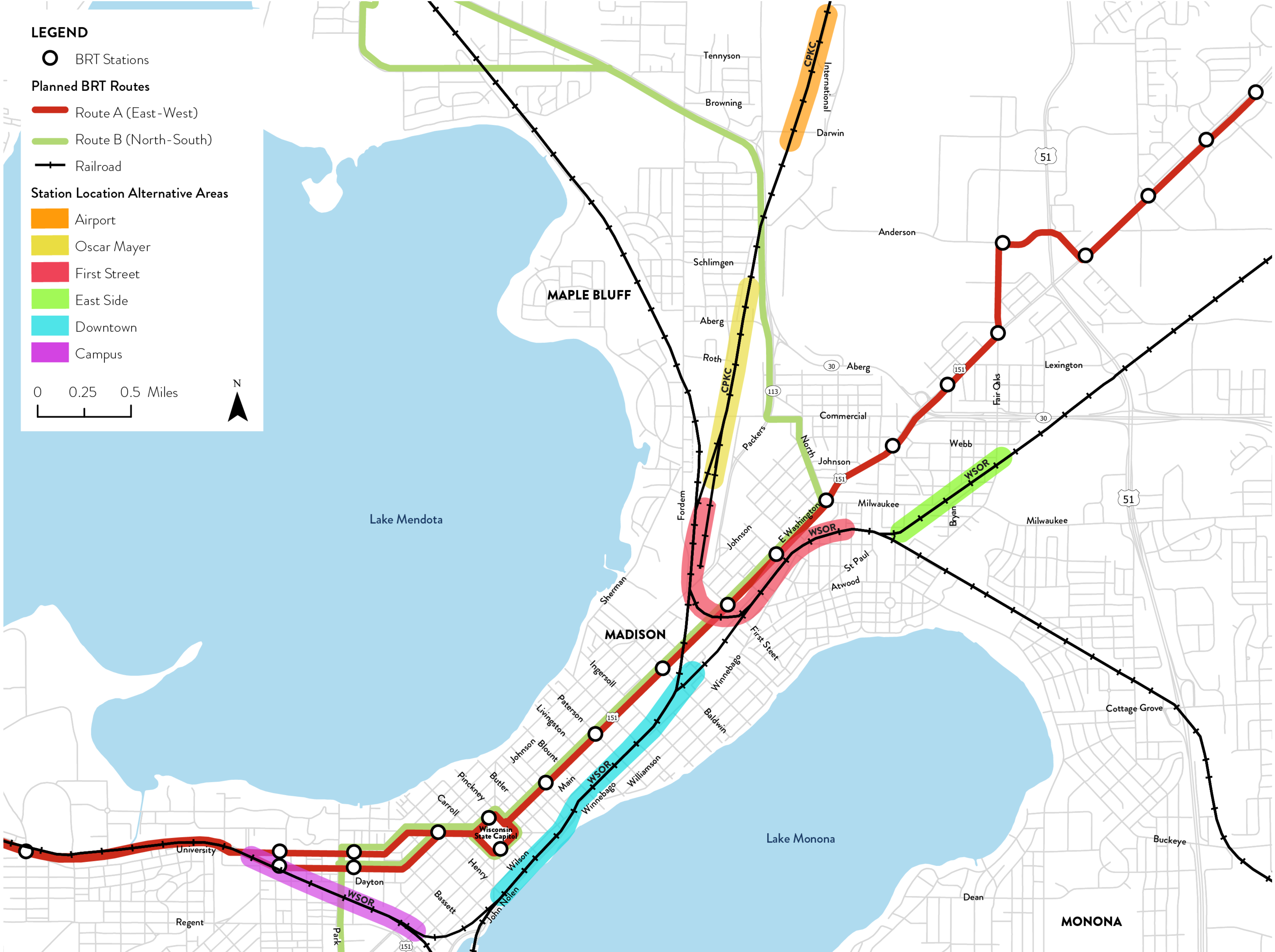
Presentation at 5:15 p.m.
Open house before and after



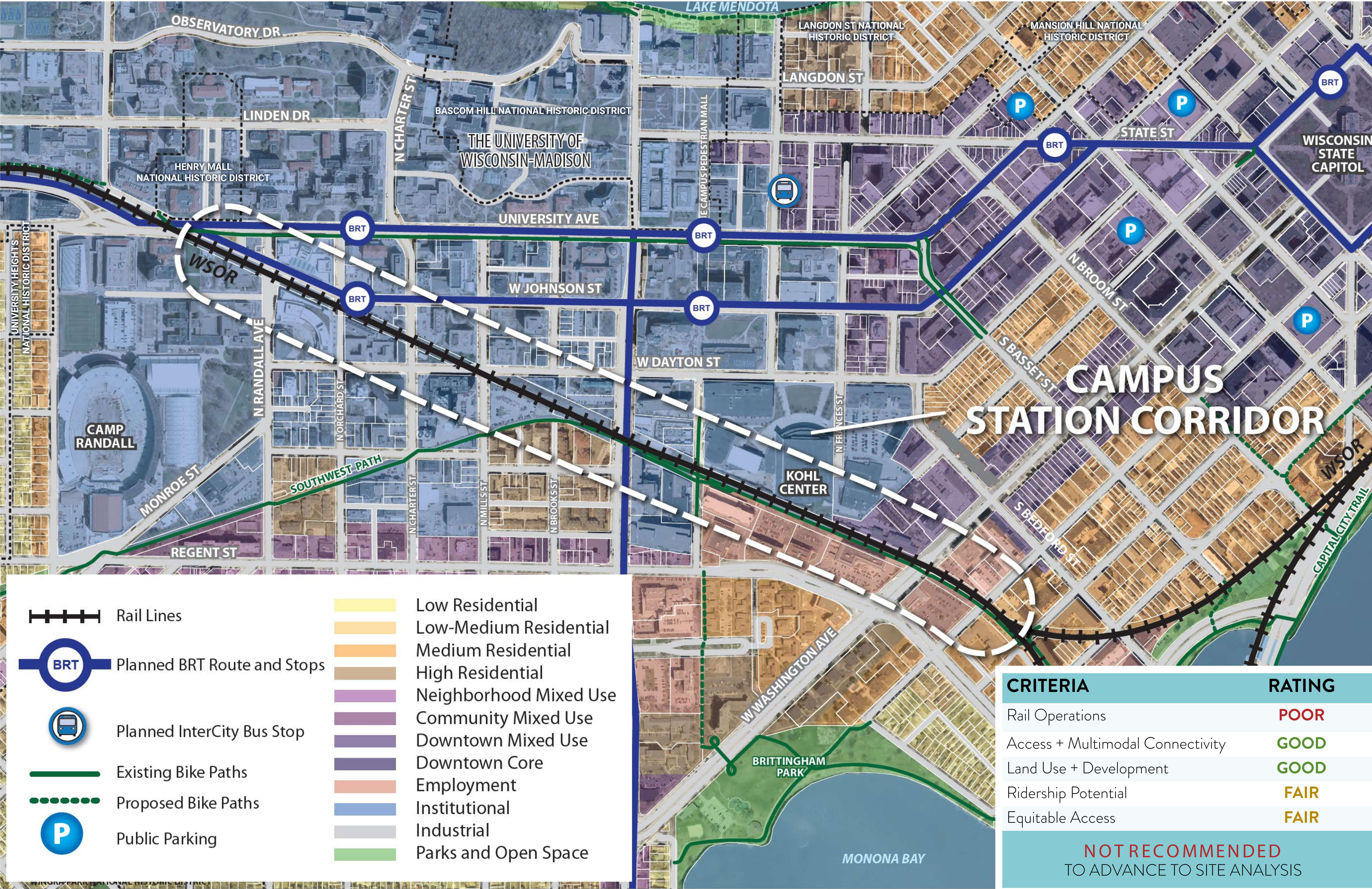
WISCONSIN STATE RAIL PLAN



CORRIDOR ALTERNATIVES

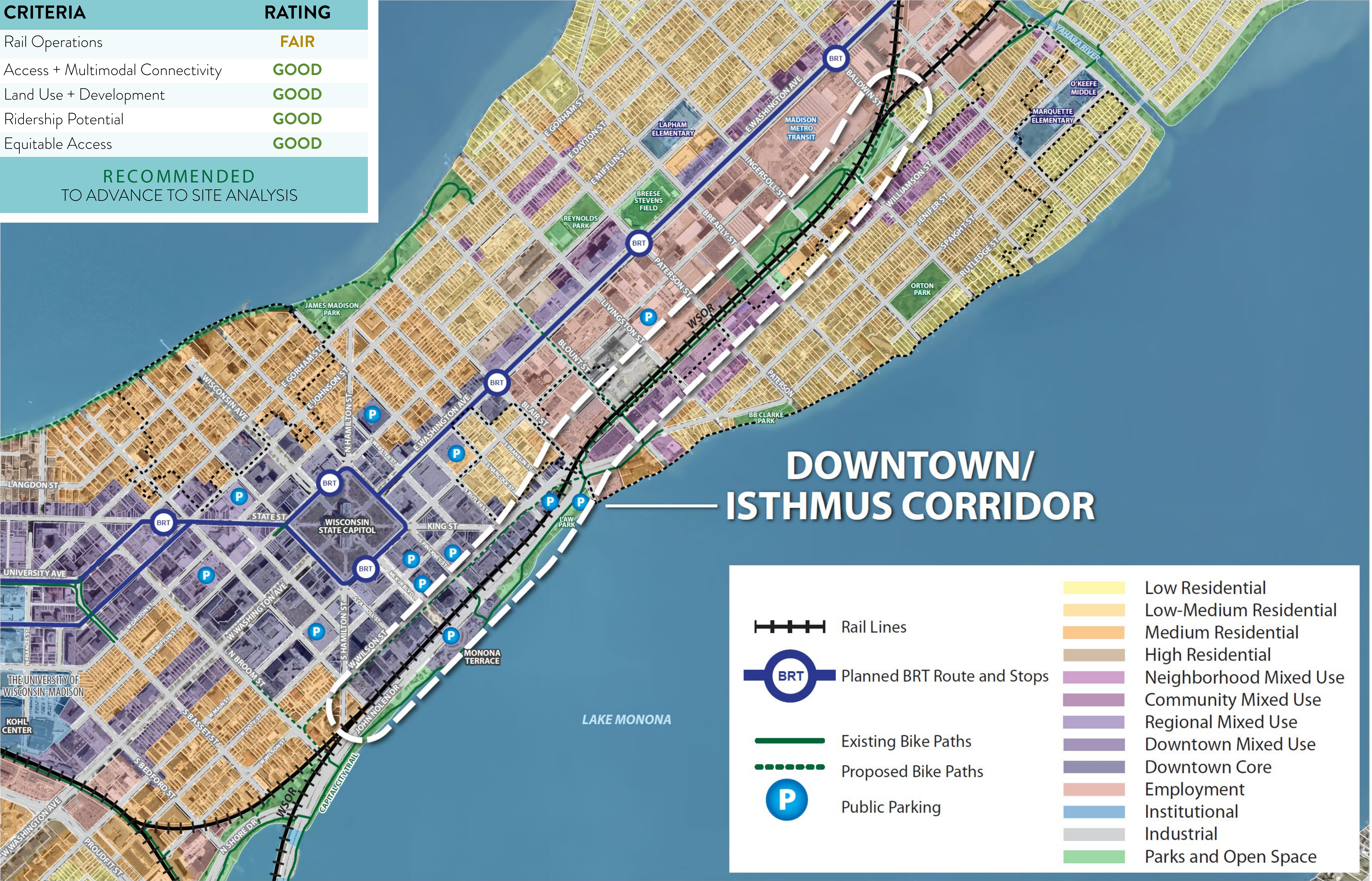


CAMPUS CORRIDOR



DOWNTOWN/ISTHMUS CORRIDOR

CRITERIA	RATING
Rail Operations	FAIR
Access + Multimodal Connectivity	GOOD
Land Use + Development	GOOD
Ridership Potential	GOOD
Equitable Access	GOOD
RECOMMENDED TO ADVANCE TO SITE ANALYSIS	

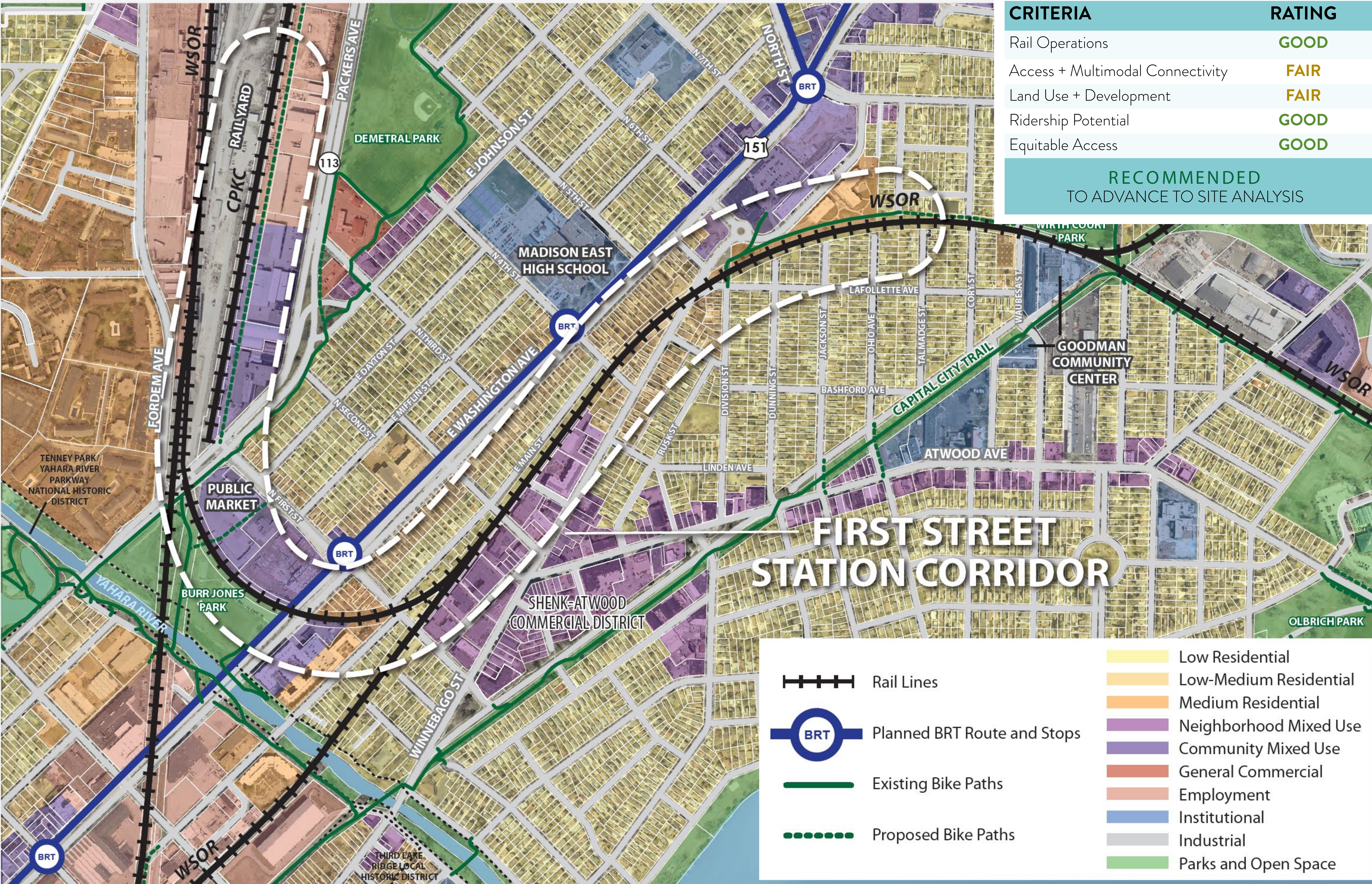


DOWNTOWN/ ISTHMUS CORRIDOR

- Rail Lines
- Planned BRT Route and Stops
- Existing Bike Paths
- Proposed Bike Paths
- Public Parking

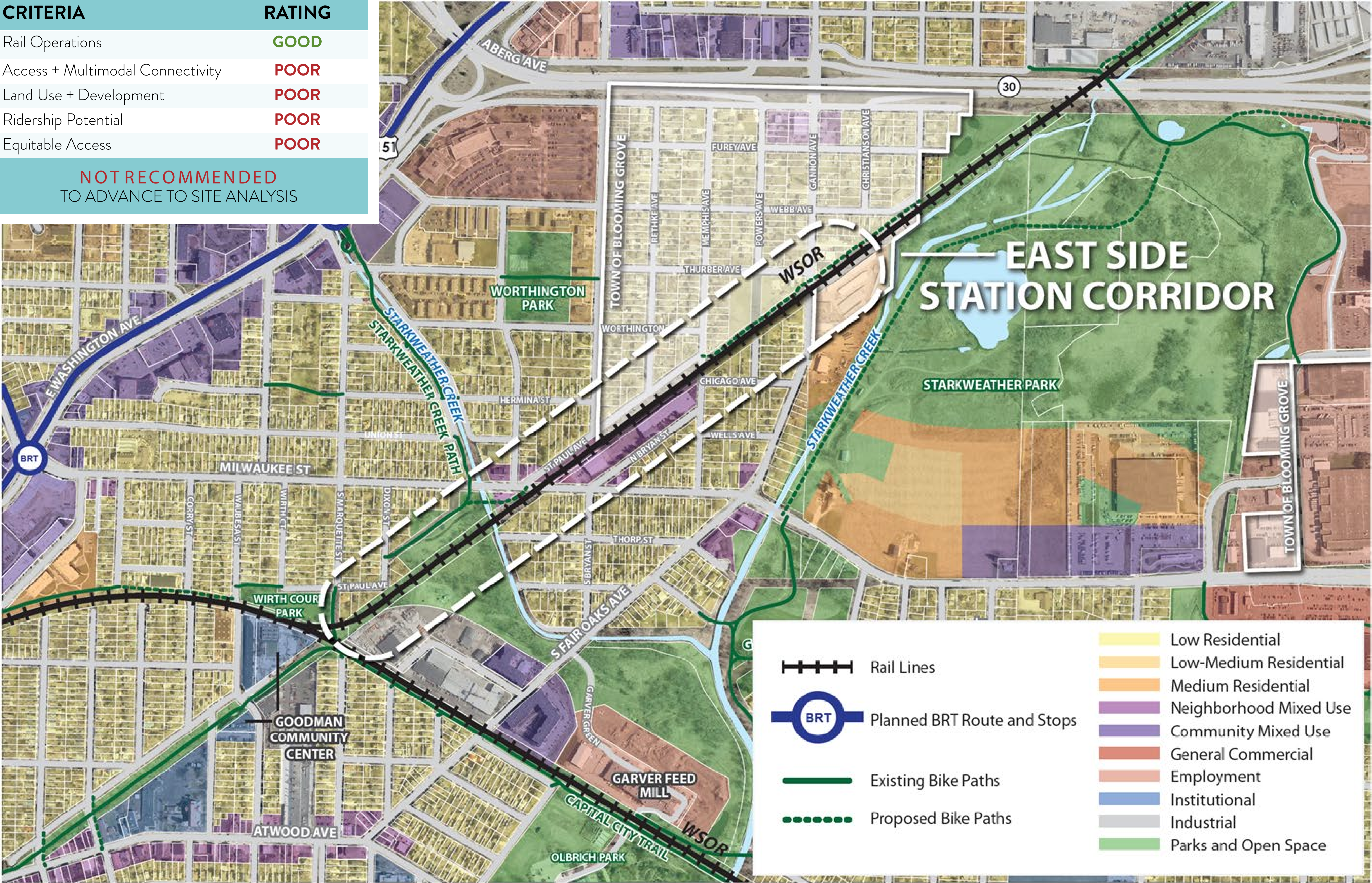
- Low Residential
- Low-Medium Residential
- Medium Residential
- High Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Downtown Mixed Use
- Downtown Core
- Employment
- Institutional
- Industrial
- Parks and Open Space

FIRST STREET CORRIDOR

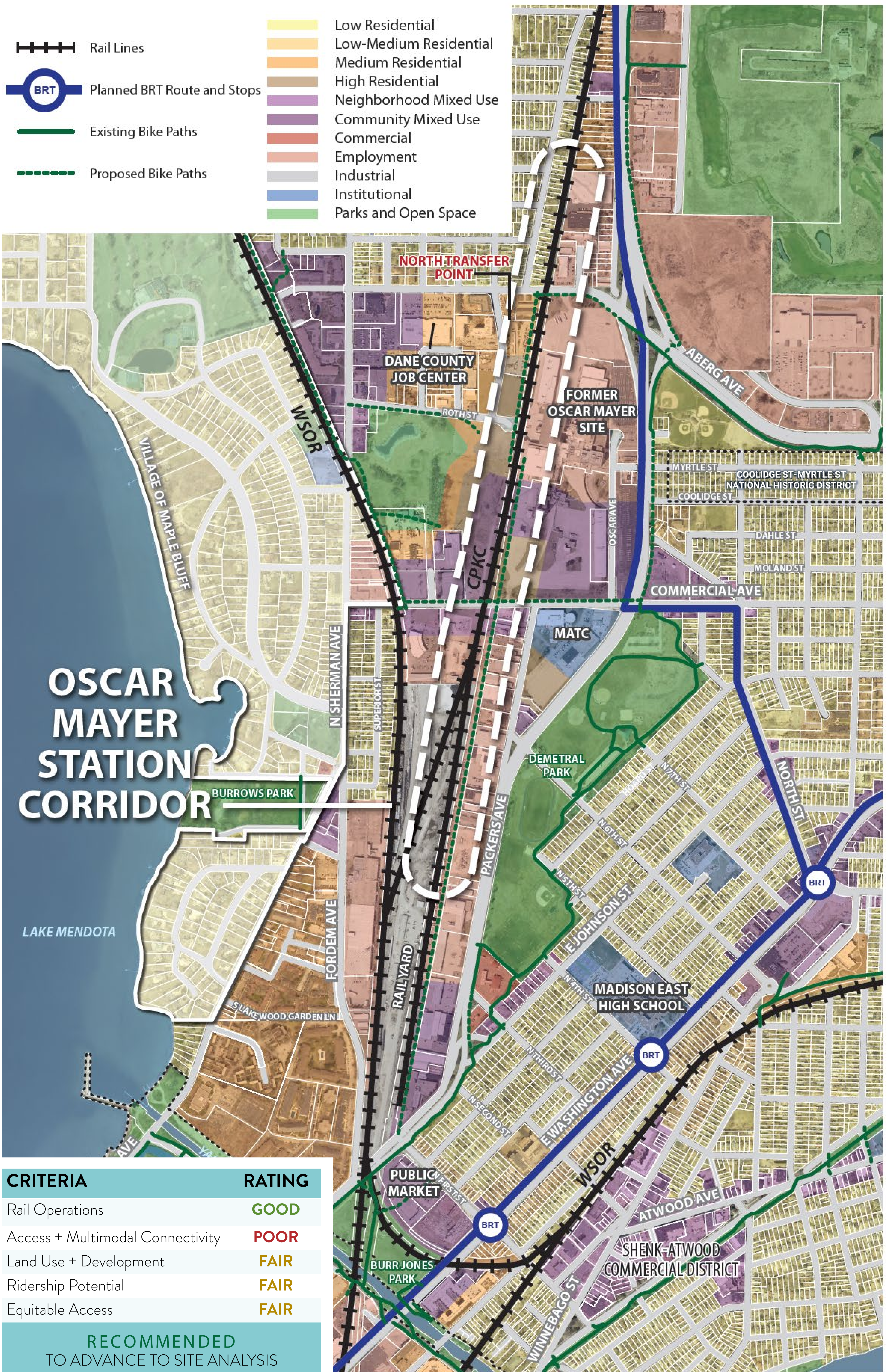


EAST SIDE CORRIDOR

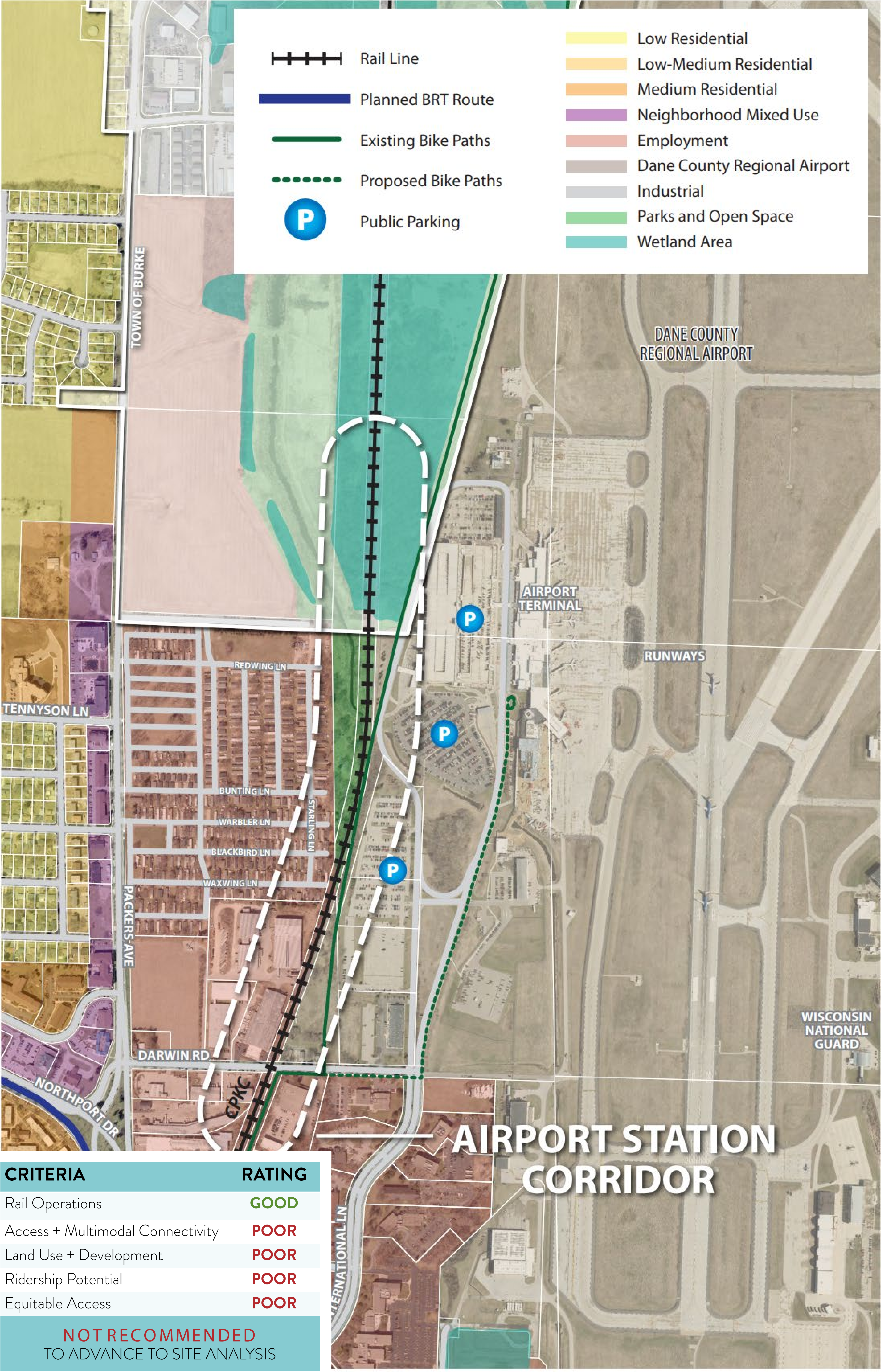
CRITERIA	RATING
Rail Operations	GOOD
Access + Multimodal Connectivity	POOR
Land Use + Development	POOR
Ridership Potential	POOR
Equitable Access	POOR
NOT RECOMMENDED TO ADVANCE TO SITE ANALYSIS	



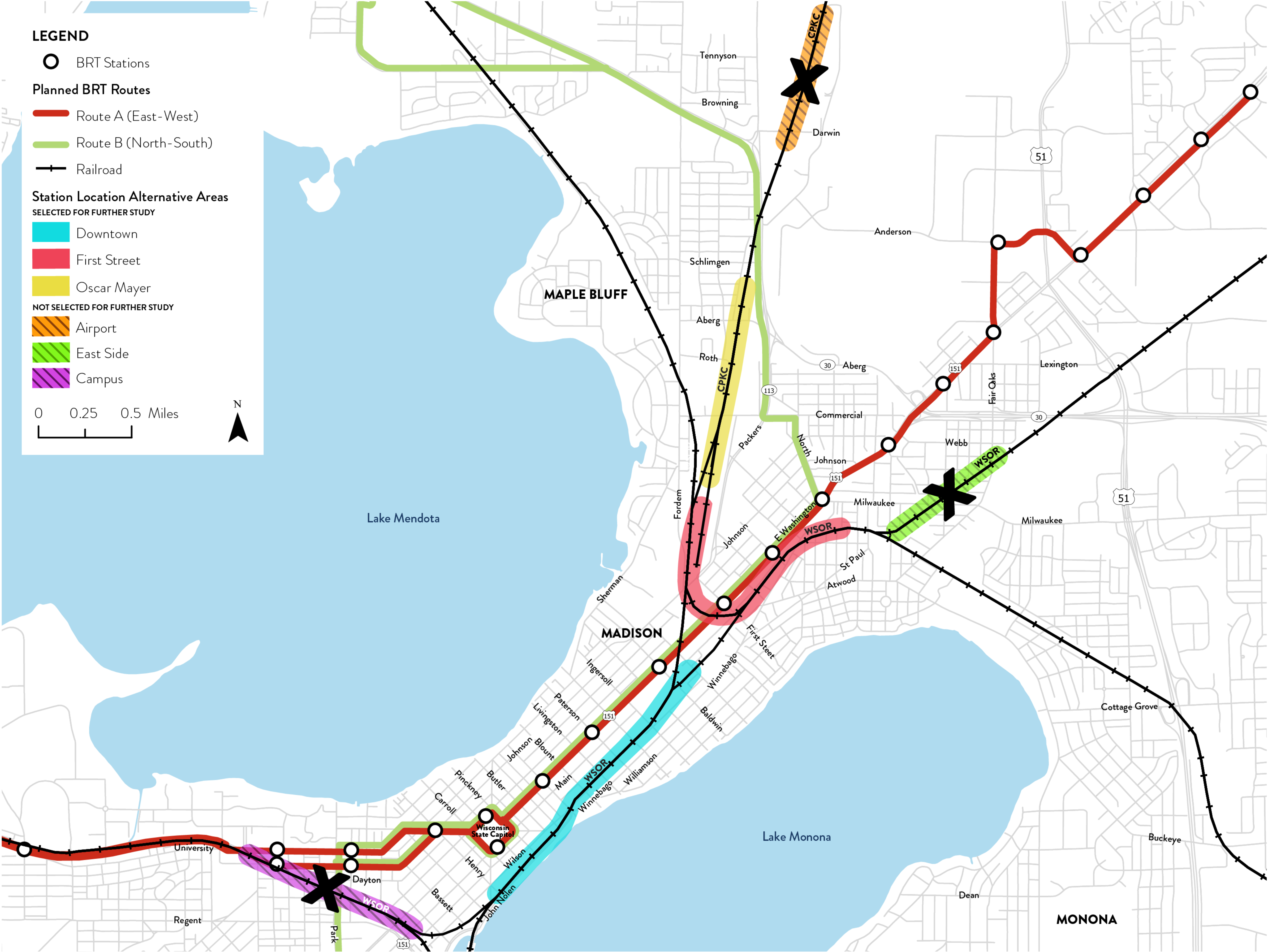
OSCAR MAYER CORRIDOR



AIRPORT CORRIDOR



CORRIDOR EVALUATION RESULTS



POTENTIAL STATION SITES



DOWNTOWN/ISTHMUS CORRIDOR

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

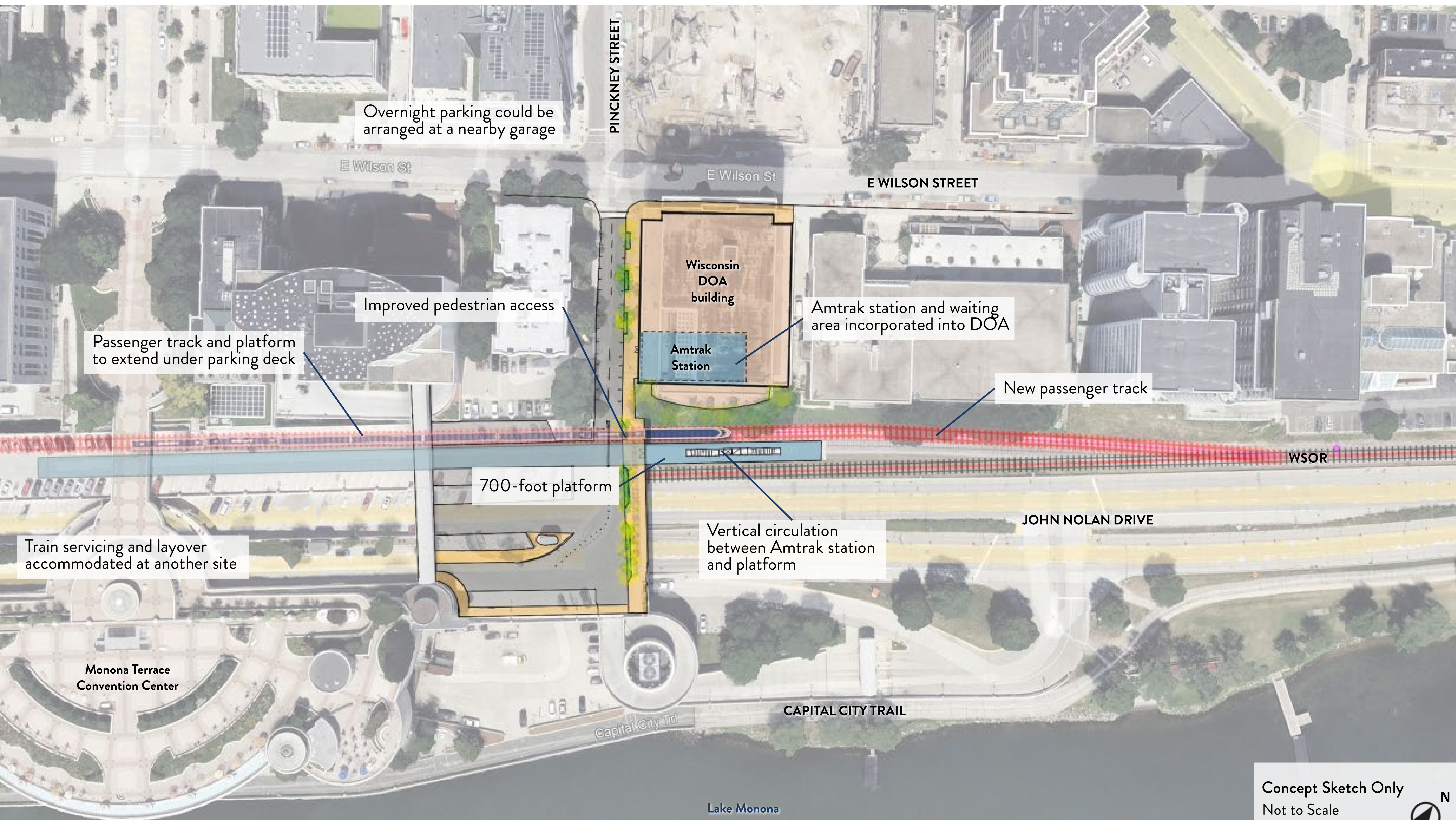
FIRST STREET CORRIDOR

- Johnson Street
- First Street

OSCAR MAYER CORRIDOR

- Commercial Avenue
- Aberg Avenue

MONONA TERRACE SITE



Overnight parking could be arranged at a nearby garage

PINCKNEY STREET

E Wilson St

E Wilson St

E WILSON STREET

Improved pedestrian access

Passenger track and platform to extend under parking deck

Wisconsin DOA building

Amtrak Station

Amtrak station and waiting area incorporated into DOA

New passenger track

WSOR

700-foot platform

Train servicing and layover accommodated at another site

Vertical circulation between Amtrak station and platform

JOHN NOLAN DRIVE

Monona Terrace Convention Center

CAPITAL CITY TRAIL

Lake Monona



MONONA TERRACE SITE



Station Location

The train station would be along the north side of the WSOR railroad at the existing Wisconsin Department of Administration (DOA) building.

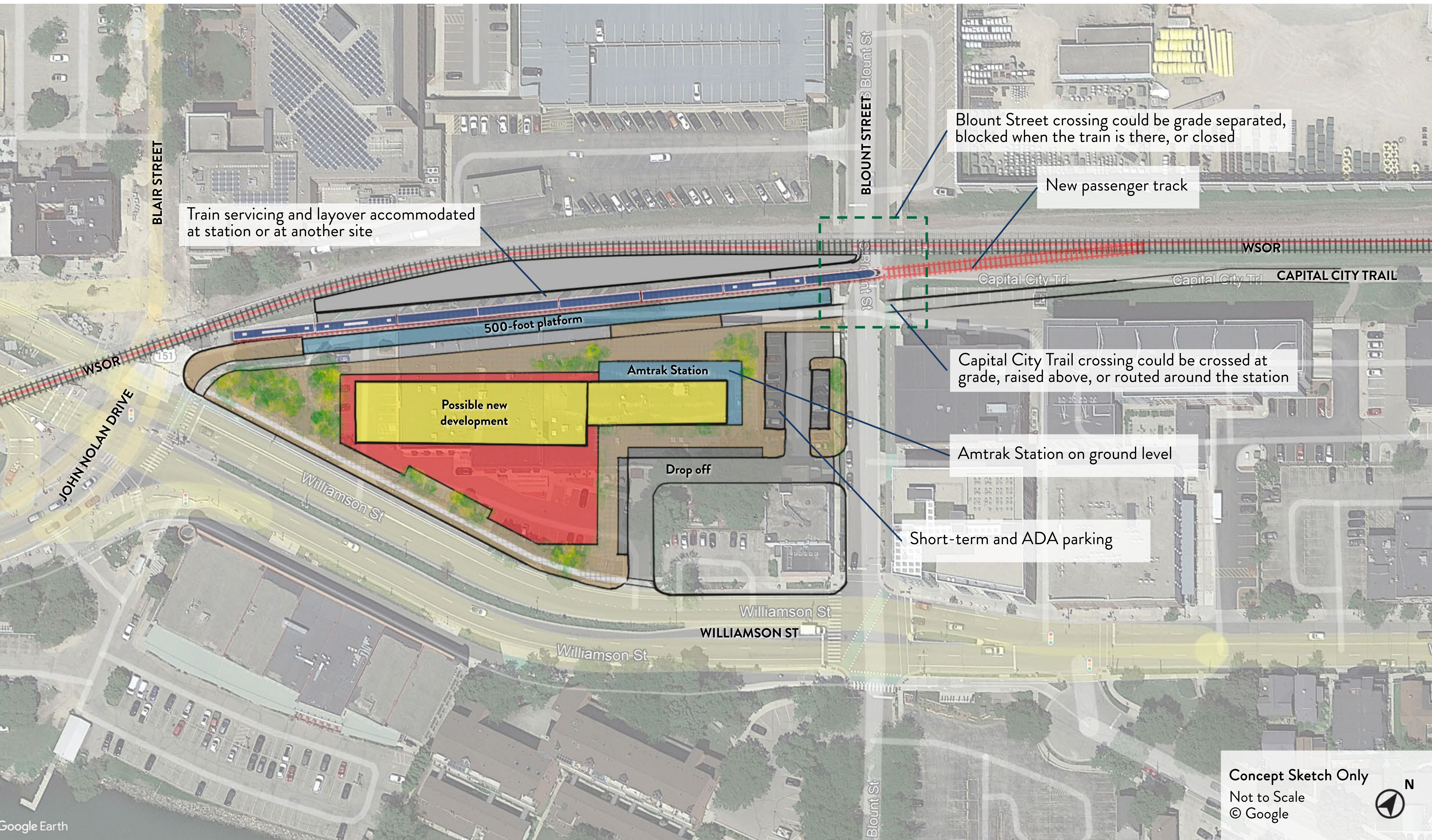
Site Characteristics

- Prime downtown station location with a high level of multimodal connectivity.
- Closest to visitor destinations and nearest site to campus.
- Vertical circulation would connect the ground level station in the DOA building with the 700-foot platform that extends under Monona Terrace.
- Train service and layovers would be off site due to space constraints.
- Site size and configuration may present construction challenges.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues; would need to service train off-site; longest distance from Milwaukee	● ● ● ○ ○
Site Size and Configuration	Would accommodate 700 ft platform; construction could be challenging; limited expansion opportunities	● ● ● ○ ○
Site Ownership and Control	Agreement with State of Wisconsin would be needed	● ● ● ● ○
Proximity to People, Jobs, Destinations	Proximity to downtown and nearest site to campus; close to popular visitor destinations	● ● ● ● ●
Equitable Access	Highest number of underserved populations within travel shed	● ● ● ● ●
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site; parking and pick ups and drop offs by automobile will be challenging	● ● ● ○ ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Compatible with surrounding land use, local plans; complimentary activity generators; would not be expected to spur new economic development but would support downtown economy and tourism	● ● ● ● ○

BLAIR STREET SITE



Train servicing and layover accommodated at station or at another site

500-foot platform

Amtrak Station

Possible new development

Drop off

Williamson St
WILLIAMSON ST

BLOUNT STREET Blount St

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

New passenger track

WSOR

Capital City Trl

Capital City Trl

CAPITAL CITY TRAIL

Capital City Trail crossing could be crossed at grade, raised above, or routed around the station

Amtrak Station on ground level

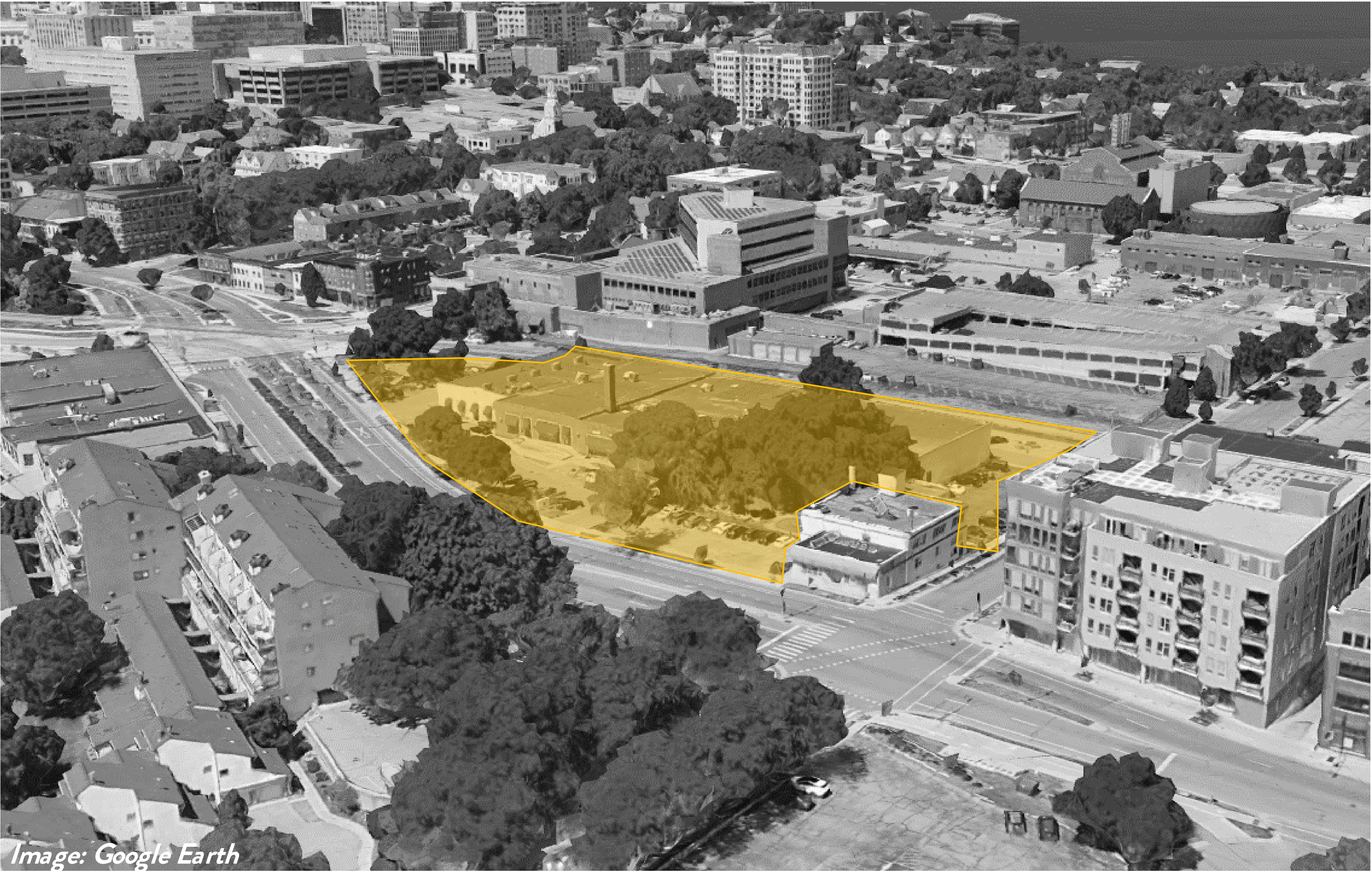
Short-term and ADA parking

Concept Sketch Only

Not to Scale
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BLAIR STREET SITE



Station Location

The train station would be along the south side of the WSOR railroad to the east of Blair Street at the existing Gateway Mall.

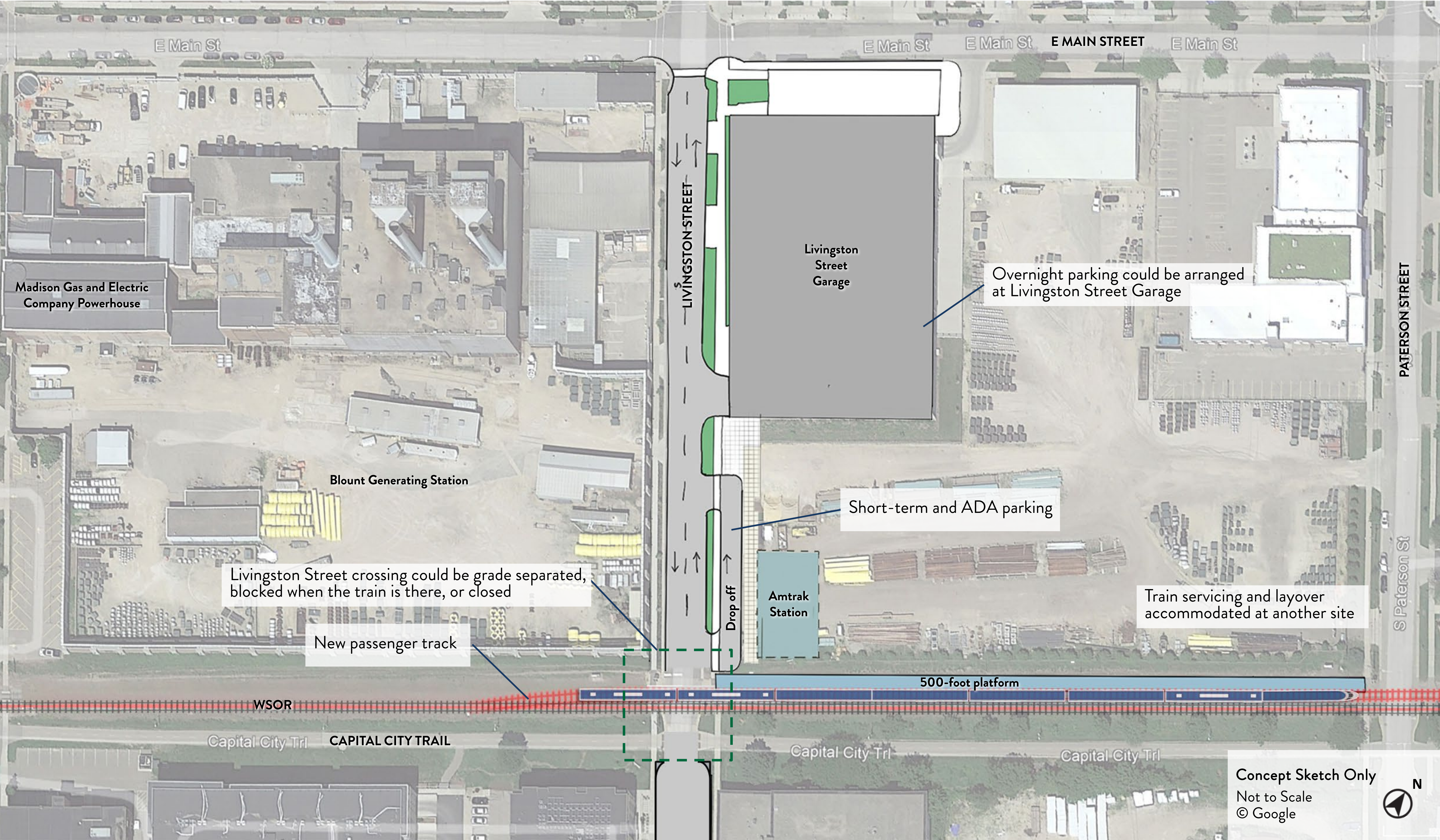
Site Characteristics

- Downtown station location with convenient access to multimodal transportation options.
- Station could be built as a mall tenant or as part of a larger site redevelopment in coordination with property owner.
- Train service and layover could be next to the station along track.
- Capital City Trail intersection may need to be modified.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues, train would block Blount Street; train could be serviced onsite with closure	● ● ● ○ ○
Site Size and Configuration	Would accommodate 700 ft platform; Capital City Trail intersection may need to be modified; some expansion likely feasible	● ● ● ● ○
Site Ownership and Control	Development would require partnership with private landowner—timing appears favorable, but costs unknown	● ● ● ○ ○
Proximity to People, Jobs, Destinations	Proximity to downtown and nearest site to campus; close to popular visitor destinations	● ● ● ● ●
Equitable Access	High number of underserved populations within travel shed	● ● ● ● ○
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site, parking could be accommodated onsite	● ● ● ● ●
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Compatible with surrounding land use, local plans; complimentary activity generators; could help spur economic development onsite	● ● ● ● ●

LIVINGSTON STREET SITE



LIVINGSTON STREET SITE



Station Location

The train station would be along the north side of the WSOR railroad between Livingston Street and Paterson Street at an existing Madison Gas & Electric privately owned parcel.

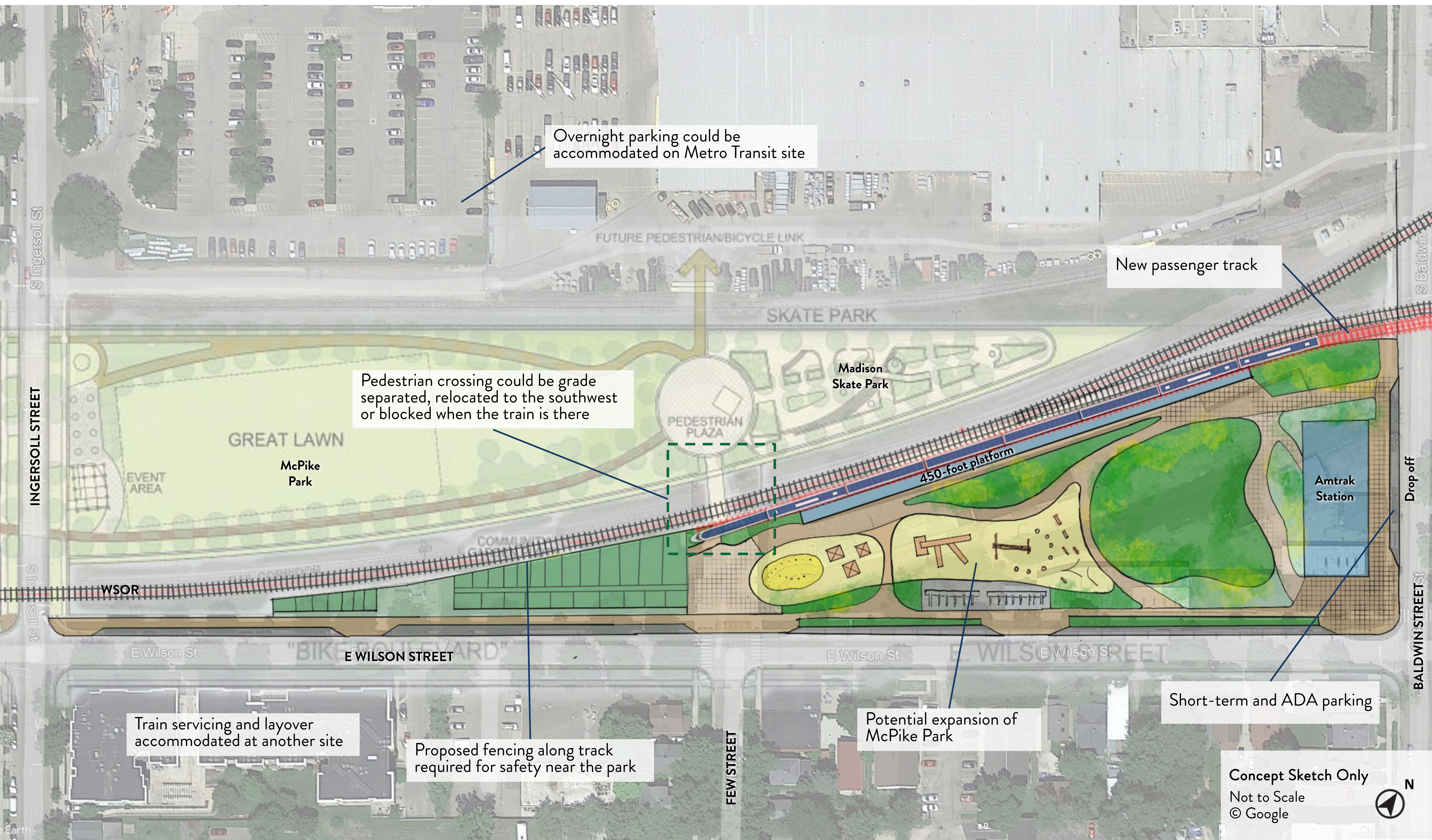
Site Characteristics

- Downtown station location with convenient access to multimodal transportation options.
- Site is likely to be sold and redeveloped in near future; station could be incorporated into larger development, although station site may not be available within project time frame.
- Overnight parking may be accommodated at adjacent Livingston Street Garage.
- Off-site train service and layovers would be necessary due to space constraints.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues, train would block Livingston Street; service and layover would need to occur off-site	● ● ● ○ ○
Site Size and Configuration	Site could accommodate a 580' platform; ideally station building is integrated into larger development, but could be challenging if station is not integrated	● ● ○ ○ ○
Site Ownership and Control	Site is privately owned but likely to be redeveloped in the near-future; lease agreement would be needed for station building and access; environmental remediation work may be needed	● ● ○ ○ ○
Proximity to People, Jobs, Destinations	Moderate-high proximity to downtown and popular visitor destinations, with growing population and employment populations nearby	● ● ● ● ○
Equitable Access	High number of underserved populations within travel shed	● ● ● ● ○
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site	● ● ● ● ●
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Existing concentration of utility land uses onsite and directly surrounding not compatible; plans and nearby proposals would create more complimentary activity generators; could help spur economic development onsite	● ● ● ○ ○

BALDWIN STREET SITE



Overnight parking could be accommodated on Metro Transit site

New passenger track

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

450-foot platform

Amtrak Station

Drop off

Train servicing and layover accommodated at another site

Proposed fencing along track required for safety near the park

Potential expansion of McPike Park

Short-term and ADA parking



BALDWIN STREET SITE



Station Location

The train station would be along the south side of the WSOR railroad to the west of Baldwin Street at a City of Madison-owned parcel that is planned for expansion of McPike Park.

Site Characteristics

- Moderate proximity to downtown with nearby population and employment growth anticipated.
- Site is owned by City of Madison; coordination and agreement with Parks department required.
- Site can accommodate a 450-foot platform; the train would block the Few Street pedestrian crossing while at the station.
- Connected park use would require safety fencing.
- Off-site parking may be necessary due to space constraints.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	Train would stop on a track switch, would need to back out instead of flipping from push/pull, which would take more time; train would block the Few Street pedestrian crossing; service and layover would need to occur off-site	● ○ ○ ○ ○
Site Size and Configuration	Site could accommodate a 450' platform; additional safety provisions needed to accommodate connected park use	● ● ● ○ ○
Site Ownership and Control	Site is owned by the City of Madison and would require agreement with the parks department	● ● ● ● ●
Proximity to People, Jobs, Destinations	Moderate proximity to downtown and popular visitor destinations with growing population and employment populations nearby	● ● ○ ○ ○
Equitable Access	Moderate number of underserved populations within travel shed	● ● ● ● ○
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site, parking would need to be identified and could be challenging	● ● ● ● ○
Environmental Resources	Since the site would impact a park, a Section 4(f) Evaluation would likely need to be completed, although not expected to be problematic	● ● ● ● ○
Land Use and Development	Adjacent low-density residential land use is not particularly compatible, although commercial land use also adjacent; compatible with comprehensive plan which recommends commuter rail station at site	● ● ● ○ ○

FIRST STREET SITE



Parking

Drop off

Yahara River Path

Burr Jones Park

Short-term and ADA parking

400-foot platform

New passenger track

Amtrak Station

Madison Public Market building

Train servicing and layover accommodated at another site

JOHNSON STREET

FIRST STREET

Concept Sketch Only
Not to Scale
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200 ft

FIRST STREET SITE



Image: Google Earth

Station Location

The train station would be located along the east side of the WSOR railroad at the northeast quadrant of First Street and Johnson Street next to the planned City of Madison Public Market.

Site Characteristics

- Site owned by City of Madison would allow city to preserve land for station development.
- Station may complement public market activities, but parking and traffic flow would need to be coordinated.
- Convenient access to local bike trails and nearby BRT routes.
- Stopping on a curve between two streets is not optimal for rail operations and would only allow a 400-foot platform.
- Recent and planned development may provide more complimentary uses in the future.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	Stopping on a curve between two streets is not optimal—will require design justification and exceptions; no ability to serve trains from south and no expansion opportunity	● ● ○ ○ ○
Site Size and Configuration	Site could accommodate a 400' platform (smallest of all); would likely impact parking/traffic flow of public market visitors and likely result in related design constraints	● ● ● ○ ○
Site Ownership and Control	Site is owned by the City of Madison and would require collaboration with Madison Public Market	● ● ● ● ○
Proximity to People, Jobs, Destinations	Lower proximity to downtown; although new development occurring nearby; fewer visitor destinations nearby	● ● ○ ○ ○
Equitable Access	Moderate number of underserved populations within travel shed	● ● ● ○ ○
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site, distance from parking could be challenging	● ● ● ● ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Utility and industrial uses in area are not particularly compatible, but recent development of more commercial and multifamily housing would be more compatible; compatible with local plans; could support Madison Public Market or other nearby developments	● ● ● ○ ○

JOHNSON STREET SITE



New passenger track

CPKC Railroad

700-foot platform

Amtrak Station

Drop off

Possible Development

Shared-use garage

Possible Development

Possible Development

Train servicing and layover accommodated at station site

JOHNSON STREET

PENNSYLVANIA AVENUE

E Dayton St

Concept Sketch Only
Not to Scale
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JOHNSON STREET SITE



Station Location

The train station would be along the west side of the CPKC railroad and accessed from Johnson Street.

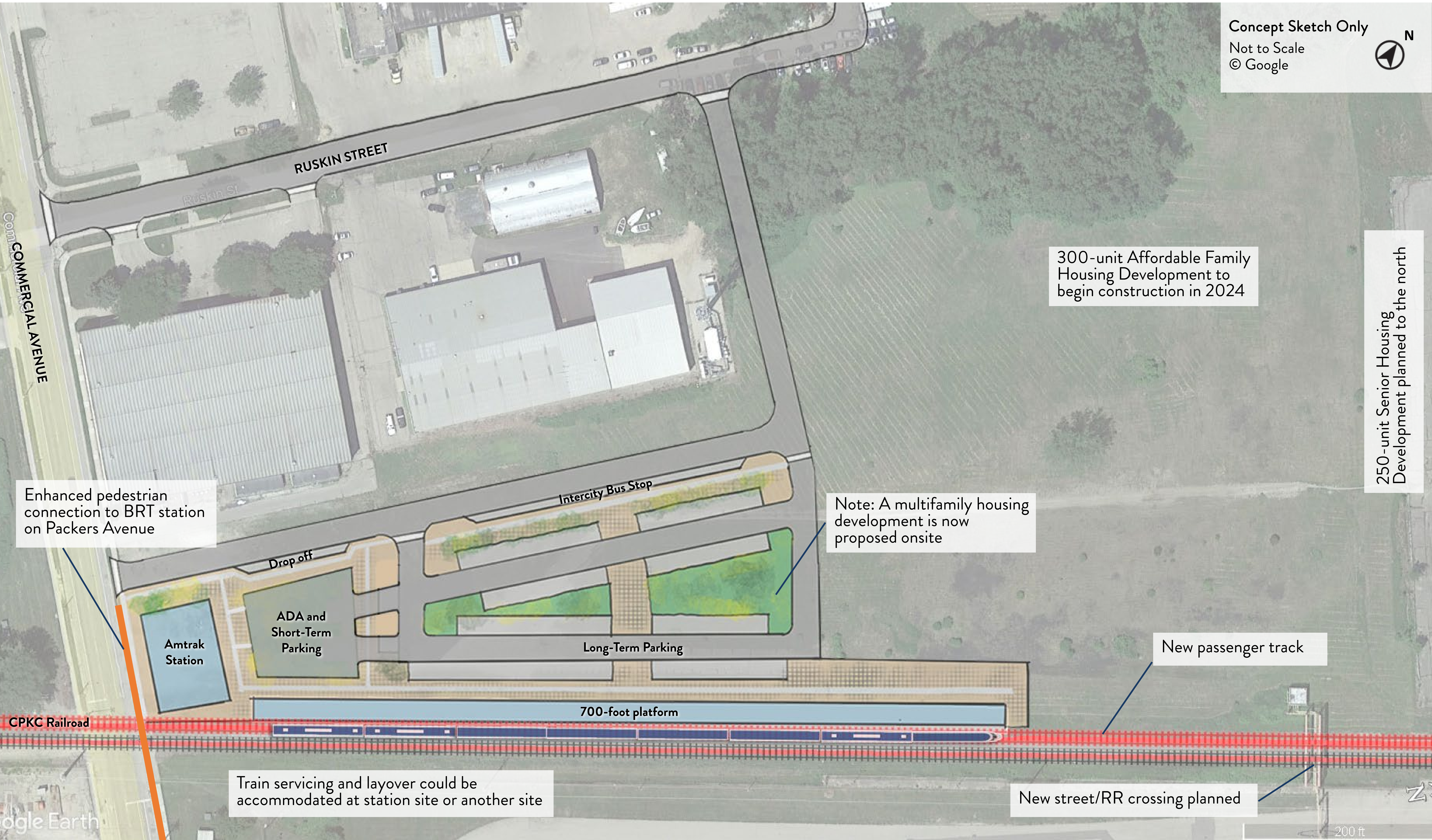
Site Characteristics

- The site accommodates station program requirements and includes a 700-foot platform.
- The site is well-situated for potential future extension to the Twin Cities.
- Redevelopment of area occurring with more mixed-use development planned.
- Train service and layover could be next to the station along the track.
- The privately-owned site is currently on the market and could be sold soon; therefore may not be available within project timeframe.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues; well-situated for future extension to Twin Cities; less travel time compared with Downtown options; train servicing and layover could be accommodated on site	● ● ● ● ●
Site Size and Configuration	Site could accommodate a 700' platform	● ● ● ● ●
Site Ownership and Control	Site is privately owned—station could be integrated into larger redevelopment as part of a public-private partnership; site is currently for sale and being actively marketed	● ● ○ ○ ○
Proximity to People, Jobs, Destinations	Lower proximity to downtown, although new development occurring nearby; fewer visitor destinations nearby	● ● ○ ○ ○
Equitable Access	Moderate number of underserved populations within travel shed	● ● ● ○ ○
Access and Multimodal Connectivity	Moderate level of multimodal connectivity surrounding site—parking could be accommodated onsite in a shared-use garage	● ● ● ● ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Utility and industrial uses in area are not particularly compatible, but recent development of more commercial and multifamily housing would be more compatible; compatible with local plans; could support Madison Public Market or other nearby developments; opportunity for mixed-use development public-private partnership	● ● ● ● ○

COMMERCIAL AVENUE SITE



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300-unit Affordable Family Housing Development to begin construction in 2024

250-unit Senior Housing Development planned to the north

Enhanced pedestrian connection to BRT station on Packers Avenue

Note: A multifamily housing development is now proposed onsite

New passenger track

New street/RR crossing planned

Train servicing and layover could be accommodated at station site or another site

Amtrak Station
ADA and Short-Term Parking

Drop off
Intercity Bus Stop
Long-Term Parking

700-foot platform

CPKC Railroad

COMMERCIAL AVENUE SITE



Station Location

The train station would be along the west side of the CPKC railroad to the north of Commercial Avenue.

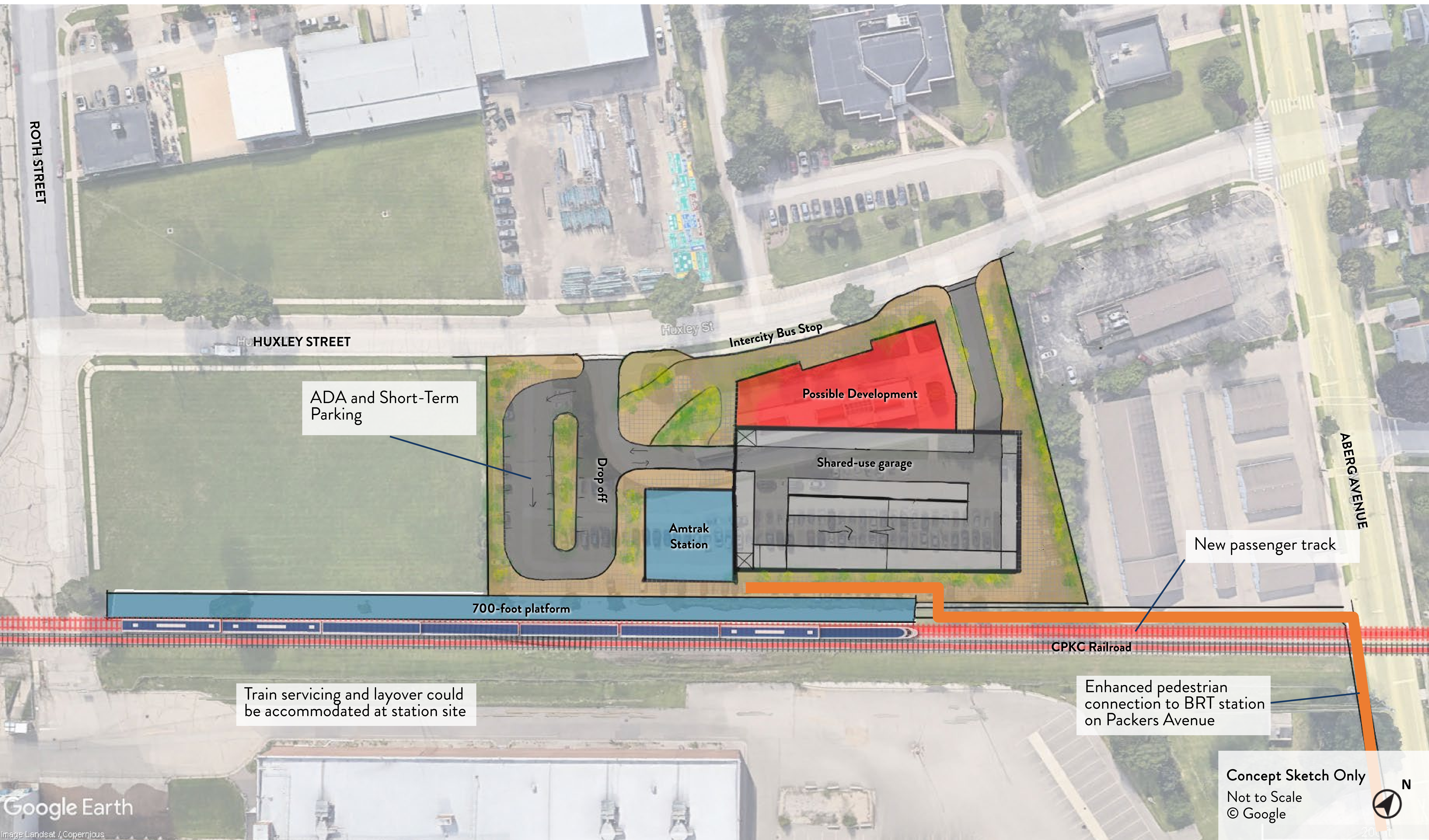
Site Characteristics

- The large site can accommodate all station program elements and includes a 700-foot platform.
- Low proximity to downtown and other job, population and destination centers
- Within walk shed of BRT but pedestrian accommodations needed.
- Train service and layover could be next to the station along the track.
- Current land use is not complimentary but planned development and station may help spur more economic development.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues; train servicing and layover could be accommodated onsite	● ● ● ● ●
Site Size and Configuration	Site could accommodate a 700' platform; very flexible in accommodating all site needs with additions such as intercity bus stop	● ● ● ● ●
Site Ownership and Control	Site is privately owned but likely to be redeveloped in the near-future; lease agreement would be needed for station building and access	● ● ● ○ ○
Proximity to People, Jobs, Destinations	Low-proximity to downtown and other job/population/destination centers; although new development beginning to occurring nearby; far from most visitor destinations	● ● ○ ○ ○
Equitable Access	Lowest number of underserved populations within travel shed	● ● ○ ○ ○
Access and Multimodal Connectivity	Moderate level of multimodal connectivity surrounding site—not currently a walkable area; parking could be accommodated onsite; within walk shed of BRT, but pedestrian accommodations needed	● ● ○ ○ ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Pending residential development nearby makes surrounding land use more compatible; compatible with local plans; good opportunity to spur economic development	● ● ● ○ ○

ABERG AVENUE SITE



ROTH STREET

HUXLEY STREET

Huxley St

Intercity Bus Stop

ADA and Short-Term
Parking

Drop off

Amtrak
Station

Possible Development

Shared-use garage

700-foot platform

New passenger track

CPKC Railroad

Train servicing and layover could
be accommodated at station site

Enhanced pedestrian
connection to BRT station
on Packers Avenue

ABERG AVENUE

ABERG AVENUE SITE



Station Location

The train station would be along the west side of the CPKC railroad between Aberg Avenue and Roth Street near Madison Metro’s former North Transfer Point.

Site Characteristics

- The large site can accommodate all station program elements and includes a 700-foot platform.
- Furthest site from downtown destination, jobs, and visitor destinations.
- Within walk shed of BRT but pedestrian accommodations needed.
- Train service and layover could be next to the station along the track.
- Current land use is not complimentary but planned development and station may help spur more economic development.

PRELIMINARY EVALUATION

EVALUATION CRITERIA	NOTES	PRELIMINARY RATING
Train Access and Operations	No known operational issues	● ● ● ● ●
Site Size and Configuration	Site could accommodate a 700’ platform; train servicing and layover could be accommodated on site	● ● ● ● ●
Site Ownership and Control	Site is privately owned, but City has lease with right of first refusal—station could be integrated into larger redevelopment as part of a public-private partnership	● ● ● ● ○
Proximity to People, Jobs, Destinations	Low proximity to downtown and other job/population/destination centers; although new development beginning to occurring nearby; far from most visitor destinations	● ● ○ ○ ○
Equitable Access	Lowest number of underserved populations within travel shed	● ● ○ ○ ○
Access and Multimodal Connectivity	Moderate level of multimodal connectivity surrounding site—not currently a highly walkable area; parking could be accommodated onsite in a shared use garage; within walk shed of BRT, but pedestrian accommodations needed	● ● ○ ○ ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Pending residential development nearby makes surrounding land use more compatible; compatible with local plans; good opportunity to spur economic development	● ● ● ○ ○