

Madison Amtrak Station Location Proposal

Yahara Station

**Access to Regional Rail
1.6 miles from the Capitol**

Locating Madison's new Amtrak station on existing mainline between the Yahara River, E. Johnson St., First St., and E. Washington places regional rail patrons within a short distance of Madison's central business district; while also allowing regional trains to make efficient passage through Madison and continue on to other destinations—an important consideration for the long-term future when high speed service is upgraded to even faster speeds.

Federal Railroad Administration guidelines for locating high speed rail stations state that:

"Each city should have a station located in or near the central business district. This is mandatory for . . . metropolitan populations of 150,000 or more, since to do otherwise would undermine the inherent advantages of rail passenger systems.

Each station track configuration should provide for the through movement of trains along the corridor without having to reverse the train's direction at any time. Through stations are almost always preferable to stub-end terminals."

Yahara Station meets FRA guidelines; proposed stations at the airport or Monona Terrace may not.

Yahara Station provides direct access from I-90/94 via Highway 30 and E. Washington Ave, and from the UW via E. Johnson and from the capitol via E. Washington Ave.



Madison Amtrak Station Location Proposal

Yahara Station

Railroad Station Concept Plan

Burr Jones Field is the closest point to downtown Madison on the mainline track.

The City of Madison owns half of the area to the north of the tracks, currently used for fleet services, i.e., a gas and service station for City vehicles.

The other half of the site, at the prominent corner of First St. and East Washington Ave., is an aging strip mall shopping center.



Madison Amtrak Station Location Proposal

Yahara Station

Railroad Station Concept Plan

It seems feasible to add a siding south of the mainline track at a tangent to the curved track.

The huge 'block' between E. Johnson St. and E. Washington Ave. spans approximately 950.'


The siding track could approach 800' in length, pending engineering calculations on the 'S' curve adjacent to E. Washington. At slow speeds sharp turns may be possible in and out of the site.

The depth of the block north of the track is 450' at its deepest point, 265' on the west side, and 360' along E. Washington, for an average of 358.'

Madison Amtrak Station Location Proposal

Yahara Station

Railroad Station Concept Plan



Platform
for Amtrak station,
up to 800' in length

The station platform spans the full length of the siding track. It is unlikely that initial service on the Chicago to Madison route will require an 800' long platform, so the concept includes the potential to accommodate future expansion.

The project environmental assessment calls for a 600' long platform.

The train set from Talgo is designed to be 180 meters, or 590 feet, but can be longer with additional coaches when operated with diesel locomotives, as on the Amtrak Cascades service.

The new platform at Milwaukee's Mitchell Field Airport station is 400'.

Trains on the California High Speed Rail are planned to be 656' in length according to the *New York Times* magazine, June 14, 2009.

Empire Builder trains may not fit on an 800' platform, but not all platforms along its route can accommodate the full length of that long distance train.



Madison Amtrak Station Location Proposal

Yahara Station

Railroad Station Concept Plan

Platform for Dane County 'commuter rail' station, up to 300' in length

Dane County rail line south to Monona Terrace and UW campus, north to the airport and DeForest

Station at Schenks Corners on initial Dane County rail line

Seamless, cross-platform transfers from regional Amtrak trains to the Dane County commuter rail are facilitated by siting a station for local trains south of E. Johnson St., between the existing track and the new siding.

System wide communications ensure that a local train is always waiting at the E. Johnson Station when Amtrak trains are approaching Yahara Station.

Trips to the capitol square and other destinations in downtown Madison are made on the diesel light rail transit, rather than the high speed regional trains.

Transfers to the airport are made by bringing up a second, northbound local train to the commuter rail station, from the yard immediately to the north or a siding at Baldwin St., once the downtown train has cleared the station.

Madison Amtrak Station Location Proposal

Yahara Station

Amtrak Depot Concept Plan

The depot at Yahara Station is highly visible and approachable from E. Johnson, First St. and E. Washington. The main entrance on First St. is served by a taxi stand providing quick trips to the central business district.

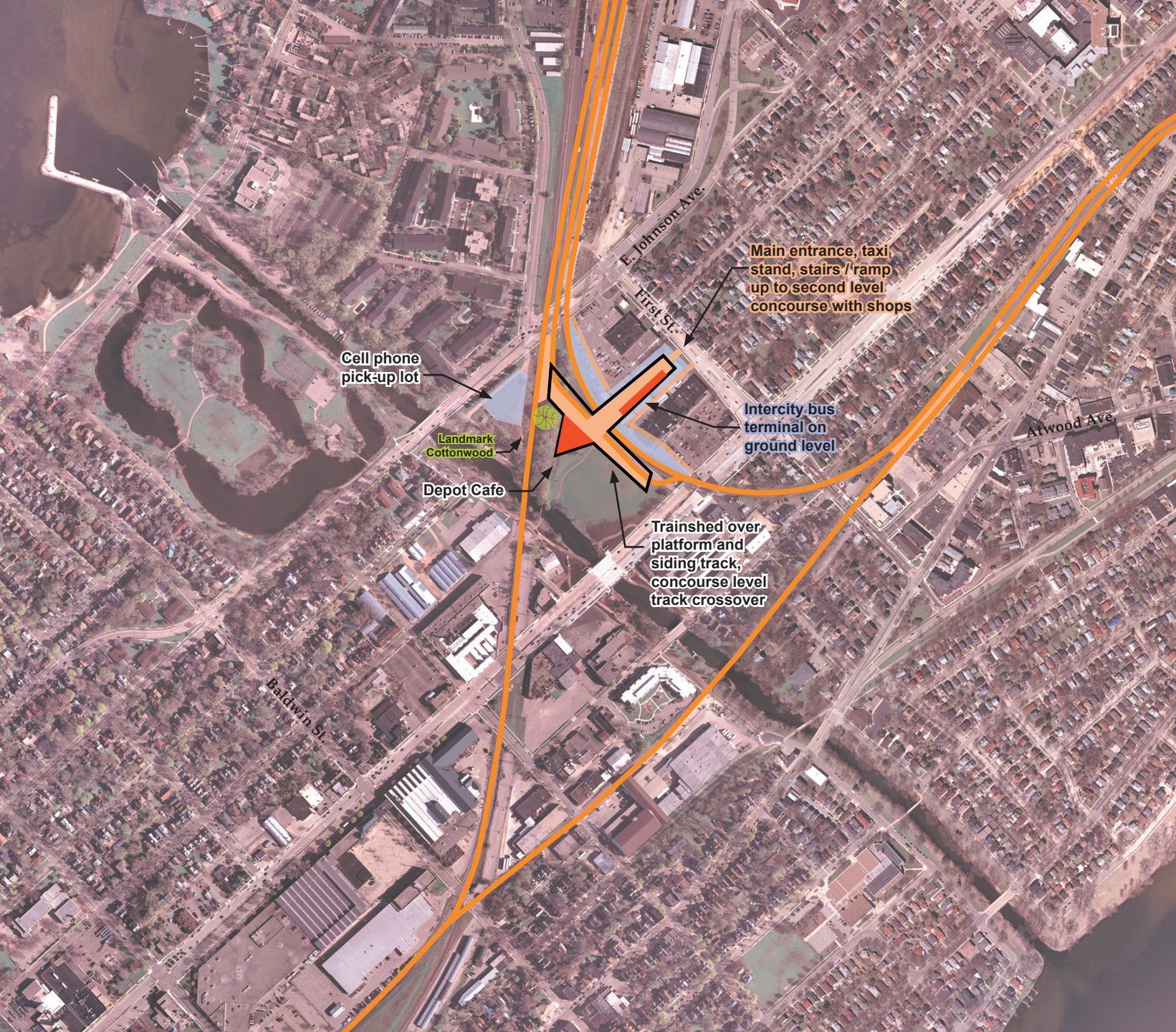
The ground level of the depot is Madison's intercity bus terminal, with bus bays that facilitate transfers to regional bus service. Bike share, pedicab, community car, and station car rentals are also available.

Madison Metro bus stations on E. Johnson and E. Washington are visible from the front entrance of the depot, and real time arrival information is provided covering the 14 Metro bus routes that pass Yahara Station.

Stairs and ramps lead from First St. up to a second-level concourse that crosses over the mainline and siding track to the Amtrak platform. Escalators, stairs, and an ADA-compliant lift take patrons down to the platform level.

Small shops along the concourse include a newsstand, convenience food and drink, and outlets for Madison businesses.

A sit-down cafe on the platform level affords views of arriving trains, as well as the Yahara River, Burr Jones Field, and a landmark cottonwood tree.



Madison Amtrak Station Location Proposal

Yahara Station

Regional Transit-Oriented Development Concept Plan

Yahara Station offers redevelopment and infill opportunities not found at any of the other possible locations for Madison's Amtrak station.

The 7.8-acre site directly north of the main-line tracks is currently under utilized, even though it is at the prominent intersection of E. Washington Ave. and First St. Indeed, First St. at E. Washington Ave. is the eastern gateway to the capitol corridor..

The Yahara Station proposal is consistent with the City's Capitol Gateway Corridor Plan, suggesting a new node of intense development at the eastern edge of the corridor. The multi-modal station is the catalyst for creating a new place on Madison's east side: *Downtown East*.

New development at Yahara Station includes office and commercial buildings with residential units on upper floors—all of which benefit from superior access to downtown Milwaukee and Chicago on the high speed rail service. A site development agreement with private investors funds construction of the depot and shares the cost of structured parking.



**Madison
Amtrak Station
Location Proposal**

Yahara Station

**Regional
Transit-Oriented
Development Concept Plan**

A second phase of redevelopment follows closely after the completion of the Yahara Station project.

Additional office space, at the corner of First St. and E. Washington Ave. and on the south side of E. Washington at the river, solidify the Yahara Station area as a key office complex within the City of Madison.



Madison Amtrak Station Location Proposal

Yahara Station

Regional Transit-Oriented Development Concept Plan

The increased regional accessibility brought by the Amtrak station and high speed rail service helps to market existing office, industrial, and warehouse space within the station area.

The former Marquip / Gisholt Foundry buildings find new use as back office and product development space related to companies in downtown Milwaukee and Chicago.

Likewise, the concrete warehouse at the corner of E. Johnson and Pennsylvania Ave. hosts a variety of new businesses in the growing commercial center.



Madison Amtrak Station Location Proposal

Yahara Station

Regional Transit-Oriented Development Concept Plan

Two exceptional sites on either side of E. Washington Ave. create mixed-use destinations for train patrons and new residents of Downtown East.

At the Marling Lumber site a series of mid-rise residential towers flank the avenue, while flats and townhouses face onto Main St. A pocket marina forms the interior court, connecting tuck-under boat slips to the river via a short canal. Live music at the riverfront supper club is a popular destination for boaters on summer evenings.

A pocket marina is also the key feature of new residential development on the former Trachte factory site at the end of Mifflin St. Vacant for decades, the flood prone, former wetland is connected to the Yahara canal, which was originally dug to drain the big marsh on the east isthmus and link the lakes. A small parkway bridge carries bicyclists and walkers over the new canal branch.

New office buildings replace the old Washington Square, and all the new activity supports a restaurant and boutique hotel in a historic building fronting on the avenue.



New residential on the river offers walk-up access to the train station.

Pocket marinas make new destinations for boaters and trail users.

New office buildings and a boutique hotel complete a mixed-use redevelopment.

Madison Amtrak Station Location Proposal

Yahara Station

Regional Transit-Oriented Development Concept Plan

Fifteen years of infill and redevelopment are capped by additional office and residential projects at Schenks Corners, across the river from Burr Jones Field, and on Northern Ct. The total amount of office space rivals the capitol square area in private sector business activity.

Downtown East, anchored by Yahara Station, is a well known regional destination for business, innovation, dining and entertainment—the area alternating between business visitors and weekenders riding the rails from Chicago, Milwaukee, and points in between.

New residents enjoy the urban atmosphere, proximity to employment and neighborhood retail, riverfront park amenities, and exceptional access to the population centers of the Upper Middle West.



***“If the train can’t go all the way downtown,
let’s extend downtown out to meet the train.”***

Thanks for considering the possibilities.

Barry Gore

*Google Map basemap subject to terms of use.
Aerial photo base is open source USGS*

*Urban Design and Graphics
courtesy of*

BGore Design

@yahoo.com