



MADISON PASSENGER RAIL STATION STUDY

Corridor Evaluation Results
Potential Station Sites + Preliminary Evaluations

Transportation Commission
January 17, 2024



PRESENTATION OVERVIEW

Project Schedule and Service Development Update

Station Area Corridor Evaluation Results

Potential Sites + Preliminary Evaluations

Public Involvement + Next Steps

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



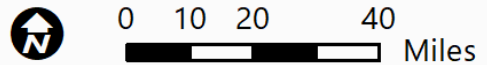
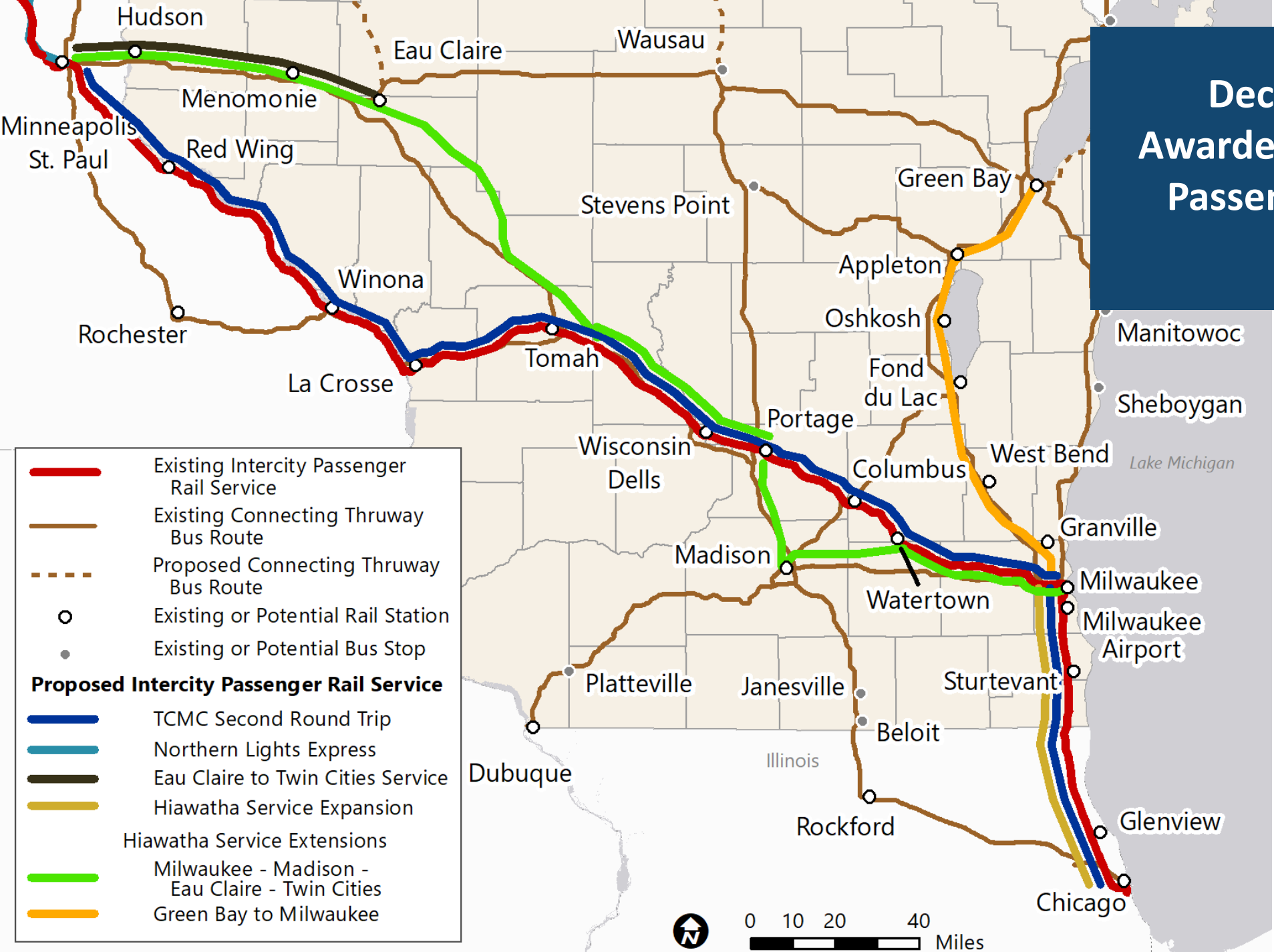
Continue to support partners in service development effort

2024+

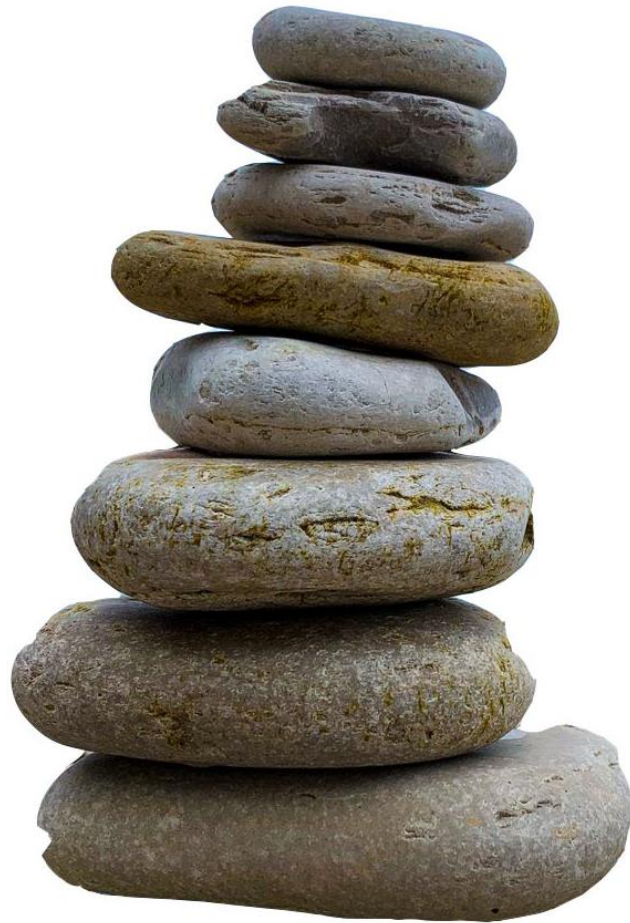
WE ARE HERE



December 2023: Wisconsin Awarded Federal Funds to Plan Passenger Rail Expansion and Enhancements



BALANCING PRIORITIES



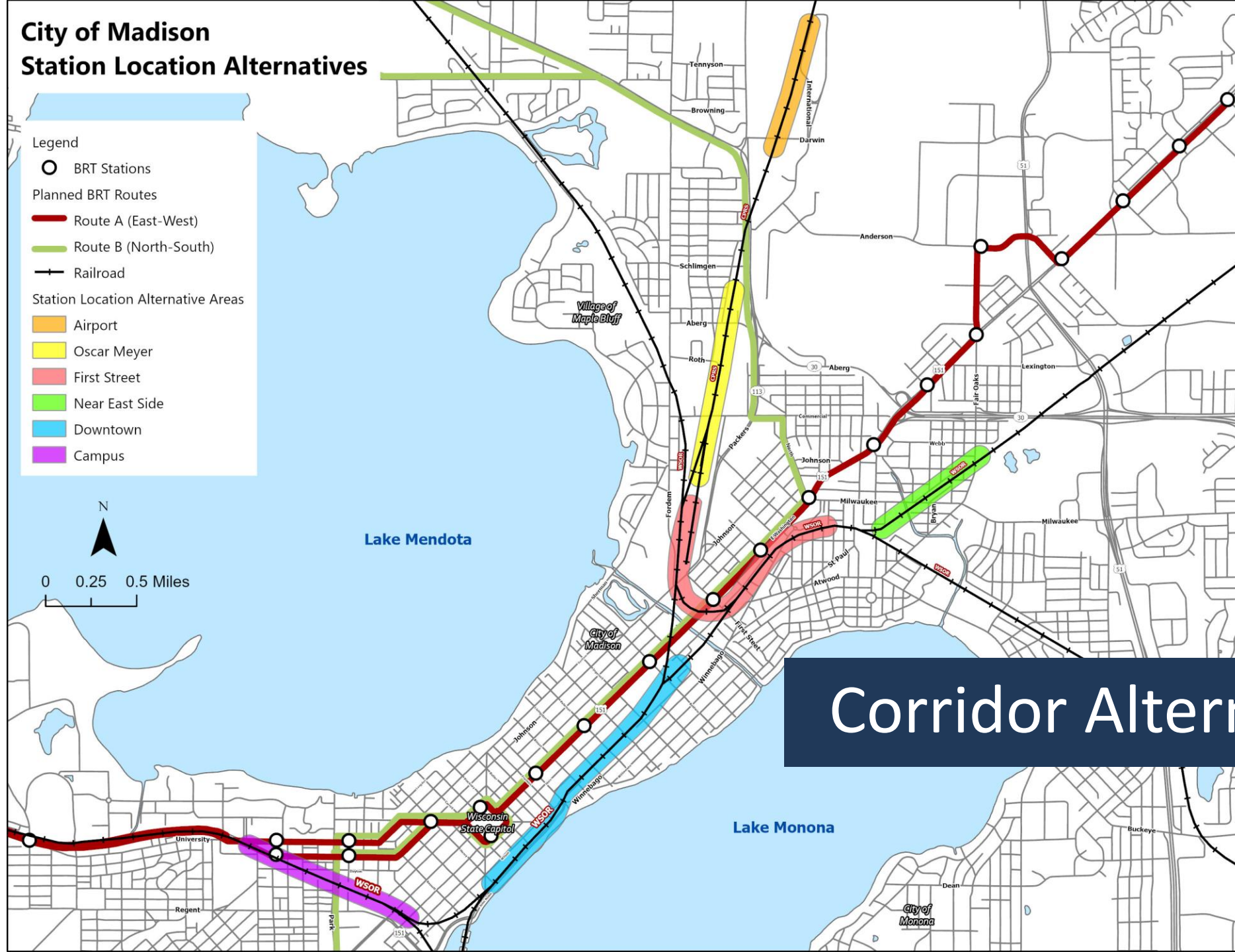
1. Meet train access and operational needs
2. Accommodate station program elements
3. Feasible to own/acquire/control site
4. Minimize environmental impacts
5. Maximize ridership potential
6. Ensure equitable access
7. Capitalize on economic development potential
8. Cultivate a *great place*

STATION AREA CORRIDOR EVALUATION RESULTS

City of Madison Station Location Alternatives

Legend

- BRT Stations
- Planned BRT Routes
 - Route A (East-West)
 - Route B (North-South)
- +— Railroad
- Station Location Alternative Areas
 - Airport
 - Oscar Meyer
 - First Street
 - Near East Side
 - Downtown
 - Campus



Corridor Alternatives

Corridor Evaluation Criteria

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



Photo: Adventure Cycling Association

STATION AREA CORRIDOR EVALUATION

Corridor	Rail Operations	Proximity to People, Jobs, Destinations	Equitable Access	Access and Multimodal Connectivity	Land Use and Development
Campus	✘	+	+	-	-
Downtown	-	+	+	+	+
East Side	+	✘	✘	✘	✘
First Street	+	-	-	+	+
Oscar Mayer	+	✘	-	-	-
Airport	+	✘	✘	✘	✘

-  Good
-  Fair
-  Poor

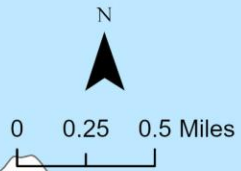
STATION AREA CORRIDOR EVALUATION

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

City of Madison Station Location Alternatives

Legend

- BRT Stations
- Planned BRT Routes
 - Route A (East-West)
 - Route B (North-South)
- Railroad
- Station Location Alternative Areas
 - Airport
 - Oscar Meyer
 - First Street
 - Near East Side
 - Downtown
 - Campus

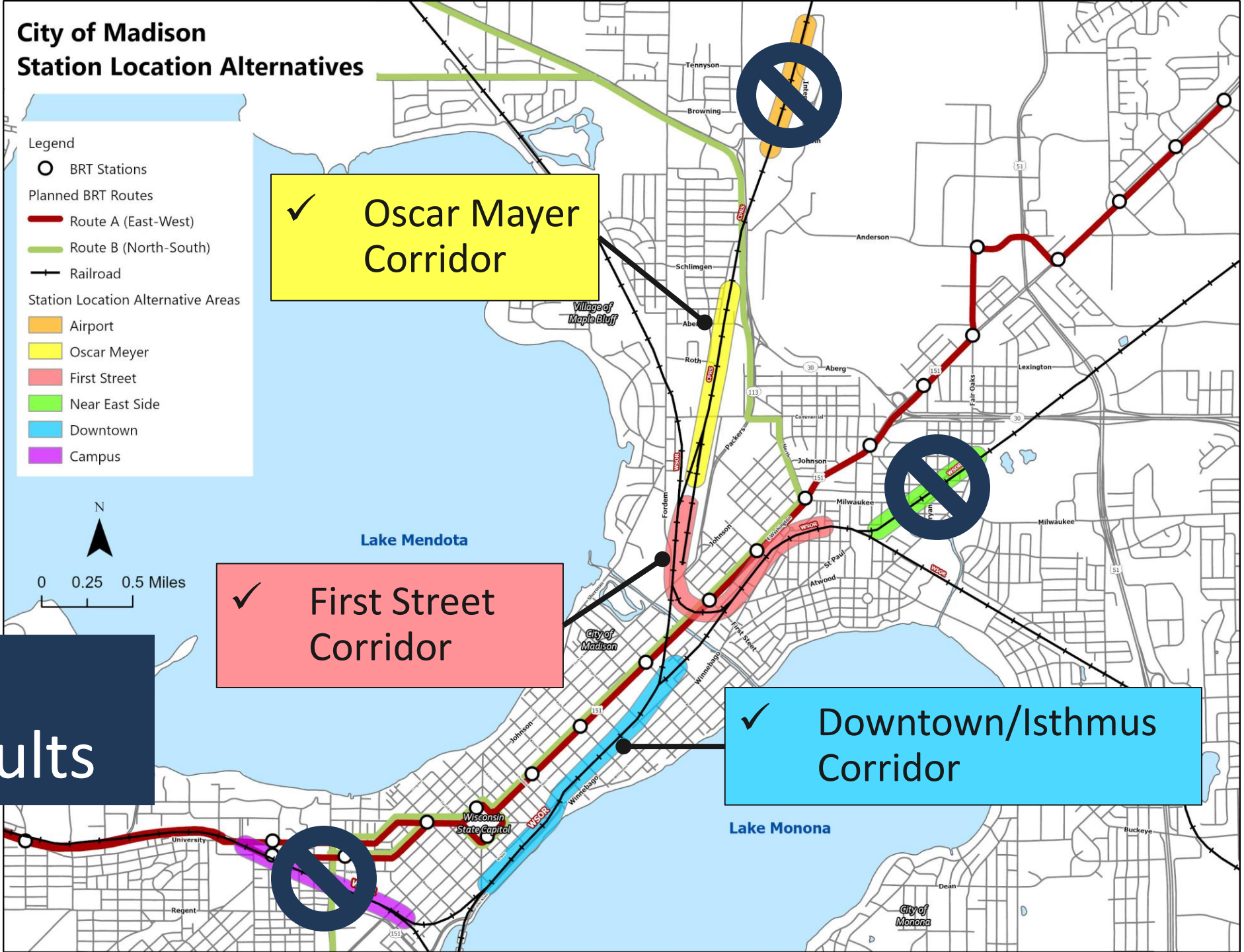


✓ Oscar Mayer Corridor

✓ First Street Corridor

✓ Downtown/Isthmus Corridor

Corridor Evaluation Results



POTENTIAL STATION SITES + PRELIMINARY EVALUATIONS

AMTRAK GUIDANCE: STATION PROGRAM ELEMENTS

1. Station Building

Approx. 3,200 sq. ft.

2. Platform and Track

700-ft length desired

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

- **Train Access and Operations**
- **Size Site and Configuration**
- **Site Ownership and Control**
- **Proximity to People, Jobs, and Destinations**
- **Equitable Access**
- **Access and Multimodal Connectivity**
- **Environmental Resources**
- **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

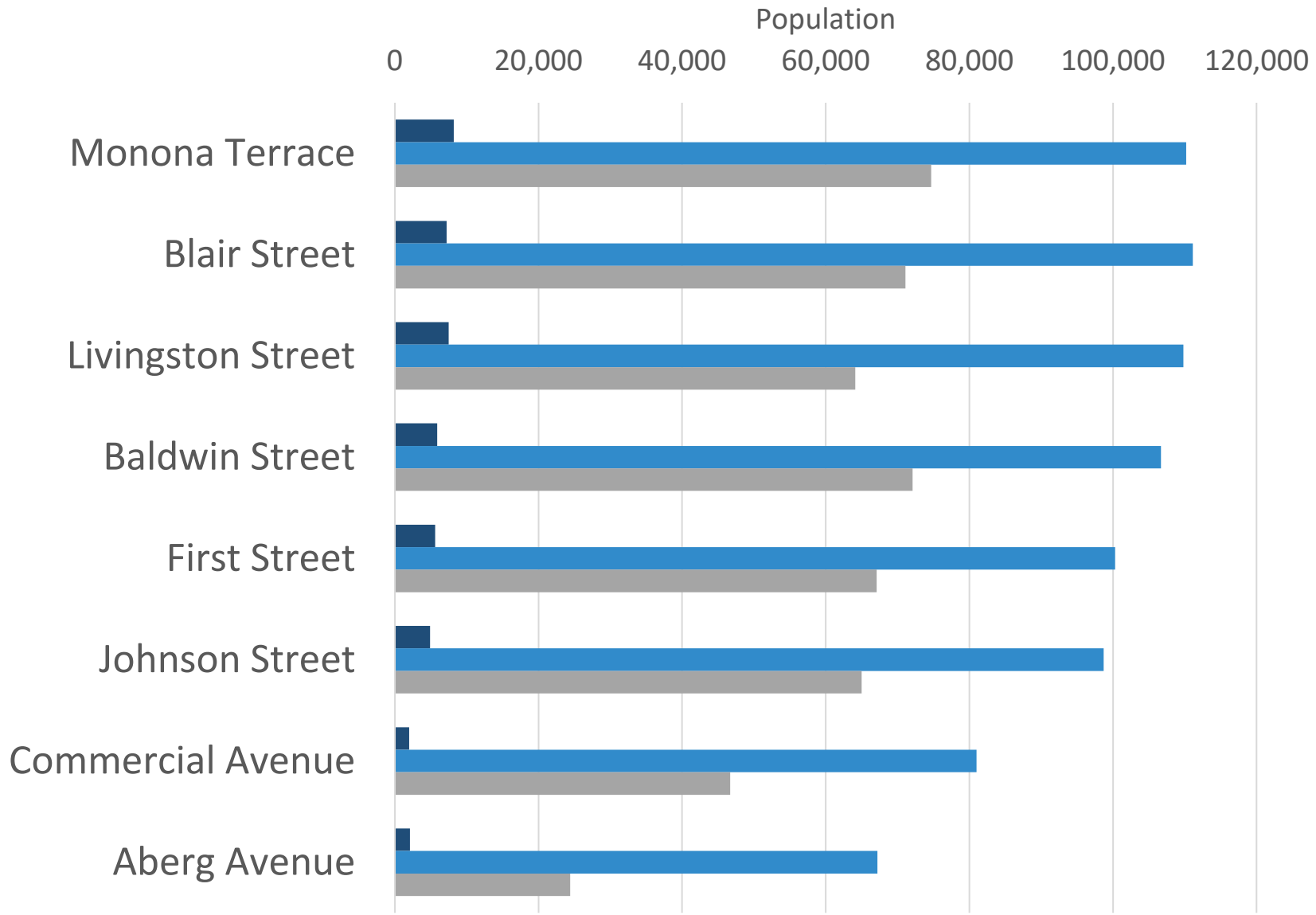
Oscar Mayer Corridor

Commercial Avenue

Aberg Avenue



PROXIMITY: People

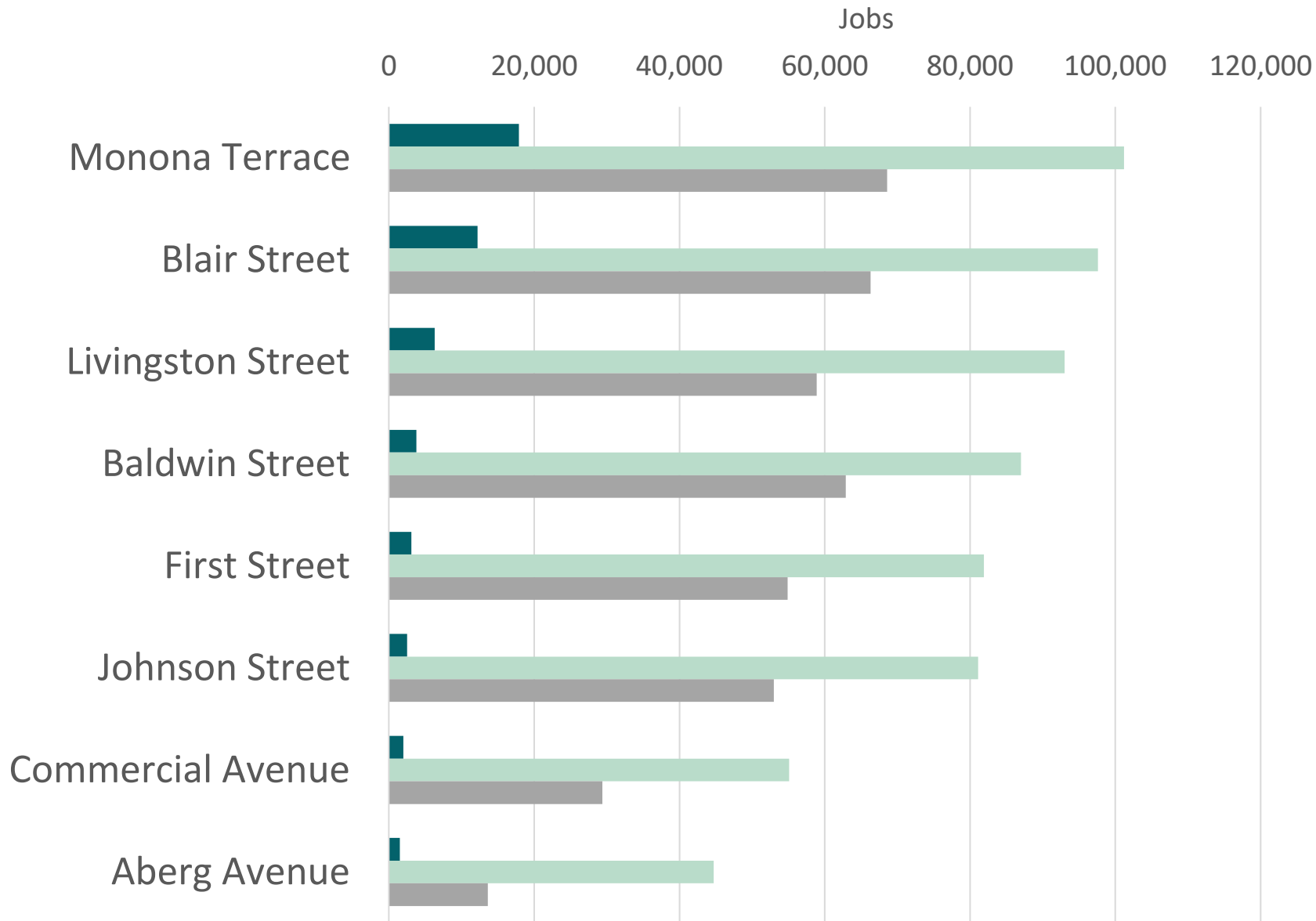


People Within a Reasonable Walk, Bike Ride, or Transit Trip from Potential Station Locations

- 0.5-mile walk
- 3-mile bike ride
- 30-minute transit trip

Source: 2020 US Census

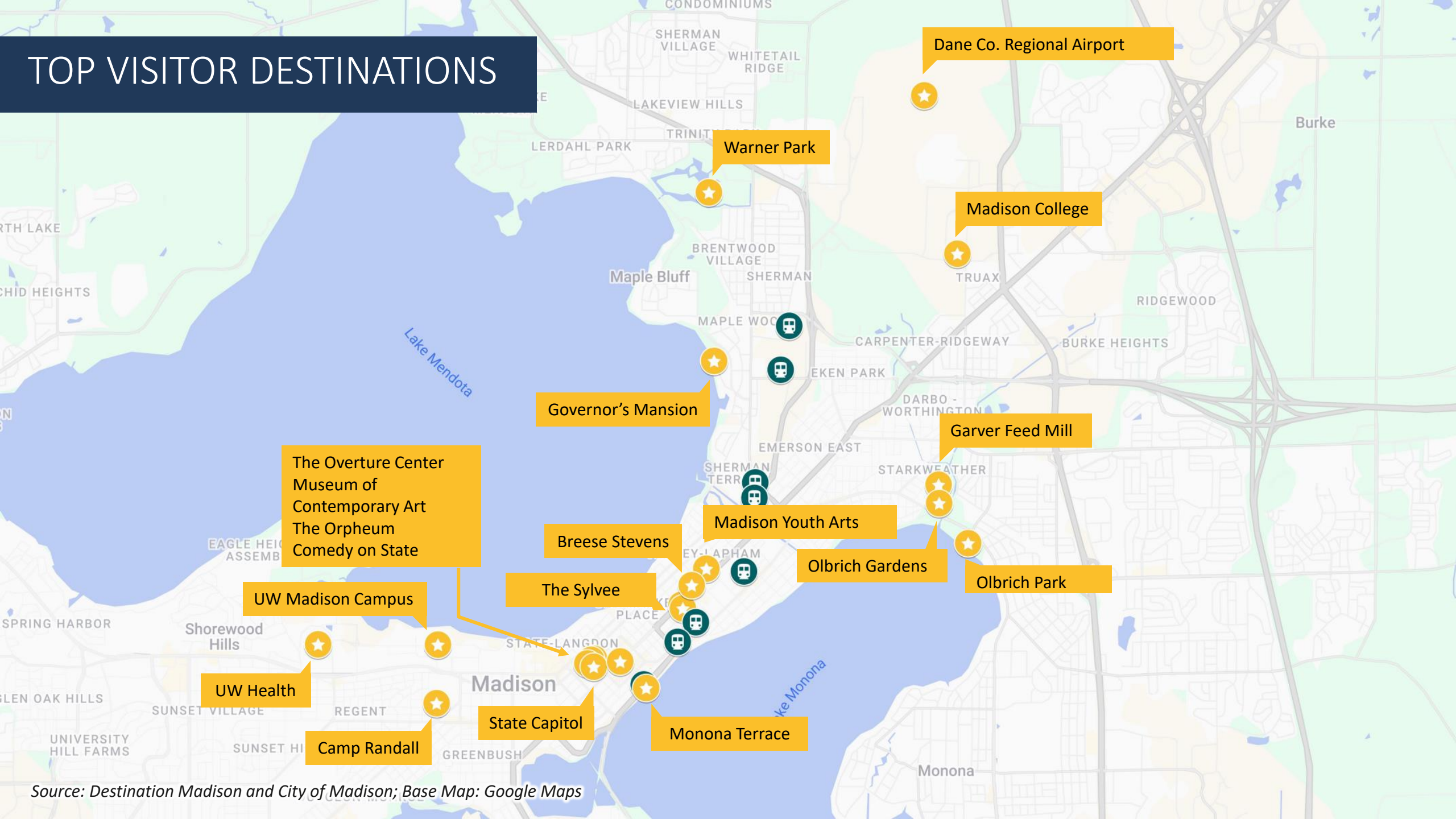
PROXIMITY: Jobs



Jobs Within a Reasonable Walk, Bike Ride, or Transit Trip from Potential Station Locations

- 0.5-mile walk
- 3-mile bike ride
- 30-minute transit trip

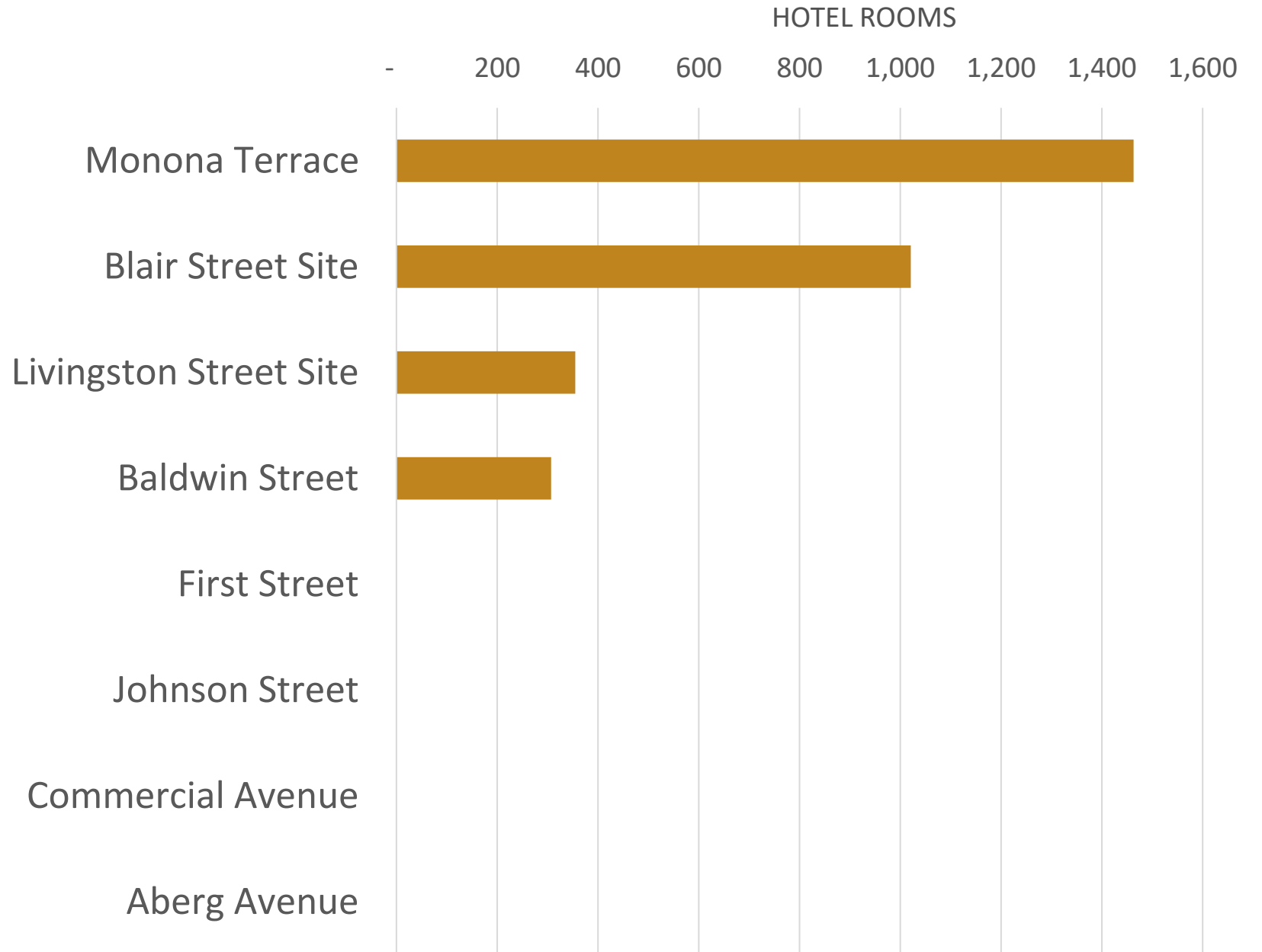
TOP VISITOR DESTINATIONS



Source: Destination Madison and City of Madison; Base Map: Google Maps

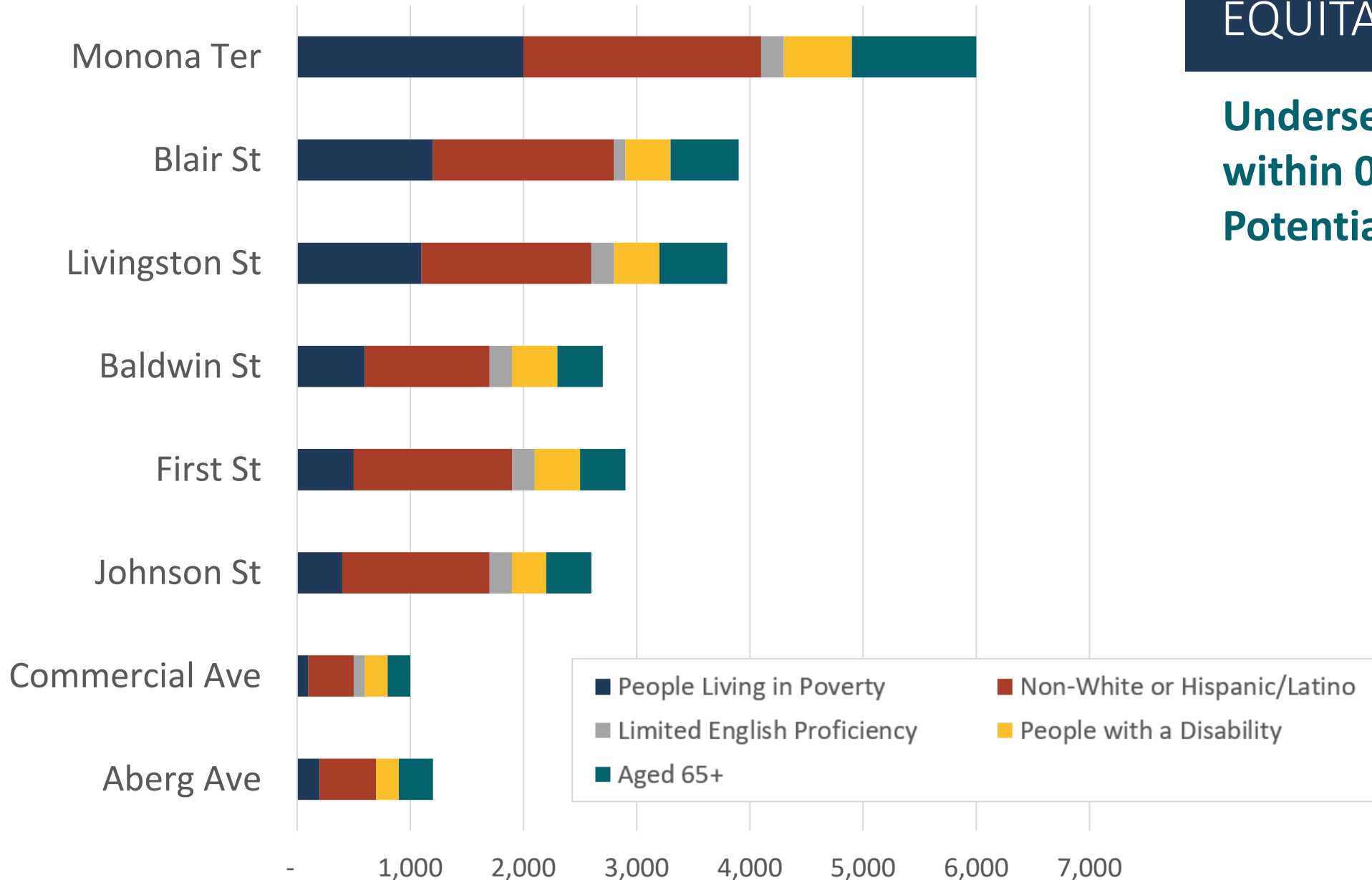
PROXIMITY: Hotels

Hotel Rooms Within a Reasonable Walk from Potential Station Locations



EQUITABLE ACCESS

Underserved Populations within 0.5-Miles of Potential Station Sites



SITE OVERVIEWS & PRELIMINARY EVALUATIONS

MONONA TERRACE

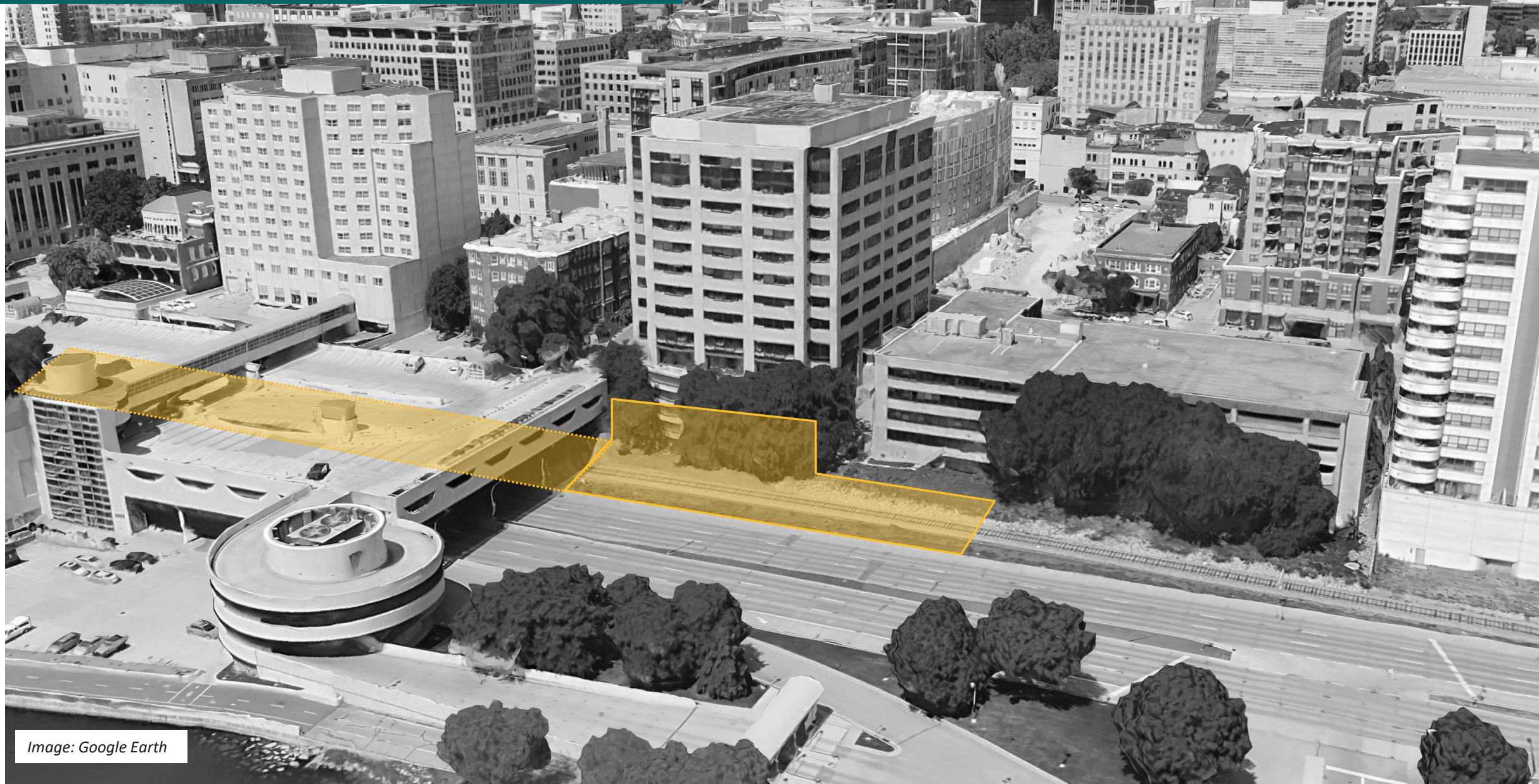
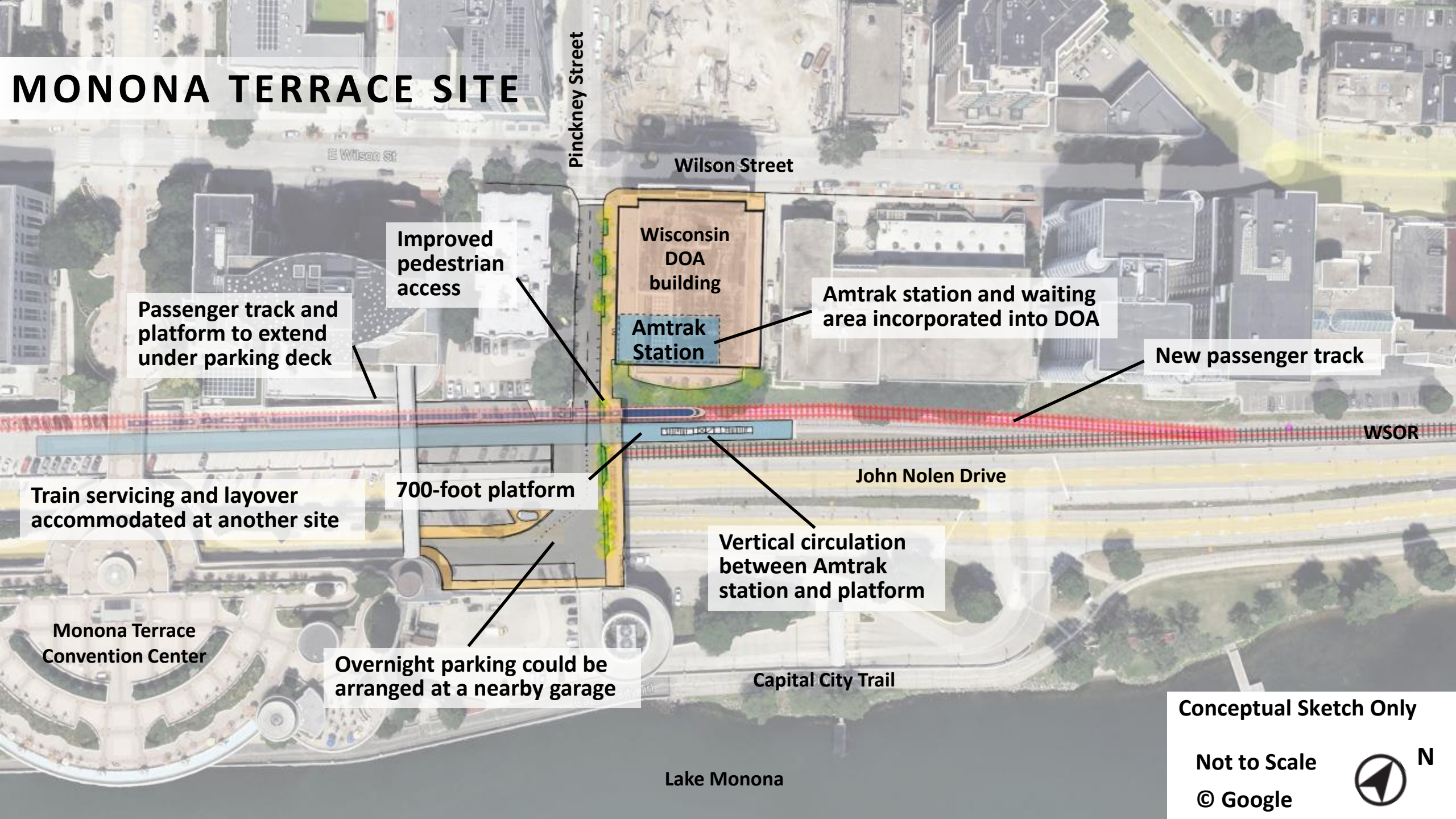


Image: Google Earth

MONONA TERRACE SITE



Pinckney Street

Wilson Street

WSOR

John Nolen Drive

Capital City Trail

Lake Monona

Improved pedestrian access

Passenger track and platform to extend under parking deck

Wisconsin DOA building

Amtrak station and waiting area incorporated into DOA

New passenger track

Amtrak Station

Train servicing and layover accommodated at another site

700-foot platform

Vertical circulation between Amtrak station and platform

Monona Terrace Convention Center

Overnight parking could be arranged at a nearby garage

Conceptual Sketch Only

Not to Scale

© Google



PRELIMINARY EVALUATION

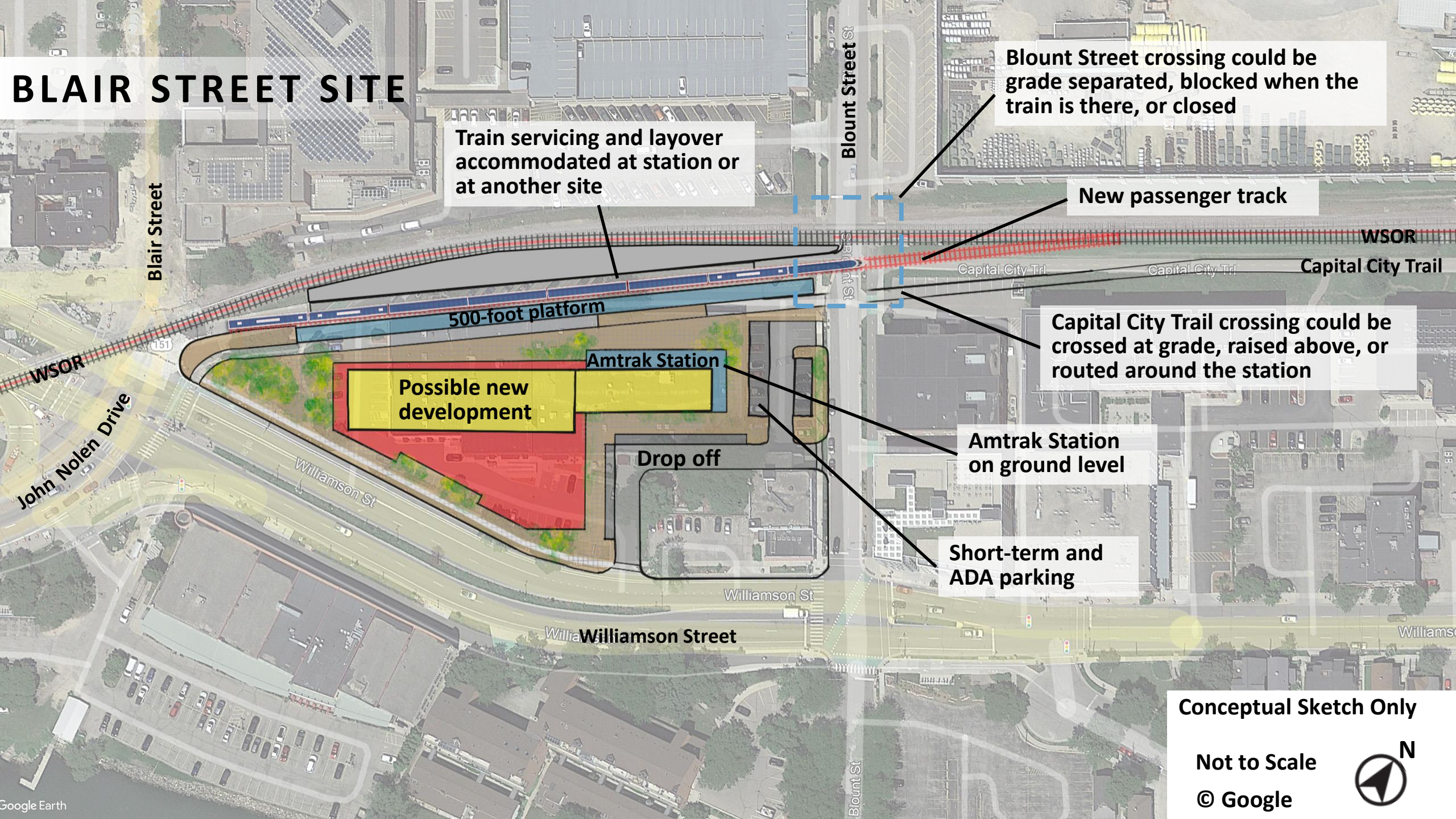
MONONA TERRACE

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 pop 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



BLAIR STREET SITE



Train servicing and layover accommodated at station or at another site

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

New passenger track

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

Conceptual Sketch Only

Not to Scale

© Google



PRELIMINARY EVALUATION

BLAIR STREET

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; Cap 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 campus and downtown = high ridership potential; close to popular visitor destinations	● ● ● ● ●
Equitable Access	High number of underserved pop within travel shed	● ● ● ● ○
Access and Multimodal Connectivity	High level of multimodal connectivity surrounding site, parking could be accommodated on-site	● ● ● ● ●
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 on-site	● ● ● ● ●

LIVINGSTON STREET



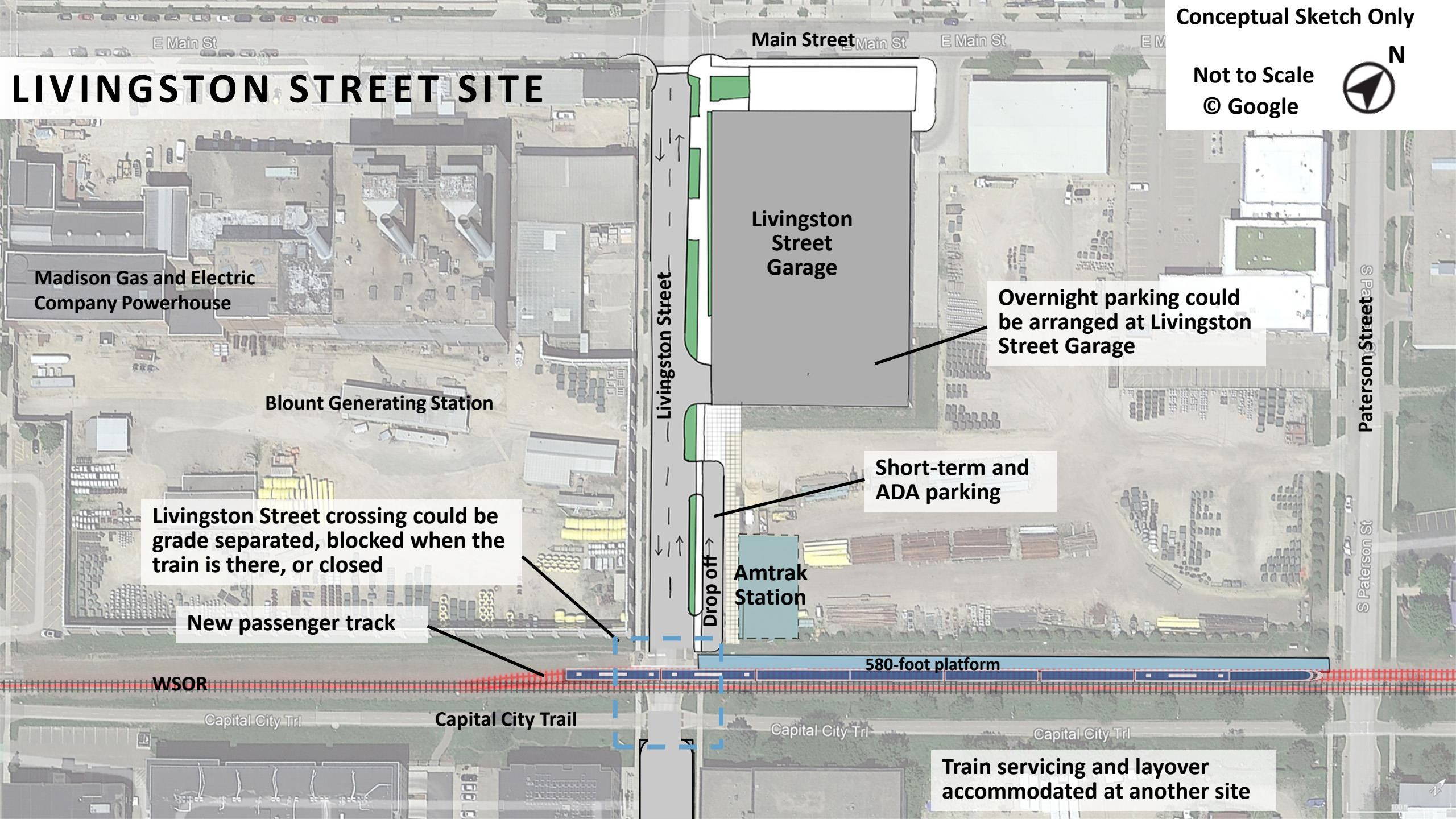
Image: Google Earth

Conceptual Sketch Only

Not to Scale
© Google



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

WSOR

Capital City Trl

Capital City Trail

Main Street

Livingston Street

Paterson Street

S Paterson St

Livingston
Street
Garage

Overnight parking could
be arranged at Livingston
Street Garage

Short-term and
ADA parking

Drop off

Amtrak
Station

580-foot platform

Capital City Trl

Capital City Trl

Train servicing and layover
accommodated at another site

PRELIMINARY EVALUATION

LIVINGSTON STREET

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 on-site and directly surrounding not compatible; plans and nearby proposals would create more complimentary activity generators; could help spur economic development on-site	● ● ● ○ ○

BALDWIN STREET



Image: Google Earth

Image Landsat / Copernicus

Conceptual Sketch Only

Not to Scale



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

Madison Skate Park

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



PRELIMINARY EVALUATION

BALDWIN STREET

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 not particularly compatible, although commercial land use also adjacent; compatible with comp plan which recommends commuter rail station at site	● ● ● ○ ○

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

Train servicing and layover accommodated at another site

Conceptual Sketch Only

Not to Scale

© Google



PRELIMINARY EVALUATION

FIRST STREET

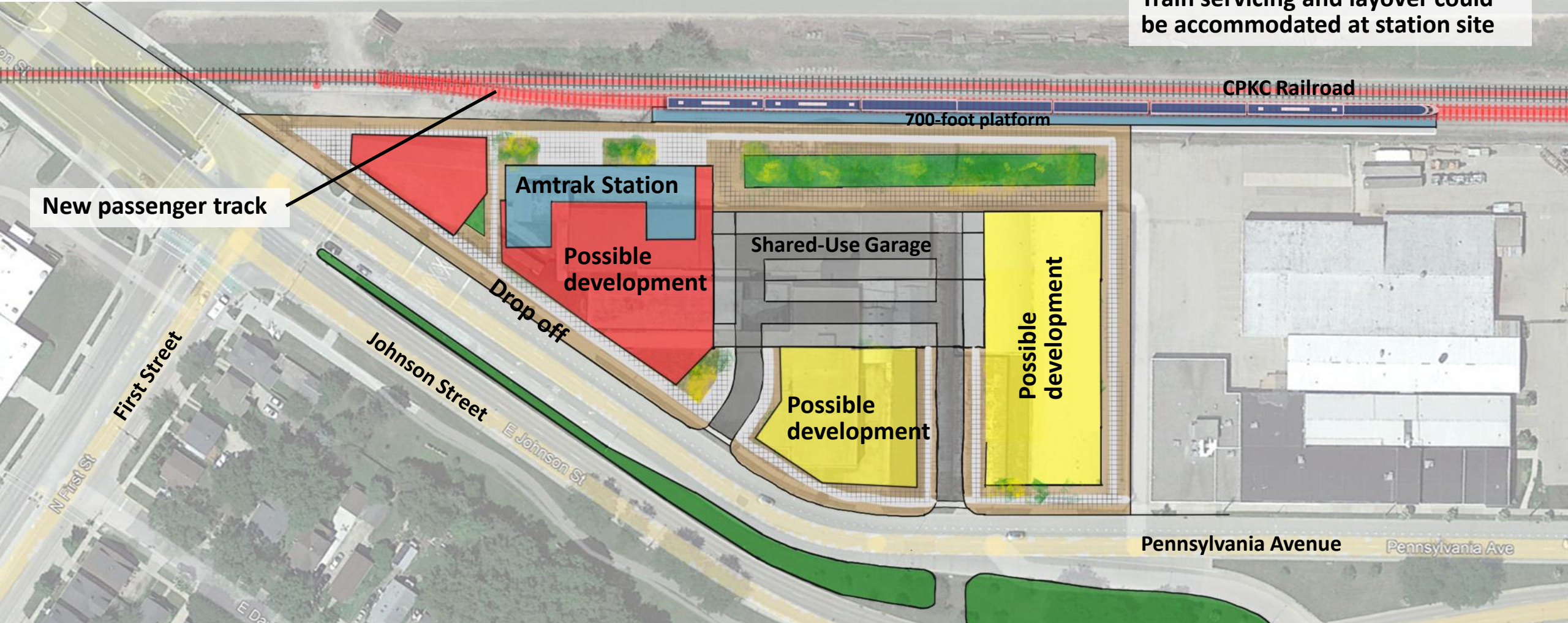
Evaluation Criteria	Notes	Preliminary Rating
Train Access and Operations	Stopping on a curve between two streets not optimal—will require design justification and exceptions; no ability to serve trains from south and no expansion opportunity	● ● ○ ○ ○
Site Size and Configuration	Site could accommodate 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 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



JOHNSON STREET SITE

Train servicing and layover could be accommodated at station site



New passenger track

CPKC Railroad

700-foot platform

Amtrak Station

Possible development

Shared-Use Garage

Possible development

Possible development

Drop-off

Pennsylvania Avenue

Pennsylvania Ave

First Street

Johnson Street

E Johnson St

E Dayton St

Conceptual Sketch Only

Not to Scale

© Google



PRELIMINARY EVALUATION

JOHNSON STREET

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 on-site in a shared-use garage	● ● ● ● ○
Environmental Resources	No expected impacts to environmental resources	● ● ● ● ●
Land Use and Development	Utility and industrial uses in area 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 PPP	● ● ● ● ○

COMMERCIAL AVE



Image: Google Earth

Image Landsat / Copernicus

Conceptual Sketch Only

Not to Scale

© Google



COMMERCIAL AVENUE SITE

Note:
Other development possibilities
are being proposed.

Enhanced connection
to BRT station on
Packers Avenue

Intercity Bus Stop

Drop Off

ADA and
Short-Term
Parking

Long-Term Parking

Amtrak
Station

700-foot platform

New passenger track

CPKC Railroad

Train servicing and layover could be
accommodated at station site



PRELIMINARY EVALUATION

COMMERCIAL AVENUE

Evaluation Criteria	Notes	Preliminary Rating
Train Access and Operations	No known operational issues; train servicing and layover could be accommodated on site	● ● ● ● ●
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 on-site; within walk shed of BRT, but ped 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 AVE

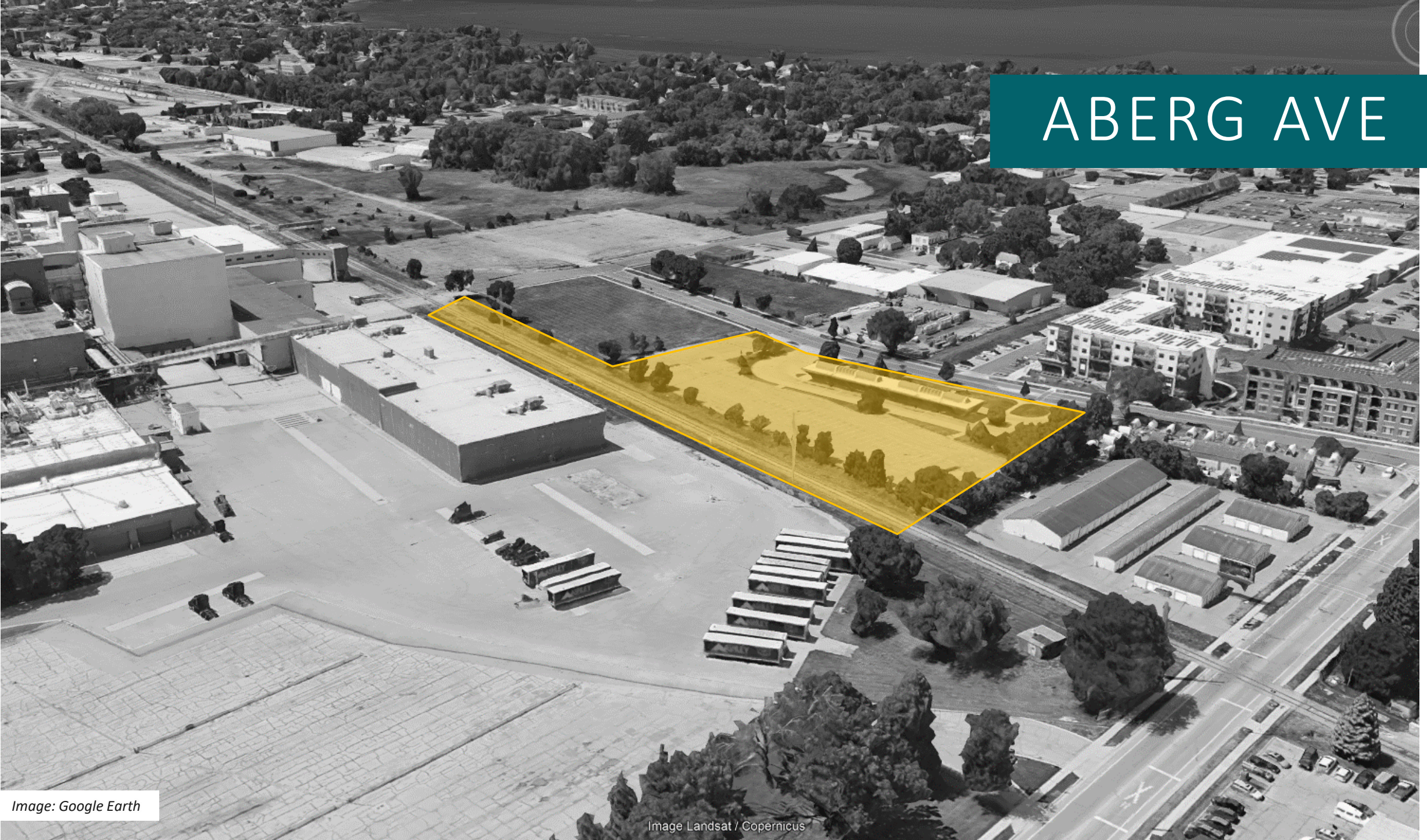
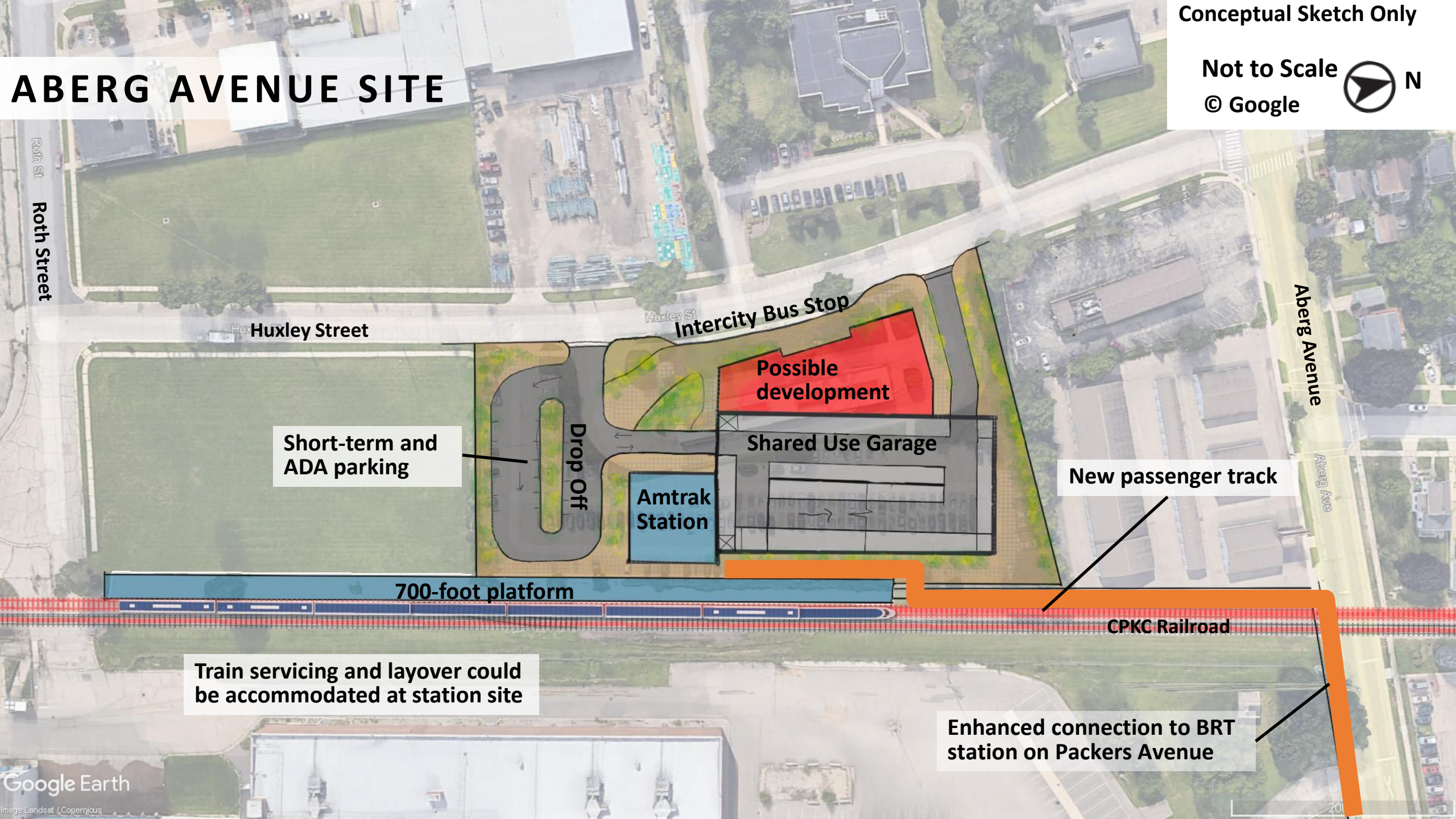


Image: Google Earth

Image Landsat / Copernicus

ABERG AVENUE SITE



Short-term and ADA parking

Drop Off

Amtrak Station

Shared Use Garage

Possible development

Intercity Bus Stop

Huxley Street

Roth Street

Aberg Avenue

New passenger track

CPKC Railroad

Train servicing and layover could be accommodated at station site

Enhanced connection to BRT station on Packers Avenue

PRELIMINARY EVALUATION

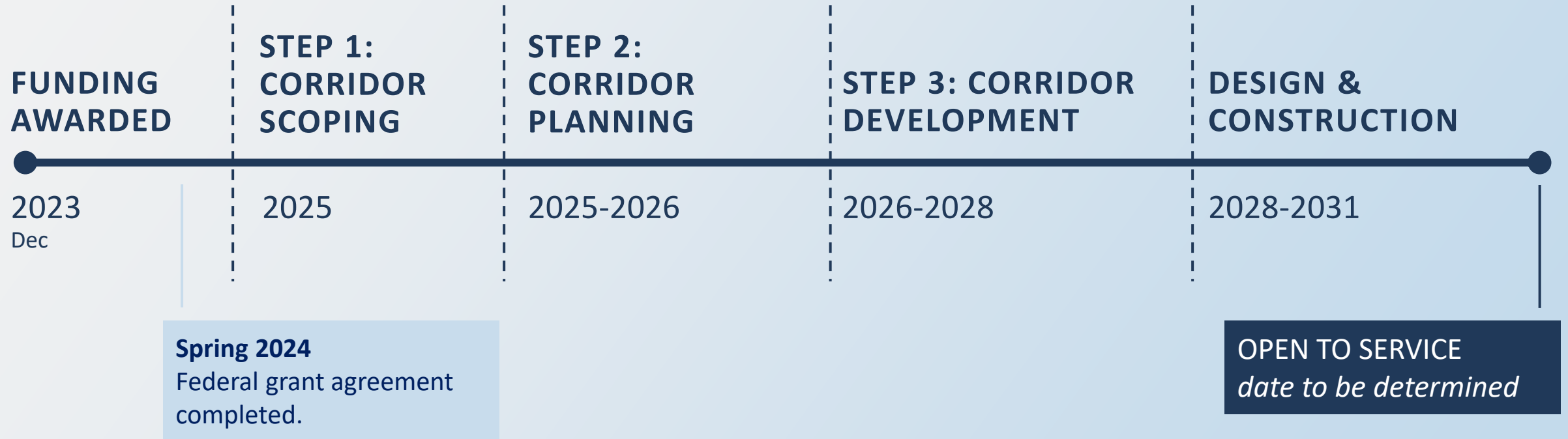
ABERG AVENUE

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	Lower 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 on-site in a shared use garage; within walk shed of BRT, but ped 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	● ● ● ○ ○

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.

PUBLIC
INVOLVEMENT +
NEXT STEPS



QUESTIONS

1. Top priorities for a Madison station?
2. If you were a visitor to Madison, what would you be looking for in a station?
3. Other comments/questions?



THANK YOU

CONTACT INFO

Liz Callin, AICP

Transportation Planner, City of Madison

amtrak@cityofmadison.com