

# MEETING AGENDA

## 6:00 Welcome

Alders Rummel, Verveer, Burris, and Martinez-Rutherford  
Tom Lynch, Director of Transportation

## 6:10 Meeting and Zoom Basics

Kristin Brodowsky, Public Information Officer

## 6:15 Presentation – Project Overview and FAQs

Liz Callin, Senior Transportation Planner

## 6:40 Additional Questions and Comments

## 7:30 Meeting Concludes



# Welcome to the MADISON PASSENGER RAIL STATION STUDY

Virtual Neighborhood Information Session

April 30, 2024



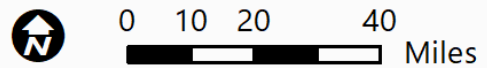
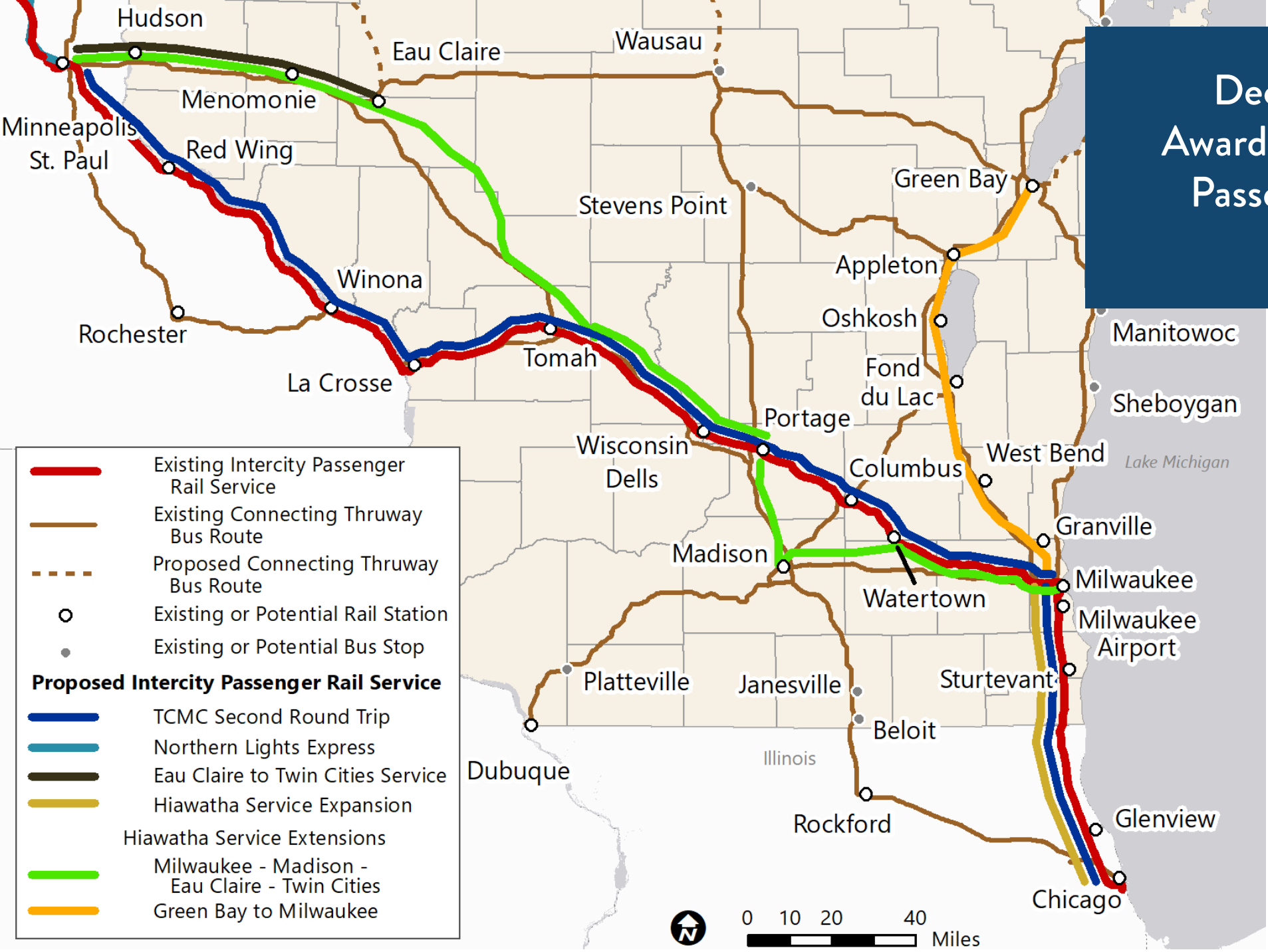
# MEETING BASICS

1. Meeting is being recorded and is a public record, subject to disclosure
2. During the Q/A portion of the meeting:
  - Please use the “Raise Hand” function if you’d like to speak. The Host will unmute you. Questions and comments can also be submitted using the “Q/A” or “Chat” features
  - Please mute your microphone during the presentation and unless you’re speaking during Q/A portion of meeting
  - Staff will limit verbal questions and comments to one per person and you will have up to 2 minutes to speak. Additional questions can be asked in the “Chat” or “Q/A”

# PURPOSE OF MEETING

- To respond to questions and concerns about potential neighborhood impacts of passenger rail service
- The City is still working through site evaluations—we do not have recommendations to share tonight.
- To learn more about site details, visit the project website by using link in chat.

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



# Federal Corridor Planning and Development Process

Madison  
Station  
Study



Chicago – Milwaukee – Madison – Eau Claire – Twin Cities Route (Led by WisDOT)

## MADISON STATION STUDY

# RECOMMENDED STATION SITE(S), INCLUDING:

- Site concept with building, platform and track
- Options for ownership/control
- Turn around and servicing concepts
- High-level cost estimates
- Outline of implementation plan



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







# FREQUENTLY ASKED QUESTIONS

related to the service and potential impacts to *Madison* neighborhoods

# How fast will trains operate on this service?



- Traditional Passenger Rail Service, up to 79 mph
- Slower speeds within urbanized areas

# Will new tracks be needed?



- The route will primarily run on existing track, although improvements may be needed
- Near the station, a short parallel track (siding) will likely be added

# Will the rail corridor have fencing?



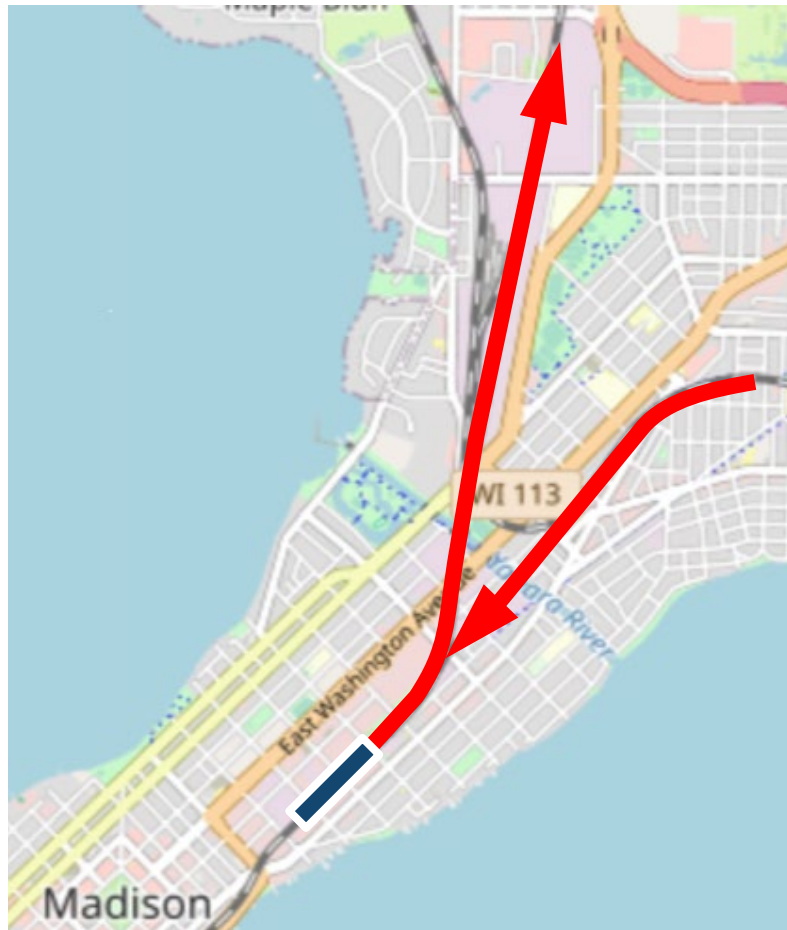
- Future phases will determine fencing needs
- Higher speed trains require more fencing
- Operating at conventional passenger rail speeds typically do not require fencing unless an increased safety risk is identified

# Will street closures or grade separation be required?



- Future phases will determine street closures
- Widespread closures not anticipated
- All railroad crossing closure determinations in WI are governed by the Wisconsin Office of the Commissioner of Railroads

If the station is located on the isthmus, will it need to “back out”?



The trains will not “back out”, rather they will reverse directions using a push-pull locomotive and control car.



# How many trees will need to be removed?



Few, if any, trees are expected to be removed in *Madison* as part of this project:

- Rail corridors mostly don't have trees
- None of the eight sites have many trees
- Plan should maintain any large mature trees that may be affected in *Madison*

# How environmentally friendly is train travel?



- Rail travel produces up to 83% fewer greenhouse gas emissions than driving and up to 73% fewer than flying
- Service expected to use new Siemens Charger locomotives, which are quieter, more fuel efficient, and have lower emissions than older versions



# Will all these trains cause even more traffic issues in Madison?



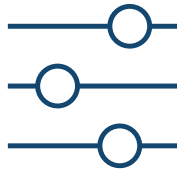
- Three major crossings (Blair, E. Washington, Johnson)
- Assume 4-6 round trips per day
- Passenger trains are less than 700 ft. long vs. freight trains, which can be up to 2 miles
- Driver experience will be similar to signalized intersection

# How will Madison benefit?



- Additional transportation option that is less stressful, more accessible, and provides an opportunity to work or relax during travel
- Attract visitors to our City
- Lower environmental impact
- Reduce congestion and emissions

# NEXT STEPS



Continue meetings with various stakeholders and refine evaluations



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



Publish study and continue coordination with service development effort



# THANK YOU



CONTACT INFO

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