

# Yahara Station: A better destination

Everything we know about successful intercity rail service tells us main train stations should be, if not right in city centers, as close to them as possible. The Federal Railroad Administration, which will be evaluating plans for a possible Milwaukee-Madison rail service, agrees.

Yet, as it finalizes its plans for that service, the Wisconsin Department of Transportation has said it intends to put Madison's train station at the Dane County Regional Airport, five miles or more from central Madison destinations like the Capitol Square and the UW campus.

There are good reasons why Madison's station can't be in the heart of downtown. But why not bring the rail service as close to downtown—or downtown as close to the service—as we can?



## The Yahara Location

The designated Milwaukee-Madison rail line will bring trains from Milwaukee to within 1 1/2 miles of the Capitol Square before making a sharp northward turn near First Street and the Yahara River and proceeding the final 3 1/2 miles to the airport.

That turn, which will require trains to slow drastically, is a natural location for a train station site that meets WisDOT's operational requirements yet connects well with Madison's central business district, the local road network, local transit, and area redevelopment.

## The Yahara Advantage

In addition to better connections with central Madison, Yahara Station offers several other advantages over the airport.

- Approximately 3 1/2 fewer miles of track to reconstruct.
- Shorter travel times for many if not most passengers (both a shorter train trip and shorter local travel to and from the station).
- Proximity to the proposed train layover facility at the rail yards across East Johnson Street.

These can be achieved without major changes to the existing corridor plan, which already includes the Yahara area.



## Yahara Station:

### A multi-modal transportation center

Yahara Station has the potential to be much more than just an Amtrak station. Located at one of the likely sites for an eventual light/commuter rail line, it is well positioned to offer cross-platform transfers to passengers headed downtown, to the University, to the airport, or to suburban areas and other parts of the region.



Yahara Station is also located on or near many principal Madison Metro bus routes, and could serve as an intercity bus terminal, replacing the soon-to-be-lost Badger Bus depot.

Yahara Station would enjoy more direct access than the airport to major local thoroughfares as well as to area freeways and the Interstate system.

And unlike the airport, Yahara Station is also a realistic destination for pedestrians and bicyclists.

## Yahara Station:

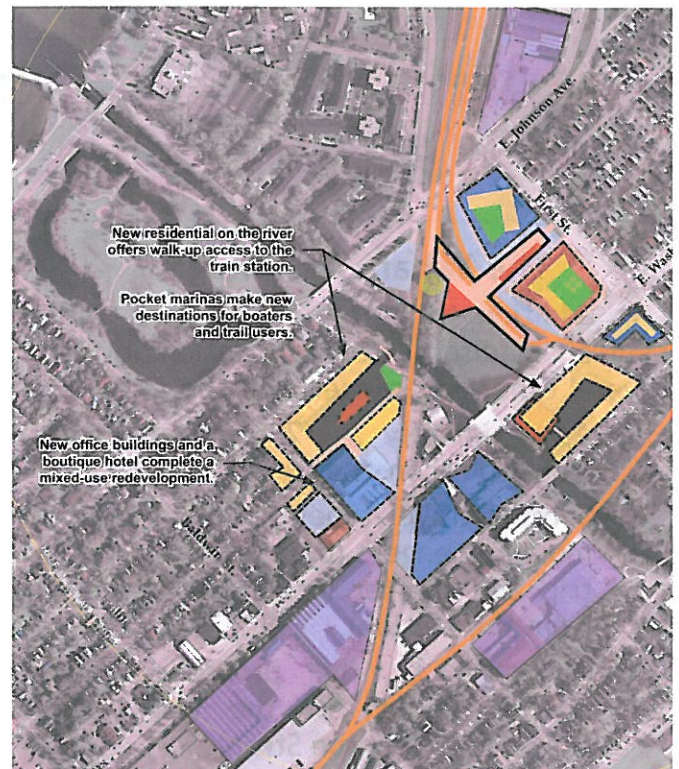
### A "gateway" to downtown Madison

Yahara Station offers station-area redevelopment opportunities not found either at the airport or downtown.

The blocks surrounding the station are likely to attract investors seeking to capitalize on convenient access to a fast intercity rail link to Milwaukee and Chicago. Site development agreements with such investors could help partially finance the station and its operations.

Yahara Station dovetails with Madison's East Capitol Gateway Corridor plan, which calls for more intensive development and increased density in this area. The station and adjacent development, with its shops, restaurants, offices, residences and park space, could be the catalyst for creating a significant new place on the isthmus: "Downtown East."

In short, even if we can't bring the train downtown, Yahara Station may make it possible to extend downtown eastward to meet the train.



### Campaign for Yahara Station

in association with the Dane Alliance for Rational Transportation (DART)

[www.rationaltransportation.org/yesyahara](http://www.rationaltransportation.org/yesyahara)

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Dane Alliance for Rational Transportation