PUEBLO STATION AREA PLAN
Pueblo, CO
SOUTHWEST CHIEF / FRONT RANGE
PASSENGER RAIL COMMISSION PRESENTATION
04.24.20
AGENDA

• Project Overview
• Planning Process
• Engagement
• 5 Station Areas
• Next Steps + Questions
The Pueblo Station Area Plan is being proposed to determine the (1) station location, (2) trackage improvements, and (3) station area elements that will be necessary to accommodate the reinstatement of passenger rail service into Pueblo.
Conduct an **analysis of identified locations** for the Pueblo passenger rail station at Pueblo Depot as identified by the Southwest Chief Commission.

Evaluate preliminary **railroad operational analysis** for the through-car Southwest Chief service as it relates to trackage improvements.

Evaluate land ownership, zoning and other **station area opportunities and issues**.

Evaluate potential **future service and operational characteristics** for Front Range Passenger service.

Identify **facility amenities and other requirements** related to Amtrak passenger station design.

Present a list of **recommendations and steps necessary to achieve Amtrak service** implementation in Pueblo that does not preclude future Front Range Passenger rail service connecting all of Colorado’s Front Range from Trinidad to Fort Collins.
PLANNING PROCESS

• Kick-Off Meetings
• Stakeholder Workshop / Public meeting #1
  • Introduction to the project, Preliminary Sites (3), Site Preferences + Additional Sites, and Public Survey

• Intermediate Meeting(s)
  • 1A Project Team Meeting(s) and PACOG, Board of Commissioners, CDOT, Southwest Chief-Front Range Passenger Rail Commission, and other meetings as needed

• Public meeting #2
  • Preferred Sites & Evaluation, Draft Recommendations, and Public Survey

• Stakeholder Meetings / Final Meetings
  • 1A Project Team Meeting(s) and PACOG, Board of Commissioners, CDOT, Southwest Chief-Front Range Passenger Rail Commission, and other meetings as needed
PLANNING SCHEDULE

- Project Management
- Site Visits
- Site Selection Kick-Off
- Meetings*

1A Meeting (11.20.19)

3 SITES

Public Meeting #1 (JAN 28, 2020)

- Stakeholder Meetings
- Technical Memoranda
- Preliminary Site Selection
- Potential Sites
- Meetings*

5 SITES

Preferred Site Selection
- Technical Memoranda
- Conceptual Design(s)
- Coordination Meeting(s)
- Meetings*

1A Meetings (MAR-MAY 2020)

2 SITES

Public Meeting #2 (MAY+ 2020)

- Stakeholder Meetings
- Site Plan(s)
- Technical Memoranda
- Draft/Final Document(s)
- Coordination Meeting(s)
- Meetings*

*PACOG TAC, County Commissioners, and Other Presentations, as Needed
MEETING > ACTIVITIES

• Support station area evaluation by helping to prioritize the identified evaluation criteria.

• Provide input on the three preliminary areas under consideration for the station.

• Help us identify other additional areas that should be considered for the station location.
EVALUATION FRAMEWORK

COMMUNITY

RAILROAD

STATION AREA

ECON/ENVIR
EVALUATION FRAMEWORK

• Community Criteria: Implements comp. plan, long-range plan, and transportation projects – 60%

• Railroad Criteria: Ensure future compatibility with Front Range Passenger Rail and other bus/transit – 74%

• Station Area Criteria: Mixed results and no clear priority.

• Economic/Environmental Criteria: Foster development, redevelopment, and adaptive reuse opportunities – 50%
3 STATION AREAS

1. The Union Avenue District Area
2. The Midtown Area
3. The C Street Area
## Preliminary Areas

<table>
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<tr>
<th>Area</th>
<th>Very Unfavorable</th>
<th>Unfavorable</th>
<th>Neutral</th>
<th>Favorable</th>
<th>Very Favorable</th>
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<tr>
<td>Union Avenue District Area (110 Votes)</td>
<td>2 (2%)</td>
<td>6 (5%)</td>
<td>16 (15%)</td>
<td>22 (20%)</td>
<td>64 (58%)</td>
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<tr>
<td>Midtown Area (98 Votes)</td>
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<td>17 (17%)</td>
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<td>C/D Street Area (101 Votes)</td>
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<td>20 (20%)</td>
<td>21 (21%)</td>
<td>34 (34%)</td>
<td>25 (25%)</td>
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</table>
5 STATION AREAS > WHAT HAS BEEN DONE?

- Identified **5 station areas** based on community and client input
- Conducted brief **site visits and site photography**
- Developed **concept plans** for review by project team
- Conducted multiple **stakeholder work-sessions**
- Initiated **evaluation of sites** based on criteria / priorities
5 STATION AREAS

1. The Union Avenue District Station Area
2. The Municipal Complex Station Area
3. The Recreation Complex Station Area
4. The Grove Neighborhood Station Area
5. The North Riverwalk Station Area
Ranking the 5 areas against each other to determine which will score highest on the evaluation criteria.

**Community Criteria**
- Generates public and community support
- Achieves community needs, goals, and desires
- Fosters the local community’s brand and identity
- Aligns with area plans / land use / zoning / current projects
- Implements long-range plans and transportation projects

**Railroad Criteria**
- Accommodates operational and service needs for Amtrak
- Ensures future compatibility with Front Range Passenger Rail
- Improves passenger rail riders access to service and amenities
- Addresses constraints relative to platform sizes and trackage
- Reduces capital cost for the station and supportive infrastructure

**Station Area Criteria**
- Builds on the historic identity of the City and immediate area
- Enhances character and quality of place through urban design
- Links to existing commercial and residential assets in the area
- Strengthens the public space and street network in the area
- Increases parking availability and access in the area
- Maximizes vehicular access to the station from surrounding areas
- Increases mobility and connectivity for bicycles and pedestrians
- Encourages connection to other modes of transportation

**Economic / Environmental Criteria**
- Supports feasible station development through size and ownership
- Fosters development and adaptive reuse opportunities
- Supports existing local businesses and business organizations
- Increases economic activity tax and property tax revenues
- Simplifies the environmental review process
- Reduces impacts on the natural and built environment
- Empowers minority and low-middle income populations
- Improve environmental sustainability considerations

<table>
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<tr>
<th></th>
<th>Union Depot District Station</th>
<th>Municipal Center Station</th>
<th>Recreation Complex Station</th>
<th>Grove Neighborhood Station</th>
<th>North Riverwalk Station</th>
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0 = Least Effective
1 = Limited Effectiveness
2 = Average Effectiveness
3 = Above Average Effectiveness
4 = Maximum Effective
The Union Avenue District Station area is generally located along south side of West B Street from the southern extension of Lamkin Street on the north to South Main Street on the south.

The area includes the existing Pueblo Union Depot and small commercial building extension to the vacant lot on the north and vacant lot and buildings on the south, as well as the Pueblo Railway Museum and Pueblo Heritage Museum.
AREA 1: CONCEPT
UNION AVENUE DISTRICT STATION
AREA 1: TAKEAWAYS
UNION AVENUE DISTRICT STATION

✓ Advantage of site is this was the previous spot that accommodated passenger rail service so many features of the area are well suited to address the design needs of reinstatement of a passenger rail station.

✓ Disadvantage of the site is that the new siding track would need a split profile from the adjacent mainline freight track to attain the minimum required vertical clearances under the Union Ave and Main Street Roadway overpasses. This introduces complexity to the design.

✓ Site can accommodate the shorter through car service from Amtrak (La Junta – Pueblo – Colorado Spring) with no reverse movements and has stakeholder support.

✓ Site can accommodate the longer SW Chief train for the reroute service from Amtrak however currently unknown how the train would turn to continue south to Trinidad. Concern from stakeholders that a loop option or reverse movements would be needed, both of which are not well supported as those options tie up adjacent freight tracks, increase run time, add operational complexity.

✓ Site accommodates northwestern approach from Front Range Passenger Rail which is the likely direction of approach from that service.

✓ Site does not provide flexibility with current layout for an eastern approach from FRPR without reverse movements during operations.

✓ Freight providers generally support this site due to the ease of access it should provide to their mainline tracks in an area that could accommodate new connection points. Both have expressed a concern over the Amtrak reroute option and how that path could work at this site.
AREA 2
MUNICIPAL CENTER STATION

The Municipal Center Station area is generally located along both sides of East C Street and East D Street, south of South Main Street and bounded by the existing railroad tracks.

The area includes several existing commercial buildings, multiple existing City facilities and properties such as City Purchasing and the Pueblo Municipal Courts / Police Department, and several surface parking lots and the Main Street Parking Garage.
AREA 2: CONCEPT

MUNICIPAL CENTER STATION
AREA 2: TAKEAWAYS

MUNICIPAL CENTER STATION

✓ Advantage of site is the flexibility it can provide to accommodate many design options. The flat terrain and adjacent tangent track between two critical junctions, Pueblo Junction and South Pueblo Junction, for the tracks provides for a station that falls within the overlap zone of all the anticipated service routes. The Pueblo Junction wye and South Pueblo Junction wye are the intersection points for the freight providers and connect the major north/south routes to the east/west routes.

✓ Disadvantage of the site is concern over increased rail traffic in a congested area for freight providers and proximity to the confluence of tracks going into the Pueblo Junction wye (near I-25).

✓ Site provides a through station for Amtrak accommodating both a shorter platform for the through-car option and a longer platform for the reroute option.
  • No reverse movements required for the through-car option and has stakeholder support.
  • Possible reverse movement required for the reroute option, stakeholder discussion indicate this site may provide some modifications to address reroute and seems to have potential as the site with the greatest adaptability to serve all potential options with the least amount of operational impacts.

✓ Site appears to be well supported by the passenger rail stakeholders, both have indicated a desire to modify current design and introduce a second track for independent operations.

✓ Site provides flexibility to address the above design modifications from the railroad stakeholder concerns.

✓ Mixed support from freight providers at this time, there is support for station that reduces use of freight tracks for reverse movements but concern over location and proximity to the confluence of mainline tracks in the area.
The Recreation Complex Station area is generally located east of Interstate-25 and west of Phelps Creek (which connects the Historic Arkansas Riverwalk to Runyon Lake) near Exit 98A.

The area includes an old UPRR railyard, the existing Runyon Field Sports Complex, and a vacant CDOT site, as well as the newly constructed interchange connecting directly with D Street at Santa Fe Avenue.
AREA 3: CONCEPT
RECREATION COMPLEX STATION
Area 3: Takeaways

Recreation Complex Station

✓ Advantages of the site are
  • Potential removal of rail traffic from congested stretch of mainline tracks between the Pueblo Junction wye and South Pueblo Junction wye. Site was previous rail yard with flat terrain providing a large area for a two track/platform configuration on tangent track.
  • Site provides close connection to I-25 and ties into future development for extension of downtown Pueblo and HARP.

✓ Disadvantage of site is that all railroad stakeholders expressed concern over stub end configuration and a desire for a through station option that reestablishes the old Missouri Pacific spur track to the east. This modification would essentially eliminate the HARP development plans.

✓ Amtrak expressed concern over current configuration as all stops for all route options would require one or two reverse movements to make anticipated paths work.

✓ Front Range Passenger Rail felt current configuration is less than ideal and there were better options proposed that could better accommodate their anticipated service plan.

✓ Additional concern for both passenger service providers is the amount of coordination required for access to the site, both mainline freight tracks would be utilized along with access to the UPRR Walker yard, increasing operation complexity of making this stop work.

✓ Freight stakeholders support a through station configuration but do not appear to support the stub end configuration.
The Grove Neighborhood Station area is generally located west of State Route 50 / Santa Fe Avenue and south of the existing railroad tracks in south Downtown Pueblo.

The area includes the old water plant (near the Kadoya Gallery and other smaller galleries), the existing Grove Neighborhood, and several underutilized rail storage and service properties in UPRR’s Walker Yard.
AREA 4: CONCEPT

GROVE NEIGHBORHOOD STATION
AREA 4: TAKEAWAYS
GROVE NEIGHBORHOOD STATION

✓ Advantages of the site are proximity to I-25, Riverwalk and Downtown Pueblo.
✓ Disadvantage of site is the required length of tangent track for the Amtrak reroute option does not permit a through station configuration and connection to the UPRR Walsenburg subdivision, southern track in the South Pueblo Junction wye.
✓ Concerns from all railroad stakeholders over stub end configuration as it appears to tie up adjacent freight tracks in the congested stretch of track near the confluence of tracks at the Pueblo Junction wye.
✓ Additional concern for both passenger rail providers is the amount of coordination required for access to the site, both mainline freight tracks would be utilized along with access to the UPRR Walker yard, increasing operation complexity of making this stop work.
✓ Amtrak expressed concern over current configuration as all stops for all route options would require a reverse movement.
✓ Site does not easily accommodate Front Range Passenger Rail and general feeling was that the site was less than ideal and there were other options proposed that could better address their anticipated service plan. Main concerns for the site were:
  • Two track (preferred) configuration is only achievable with the Amtrak through-car service. Reroute option would force a single shared track and eliminate independent service operations for the passenger rail providers.
  • Reverse movement during operation would be required for their service if a northwestern approach was selected.
✓ Mixed feedback from freight providers for site. Providers that have less trackage impacted by the site appear to favor it.
The North Riverwalk Station area is generally located in the area just to the west of Elizabeth Street between 1st Street and 3rd Street and north of the north of the power plant reservoir.

The area includes several existing industrial buildings and a large vacant building fronting onto Elizabeth with direct connections to the Riverwalk.
AREA 5: CONCEPT
NORTH RIVERWALK STATION
AREA 5
NORTH RIVERWALK STATION

✓ Advantages of the site are
  • Proximity to Downtown Pueblo and current Riverwalk corridor.
  • Adjacent wye tracks that could address required turning movements of the trains without occupying adjacent freight mainline tracks

✓ Disadvantages of the site are
  • Lack of tangent track required for ALL passenger service options
  • Infringement of station tracks with current BNSF switching operations

✓ Site does not accommodate the longer platform configuration needed for the Amtrak SW Chief reroute service, and as such does not support the SW Chief Commission’s objectives. Amtrak has stated that they are only able to support sites that support the commission’s efforts.

✓ All railroad stakeholders expressed concern over the stub end configuration and the required reverse movements for the various service routes.

✓ Front Range Passenger Rail felt there were challenges at this site that were not found at other sites including: curved platforms, shared trackage with freight and operational complexities making this site less than ideal in addressing anticipated service plans.

✓ BNSF expressed this site was not a viable option due to the major operational issues and impacts to the switching lead track. It is undesirable for this lead track to have shared trackage with passenger rail service and removing this track was not possible.

✓ Mixed feedback from freight providers for site. Providers that have less trackage impacted by the site appear to favor it.
### COMPARISON OF 5 AREAS

<table>
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<tr>
<th>Area</th>
<th>Community Criteria</th>
<th>Railroad Criteria</th>
<th>Station Area Criteria</th>
<th>Economic / Environmental Criteria</th>
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- **Community Criteria**
  - Generates public and community support
  - Achieves community needs, goals, and desires
  - Fosters the local community’s brand and identity
  - Aligns with area plans / land use / zoning / current projects
  - Implements long-range plans and transportation projects

- **Railroad Criteria**
  - Accommodates operational and service needs for Amtrak
  - Ensures future compatibility with Front Range Passenger Rail
  - Improves passenger rail rider access to service and amenities
  - Addresses constraints relative to platform sizes and trackage
  - Reduces capital cost for the station and supportive infrastructure

- **Station Area Criteria**
  - Builds on the historic identity of the City and immediate area
  - Enhances character and quality of place through urban design
  - Links to existing commercial and residential assets in the area
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  - Increases parking availability and access in the area
  - Maximizes vehicular access to the station from surrounding areas
  - Increases mobility and connectivity for bicycles and pedestrians
  - Encourages connection to other modes of transportation

- **Economic / Environmental Criteria**
  - Supports feasible station development through size and ownership
  - Fosters development and adaptive reuse opportunities
  - Supports existing local businesses and business organizations
  - Increases economic activity tax and property tax revenues
  - Simplifies the environmental review process
  - Reduces impacts on the natural and built environment
  - Empowers minority and low-income populations
  - Improve environmental sustainability considerations

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## OVERALL + WEIGHTED CRITERIA COMPARISON

<table>
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<tr>
<th>Overall Criteria</th>
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NEXT STEPS

1. Work with the 1A Project Team / PACOG to finish the evaluation and narrow down to the 2 final areas for detailed site planning.

2. Continue coordination with the various stakeholders during refinement of the areas, and reach out to new key stakeholders.

3. Work with Pueblo County to get the second public meeting planned for May, either virtually or in-person (TBD).

4. Conduct several presentations and updates to various commissions and boards, as needed for the remainder of the project.

5. Develop a station / station area design guide for review and discussion with key stakeholders to inform final concept plan.

QUESTIONS?

THANK YOU!

Please email me if you have any questions:
bryan.robinson@wsp.com