



PUEBLO STATION AREA PLAN

Pueblo, CO

**SOUTHWEST CHIEF / FRONT RANGE
PASSENGER RAIL COMMISSION PRESENTATION**

04.24.20



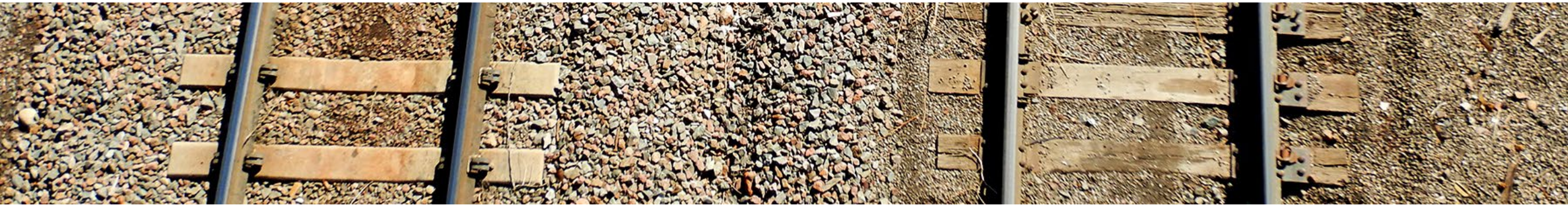
AGENDA

- **Project Overview**
- **Planning Process**
- **Engagement**
- **5 Station Areas**
- **Next Steps + Questions**



PROJECT > PURPOSE

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.



PROJECT > OBJECTIVES

- ✓ 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.

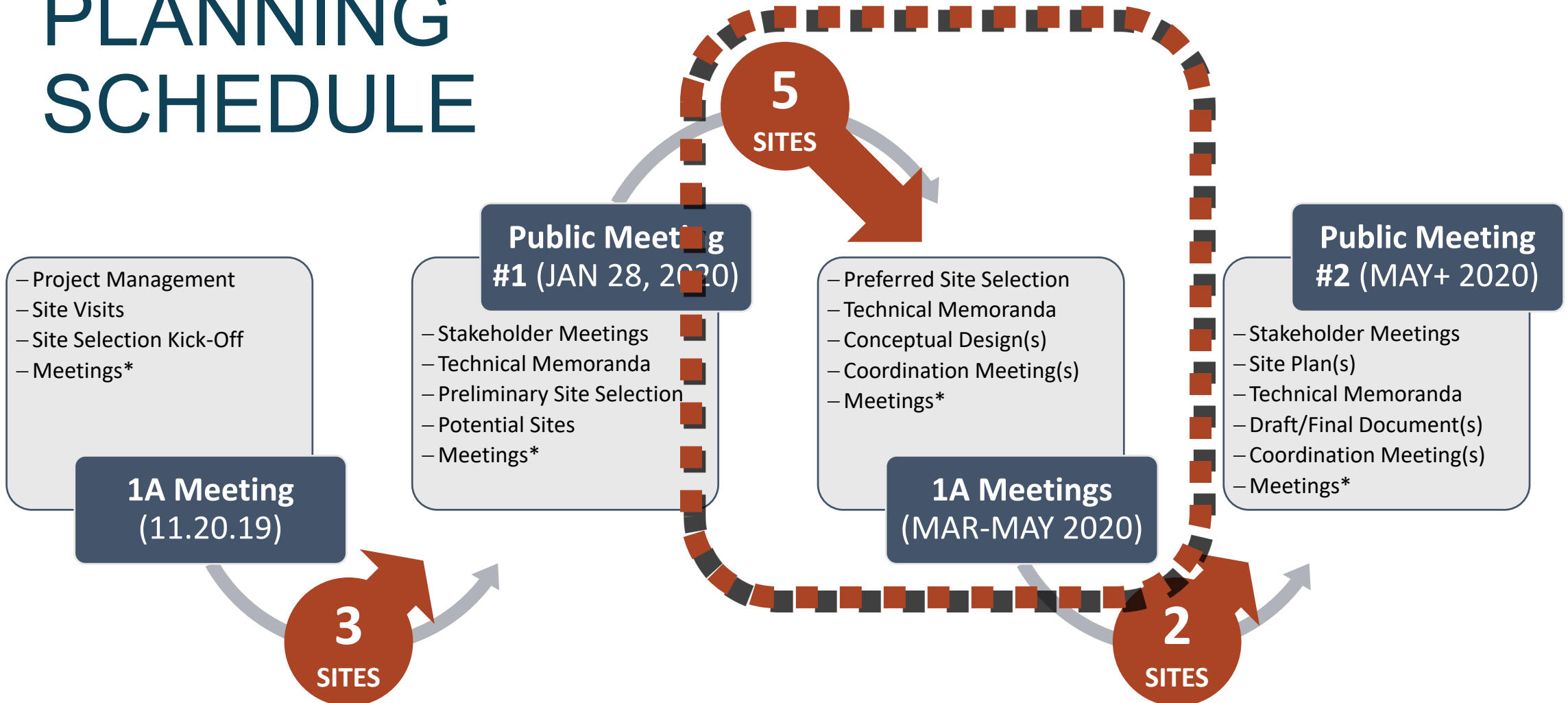


PLANNING PROCESS

- 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



*PACOG TAC, County Commissioners, and Other Presentations, as Needed



**PUBLIC
MEETING
#1**



MEETING

> ACTIVITIES

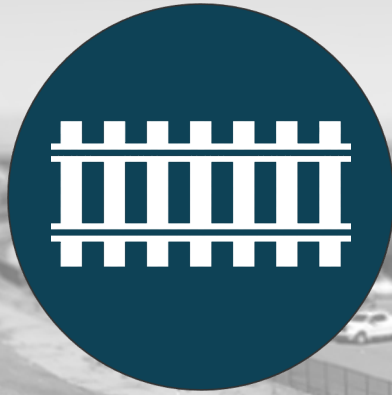
- Support station area evaluation by helping to **prioritize the identified evaluation criteria**.
- Provide **input on the three preliminary areas** under consideration for the station.
- Help us **identify other additional areas** that should be considered for the station location.



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%**

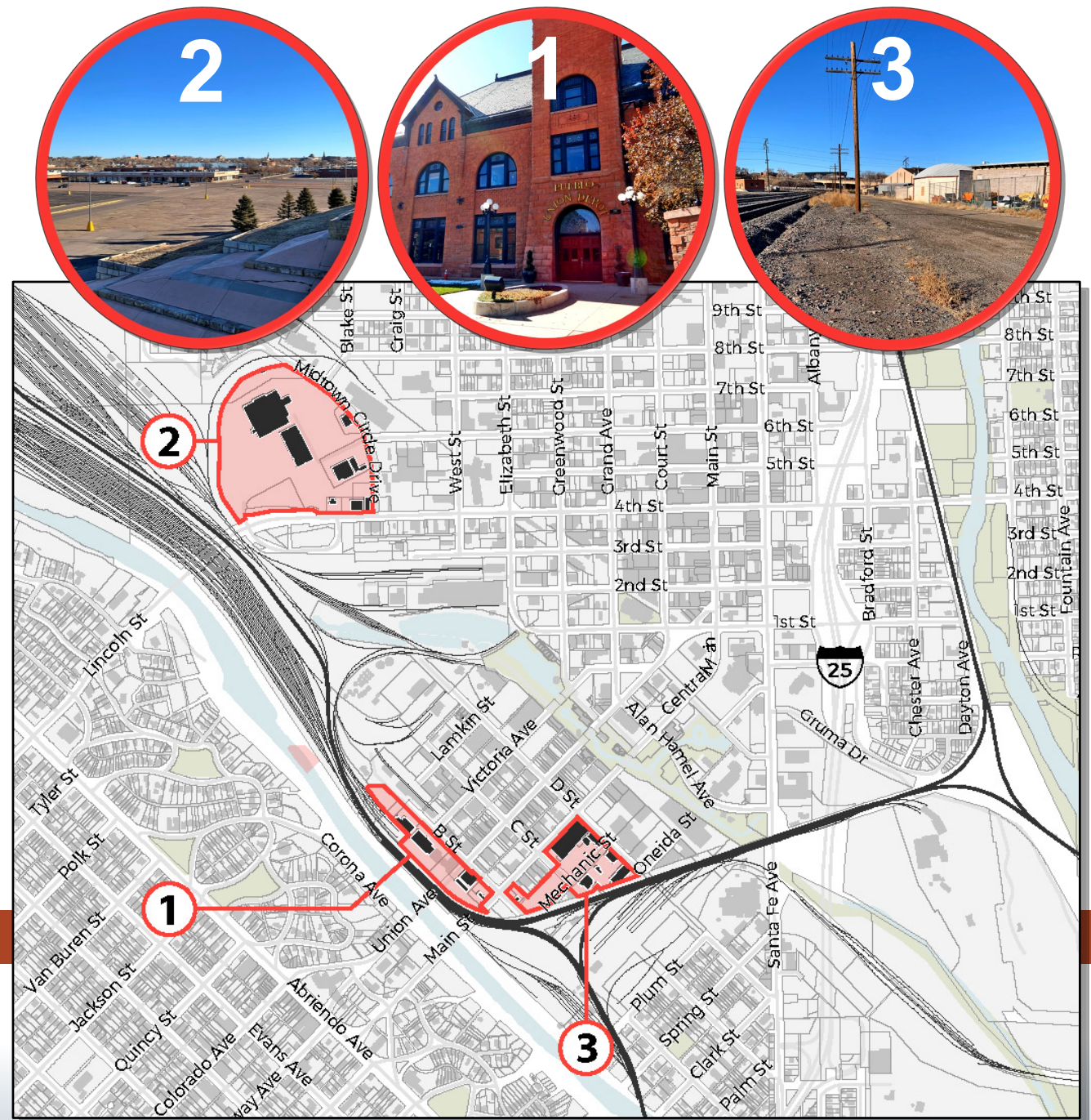
| CATEGORY | EVALUATION CRITERIA | PRIORITIZE HERE! |
|---|---|--------------------------|
| 80 COMMUNITY CRITERIA | 60% 48 23% 28 3 Generate public and community support | <input type="checkbox"/> |
| | Help achieve community needs, goals, and desires | <input type="checkbox"/> |
| | 8 Foster the local community's brand and identity | <input type="checkbox"/> |
| | Align with area plans / land use / zoning / current projects comprehensive plan, long-range plans, and transportation plans | <input type="checkbox"/> |
| 77 RAILROAD CRITERIA | 74% 57 12% 9 3 Affect passenger rail rider access to service and amenities | <input type="checkbox"/> |
| | Address major design constraints relative to trackage and platform layout/location | <input type="checkbox"/> |
| | 7 Consider operational and service needs for Amtrak | <input type="checkbox"/> |
| | Ensure compatibility with Front Range Passenger Rail service and other bus/transit operations | <input type="checkbox"/> |
| 101 STATION AREA CRITERIA | 27% 27 20% 20 1 Affect the capital cost for the station design and supportive infrastructure | <input type="checkbox"/> |
| | Build on the historic identity of the City and immediate area | <input type="checkbox"/> |
| | Establish the best character and quality of place through urban design | <input type="checkbox"/> |
| | 6 Provide linkages to existing commercial and residential assets in the area | <input type="checkbox"/> |
| | 2 Strengthen the public space and street network in the area | <input type="checkbox"/> |
| | 6 Impact parking availability and access in the area | <input type="checkbox"/> |
| 84 ECON/ENVIR CRITERIA | 75% 29 20% 20 3 Encourage walking, biking, and transit ridership to/from other modes of transit and transportation | <input type="checkbox"/> |
| | The parcel sizes and ownership support feasible station development | <input type="checkbox"/> |
| | 3 Support existing local businesses and business organizations | <input type="checkbox"/> |
| | 4 Increase economic activity tax and property tax revenues | <input type="checkbox"/> |
| | 1 Speed and complexity of the environmental review process | <input type="checkbox"/> |
| | 9 Impacts on the natural and built environment. | <input type="checkbox"/> |
| | 4 Adversely impact minority and low-moderate income populations | <input type="checkbox"/> |
| | 6 Improve environmental sustainability considerations | <input type="checkbox"/> |

EVALUATION CRITERIA



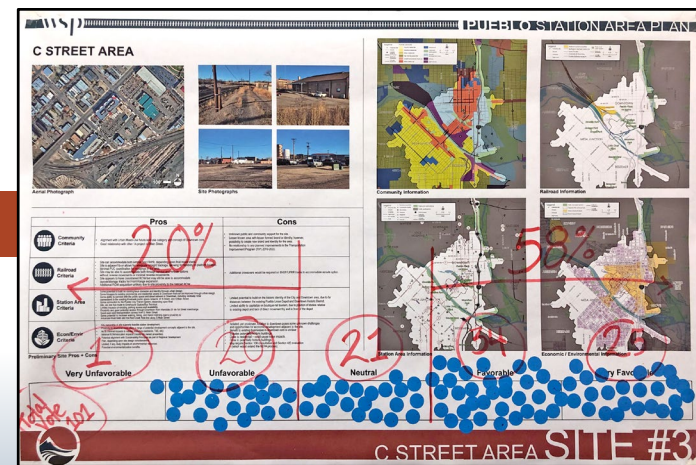
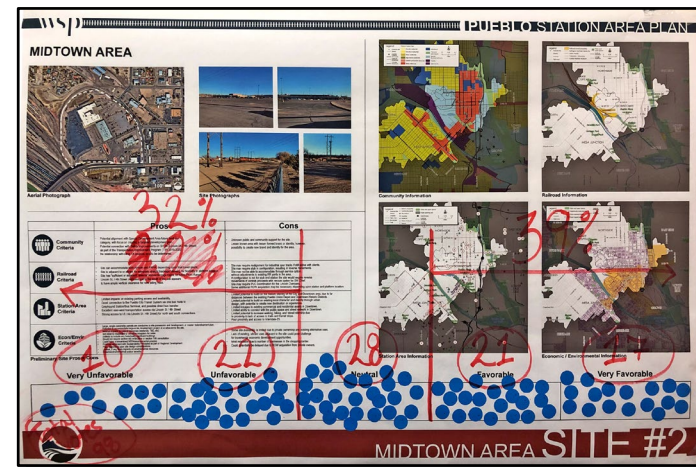
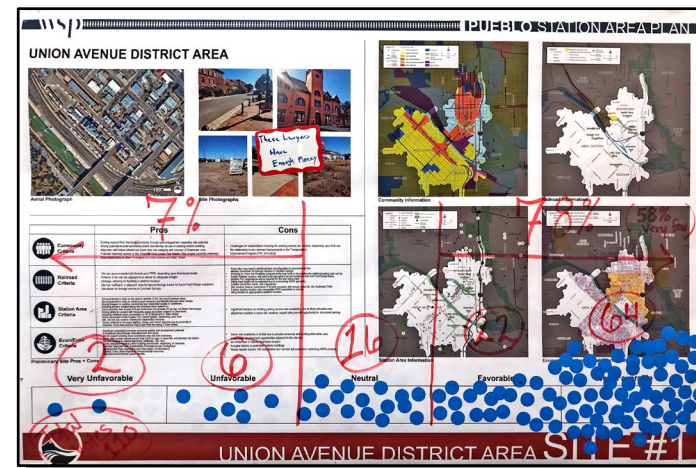
3 STATION AREAS

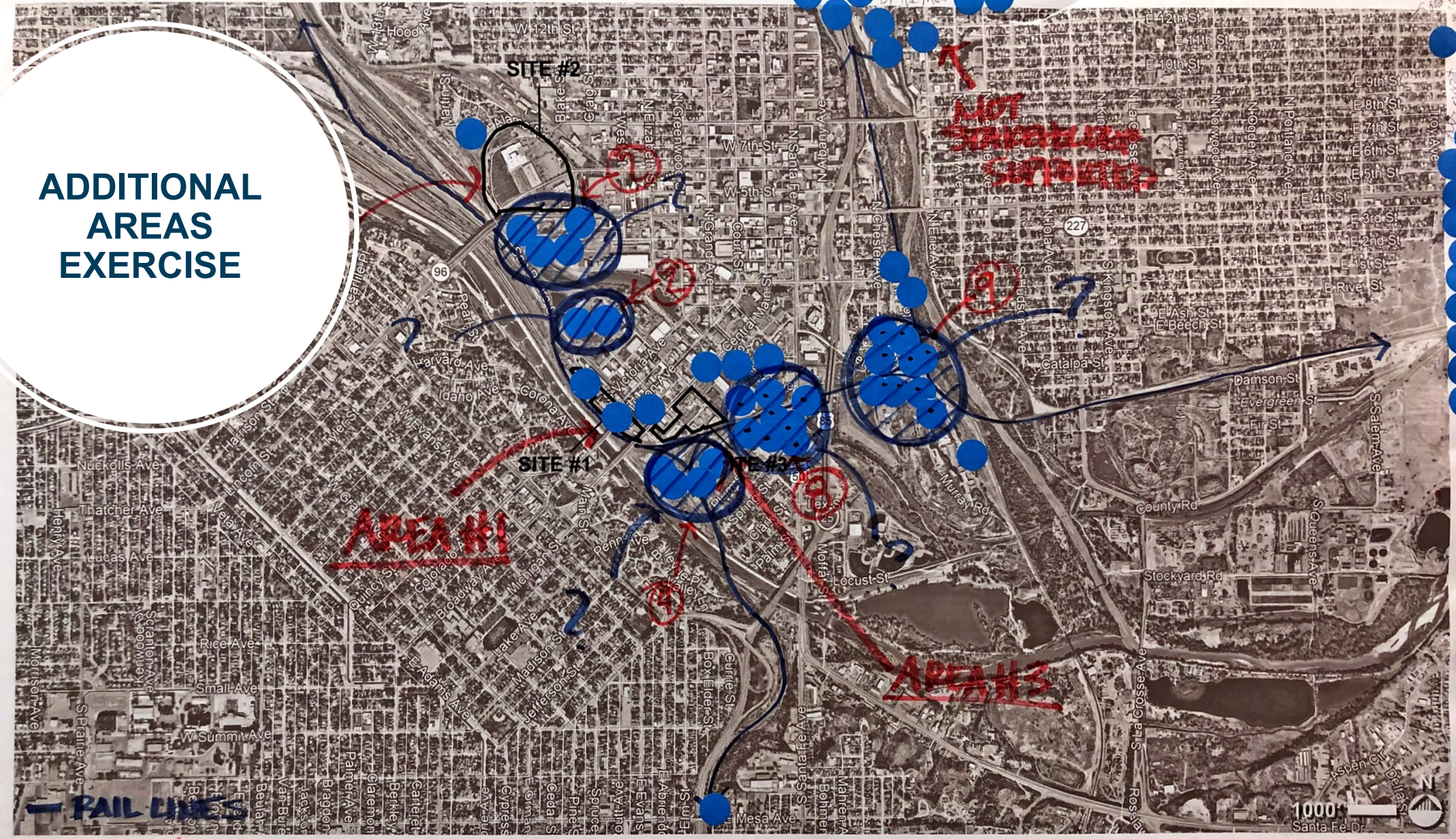
1. The **Union Avenue District Area**
2. The **Midtown Area**
3. The **C Street Area**



PRELIMINARY AREAS

| Area | Very Unfavorable | Unfavorable | Neutral | Favorable | Very Favorable |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Union Avenue District Area (110 Votes) | 2 (2%) | 6 (5%) | 16 (15%) | 22 (20%) | 64 (58%) |
| Midtown Area (98 Votes) | 10 (10%) | 22 (22%) | 28 (29%) | 21 (21%) | 17 (17%) |
| C/D Street Area (101 Votes) | 1 (1%) | 20 (20%) | 21 (21%) | 34 (34%) | 25 (25%) |





ADDITIONAL
AREAS
EXERCISE



STAKEHOLDER DISCUSSIONS



WORK
DATE

MADE SURE FOR PAUL RECORDS

2/14/17

2/14/17

LARGE TRAIL
UNIMIA
WASP

REQUIREMENTS
(CTA)

REQUIREMENTS
(CTA)

TRUCK
BUS
CONVICTION
MNUA
ACCESS-HARPIKA
- WORKING/REPAIRS
- REPAIRS
* REPAIRS/MAINT

SHUTTLE SERVICE?
TIF (FOR
PAUL)

KEN
RIVERWALK
COLLEGE

PUNNEL
LAKE
AREA
DOW?

OVER
WORKING
PAUL

WATER
TOWER
SITE

5 STATION

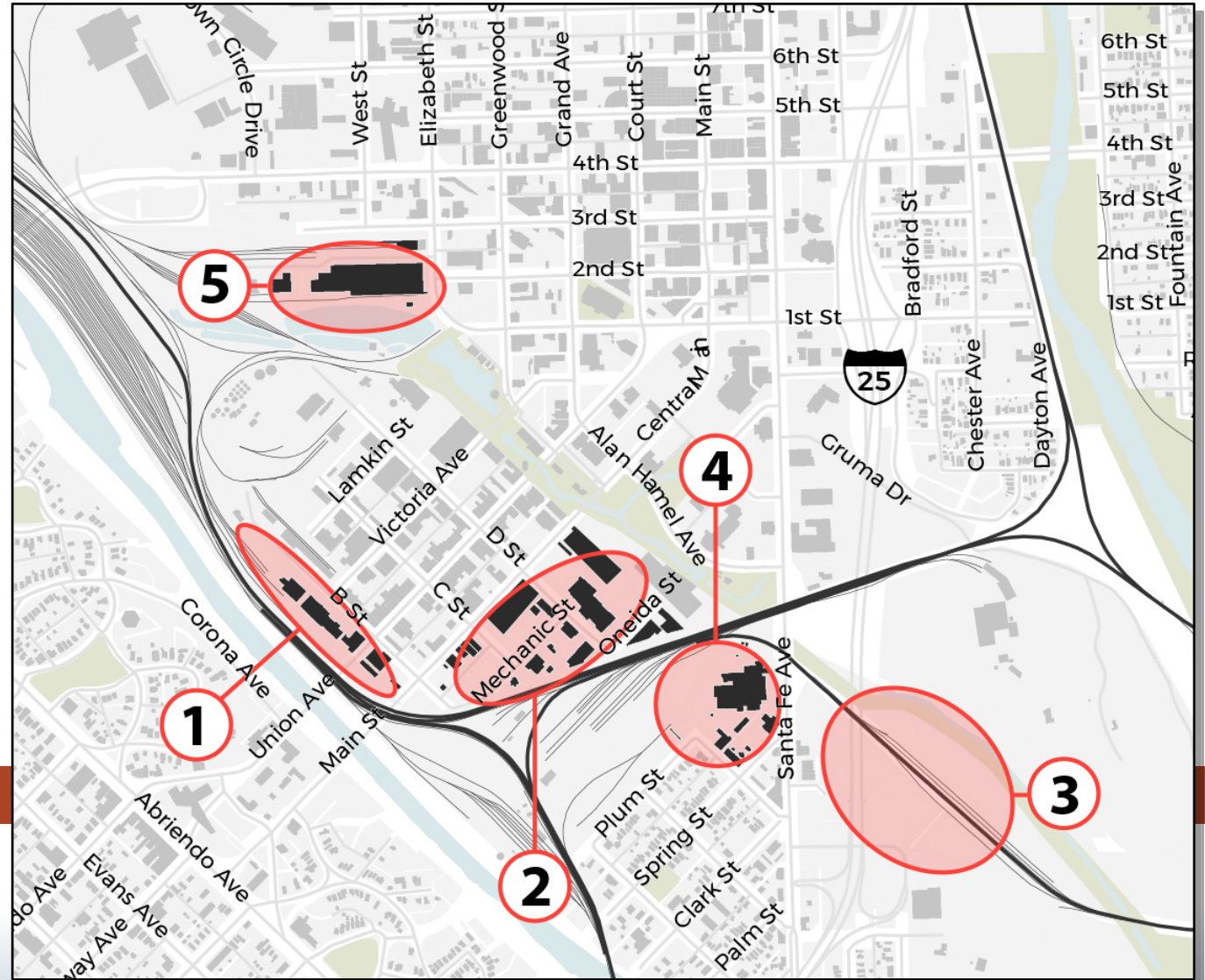
AREAS > WHAT HAS BEEN DONE?

- ✓ 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**



| Union Depot District Station | Municipal Center Station | Recreation Complex Station | Grove Neighborhood Station | North Riverwalk Station |
|------------------------------|--------------------------|----------------------------|----------------------------|-------------------------|
| Area 1 | Area 2 | Area 3 | Area 4 | Area 5 |

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

| | | | | |
|---|---|---|---|---|
| 4 | 3 | 2 | 0 | 1 |
| 4 | 3 | 2 | 0 | 1 |
| 4 | 1 | 2 | 0 | 3 |
| 3 | | | | 2 |
| 2 | 3 | 1 | | 0 |

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

| | | | | |
|---|---|---|---|---|
| 3 | 4 | 1 | 2 | 0 |
| 4 | 3 | 1 | 0 | 2 |
| 3 | 4 | 2 | 1 | 0 |
| 4 | 3 | 0 | 2 | 1 |

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

| | | | | |
|---|---|---|---|---|
| 4 | 0 | 1 | 3 | 2 |
| 3 | 4 | 0 | 2 | 2 |
| 2 | 4 | 1 | 2 | 3 |
| 2 | 4 | 0 | 3 | 1 |
| 4 | | | | 0 |
| 0 | | | | 2 |
| 4 | 2 | 3 | 0 | 1 |
| 1 | 3 | 2 | | 4 |

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-moderate income populations
- Improve environmental sustainability considerations

| | | | | |
|---|---|---|---|---|
| 3 | 4 | 2 | | |
| 1 | 3 | 0 | 2 | 1 |
| 4 | 3 | 0 | 2 | 1 |
| 1 | | | | 3 |
| 3 | | | | 0 |
| 3 | 2 | 1 | 4 | 0 |
| 0 | 1 | 3 | 4 | 2 |
| 2 | 1 | 4 | 3 | 0 |

Ranking the 5 areas against each other to determine which will score highest on the evaluation criteria.

0 = Least Effective

1 = Limited Effectiveness

2 = Average Effectiveness

3 = Above Average Effectiveness

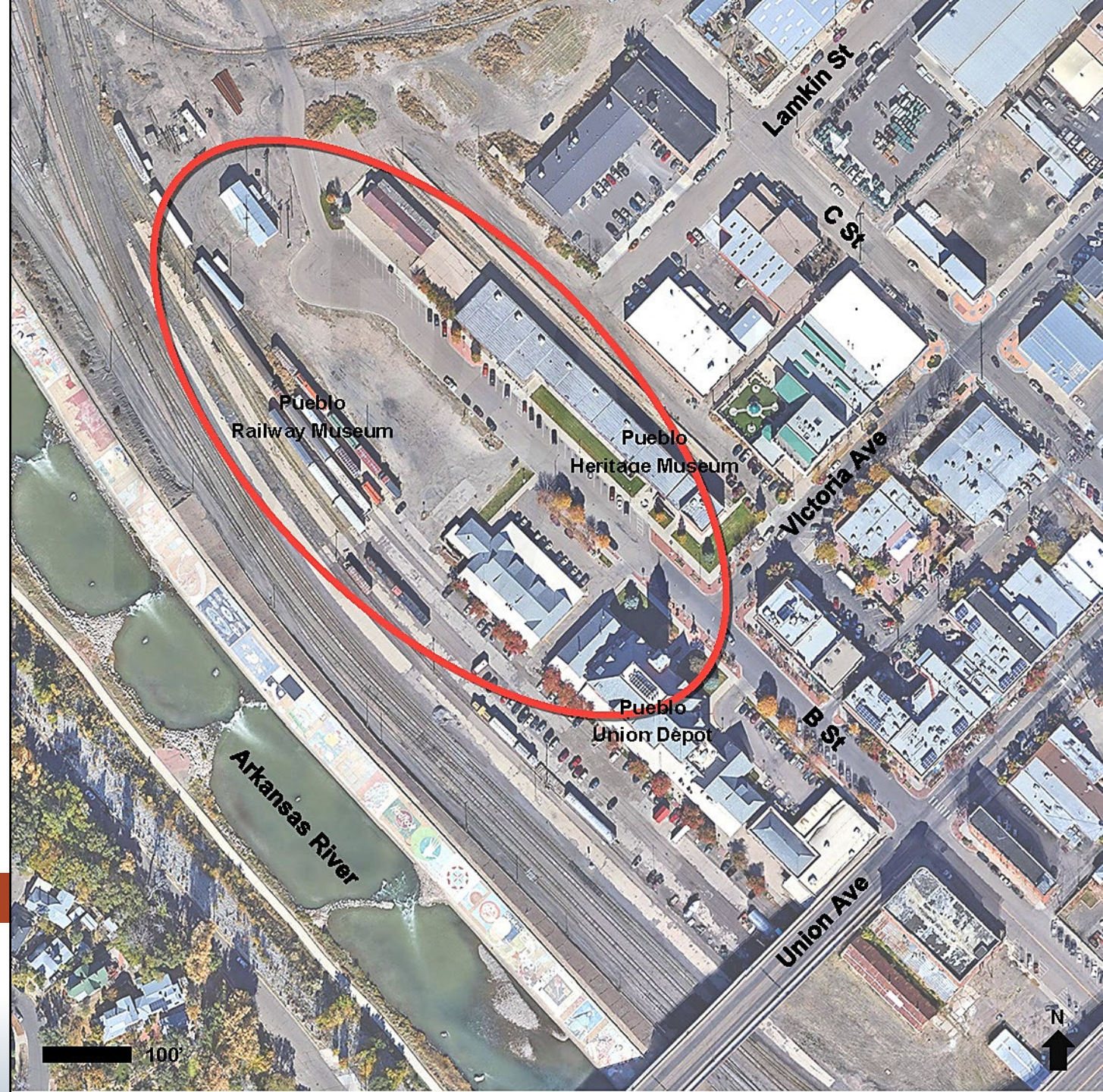
4 = Maximum Effective

AREA 1

UNION AVENUE DISTRICT STATION

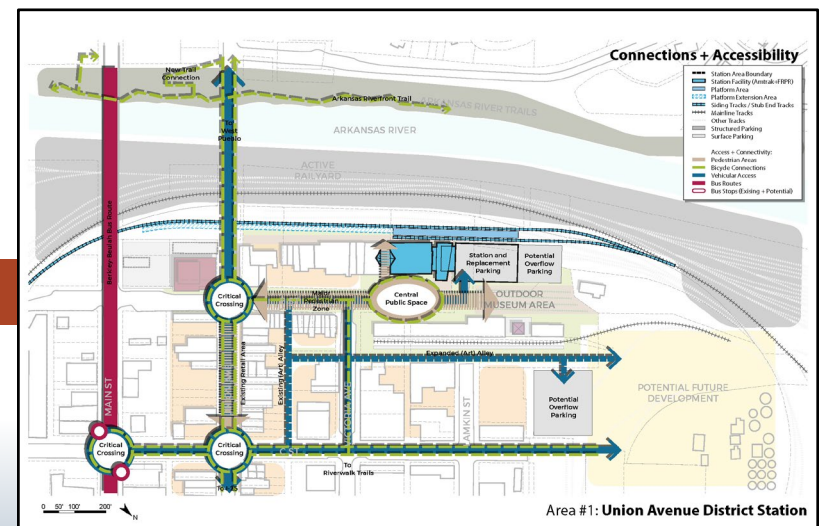
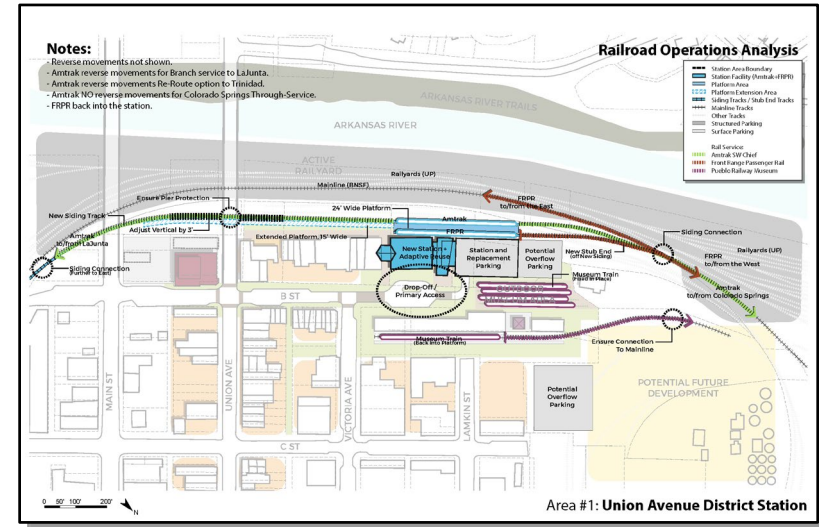
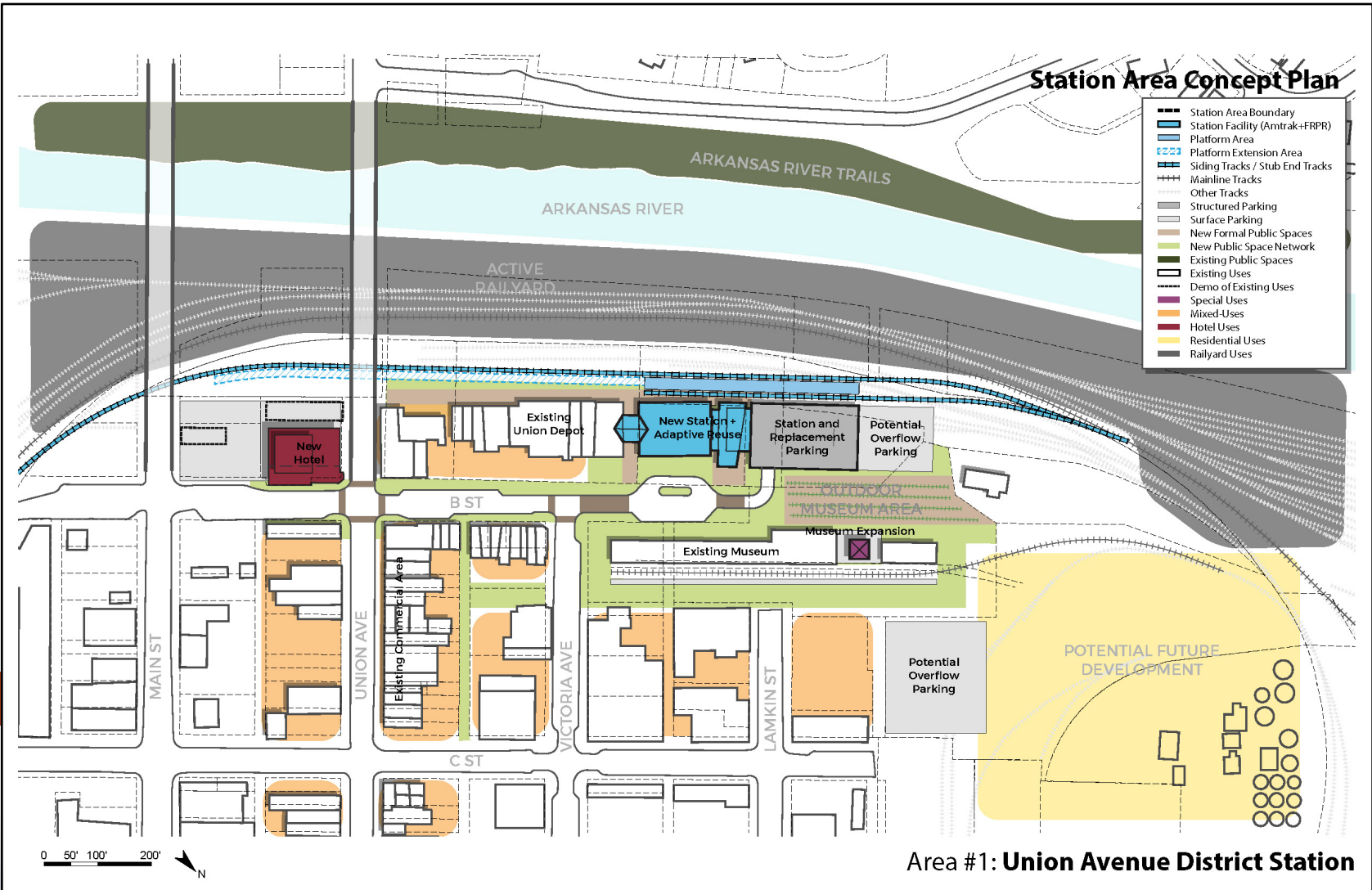
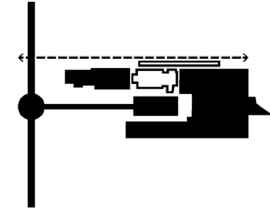
The Union Avenue District Station area is generally located along south side of West B Street from the southern extension of Lamkin Street on the north to South Main Street on the south.

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.

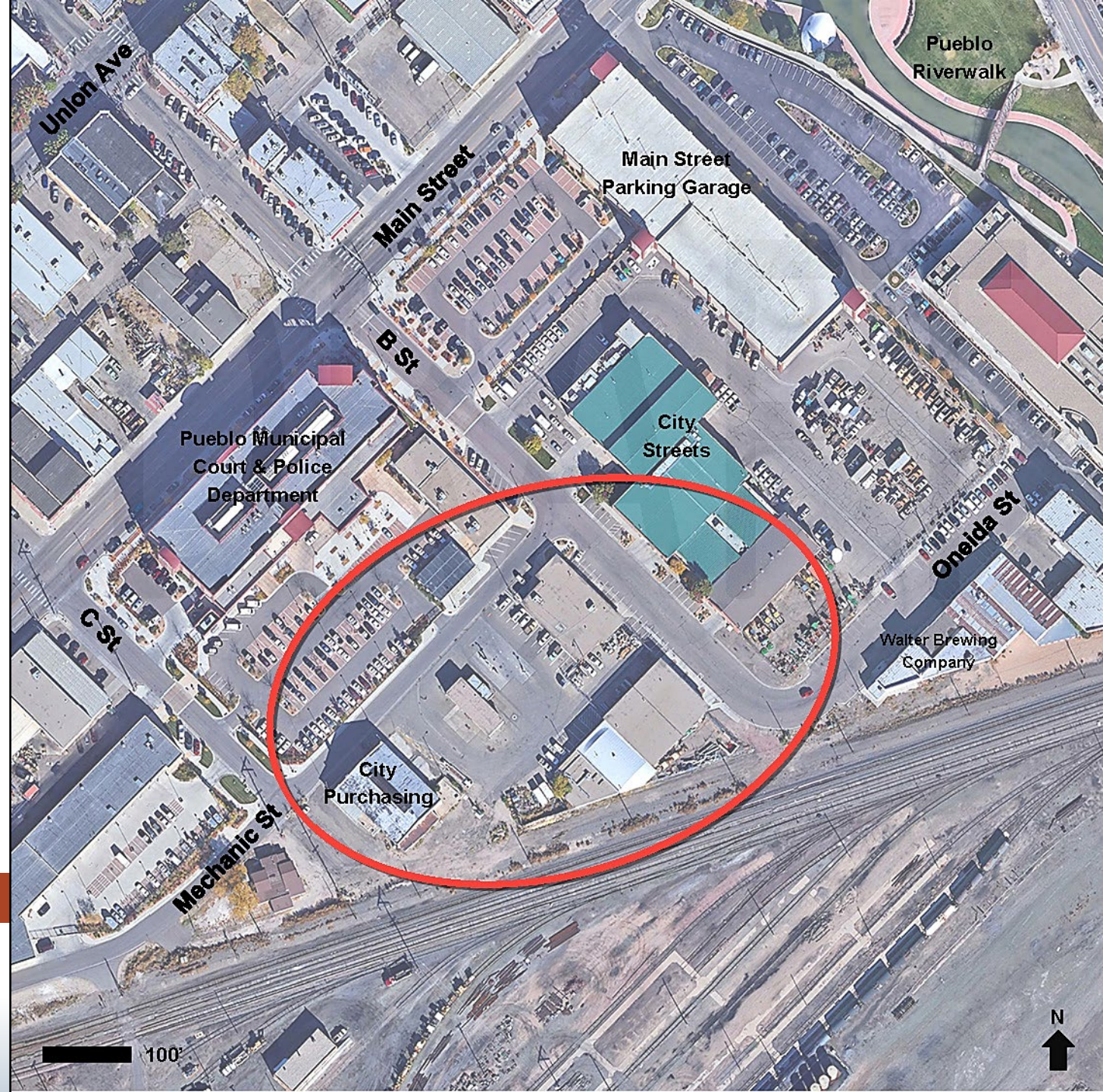


AREA 2

MUNICIPAL CENTER STATION

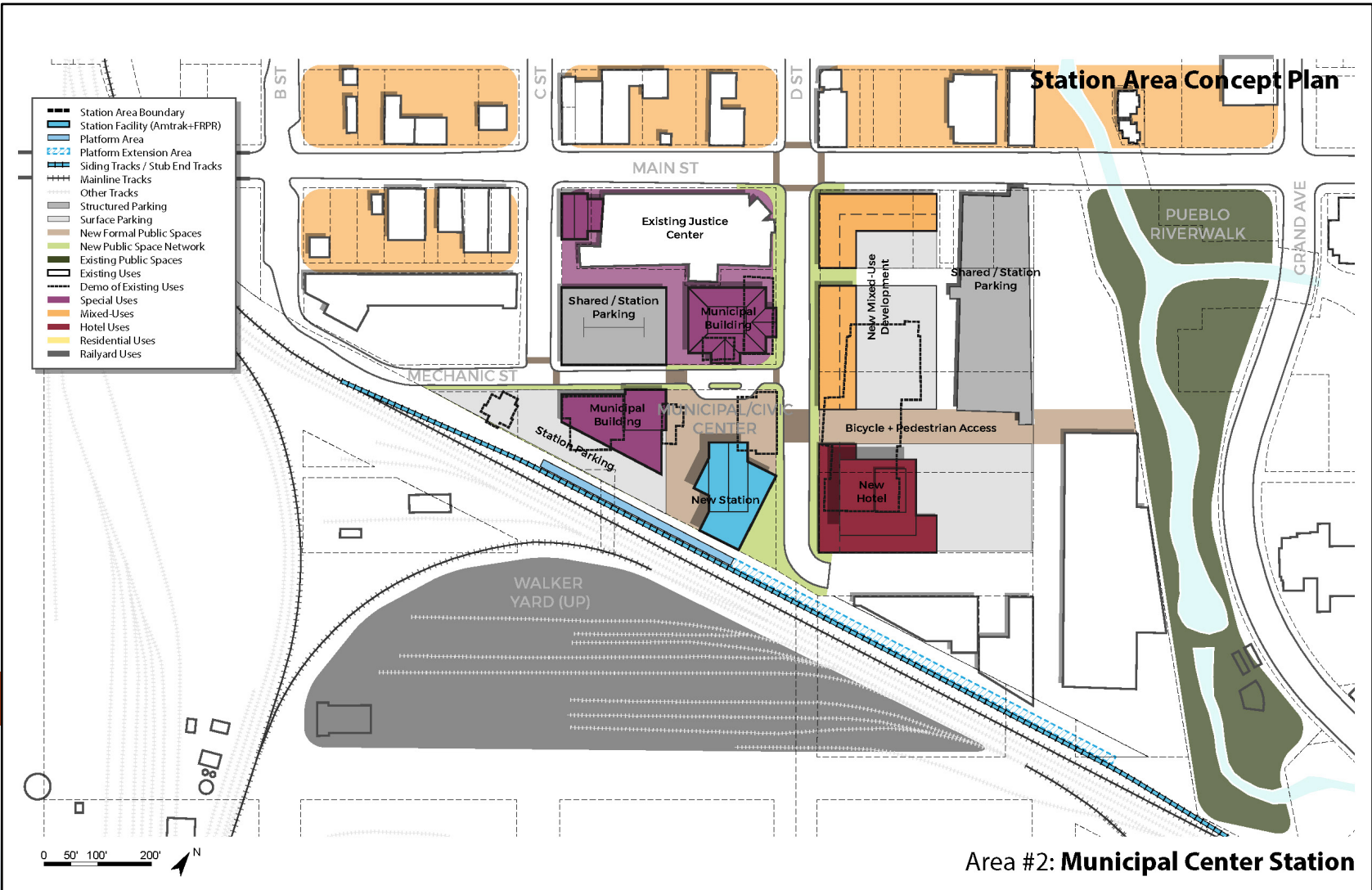
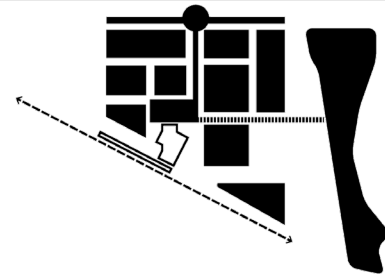
The Municipal Center Station area is generally located along both sides of East C Street and East D Street, south of South of South Main Street and bounded by the existing railroad tracks.

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.

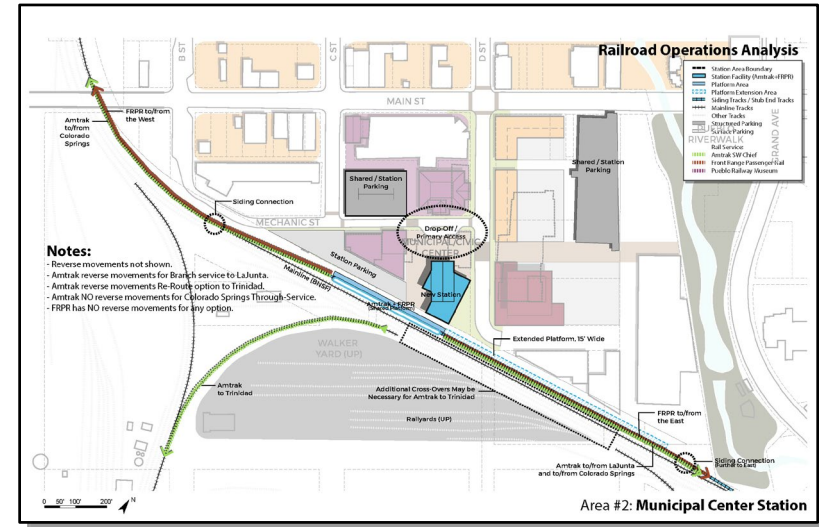


AREA 2: CONCEPT

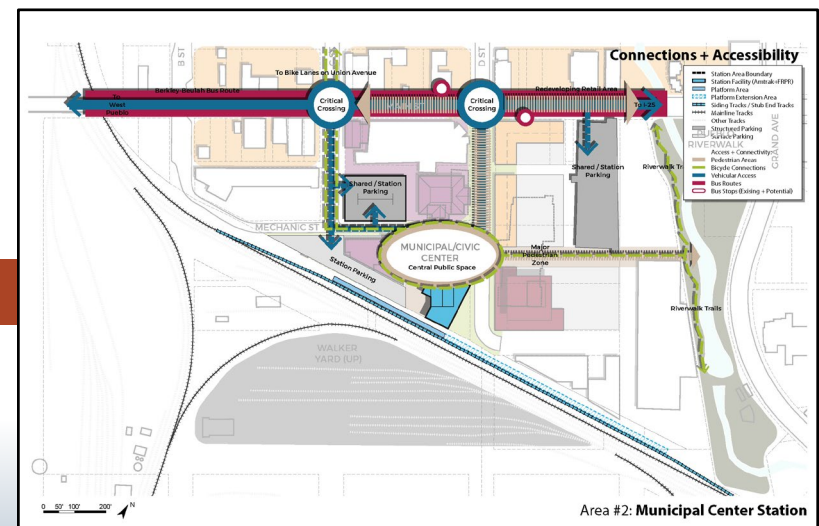
MUNICIPAL CENTER STATION



Area #2: Municipal Center Station



Area #2: Municipal Center Station



Area #2: 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 increase 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 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.



AREA 3

RECREATION COMPLEX STATION

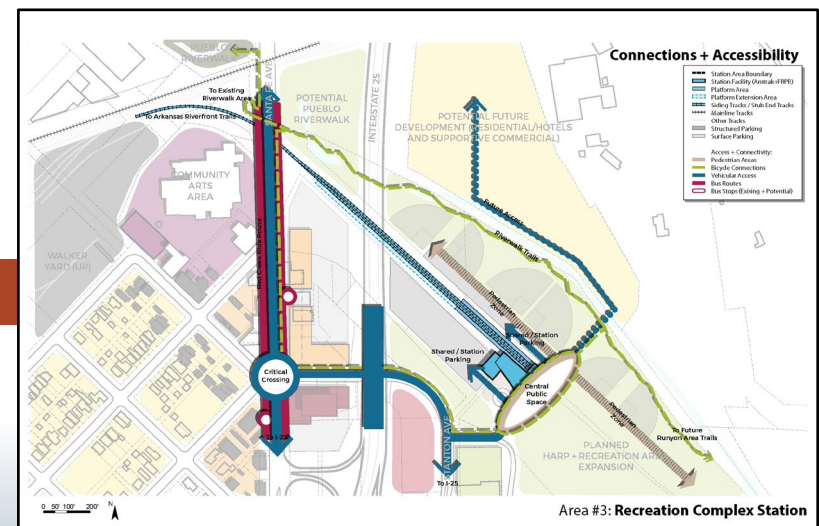
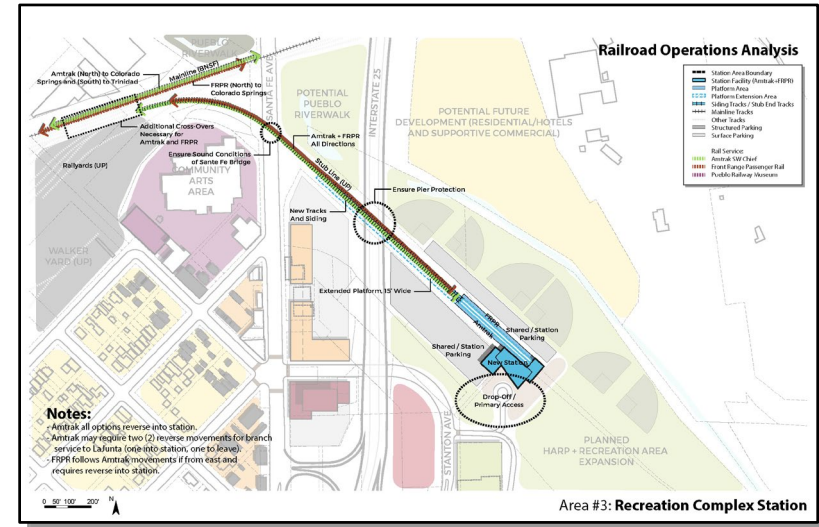
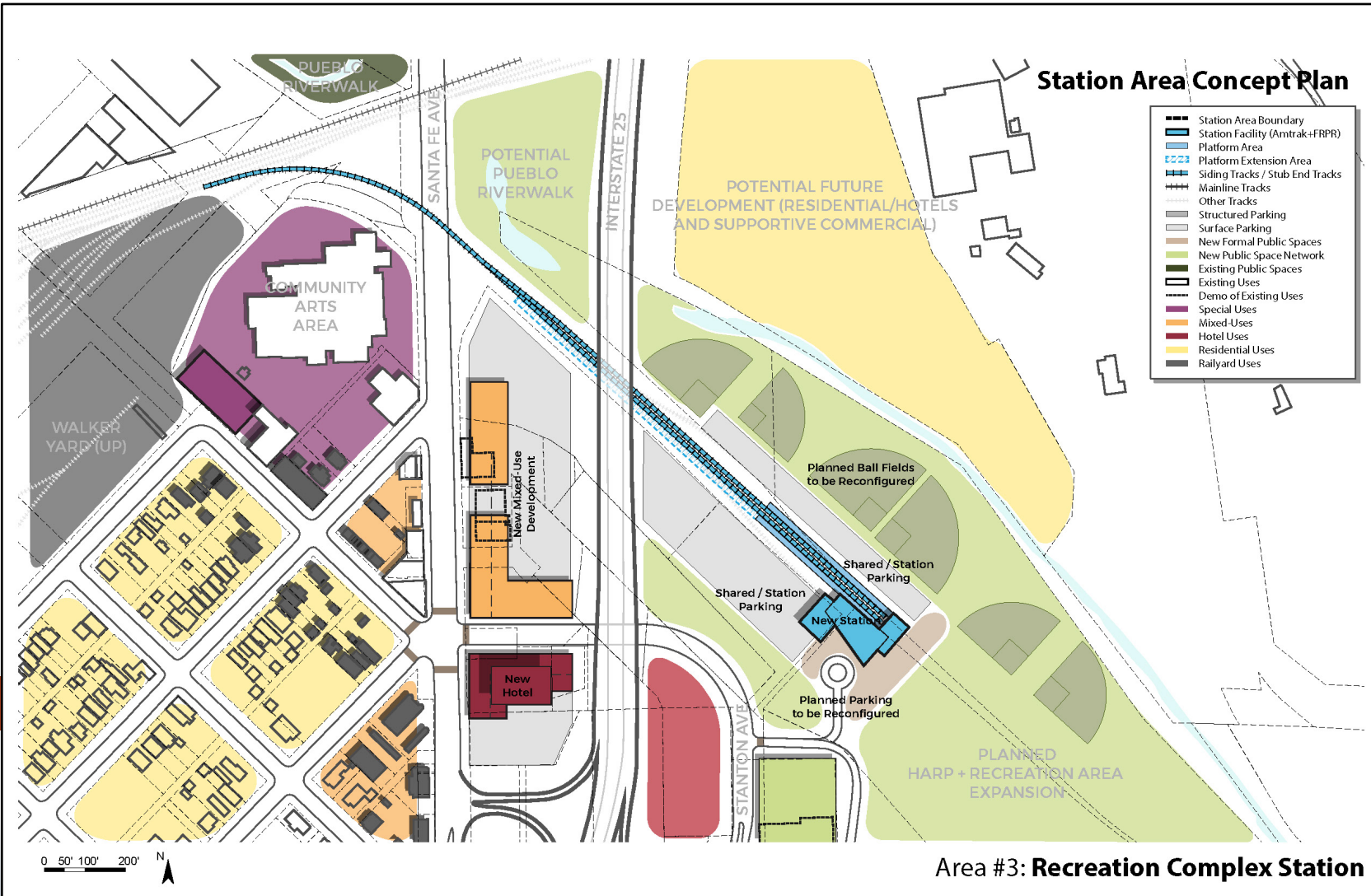
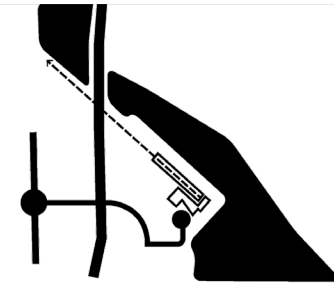
The Recreation Complex Station area is generally located east of Interstate-25 and west of Phelps Creek (which connects the Historic Arkansas Riverwalk to Runyon Lake) near Exit 98A.

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.



AREA 4

GROVE NEIGHBORHOOD STATION

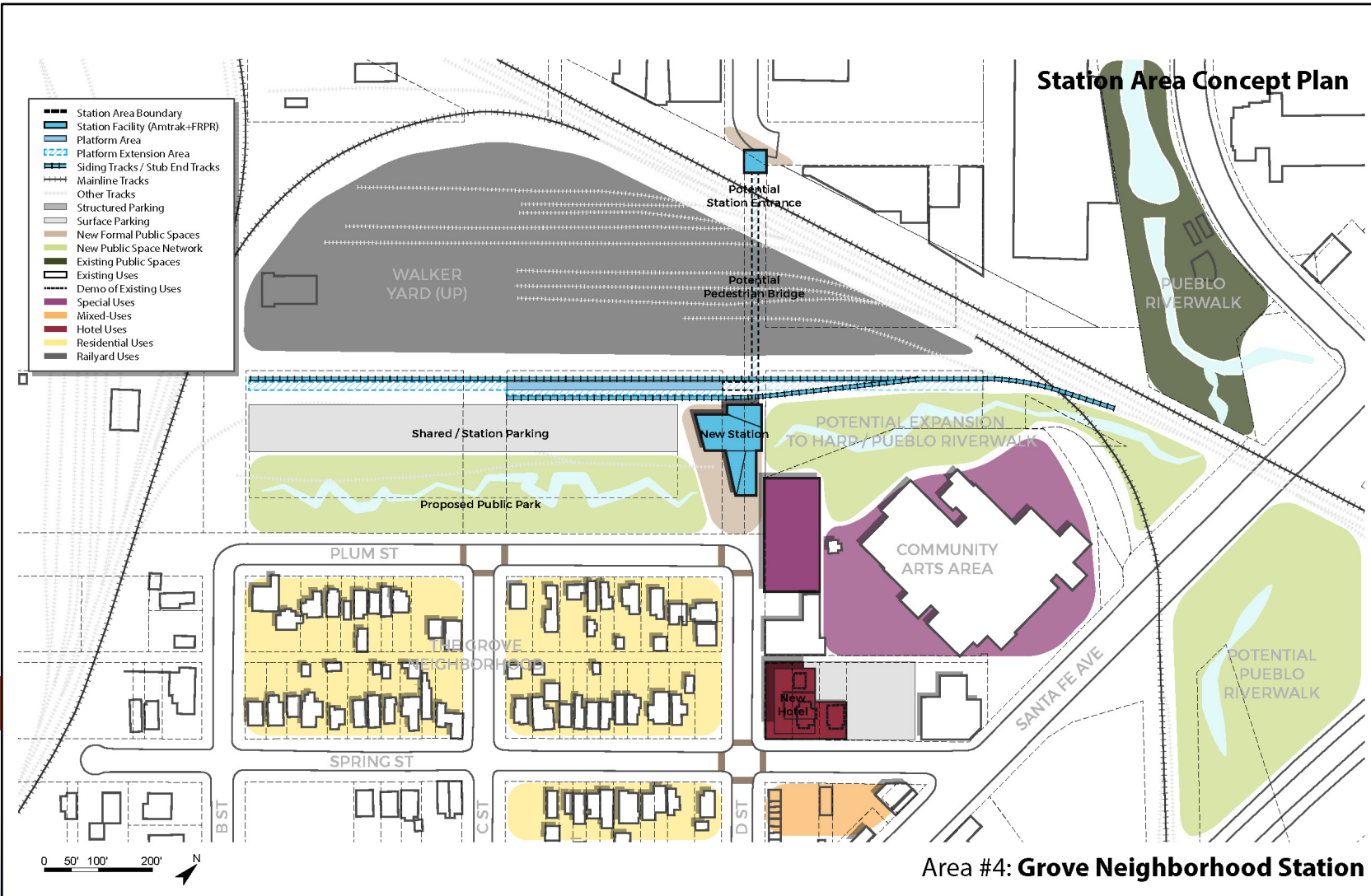
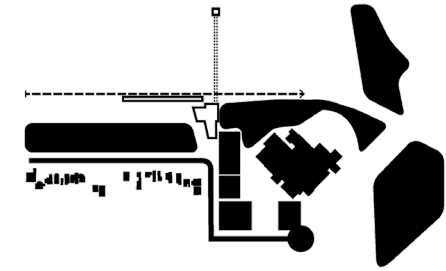
The Grove Neighborhood Station area is generally located west of State Route 50 / Santa Fe Avenue and south of the existing railroad tracks in south Downtown Pueblo.

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.

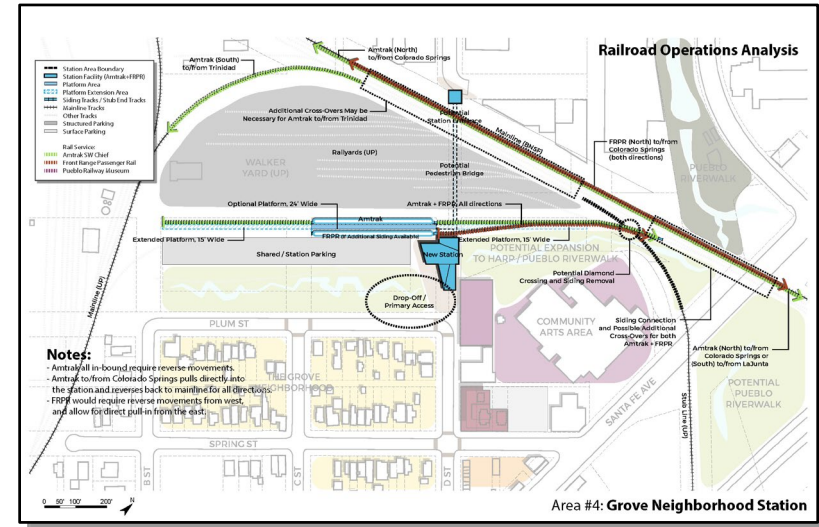


AREA 4: CONCEPT

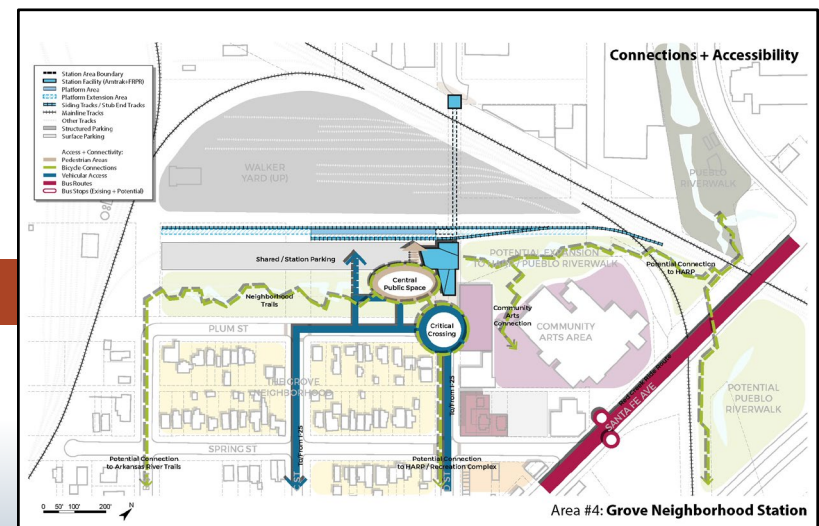
GROVE NEIGHBORHOOD STATION



Area #4: Grove Neighborhood Station



Area #4: Grove Neighborhood Station



Area #4: 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.



AREA 5

NORTH RIVERWALK STATION

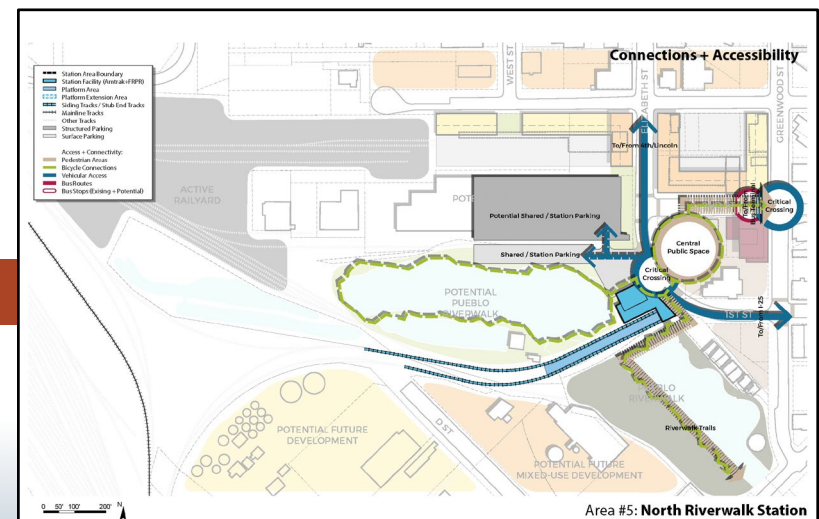
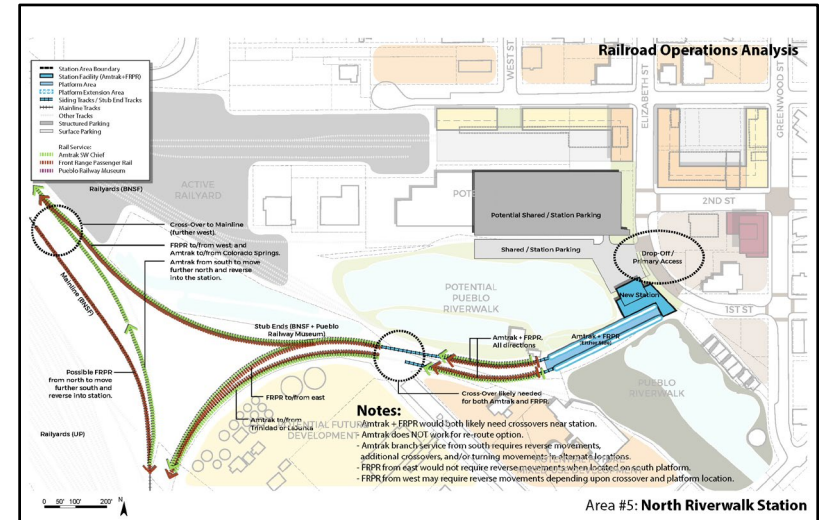
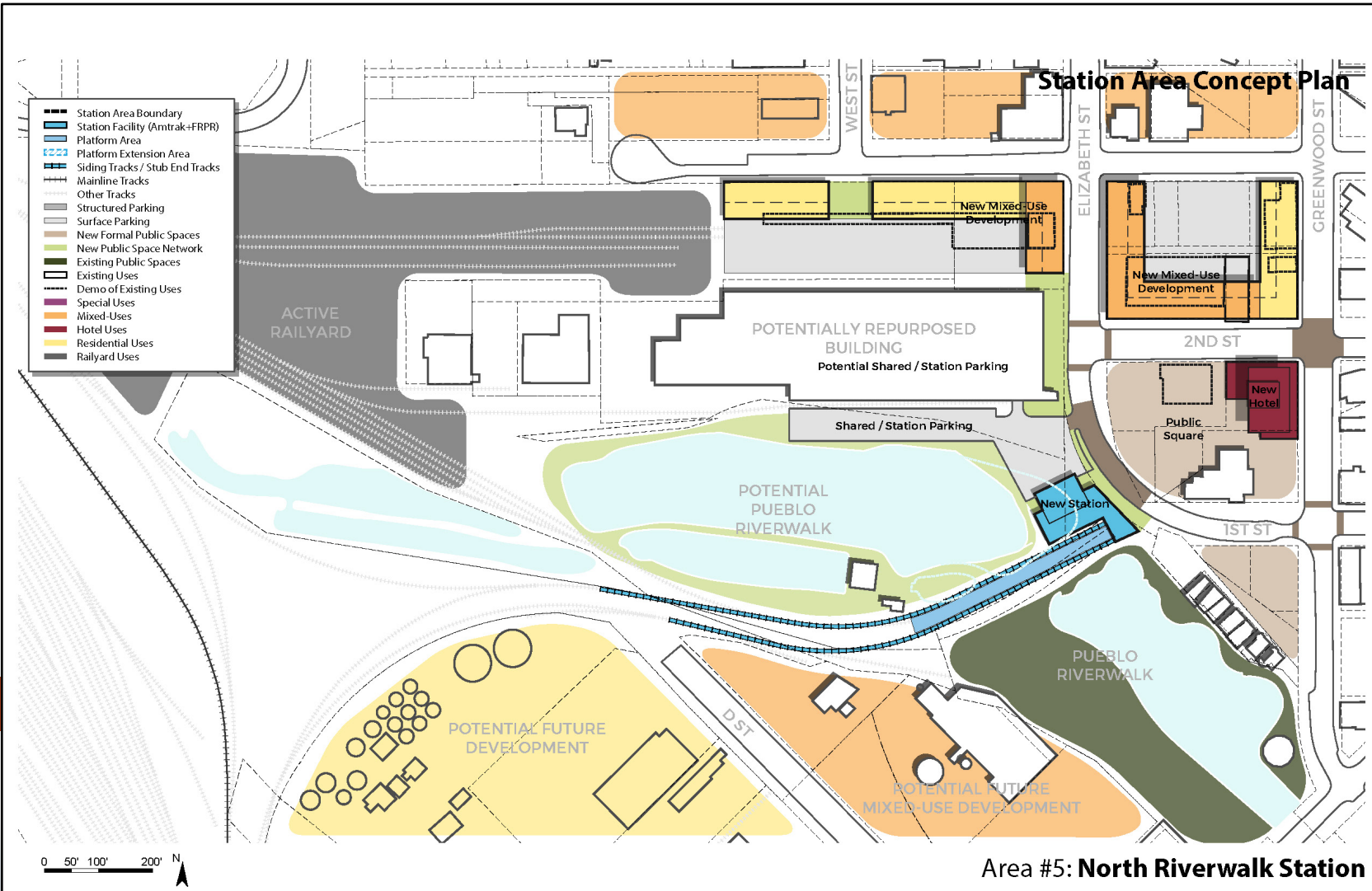
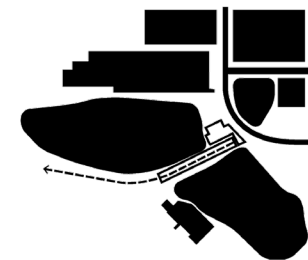
The North Riverwalk Station area is generally located in the area just to the west of Elizabeth Street between 1st Street and 3rd Street and north of the north of the power plant reservoir.

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.



- 0 = Least Effective
- 1 = Limited Effectiveness
- 2 = Average Effectiveness
- 3 = Above Average Effectiveness
- 4 = Maximum Effective

COMPARISON OF 5 AREAS

| | Union Depot District Station <i>Area 1</i> | Municipal Center Station <i>Area 2</i> | Recreation Complex Station <i>Area 3</i> | Grove Neighborhood Station <i>Area 4</i> | North Riverwalk Station <i>Area 5</i> |
|--|--|--|--|--|---|
| Community Criteria | 3.4 | 2.8 | 2.0 | 0.4 | 1.4 |
| Generates public and community support | 4 | 3 | 2 | 0 | 1 |
| Achieves community needs, goals, and desires | 4 | 3 | 2 | 0 | 1 |
| Fosters the local community's brand and identity | 4 | 1 | 2 | 0 | 3 |
| Aligns with area plans / land use / zoning / current projects | 3 | 4 | 0 | 1 | 2 |
| Implements long-range plans and transportation projects | 2 | 3 | 4 | 1 | 0 |
| Railroad Criteria | 3.6 | 3.4 | 1.0 | 1.4 | 0.6 |
| Accommodates operational and service needs for Amtrak | 3 | 4 | 1 | 2 | 0 |
| Ensures future compatibility with Front Range Passenger Rail | 4 | 3 | 1 | 0 | 2 |
| Improves passenger rail rider access to service and amenities | 4 | 3 | 1 | 2 | 0 |
| Addresses constraints relative to platform sizes and trackage | 3 | 4 | 2 | 1 | 0 |
| Reduces capital cost for the station and supportive infrastructure | 4 | 3 | 0 | 2 | 1 |
| Station Area Criteria | 2.5 | 2.6 | 1.3 | 2.0 | 1.9 |
| Builds on the historic identity of the City and immediate area | 4 | 0 | 1 | 3 | 2 |
| Enhances character and quality of place through urban design | 3 | 4 | 0 | 1 | 2 |
| Links to existing commercial and residential assets in the area | 2 | 4 | 1 | 2 | 3 |
| Strengthens the public space and street network in the area | 2 | 4 | 0 | 3 | 1 |
| Increases parking availability and access in the area | 4 | 3 | 1 | 2 | 0 |
| Maximizes vehicular access to the station from surrounding areas | 0 | 1 | 4 | 3 | 2 |
| Increases mobility and connectivity for bicycles and pedestrians | 4 | 2 | 3 | 0 | 1 |
| Encourages connection to other modes of transportation | 1 | 3 | 0 | 2 | 4 |
| Economic / Environmental Criteria | 2.1 | 2.9 | 1.9 | 2.0 | 1.1 |
| Supports feasible station development through size and ownership | 3 | 4 | 2 | 1 | 0 |
| Fosters development and adaptive reuse opportunities | 1 | 4 | 2 | 0 | 3 |
| Supports existing local businesses and business organizations | 4 | 3 | 0 | 2 | 1 |
| Increases economic activity tax and property tax revenues | 1 | 4 | 2 | 0 | 3 |
| Simplifies the environmental review process | 3 | 4 | 1 | 2 | 0 |
| Reduces impacts on the natural and built environment | 3 | 2 | 1 | 4 | 0 |
| Empowers minority and low-moderate income populations | 0 | 1 | 3 | 4 | 2 |
| Improve environmental sustainability considerations | 2 | 1 | 4 | 3 | 0 |
| Average | 2.9 | 2.9 | 1.5 | 1.5 | 1.3 |

THIS IS ONLY A DRAFT TO BE USED WITH STAKEHOLDERS IN DISCUSSIONS

- 0 = Least Effective
- 1 = Limited Effectiveness
- 2 = Average Effectiveness
- 3 = Above Average Effectiveness
- 4 = Maximum Effective

OVERALL + WEIGHTED CRITERIA COMPARISON

Union Depot District Station Municipal Center Station Recreation Complex Station Grove Neighborhood Station North Riverwalk Station

| Overall Criteria | Area 1 | Area 2 | Area 3 | Area 4 | Area 5 |
|-----------------------------------|-------------|-------------|-------------|-------------|-------------|
| Community Criteria | 3.40 | 2.80 | 2.00 | 0.40 | 1.40 |
| Railroad Criteria | 3.60 | 3.40 | 1.00 | 1.40 | 0.60 |
| Station Area Criteria | 2.50 | 2.63 | 1.25 | 2.00 | 1.88 |
| Economic / Environmental Criteria | 2.13 | 2.88 | 1.88 | 2.00 | 1.13 |
| Area Average | 2.91 | 2.93 | 1.53 | 1.45 | 1.25 |

| Weighted Criteria | Area 1 | Area 2 | Area 3 | Area 4 | Area 5 |
|--|-------------|-------------|-------------|-------------|-------------|
| Community Criteria: Implements long-range plans and transportation projects | 2.00 | 3.00 | 4.00 | 1.00 | 0.00 |
| Railroad Criteria: Ensures future compatibility with Front Range Passenger Rail | 4.00 | 3.00 | 1.00 | 0.00 | 2.00 |
| Station Area Criteria: Average of the 4 Top Ranked Categories | 3.00 | 2.50 | 0.50 | 2.00 | 2.00 |
| Economic / Environmental Criteria: Fosters development and adaptive reuse opportunities | 1.00 | 4.00 | 2.00 | 0.00 | 3.00 |
| Area Average | 2.50 | 3.13 | 1.88 | 0.75 | 1.75 |

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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.
6. Prepare **final concept plan/images and final report** document.



An aerial photograph of a waterfront area. On the left, several parallel train tracks run along the water's edge. To the right, there is a large, light-colored building with a prominent dome or curved roof. In front of the building is a parking lot filled with various cars and a white boat on a trailer. The background shows a hazy sky and distant hills.

**QUESTIONS?
THANK YOU!**

Please email me if you have any questions:
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