



PUEBLO STATION AREA PLAN

Pueblo, CO

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

06.26.20



AGENDA

- **Process Update**
- **Engagement Results**
- **Preferred Areas**
- **Question & Answer**





PROCESS UPDATE

General Information + Work-to-Date

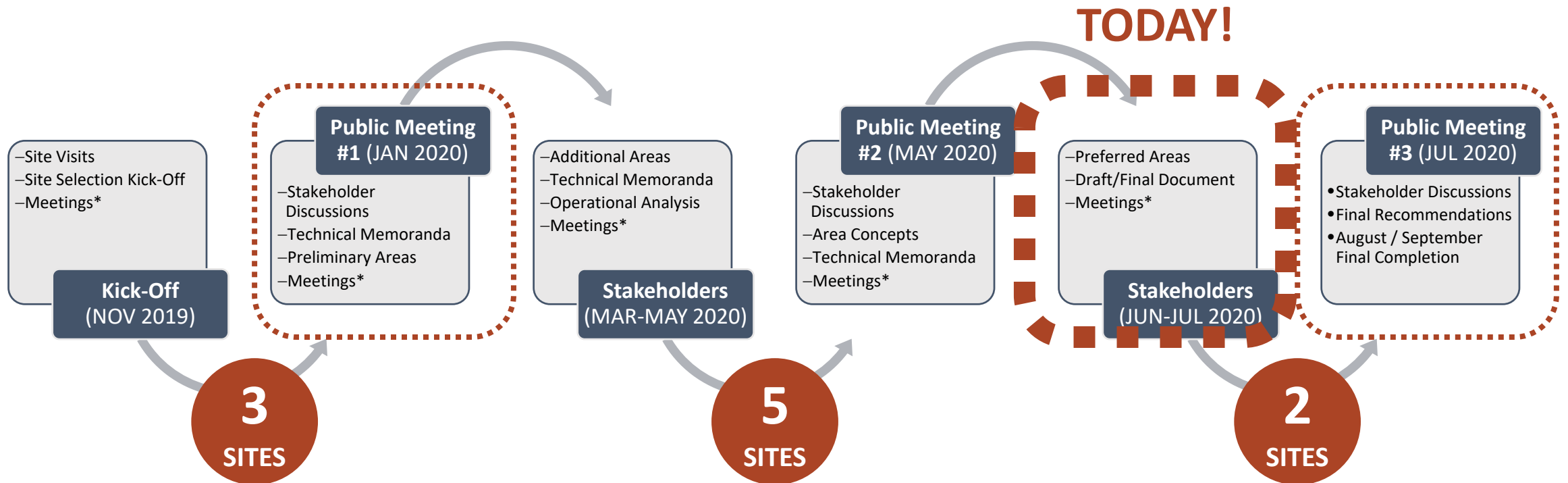


PROJECT > PURPOSE

The **Pueblo Station Area Plan** is being proposed to determine the **station location and surrounding area** and **trackage improvements** that will be necessary to accommodate the reinstatement of passenger rail service into Pueblo.



PROCESS > SCHEDULE



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

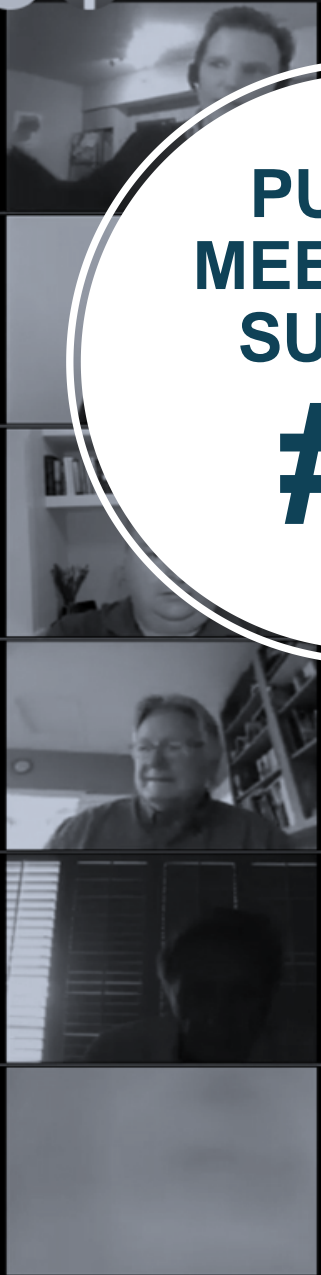


An aerial photograph of a town, likely in the American West, featuring a prominent domed building, a parking lot filled with cars, and several train tracks curving through the scene. The image is in grayscale, with the text overlaid in a dark blue color.

ENGAGEMENT RESULTS

Public Meeting + Online Survey + Stakeholders





PUBLIC MEETING + SURVEY #2

AGENDA

- Welcome
- Presentation
 - Project & Process
 - Engagement Results
 - Potential Station Concepts
 - *Exercises along the way!*
 - Next Steps & Action Items
- **Question & Answer**
- **Thank you!**

Approximately 50-60 attendees; and the survey is still online.....



PM #2 > WHAT WE ASKED THEM....

- We need you to tell us **ONE WORD** that would describe your vision for the future station.
- We need you tell us what you **VALUE MOST** in the station area.
- We need you to tell us your **PREFERENCE** on the **five potential station areas / concepts**.



PM #2 > VISION



PM #2 > VALUES (PICK TWO!)

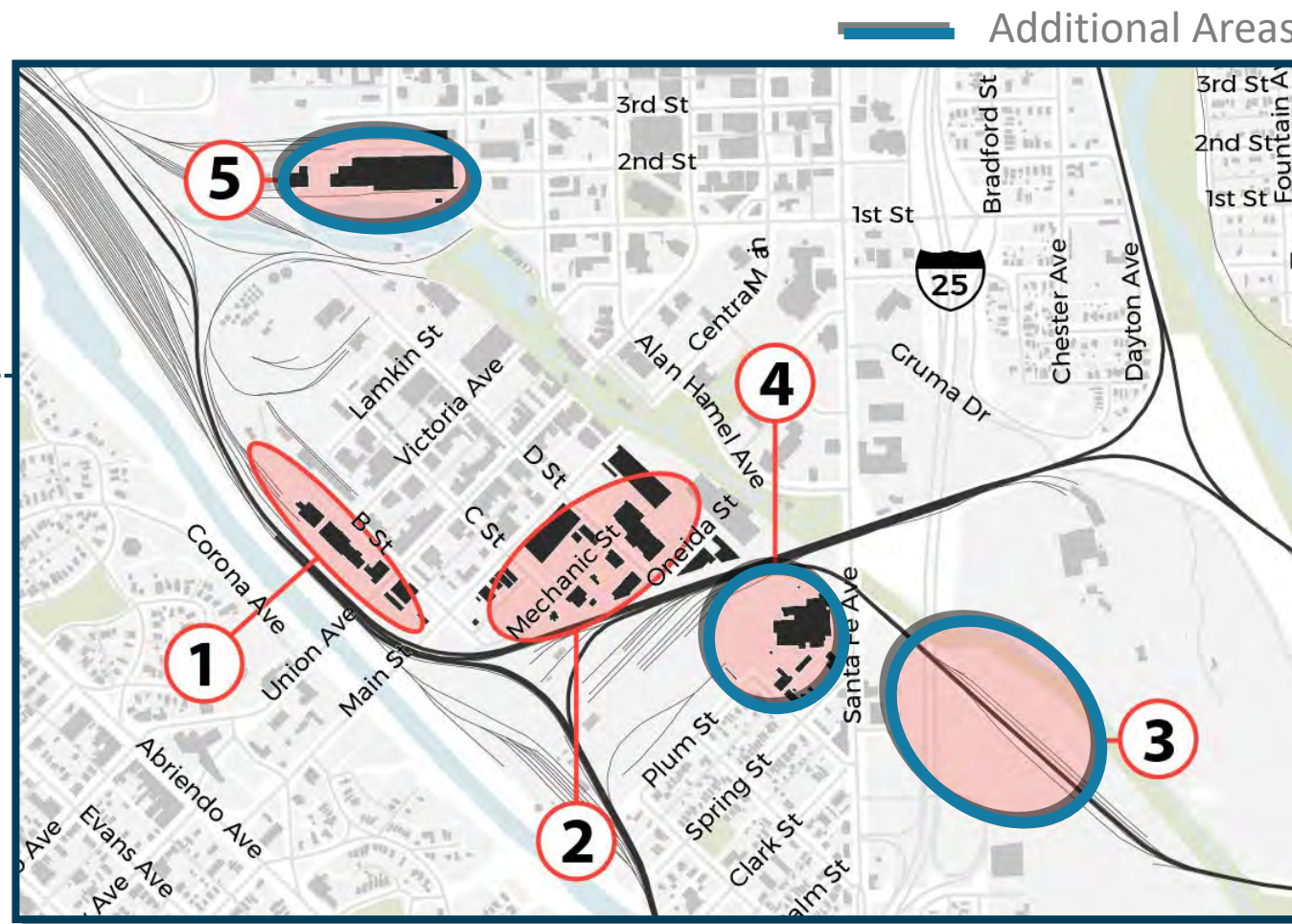
- 39%** Increase economic development and new development around the station
- 29%** Create connections to other modes (pedestrians, bikes, bus) near the station
- 20%** Build on historic identity / urban design / character around the station
- 6%** Ensure access (I-25), circulation, and parking to/from the station
- 4%** Reduce environmental impacts of the station
- 2%** Improve streets and public spaces around the station



PM #2 > FIVE 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**





PM #2 > FIVE AREAS OVERVIEW

1) Orientation of the Area

AREA 1: INTRODUCTION

UNION AVENUE DISTRICT STATION



3) Technical + Stakeholder Based

AREA 1: PROS + CONS


UNION AVENUE DISTRICT STATION

Pros:

- Good location near existing union depot, museums, and Union Avenue
- Great opportunity for identity related to historic district and Neon alley.
- Strong connections to Arkansas River, waterfront, and bike network.
- Excellent walking connection to Union Avenue and Riverwalk area.
- Potential available land, limited ownership, and strong project partners.
- Multiple track and station configurations allows flexibility for services.

Cons:

- [Partially obscured text]




AREA 1: QUICK CONCEPT

UNION AVENUE DISTRICT STATION


Ideas:

- Weaves "past, present, and future" of rail together surrounding a major public space.
- Centers all uses and customer experience around rail culture.
- Celebrates historic depot, railway museum, heritage museum, and station.
- Connects with Union Avenue commercial area, River trails, and potential modified bus service.



Operations Connections Concepts

Please tell us your preference on station area #1 - Union Avenue District Station



Very Unfavorable

Unfavorable

Neutral

Favorable

Very Favorable

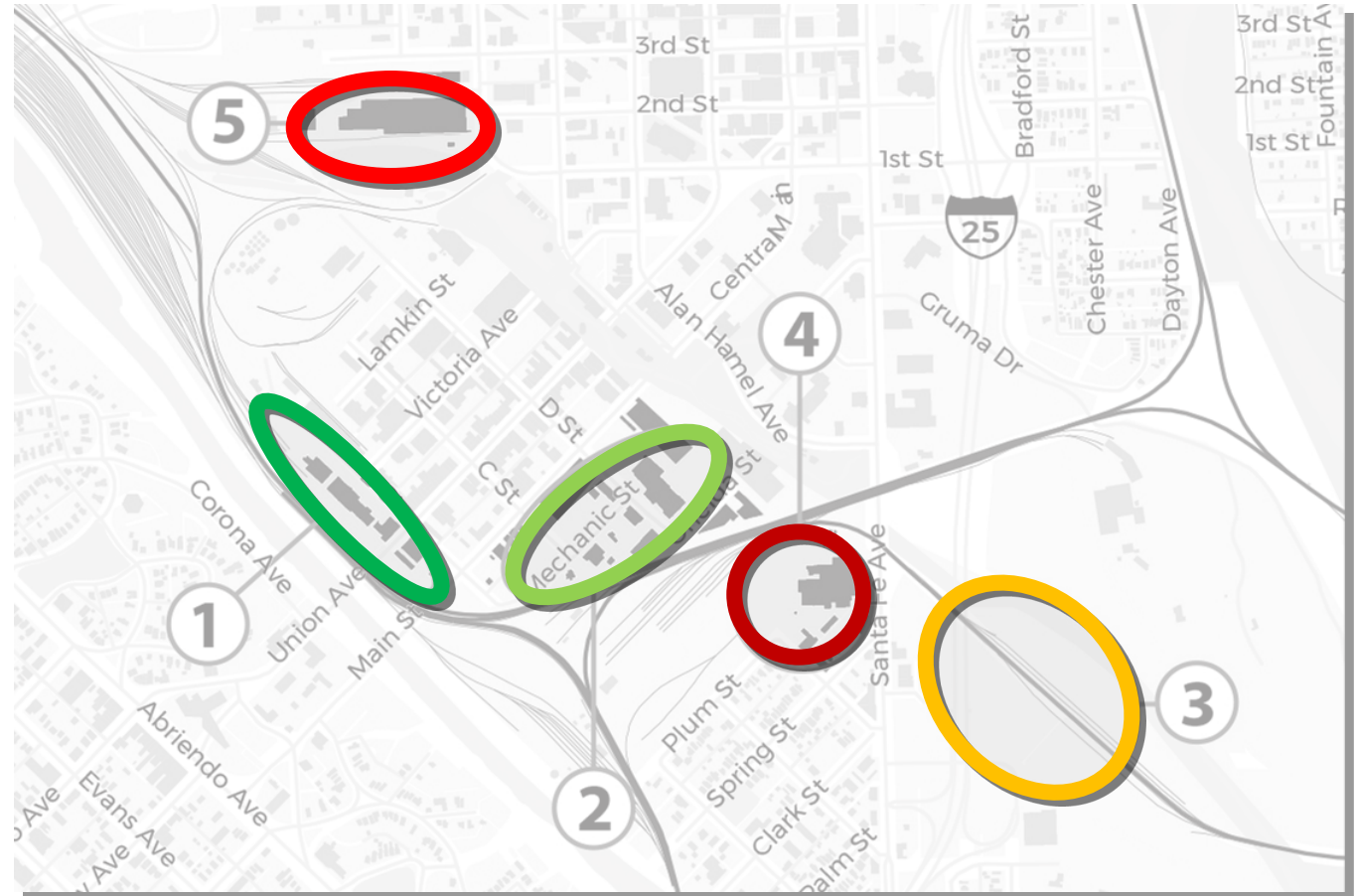
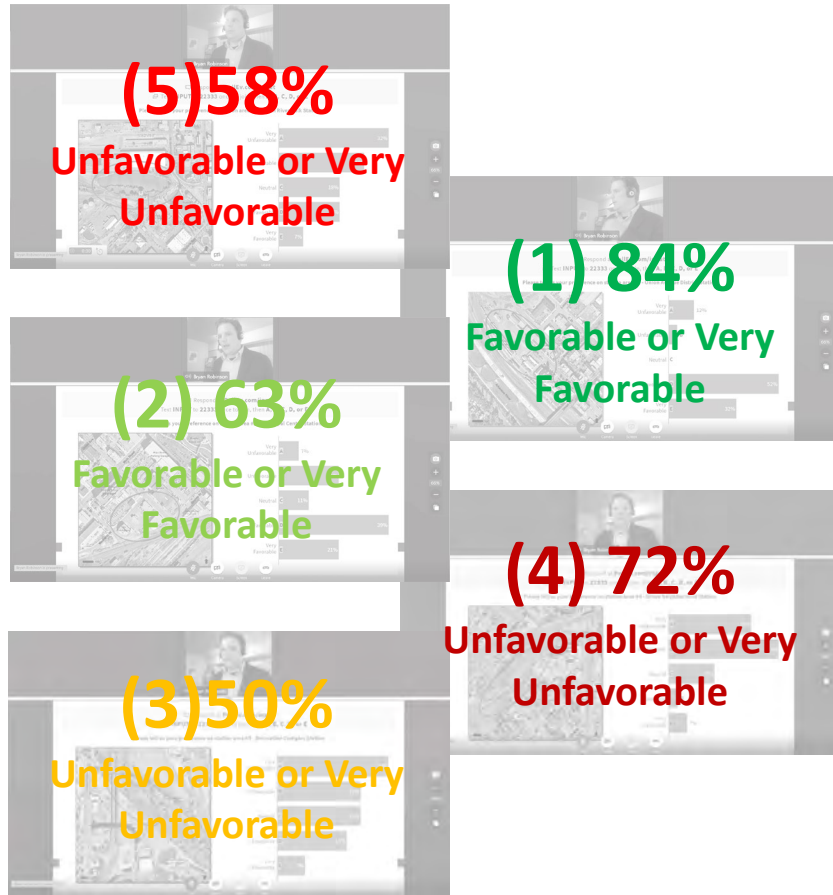
Sign the presentation to see live content. For screen share software, share the entire screen. Get help at poller.com/help.

2) Testing the Site for Ideas + Layouts

4) Voting Exercise!



PM #2 > FIVE AREAS VOTING



An aerial photograph of a town, likely in the American West, featuring a prominent domed building, a large parking lot filled with cars, and a curved railway track in the foreground. The image is in grayscale with a semi-transparent overlay.

PREFERRED AREAS

Concept Plans + Rail Layout Options



OVERALL CONSIDERATIONS

- ✓ Access to Pueblo from the East via the BNSF Pueblo subdivision
- ✓ Access to Pueblo from the South via the UPRR Walsenburg subdivision
- ✓ Operations between the Pueblo Junction wye and South Pueblo Junction wye
- ✓ Looping Amtrak service to avoid reverse movements
- ✓ Additional or overnight storage needs for FRPR
- ✓ Consideration for all the detailed variables affecting layout options



PREFERRED AREAS

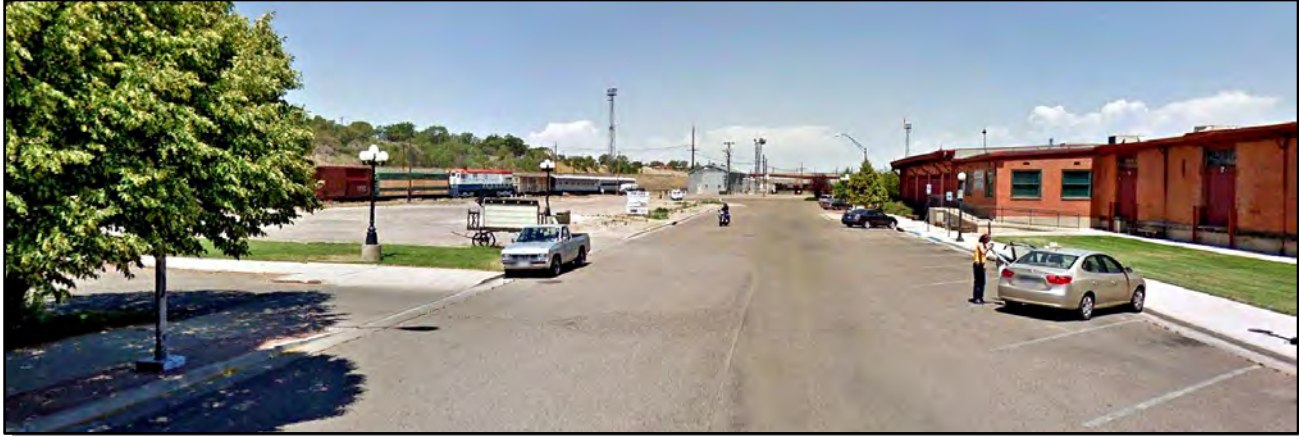
Area #1

Area #2



AREA 1

UNION AVENUE DISTRICT STATION

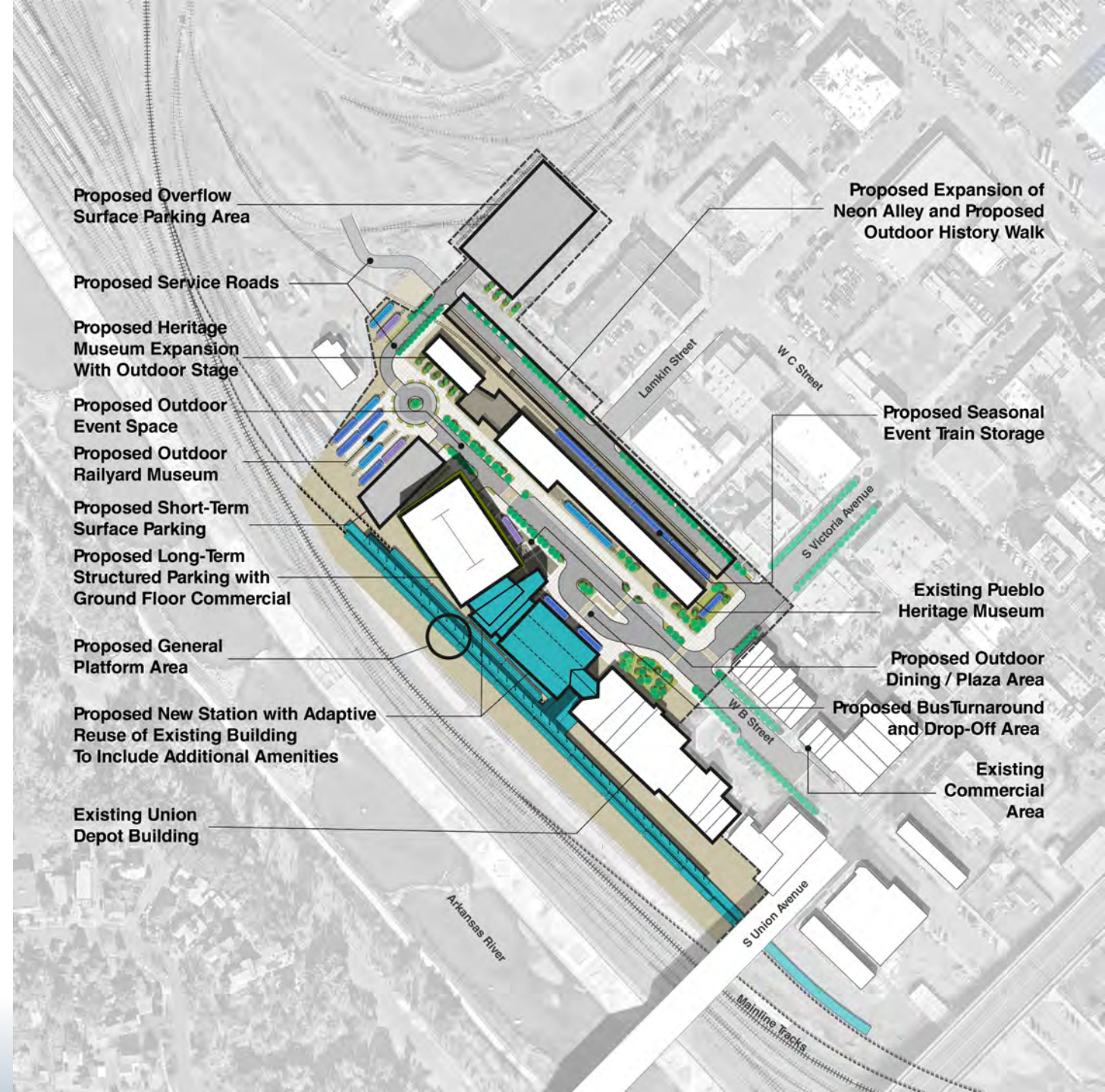


AREA 1

UNION AVENUE DISTRICT STATION

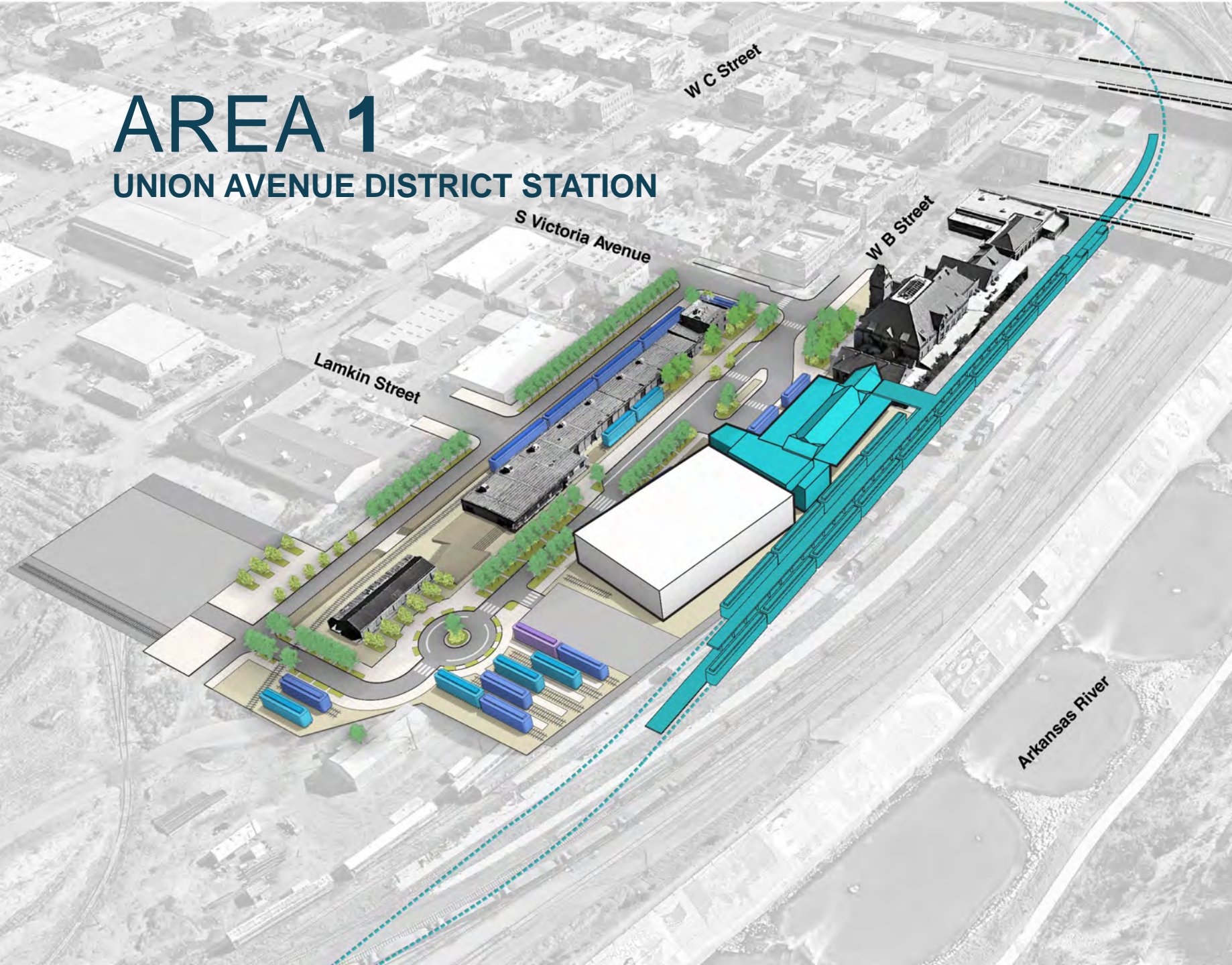
Ideas:

- Weaves “past, present, and future” of rail together on a major public space.
- Centers all uses and customer experience around rail culture and history.
- Establish destination public outdoor space for community activities and events.
- Link programming of the historic depot, railway museum, heritage museum, and new station.
- Celebrate historic character of Union Depot and district with station architecture and design.
- Connects with Union Avenue commercial area, Neon Alley, bike lanes, Arkansas River trails, and potential modified bus service.



AREA 1

UNION AVENUE DISTRICT STATION



Pros:

- Good location near existing union depot, museums, and Union Avenue.
- Great opportunity for identity related to historic district and Neon alley.
- Strong connections to Arkansas River, waterfront, and bike network.
- Excellent walking connection to Union Avenue and Riverwalk area.
- Potential available land, limited ownership, and strong project partners.
- Multiple track and station configurations allows flexibility for services.

Cons:

- Limited access to Interstate-25 (north-south corridor).
- Challenges related to district access, parking, and circulation.
- Lacks connections to the existing bus routes and stops.
- Unlikely that there would be any associated new development.
- Lots of complexity related to bridges and track design / layout.



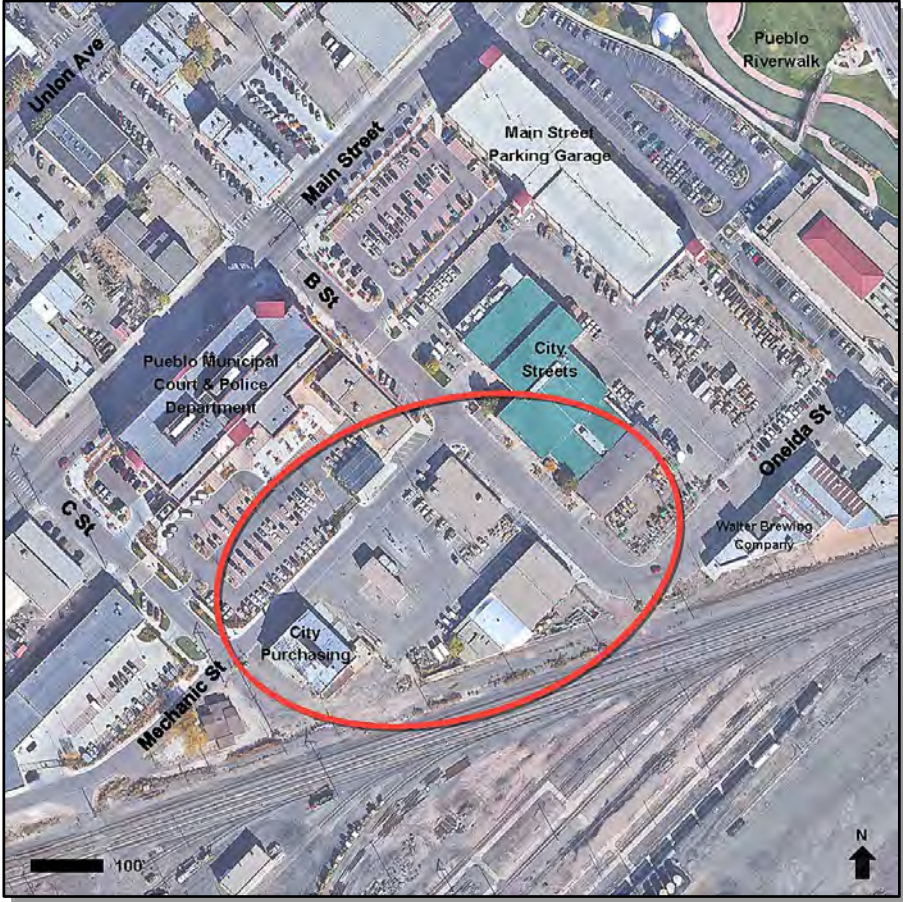
Criteria	1A	1B	2A	2B	3A	3B
Station Configuration	Amtrak - Thru Station FRPR - Stub End	Thru Station both services	Amtrak - Thru Station FRPR - Stub End	Thru Station both services	Thru Station both services	Thru Station both services
Platform Types	Shared Center Platform	Modified Side Platforms	Shared Center Platform	Modified Side Platforms	Shared Center Platform	Modified Side Platforms
Platform Length	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 800' FRPR – 400'	Amtrak – 1200' FRPR – 400'
Platform Width	24'	18'	24'	18'	24'	18'
Platform Criteria / Tangents	Amtrak – Criteria Not Met FRPR – Criteria Met	Amtrak – Criteria Not Met FRPR – Criteria Met	Amtrak – Criteria Not Met FRPR – Criteria Met	Amtrak – Criteria Not Met FRPR – Criteria Met	Amtrak – Criteria Not Met FRPR – Criteria Met	Amtrak – Criteria Not Met FRPR – Criteria Met
Turnout Sizes	No. 15	No. 15	No. 9 & No. 15	No. 9	No. 9 & No. 15	No. 9
PUC Crossings	Amtrak – 3 (Vertical constraints) FRPR – 0	Amtrak – 3 (Vertical Constraints) FRPR – 3 (Vertical Constraints)	Amtrak – 3 (Vertical Constraints) FRPR – 0	Amtrak – 3 (Vertical Constraints) FRPR – 3 (Vertical Constraints)	Amtrak – 0 FRPR – 0	Amtrak – 0 FRPR – 0
Connections to Mainline	3	3	2	2	2	4
FRPR Storage Options	None on Site	None on Site	None on Site	Yes (~400')	None on Site	Yes (~800')
Amtrak Loop / Reversing	None on Site	None on Site	None on Site	None on Site	None on Site	None on Site

AREA 1: SIX LAYOUT OPTIONS

UNION AVENUE DISTRICT STATION

AREA 2: INTRODUCTION

MUNICIPAL CENTER STATION

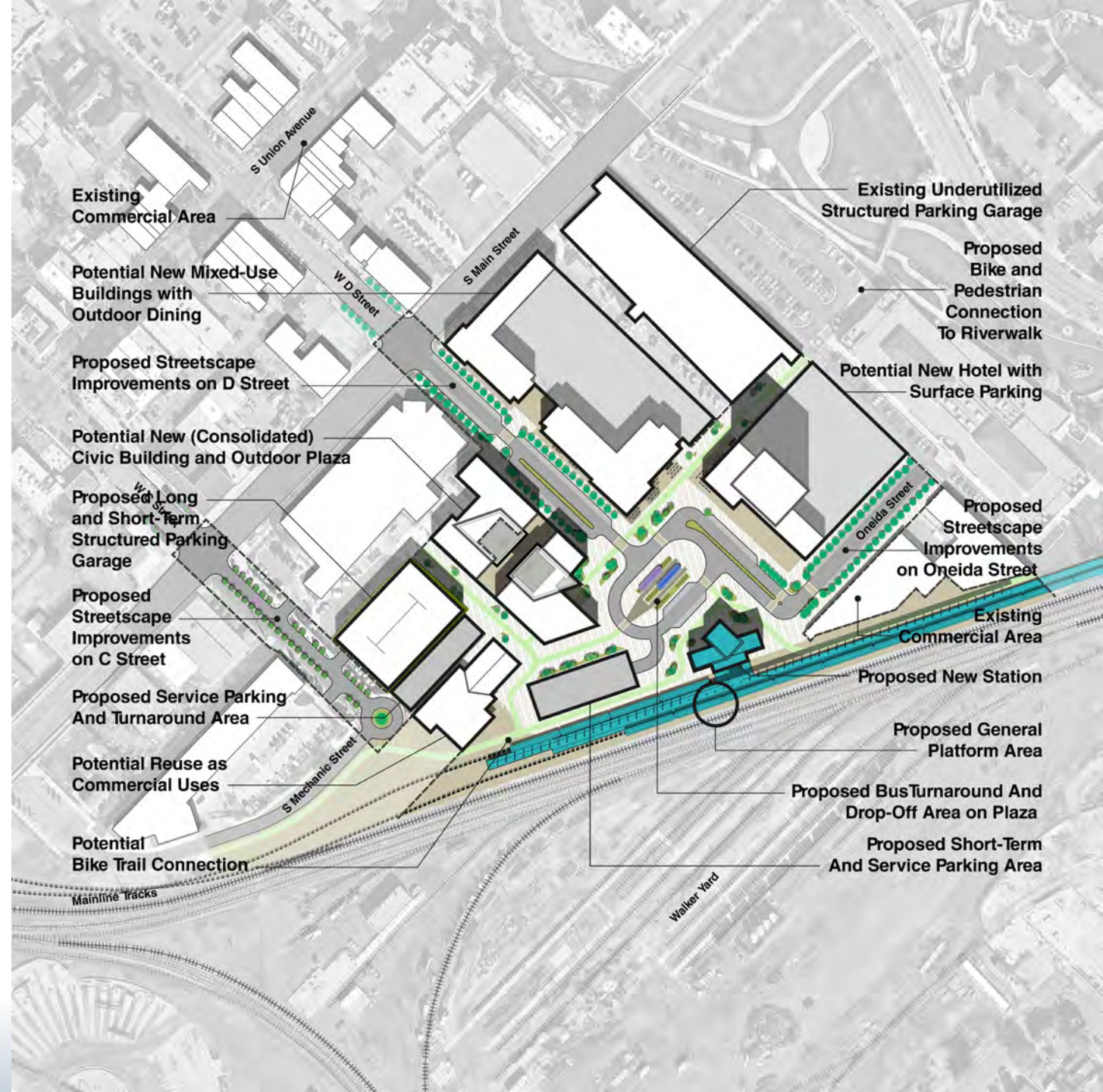


AREA 2

MUNICIPAL CENTER STATION

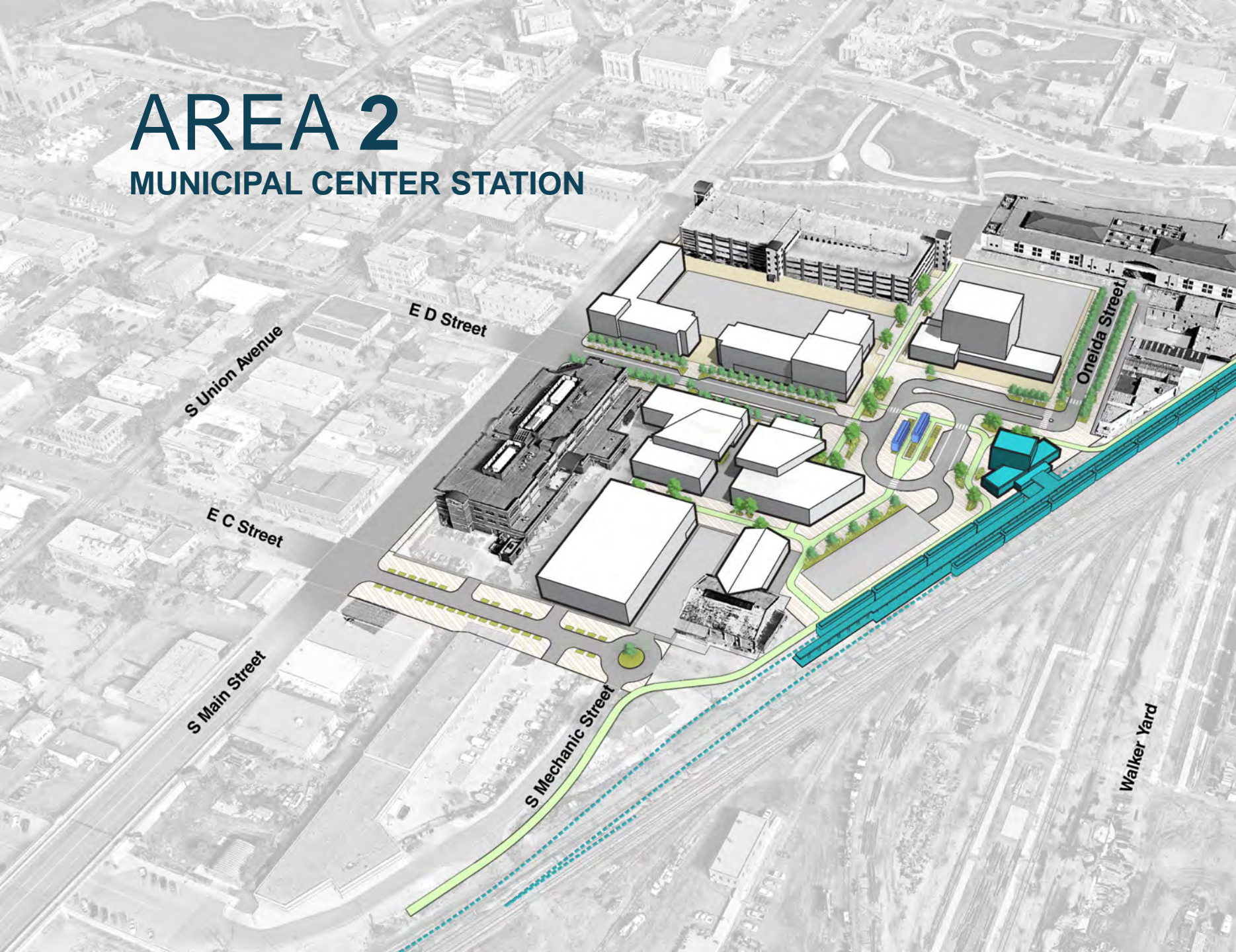
Ideas:

- Build the concept of “the Station on the Civic Square” or “Civic Station” with City.
- Create a central municipal hub by consolidating existing facilities.
- Bring a real variety of station, civic, transit, hotel, and commercial uses together onto major public space.
- Leverage a lot of existing amenities such as structured parking, Riverwalk, and City-owned land.
- Focus on connection to Main Street / Union Avenue, Riverwalk, bus system, and Arkansas River trails.



AREA 2

MUNICIPAL CENTER STATION



Pros:

- Great walking and biking access to Main Street and Riverwalk area.
- Good access to local bus routes / stops connecting to regional routes.
- Pretty good (and quick) access to Interstate-25 (north-south corridor).
- Easy access to existing surface and structured parking areas.
- Possibility for more substantial new development associated to station.
- Potential available land and strong partnership with the City of Pueblo.
- Location on trackage provides flexibility for service planning outcomes.

Cons:

- Lacking good existing built character, identity, and brand in the area.
- Circulation challenges created by dead ends and rights-of-way.
- Potential impacts on existing City / PD operations and facilities.
- Challenges related to critical junction point for freight rail providers.



Criteria	1A	1B	2A	3A	3B	3C	4A
Station Configuration	Amtrak - Thru Station FRPR - Stub End	Thru Station both services	Amtrak - Thru Station FRPR - Stub End	Amtrak - Thru Station FRPR - Stub End	Thru Station both services	Thru Station both services	Thru Station both services
Platform Types	Shared Center Platform	Shared Center Platform	Shared Center Platform	Shared Center Platform	Shared Center Platform	Shared Center Platform	Shared Center Platform
Platform Length	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'	Amtrak – 1200' FRPR – 400'
Platform Width	24'	24'	24'	24'	24'	24'	24'
Platform Criteria / Tangents	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria Met FRPR – Criteria Met	Amtrak – Criteria NOT Met FRPR – Criteria Met
Turnout Sizes	No. 15	No. 15	No. 15	No. 9	No. 9	No. 9 & No. 15	No. 9
PUC Crossings / Vertical	Amtrak – 1 FRPR – 3 (Vertical Constraints)	Amtrak – 2 FRPR – 5 (Vertical Constraints)	Amtrak – 3 FRPR – 3 (Vertical Constraints)	Amtrak – 0 FRPR – 2	Amtrak – 1 FRPR – 1	Amtrak – 3 FRPR – 2	Amtrak – 0 FRPR – 2
Connections to Mainline	3	3	4	3	2	3	3
FRPR Storage Options	None on Site	None on Site	None on Site	None on Site	None on Site	None on Site	None on Site
Amtrak Loop / Reversing	None on Site	None on Site	Yes – Amtrak only siding provided for reverse movements	None on Site	None on Site	Yes – Amtrak only siding provided for reverse movements	None on Site

AREA 2: SEVEN LAYOUT OPTION

MUNICIPAL CENTER STATION

NEXT STEPS

1. Continue **coordination with the various stakeholders** during refinement of the areas
2. Work with the **1A Project Team** to finalize the evaluation.
3. Prepare **final recommendations** for site, trackage improvements, and station area improvements.
4. Develop a **station / station area design guide** for review and discussion with key stakeholders to inform final concept plan.
5. Work with Pueblo County to get the **third public meeting** planned for Jul/Aug, either virtually or in-person (TBD).
6. Prepare **final concept plan/images and final report** document.





QUESTION & ANSWER

