Meeting Agenda of the
TRANSPORTATION ADVISORY COMMITTEE ON
August 11, 2020
9:00 a.m.

The meeting will be on Tuesday, April 11, 2020 at 9:00 a.m. online at
https://pueblo.zoom.us/j/94613129536
Meeting Number 946 1312 9536   Password 598875

There are no accommodations for those wishing to attend
in Person Due to COVID-19

Agenda items marked with * indicate additional materials are included in the packet.

Individuals Requiring Special Accommodations Should Notify the City MPO’s Office
(719) 553-2242 by Noon on the Friday Preceding the Meeting.

AMENDED AGENDA

1. Call Meeting to Order

2. Self-Introductions and Public Comments (non-agenda items only)

3. Approval of Minutes*
   July 14th, 2020 Minutes
   Action Requested: Approve/ Disapprove/ Modify

4. Featured Mode of Transportation:
   Pueblo Area Station Area Plan (Passenger Rail) * - Bryan Robinson -
   WSP Consultants
   Action Requested: Informational

5. Statewide 2045 Long Range Transportation Plan Update - Aaron Willis
   (CDOT HQ)
   Action Requested: Informational

6. PACOG 2045 Long Range Transportation Plan Update (LRTP) - Wilson
   and Company
   Action Requested: Informational
   **Action Requested: Informational**

8. CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis  
   **Action Requested: Informational**

9. Highway and Federal Transit Updates (If Needed)  
   **Action Requested: Informational**

10. Next TAC – September 8th, 2020 Location - TBD -- Virtual?  
    **Action Requested: Informational**

11. Items from TAC Members or scheduling of future Agenda Items  
    (Roundtable Discussion)

12. Adjourn at or before 11:00 am
Minutes of the
TRANSPORTATION ADVISORY COMMISSION
July 14, 2020
9:00 a.m.

The meeting will be on Tuesday, July 14, 2020 at 9:00 a.m. online at
https://pueblo.zoom.us/j/96488066522?pwd=NHVqN3FISk1TZUl0c1EyK0Q0U2RaUT09
Meeting Number 964 8806 6522 Password 355222

There are no accommodations for those wishing to attend in
Person Due to COVID-19

Agenda items marked with * indicate additional materials are included in the packet.

Individuals Requiring Special Accommodations Should Notify the City MPO's Office (719) 553-2242 by Noon on the Friday Preceding the Meeting.

AGENDA

1. Call Meeting to Order
   Chairman: John Adams
   Time of Call: 9:02 a.m.
   MPO Members Present: John Adams, Hannah Haunert, Eva Cosyleon
   TAC Members Present: Wendy Pettit, Ben Valdez, Aaron Willis, Shawn Winters, Dan Centa
   CAC Members Present: Heather Norton, Kevin Sparks, Joe Garcia, Cheryl Spinuzzi
   Others Present: Lachelle Davis, Melanie Turner, Joy Morauski, Ron Go-Aco, Eric Richardson, Glenn Krause, D. Berhart, Shelly Dunham, Ron Allan, Geoff Guthrie, Bart Mikitowicz, Molly Bly

2. Introductions and Public Comments (non-agenda items only)
   Introductions were made for Mary Lupa (Wilson and Company Consultant), Mike Cuppy (North Star), Maureen Paz De Araujo (Wilson and Company Consultant).

3. July 14, 2020 Minutes*
   Motion to Approve: Ben Valdez
   Second: Cheryl Spinuzzi
   Unanimous:

4. Administrative Modifications/TIP Amendment to the FY 2020-2023 Transportation Improvement Program to include the following projects (2020 to 2021 Roll Forward Projects)*
   Action Requested: Informational
   John Adams said that these projects will roll forward into 2021.
5. **Featured Mode of Transportation:**
   **Pueblo Transit - Benjamin Valdez, Director of Pueblo Transit**
   **Action Requested: Informational**
   Ben Valdez said that Pueblo Transit is operating at about 45%-50% capacity with entrance to the bus from the rear (limited amount of people), no fares, and a mask is required. There are currently 11 out of the 12 buses running. MV Transit is down about 60%-65% and helps with the back log of Transit. There is going to be a lot of detours once the overlay projects start.

6. **Statewide 2045 Long Range Transportation Plan (LRTP) Update - Aaron Willis (CDOT HQ)**
   **Action Requested: Informational**
   Aaron Willis said the comment period is 60 day (over 50% complete) public review and comment period. There has been about 35 public comments (Transit related). July 30, 2020 is the last day and then go to STAC (State Transportation Advisory Committee) then to Transportation Commission in August. There will be additional stakeholder presentation outreach. Cheryl Spinuzzi asked how this will link to public transportation to maneuver the City (basically 1st/last mile). The Statewide Transit Plan is under the LRTP.
   John Adams said we are working on a local Transportation Plan. Cheryl asked if it would be a railroad car, Aaron said that they are not sure and working on it.

7. **Local CDOT Projects Lachelle Davis, R2 Local Agency Program Manager**
   **Action Requested: Informational**
   Lachelle Davis mentioned that there are 19 active projects:
   - 16810 City Center and Santa Fe Streetscape - Funds added and in process.
   - 19287 - Pueblo Wayfinding signs - project just award
   - 20192 - Arkansas Trail Upgrade Phase 4 - added more funding
   - 21312 - Boone Bridge replacement - going to construction
   - 21358/21380 - North and South Creek Rd Project - complete
   - 21360 - Overton Rd (flood recover)- complete
   - 21983 - River Trail Study - in design
   - 21984 - Pueblo West TAP Trail #2 - complete
   - 21985 - Pueblo River Levee Trail Extension Study - finished design and ready for construction
   - 21130? - Pueblo West TAP 3 Project - Purcell & Hwy 50W underpass - in design
   - 23555 - Capistrano Turn Lane @ Spaulding - in construction
   - Spaulding roundabout - to construction
   - 22356 - Plateville Blvd Turn lane pushed to 2021 (ready to go)
   - 22616 - Mel Harmon Bridge Rehab - in design
   - 22971 - Northern Ave Phase 3 - design phase shortly
   - 23654 - Pueblo West Joe Martinez Trail Phase 2 - just awarded
   - Prairie Ave Improvement - MMO funds - just awarded
   - Prairie Ave Trail - MMO funds - just awarded
Dan Centa asked the consultant for the roundabout - Beltramo and came out at $518k and the turn lane on Capistrano - Aubrey Asphalt and was over on project (35% over on probable cost). The roundabout is at Capistrano and Spaulding.
Eva Cosyleon asked about the location of River Trail extension Study location, Lachelle did not know (found out later this is the Levee Project)

8. CDOT NEW Funding Opportunities - Aaron Willis, CDOT HQ
Molly Bly said the first new funding is Revitalizing Main Streets (multimodal) - over $4m - grants up to $50k - from Senate Bill 1. Molly suggested just doing one application and maybe later down the road to do a second application. There is a minimum 10% match - cash or in-kind (design can count from State or Local). Projects prior with CDOT cannot be reimbursed. Funded Projects must be able to start within 30 days of an executed contract. Melanie Turned asked about what they consider a Main Street and ADA curb ramps, Molly said that anything downtown and that you can still apply but none have been approved. The second grant is Community Telework Challenge. This grant is up to $5k and ends December 1st. This is to help with TDM strategies and might consider hardware (traffic counters). The third grant does not apply to Region 2 and called Safer Main Streets. Ron Go-Aco asked if there can be two separate applications from City and County, Molly said that working together would benefit both. Melanie Turner wanted to know when it would be awarded, Molly said the committee reviews every Tuesday, it should be within a week.

Melanie Turner asked later in the meeting if the projects would go to the MPO and John Adams said it would go to CDOT.

Questions can be sent to dot_candocdot@state.co.us and the website is https://www.codot.gov/programs/community-challenge.

9. CDOT Region 2 and HQ Updates - Wendy Pettit and Aaron Willis
Action Requested: Informational
Wendy Pettit said that Sale and Gas tax has taken a hit during COVID, she said that CDOT will not have allocation of 267 funding, this includes I-25 from 13th St and 29th St. There will probably be money in about 18 months. She said that Hwy 50 W and Purcell is still moving forward.

10. Highway and Federal Transit Updates (If Needed)
Action Requested: Informational
There were no discussions.

11. Next TAC - August 11, 2020 Location - TBD - - Virtual ?
Action Requested: Informational
John Adams said that we will keep doing virtual until social distance is more lax.

12. Items from TAC Members or scheduling of future Agenda Items
   *(Roundtable Discussion)*
   I-25 & Hwy 50B

13. Adjournment
   Chairman John Adams adjourned the meeting at 10:17 a.m.
WELCOME!
AGENDA

- Project & Process
- Evaluation Summary
- Project Understanding
- Preferred Station Concepts
- Recommendations
PROJECT & PROCESS

General Information + Work-to-Date
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.
We cannot **ensure that Pueblo will have rail service** by either Amtrak SW Chief or Front Range Passenger Rail.

We are not defining **the final travel sheds** for Amtrak SW Chief or Front Range Passenger Rail, the service providers are doing that.

We are not developing a **detailed engineering design for the station and surrounding area**, we are creating concepts and many steps will follow.
PROCESS > SCHEDULE

Kick-Off (NOV-DEC 2019)
- Site Visits
- Site Selection Kick-Off
- Meetings*

Public Meeting #1 (JAN 2020)
- Stakeholder Discussions
- Technical Memoranda
- Operational Analysis
- Meetings*

Stakeholders (FEB-MAR 2020)
- Additional Areas
- Technical Memoranda
- Operational Analysis
- Meetings*

Public Meeting #2 (MAY 2020)
- Stakeholder Discussions
- Area Concepts
- Technical Memoranda
- Meetings*

Stakeholders (JUN-JUL 2020)
- Preferred Areas
- Stakeholder Discussions
- Meetings*

Public Meeting #3 (AUG 2020)
- Stakeholder Discussions
- Final Recommendations
- Draft / Final Report

TODAY!

3 SITES

5 SITES

2 SITES

*PACOG TAC, County Commissioners, and Other Presentations, as Needed
EVALUATION SUMMARY
3 Areas > 5 Areas > 2 Areas
EVALUATION

>ENGAGEMENT

- Public meetings (3)
  - January 2020
  - May 2020
  - August 2020 (Upcoming)
- Public Surveys (2)
- Rail Stakeholders
  - Amtrak (2 + Upcoming)
  - FRPR (4 + Upcoming)
  - BNSF (3+ Upcoming)
  - UPRR (1+ Upcoming)
- 1A Project Team Meetings (6)
EVALUATION

> 3 AREAS

1. The **Union Avenue Station Area**
2. The **Civic Center Station Area**
3. The **Midtown Station Area**
• **Evaluation Criteria**
  - ~60% wants this aligned with long range plans and planned transportation improvements.
  - ~75% wants to ensure the station is compatible with Front Range Passenger Rail and other transportation modes.
  - ~50% wants increased economic development / development around the station

• **Preference on Preliminary Areas**
  - ~80% is supportive / very supportive of the Union Depot District Station Area (#1)
  - ~60% is supportive / very supportive of C / D Street District Station Area (#2)
  - mixed public support for Midtown Station Area (#3) – Area also had little stakeholder support.

• **Additional Areas**
  - Three additional areas identified that are supportable by the 1A project team and rail stakeholders.
EVALUATION

> 3 AREAS

1. The Union Avenue Station Area
2. The Midtown Station Area
3. The Civic Center Station Area
EVALUATION
> 5 AREAS

1. The Union Avenue Station Area
2. The Civic Center Station Area
3. The Recreation complex Station Area
4. The Grove Neighborhood Station Area
5. The North Riverwalk Station Area
6. The Midtown Station Area

[Map highlighting areas 1-6 with two eliminated areas marked as such]
1) Orientation of the Area

2) Testing the Site for Ideas + Layouts

3) Technical + Stakeholder Based

4) Voting Exercise!
**EVALUATION**

> 5 AREAS

1. The **Union Avenue Station Area**
2. The **Civic Center Station Area**
3. The **Recreation complex Station Area**
4. The **Grove Neighborhood Station Area**
5. The **North Riverwalk Station Area**
6. The **Midtown Station Area**
## EVALUATION > SUMMARY

<table>
<thead>
<tr>
<th>AREA</th>
<th>COMMUNITY</th>
<th>PRIORITIES</th>
<th>RAIL</th>
<th>STAKEHOLDERS</th>
<th>TAKEAWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Union Avenue Station Area</td>
<td>Very Strong Support (80-90%)</td>
<td>Some potential to achieve core priorities</td>
<td>Very Strong Support</td>
<td>Very Strong Support</td>
<td>Proceed</td>
</tr>
<tr>
<td>(2) Civic Center Station Area</td>
<td>Strong Support (60-70%)</td>
<td>Strong potential to achieve core priorities</td>
<td>Strong Support</td>
<td>Very Strong Support</td>
<td>Proceed</td>
</tr>
<tr>
<td>(3) Recreation Complex Station Area</td>
<td>Average Support (&lt;50%)</td>
<td>Aligns with some priorities, but not many.</td>
<td>Weak Support; Would likely preclude FRPR options in the future; major operational issues</td>
<td>Fatal Flaws – Directly impacts another planned project; ROW issues</td>
<td>Do not proceed</td>
</tr>
<tr>
<td>(4) Grove Neighborhood Station Area</td>
<td>No support (&lt;30%)</td>
<td>Does not align well with any of your priorities</td>
<td>Fatal Flaws – Unlikely accommodate Amtrak Reroute; major railroad operations issues</td>
<td>Weak Support</td>
<td>Do not proceed</td>
</tr>
<tr>
<td>(5) North Riverwalk Station Area</td>
<td>Weak Support (&lt;40%)</td>
<td>Aligns with some priorities, but not many.</td>
<td>Fatal Flaws – Cannot accommodate Amtrak Reroute; operations issues</td>
<td>Average Support</td>
<td>Do not proceed</td>
</tr>
<tr>
<td>(6) Midtown Station Area</td>
<td>Average Support (&lt;40 or 50%)</td>
<td>Aligns with some priorities, but not many.</td>
<td>Fatal Flaws – Cannot accommodate any services; major operations issues</td>
<td>No Support</td>
<td>Do not proceed</td>
</tr>
</tbody>
</table>
EVALUATION
> 2 AREAS

1. The Union Avenue Station Area
2. The Civic Center Station Area
3. The Recreation complex Station Area
4. The Grove Neighborhood Station Area
5. The North Riverwalk Station Area
6. The Midtown Station Area
PROJECT UNDERSTANDING

Services > Ridership > Program > Economics > Environmental
• **Amtrak SW Chief**: New branch service, one daily round trip, possible thru-service to Colorado Springs, and connection to Amtrak Zephyr.

• **Front Range Passenger Rail**: Inter-regional rail, under study (CRISI), terminal station in Pueblo, more frequency than Amtrak.

• **Both**: Multiple possible travel sheds, mix with freight rail, shared routes through Downtown, variable directions of travel, overlapping travel sheds.
### Understanding Ridership

**Re-Route Option = 10-15 People a Day, Maximum**

<table>
<thead>
<tr>
<th>Service</th>
<th>Riders</th>
<th>Market Type</th>
<th>Rider Amenities</th>
</tr>
</thead>
</table>
| Amtrak  | 100 to 200 | Commuter = <1% | • Nearby Lodging (within walking distance)  
• Nearby Restaurants  
• Cultural Activities  
• Taxi / For Hire Vehicle Pick Up  
• Tourism Information  
• Small Car Rental Kiosk  
• Longer Duration Waiting Area (for late trains) |
|         | Weekly     | Tourism = 99% |                                                                                 |
| FRPR    | <450       | Commuter = 90% | • Short Term Parking  
• Commuter Services (e.g., Coffee, Fast Food)  
• Cold Weather Shelters  
• Bus Bays for Bus Connections  
• Ticket Kiosks  
• Nearby Restaurants / Bars  
• Taxi / For Hire Vehicle Pick Up |
|         | Weekly     | Tourism = <10% |                                                                                 |
| ~600    | Both       | Varies       |                                                                                 |

*Figures will be finalized by Service Providers during their own service planning.*
This station will likely require volunteer staffing.

There will be limited initial building / station footprint and the possibility of sharing with another entity.

There is minimum need for ticketing / baggage / service / storage etc.

There is need for parking / pick up / and TNC/Rideshare.

The timeframe is the next 5-10 years, minimum.
## REVIEW

### ECONOMICS

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>METRICS</th>
<th>UNION AVENUE STATION AREA AREA #1 RESULTS</th>
<th>MUNICIPAL COMPLEX STATION AREA AREA #2 RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will parcel sizes and ownership support feasible station development?</td>
<td>Ownership</td>
<td>2.3 (15 / 6.5)</td>
<td>0.58 (10 / 17.1)</td>
</tr>
<tr>
<td></td>
<td>Parcellation</td>
<td>70 Parcels</td>
<td>58 Parcels</td>
</tr>
<tr>
<td>Will the site foster infill development, redevelopment, and adaptive</td>
<td>Redevelopment Land</td>
<td>5.16 Acres</td>
<td>15.1 Acres</td>
</tr>
<tr>
<td>reuse opportunities adjacent to the station location?</td>
<td>(Acres in which land is worth</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>more than improvements)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the site support existing local businesses and business</td>
<td>Commercial Land</td>
<td>$4,039,644</td>
<td>$1,049,441</td>
</tr>
<tr>
<td>organizations?</td>
<td>(Total Value of Commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Development)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the site increase economic activity tax and property tax revenues?</td>
<td>Vacant Land</td>
<td>4.8 Acres</td>
<td>14.4 Acres</td>
</tr>
<tr>
<td></td>
<td>(Acres of vacant land)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Overall daily ridership is limited which indicates the station will not drive additional development or redevelopment, and will have limited impact on economic development.

Overall, additional development or redevelopment will be more likely when building on adjacent assets (i.e. Riverwalk) to create a destination district that will attract other users beyond the station itself.

Both stations are very different, as Station Area #1 will be slower/incremental private investment; and Station Area #2 will require significant capital investment in consolidation of facilities and new infrastructure to increase private investment.

Station Area #2 (the Municipal Complex Station Area) is better positioned in terms of overall ability to increase development and redevelopment.

Neither station, without significant other investment, is perfectly aligned with your economic goals for the community.
# REVIEW

## ENVIRONMENTAL

<table>
<thead>
<tr>
<th>POTENTIAL CONCERNS</th>
<th>UNION AVENUE STATION AREA AREA #1 RESULTS</th>
<th>MUNICIPAL COMPLEX STATION AREA AREA #2 RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does NOT impact Wetlands or Water Resources.</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Does NOT impact Hazardous Materials.</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Does NOT impact Land Use / Community Facilities.</td>
<td>❌</td>
<td>❌</td>
</tr>
<tr>
<td>Does NOT impact to Sensitive Noise Receptors.</td>
<td>❌</td>
<td>❌</td>
</tr>
<tr>
<td>Does NOT impact traffic or multi-modal linkages.</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Does NOT Impact Historic Properties.*</td>
<td>❌</td>
<td>✔</td>
</tr>
<tr>
<td>Does NOT Require Private Property Acquisitions.**</td>
<td>✗</td>
<td>✗</td>
</tr>
</tbody>
</table>

*Only applicable to Area #1 and the current historic facilities and district.

**Limited to very few properties and individual property owners.
There are no insurmountable issues related to the environmental impacts that will affect federal funding that can be determined during at this level of planning and feasibility. There does not appear to be any fatal flaws.

There will be some environmental considerations that both sites will share….hazardous materials on site, land use changes due to new station, increase noise from service, and private property needed for implementation.

Likely that both sites will have limited, if any, impacts on wetlands/water resources and traffic/multi-modal linkages, meaning the project will likely only improve these conditions.

Likely that both sites will have some impacts on existing buildings, City facilities in the case of Area #2 and cultural resources in the case of Area #1.
PREFERRED STATION CONCEPTS

Concepts + Options + Phasing + Considerations
AREA 1: INTRODUCTION
UNION AVENUE DISTRICT STATION
**AREA 1**

**UNION AVENUE DISTRICT STATION**

**Ideas:**

- Weaves “past, present, and future” of rail together into destination experience.
- Centers all uses and customer experience around rail culture and history.
- Establish central public outdoor space for community activities and events.
- Link programming of the depot, railway museum, heritage museum, and new station.
- Celebrate historic character of 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: RAIL LAYOUT OPTIONS

**UNION AVENUE DISTRICT STATION**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1A</th>
<th>1B</th>
<th>2A</th>
<th>2B</th>
<th>3A</th>
<th>3B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station Configuration</strong></td>
<td>Amtrak - Thru Station</td>
<td>Thru Station both services</td>
<td>Amtrak - Thru Station</td>
<td>Thru Station both services</td>
<td>Thru Station both services</td>
<td>Thru Station both services</td>
</tr>
<tr>
<td></td>
<td>FRPR - Stub End</td>
<td></td>
<td>FRPR - Stub End</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Platform Types</strong></td>
<td>Shared Center Platform</td>
<td>Modified Side Platforms</td>
<td>Shared Center Platform</td>
<td>Modified Side Platforms</td>
<td>Shared Center Platform</td>
<td>Modified Side Platforms</td>
</tr>
<tr>
<td><strong>Platform Width</strong></td>
<td>24’</td>
<td>18’</td>
<td>24’</td>
<td>18’</td>
<td>24’</td>
<td>18’</td>
</tr>
<tr>
<td></td>
<td>FRPR – Criteria Met</td>
<td></td>
<td>FRPR – Criteria Met</td>
<td></td>
<td>FRPR – Criteria Met</td>
<td></td>
</tr>
<tr>
<td><strong>Turnout Sizes</strong></td>
<td>No. 15</td>
<td>No. 15</td>
<td>No. 9 &amp; No. 15</td>
<td>No. 9</td>
<td>No. 9 &amp; No. 15</td>
<td>No. 9</td>
</tr>
<tr>
<td><strong>PUC Crossings</strong></td>
<td>Amtrak – 3 (Vertical constraints) FRPR – 0</td>
<td>Amtrak – 3 (Vertical Constraints) FRPR – 0</td>
<td>Amtrak – 3 (Vertical Constraints) FRPR – 0</td>
<td>Amtrak – 3 (Vertical Constraints) FRPR – 0</td>
<td>Amtrak – 0 FRPR – 0</td>
<td>Amtrak – 0 FRPR – 0</td>
</tr>
<tr>
<td><strong>Connections to Mainline</strong></td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>FRPR Storage Options</strong></td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>Yes (~400’)</td>
<td>None on Site</td>
<td>Yes (~800’)</td>
</tr>
<tr>
<td><strong>Amtrak Loop / Reversing</strong></td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
</tr>
</tbody>
</table>
Phase 1.0 (5-10 Years)

Let’s get Amtrak rolling!

• Partnership with City and property owners to consolidate land and subdivide.

• Relocation of the existing outdoor railyard museum to adjacent property.

• Reconfiguration of existing parking and service for Union Depot

• Amtrak platform with minimum station facilities and support parking.

• Volunteer staffing and operations (potentially with the Heritage Museum or Depot)
Phase 2.0 *(8-15 Years)*

**Let’s make a big splash with Front Range Passenger Rail!**

- Continued **partnership with City to complete sub-area / master plan** for the district.
- Complete **traffic study / bus service feasibility study** for B/Union.
- New combined **Amtrak / Front Range Passenger Rail station** with support structured parking and services.
- Additional **public/street infrastructure improvements** along B Street.
- Support **independent improvements and investment** by the property owners, Union Depot and Heritage Museum.
Phase 3.0 (12-18 years)

Let’s make sure the district has additional support!

- Partnership with City, County, and property owners to consolidate land for support parking area and expanded rideshare.
- Additional public improvements to add support parking along the expanded Neon Alley.
Evaluation Criteria

- This area is extremely well-supported by the Community with between 80-90% of the public likely to support the station here.

- This area is well-supported by rail stakeholders and does not preclude any options for Front Range Passenger Rail.

- This area is less aligned with the Community’s goals of getting connected to other modes of transportation like bus routes and the bike network; but, more aligned with goals to build on historic character of the area.

- This area is less aligned with the Community’s goals for increased economic development and development, the area will be slower and incremental over longer time.
AREA 2: INTRODUCTION
CIVIC CENTER STATION
Ideas:

• Build the concept of “the Station on the Civic Square” or “Civic Station”.

• 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.
<table>
<thead>
<tr>
<th>Criteria</th>
<th>1A</th>
<th>1B</th>
<th>2A</th>
<th>3A</th>
<th>3B</th>
<th>3C</th>
<th>4A</th>
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<tbody>
<tr>
<td><strong>Station Configuration</strong></td>
<td>Amtrak - Thru Station</td>
<td>Thru Station both services</td>
<td>Amtrak - Thru Station</td>
<td>Thru Station both services</td>
<td>Thru Station both services</td>
<td>Thru Station both services</td>
<td>Thru Station both services</td>
</tr>
<tr>
<td></td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
<td>FRPR - Stub End</td>
</tr>
<tr>
<td><strong>Platform Types</strong></td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
<td>Shared Center Platform</td>
</tr>
<tr>
<td><strong>Platform Width</strong></td>
<td>24'</td>
<td>24'</td>
<td>24'</td>
<td>24'</td>
<td>24'</td>
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<td>24'</td>
</tr>
<tr>
<td><strong>Turnout Sizes</strong></td>
<td>No. 15</td>
<td>No. 15</td>
<td>No. 15</td>
<td>No. 9</td>
<td>No. 9</td>
<td>No. 9 &amp; No. 15</td>
<td>No. 9</td>
</tr>
<tr>
<td><strong>Connections to Mainline</strong></td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>3</td>
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<tr>
<td><strong>FRPR Storage Options</strong></td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
<td>None on Site</td>
</tr>
<tr>
<td><strong>Amtrak Loop / Reversing</strong></td>
<td>None on Site</td>
<td>None on Site</td>
<td>Yes – Amtrak only siding provided for reverse movements</td>
<td>None on Site</td>
<td>None on Site</td>
<td>Yes – Amtrak only siding provided for reverse movements</td>
<td>None on Site</td>
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</tbody>
</table>

**AREA 2: RAIL LAYOUT OPTIONS**

**CIVIC CENTER STATION**
Phase 1.0 (5-10 Years)

Let’s get Amtrak rolling!

- Partnership with City to consolidate free up land for immediate improvements.
- Amtrak platform with minimum station facilities and support parking.
- Volunteer staffing and operations (potentially with the City or County)
Let's make a big splash with Front Range Passenger Rail!

- Partnership with City to complete a facilities needs assessment and consolidation feasibility study.
- Street and public infrastructure improvements along D and Oneida Streets.
- New combined Amtrak / Front Range Passenger Rail station with support parking and services.
Phase 2.0 B (8-15 Years)
Let’s support FRPR needs!

- Partnership with City to complete a facilities needs assessment and consolidation feasibility study.
- Street and public infrastructure improvements along D and Oneida Streets.
- New combined Amtrak / Front Range Passenger Rail station with support parking and services.
- Additional ROW acquisition by FRPR for eastern approach or thru-station, if needed.
- Additional improvements and reconfiguration of recently completed Amtrak platform, if needed.
Phase 3.0 (12-18 years)
Let’s continue to expand and support the new district!

• Conduct market / development feasibility study for City properties (north of D and Oneida Streets)

• Utilize economic development tools to facilitate development on City properties to leverage the Riverwalk and Station.

• Conduct an access, circulation, and parking study for the entire district to determine any additional parking demand and needs.

• Complete additional supportive infrastructure and parking projects to support the new district.
Evaluation Criteria

- This area is well-supported by the Community with between 60-70% of the public likely to support the station here.

- This area is supported by rail stakeholders; but, may impact some options for Front Range Passenger Rail.

- This area is well-aligned with the Community’s goals of getting connected to other modes of transportation like bus routes and the bike network; but, potentially less aligned with goals to build on historic character of the area.

- This area is more aligned with the Community’s goals for increased economic development and development, the area may be quicker due to City ownership and available tools.
QUESTION & ANSWER