



PASSENGER RAIL STATION LOCATION STUDY

Front Range Passenger Rail District Briefing

March 24, 2023





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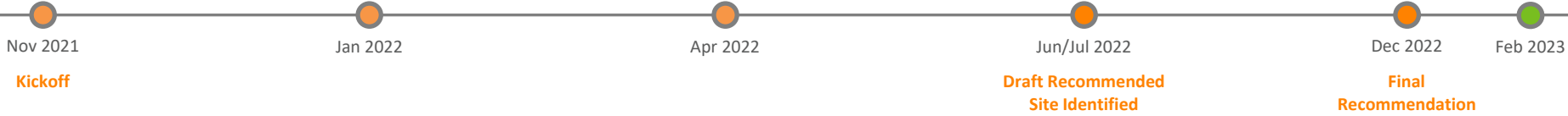
Background and Process

PROJECT OVERVIEW

- Advance station site selection to support
 - Southwest Chief extension
 - Future Front Range Passenger Rail
- Consider mobility, connectivity, and supporting City and regional plans
- Combine technical analysis and interested parties' input
- Document justification for future funding and implementation



PROJECT PROCESS



FOCUSED ENGAGEMENT

- Project outreach approach

ENGAGEMENT

- Information sharing
- Engaging with community and interest groups



GUIDANCE COMMITTEE

- Three sessions
- Guidance and feedback
- Range of members – agencies and interest groups

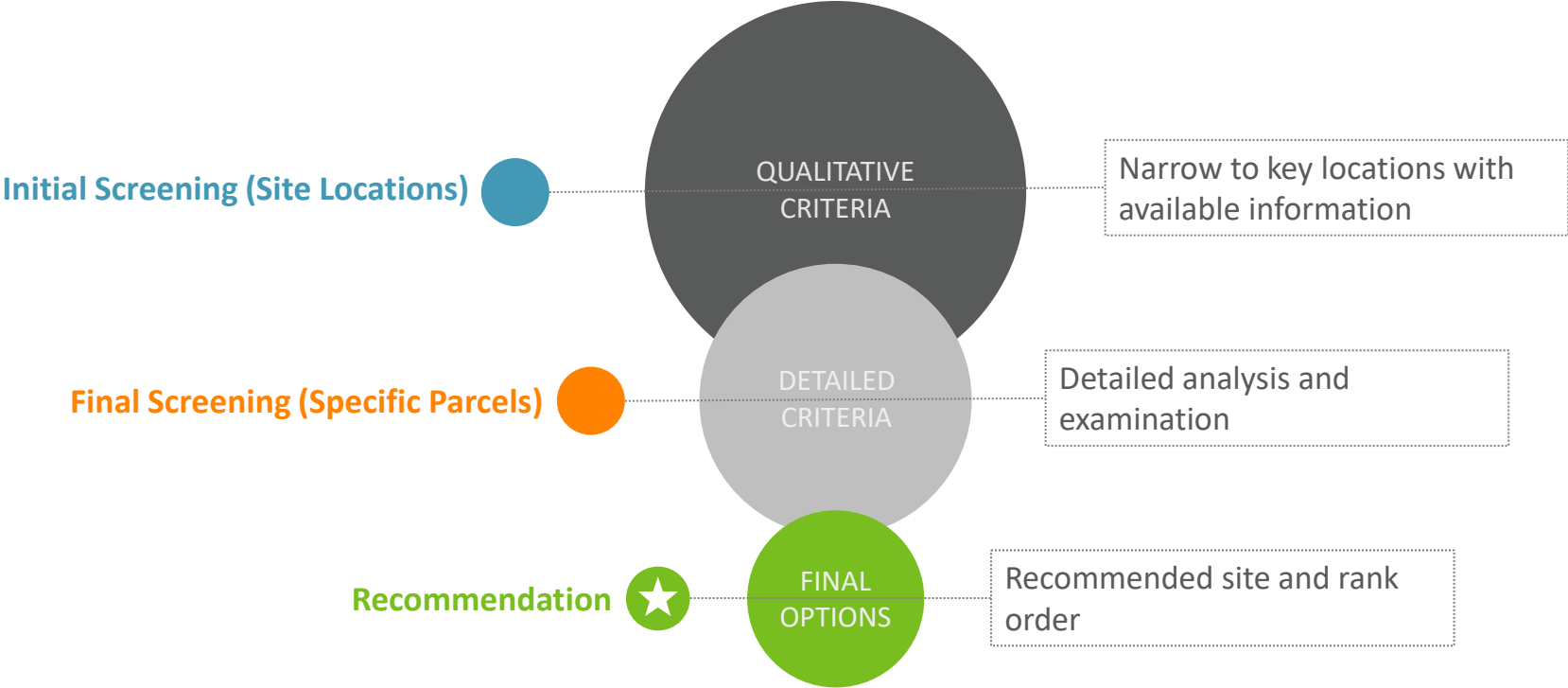


PUBLIC EVENTS AND INPUT OPPORTUNITIES


- Virtual public meetings
- Two meetings aimed at key milestones





EVALUATION





CRITERIA CATEGORIES


- 


Parcel considerations
- 


Zoning consistency
- 


Environmental considerations
- 


Rail operations
- 

Transit access
- 

Multimodal access
- 

Vehicular access & parking
- 

Impact on protected populations
- 

Proximity to activity centers
- 

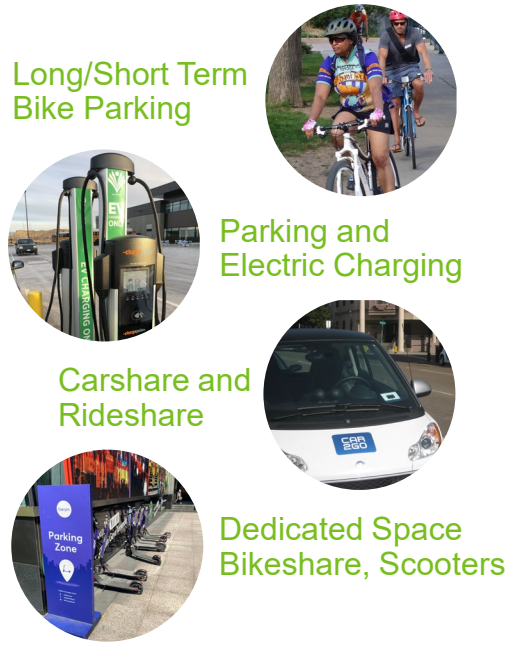
Economic development potential

PASSENGER RAIL STATION PROGRAM

MULTIMODAL INTEGRATION



CHARGING AND NEW MOBILITY



VALUE ADDED AMENITIES



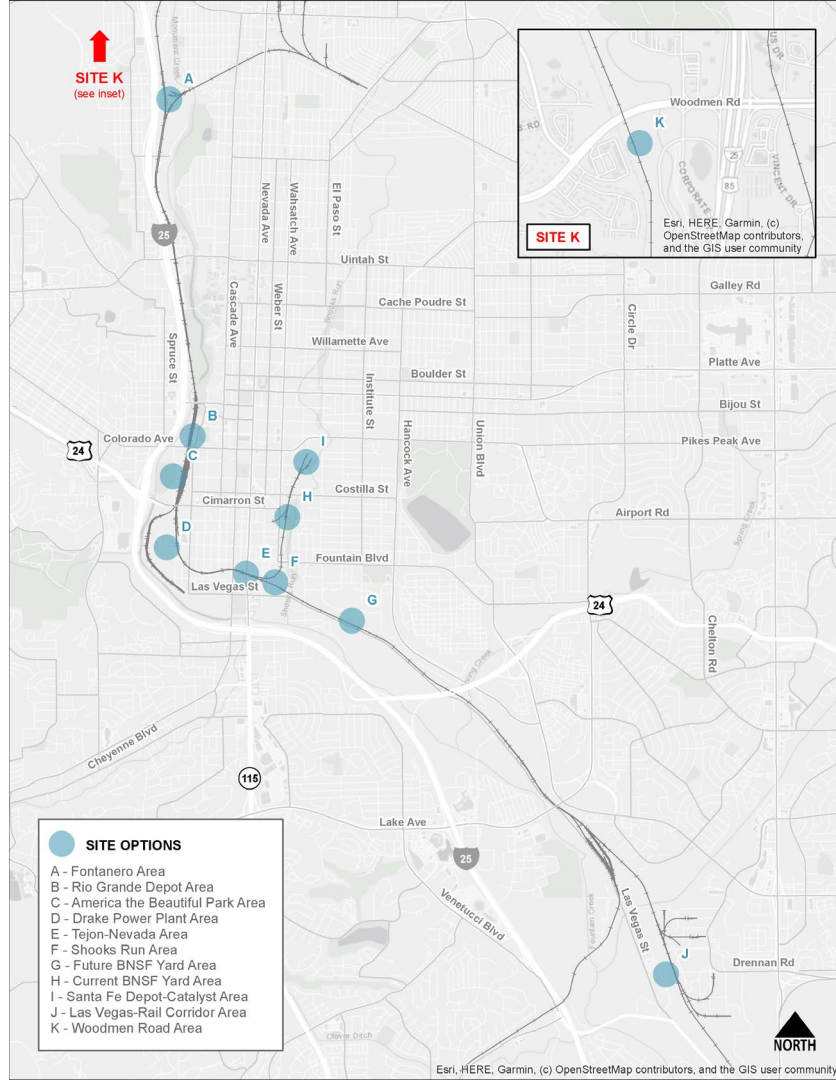


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Sites Analysis, Refinements, and Recommendations

ORIGINAL RANGE OF SITES

- Scoped a range of sites with stakeholders
 - Adjacent to the current rail corridor
 - Historic rail use (some sites)
 - General space for station needs (potential available land)
 - Proximity to origins and destinations



ADVANCED SITES

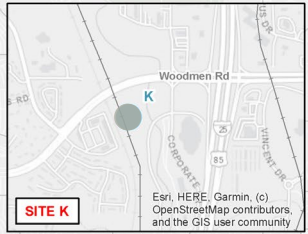
DEPOT

PARK

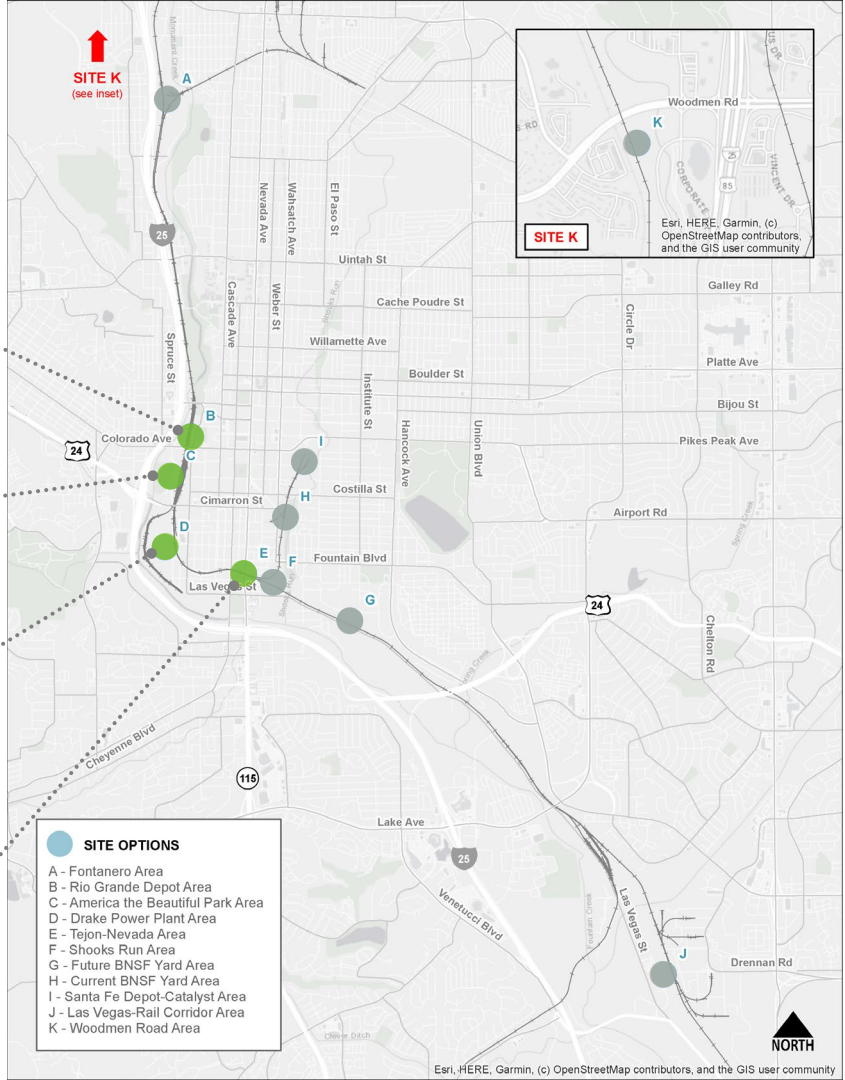
DRAKE

NEVADA

SITE K
(see inset)



- SITE OPTIONS**
- A - Fontanero Area
 - B - Rio Grande Depot Area
 - C - America the Beautiful Park Area
 - D - Drake Power Plant Area
 - E - Tejon-Nevada Area
 - F - Shooks Run Area
 - G - Future BNSF Yard Area
 - H - Current BNSF Yard Area
 - I - Santa Fe Depot-Catalyst Area
 - J - Las Vegas-Rail Corridor Area
 - K - Woodmen Road Area



SITE PARAMETERS

- Amtrak station guidelines
- Front Range Passenger Rail design guidelines
- Freight railroads design guidelines
- Considerations of freight operations
- Phased passenger rail buildout



DETAILED EVALUATION – KEY CRITERIA

	Depot West	Depot East	America the Beautiful Park Area	Drake West	Drake East	Tejon-Nevada	
Parcel complexity and impacts							<ul style="list-style-type: none"> • Acquisitions and relocations • Capitalize on acquisitions for rail relocation
Multimodal access							<ul style="list-style-type: none"> • Strong existing multimodal access • Delivering passenger to transfer point (future BRT)
Vehicular access							<ul style="list-style-type: none"> • Strong access associated with Cimmaron • Westside access challenging
Land Use and Activity Centers							<ul style="list-style-type: none"> • Proximity to downtown attractions • Limited access/connections to desired origins/destinations
Economic Development							<ul style="list-style-type: none"> • Existing infrastructure and development structure • Support increased population and employment
Rail Operational Considerations							<ul style="list-style-type: none"> • West side platforms maintains future flexibility • Additional design/survey information required to advance layouts
Conceptual Cost							<ul style="list-style-type: none"> • Mix of infrastructure and property costs • Difficult negotiations with the railroads and property owners

RANK ORDER OF SITES

② DEPOT EAST

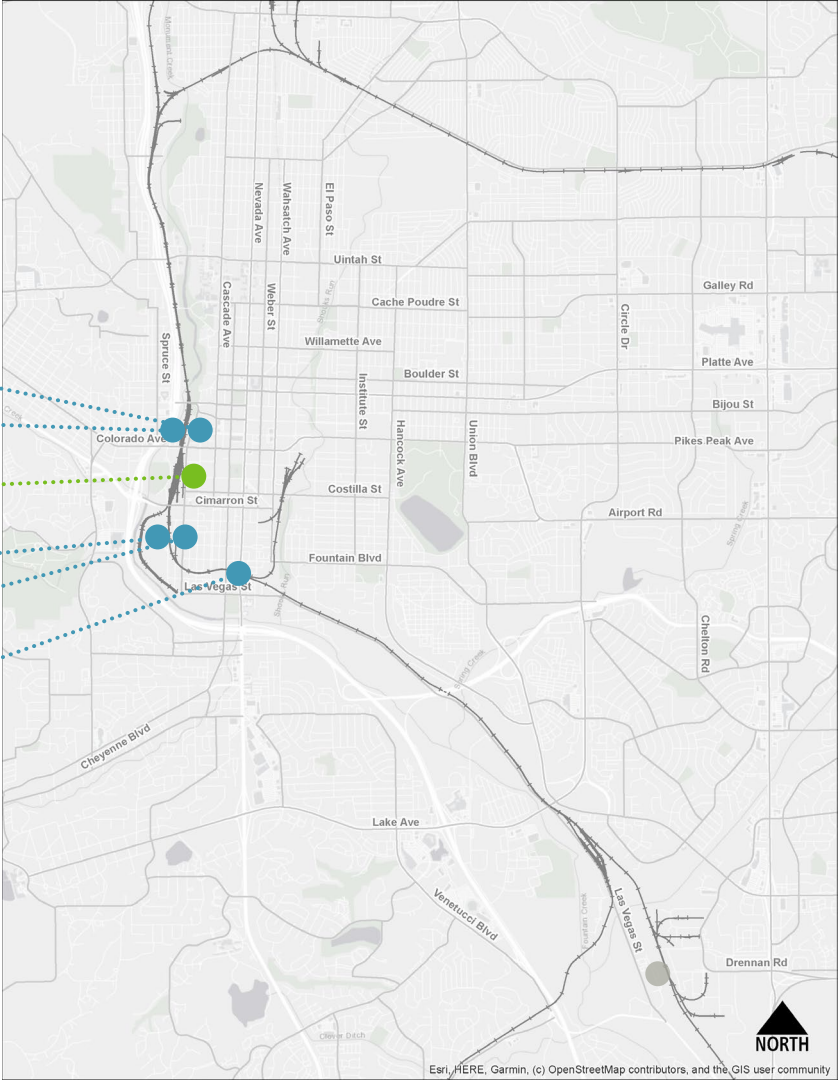
⑤ DEPOT WEST

① ATB PARK

④ DRAKE WEST

③ DRAKE EAST

⑥ NEVADA/TEJON



TOP RANKED SITE RECOMMENDATION

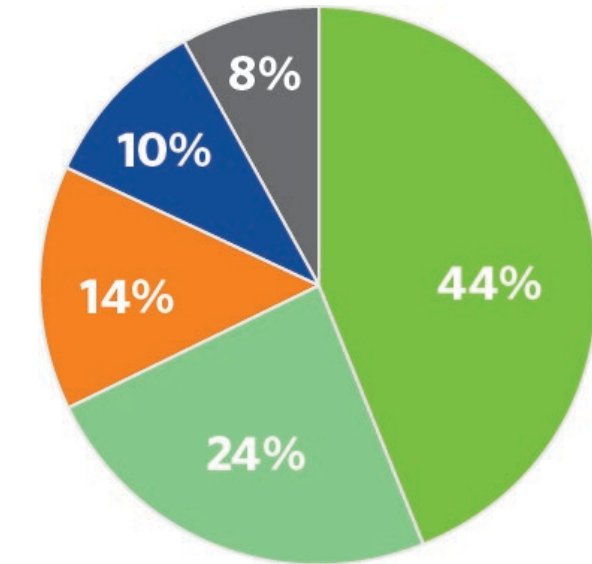
- Rank order to allow flexibility
- ATB Park site benefits:
 - Avoids major impacts
 - Allows future adjacent development to respond to the station
 - Allows for future integration with Drake
 - Minimizes freight yard impacts
 - Provides opportunity for station facilities integration with development
- Public support
- Railroads, FRPR District, CDOT coordination



STAKEHOLDER FEEDBACK

- Final public engagement questionnaire in August 2022
 - ~700 responses received
- Focused on feedback for the recommended site and overall rank ordering of sites
- Stakeholders were asked if they generally agreed with the recommended site:
 - 68% in agreement or strong agreement

Do you generally agree with the recommended site?



- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree



03

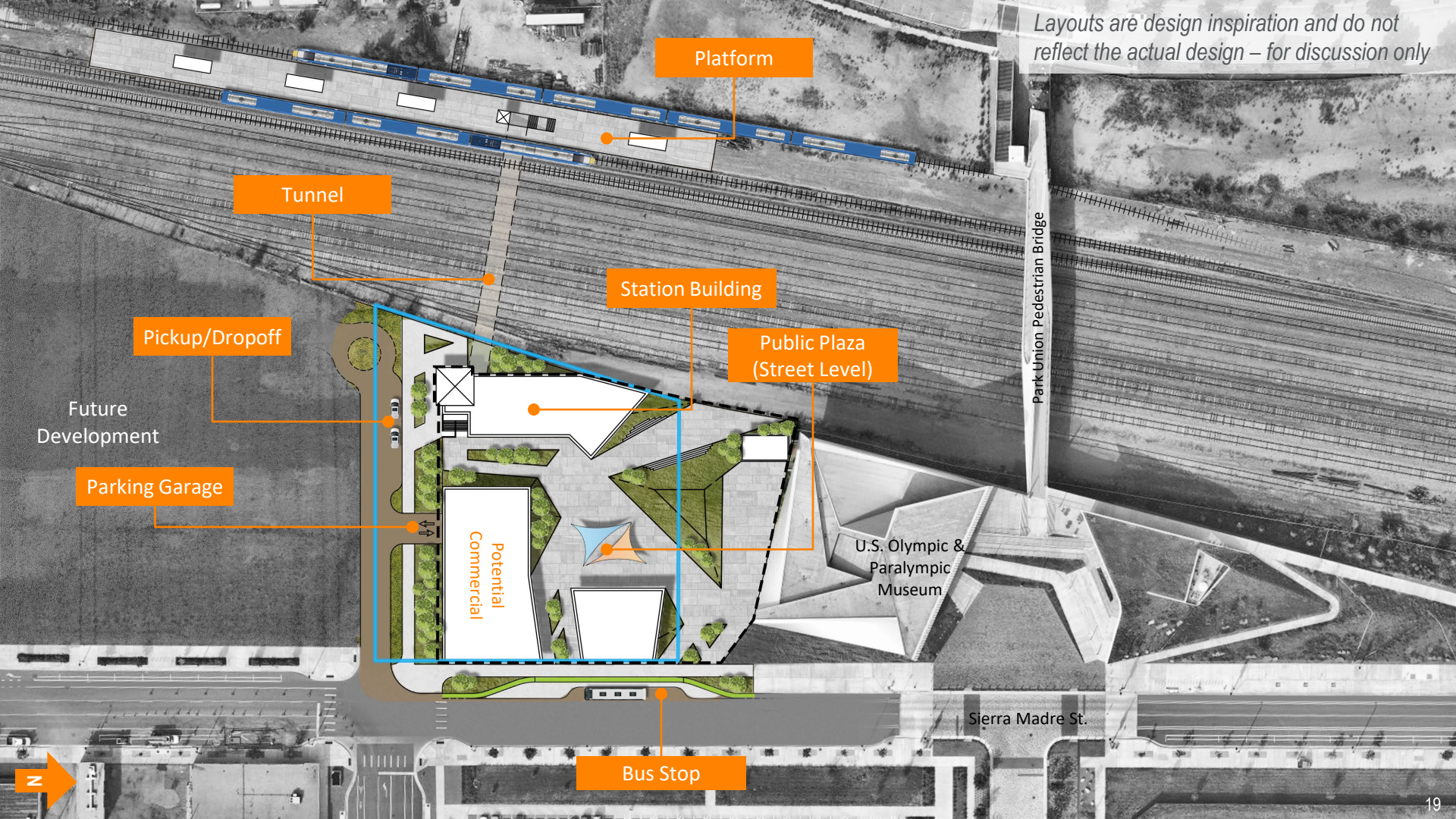
Design Inspiration and Example Site Layout

EXAMPLE SITE LAYOUT

- Developed example station and track layout
- Serves as inspiration for future design (not intended as the actual design)
- Provides an example of what is possible
- Requires work with property owners and the U.S. Olympic & Paralympic Museum
- Provides a basis for funding, design, and implementation by others



Layouts are design inspiration and do not reflect the actual design – for discussion only



Platform

Tunnel

Station Building

Public Plaza
(Street Level)

Pickup/Dropoff

Future
Development

Parking Garage

Potential
Commercial

U.S. Olympic &
Paralympic
Museum

Park Union Pedestrian Bridge

Sierra Madre St.

Bus Stop

N

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Lower-Level Parking
Garage and Museum
Service Access

U.S. Olympic &
Paralympic
Museum

Sierra Madre St.

Park Union Pedestrian Bridge



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Street Level Station,
Public Plaza, and
Potential Buildings

U.S. Olympic &
Paralympic
Museum

Park Union Pedestrian Bridge

Sierra Madre St.



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TEMPORARY REALIGNMENT OF CONEJOS STREET & MODIFICATION OF SLOPE PAVING UNDER CIMMARRON

America the Beautiful Park

Conejos St.

Ciminio Dr.

Cimarron St.

Planned Future Development

TEMPORARY IMPACT TO THE DRAKE STATION ENTRANCE

IMPACT TO DRAKE RAIL SPUR TO BE COORDINATED WITH CSU

Planned Future Development

U.S. Olympic & Paralympic Museum

Sierra Madre St.



Example view – looking southwest
across the plaza towards the station

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reflect the actual design – for discussion only*





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Next Steps

NEXT STEPS

- Document release
- Ongoing discussions with Railroads, FRPR District, CDOT, etc.
- Future funding determinations
- Future design, environmental, and implementation planning





POSTAL
METRO
CLEARANCE
14'9"

THANK YOU!

HDR