

CHEYENNE PASSENGER RAIL STATION SITE SELECTION STUDY

PROJECT STUDY TEAM MEETING #5

October 24, 2024



MEETING AGENDA

1. Welcome, Review and Finalize Agenda
2. Engagement
3. Finalize Station Location Alternatives Analysis Results
4. Other
5. Next Steps

PUBLIC ENGAGEMENT



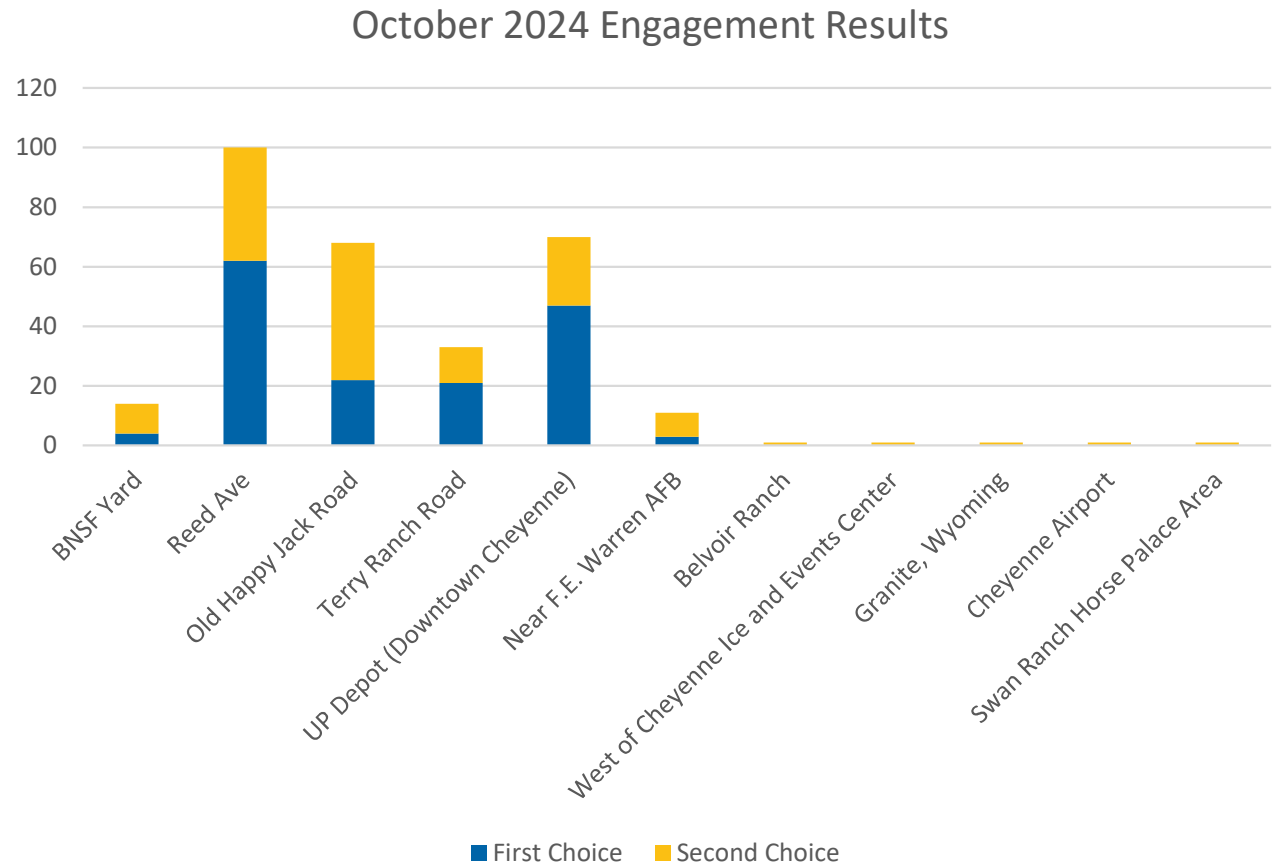
10/8 WORKSHOP AND OPEN HOUSE

- Cottonwood Room at the Laramie County Library
- 3:30-5 pm
 - Mayor's Passenger Rail Coalition
 - 10 attendees signed in
- 5:30-7 pm
 - Public Open House
 - 43 attendees signed in
- 170 written comments



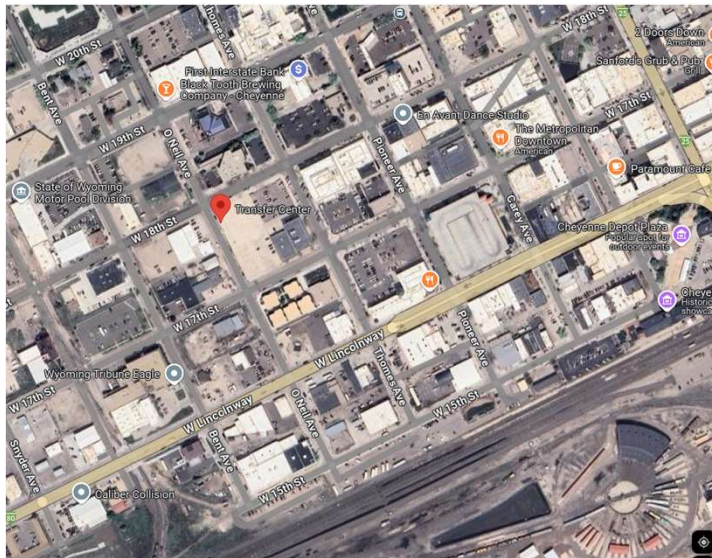
10/8 WORKSHOP AND OPEN HOUSE

- Rankings for preferred site location

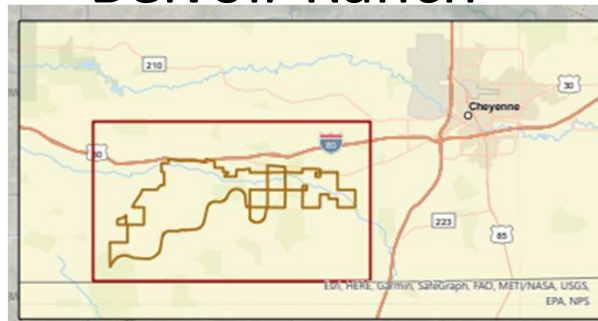


10/8 WORKSHOP AND OPEN HOUSE – NEW SITES PROPOSED

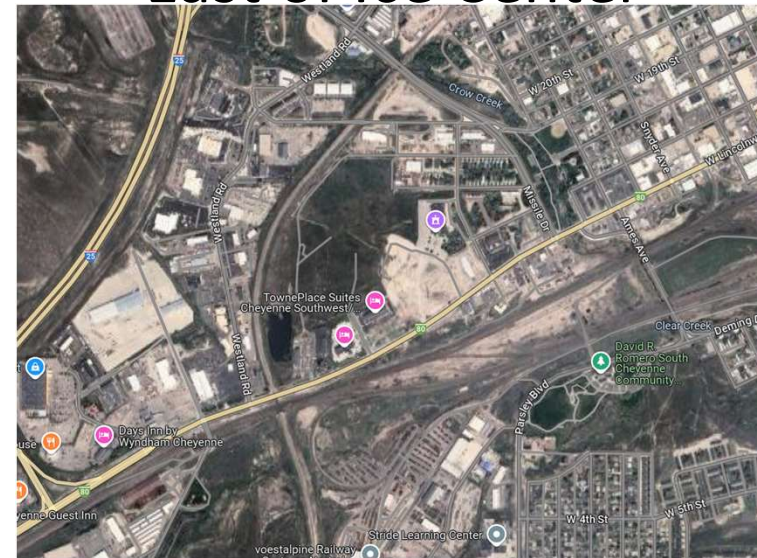
Transfer Center



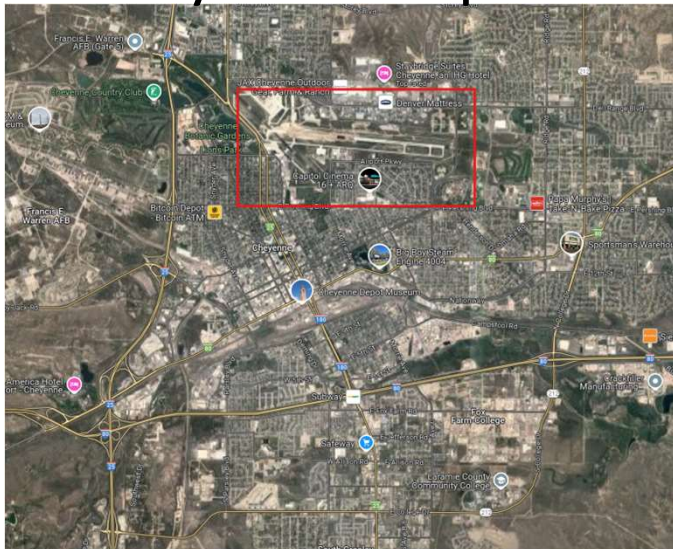
Belvoir Ranch



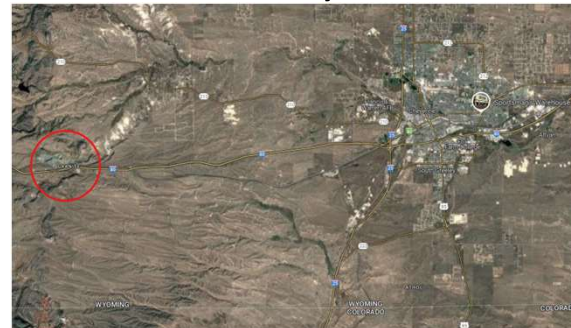
East of Ice Center



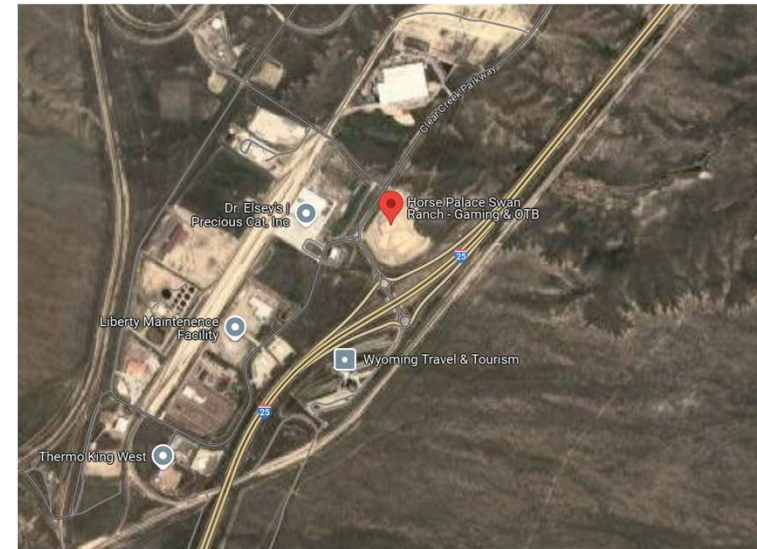
Cheyenne Airport



Granite, WY



Swan Ranch Horse Palace



10/8 WORKSHOP AND OPEN HOUSE – NEW SITES PROPOSED

New Site Suggested	Commentor Rationale	Project Study Team Analysis
Westland Road CTP New Transfer Center	Folks can catch a bus to various spots around town from there.	Not on a rail line
Belvoir Ranch	The tracks are on the property, we already own it and it is not that far out of town. City Transit could provide rides into town.	Outside a municipality (site of former Borie Station)
West of Cheyenne Ice and Events Center	Lots of space, easier to bring in tracks, easy access to both 25 and 80, close to lodging and downtown. Could also pump funds into that side of town and encourage new businesses and revitalize existing ones.	Rail station appears inconsistent with The Hitching Post Urban Renewal Plan by occupying land designated as redevelopment by private enterprise and reducing TIF revenues
Cheyenne Airport	Easy access to rail and air travel, car rentals all in one. Would attract business to the airport.	Not on a rail line
Granite, Wyoming	Would be easily connected to passenger service to the rest of Southern Wyoming.	Outside a municipality; Distance from Cheyenne
Swan Ranch Horse Palace Area	Would provide plenty of open space for a brand new train station; hotels; Restaurants; Shopping; plenty of parking; and other entertainment besides the Horse Palace.	Not on a rail line (across I-25 from BNSF mainline and Terry Ranch Road site)

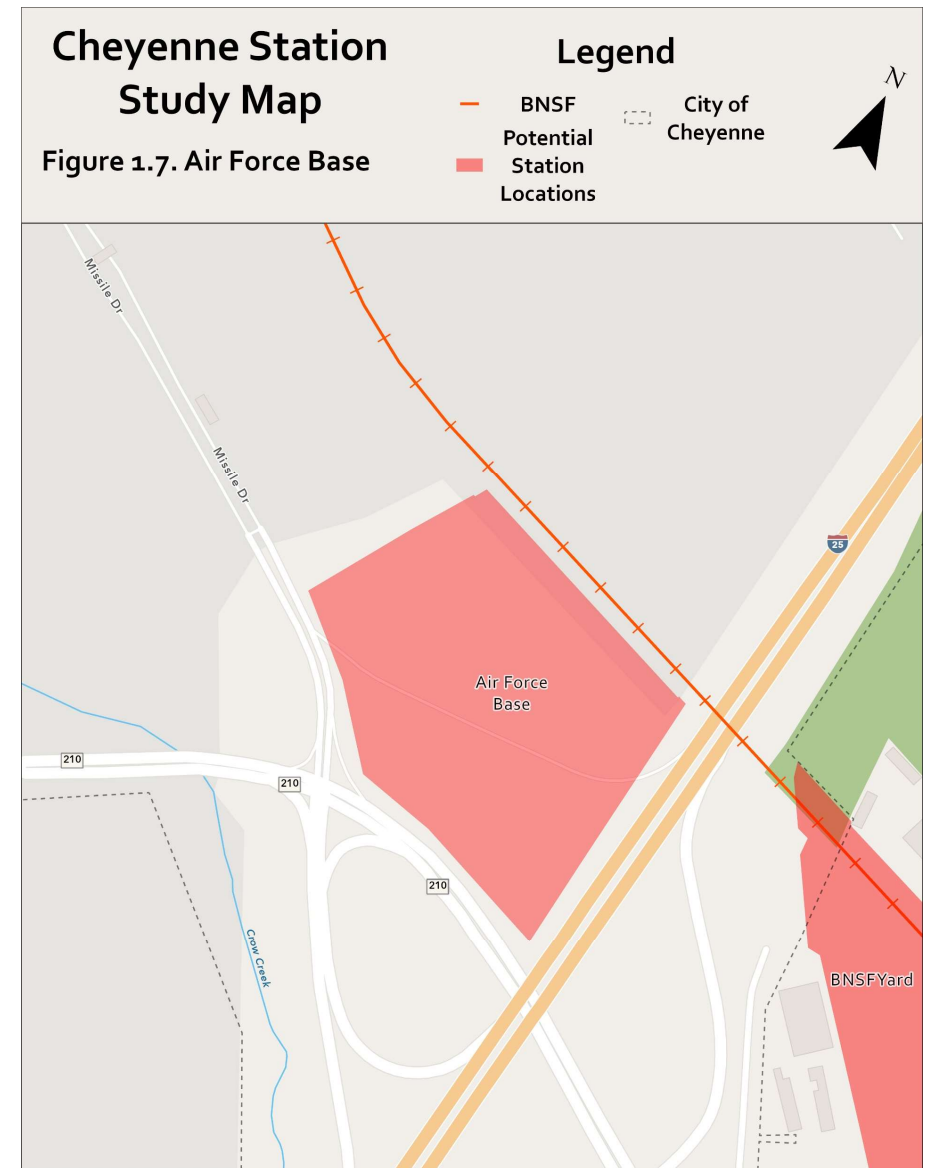
10/8 WORKSHOP AND OPEN HOUSE

Air Force Base

Rationale Themes in Comments

- Room for long-term parking in this location, but still close to the city.
- Public parking probably more available than downtown
- Enough parking and would probably be safer to leave a car.
- Construction will be less disruptive to Cheyenne but still easy to get to
- Easy access for military personnel
- Access to I-25
- Near the base in case of future need to go further north

Preliminary Recommendation: End Study



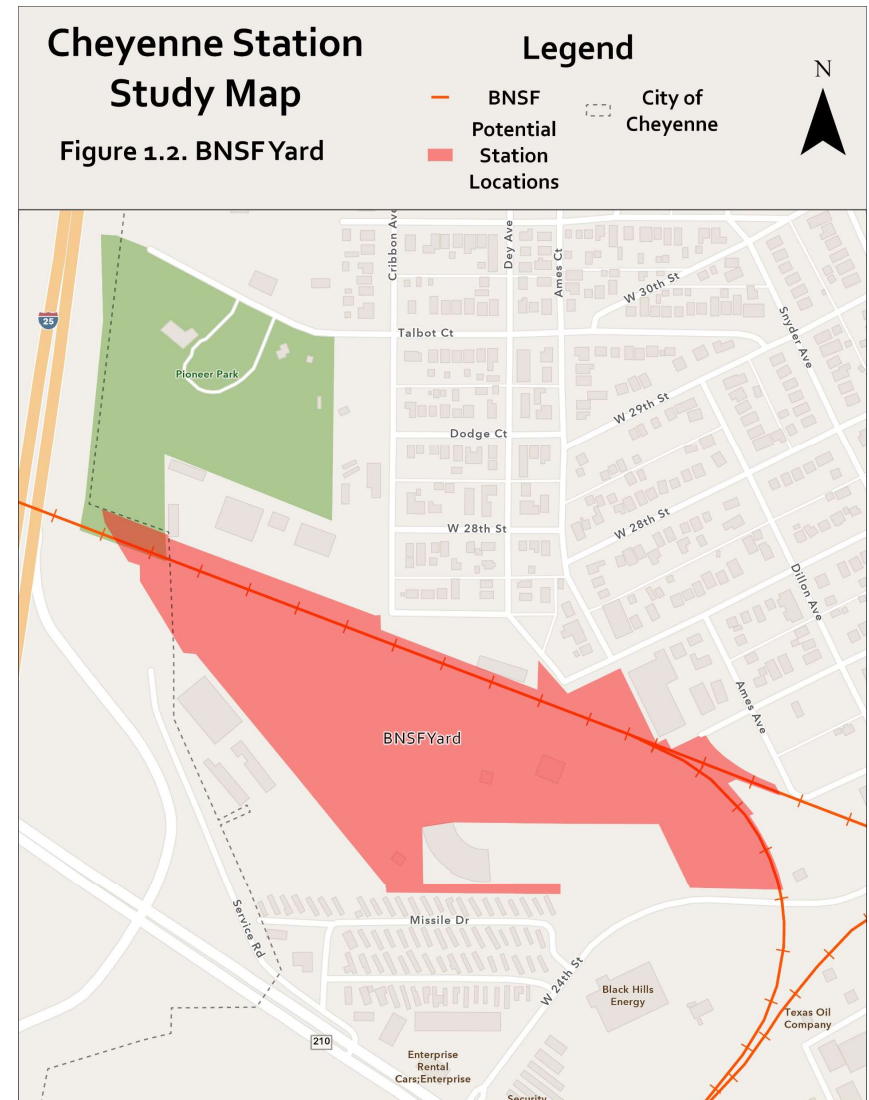
10/8 WORKSHOP AND OPEN HOUSE

BNSF Yard

Rationale Themes in Comments

- Good access to/from I-25
- Potential for large parking facility
- Pedestrian friendly and encourage high density development
- More room for development
- Large area for passengers/traffic
- Direct route to Ft Collins
- Old round house could be developed as a terminal building
- Trackage off the mainline already exists there
- Central location

Preliminary Recommendation: End Study



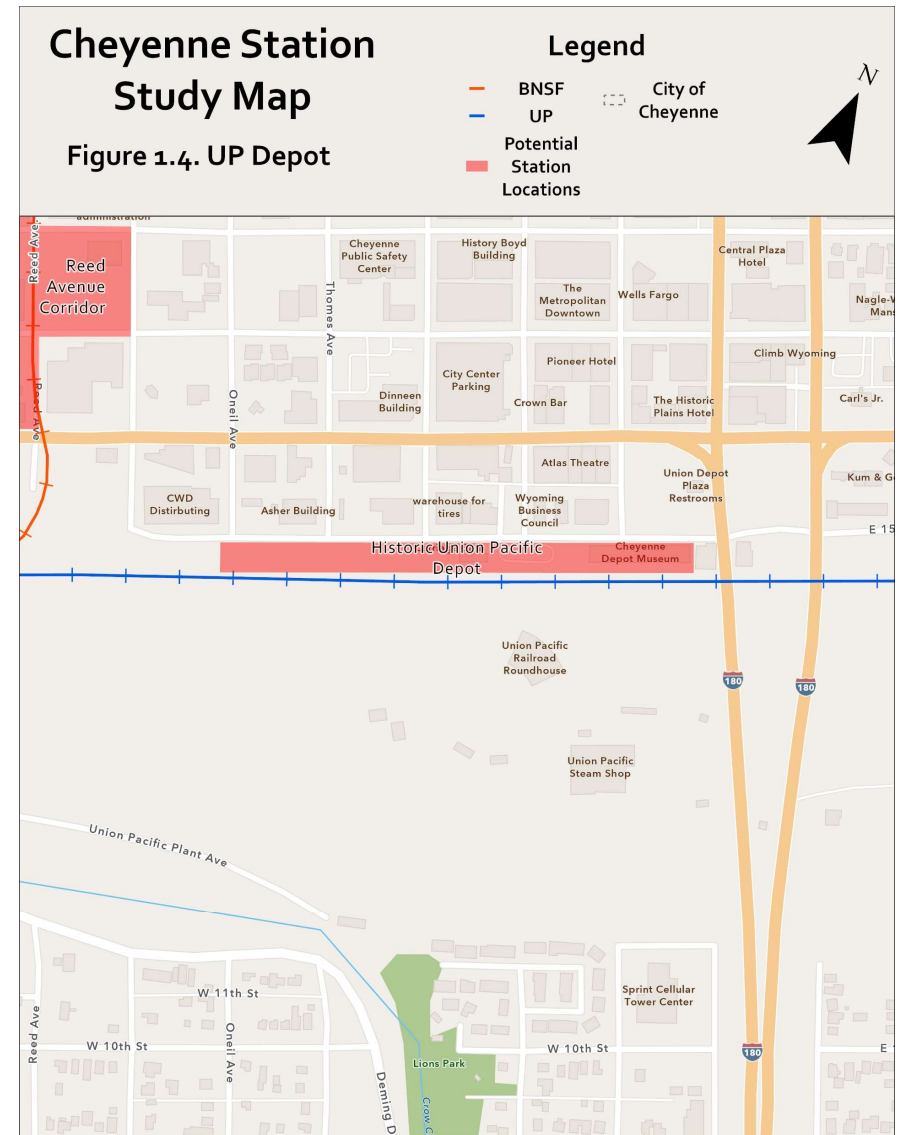
10/8 WORKSHOP AND OPEN HOUSE

Historic UP Station

Rationale Themes in Comments

- Established, welcoming environment
- Centrally located within Cheyenne
- Existing infrastructure
 - Already has a platform
 - Station building would not require extensive renovation
 - Can use existing (or build new) parking garages to accommodate park-and-riders
- Historic train station and tourist attraction in its own right
- Build on momentum in reinvigorating downtown and helping small businesses
- Good pedestrian access
- Good transit access
- Easy access to downtown
- Easy rail connection to Laramie, Rawlins, Rock Springs, Evanston, and Salt Lake City
- Opportunity to redevelop UP yard into non-railroad uses

Preliminary Recommendation: End Study



10/8 WORKSHOP AND OPEN HOUSE

Reed Avenue Corridor

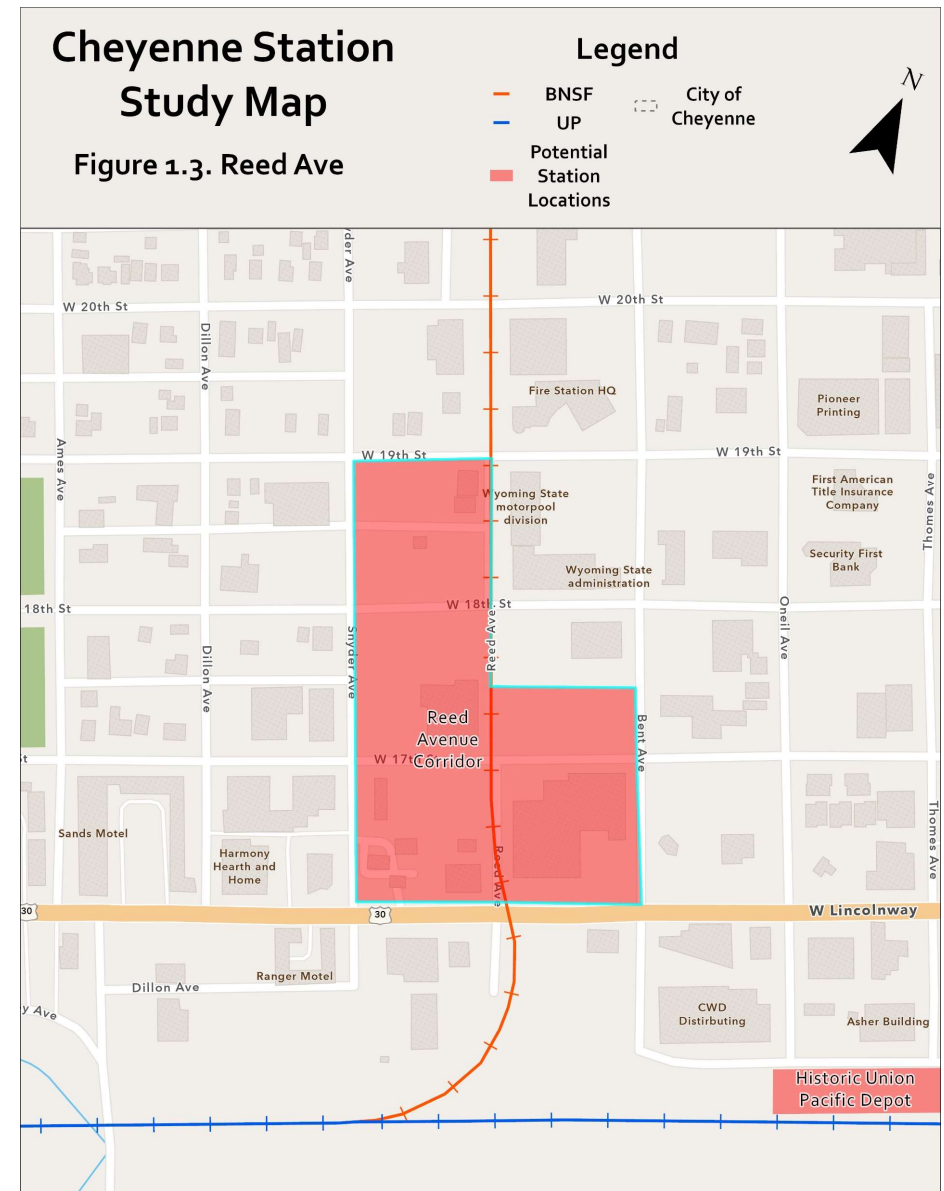
Rationale Themes in Comments

- Pedestrian Friendly
- Alignment with Tourism Plans
- Central Location
- Potential for Revitalization
 - Could invigorate the local economy
- Low Obstacles
- Support for High-Density Development
 - Could change the urban landscape of Cheyenne and accommodate population growth
- Accessibility
- Future Expansion
- Community Benefits
- Cultural Preservation
 - This location highlights the historic character of Cheyenne

Preliminary Recommendation: To be Developed



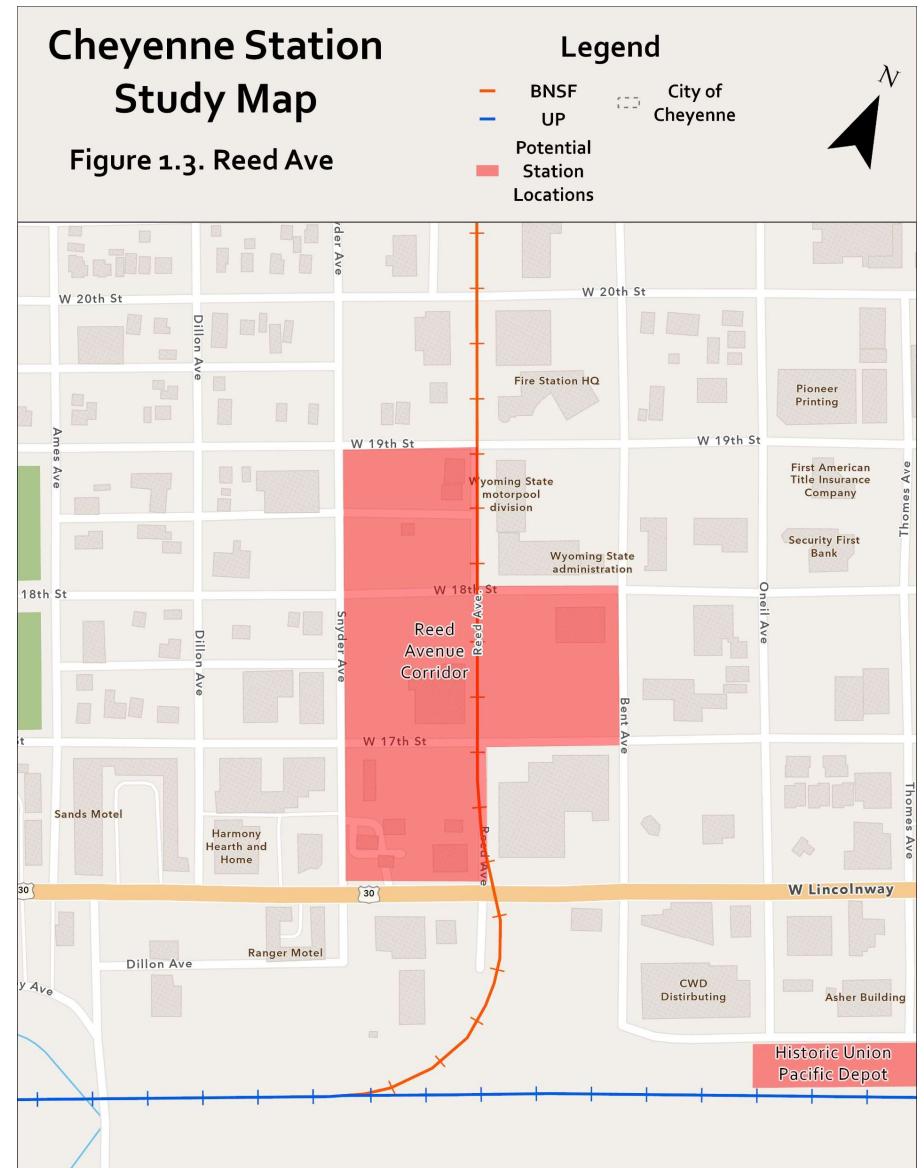
***Vince Bodiford request:
Remove Wyoming
Tribune Eagle site from
map***



10/8 WORKSHOP AND OPEN HOUSE

Reed Avenue Corridor

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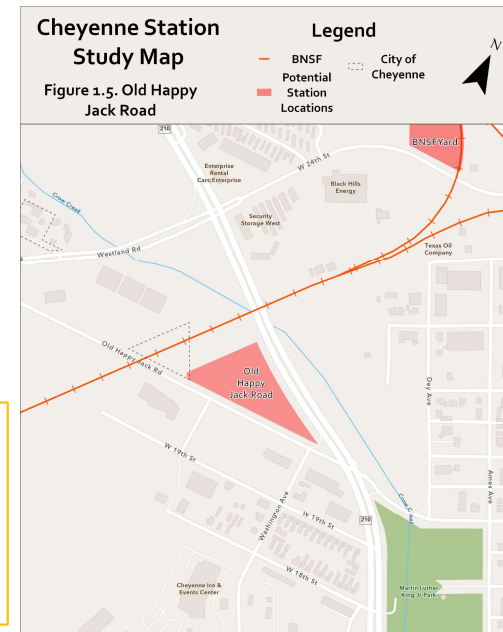
10/8 WORKSHOP AND OPEN HOUSE

Old Happy Jack Road

Rationale Themes in Comments

- Aligns with existing tourism development plans
- Would improve the area
- Has the potential to create west Cheyenne gateway with new railroad, visitor, and entertainment district by expanding Cheyenne development toward the city ice rink and the hotel/motel corridor along Lincolnway
- Proximity to a public park and one of the few water ways in Cheyenne would make coming into Cheyenne welcoming
- Room for parking
- Allows for parking not near businesses for people wanting to be gone for longer periods of time. Doesn't take up parking for small business owners but still very accessible.
- Close to downtown but not logically complex as being directly in downtown
- Away from other traffic, businesses, and residences
- Less congestion
- Land is already owned by city minimizing cost
- Cost to procure site would allow for parking structure
- Fewer hoops to jump through to develop

- On BNSF mainline
- More convenient to a large portion of Cheyenne
- Possibility of expanding station onto property south of Old Happy Jack Road, if needed
- Accessible to the Air Force Base without creating a security risk
- Close to all the new hotels going up on Lincolnway and car rentals.
- Easy access to interstates
- Easy access for Frontier days transportation
- Possible to walk to downtown
- Close to current transit routes so that people can easily get to downtown and other destinations



Preliminary
Recommendation:
To be Developed

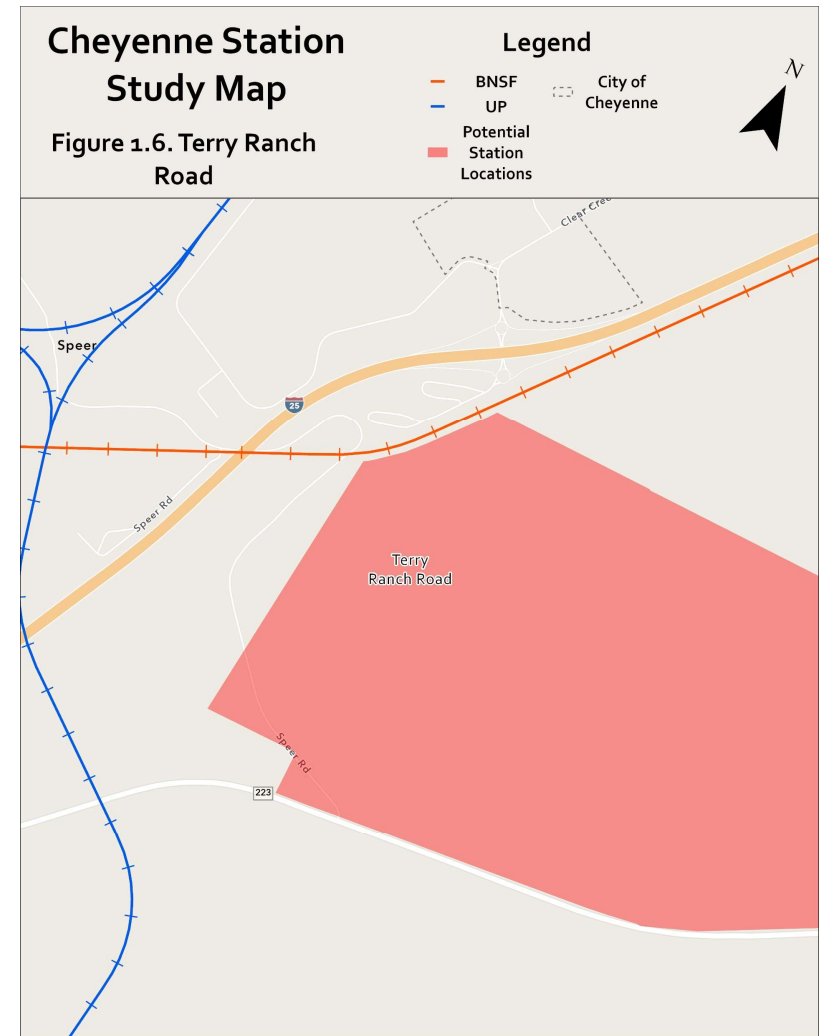
10/8 WORKSHOP AND OPEN HOUSE

Terry Ranch Road

Rationale Themes in Comments

- Construction would be less disruptive to Cheyenne, but still be accessible to Cheyenne.
- Room for development of station, parking, and amenities
- Easy access to/from I-25
- Out of residential area where people would be inclined to complain about various aspects of the depot such as noise, people, smell, vibration, parking etc.
- Raw land that can be developed around the train station (commercial, residential)
- Proximity to Meta Data Center and new road connecting Data Center / Business Park to Terry Ranch Rd
- Near State Public Land to east which could also be developed with trails, public access, etc. if the State would want to do so. You can make the area a destination spot and residential community
- Near Visitors Center Museum
- On BNSF mainline
- Fewer at grade crossings
- Less congestion
- Easy access for Colorado residents
- Faster train trip to/from Denver

Preliminary
Recommendation:
To be Developed



FINALIZE STATION LOCATION

ALTERNATIVES ANALYSIS RESULTS

Station	Location Requirements			Site Features									RR Operations					Preliminary Recommendation
	Within a Municipality	Within the FRA Long Distance Route Corridors	Within the FRPR Corridor	Size (acres)	Ownership (2023 tax year)	Parking Options Availability	Connection to Existing Network	Connection to Local Transit	Existing Zoning/ Permitting	MPO Planning Projects	Planned Future Land Use	Other Physical Features	Number of Mainline Tracks (Existing, Possible)	Freight Interface	Routing	Curves	Station Dimensions (uncurved length available, ft)	
Reed Avenue Corridor	Y	Y	Y	11.82	Multiple property owners	Y	BNSF	Along existing transit route	Mixed Use Business Emphasis	Reed Ave Rail Corridor Plan 2018, Missile Drive Corridor Plan 2010	Public and Quasi-Public, Mixed Use (includes Industrial, Residential as lower priority), Mixed Use Commercial (includes Residential)	Existing buildings in parcels, road grade crossings	1, 2-3	Grade crossings, BNSF will want project to build separate track to keep station track off access to the UP track	On direct BNSF route	10 degree curve directly south to join UP tracks	1400	To be Developed with input from Public
BNSF Yard	Y	Requires backing up trains for two of the three routes	Y	26.00	BNSF	Limited parking options	BNSF	Could be added to existing transit network	Light Industrial	None	Industrial	Potential relocation of existing business(es)	1, 1-2	Active Rail Yard with customer tracks and BNSF employee facilities	On direct BNSF route	6.8 degree curve to go south on BNSF tracks	2260	End Study - railroad operational issues overwhelm
Historic UP Station	Y	Requires backing up trains for two of the three routes. Third route requires reinstatement of east leg of the Wye	FRPR not optimal with change of railroads required	4.00	City of Cheyenne City Clerks Office	Very Limited Parking Options	UP	Along existing transit route	Central Business District	None	Public and Quasi-Public	Adjacent to heavily used UP mainline (42 trains per day in 2021). Requires relocating existing businesses	4.4 * "no room to add an additional track next to the station"	Active UP yard, stopping at station would block UP mainline track. Requires FRPR crews to be separately trained for UP	Trains would have to reverse to go between BNSF and UP tracks, or connection to Reed Ave, corridor would have to be reinstated	10 degree curve to connect to BNSF track	2220	End Study - railroad operational issues, railroad training issues, access delays, conflicts with current City plans to repurpose 15th Street, and conflicts with UP yard plans
Air Force Base	Within MPO, outside of city	Requires extensive backup moves for all three routes	Y	24.00	State of Wyoming, United States of America	Lacking road access, would need to create new road; space for parking is there	BNSF	Not near existing transit route	Exempt	None	Military/Federal	Site would require use of US Air Force land and a superfund site	0.0 * "no room to add an additional mainline track on southside of existing tracks"	BNSF yard tracks	On direct BNSF route	2 degree curve west of station	1150	End Study - railroad operational issues, highway access issues, and Air Force security issues overwhelm
Old Happy Jack Rd	Y	Y	Y	3.28	City of Cheyenne City Clerks Office	Y	BNSF	Could be added to existing transit network	Light Industrial	Missile Drive Corridor Plan 2010	Mixed Use Commercial	~20ft elevation difference between parcel and tracks; Track on embankment	1, 1-2	BNSF will want separate tracks to keep the station off of mainline	On direct BNSF route	2.7 degree curve to go south on BNSF tracks	810	To be Developed with input from Public
Terry Ranch Rd	Within MPO, outside of city	Y	Y	1077.87	Terry Road Estates LLC	Lacking road access, would need to create new road; space for parking is there	BNSF	Not near existing transit route	Agricultural	High Plains Road Corridor Plan 2016	Mixed Use Commercial, Urban Transition Residential, and Mixed Use Employment	Next to Southeast Wyoming Welcome Center	1, 2-3	BNSF will want separate tracks to keep the station off of mainline	On direct BNSF route	2.05 degree curve directly south of platform	1200	To be Developed with input from Public

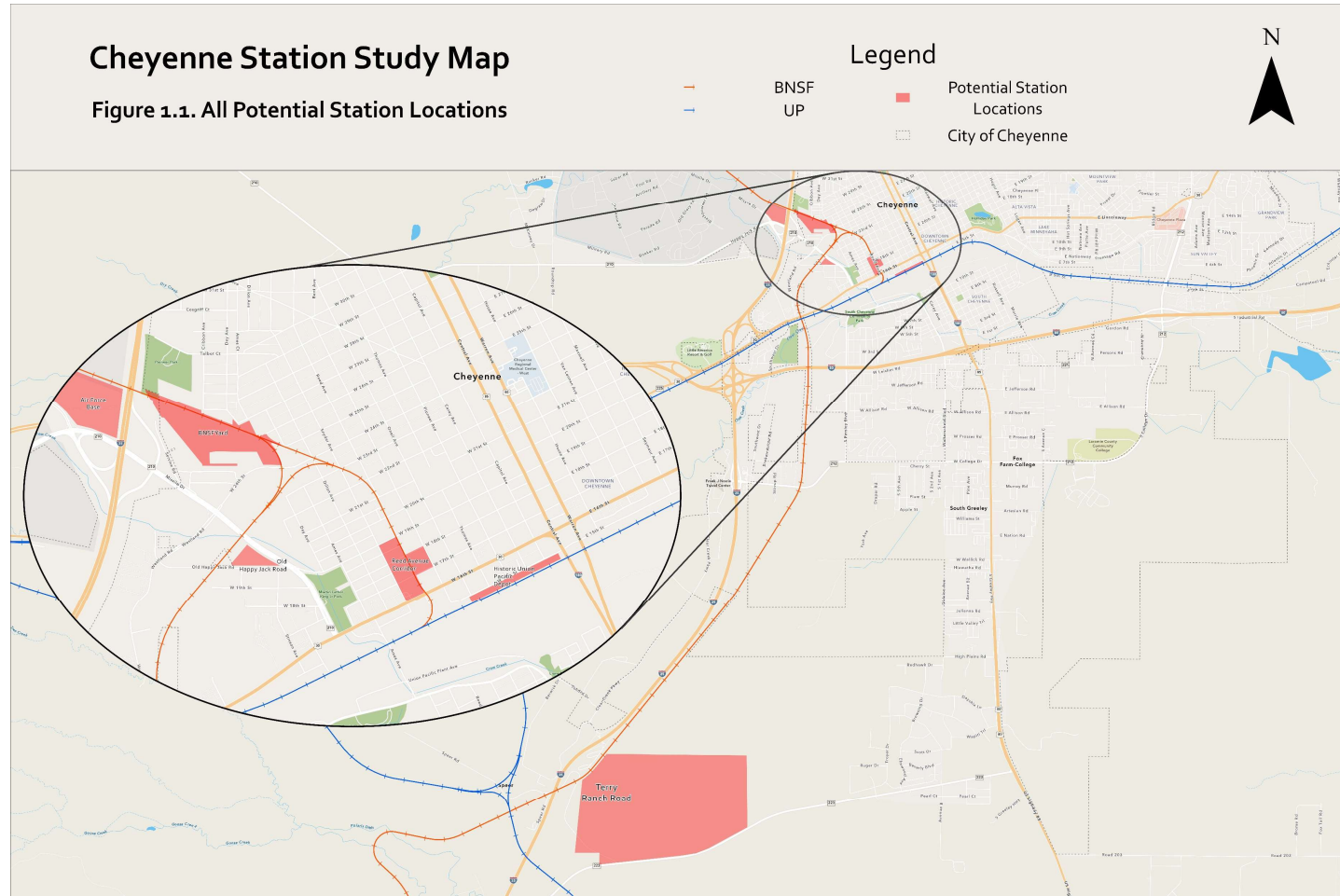
Strength = Benefit to the project

Neutral = Project can work with the condition

Challenge = Condition creates issue for project implementation and/or ongoing operation

FINALIZE PRELIMINARY RECOMMENDATIONS

- Reed Avenue Corridor – **To be developed**
- BNSF Yard – **End study**, railroad operational issues overwhelm
- Historic UP Station – **End study**, railroad operational issues, railroad training issues, access delays, and lack of support from City and UP
- Air Force Base – **End study**, railroad operational issues overwhelm
- Old Happy Jack Road – **To be developed**
- Terry Ranch Road - **To be developed**



NEXT STEPS

- Coordinate with Railroads, Amtrak, and FRA on site locations and track changes needed to support a station
- Evaluate environmental and economic effects
- Develop station concept plan
- Prepare report, support MPO with additional comment period, finalize report

Project Schedule
Updated 8/2/2024; Revision 3-1
6/14/2024 Notice to Proceed

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PST = Project Study Team Meetings (MPO, City, Quandel)
W - Site Selection Workshop
A = Amtrak Meeting
BN, UP = Railroad Meeting
FRA - Federal Railroad Administration Meeting
D = Draft Deliverable
M = One MPO Technical committee and one MPO Policy committee meeting
C = one City Council meeting, one Board of County Commissioners meeting
*Not shown: Meetings of Mayor's Passenger Rail Coalition, scheduled as needed by client