

CHEYENNE PASSENGER RAIL STATION SITE SELECTION STUDY PREPARED FOR THE MAYOR'S PASSENGER RAIL COALITION

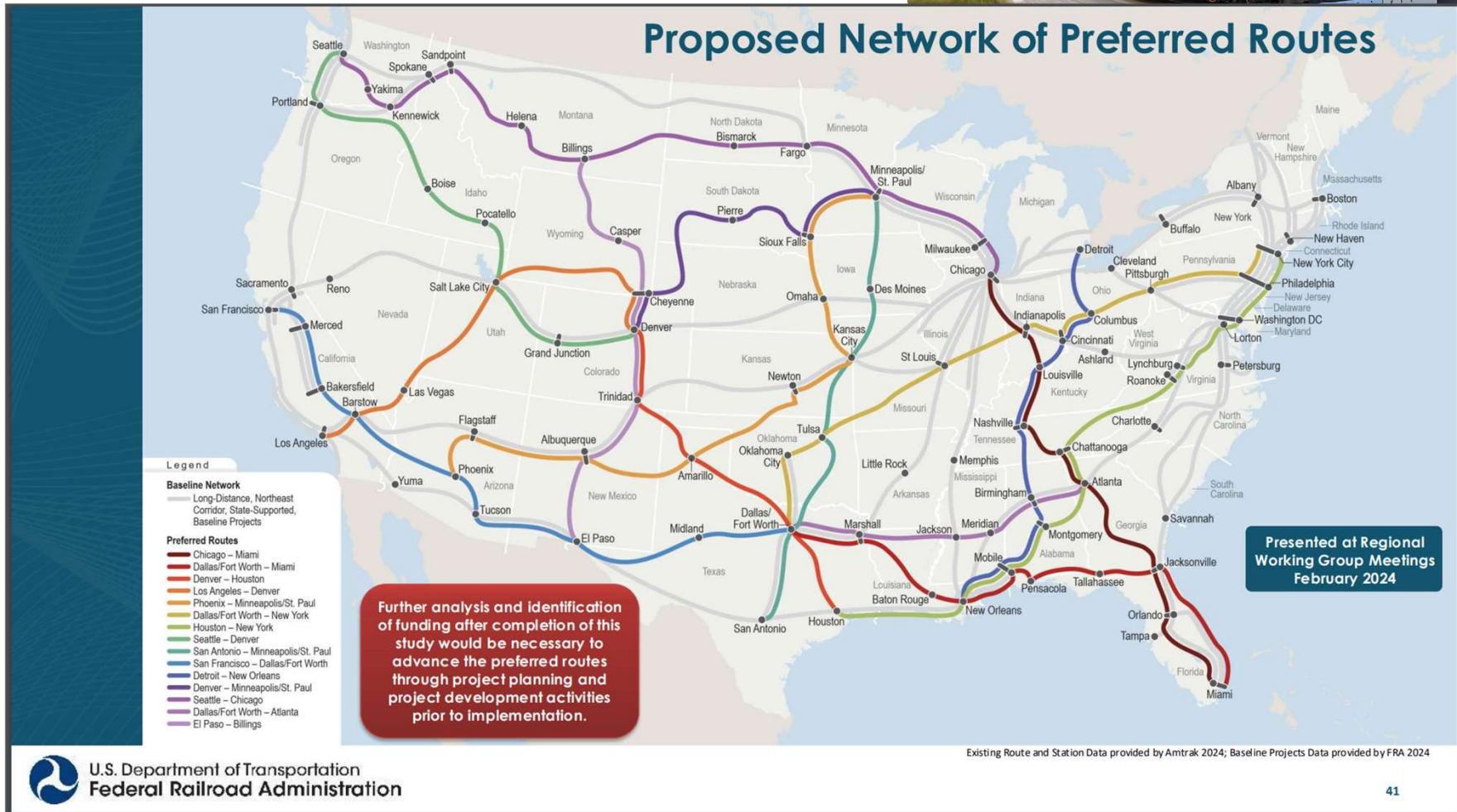
October 8, 2024



STUDY OVERVIEW



STUDY BACKGROUND



Cheyenne Station Study Map

Legend

Figure 1. Laramie County

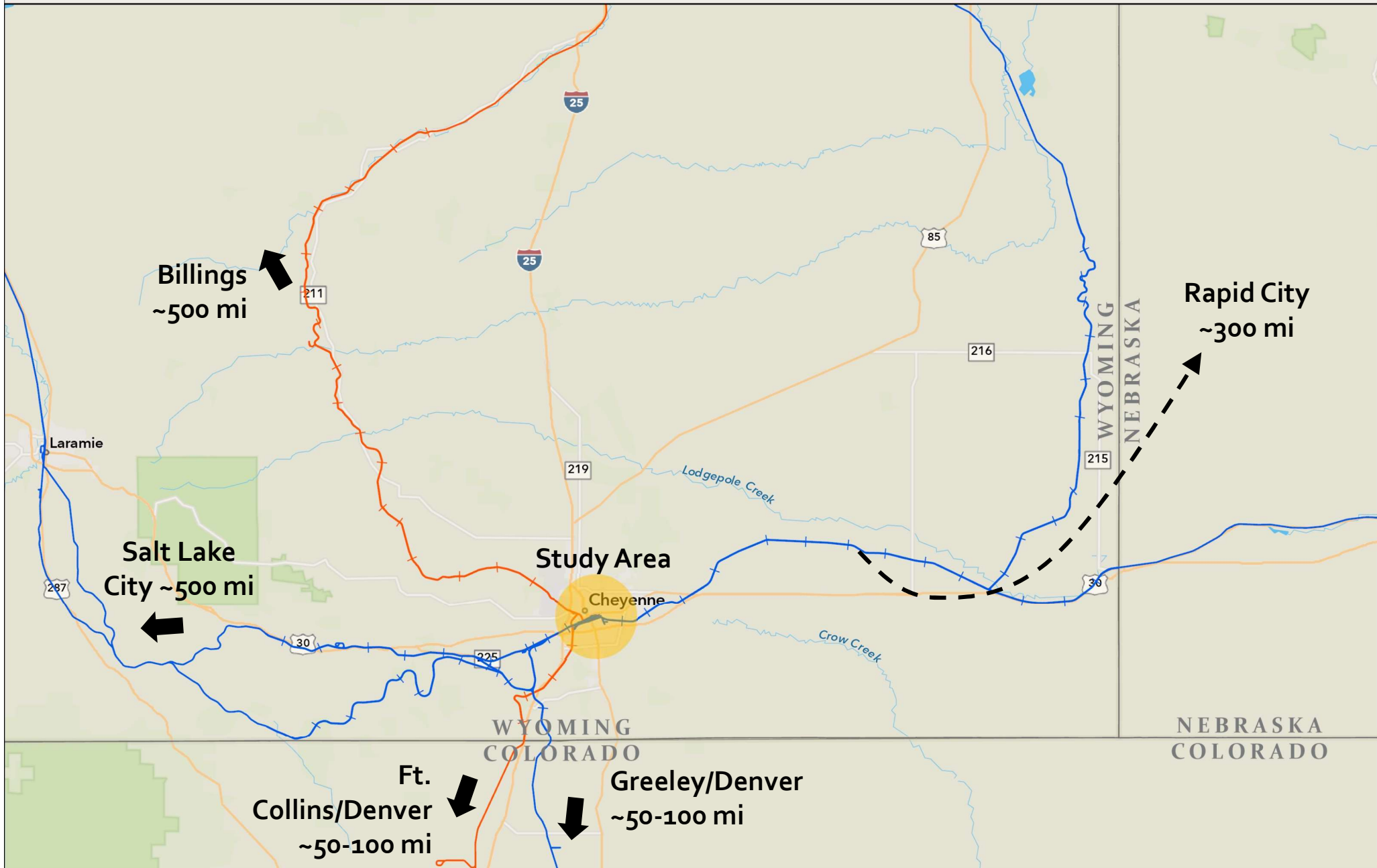


BNSF



UP

N



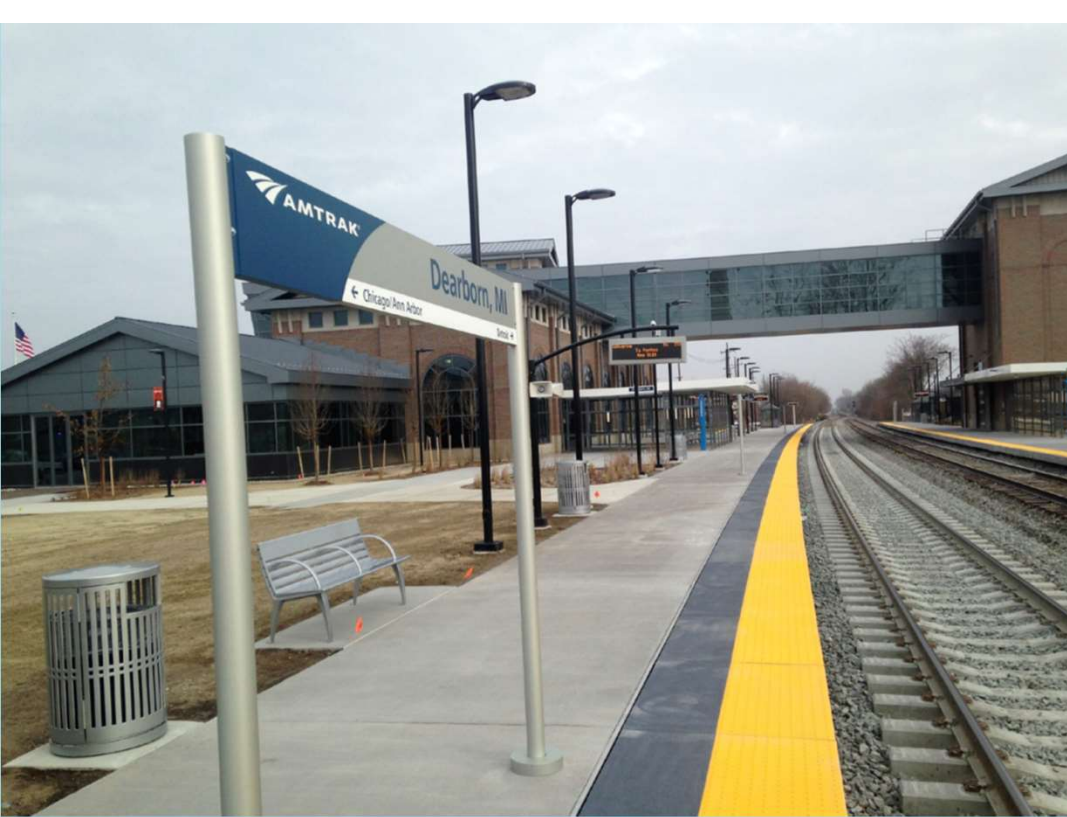
STUDY OBJECTIVES

- Conduct analysis of potential location sites for a Cheyenne Passenger Rail Station.
- Complete an analysis of railroad operational issues for Front Range Passenger Rail (FRPR) and possible future Amtrak routes serving Cheyenne.
- Identify facility amenities and other FRPR and Amtrak requirements related to siting Passenger Rail Stations.
- Evaluate station area economic opportunities and environmental issues.

EXISTING PASSENGER RAIL STATIONS

Examples to Stimulate Your Thinking





DEARBORN, MI JOINT AMTRAK AND COMMUTER RAIL STATION

Replacement of 1970s-era facility with ADA-compliant facility integrating bus and rail



MILWAUKEE, WI AIRPORT RAIL STATION

New Prairie style
multimodal station



MINNEAPOLIS, MN MULTIMODAL STATION

Station connecting
commuter rail, light rail,
and bus at new Major
League Baseball stadium



GLENVIEW, IL JOINT METRA/ AMTRAK STATION

New Romanesque style
joint rail station and
community center



WINTER PARK, FL JOINT AMTRAK AND COMMUTER RAIL STATION

This Disneyesque station replaced a rather tired 1950's station



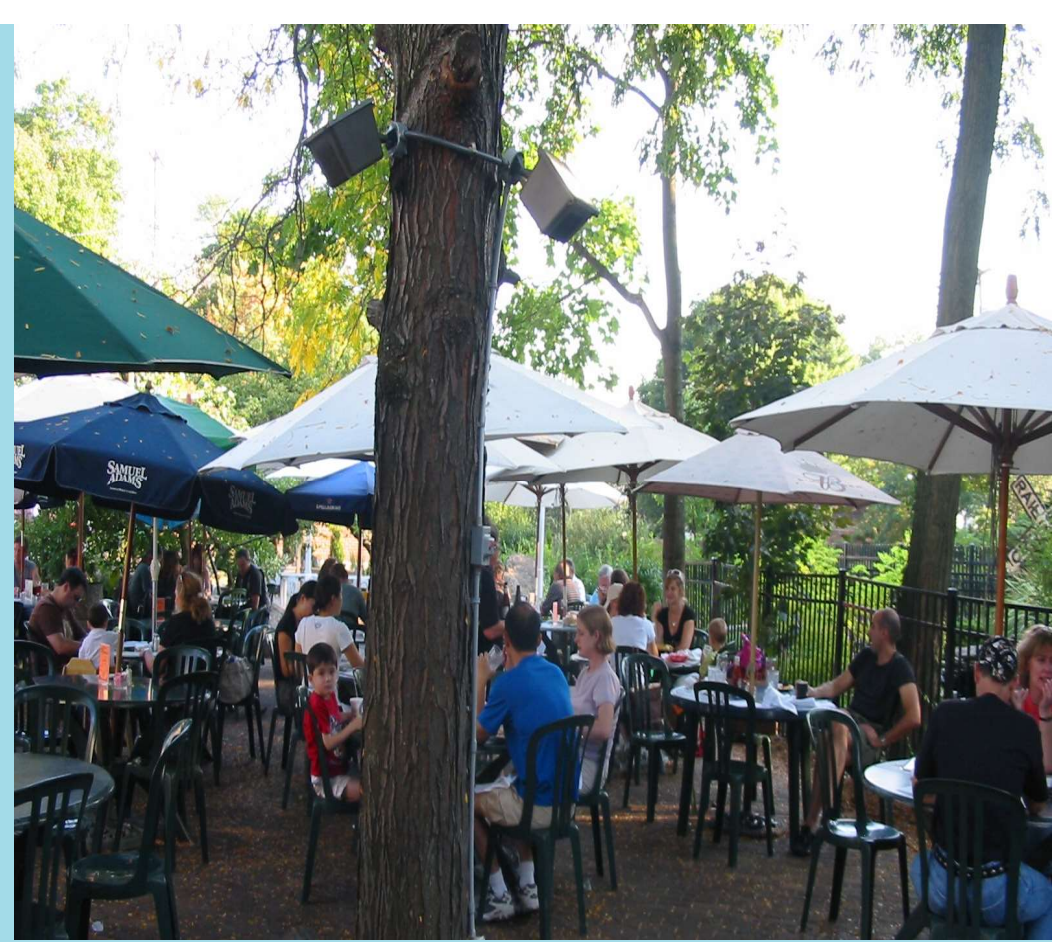
SANTA ANA, CA MULTIMODAL STATION

Connecting station with
office space for local
transit agencies



REDWOOD CITY, CA COMMUTER RAIL STATION

Unusual strip mall fronting
onto station platform



KINGSTON, NY RAIL STATION

A delightful historic station with a popular local restaurant using the station building and patio



DWIGHT, IL AMTRAK STATION

Small town
modern station



POMONA, CA PLATFORM SHELTER AND FLOOR TREATMENT

Attractive platform finish



ALBUQUERQUE, NM PLATFORM SHELTER

Spanish architecture.
Note wheelchair ramp.

STUDY ENGAGEMENT



STUDY ENGAGEMENT



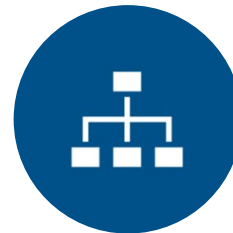
Project Study Team:
Metropolitan Planning
Organization (MPO) and City
Senior Staff



**Mayor's Passenger Rail
Coalition:** Elected Officials
and MPO and City Senior
Staff



**Railroads, Operators, and
Funders:** BNSF, UP, Amtrak,
Federal Railroad
Administration



MPO Committees: Policy,
Technical, and Citizen



Elected Officials: City
Council, County Board of
Commissioners



Public and Businesses

SITE IDENTIFICATION AND ALTERNATIVES ANALYSIS

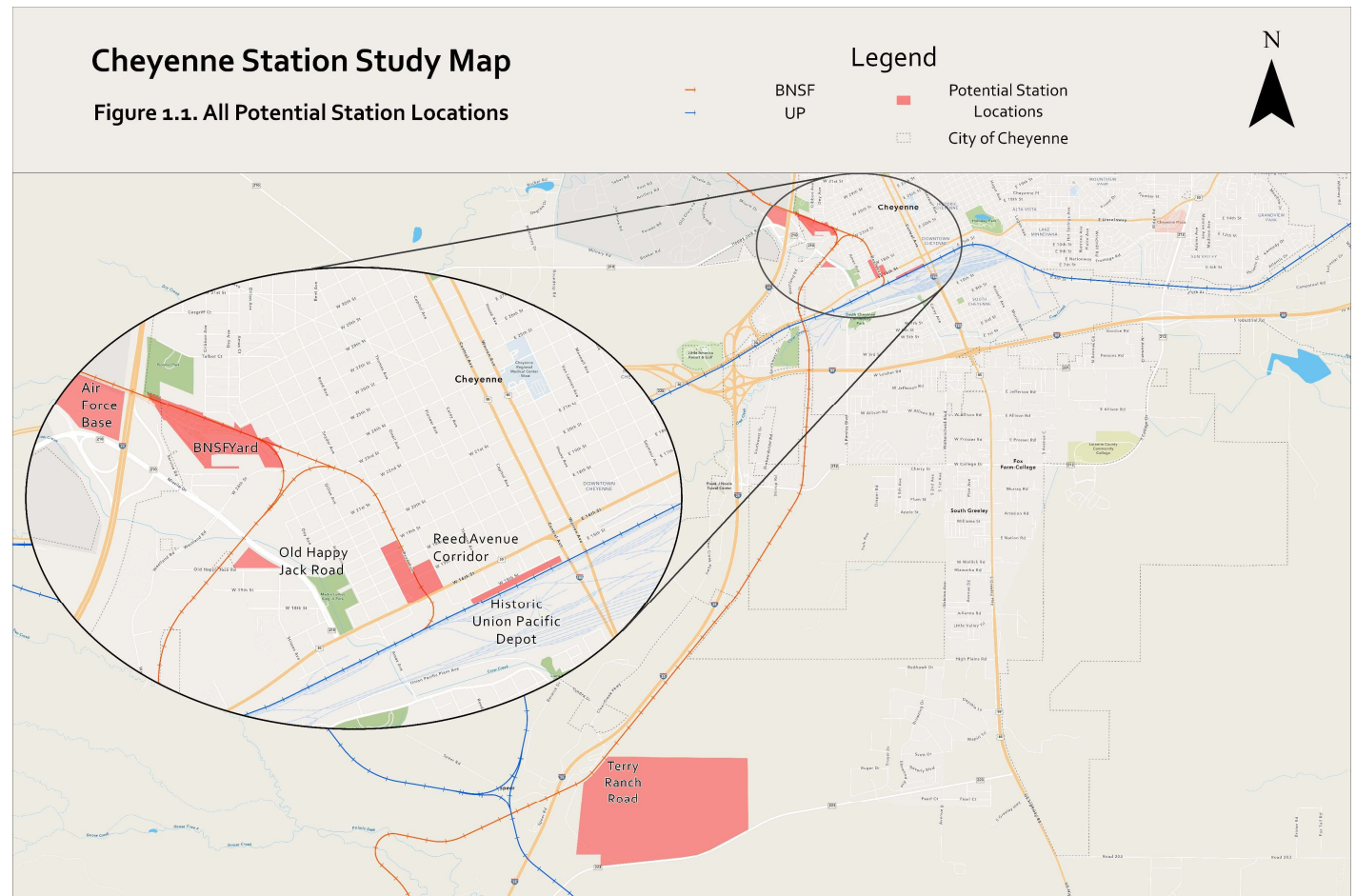


STATION LOCATION OPTIONS

Requirements: Within a municipality; Within the Front Range Passenger Rail Corridor; Within the FRA Long Distance Route Corridors

Six Options Identified:

- Reed Avenue Corridor
- BNSF Yard
- Historic UP Station
- Air Force Base
- Old Happy Jack Road
- Terry Ranch Road



EVALUATED USING INITIAL CRITERIA

ENVIRONMENTAL AND ECONOMIC ARE NEXT STEPS IN EVALUATION

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 Employment (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

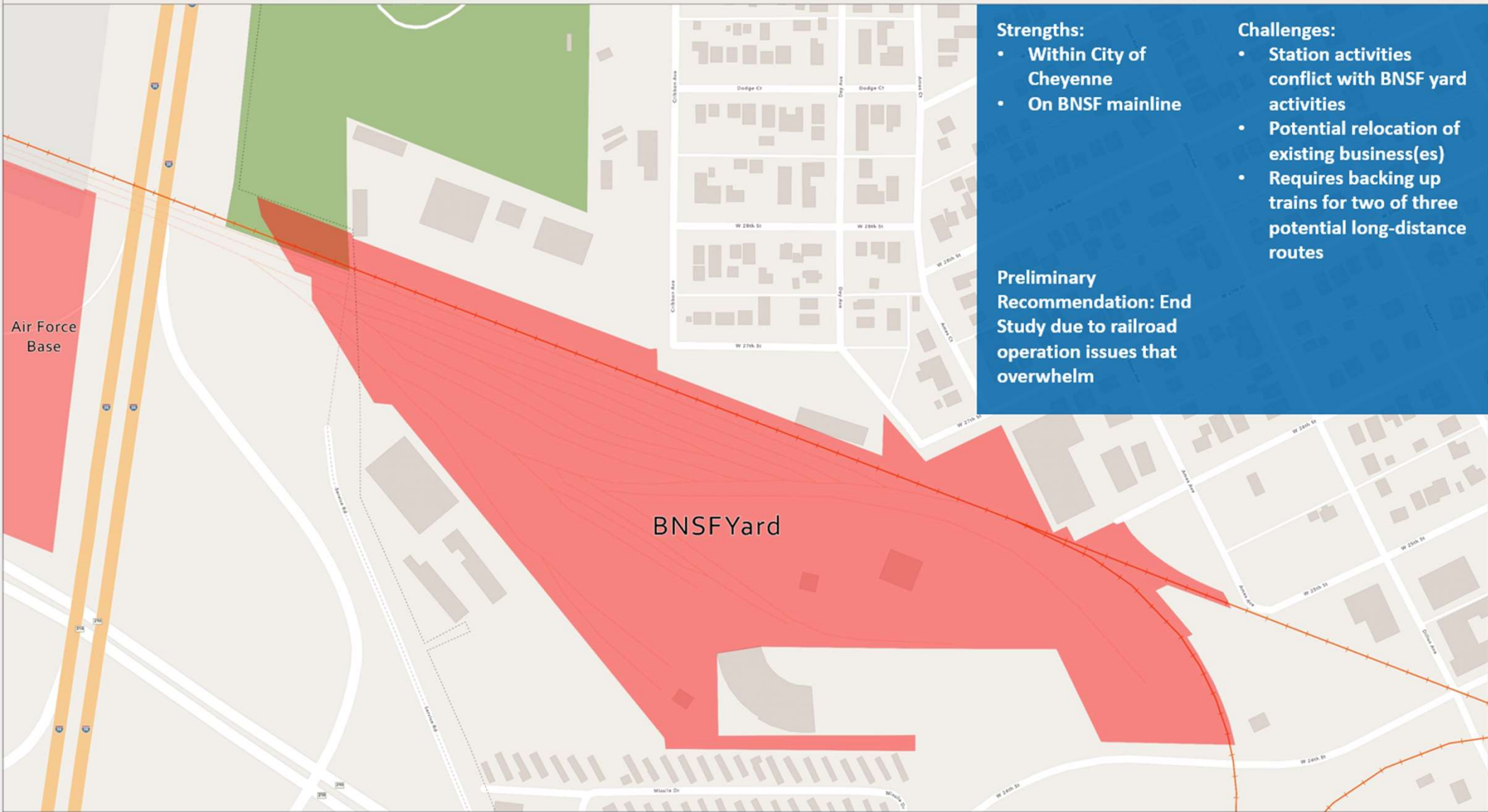


Cheyenne Station Study Map

Figure 1.2. BNSFYard

Legend

-  BNSF
-  Potential Station Locations
-  City of Cheyenne



Strengths:

- Within City of Cheyenne
- On BNSF mainline

Challenges:




- Station activities conflict with BNSF yard activities
- Potential relocation of existing business(es)
- Requires backing up trains for two of three potential long-distance routes

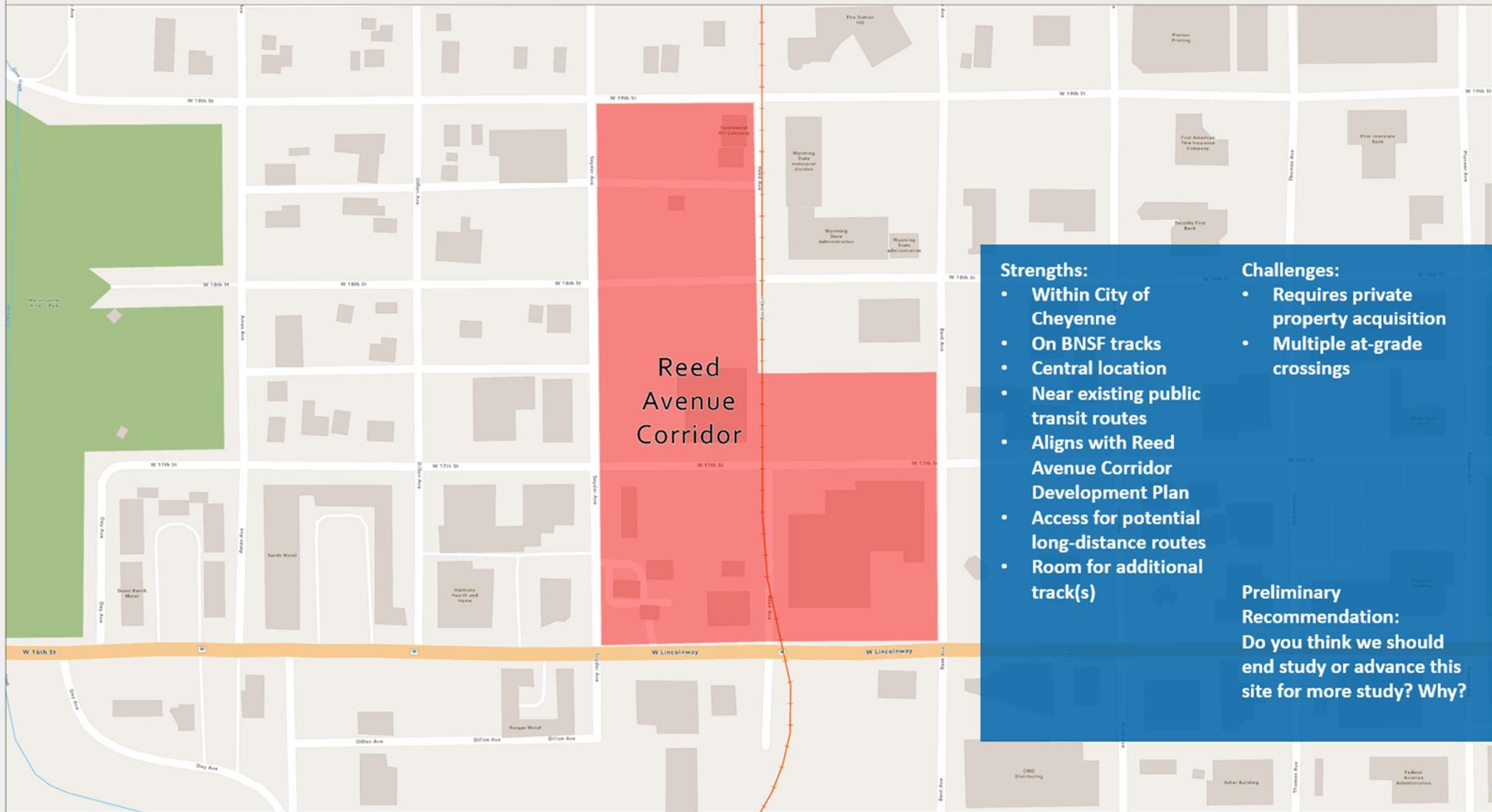
Preliminary Recommendation: End Study due to railroad operation issues that overwhelm

Cheyenne Station Study Map

Figure 1.3. Reed Ave

Legend

-  BNSF
-  Potential Station Locations
-  City of Cheyenne



Reed Avenue Corridor

Strengths:

- Within City of Cheyenne
- On BNSF tracks
- Central location
- Near existing public transit routes
- Aligns with Reed Avenue Corridor Development Plan
- Access for potential long-distance routes
- Room for additional track(s)

Challenges:

- Requires private property acquisition
- Multiple at-grade crossings

Preliminary Recommendation:
Do you think we should end study or advance this site for more study? Why?

Cheyenne Station Study Map

Figure 1.4. UP Depot

Legend



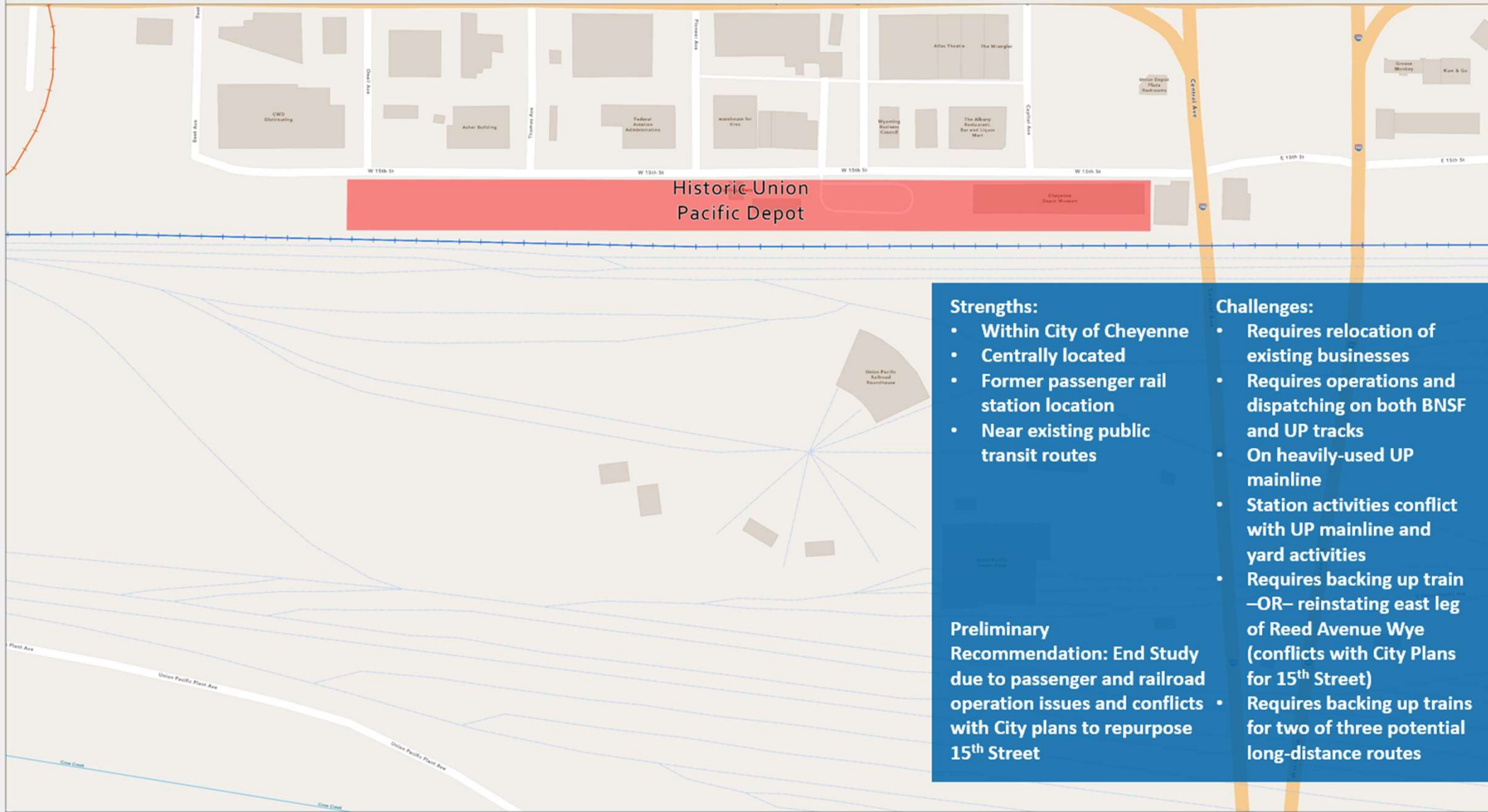
BNSF
UP



Potential Station
Locations



City of Cheyenne



Historic Union Pacific Depot

Strengths:

- Within City of Cheyenne
- Centrally located
- Former passenger rail station location
- Near existing public transit routes

Challenges:




- Requires relocation of existing businesses
- Requires operations and dispatching on both BNSF and UP tracks
- On heavily-used UP mainline
- Station activities conflict with UP mainline and yard activities
- Requires backing up train –OR– reinstating east leg of Reed Avenue Wye (conflicts with City Plans for 15th Street)
- Requires backing up trains for two of three potential long-distance routes

Preliminary Recommendation: End Study due to passenger and railroad operation issues and conflicts with City plans to repurpose 15th Street

Cheyenne Station Study Map

Figure 1.5. Old Happy Jack Road

Legend

-  BNSF
-  Potential Station Locations
-  City of Cheyenne



Strengths:

- Within City of Cheyenne
- On BNSF mainline
- Land vacant and owned by City of Cheyenne
- Potential to connect to other public transit services
- Access for potential long-distance routes

Challenges:




- Smaller site
- 20-foot height difference between railroad and site (railroad goes over)

Preliminary Recommendation:
Do you think we should end study or advance this site for more study? Why?

Cheyenne Station Study Map

Figure 1.7. Air Force Base

Legend

-  BNSF
-  Potential Station Locations
-  City of Cheyenne



Strengths:

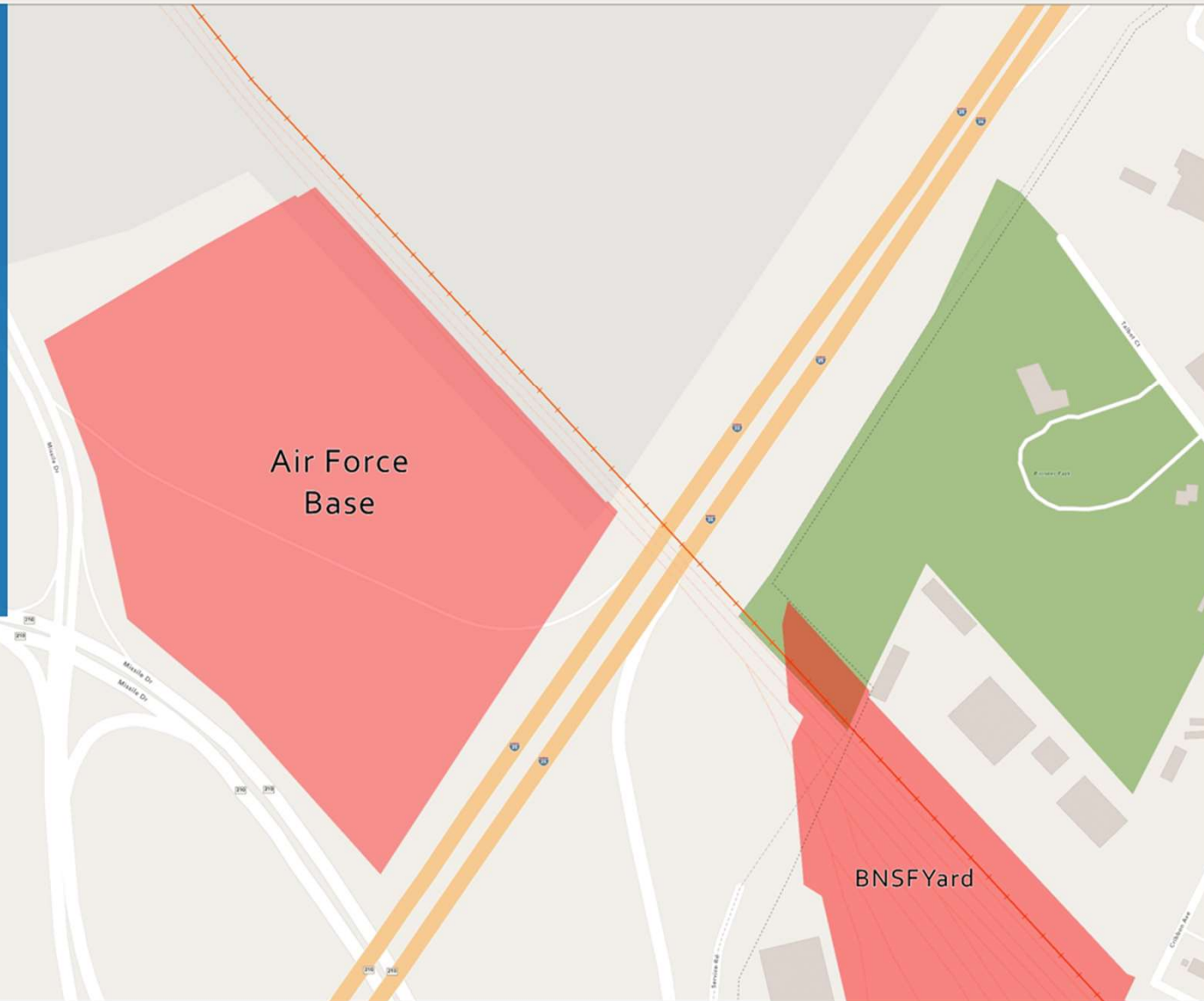
- Publicly owned land
- Near BNSF mainline

Challenges:

- Outside of City of Cheyenne
- Requires use of a superfund site
- Security issues with Air Force
- No BNSF mainline access and no room to add due to existing yard tracks
- No existing road or public transit access
- Requires backing up trains for potential long-distance routes

Preliminary Recommendation:

End Study due to railroad operational issues, highway access issues, and Air Force security issues that overwhelm

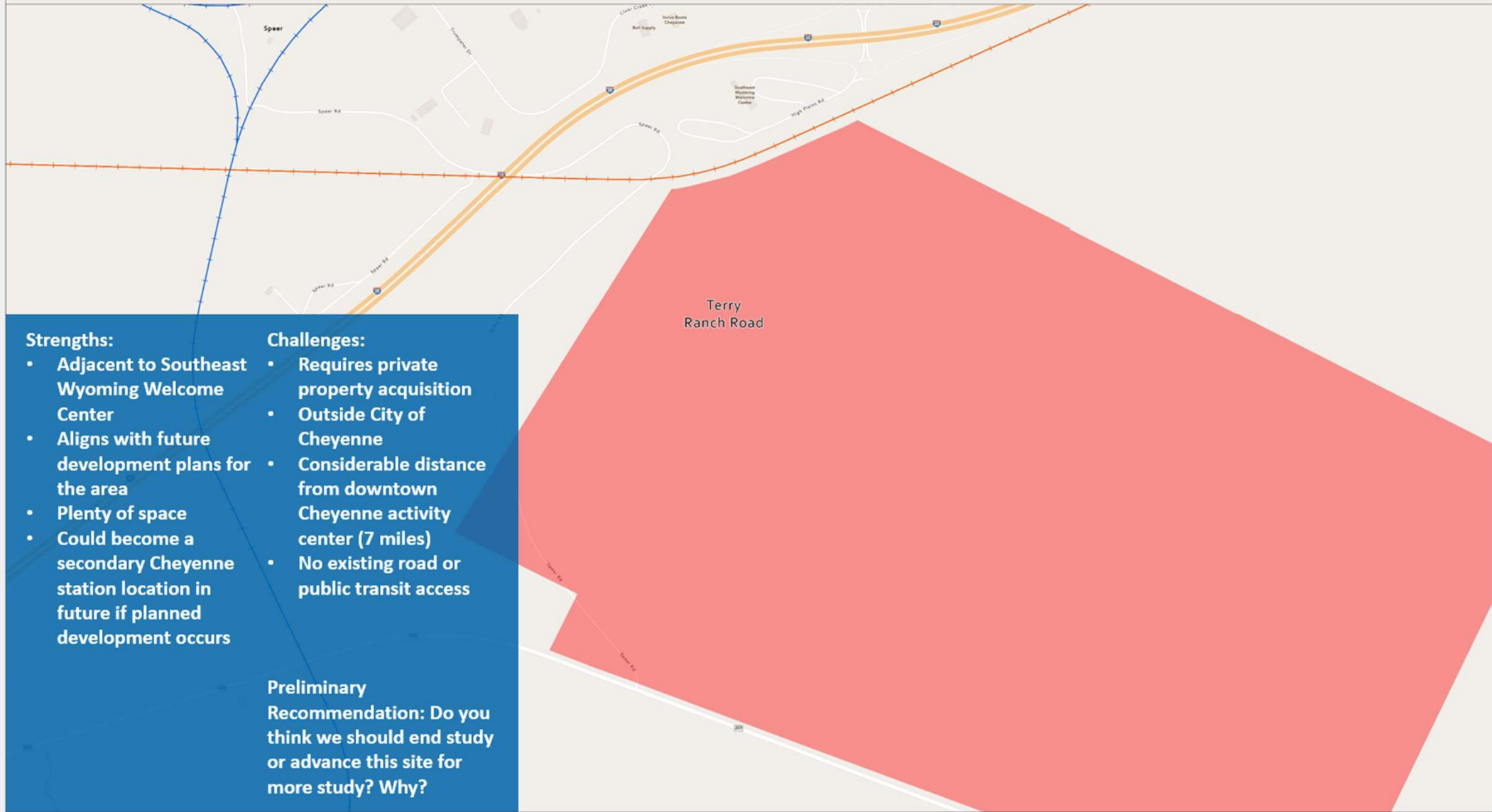


Cheyenne Station Study Map

Figure 1.6. Terry Ranch Road

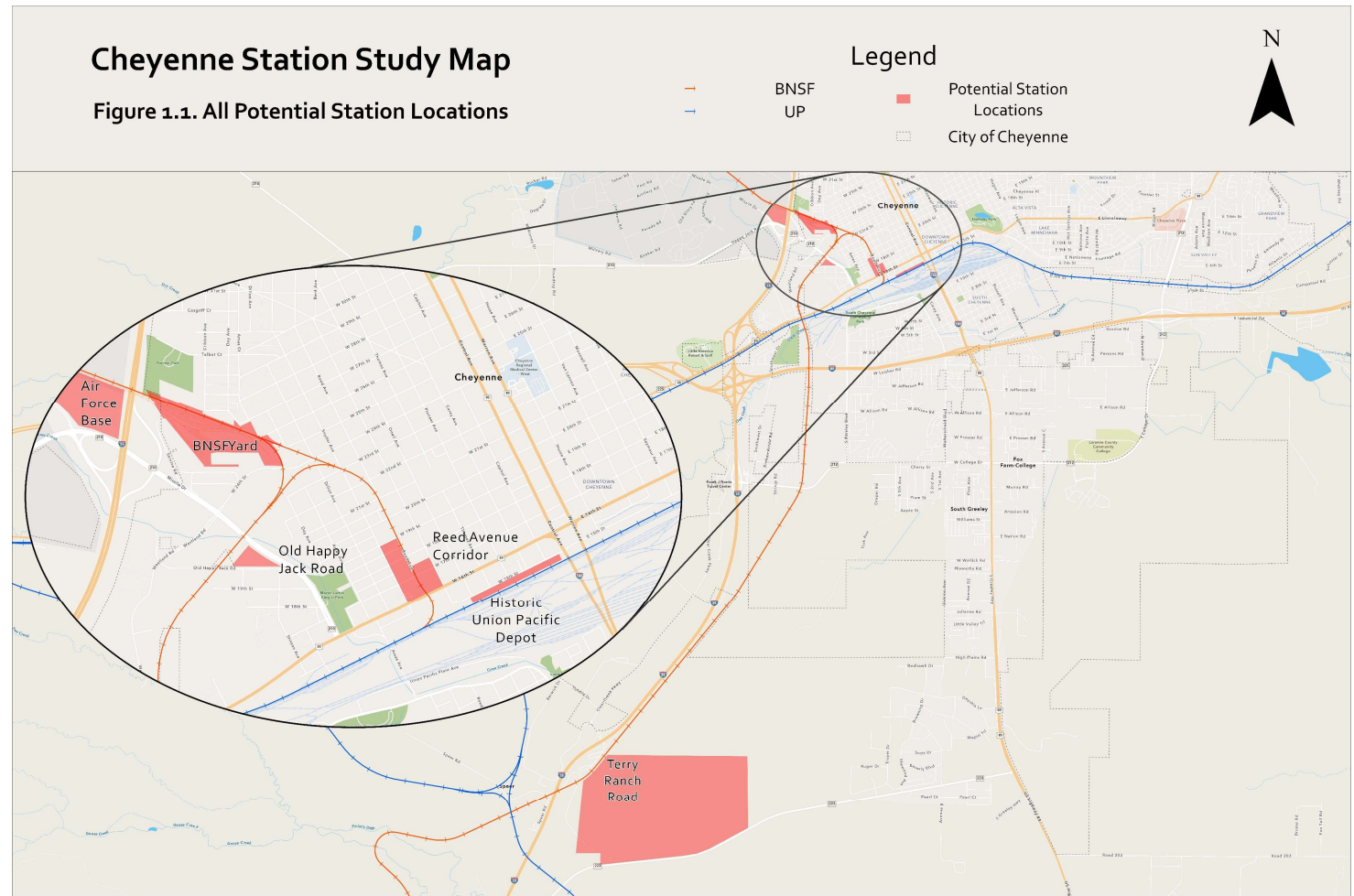
Legend

-  BNSF
-  UP
-  Potential Station Locations



PRELIMINARY RECOMMENDATIONS

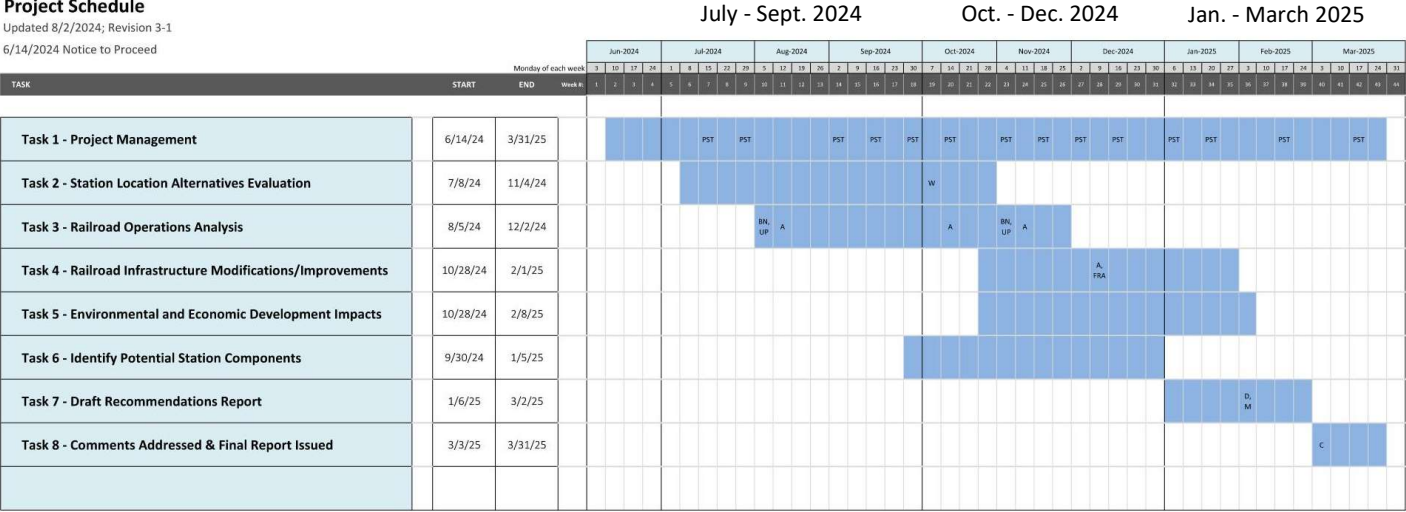
- Reed Avenue Corridor – To be developed
- BNSF Yard – **End study**, railroad operational issues overwhelm
- Historic UP Station – **End study**, railroad operational issues, railroad training issues, access delays, and lack of support from City and UP
- Air Force Base – **End study**, railroad operational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



NEXT STEPS

- Accept comments through October 15, 2024
- Identify two sites to advance for additional study
- Coordinate with Railroads, Amtrak, and FRA on 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



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

Submit Comments by October 15, 2024 to:
 Cheyenne Passenger Rail Station Location Study
 Quandel Consultants
 161 N Clark Street, Suite 2975
 Chicago, IL 60601
 Comments@quandel.com



THANK YOU

Legend

-  BNSF
-  UP
-  BNSF Yard
-  UP Yard

