

Final Report – DRAFT for Review and Comment

Cheyenne Passenger Rail Station Site Selection Study

February 2025

Appendix D.

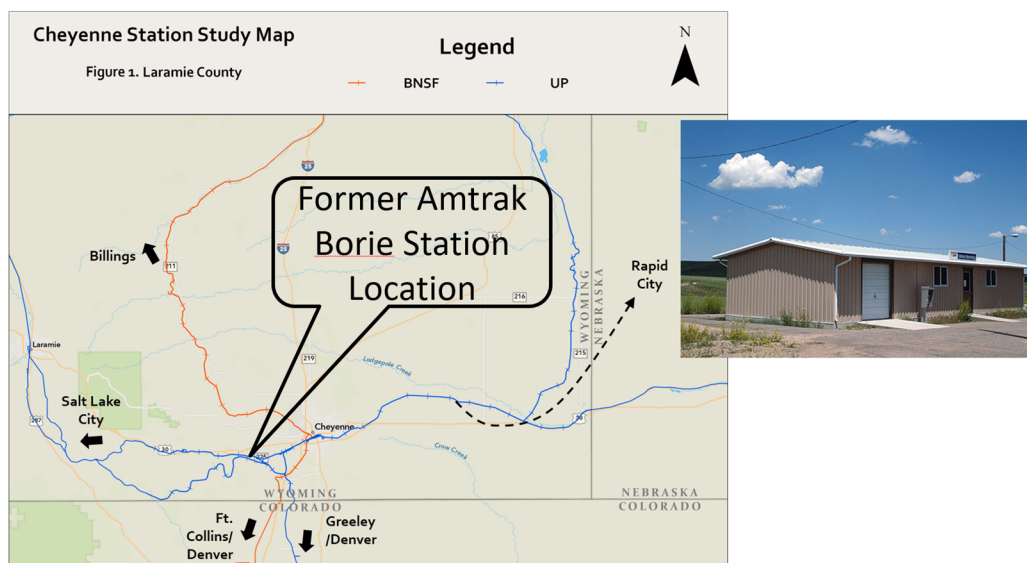
## Station Concepts Environmental Conditions and Effects Screening Technical Memorandum

# 1 Introduction and Background

The Cheyenne Metropolitan Planning Organization (MPO) is studying potential locations for a future passenger rail station in Cheyenne. This work is being done in partnership with the City of Cheyenne with funding from the Wyoming Department of Transportation. The study is the next step toward establishing new passenger rail service connecting Cheyenne with Fort Collins, Boulder, Denver, Colorado Springs, and beyond<sup>1</sup>.

Cheyenne was last served by passenger rail in 1997 after nearly 130 years of passenger rail service. During this time, Cheyenne was served by two different stations, the Union Pacific (UP) Depot near downtown Cheyenne and the Borie Amtrak Station located 10 miles west of Cheyenne (shown in **Figure 1**). The UP Depot was the original passenger rail station and was in service from 1867 to 1979. For much of this time period, the UP Depot location worked well for picking up and dropping off passengers. But in 1971, after passenger rail service was rerouted through Denver, the UP Depot location became a challenge for passenger rail operations. Passenger trains traveling to or from Denver were required to make a slow and costly 10-mile backing maneuver when accessing the Cheyenne UP Depot. The backing maneuver was eliminated in 1979 by replacing the Cheyenne UP Depot with the Borie Amtrak Station and introducing a shuttle bus that moved passengers between Borie Station and Cheyenne until passenger rail service was terminated in 1997.

Figure 1 Former Amtrak Borie Station Serving Cheyenne, WY



Station image source: Wikipedia

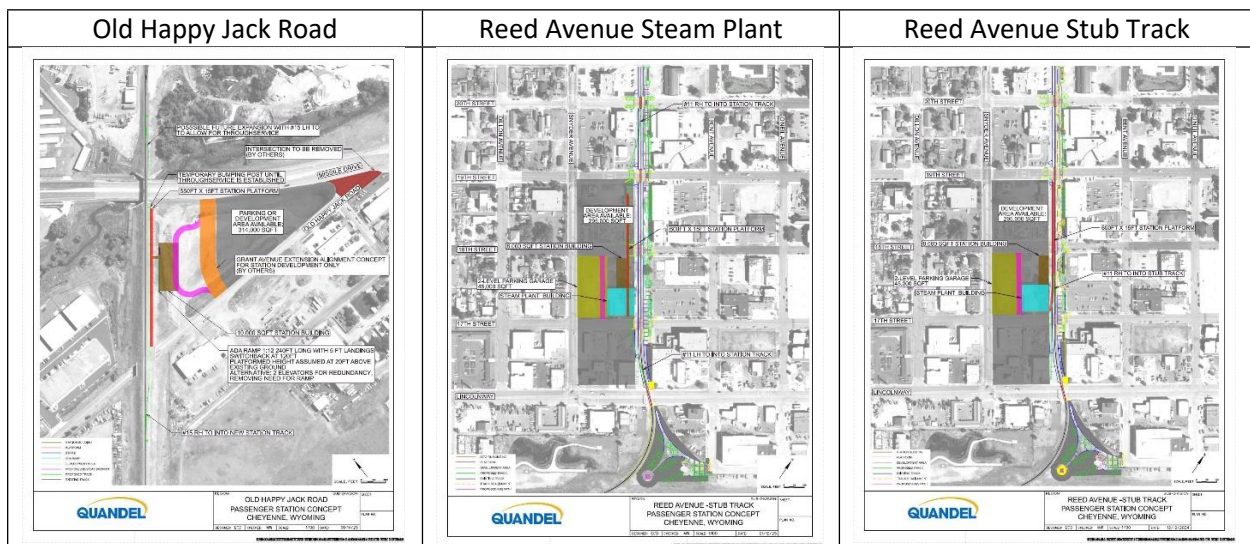
<sup>1</sup> For more information on potential future passenger rail service in Cheyenne see: Front Range Passenger Rail [www.ridethefrontrange.com](http://www.ridethefrontrange.com) and the Federal Railroad Administration Long Distance Passenger Rail Study [www.fralongdistancerailstudy.org](http://www.fralongdistancerailstudy.org)

The purpose of this memorandum is to document environmental conditions and effects screening methodology and results for Cheyenne passenger rail station area concepts developed through this study process. This memorandum is one of the deliverables required for Task 5 of the study.

## 2 Station Concept Environmental Screening Summary

The study team reviewed three passenger rail station concepts for potential environmental conditions and effects. The concepts shown in **Figure 2** are discussed in detail in the Railroad Operations, Infrastructure Modifications, and Station Concepts Technical Memorandum. **Table 1** presents an overview of the screening results. The sections that follow describe the environmental screening results for each station concept in more detail.

Figure 2 Cheyenne Passenger Rail Station Concepts



The study team used the following data sources to perform the environmental conditions and effects screening:

- Wetlands – National Wetlands Inventory from U.S. Fish and Wildlife Service
  - [Download Seamless Wetlands Data | U.S. Fish & Wildlife Service](#)
- Floodplains – National Flood Hazard Layer from Federal Emergency Management Agency (FEMA)
  - [FEMA's National Flood Hazard Layer \(NFHL\) Viewer](#)
- Contamination - Facility Registry Service from the U.S. Environmental Protection Agency (EPA) that identifies Resource Conservation and Recovery Act (RCRA) listed hazardous waste sites, Brownfield sites, and other contamination designations.
  - [FRS Data Resources | US EPA](#)

# Station Concepts Environmental Conditions and Effects Screening Technical Memorandum

## Cheyenne Passenger Rail Station Site Selection Study

January 2025

- Community Facilities
  - Protected Areas, including parks – Protected Areas Database of the United States from the U.S. Geological Survey
    - [PAD-US Data Overview | U.S. Geological Survey](#)
  - National Register of Historic Places from the U.S. National Park Service
    - [National Register Database and Research - National Register of Historic Places \(U.S. National Park Service\)](#)
  - Conversations with Project Study Team (PST) guiding the study and consisting of staff representatives from the Metropolitan Planning Organization (MPO) and City of Cheyenne
- Sensitive Receptors and Property Acquisition – To identify land uses sensitive to noise or vibration effects (e.g., residences, parks, historic sites, hospitals) and ownership of potentially affected property, the study team consulted the Cheyenne - Laramie County Cooperative GIS Database Search / Interactive Mapping Site:  
<https://greenwoodmap.com/laramie/map#zcr=1.8752183752899745/795000/300000/0&lyrs=publiclands,ownership,impsonly,roads>
- Rail Transportation Impacts – Conversations with BNSF Railway and Union Pacific Railroad (UP)
- Traffic Impacts – The study team used ArcGIS imagery to identify potential railroads and streets
- Multimodal Linkages
  - West Crow Creek Greeway Trail – Conversations with PST
  - Cheyenne Transit Program (CTP) – Routes effective September 5, 2023 : [11x17-map-2023.pdf](#)
- Other Relevant Factors
  - Hitching Post Urban Renewal Plan:  
<https://www.cheyennecity.org/files/sharedassets/public/departments/planningdevelopment/urban-renewal-authority/ura-meetings/2021-07-22/final-hitching-post-project-plan.pdf>
  - Reed Avenue Corridor Project: <https://www.cheyennecity.org/Your-Government/Departments/City-Engineer/Reed-Avenue-Corridor-Project>

**Station Concepts Environmental Conditions and Effects Screening Technical Memorandum**

**Cheyenne Passenger Rail Station Site Selection Study**

**January 2025**

*Table 1 Summary of Environmental Conditions and Effects Screening for Cheyenne Passenger Rail Station Concepts*

Environmental Topic	Station Concept		
	Old Happy Jack Road	Reed Avenue Steam Plant	Reed Avenue Stub Track
<b>Wetlands/ Floodplains</b>	No wetland or floodplain impacts	Parking garage concept intersects with approximately 1,350 square feet of a 100-year floodplain	Parking garage concept intersects with approximately 1,350 square feet of a 100-year floodplain
<b>Contamination Issues</b>	One hazardous waste site near southwest corner of station site at Old Happy Jack Road	The project goes through the Steam Plant EPA Brownfield site	The site is adjacent to the Steam Plant EPA Brownfield site
<b>Community Facilities</b>	No community facility impacts	Requires use of historic warehouse site at Reed/19 <sup>th</sup> Street; likely an adverse effect requiring mitigation developed in consultation with Wyoming State Historic Preservation Office  Adjacent to Cheyenne Fire Station at Reed/19 <sup>th</sup> Street	Adjacent to historic warehouse site at Reed/19 <sup>th</sup> Street and would require consultation on effects with the Wyoming State Historic Preservation Office  Adjacent to Cheyenne Fire Station at Reed/19 <sup>th</sup> Street
<b>Sensitive Receptors</b>	None identified. Surrounding area zoned as light industrial	Historic warehouse at Reed/19 <sup>th</sup> Street  Martin Luther King Jr Park is within 750 feet of the potential station area  Residential properties within 750 feet of the potential station area	Historic warehouse at Reed/19 <sup>th</sup> Street  Martin Luther King Jr Park is within 750 feet of the potential station area  Residential properties within 750 feet of the potential station area

**Station Concepts Environmental Conditions and Effects Screening Technical Memorandum**

**Cheyenne Passenger Rail Station Site Selection Study**

January 2025

Environmental Topic	Station Concept		
	Old Happy Jack Road	Reed Avenue Steam Plant	Reed Avenue Stub Track
<b>Rail Transportation Impacts</b>	Shorter travel time for FRPR passengers (5-10 minutes)  Maintains BNSF access to its track	5-10 min additional travel time for RFPR passengers  Maintains BNSF access to its track	5-10 min additional travel time for FRPR passengers  Complicates 15-foot BNSF access road on west side of Reed Avenue Corridor
<b>Traffic Impacts</b>	None <sup>2</sup>	Increased rail traffic through at-grade railroad/street intersections <sup>3</sup> at 19 <sup>th</sup> , 20 <sup>th</sup> , 21 <sup>st</sup> , 22 <sup>nd</sup> , and 23 <sup>rd</sup> Streets  Potential to indirectly increase rail traffic through at-grade railroad/ Lincolnway intersection from future Federal Railroad Administration Long Distance Service	Increased rail traffic through at-grade railroad/street intersections <sup>3</sup> at 19 <sup>th</sup> , 20 <sup>th</sup> , 21 <sup>st</sup> , 22 <sup>nd</sup> , and 23 <sup>rd</sup> Streets  Potential to indirectly increase rail traffic through at-grade railroad/ Lincolnway intersection from future Federal Railroad Administration Long Distance Service

<sup>2</sup> Separate from the passenger rail station project, the city plans to reconfigure the road network in the station area to better support the Hitching Post Urban Renewal Plan; this includes the Grant Avenue extension to Missile Drive and closing the Missile Drive/Old Happy Jack Road intersection. The city is also planning to develop the non-motorized multi-use West Crow Creek Greenway trail next to the Old Happy Jack Road site and separate from any passenger rail station project.

<sup>3</sup> Separate from any passenger rail station project, the city plans on closing the Reed Ave/17th Street Reed Ave/18th Street, and Dillon Avenue/BNSF track intersections to vehicle traffic. This separate action will impact the south CTP route that currently passes through the Reed Ave/18th Street intersection; the new south CTP routing has not yet been established for use in this ‘Conditions and Effects’ analysis.

**Station Concepts Environmental Conditions and Effects Screening Technical Memorandum**

**Cheyenne Passenger Rail Station Site Selection Study**

January 2025

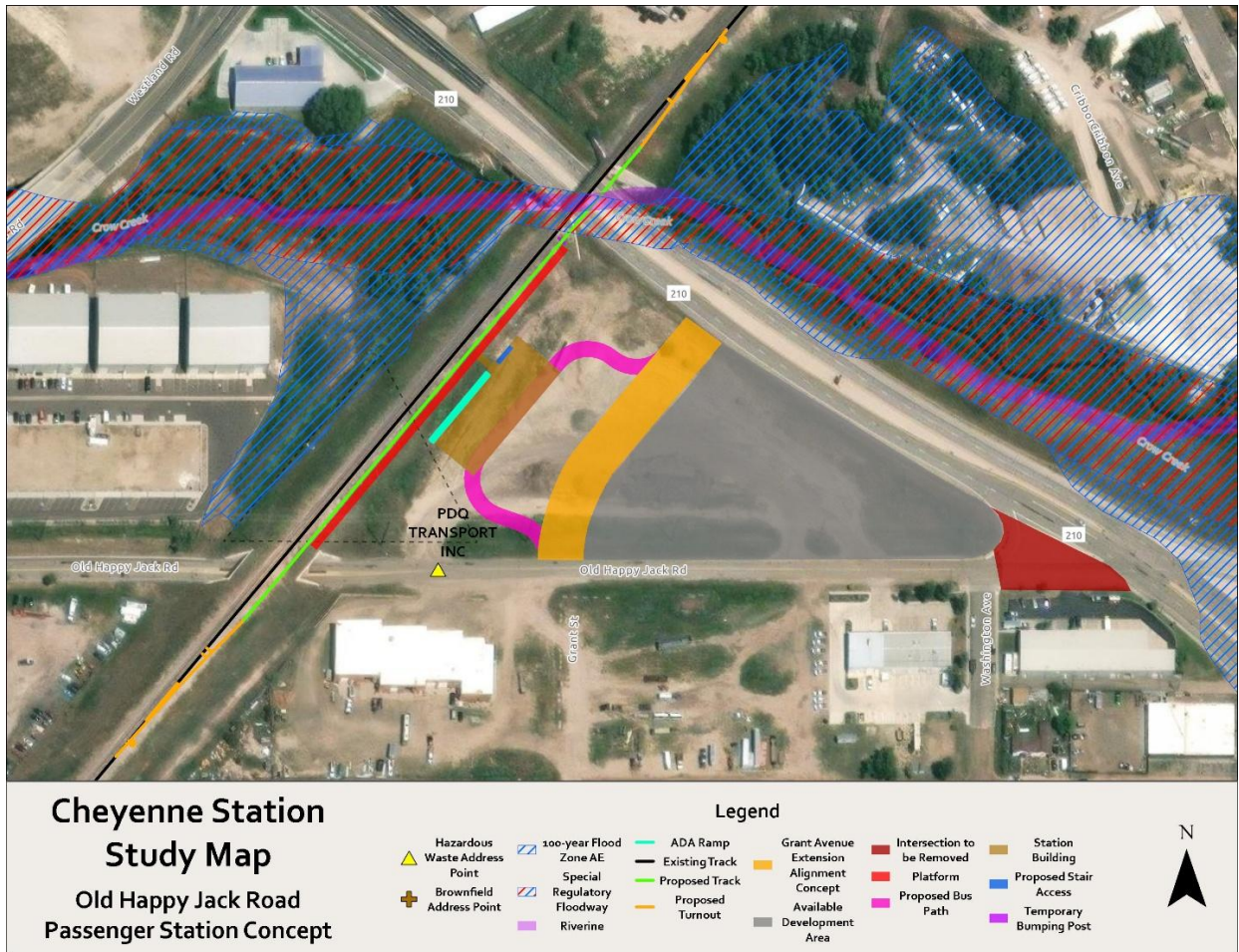
Environmental Topic	Station Concept		
	Old Happy Jack Road	Reed Avenue Steam Plant	Reed Avenue Stub Track
<b>Multimodal Linkages</b>	<p>Direct connection to planned West Crow Creek Greenway trail<sup>2</sup></p> <p>Northwest CTP route is approximately 0.3 miles south of the potential station area</p> <p>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up</p>	<p>Direct connections to existing south and northwest CTP routes, within one block of northeast CTP route, within two blocks of east CTP route</p> <p>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up</p>	<p>Direct connections to existing south and northwest CTP routes, within one block of northeast CTP route, within two blocks of east CTP route</p> <p>Station access driveway would accommodate intercity bus, local bus, and private vehicle drop-off and pick-up</p>
<b>Property Acquisition</b>	<p>Station area parcel owned by City of Cheyenne</p>	<p>Property acquisition would be required from:</p> <p><i>State Of Wyoming</i></p> <p><i>LRW Inc. (historic warehouse)</i></p> <p><i>Cheyenne Light Fuel and Power Co (2 parcels)</i></p> <p><i>Steamplant Investment LLC (2 parcels)</i></p> <p><i>Durante Limited Liability Co</i></p>	<p>Property acquisition would be required from:</p> <p><i>Cheyenne Light Fuel and Power Co</i></p> <p><i>Steamplant Investment LLC</i></p>
<b>Other Relevant Factors</b>	<p>Aligns with Hitching Post Urban Renewal Plan</p>	<p>Aligns with Reed Avenue Corridor Project</p>	<p>Aligns with Reed Avenue Corridor Project</p>

### 3 Old Happy Jack Road Screening Results

The station area is in the southeast quadrant of where the BNSF railroad passes over Missile Drive (see **Figure 3**). The site is about 0.5 miles east of Interstate 25, 0.5 miles west of the Reed Avenue corridor, and about 0.8 miles west of downtown Cheyenne. It also sits one block north of Cheyenne’s Hitching Post Urban Renewal Plan area. The site is currently undeveloped, owned by the City of Cheyenne, and used to store public works materials, including snow. According to USGS topographic maps, the site sits about 20- to 30-feet below the existing BNSF railroad tracks.

The remainder of this section presents the environmental conditions and effects screening results for the Old Happy Jack Road station area.

Figure 3 Old Happy Jack Road Station Concept Environmental Conditions and Effects Screening Results

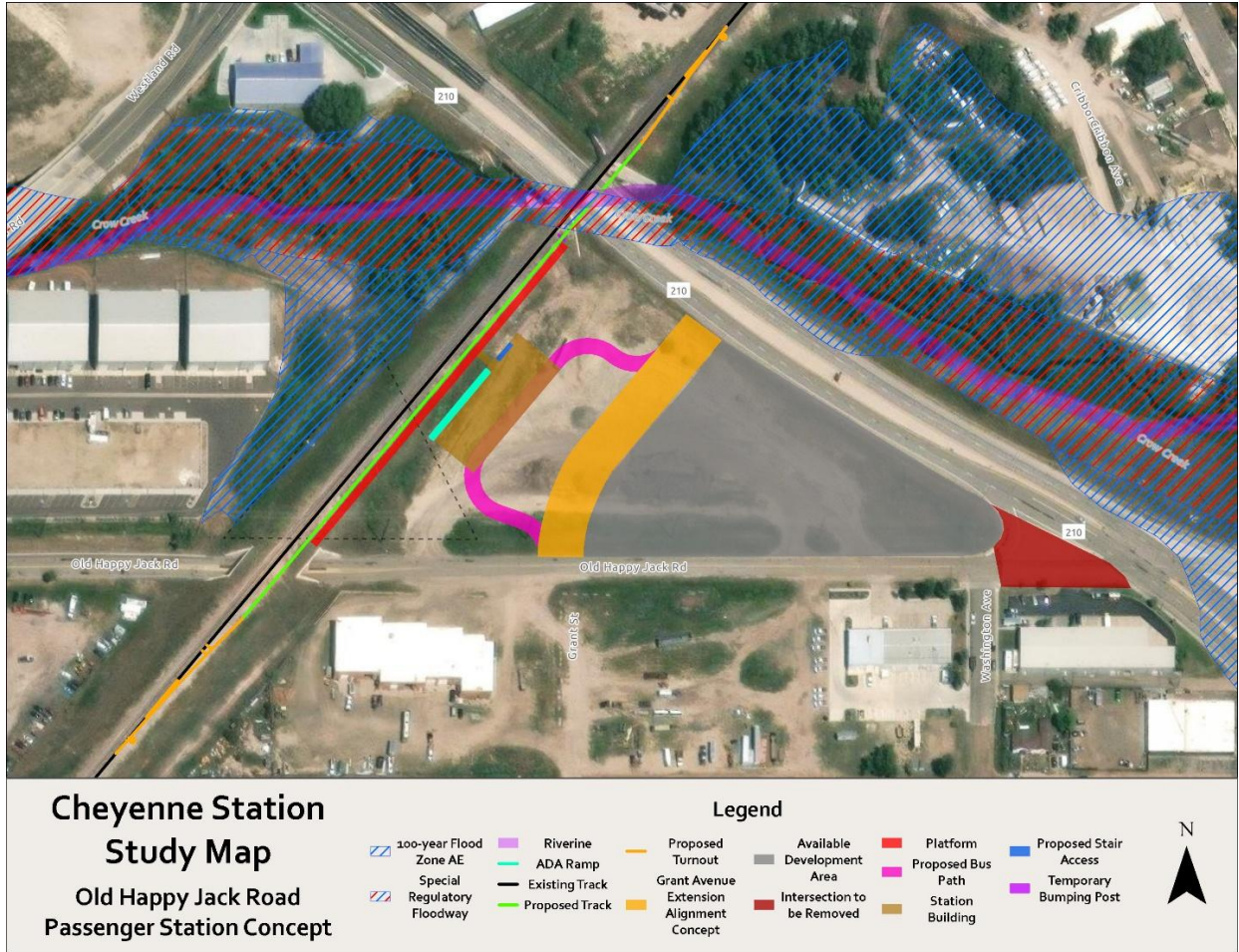




### 3.1 Wetlands and Floodplains

Figure 4 shows there are no wetlands in the potential station area and the station area does not intersect the 100-year floodplain.

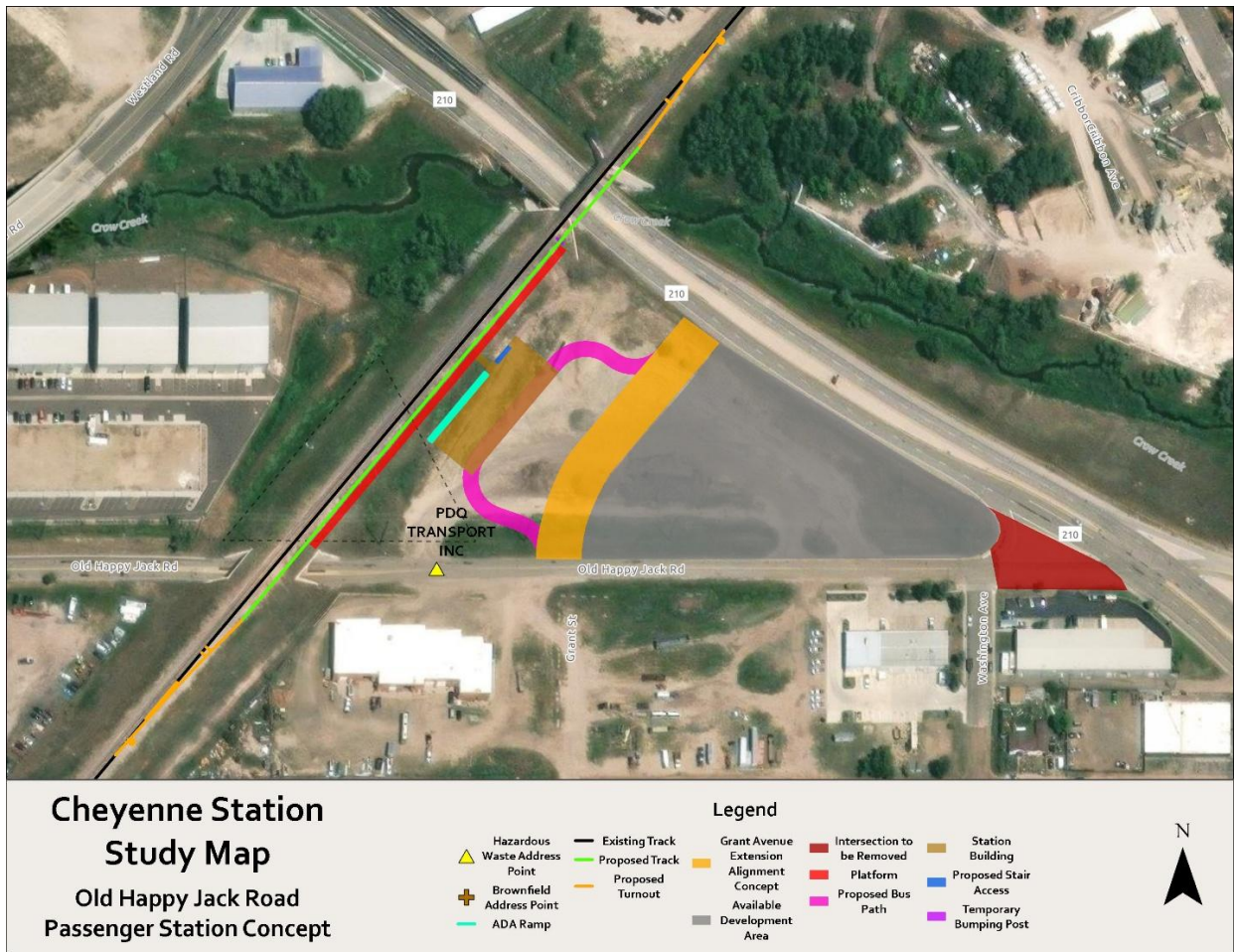
Figure 4 Old Happy Jack Road Station Concept Wetland and Floodplain Effects Screening Results



### 3.2 Contamination Issues

Figure 5 shows a RCRA listed hazardous waste site near the Old Happy Jack Road concept station area. The yellow triangle on Figure 5 located near the southwest corner of the station site at Old Happy Jack Road illustrates the address points of the RCRA-listed PDQ Transport Inc site. There are no EPA listed brownfield sites near the station area.

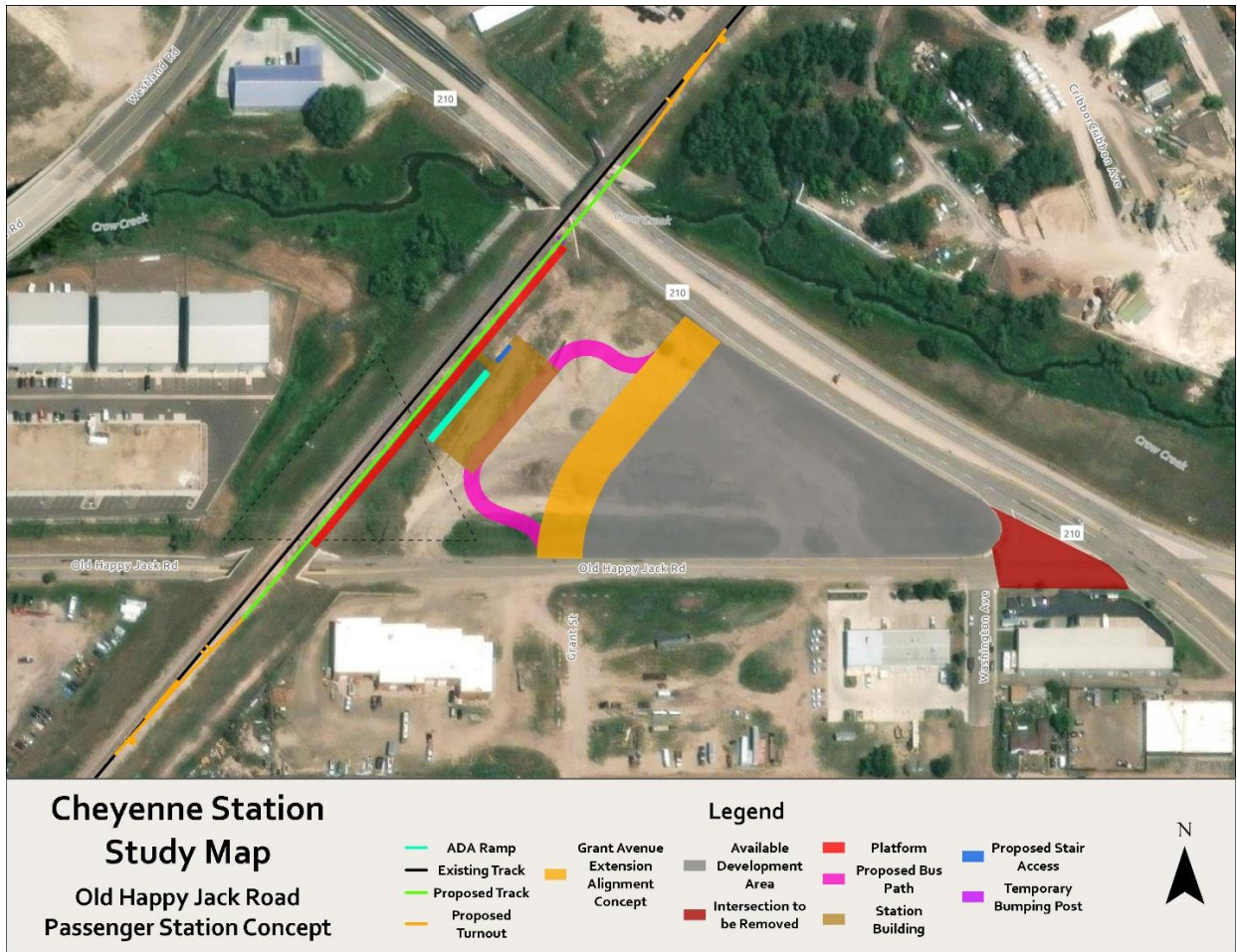
Figure 5 Old Happy Jack Road Station Concept Contamination Screening Results



### 3.3 Community Facilities and Sensitive Receptors

There are no community facilities near the potential station area. The area is zoned for light industrial activity, and **Figure 6** shows there are no sensitive receptors within 750 feet of the potential station. The U.S. Department of Transportation Federal Transit and Railroad Administration (FTA/FRA) noise and vibration screening method utilizes a distance of 750 feet from rail centerline for unobstructed potential noise-sensitive land uses along passenger rail lines.

Figure 6 Old Happy Jack Road Station Concept Community Facility and Sensitive Noise Receptor Screening Results



### 3.4 Rail Transportation Impacts, Traffic Impacts, and Multimodal Linkages

The Old Happy Jack Road concept would add a passenger rail station next to the BNSF mainline track. At this location, Front Range Passenger Rail (FRPR) passengers would have a 5- to 10-minute shorter travel time as compared to a station on the Reed Avenue Corridor. This option also maintains space for BNSF access to both sides of its track through the station area.

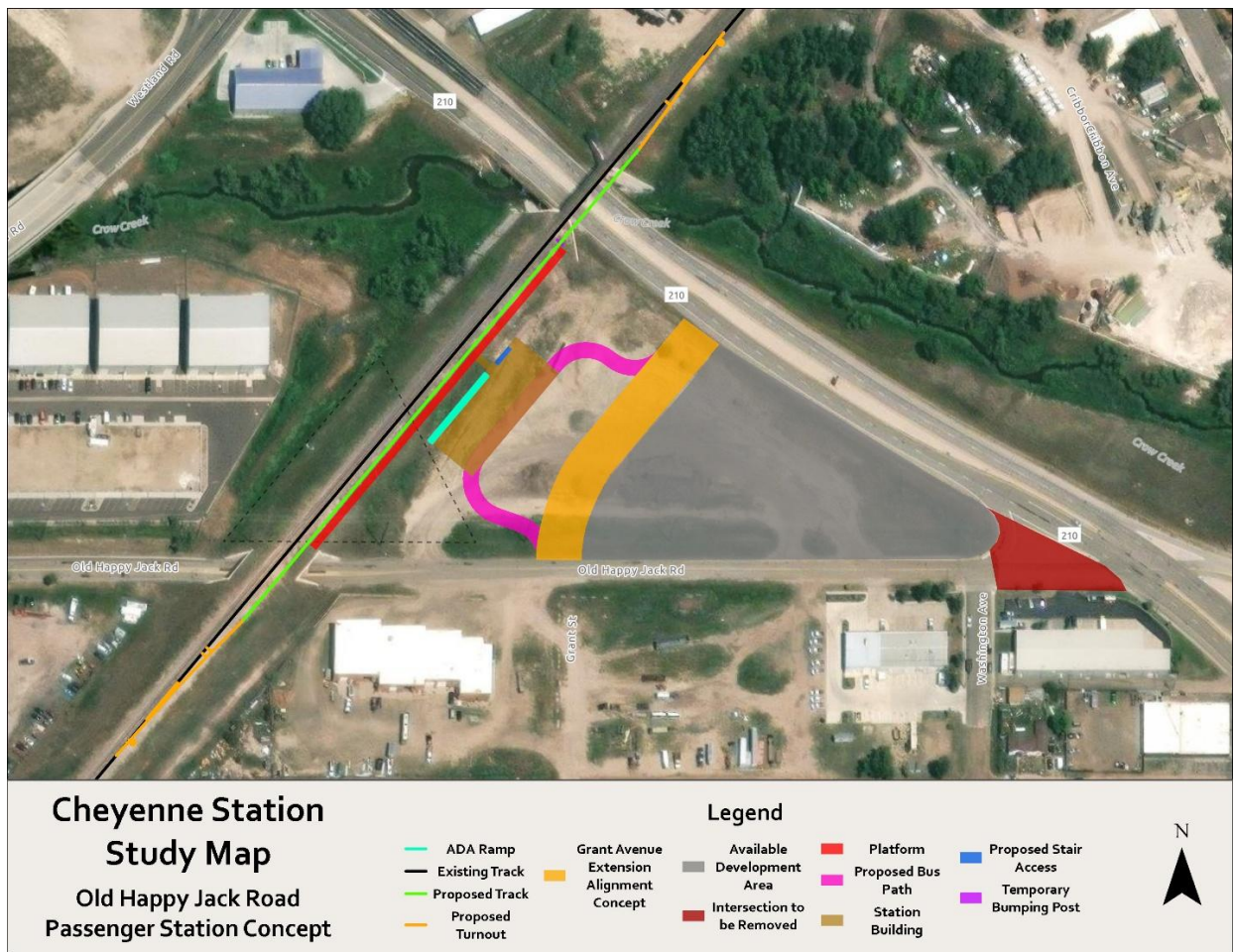
Separate from the passenger rail station project, the city plans to reconfigure the road network in the station area to better support the Hitching Post Urban Renewal Plan; this includes the Grant Avenue extension to Missile Drive and closing the Missile Drive/Old Happy Jack Road intersection. These are shown in **Figure 7**. The city is also planning to develop the non-motorized multi-use West Crow Creek Greenway trail next to the Old Happy Jack Road site and separate from any passenger rail station project; it would provide a direct connection to the station area.

Because the existing BNSF railroad track is elevated over Missile Drive and Old Happy Jack Road, no additional at-grade railroad crossings would be introduced for the Old Happy Jack Road station location.

The nearest bus line is the northwest CTP route, which is approximately 0.3 miles south of the potential station.

The station concept includes a parking lot and station building access driveway that would accommodate intercity, local bus, and private vehicle drop-off and pick-up near the station building.

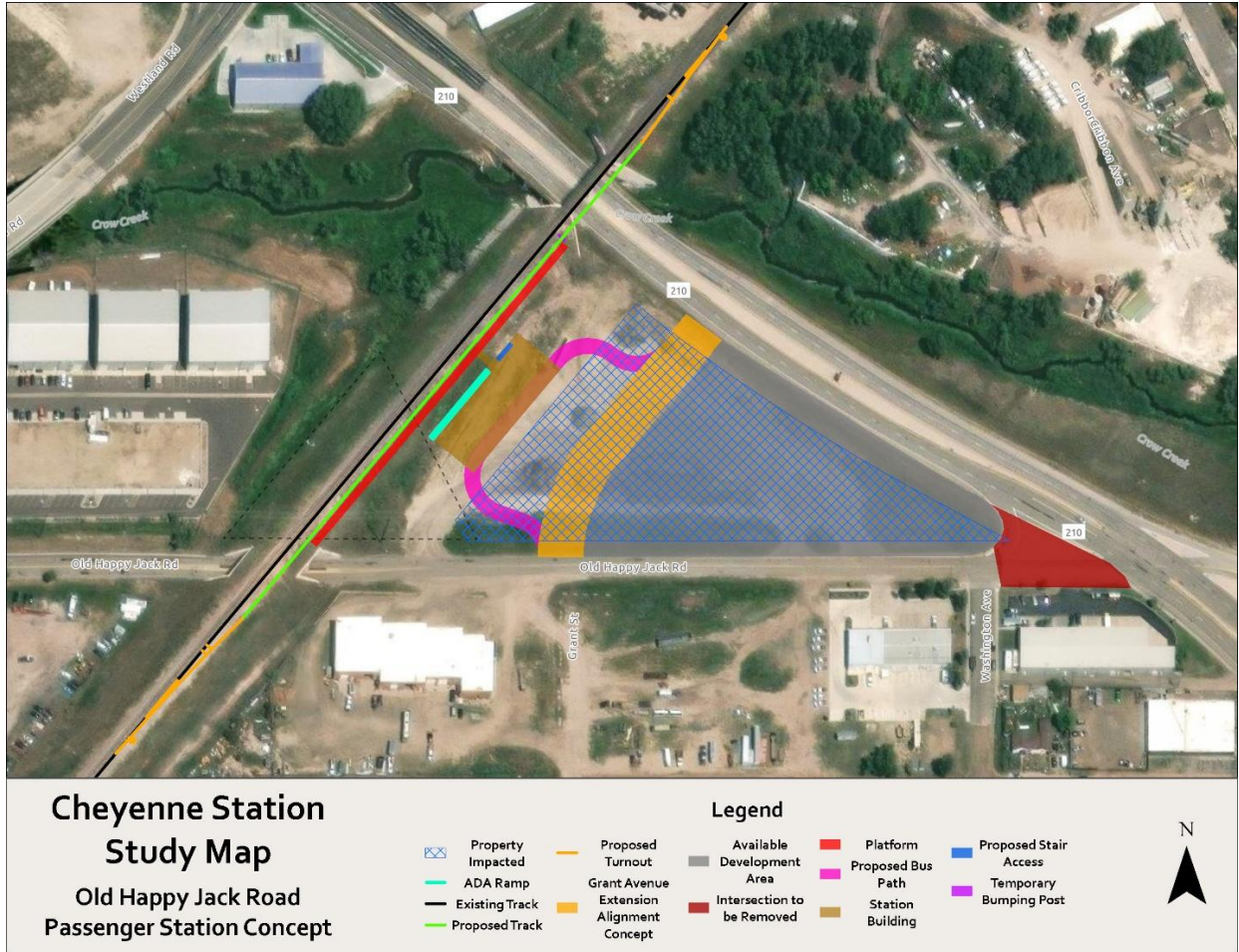
Figure 7 Old Happy Jack Road Station Concept Transportation Conditions and Effects Screening Results



### 3.5 Property Acquisition

The Old Happy Jack Road station area is shown in **Figure 8** on land owned by the City of Cheyenne that is currently vacant and used for public works material storage, including snow storage.

Figure 8 Old Happy Jack Road Station Concept Property Acquisition Screening Results



### 3.6 Other Relevant Factors

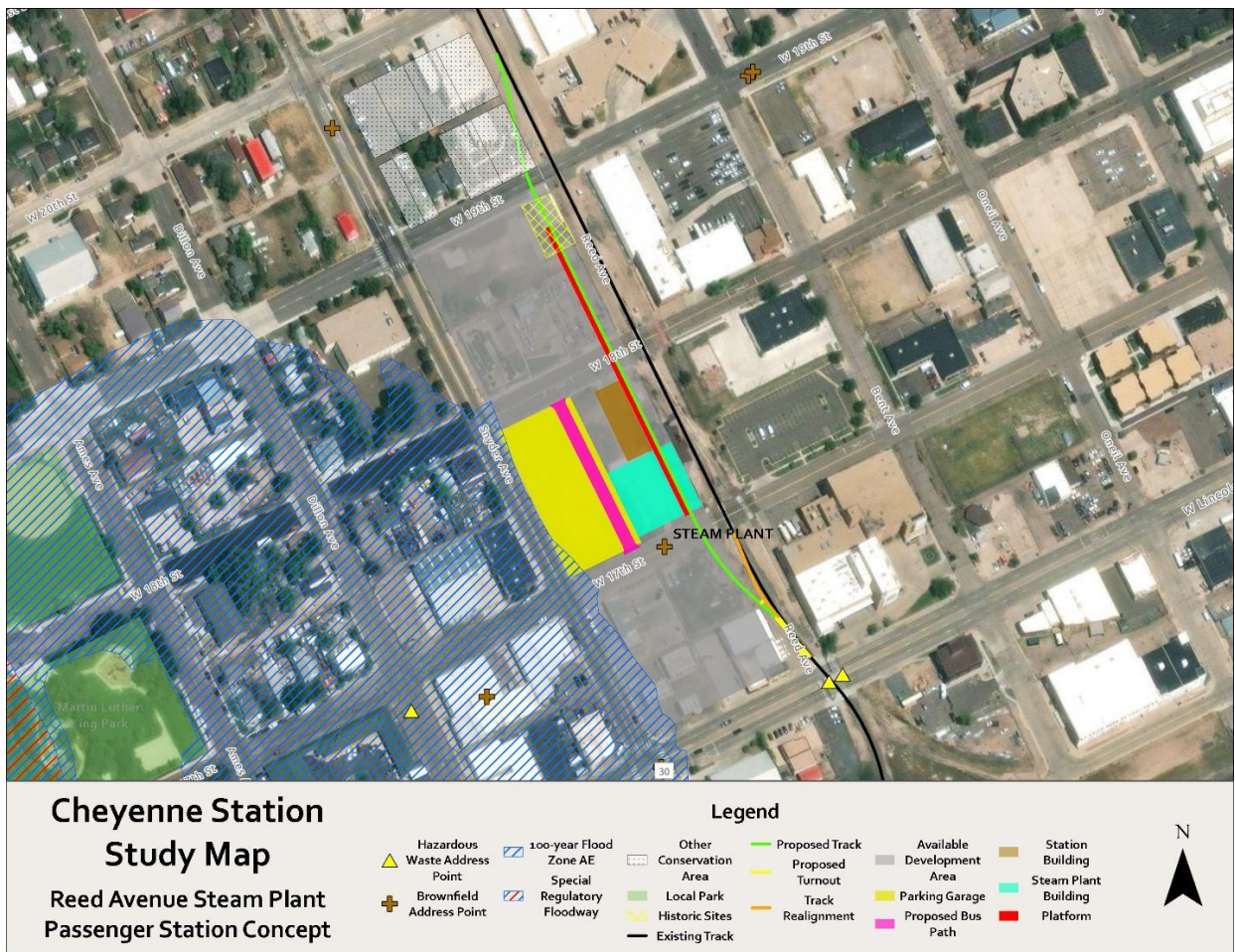
The Old Happy Jack Road station concept is consistent with and would support and contribute positively to the Hitching Post Urban Renewal Plan.

## 4 Reed Avenue Steam Plant Screening Results

The station area covers part of four blocks on the west side of Reed Avenue between Lincolnway and 20th Street. The site is about 1 mile east of Interstate 25 and 0.25 miles west of downtown Cheyenne. **Figure 9** shows the station area would sit on the opposite side of Reed Avenue from the pedestrian promenade planned as part of the Reed Avenue Corridor Project. The City plans to reconfigure the road network in the station area to better support redevelopment planned as part of the Reed Avenue Corridor Project. This street reconfiguration includes closing the Reed Avenue/17th Street and Reed Avenue/18th Street intersections.

The remainder of this section presents the environmental conditions and effects screening results for the Reed Avenue Steam Plant station area.

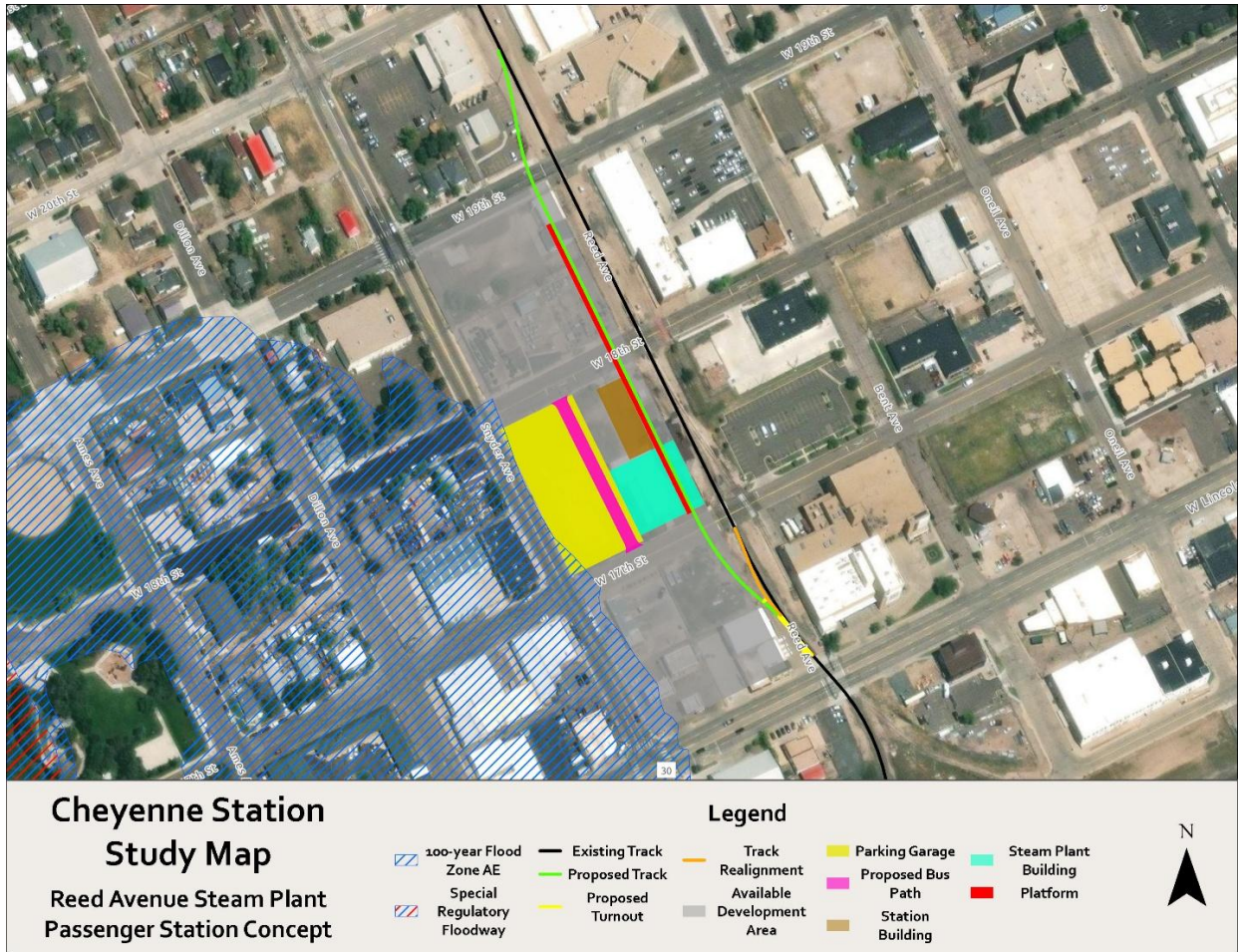
Figure 9 Reed Avenue Steam Plant Station Concept Environmental Conditions and Effects Screening Results



## 4.1 Wetlands and Floodplains

There are no wetlands in the potential station area. **Figure 10** shows the parking garage concept intersects approximately 1,350 square feet of a 100-year floodplain.

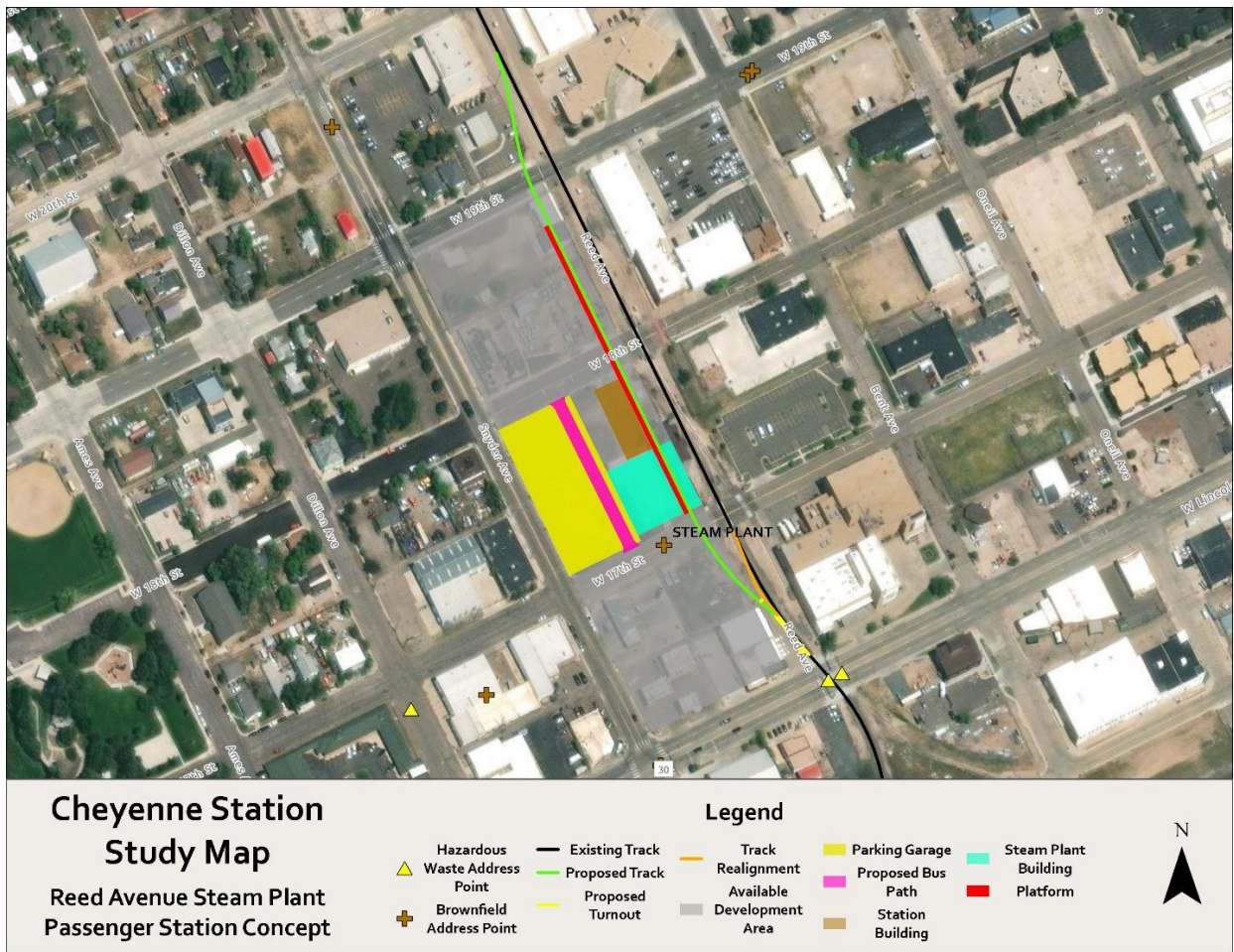
Figure 10 Reed Avenue Steam Plant Station Concept Wetland and Floodplain Effects Screening Results



## 4.2 Contamination Issues

There is one EPA listed Brownfield near the station area. The [Steam Plant](#), shown on **Figure 11**, is listed for Polycyclic aromatic hydrocarbons (PAHS) and volatile organic compound (VOC) contamination affecting the groundwater and soil. Cleanup planning and phase I and phase II environmental assessments have been completed by others. No official cleanup has taken place at the time of writing this document. The concept shows the station platform and track passing through the Steam Plant site.

Figure 11 Reed Avenue Steam Plant Station Concept Contamination Screening Results





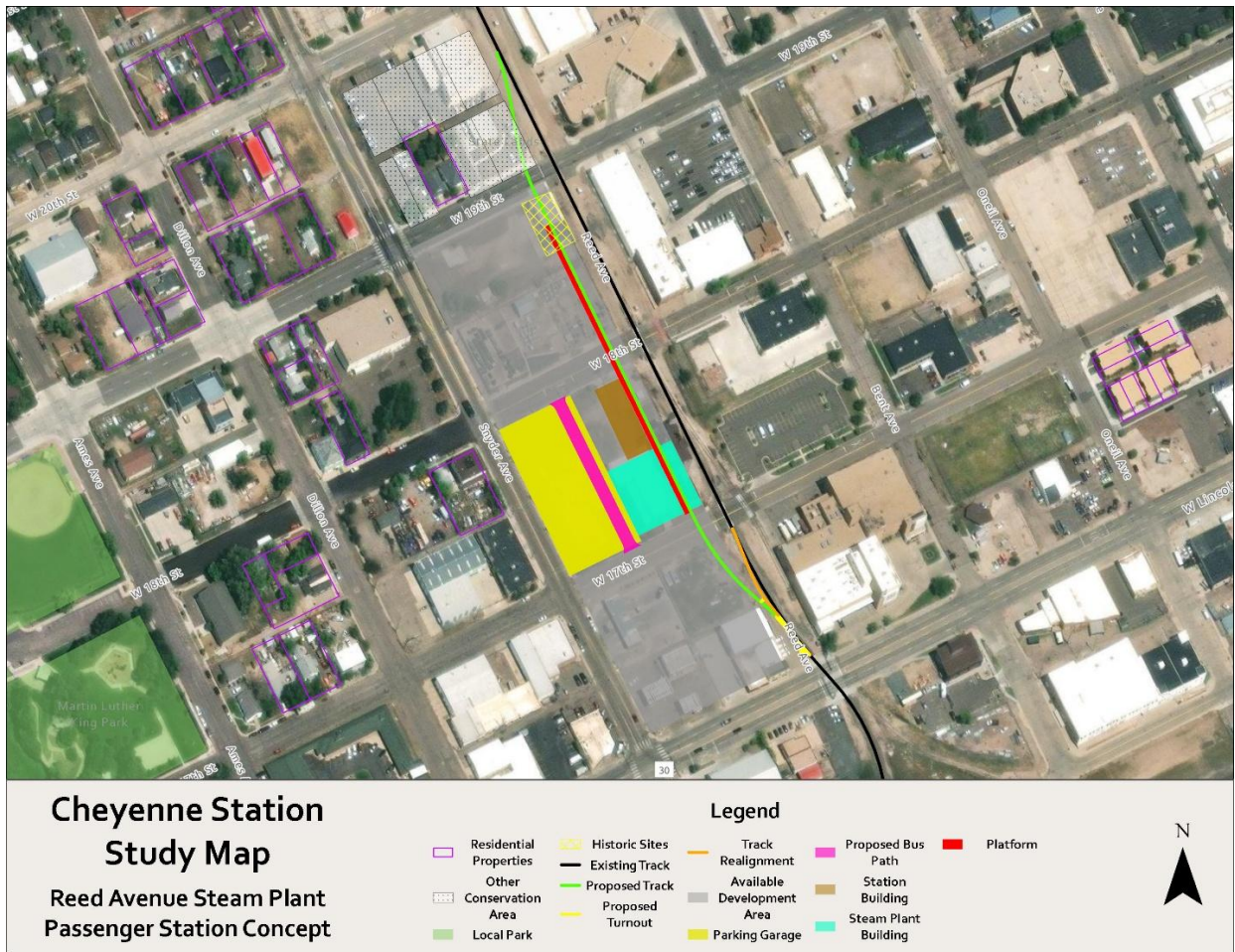
### 4.3 Community Facilities and Sensitive Receptors

Figure 12 shows the historic warehouse at Reed Avenue/19th Street intersection is located within the project area and the concept currently shows removing the structure to make room for the passenger rail platform and track. The warehouse is listed on the National Register of Historic Places and removing it would likely be viewed as an adverse effect requiring mitigation developed on consultation with the Wyoming State Historic Preservation Office.

The Cheyenne Fire Department is in the northeast quadrant of the Reed Avenue/19<sup>th</sup> Street intersection and any future construction will need to always maintain fire station access.

Additionally, Martin Luther King Jr Park sits approximately 750 feet west of the potential station location. Within 750 feet of the station, the study team counted 40 lots zoned as residential. The FTA/FRA noise and vibration screening method utilizes a distance of 750 feet from rail centerline for unobstructed potential noise-sensitive land uses along passenger rail lines.

Figure 12 Reed Avenue Steam Plant Station Concept Community Facility and Sensitive Noise Receptor Screening Results



## 4.4 Rail Transportation Impacts, Traffic Impacts, and Multimodal Linkages

The Reed Avenue Steam Plant concept would add a passenger rail station next to the BNSF track in the Reed Avenue corridor. At this location, FRPR passengers would have a 5- to 10-minute longer travel time as compared to an Old Happy Jack Road station. This option also maintains space for the 15-foot access road BNSF requires along the west side of its Reed Avenue tracks.

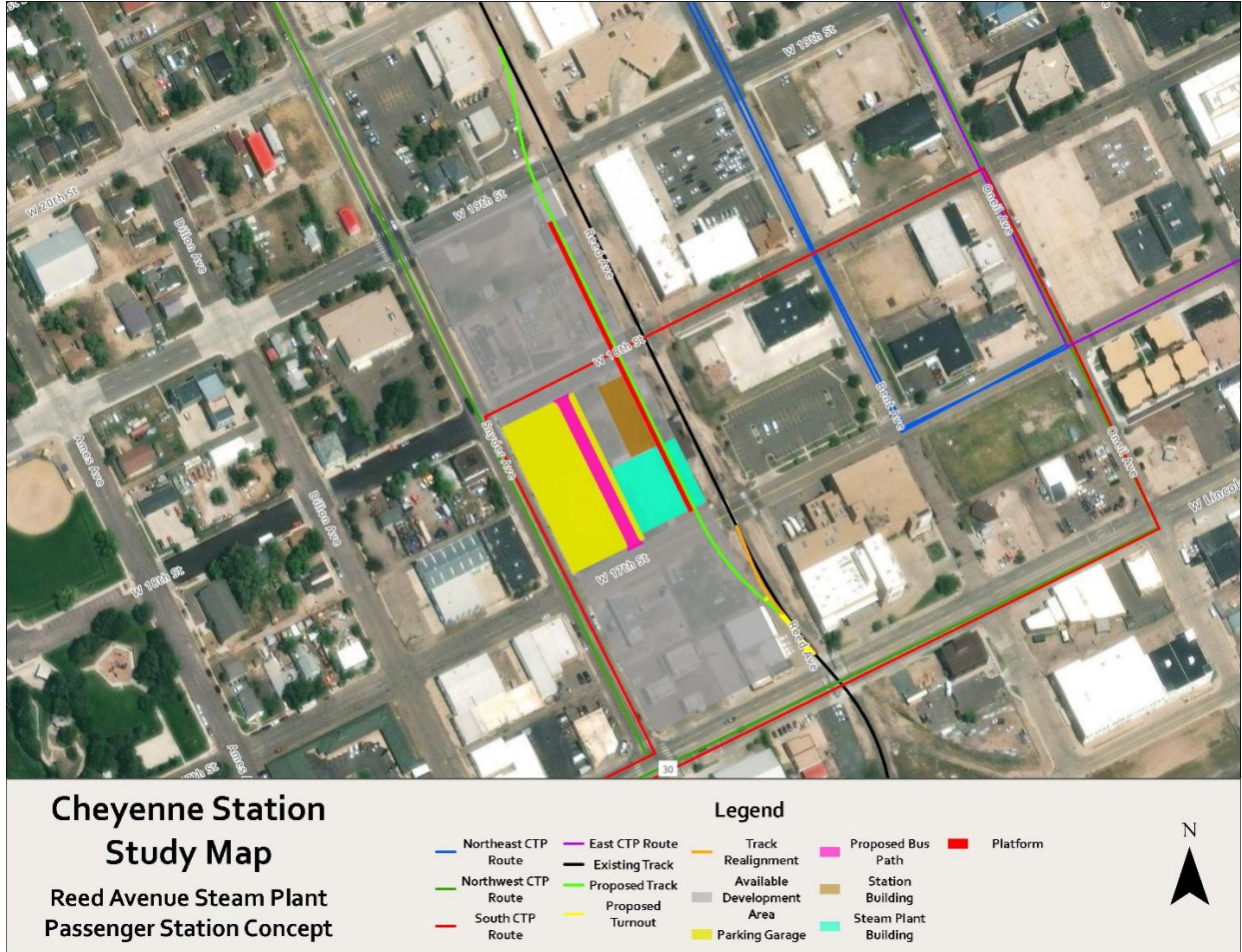
Separate from any passenger rail station project, the City plans on closing the Reed Ave/17<sup>th</sup> Street, Reed Ave/18<sup>th</sup> Street, and Dillon Avenue/BNSF track intersections to vehicle traffic. This separate action will impact the south CTP route that currently passes through the Reed Ave/18<sup>th</sup> Street intersection; the new south CTP routing has not yet been established for use in this conditions and effects analysis.

**Figure 13** shows the passenger rail station project would result in increased rail traffic at the Reed Ave/19<sup>th</sup> Street intersection, and rail traffic would also increase at five other at-grade intersections north of the study area (20<sup>th</sup> Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street, and 23<sup>rd</sup> Street). The project may indirectly increase rail traffic at Lincolnway if and when Federal Railroad Administration Long Distance Service would be implemented. Lincolnway would not be anticipated to be affected by implementation of Front Range Passenger Rail (FRPR) service.

The potential station area would provide direct connections to the existing south and northwest CTP routes, is within one block of the northeast CTP route, and is within two blocks of the east CTP route. The station access driveway would be designed to accommodate intercity bus, local bus, and private vehicle drop-off and pick-up.

**Station Concepts Environmental Conditions and Effects Screening Technical Memorandum**  
**Cheyenne Passenger Rail Station Site Selection Study**  
**January 2025**

Figure 13 Reed Avenue Steam Plant Station Concept Transportation Conditions and Effects Screening Results

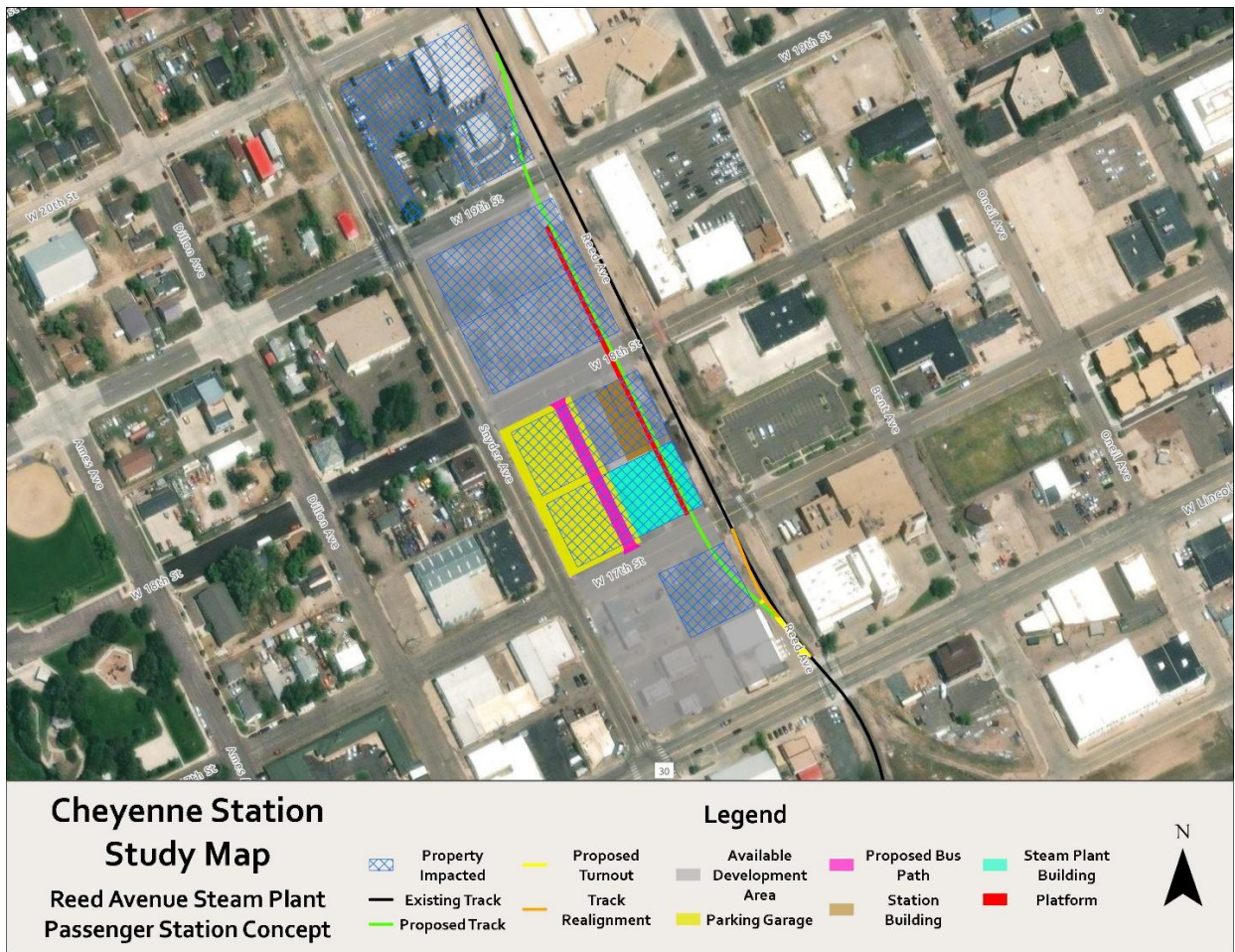


## 4.5 Property Acquisition

Figure 14 shows property acquisition (full or partial) would be required from seven parcels extending over four blocks along Reed Avenue. The parcels are shown as owned by:

- State Of Wyoming
- LRW Inc. (historic warehouse)
- Cheyenne Light Fuel and Power Co (2 parcels)
- Steamplant Investment LLC (2 parcels)
- Durante Limited Liability Co

Figure 14 Reed Avenue Steam Plant Station Concept Property Acquisition Screening Results



## 4.6 Other Relevant Factors

The Reed Avenue Steam Plant station concept is consistent with and would support and contribute positively to the Reed Avenue Corridor Project.

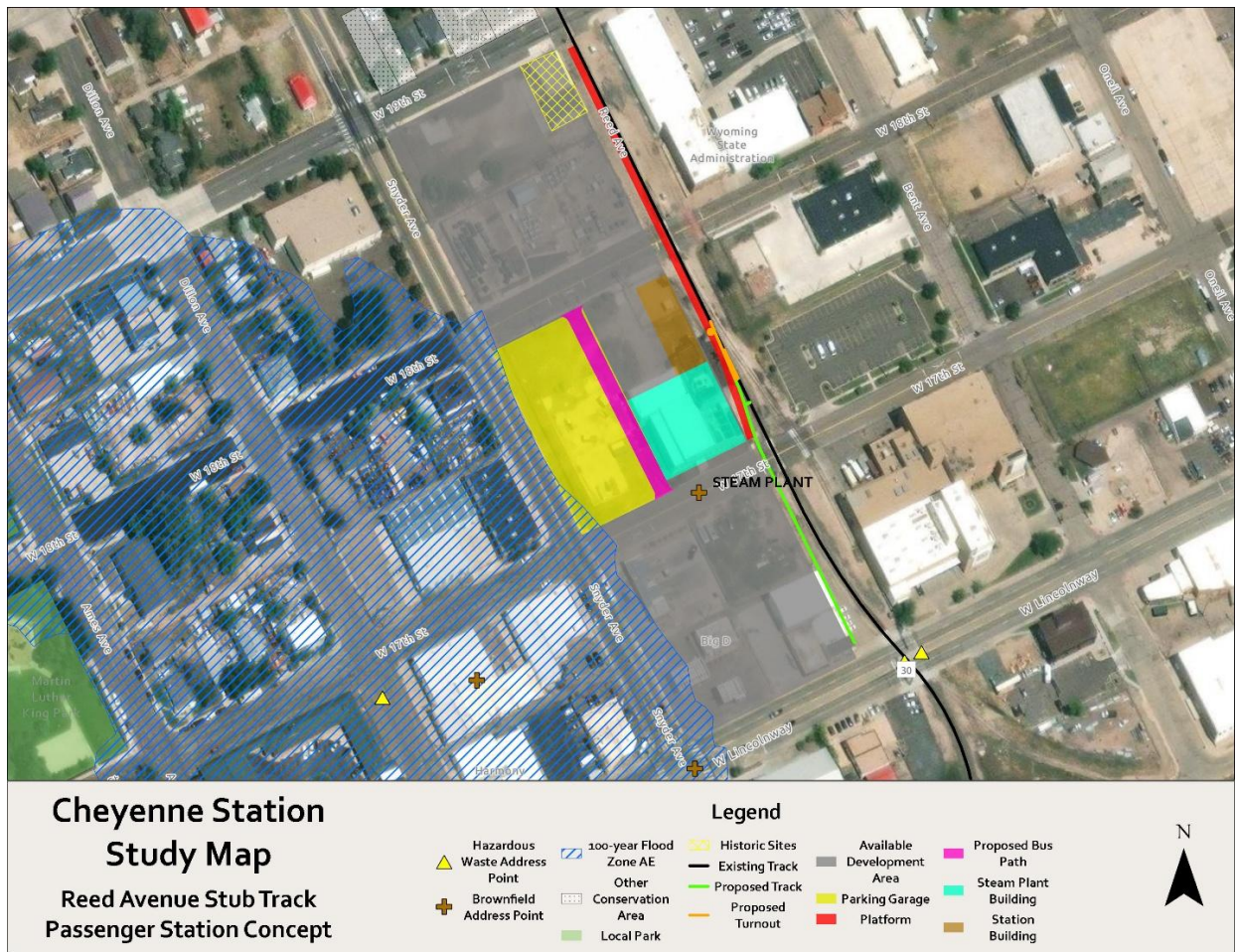
## 5 Reed Avenue Stub Track Screening Results

The Reed Avenue Stub Track station area covers part of three blocks between Lincolnway and 19th Street. The site is about 1 mile east of Interstate 25 and 0.25 miles west of downtown Cheyenne.

**Figure 15** shows the station area on the opposite side of Reed Avenue from the pedestrian promenade planned as part of the Reed Avenue Corridor Project. The road network in the station area is planned to be reconfigured to better support redevelopment planned as part of the Reed Avenue Corridor Project. This includes closing the Reed Avenue/17th Street and Reed Avenue/18th Street intersections.

The remainder of this section presents the environmental conditions and effects screening results for the Reed Avenue Stub Track station area.

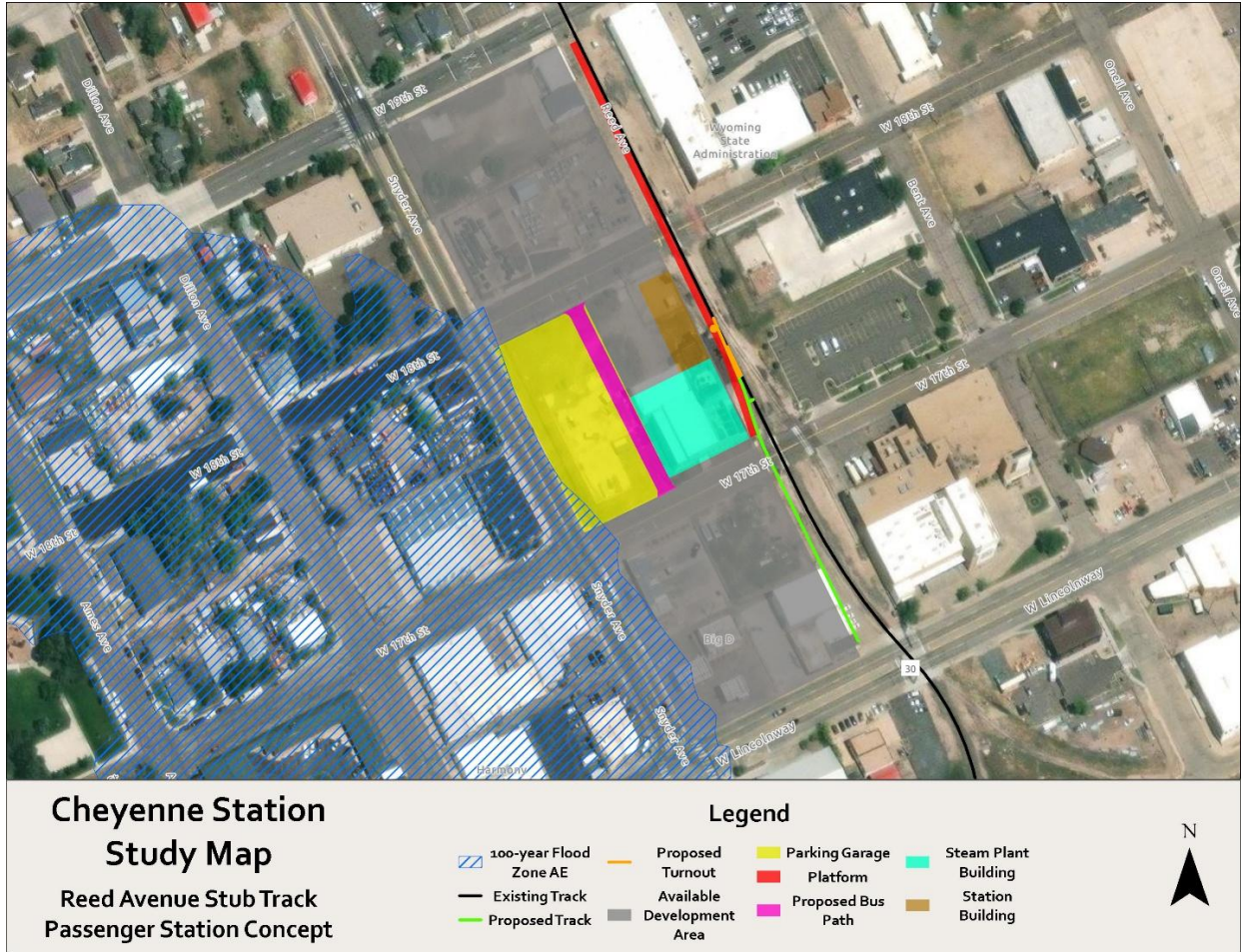
Figure 15 Reed Avenue Stub Track Station Concept Environmental Conditions and Effects Screening Results



## 5.1 Wetlands and Floodplains

There are no wetlands in the potential station area. **Figure 16** shows the parking garage concept intersects approximately 1,350 square feet of a 100-year floodplain.

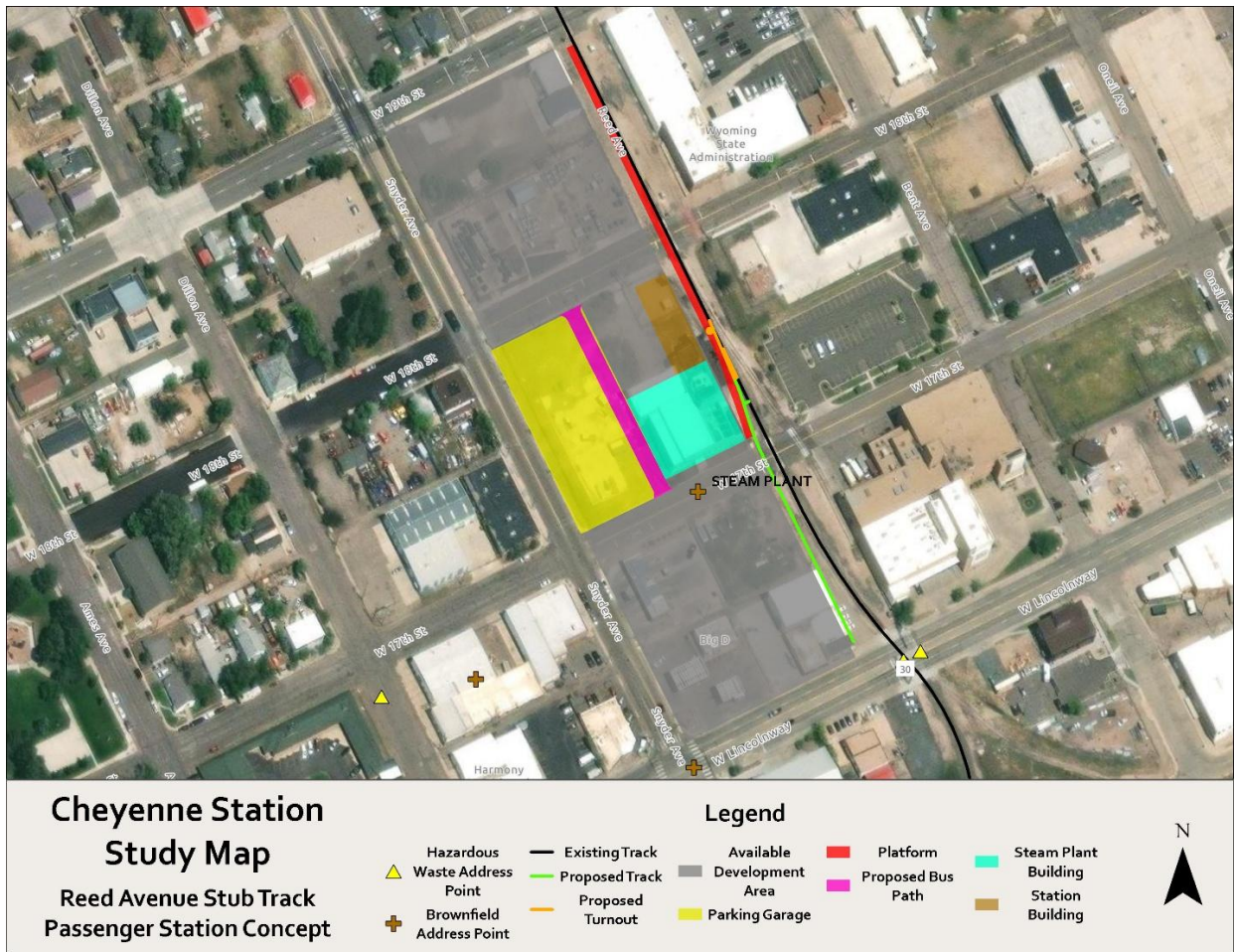
Figure 16 Reed Avenue Stub Track Station Concept Wetland and Floodplain Effects Screening Results



## 5.2 Contamination Issues

There is one EPA listed Brownfield near the station area. The [Steam Plant](#), shown on **Figure 17**, is listed for PAHS and VOC contamination affecting the groundwater and soil. Cleanup planning, phase I and phase II environmental assessments have been completed by others. No official cleanup has taken place at the time of writing this document. The potential station location is adjacent to the Steam Plant site.

Figure 17 Reed Avenue Stub Track Station Concept Contamination Screening Results



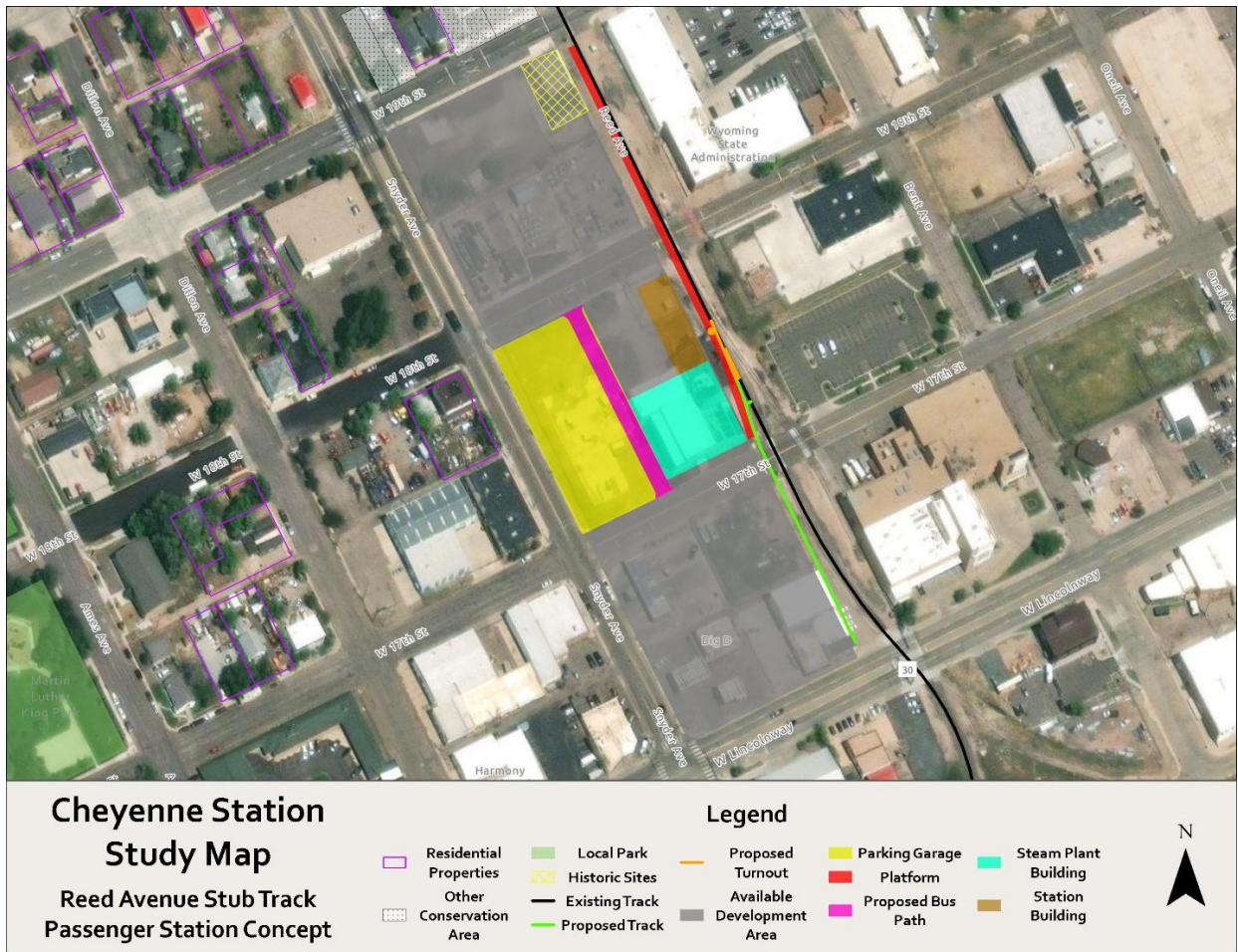
### 5.3 Community Facilities and Sensitive Receptors

Figure 18 shows the historic warehouse at Reed Avenue/19th Street intersection is located within the project area and is directly adjacent to the potential platform and track. The warehouse is listed on the National Register of Historic Places which would require consultation on effects with the Wyoming State Historic Preservation Office.

The Cheyenne Fire Department is in the northeast quadrant of the Reed Avenue/19th Street intersection and any future construction will need to always maintain fire station access.

Additionally, Martin Luther King Jr Park sits approximately 750 feet west of the potential station location. Within 750 feet of the station, the study team counted 40 lots zoned as residential. The FTA/FRA noise and vibration screening method utilizes a distance of 750 feet from rail centerline for unobstructed potential noise-sensitive land uses along passenger rail lines.

Figure 18 Reed Avenue Stub Track Station Concept Community Facility and Sensitive Noise Receptor Screening Results





## 5.4 Rail Transportation Impacts, Traffic Impacts, and Multimodal Linkages

The Reed Avenue Stub Track concept would add a passenger rail station onto the BNSF track in the Reed Avenue corridor. At this location, FRPR passengers would have a 5- to 10-minute longer travel time as compared to an Old Happy Jack Road station. This option also complicates BNSF access to its track by interfering with the 15-foot access road BNSF requires along the west side of its Reed Avenue tracks.

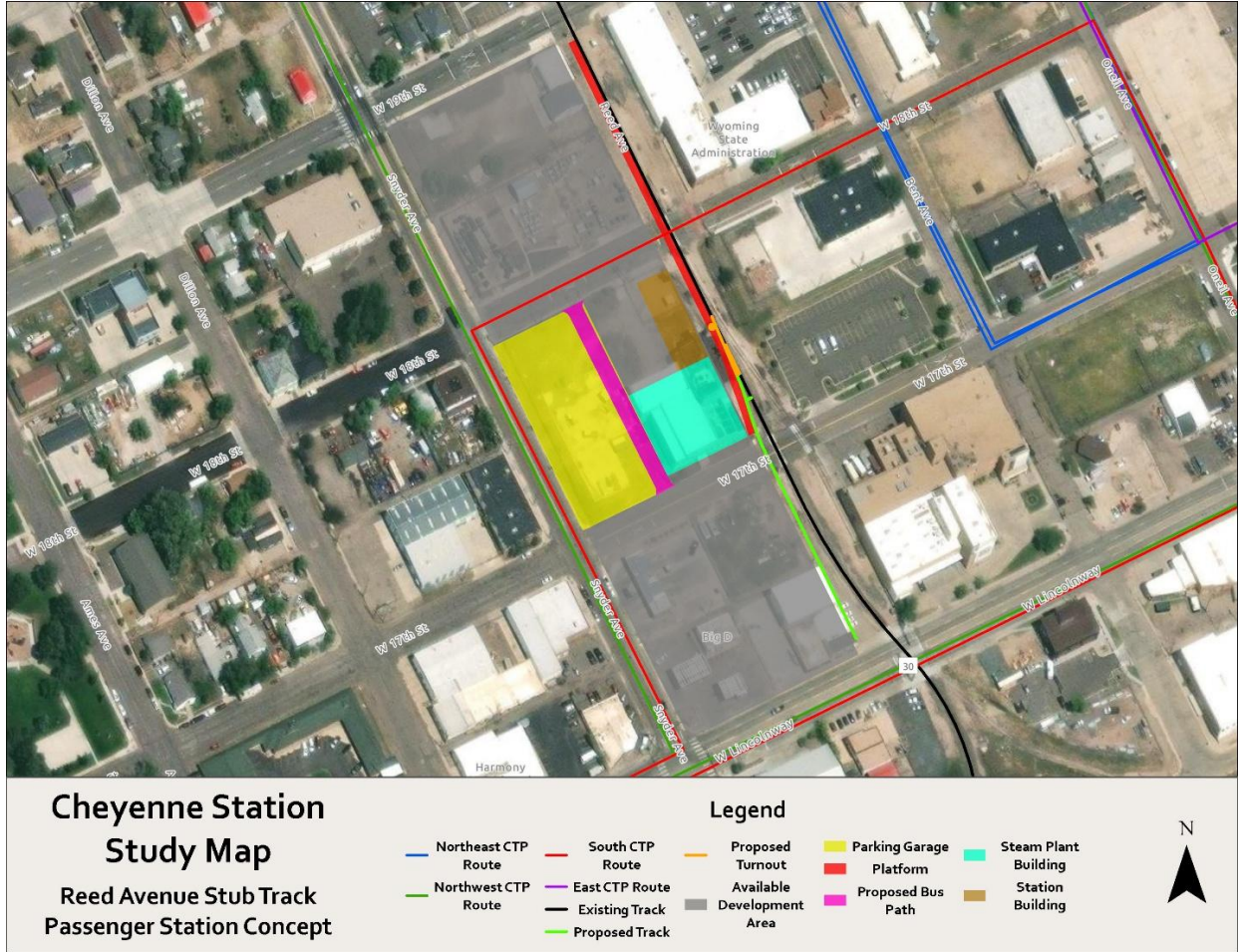
Separate from any passenger rail station project, the City plans on closing the Reed Ave/17<sup>th</sup> Street, Reed Ave/18<sup>th</sup> Street, and Dillon Avenue/BNSF track intersections to vehicle traffic. This separate action will impact the south CTP route that currently passes through the Reed Ave/18<sup>th</sup> Street intersection; the new south CTP routing has not yet been established for use in this conditions and effects analysis.

**Figure 19** shows the passenger rail station project would result in increased rail traffic at the Reed Ave/19<sup>th</sup> Street intersection, and rail traffic would also increase at five other at-grade intersections north of the study area (20<sup>th</sup> Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street, and 23<sup>rd</sup> Street). The project may indirectly increase rail traffic at Lincolnway if and when Federal Railroad Administration Long Distance Service would be implemented. Lincolnway would not be anticipated to be affected by implementation of FRPR service.

The potential station area would provide direct connections to the existing south and northwest CTP routes, is within one block of the northeast CTP route, and is within two blocks of the east CTP route. The station access driveway would be designed to accommodate intercity bus, local bus, and private vehicle drop-off and pick-up.

**Station Concepts Environmental Conditions and Effects Screening Technical Memorandum**  
**Cheyenne Passenger Rail Station Site Selection Study**  
**January 2025**

Figure 19 Reed Avenue Stub Track Station Concept Transportation Conditions and Effects Screening Results



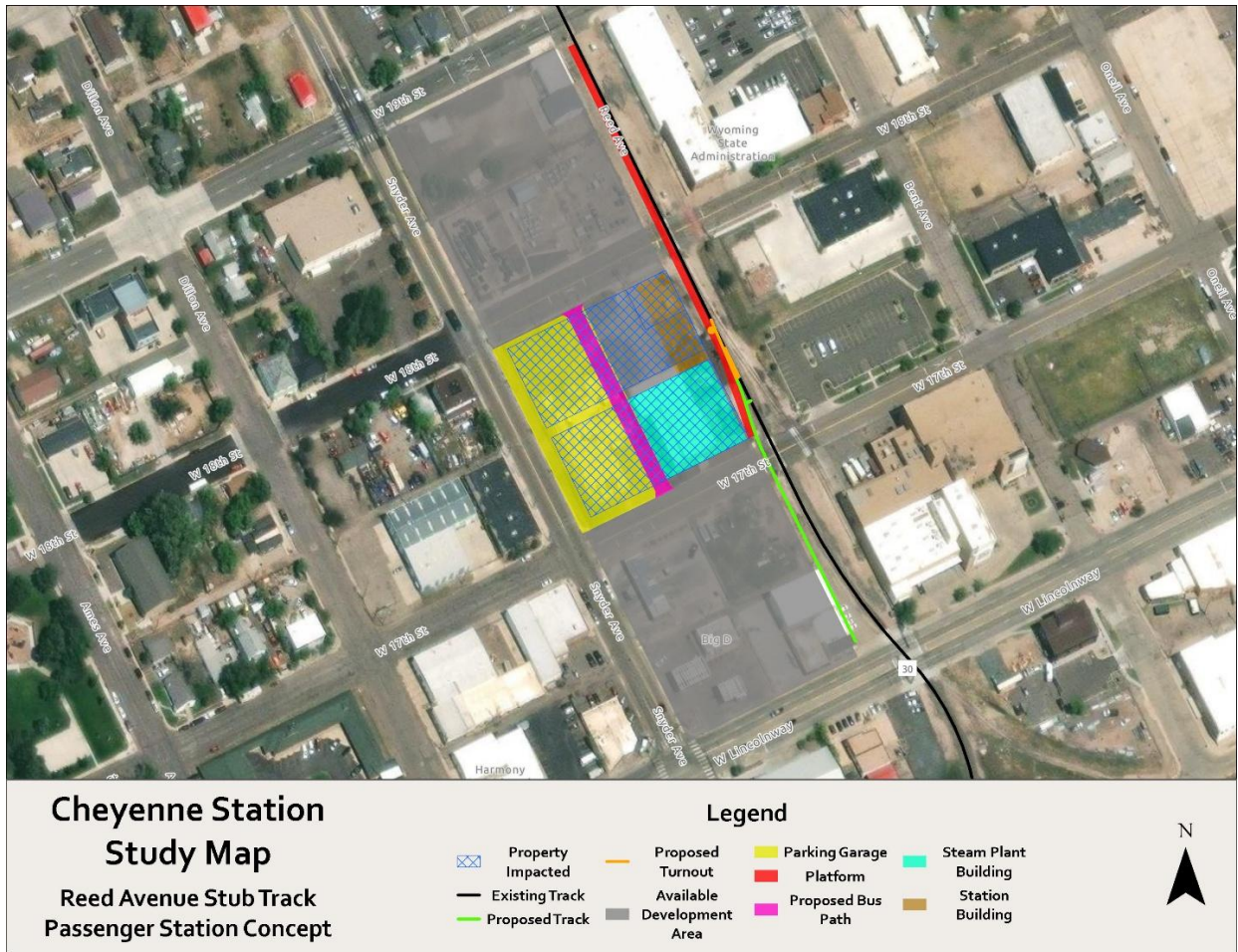
## 5.5 Property Acquisition

The station concept show property acquisition from three lots that are currently privately owned.

**Figure 20** shows the two parcels are on one city block. The parcels are shown as owned by:

- Cheyenne Light Fuel and Power Co
- Steamplant Investment LLC

Figure 20 Reed Avenue Stub Track Station Concept Property Acquisition Screening Results



## 5.6 Other Relevant Factors

The Reed Avenue Stub Track station concept is consistent with and would support and contribute positively to the Reed Avenue Corridor Project.

## 6 Environmental Screening Conclusions

The potential Old Happy Jack Road station concept has the fewest negative impacts on wetlands and floodplains, community, sensitive receptors, private property, and rail transportation. It would also be anticipated to have a 5-to-10-minute shorter travel time for FRPR passengers as compared to the travel time to the Reed Avenue Corridor sites. However, it is also less connected to the existing Cheyenne Transit Program (CTP) routes and downtown Cheyenne.

The potential Reed Avenue Steam Plant station concept intersects with an estimated 1,350 square feet of a 100-year floodplain. Additionally, the station and track concept go through the Steam Plant brownfield site and the historic warehouse at Reed Avenue/19<sup>th</sup> Street. The Steam Plant concept also has the most property acquisitions. It has good multimodal linkages and aligns with Cheyenne's Reed Avenue Corridor Project but would result in a 5- to 10-minute longer travel time for FRPR passengers. Maintaining BNSF access to its track throughout the Reed Avenue Corridor is another factor that distinguishes the Steam Plant concept from the Stub Track concept.

The potential Reed Avenue Stub Track station concept intersects the same floodplain as Reed Avenue Steam Plant. Rather than cutting through the Steam Plant brownfield and historic warehouse, the station, platform, and track concept is directly adjacent to them. This site would result in the same intersection closures, at-grade railroad-street crossings, and sensitive receptors as Reed Avenue Steam Plant concept. The Reed Avenue Stub Track concept requires significantly less property acquisition than the Reed Avenue Steam Plant concept and aligns with the Reed Avenue Corridor Project, but it would result in a 5- to 10-minute longer travel time for FRPR passengers and complicates the 15-foot track access road that BNSF requires on the west side of Reed Avenue.

In conclusion, despite its disconnect from central Cheyenne, the Old Happy Jack Road station concept has the least negative environmental impacts.

## 7 Other Related Work

Prior to completion of the work documented in this technical memorandum, the study team completed a station site identification process that narrowed the range of station sites to Old Happy Jack Road and the Reed Avenue Corridor and documented it in a technical memorandum. The study team also completed additional analysis of the Reed Avenue Corridor and Old Happy Jack Road sites to complement the work documented in this technical memorandum. Additional study activities included developing conceptual capital cost estimates and completing a review of economic benefits and anticipated environmental impacts. The study team also considered all study findings and translated them into draft recommendations and a final report for review and discussion by the Cheyenne Metropolitan Planning Organization committees, and for review and acceptance by the Cheyenne City Council and Laramie County Board of Commissioners.