

Burlington Downtown Transit Center

Study

Public Meeting #1

September 14, 2011

6:00 – 8:00 PM

Contois Auditorium, City Hall

Meeting Agenda

- Introductions
- Project Background
- Existing Conditions / Facilities
- Downtown Transit Center Need
- Project Overview
- Phase 1 Alternatives Analysis
- Public Working Session

Project Team – Introductions

- CCTA Board of Commissioners
- Consulting Team
 - Vanasse Hangen Brustlin, Inc. (VHB)
 - Truex Cullins Architecture
 - Third Sector Associates
- Advisory Committee
 - CCTA
 - CCMPO
 - CEDO
 - Burlington City Council
 - VTrans
 - Church Street Marketplace
 - Riders

Project Background

- 2006 - 2008
 - City of Burlington-led Alternatives Analysis study
 - Identified potential sites at DET and St. Paul
- 2010
 - Contract reassigned to CCTA
 - Today: Opportunity to revisit sites and select Preferred Alternative that meets current needs and program

CCTA Downtown Transit Center – Existing Conditions

- CCTA and the Downtown Transit Center support Burlington's business community: 57% of riders are traveling to / from work, 29% for shopping and personal business.
- Providing mobility, alleviating congestion, reducing pollution, and lowering the demand for parking in Burlington's downtown are CCTA's key transit system goals.
- Downtown Burlington is the core of CCTA's transit system
 - Nearly 3,000 riders per day board in downtown
 - 2,100 riders per day board at Cherry Street
 - Bus service availability reduces demand for auto travel into downtown by 2,200 trips per day
- Almost half of riders (44%) have household incomes \geq \$30,000
- Companies generating the most ridership are:
 - University of Vermont
 - Fletcher Allen Hospital/Offices
 - IBM
 - Wal-Mart
 - Price Chopper
 - Champlain College
 - Sears
 - Umall

**Data from CCTA's 2008 Ridership Survey*

CCTA Downtown Transit Center – Existing Conditions

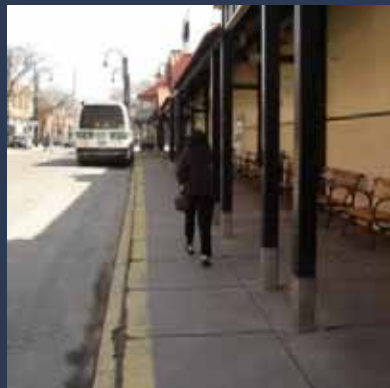


Friday, January 29, 2010
Temperature = 5 °F
Wind = WNW 15mph

CCTA Downtown Transit Center – Existing Conditions



CCTA Downtown Transit Center – Existing Conditions



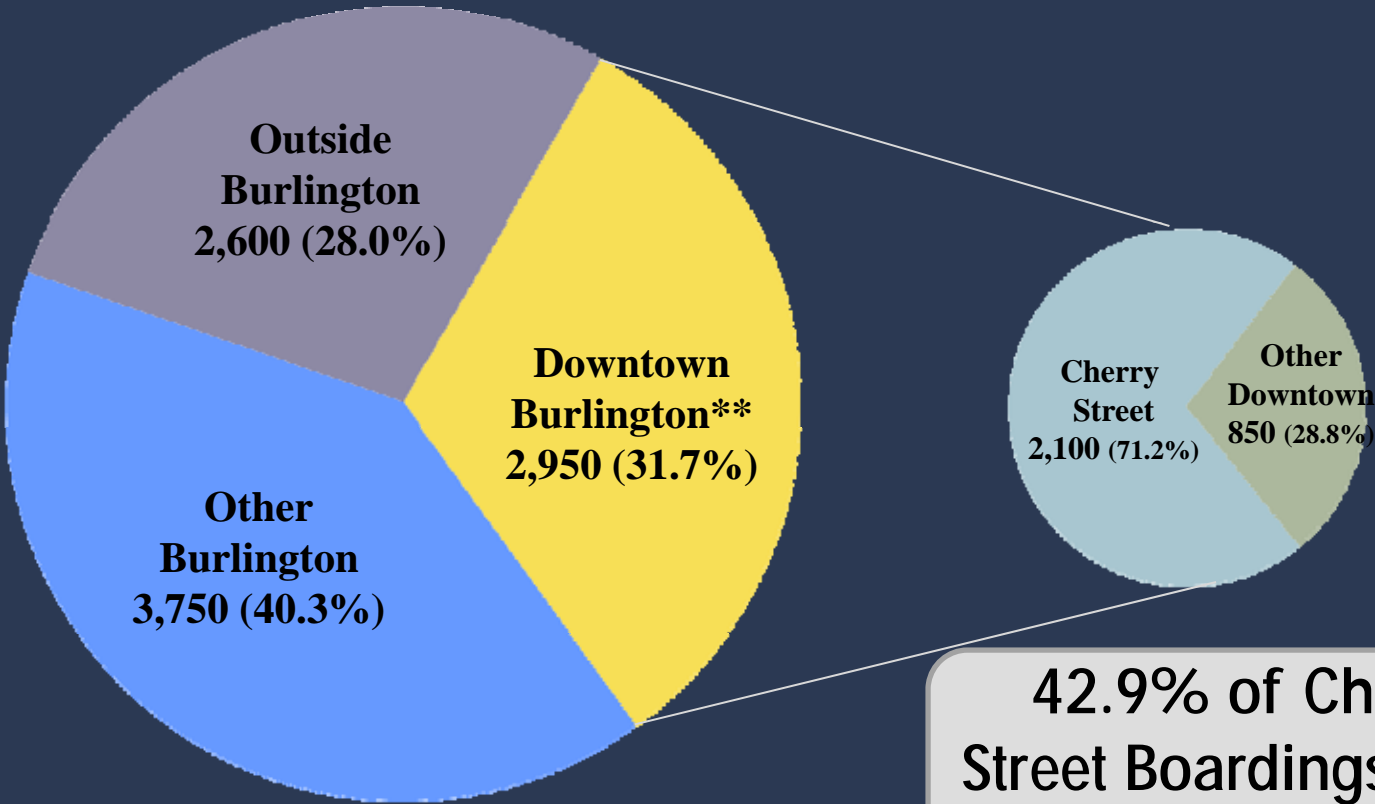
it Cen

CCTA Downtown Transit Center – Existing Conditions



CCTA System-Wide Average Weekday Passenger Boardings

Average Weekday Total System Boardings* = 9,300



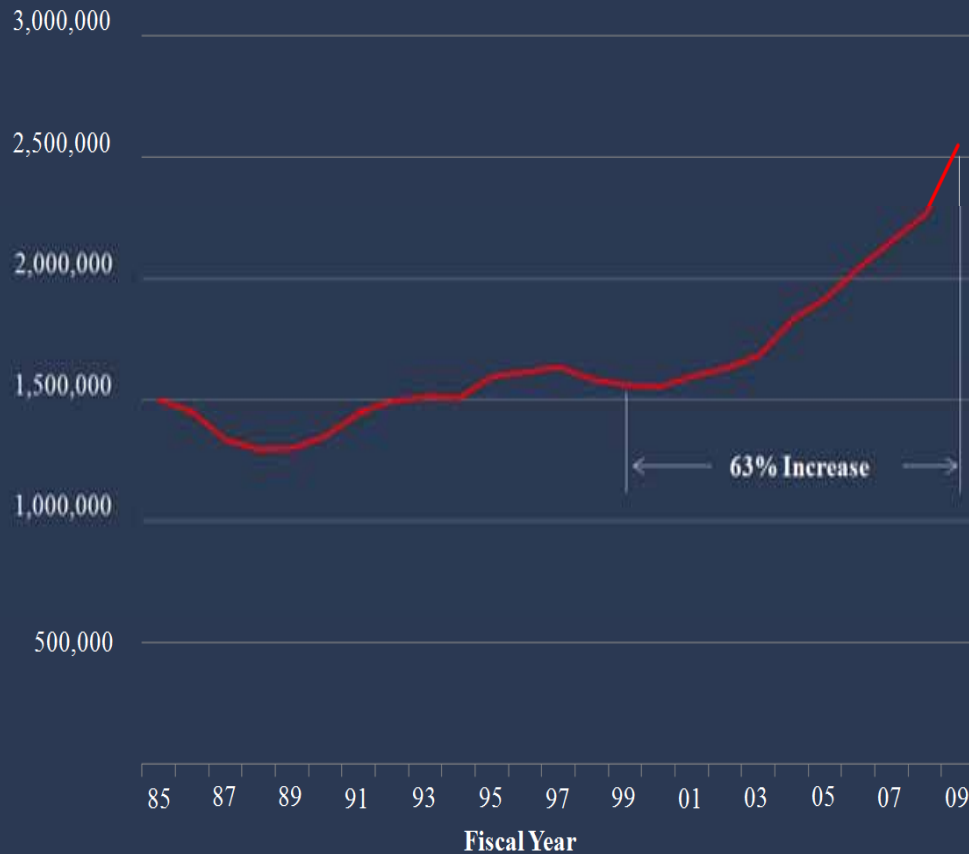
42.9% of Cherry Street Boardings (900) are Transfers

* Week of November 9 to November 13, 2009

** Downtown Burlington = area bounded by Pearl Street, Battery Street, Main Street, and South Winooski Avenue

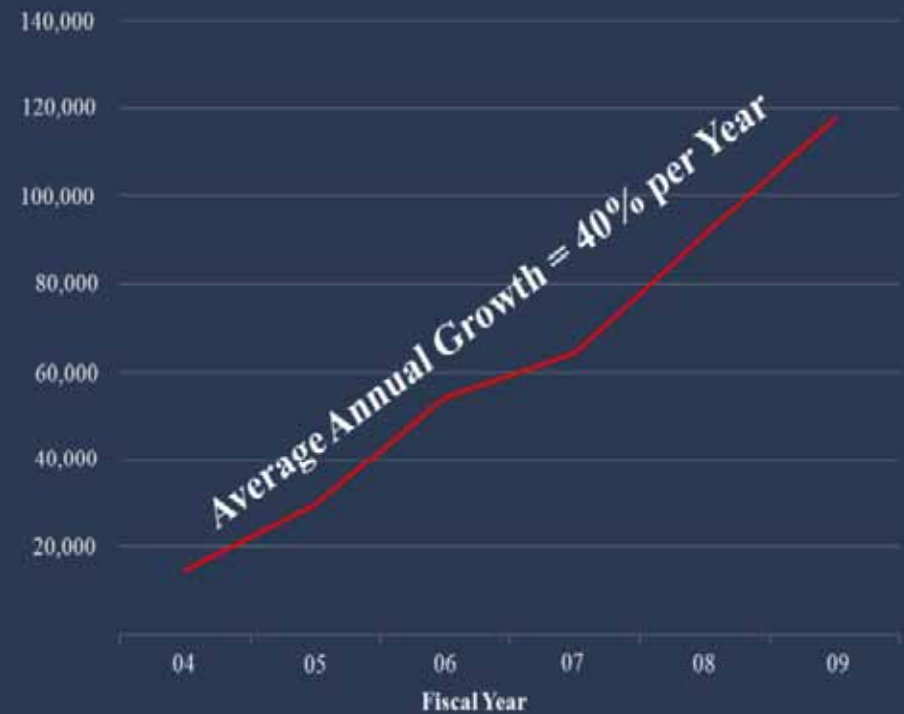
CCTA BUS RIDERSHIP

(Annual Ridership, FY85 to FY09)



LINK RIDERSHIP

(Annual Ridership, FY04 to FY09)



Downtown Transit Center Need

- Existing facilities are deficient
- Need capacity for new transit services and ridership growth
- Need to capture regional transit benefits
- Need improved customer facilities
- Need improved CCTA operations:
 - Employee facilities
 - Bus operations facilities

Project Overview

Project Goals

- Support improved transit operations
- Support increased ridership and enhanced service
- Support economic and sustainable development



Project Overview



CCTA's Program

- Passenger amenities
- Employee amenities and facilities
- Intelligent Transportation Systems (ITS)
- Appropriate design considerations
- Compliance with all applicable local zoning requirements
- Two basic program approaches:
 1. Located entirely off street
 2. Bus berths located on street, with adjacent facilities

Project Overview - Examples



Bridgeport, CT

Sawtooth bus bays are separated from the building



Kalamazoo, MI

Covered slots for bus bays



Lowell, MA

The station includes benches, a Dunkin' Donuts and information



Ogden, UT

Simple design with cantilevered metal canopy



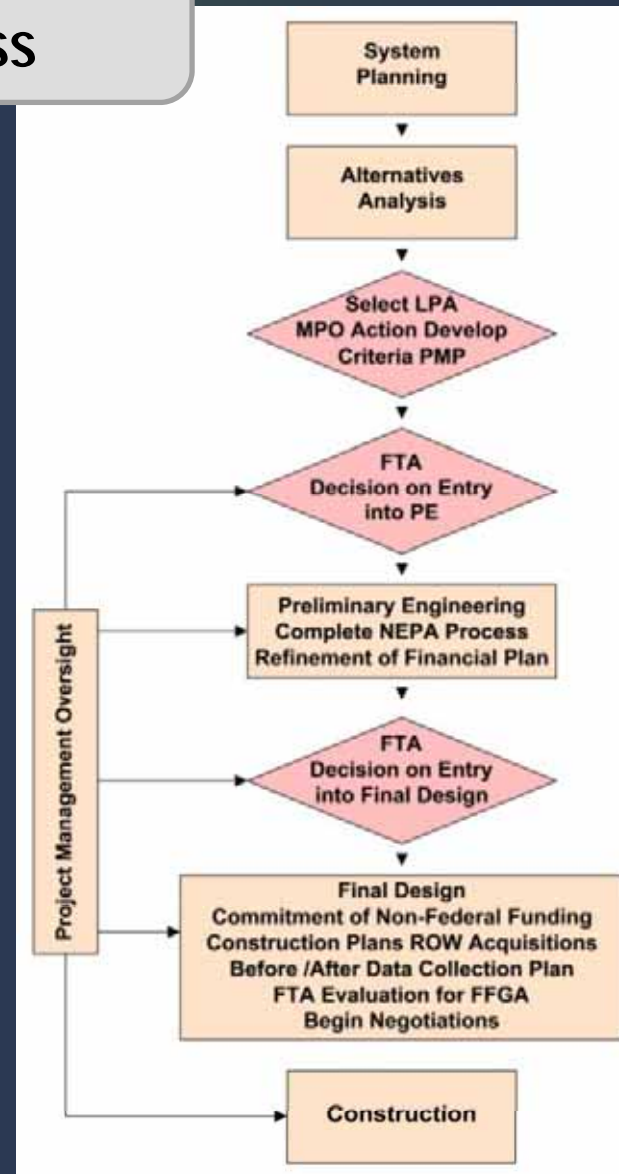
Wausau, WI

Covered waiting area with colored concrete pavers

Burlington Downtown Transit Center Study

Project Overview – FTA Planning Process

- Systems planning and alternatives analysis
- NEPA and preliminary engineering
- Final design
- Construction



Project Overview

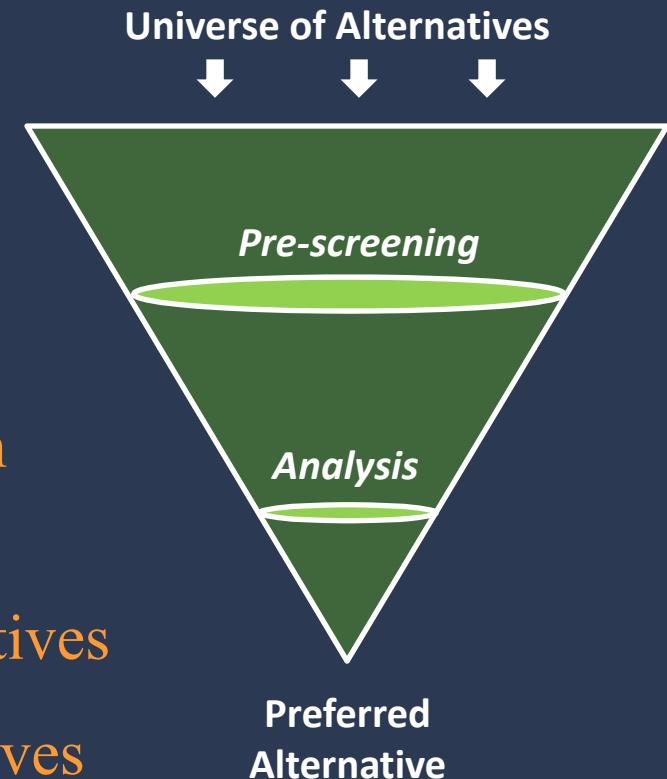
Scope of Work

- Phase 1: Project Initiation/Alternatives Analysis
 - Public Involvement
 - Public Meetings
 - Advisory Committee
 - Program Development
 - Identification and Screening of Alternatives
 - Alternatives Analysis Memorandum
 - Selection of Preferred Alternative
- Phase 2: Conceptual Design & Environmental Analysis
- Phase 3: Preliminary Engineering
- Phase 4: Final Design
- Phase 5: Construction Phase Services

Phase 1 Alternatives Analysis

Two-Step Process

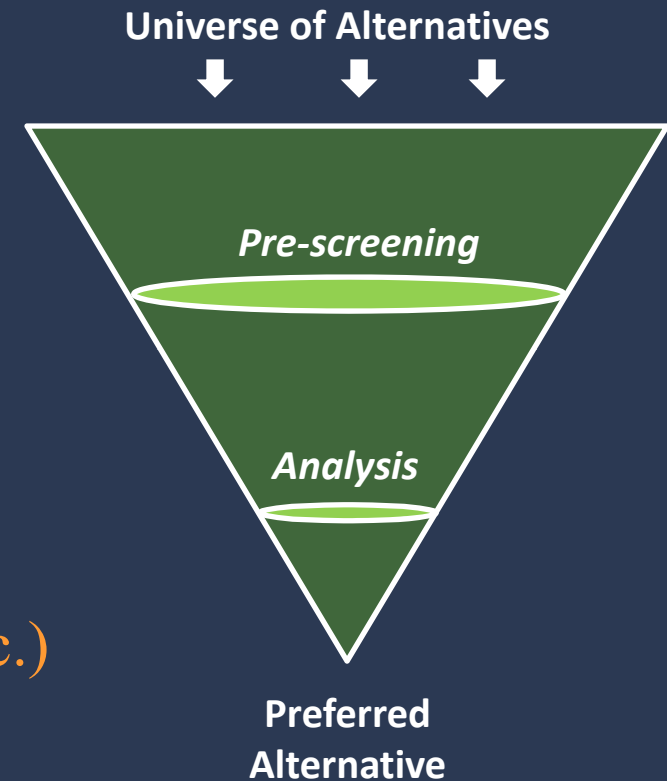
- Preliminary Screening
 - Identification of alternative sites
 - Development of initial evaluation criteria
 - Qualitative assessment of alternatives
 - Identification of feasible alternatives for further consideration



Phase 1 Alternatives Analysis

Two-Step Process

- Secondary Screening
 - Development of secondary evaluation criteria
 - More detailed, quantitative assessment of alternatives (concept plans, cost estimates, etc.)
 - Screening and ranking of alternatives
 - Selection of Preferred Alternative



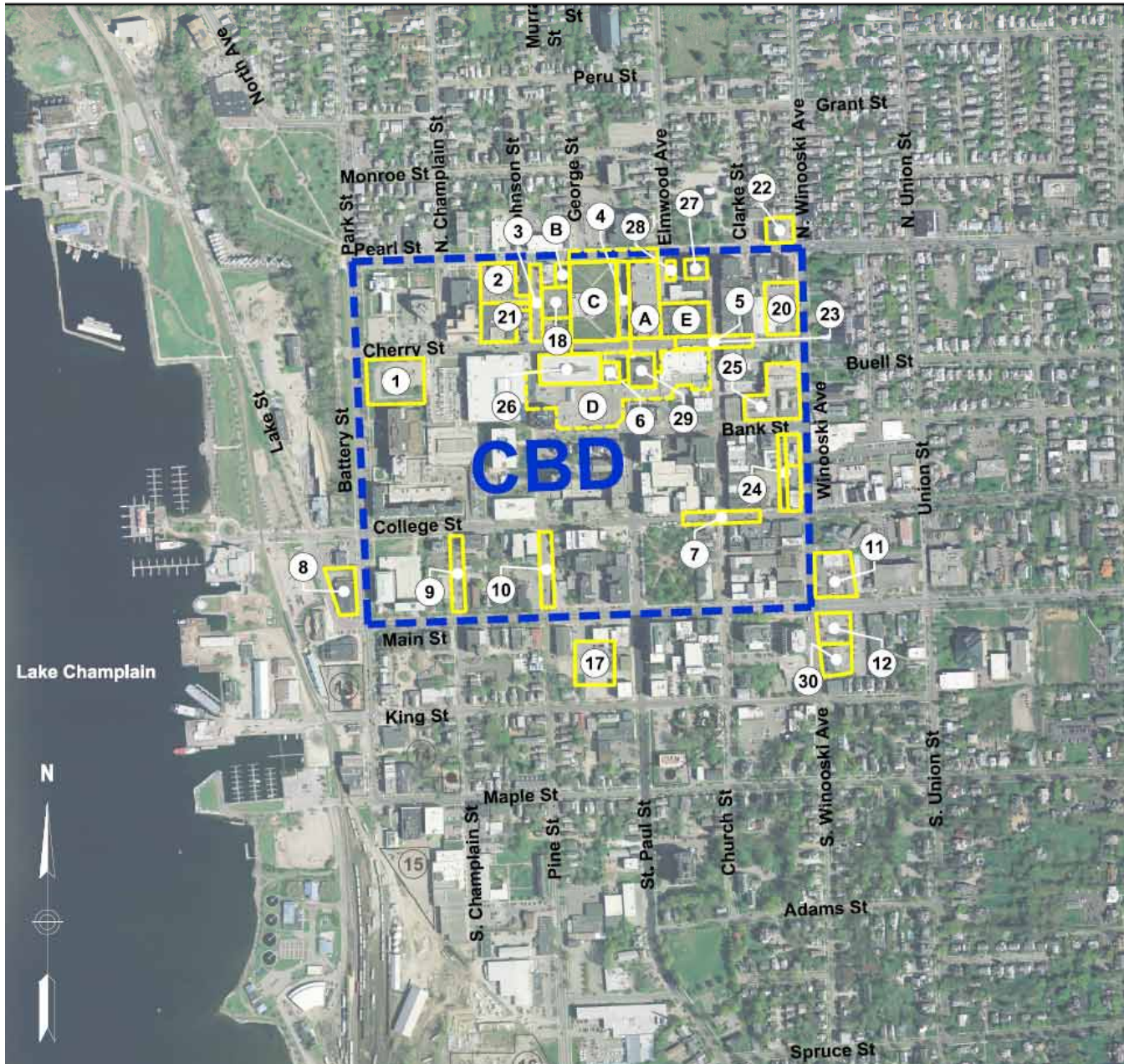
Phase 1 Alternatives Analysis



Evaluation Criteria

- Meets Purpose and Need
- Meets CCTA's Program Needs & Operationally Feasible
- Compatible with Existing Transportation Network
- Located in Central Business District
- Cost-efficient
- Impact on Social, Cultural and Environmental Resources
- Implementable Schedule

Potential Alternative Sites



Potential Alternative Sites:

- 1 Cherry and Battery Streets
- 2 DET Building on Pearl Street
- 3 Pine Street between Cherry and Pearl Streets
- 4 St. Paul Street between Cherry and Pearl Streets
- 5 Cherry Street crossing at Church Street
- 6 5 Burlington Square
- 7 College Street crossing at Church Street
- 8 131 Battery Street
- 9 South Champlain between College and Main Streets
- 10 Pine Street between College and Main Streets
- 11 NE Corner of Main and Winooski Streets
- 12 SE Corner of Main and Winooski Streets
- 13 Union Station and Parking Area to North
- 14 Parking at Maple and South Champlain Streets
- 15 Maple and South Champlain Streets in Railyard
- 16 Old Street Department
- 17 TD Bank North Property
- 18 Cathedral of the Immaculate Conception Parking Lot on Pearl/Saint Paul/Cherry
- 19A Zampieri Building
- 19B Dough Boy's Restaurant Building
- 19C Cathedral of the Immaculate Conception
- 19D Burlington Town Center Mall (Dashed)
- 19E Back of Borders Bookstore
- 20 Rite-Aid Site
- 21 Department of Corrections - Services Center
- 22 Corner of Pearl and Winooski Ave.
- 23 Underpass or below grade Transit Center (numerous potential sites)
- 24 Center Street With Gas Station
- 25 City of Burlington Parking Garage With Gas Station
- 26 Town Center Parking Garage
- 27 Ann Taylor (Vacant)
- 28 Papa Johns
- 29 101 Cherry Street
- 30 VFW
- 31 Eagles Club (Former Site)

Vanasse Hangen Brustlin, Inc.

Burlington, VT

August 2011

Downtown Transit Center

Potential Initial Site Alternatives

Workshop

- The DTC Program
- Previous Alternative Sites
- New Alternative Sites
- Feedback, Input, Questions

Contact Information

- Project Website:
 - <http://cctaride.org/dtc/index.html>
- CCTA Contact:
 - Steve Carlson
 - 802-864-0211
 - scarlson@cctaride.org