

CCTA Transit Center

Advisory Committee Meeting #2

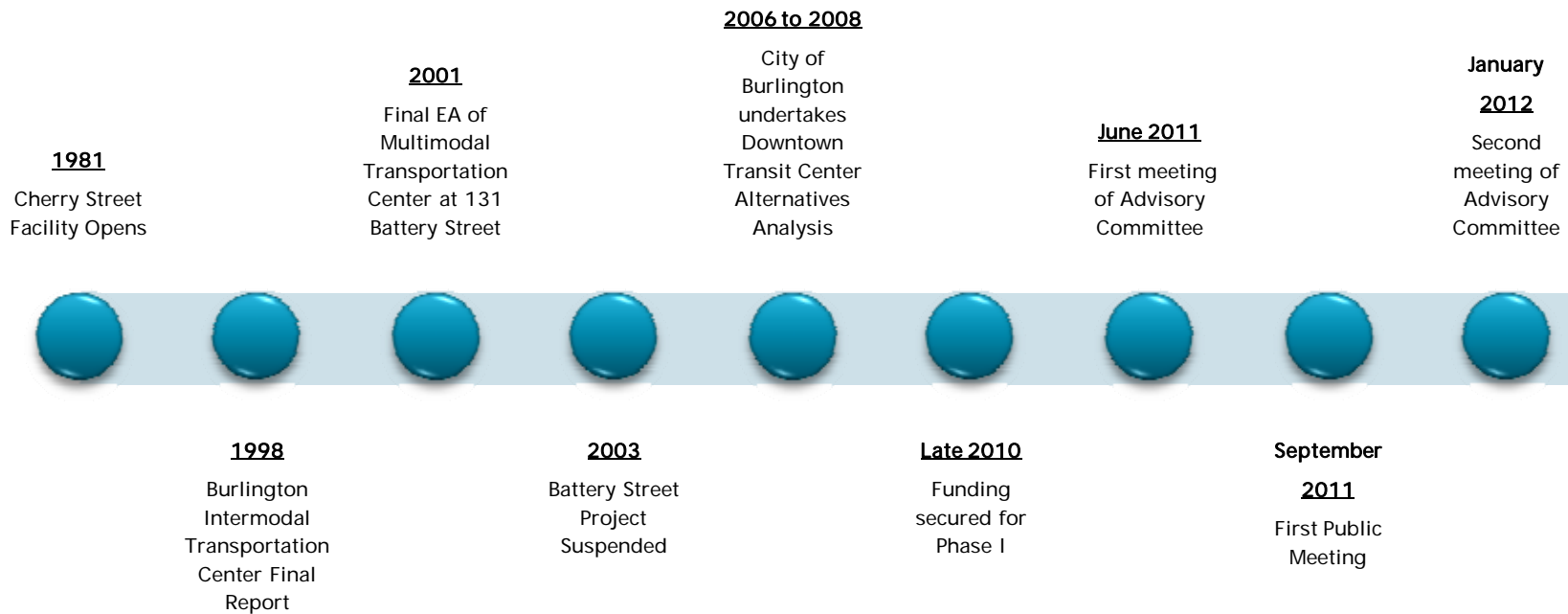
January 17, 2012



Agenda

- Project Status
- Overview of Special Analysis Performed
- Alternatives Analysis
 - Evaluation of Potential Sites
 - Conclusions
- Next Steps
- Discussion
- Public Comment Period

CCTA Transit Center: Project Timeline



Project Status

Work accomplished to date:

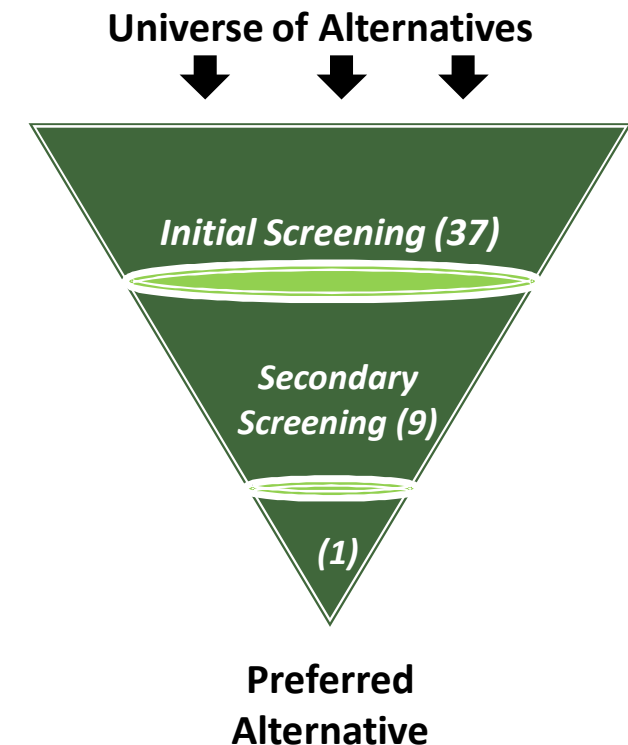
- Updated Project Purpose & Need
- Developed CCTA Program
- Expanded Evaluation Methodology & Criteria
- Special Operational Analyses
- Presentation to CCTA Board
- Meetings with Stakeholders
- Analysis of 37 Alternative Sites
- Initial Identification of Secondary Screening Alternatives

Special Analyses

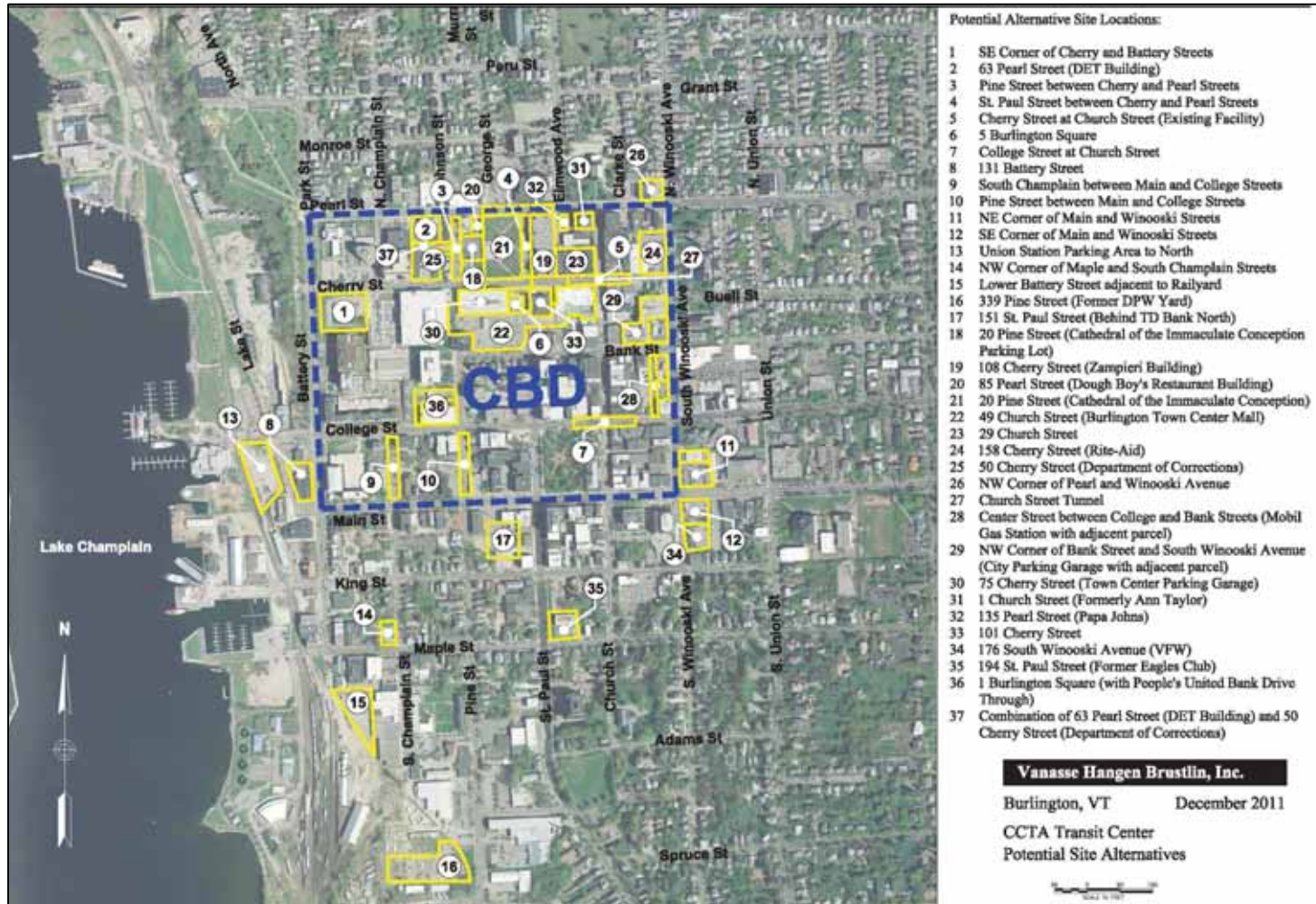
- Conducted based on feedback from stakeholders
- Analyses included:
 - Why Downtown?
 - Why a Pulse System?
 - Alternate Hubs
 - Top 10 Stops
- Studies helped to inform Alternatives Analysis
- Presentations available on website at www.ccta.org

Evaluation and Screening Methodology

- Identification of 37 alternative sites
- Qualitative assessment of all alternatives using evaluation criteria
- Identification of alternatives for further consideration
- Analysis of secondary screening alternatives
- Identification of Preferred Alternative



Alternative Sites



Evaluation Criteria



Evaluation Criteria

- 1) Meets Purpose and Need
- 2) Meets CCTA's Program Needs & Operationally Feasible
- 3) Compatible with Existing Transportation Network
- 4) Situated Conveniently to the Origins and Destinations of Bus Riders
- 5) Affordable Capital and Operating Costs
- 6) Impact on Social, Cultural and Environmental Resources
- 7) Implementable Schedule

Results of Initial Screening Process



Alternatives Analysis

- Developed a “concept” for each alternative site
- Measured each site against the evaluation criteria
- Determined those alternatives that should be advanced based on the following*:
 - Ability to meet the Purpose & Need
 - Ability to meet the program
 - Proximity to best serves CCTA’s riders
 - Impact on existing transportation network
 - Affordability
 - Ability to meet the established schedule

** No sites posed serious potential impacts to environmental resources*

Alternatives Under Consideration

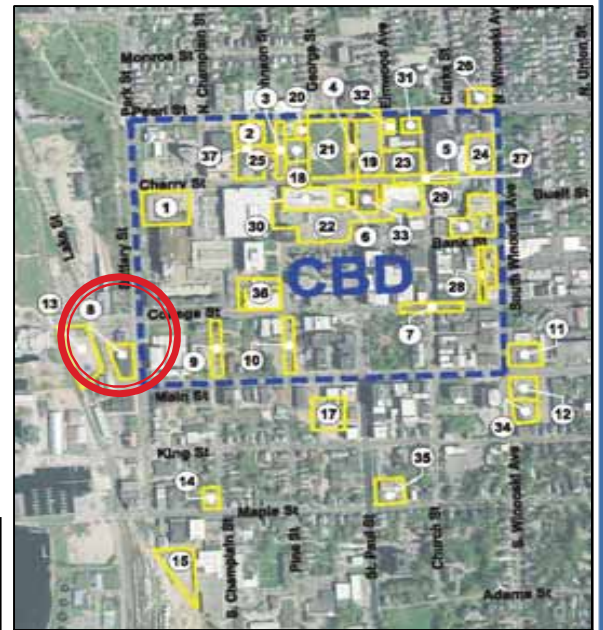
- Alternatives Outside of the Central Business District (CBD)
- Off-Street Alternatives within the CBD
- On-Street Alternatives without Identified Transit Center Facility
- On-Street Berthing with Identified Transit Center Facility

Alternatives Outside of the CBD (11 Sites)



Site #8 – 131 Battery Street

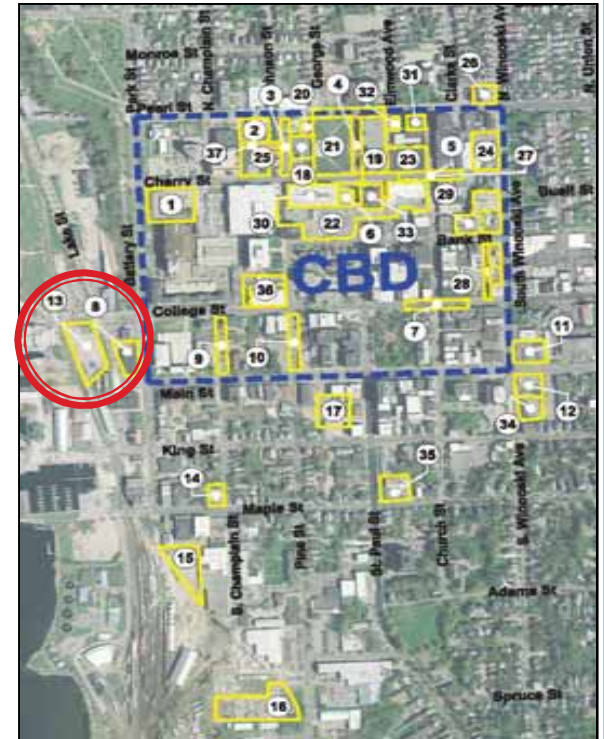
- Transit Center facility and the majority of the bus berths located off-street on this parcel of land, with additional berthing along Battery, Main and Lake Streets.
- Access to this site would be from Battery Street and/or Main Street and Lake Street.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Substantially meets the program; the site is not large enough to accommodate the full 21-berth program; additional berths would be located along Battery, Lake and Main Streets;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 2,800' from the existing Cherry Street facility and is, therefore, not convenient to passenger origins and destinations; steep grades may impact accessibility;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>This site could likely be developed within the project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources; An active hazardous waste site is reported to be located at this site, which would require further investigation;</i>
#7	<i>Implementable Schedule</i>	<i>Opposition to the development of a waterfront location for a transit use may cause schedule delays.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #13 – Union Station Parking Area to North

- Transit Center facility and the majority of the bus berths at the parking lot on the north side of Union Station, with additional berthing on Lake Street.
- Access to this site would occur from College and Lake Streets.

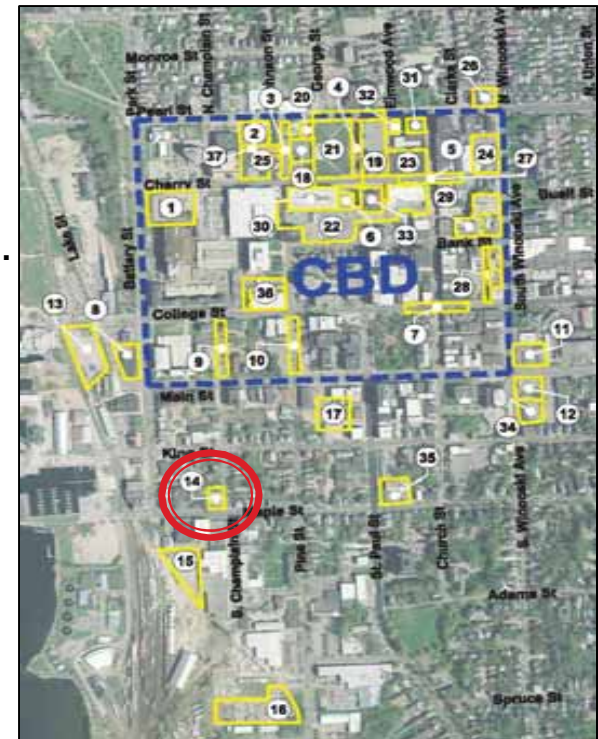


<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington; compatibility with waterfront development an issue;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Cannot meet the full 21-berth program; additional berths would be required along Lake Street; could be contiguous and convenient;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; close proximity to ferries, trains and bike path;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 3,000' from the existing Cherry Street facility and is not convenient to passenger origins and destinations; steep grades may pose accessibility issues;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Capital costs would likely fit within the project budget; location may impact bus operating costs;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources; some concern about potential site contamination; waterfront location could be an issue;</i>
#7	<i>Implementable Schedule</i>	<i>Opposition to the development of a waterfront site for transit use may adversely impact the schedule.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #14 – Northwest Corner of Maple and South Champlain Streets

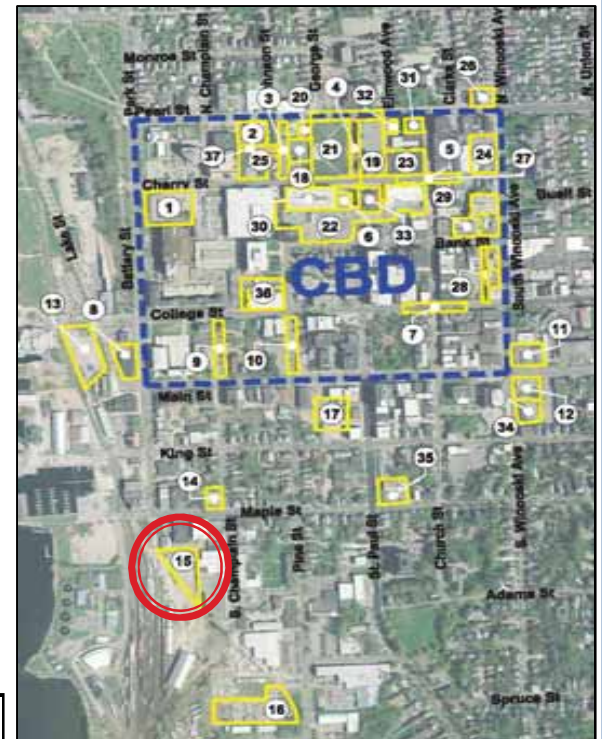
- Transit Center facility and some off-street berthing, with additional berthing on South Champlain and Maple Streets.
- Due to number of driveways and roadway configuration along Maple and South Champlain Streets, berthing would be limited. Site would not be able to achieve the program.
- Access to this site would be from Maple Street and/or South Champlain Street.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Maple and South Champlain Streets, which may not be feasible;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible assuming the full program is not met due to space limitations;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 3,400' from the existing Cherry Street facility and is not convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Capital costs would likely fit within the project budget; may increase bus operating costs;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>Because suitable on-street berthing may not be available, this location may not be developable within the established schedule.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #15 – Lower Battery Street adjacent to Railyard

- Transit Center facility and majority of off-street bus berthing on parking lot property.
- Additional on-street berthing would need to be provided, but would not be possible along the railyard or Battery Street.
- In order to achieve the program, acquisition of one of the adjacent buildings would also be necessary.
- Acquisition costs for this entire property would likely not be feasible within the current budget.
- Access from the intersection of Battery and Maple Streets.

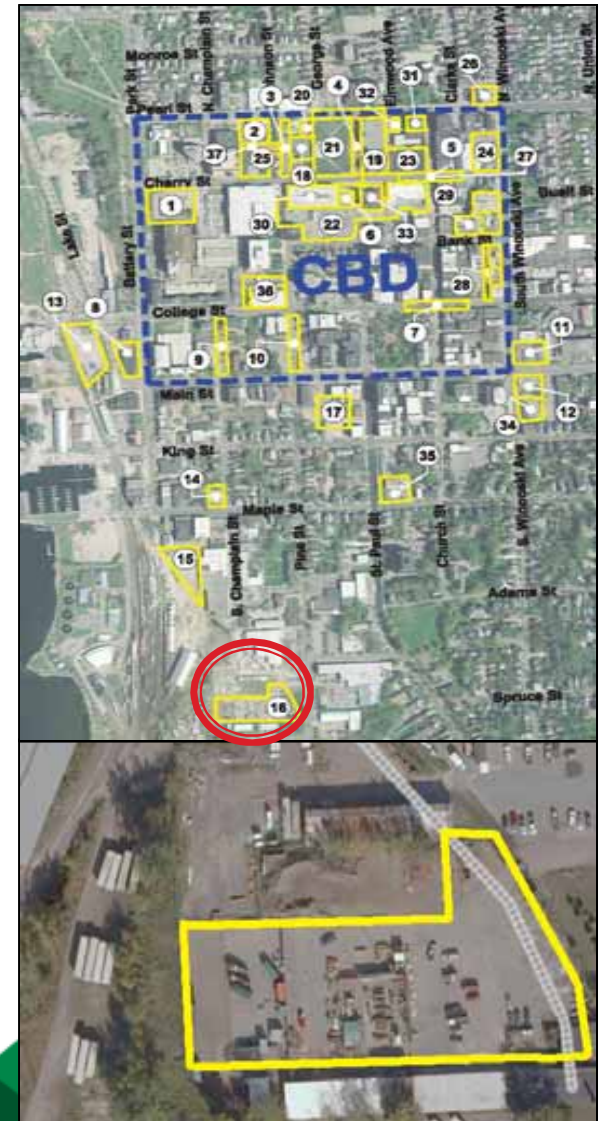


Criterion		Assessment
#1	Meets Purpose & Need	This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;
#2	Meets CCTA's Program & Operational Requirements	Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Battery, Maple or South Streets, which is not feasible without significant expense;
#3	Compatible with Existing Transportation Network	Generally compatible; close proximity to ferries, trains and bike path;
#4	Situated Conveniently to the Origins/ Destinations of Riders	This site is located 4,000' from the existing Cherry Street facility and is, therefore, not convenient to passenger origins and destinations;
#5	Affordable Capital and Operating Costs	Cost to achieve the full 21-berth program would exceed the established budget;
#6	Impact on Social, Cultural & Environmental Resources	Minimal impacts on environmental resources;
#7	Implementable Schedule	Challenges related to site acquisition, tenant relocation, and replacement of parking may adversely affect the schedule.
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #16 – 339 Pine Street (Former DPW Yard)

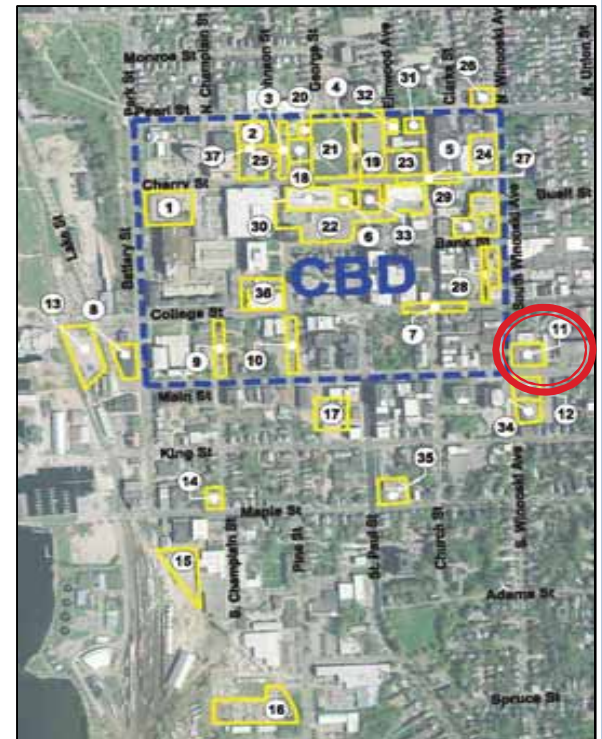
- The entire CCTA program, including the Transit Center facility and 21 bus berths, contained fully off-street on this property.
- Access to this facility would be provided off of Pine Street.

Criterion		Assessment
#1	Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	Meets CCTA's Program & Operational Requirements	<i>The 1.7-acre site is large enough to meet the full 21-berth program;</i>
#3	Compatible with Existing Transportation Network	<i>Generally compatible;</i>
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located 4,200' from the existing Cherry Street facility and is, therefore, not convenient to passenger origins and destinations;</i>
#5	Affordable Capital and Operating Costs	<i>Cost to achieve the full 21-berth program would exceed the established budget; would increase bus operating costs;</i>
#6	Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources; some concern about potential site contamination;</i>
#7	Implementable Schedule	<i>This site could be developed within the established schedule; some delay may result from the relocation of existing uses.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #11 – Northeast Corner of Main Street & South Winooski Avenue

- Transit Center facility and a majority of off-street bus berthing on parking lot property.
- Additional berthing would need to be provided elsewhere, but could not be provided on Main Street or South Winooski Avenue. Therefore, site cannot meet the required program.
- Access to the site from South Winooski Avenue and Main Street would present significant operational issues for CCTA buses.



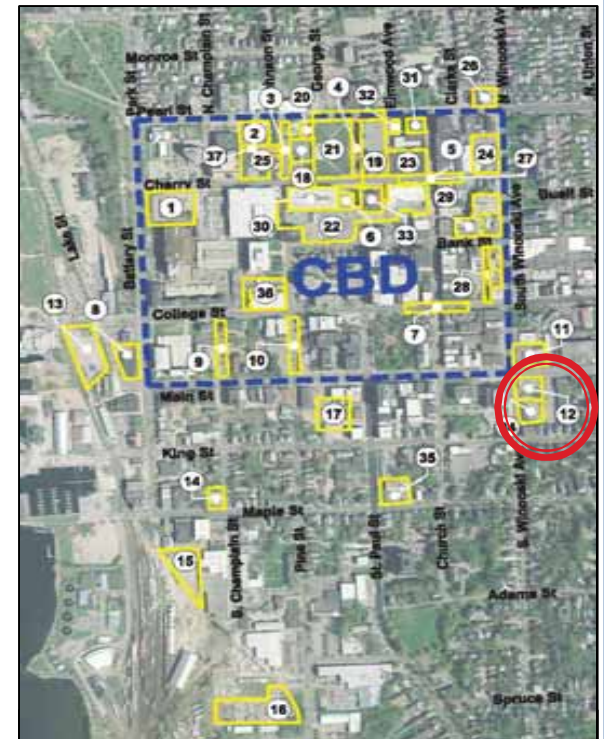
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Main Street and South Winooski Avenue, which is not feasible;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Significant conflicts from bus operations; large increase in pedestrian activity would delay both vehicular and pedestrian movements; bus access to the site is challenging;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 1,700' from the existing Cherry Street facility and is not convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Capital costs would likely fit within the project budget; may increase bus operating costs;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>Because additional bus berthing would be required, the lack of suitable sites may extend the schedule beyond the established time frame; relocation of existing parking may also extend the established time frame.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #12 – Southeast Corner of Main Street & South Winooski Avenue

- Transit Center facility and majority of off-street bus berthing on property.
- Additional berthing would be needed elsewhere, however, additional berthing would not be possible on Main Street or South Winooski Avenue. Therefore, site cannot meet the required program.
- Access from South Winooski Avenue and Main Street.

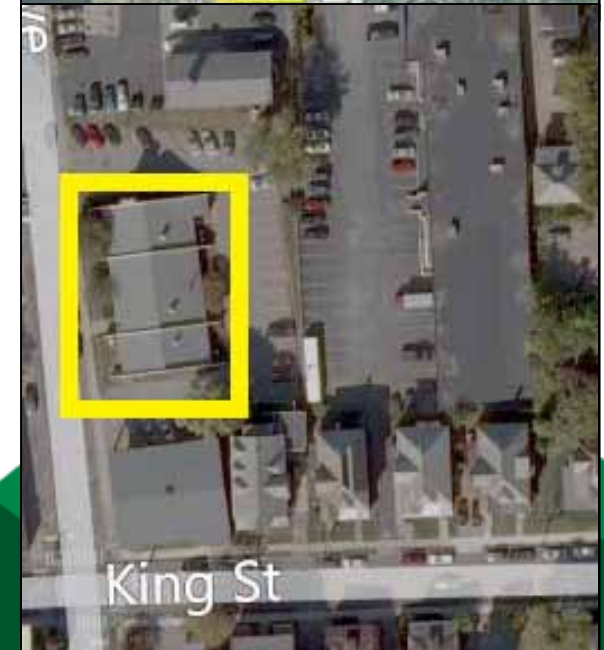
Criterion		Assessment
#1	Meets Purpose & Need	This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;
#2	Meets CCTA's Program & Operational Requirements	Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Main Street and South Winooski Avenue, which is not feasible;
#3	Compatible with Existing Transportation Network	Significant conflicts from bus operations; large increase in pedestrian activity would delay both vehicular and pedestrian movements; bus access to the site is challenging;
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	This site is located 1,700' from the existing Cherry Street facility and is not convenient to passenger origins and destinations;
#5	Affordable Capital and Operating Costs	Capital costs would likely fit within the project budget; may increase bus operating costs;
#6	Impact on Social, Cultural & Environmental Resources	Minimal impacts on environmental resources; some concern about potential site contamination;
#7	Implementable Schedule	Because additional bus berthing would be required, the absence of suitable sites may extend the schedule beyond the established time frame; relocation of existing gas station may also extend the established timeframe.
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #34 – 176 South Winooski Avenue (VFW)

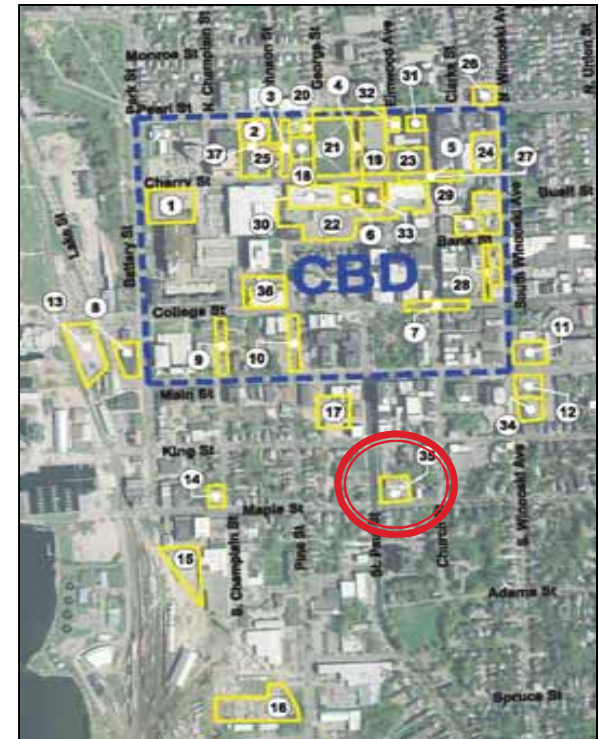
- Utilize a portion of the property for the Transit Center facility and off-street berthing.
- Access from South Winooski Avenue.
- Additional on-street berthing would be required, but it would not be possible to provide on either Main Street or South Winooski Avenue.
- Combining site with the adjacent Shell Gas Station property (Site #12), could expand site to one acre and accommodate more off-street berthing, but still not enough to meet the required program.

Criterion		Assessment
#1	Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	Meets CCTA's Program & Operational Requirements	<i>This site could not be large enough to meet the full program in a way that is convenient and contiguous for CCTA passengers; additional berthing would be required, but could not be located along South Winooski Avenue due to roadway geometry;</i>
#3	Compatible with Existing Transportation Network	<i>Generally compatible; able to avoid crossing of the Church Street Marketplace; some issues with bus operations;</i>
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located approximately 2,000' from the existing Cherry Street facility and is, therefore, not convenient to passenger origins and destinations;</i>
#5	Affordable Capital and Operating Costs	<i>The full 21-berth program would achievable if suitable on-street berthing locations can be developed, which is problematic;</i>
#6	Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts to environmental resources;</i>
#7	Implementable Schedule	<i>This site could be developed within the project schedule; delays may arise in relation to on-street berthing locations.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #35 – 194 St. Paul Street (Former Eagles Club)

- Construct Transit Center facility and as much off-street berthing as the site will accommodate.
- Additional bus berths located along both Maple and St. Paul Streets.
- Access to this site would be from Maple and/or St. Paul Streets.

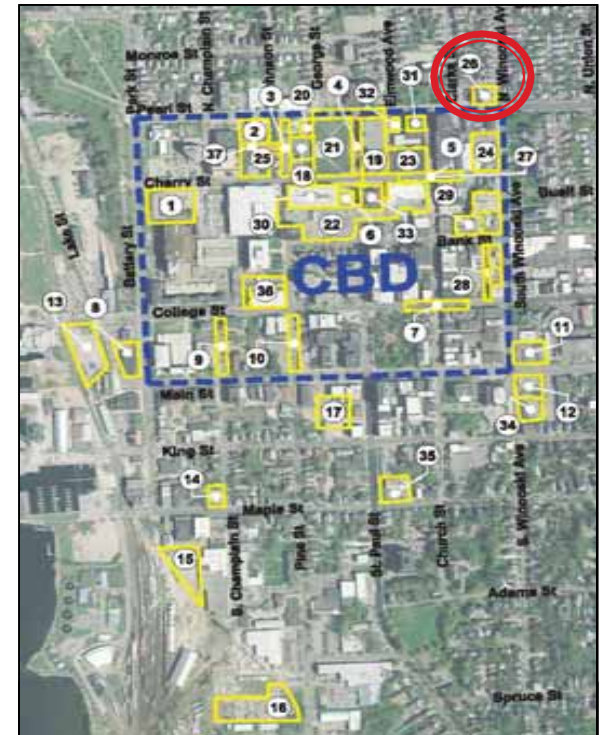


Criterion		Assessment
#1	Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	Meets CCTA's Program & Operational Requirements	<i>This site could not be large enough to meet the full 21-berth program in a way that is convenient and contiguous for CCTA passengers; additional berthing would be required along the east side of St. Paul Street and the north side of Maple Street;</i>
#3	Compatible with Existing Transportation Network	<i>Generally compatible; able to avoid crossing of the Church Street Marketplace;</i>
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located approximately 2,400' from the existing Cherry Street facility and is, therefore, not convenient to passenger origins and destinations;</i>
#5	Affordable Capital and Operating Costs	<i>The full 21-berth program could be achieved within the existing budget; may require changes to the CCTA bus route network, which could increase bus operating costs;</i>
#6	Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts to environmental resources;</i>
#7	Implementable Schedule	<i>This site could be developed within the project schedule; delays may arise in relation to on-street berthing locations.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #26 – Northwest Corner of Pearl Street & North Winooski Ave.

- Transit Center facility on this property with as many bus berths as possible.
- Additional berthing on Pearl Street only, as North Winooski Avenue does not have sufficient width for on-street berthing,
- Because North Winooski Avenue is one-way southbound, access to this site would be primarily from Pearl Street.

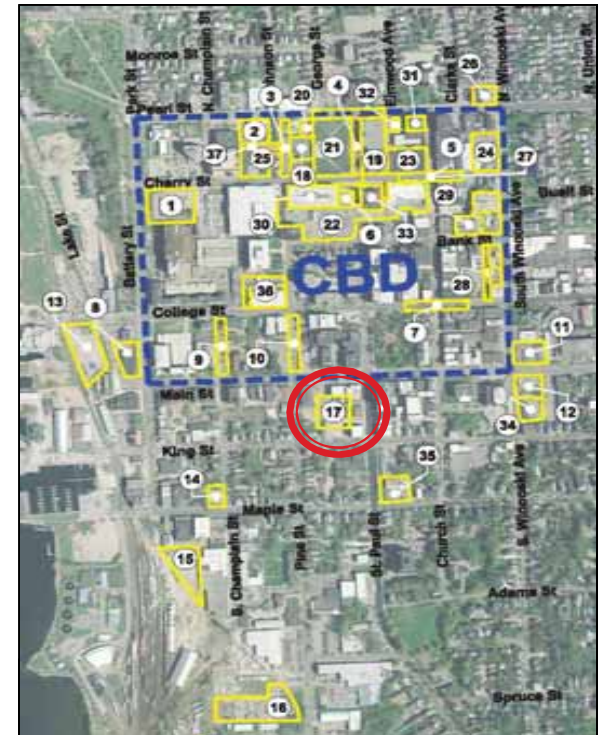
Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site could not meet the program in a way that is convenient and contiguous for CCTA passengers; additional berthing would be required long both sides of Pearl Street; no berthing is possible along North Winooski Avenue; bus access to the site from either North Winooski Avenue or Pearl Street would present significant challenges;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; able to avoid crossing Church Street Marketplace; access points to the site along North Winooski Avenue and Pearl Street could result in significant traffic issues;</i>
#4 Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located 800' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>The full 21-berth program would be achievable within the established budget; relocation costs could add significant additional expense;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources;</i>
#7 Implementable Schedule	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition and tenant relocation.</i>
<i>This site is Not Recommended to advance to the next level of review</i>	



Site #17 – 151 St. Paul Street (Behind TD Bank)

- Entire 1.4-acre property for the Transit Center facility and all 21 bus berths.
- Access to this site from Main, St. Paul, King and/or Pine Streets.

<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>The full 21-berth program is achievable on this site;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 1,800' from the existing Cherry Street facility and is reasonably convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Cost to achieve the full 21-berth program could be accomplished within the established budget; however, significant unknowns exist due to grade changes within the site that could affect the development costs;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources; some concern about potential site contamination;</i>
#7	<i>Implementable Schedule</i>	<i>Challenges related to site acquisition, and replacement of parking may adversely affect the schedule; site remediation, if required, could also affect the project schedule.</i>
<i>This site is Recommended to advance to the next level of review</i>		



Alternatives

#1 - SE Corner of Cherry & Battery

#2 - 63 Pearl Street (DET)

#3 - Pine Street between Cherry and Pearl Streets

#4 - St. Paul Street between Cherry and Pearl Streets

#5 - Cherry Street at Church Street (Existing Facility)

#6 - 5 Burlington Square

#7 - College Street at Church Street

#8 - 131 Battery Street

#9 - South Champlain between Main and College Streets

#10 - Pine Street between Main and College Streets

#11 - NE Corner of Main and Winooski Streets

#12 - SE Corner of Main and Winooski Streets

#13 - Union Station Parking Area to North

#14 - NW Corner of Maple and South Champlain Streets

#15 - Lower Battery Street adjacent to Rail yard

#16 - 339 Pine Street (Former DPW Yard)

#17 - 151 St. Paul Street (Behind TD Bank North)

#18 - 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)

#19 - 108 Cherry St. (Zampieri Building)

#20 - 85 Pearl Street (formerly Doughboy's Restaurant)

#21 - 20 Pine Street (Cathedral of the Immaculate Conception)

#22 - 49 Church Street (Burlington Town Center Mall)

#23 - 29 Church Street (Borders Bookstore)

#24 - 158 Cherry Street (Rite-Aid)

#25 - 50 Cherry Street (Department of Corrections)

#26 - NW Corner of Pearl and Winooski Ave.

#27 - Church Street Tunnel

#28 - Center Street between College & Bank Street

#29 - NW Corner of Bank and Winooski Avenue

#30 - 75 Cherry Street (Town Center Parking Garage)

#31 - 1 Church Street (Formerly Ann Taylor)

#32 - 135 Pearl Street (Papa John's)

#33 - 101 Cherry Street

#34 - 176 South Winooski Avenue (VFW)

#35 - 194 St. Paul Street (Formerly Eagles Club)

#36 - 1 Burlington Square (with Peoples United Bank Drive Through)

#37 - Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)

Secondary Screening



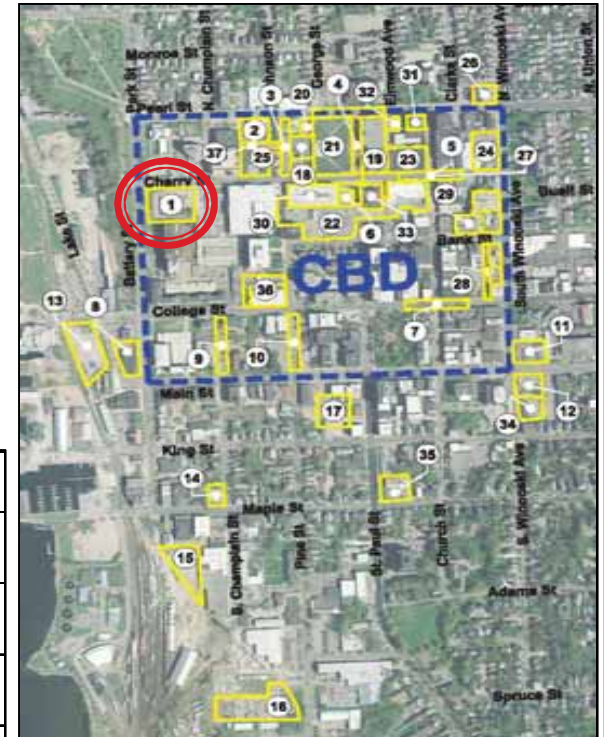
Off-Street Alternatives within the CBD (9 Sites)



Site #1 – Southeast Corner of Cherry & Battery Streets

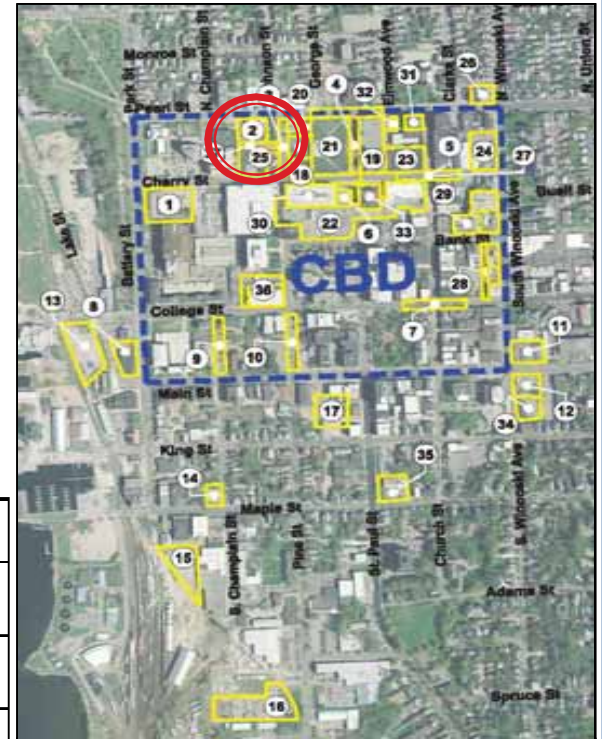
- As much off-street berthing as possible, with additional berthing along Cherry Street.
- Access to the facility from Battery and/or Cherry Street.

Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>Site is large enough to meet most of the 21-berth program, but would require additional on-street berthing;</i>
#3 Compatible with Existing Transportation Network	<i>Site is compatible with the existing transportation network; could limit the number of buses crossing the Church Street Marketplace;</i>
#4 Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is not located conveniently to the origins and destinations of bus riders;</i>
#5 Affordable Capital and Operating Costs	<i>The cost to acquire, raze and relocate the existing hotel would make this site cost-prohibitive;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impact; may have some impact on waterfront;</i>
#7 Implementable Schedule	<i>Significant risk to the schedule from opposition to developing a site so close to the waterfront.</i>
<i>This site is Not Recommended to advance to the next level of review</i>	



Site #2 – 63 Pearl Street (DET Building)

- 15 berths situated off-street with a 4,000 sf Transit Center facility, with additional berthing on Pearl Street.
- Acquire additional property from the adjacent Department of Corrections (50 Cherry Street).
- Access from both Pine and Pearl Streets.

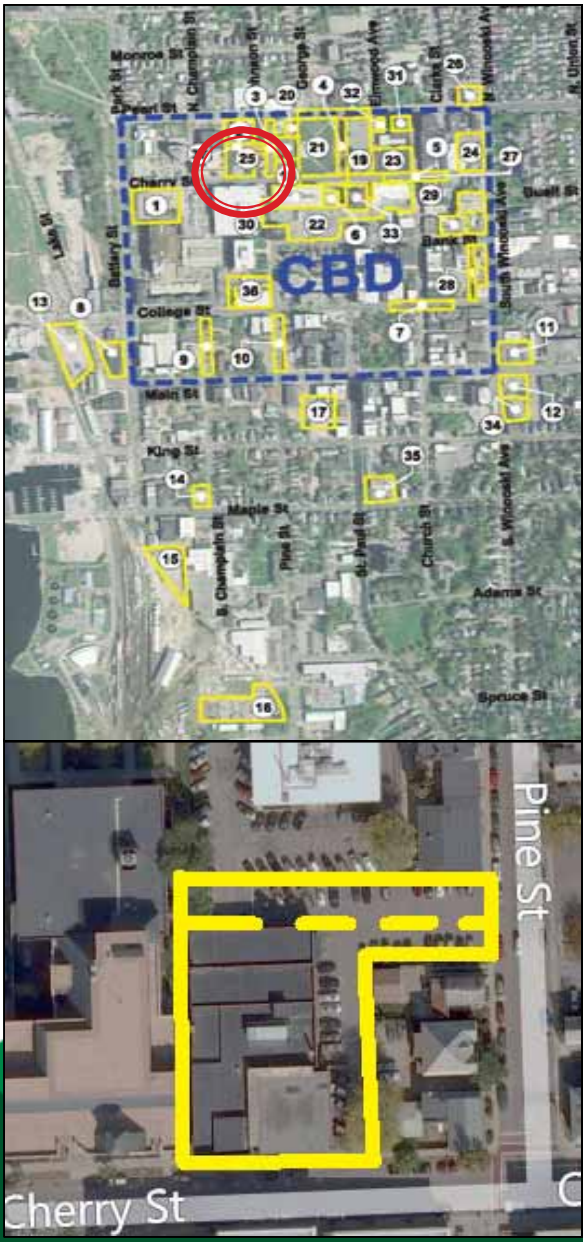


<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Meets most of the program off street with some additional on-street berthing required;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>This site is compatible with the existing transportation network; could limit the number of buses crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is 1,300' from the existing Cherry Street transit station and is located conveniently to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>In collaboration with the State of Vermont, this site can be developed within the project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts;</i>
#7	<i>Implementable Schedule</i>	<i>Acquisition and temporary relocation of State employees could extend the project schedule.</i>
<i>This site is Recommended to advance to the next level of review.</i>		

Site #25 – 50 Cherry Street (Dept. of Corrections)

- Transit Center facility and majority of bus berths off-street on this parcel of land.
- Additional berths on Pine and Cherry Streets, but due to the number of driveways most of the additional berths would be located on Cherry Street.
- Access to this site could be from both Pine Street and Cherry Street.

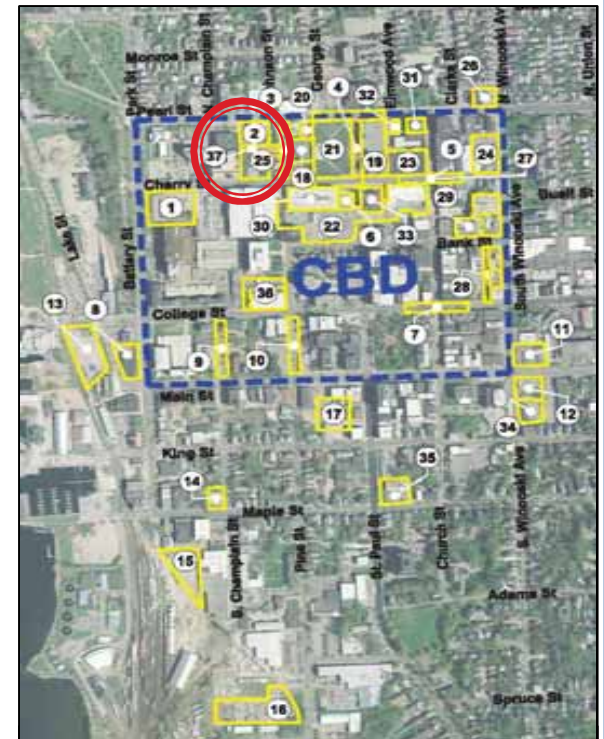
Criterion		Assessment
#1	Meets Purpose & Need	This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;
#2	Meets CCTA's Program & Operational Requirements	This site could meet the program in a way that is convenient and contiguous for CCTA passengers; most berthing would be located off-street; additional berthing would be along the north and south sides of Cherry Street;
#3	Compatible with Existing Transportation Network	Generally compatible; able to avoid crossing the Church Street Marketplace;
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	This site is located 1,000' from the existing Cherry Street facility and is convenient to passenger origins and destinations;
#5	Affordable Capital and Operating Costs	The full 21-berth program would be achievable within the established budget, if a partnership can be established with the State of Vermont;
#6	Impact on Social, Cultural & Environmental Resources	Minimal impacts on environmental resources;
#7	Implementable Schedule	This site could be developed within the project schedule; any delay may arise in relation to property acquisition and temporary relocation of State employees.
<i>This site is Recommended to advance to the next level of review</i>		



Site #37 – Combination of 63 Pearl Street (DET Building) and 50 Cherry Street (Department of Corrections)

- Transit Center facility and all bus berthing located out of the public right-of-way on this property.
- Access to the facility from Cherry, Pine and/or Pearl Streets.

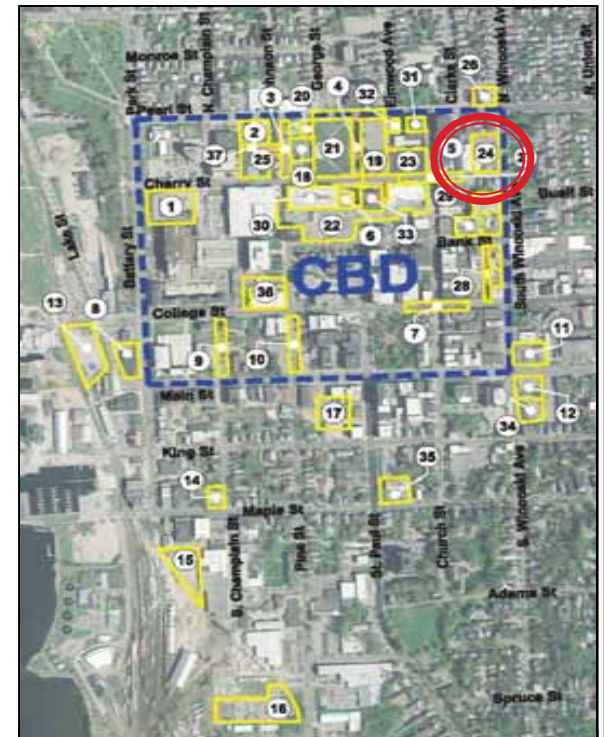
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Meets the 21-berth program without the need for any on-street berthing;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>This site is compatible with the existing transportation network; would limit the number of buses crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is 1,000' from the existing Cherry Street transit station and is located conveniently to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>In collaboration with the State of Vermont, this site can be developed within the project budget; however, without a State partnership, the cost of developing this site is beyond the available budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts to environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>Site acquisition and temporary relocation of State employees could extend the project schedule.</i>
<i>This site is Recommended to advance to the next level of review.</i>		



Site #24 – 158 Cherry Street (Rite-Aid)

- Transit Center facility and majority of bus berths off-street.
- Additional on-street berths would also be needed on Cherry Street and South Winooski Avenue; however, space for additional berths along these streets is not available.
- Access to this site would occur from South Winooski Avenue or Cherry Street.

<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site would not meet the full 21-berth program in a way that is convenient and contiguous for CCTA passengers; the site is not large enough to accommodate all berthing required; additional berthing would be located along both sides of Cherry Street; bus access to the site would be challenging from both South Winooski Avenue and Cherry Street;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Somewhat compatible; not able to avoid crossing Church Street Marketplace; access to the site would be challenging for buses;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 400' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>The full 21-berth program would be achievable within the established budget; relocation of the pharmacy would add significantly to costs;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts to environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition and tenant relocation.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #29 – Northwest Corner of Bank Street and South Winooski Avenue (City Parking Garage with adjacent parcel)

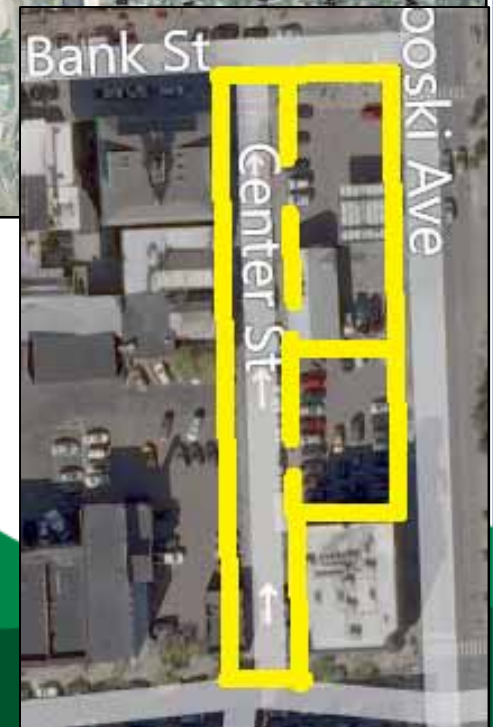
- Fully off-street facility on first level of the parking garage and adjacent Shell Gas Station
- Reconstruction of the City parking garage would include expansion of garage over gas station property, to offset loss of parking spaces displaced by the bus operations.
- Access to this site could be from Cherry Street, South Winooski Avenue and Bank Street.



Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site could meet the full 21-berth program in a way that is convenient and contiguous for CCTA passengers; bus access to the site would be challenging; egress onto South Winooski Avenue would be problematic due to roadway geometry;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; buses accessing the site from Cherry or Bank Streets would still cross the Church Street Marketplace; egress onto South Winooski Avenue would be challenging;</i>
#4 Situated Conveniently to the Origins/ and Destinations of Riders	<i>This site is located 750' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>The development of this site is not achievable within the existing budget without a partnership with the City of Burlington, which is unlikely as the current garage is in satisfactory condition and only requires regular maintenance; site remediation could add additional expense;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>An active hazardous waste site is reported to be located on the gas station property, which would require further investigation;</i>
#7 Implementable Schedule	<i>Development of this site is not achievable within the existing schedule; challenges related to site acquisition, remediation and relocation of the existing tenant may adversely affect the schedule.</i>
<i>This site is Not Recommended to advance to the next level of review</i>	

Site #28 – Center Street between College and Bank Street (Mobil Gas Station with adjacent parcels)

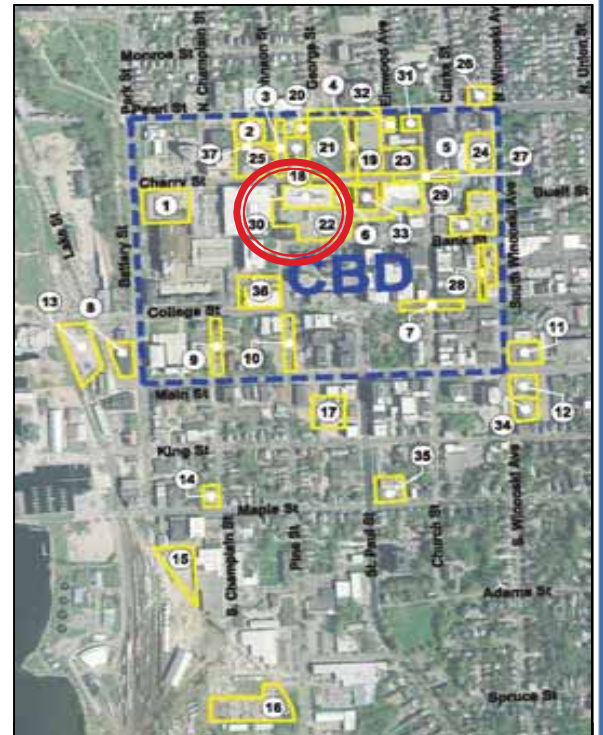
- Utilize Center Street for a transit mall, with adjacent Mobil Gas Station property and surface parking lot on the south.
- Additional on-street berthing would be required along Bank and College Streets (Berthing on South Winooski Avenue would not be possible).
- Access could be from College and Bank Streets, and/or South Winooski Avenue.



Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site would not meet the program in a way that is convenient and contiguous for CCTA passengers; additional berthing would be required along Bank and College Streets; bus access off of South Winooski Avenue would be challenging, at best; bus access off Bank or College Streets would require crossing the Church Street Marketplace;</i>
#3 Compatible with Existing Transportation Network	<i>Not compatible; unable to avoid crossing Church Street Marketplace; would add significant congestion to South Winooski Avenue;</i>
#4 Situated Conveniently to the Origins/Destinations of Riders	<i>This site is located 900' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>Multiple property acquisitions and relocations would burden the budget significantly as would providing replacement parking; the full 21-berth program would not be achievable within the established budget;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources; An active hazardous waste site is reported to be located on the gas station property, which would require further investigation;</i>
#7 Implementable Schedule	<i>Challenges related to site acquisition, remediation and replacement of parking may adversely affect the schedule.</i>
<i>This site is Not Recommended to advance to the next level of review</i>	

Site #30 – 75 Cherry Street (Town Center Parking Garage)

- Utilize space within the first level of the parking garage to provide Transit Center facility.
- On-street berths on north and south sides of Cherry Street and on west side of St. Paul Street.
- Alternative scheme would utilize first level of the parking garage for Transit Center facility and bus berths, but would require major reconstruction of the parking garage.
- Access to this site would be from Cherry Street.

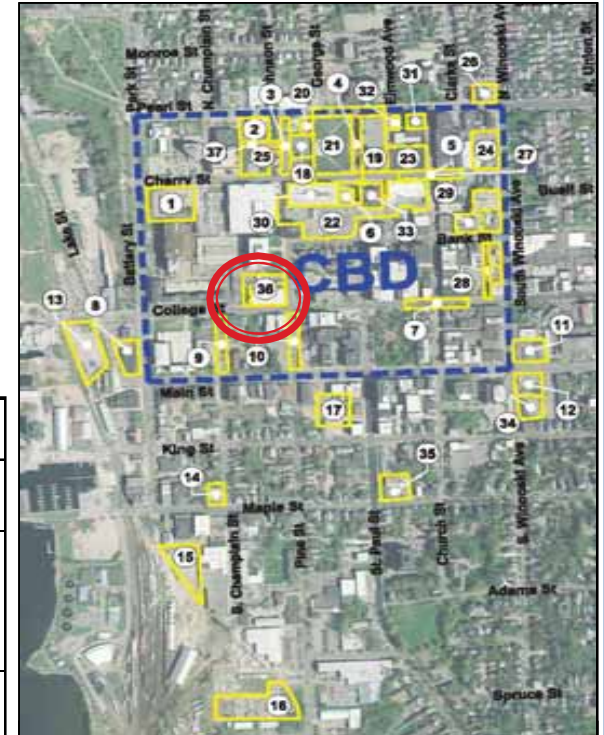


Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>Depending on the option selected, this site could potentially meet the full 21-berth program in a way that is convenient and contiguous for CCTA passengers; the on-street option would not achieve the full program in a convenient and contiguous way;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; buses could be routed to avoid crossing the Church Street Mall;</i>
#4 Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located 650' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>The full development of this site is not achievable within the existing budget without a partnership with the property lessee and the City of Burlington, which is unlikely; development of the on-street alternative is achievable within the available budget, but would also require a partnership with the property lessee and the City of Burlington, which is also unlikely;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>No significant impacts to environmental resources;</i>
#7 Implementable Schedule	<i>Development of this site is not achievable within the existing schedule; challenges related to site acquisition, temporary relocation of parking, and significant construction activity may adversely affect the schedule.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #36 – 1 Burlington Square (with People's United Bank Drive-Through)

- Construct a Transit Center facility and as much off-street berthing as the site will accommodate.
- Additional bus berths would be located along both Pine and College Streets.
- Access to this site would be from Pine and/or College Streets.



Criterion		Assessment
#1	Meets Purpose & Need	This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;
#2	Meets CCTA's Program & Operational Requirements	This site could not be large enough to meet the full 21-berth program in a way that is convenient and contiguous for CCTA passengers; additional berthing would be required along the Pine and College Streets;
#3	Compatible with Existing Transportation Network	Generally compatible; may not be able to avoid crossing the Church Street Marketplace;
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	This site is located approximately 1,800' from the existing Cherry Street facility and is generally convenient to passenger origins and destinations;
#5	Affordable Capital and Operating Costs	The cost to acquire the necessary properties, demolish 1 Burlington Square, relocate the tenants at 1 Burlington Square, construct a 4,000 sf Transit Center facility, and construct shelters for the on-street bus berths would almost certainly exceed the project budget;
#6	Impact on Social, Cultural & Environmental Resources	Minimal impacts to environmental resources;
#7	Implementable Schedule	It is unlikely that this site could be developed within the project schedule; delays may arise in relation to property acquisition and potential joint development efforts.

*This site is **Not Recommended** to advance to the next level of review*

Alternatives

Secondary Screening

#1 - SE Corner of Cherry & Battery

#2 - 63 Pearl Street (DET)

#3 - Pine Street between Cherry and Pearl Streets

#4 - St. Paul Street between Cherry and Pearl Streets

#5 - Cherry Street at Church Street (Existing Facility)

#6 - 5 Burlington Square

#7 - College Street at Church Street

#8 - 131 Battery Street

#9 - South Champlain between Main and College Streets

#10 - Pine Street between Main and College Streets

#11 - NE Corner of Main and Winooski Streets

#12 - SE Corner of Main and Winooski Streets

#13 - Union Station Parking Area to North

#14 - NW Corner of Maple and South Champlain Streets

#15 - Lower Battery Street adjacent to Rail yard

#16 - 339 Pine Street (Former DPW Yard)

#17 - 151 St. Paul Street (Behind TD Bank North)

#18 - 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)

#19 - 108 Cherry St. (Zampieri Building)

#20 - 85 Pearl Street (formerly Doughboy's Restaurant)

#21 - 20 Pine Street (Cathedral of the Immaculate Conception)

#22 - 49 Church Street (Burlington Town Center Mall)

#23 - 29 Church Street (Borders Bookstore)

#24 - 158 Cherry Street (Rite-Aid)

#25 - 50 Cherry Street (Dept. of Corrections)

#26 - NW Corner of Pearl and Winooski Ave.

#27 - Church Street Tunnel

#28 - Center Street between College & Bank Street

#29 - NW Corner of Bank and Winooski Avenue

#30 - 75 Cherry Street (Town Center Parking Garage)

#31 - 1 Church Street (Formerly Ann Taylor)

#32 - 135 Pearl Street (Papa John's)

#33 - 101 Cherry Street

#34 - 176 South Winooski Avenue (VFW)

#35 - 194 St. Paul Street (Formerly Eagles Club)

#36 - 1 Burlington Square (with Peoples United Bank Drive Through)

#37 - Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)

On-Street Alternatives without Identified Transit Center Facility (7 sites)



Site #3 – Pine Street between Cherry and Pearl Streets

- As much on-street berthing as possible within the public way, with additional berthing on Pearl & Cherry Streets.
- Transit Center facility could not be provided within the public right-of-way along Pine Street.
- No specific location was identified as a potential site for the Transit Center facility.

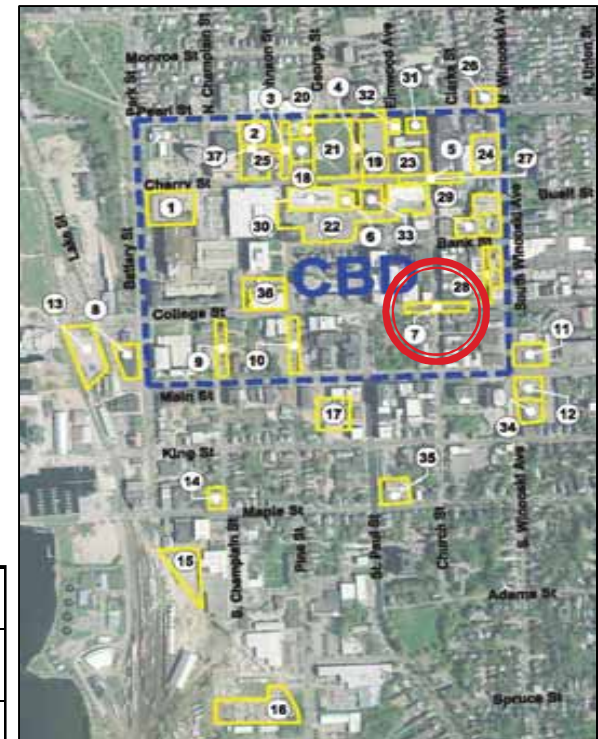


<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Could meet the program, but not in a convenient, accessible and contiguous way; no site on Pine street is available for the Transit Center facility;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible, but may have conflicts with traffic on Pine Street; could limit the number of buses crossing the Church Street Marketplace; may impact access to driveways along Pine Street;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>Located 800' from the existing Cherry Street transit station, this site is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Limited construction is required; uncertainty about location for Transit Center facility; it is likely that this site could be developed within project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal environmental impacts;</i>
#7	<i>Implementable Schedule</i>	<i>This site could likely be developed within the established project schedule.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #7 – College Street at Church Street

- On-street berthing both sides of College Street, east and west of the Church Street Marketplace.
- Transit Center facility could not be provided within the public right-of-way along College Street, but must be somewhere along College Street.
- No specific location has been identified as a potential site for the Transit Center facility.

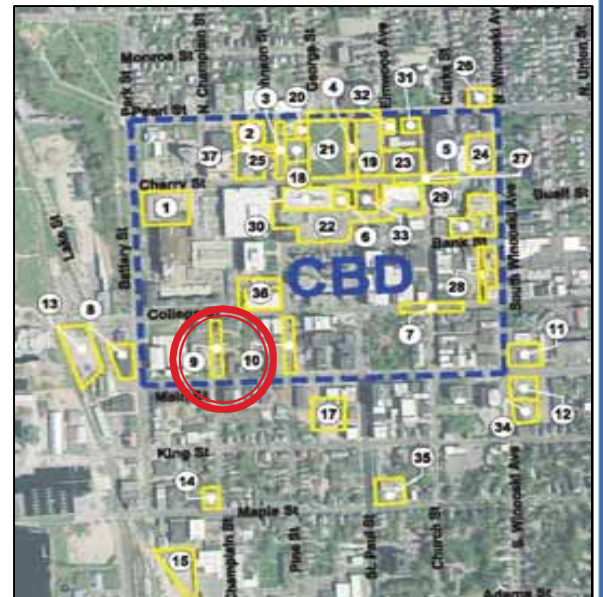


<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Could meet the program, but not in a convenient, accessible and contiguous way; berthing would be located along both sides of College Street; no site identified for the Transit Center facility;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible, but would not limit the number of buses crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 800' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Limited construction is required; uncertainty about location for Transit Center facility; likely that this site could be developed within project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>If a site for the Transit Center facility can be obtained, this alternative could be developed within the project schedule; however, finding a site for the Transit Center facility poses significant challenges.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #9 – South Champlain between Main and College Streets

- As much on-street berthing along South Champlain Street as possible, with additional berthing on Main and College Streets.
- Transit Center facility could not be developed within the public right-of-way along South Champlain Street, but would need to be located somewhere within the vicinity.
- No specific location has been identified as a potential site for the Transit Center facility.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Battery, Main and College Streets;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; some conflicts with automobiles and pedestrians;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 2,000' from the existing Cherry Street facility and is not convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Limited construction is required; uncertainty about location for Transit Center facility; likely that this site could be developed within project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>The lack of an identified site for the Transit Center facility may extend the schedule beyond the established time frame.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #10 – Pine Street between Main and College Streets

- As much on-street berthing along Pine Street as possible, with additional berthing along Main and College Streets.
- Transit Center facility could not be provided within the public right-of-way, but would need to be located somewhere along Pine Street.
- No specific location has been identified as a potential site for exclusive use as the Transit Center facility.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Main and College Streets;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; some conflicts with driveway access along Pine Street;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 1,600 from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Limited construction is required; uncertainty about location for Transit Center facility impacts project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts to environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>The lack of an identified site for the Transit Center facility may extend the schedule beyond the established time frame.</i>



*This site is **Not Recommended** to advance to the next level of review*

Site #4 – St. Paul Street between Cherry and Pearl Streets

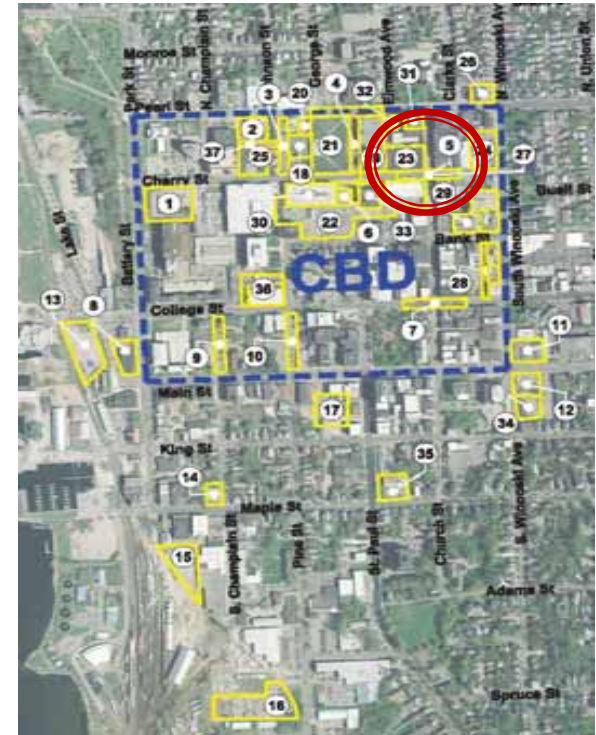
- As much on-street berthing as possible within the public way along St. Paul Street, with additional berthing along Cherry, St. Paul & Pearl Streets.
- Potential to provide a transit mall option with limited vehicular access to the Zampieri Building garage.
- No specific location identified for the Transit Center facility.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site could meet the 21-berth program with additional berthing on Cherry Street or Pearl Street;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>This site is compatible with the existing transportation network; could limit the number of buses crossing the Church Street Marketplace; may have limited impact on access to the Zampieri State Office Building;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>Located 400' from the existing Cherry Street transit station, this site is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Limited construction is required; uncertainty about location for Transit Center facility; it is likely that this site could be developed within project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal environmental impacts;</i>
#7	<i>Implementable Schedule</i>	<i>This site is developable within the established schedule; potential delay may result from locating a site for the Transit Center facility.</i>
<i>This site is Recommended to advance to the next level of review</i>		

Site #5 – Cherry Street at Church Street

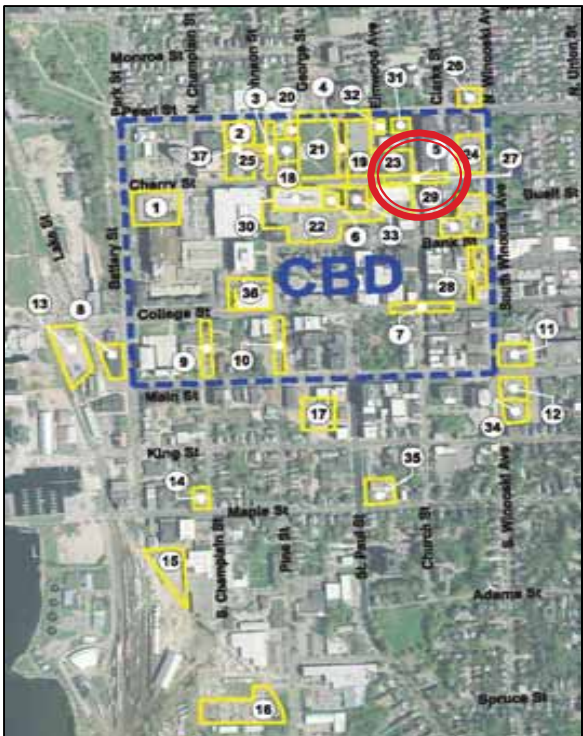
- On-street berthing on both sides of Cherry Street and on the west side of St. Paul Street, as occurs today.
- Improved passenger amenities, such as shelters, heating and lighting at the on-street berths.
- Transit Center facility at the existing platform area, erected within the public right-of-way in a two-story design along the existing sidewalk space.



<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Could meet the program, but not in a convenient, accessible and contiguous way; development of the Transit Center facility could be challenging;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible, but would not limit the number of buses crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located conveniently to the origins and destinations of bus passengers;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>This site could be developed within the project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>This site is developable within the established schedule.</i>
<i>This site is Recommended to advance to the next level of review</i>		

Site #27 – Church Street Tunnel

- Grade separate Cherry Street, by creating a roadway tunnel for Cherry Street to pass under Church Street.
- Utilize public way for on-street berthing along both sides of Cherry Street and on the west side of St. Paul Street, as occurs today, with improved passenger amenities.
- Transit Center facility would be at existing ticketing location along Cherry Street, in a two-story structure along the existing sidewalk space.



Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington.;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site would not meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be required along both sides of Cherry Street and the west side of St. Paul Street; buses would be able to avoid crossing the Church Street Marketplace at grade;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; able to avoid crossing Church Street Marketplace; challenges related to ramps descending under Church Street; challenges related to sidewalks along Cherry Street adjacent to the ramps;</i>
#4 Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located at the site of the existing Cherry Street facility and is, therefore, convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>The full 21-berth program would not be achievable within the established budget; construction of the underpass would be very expensive and disruptive to commerce in the area;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts to environmental resources;</i>
#7 Implementable Schedule	<i>Due to the extent of construction required, this alternative could not be developed within the project schedule.</i>

*This site is **Not Recommended** to advance to the next level of review*



Alternatives

Secondary Screening

#1 - SE Corner of Cherry & Battery

#2 - 63 Pearl Street (DET)

#3 - Pine Street between Cherry and Pearl Streets

#4 - St. Paul between Cherry & Pearl

#5 - Cherry Street at Church Street

#6 - 5 Burlington Square

#7 - College Street at Church Street

#8 - 131 Battery Street

#9 - South Champlain between Main and College Streets

#10 - Pine Street between Main and College Streets

#11 - NE Corner of Main and Winooski Streets

#12 - SE Corner of Main and Winooski Streets

#13 - Union Station Parking Area to North

#14 - NW Corner of Maple and South Champlain Streets

#15 - Lower Battery Street adjacent to Rail yard

#16 - 339 Pine Street (Former DPW Yard)

#17 - 151 St. Paul Street (Behind TD Bank North)

#18 - 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)

#19 - 108 Cherry St. (Zampieri Building)

#20 - 85 Pearl Street (formerly Doughboy's Restaurant)

#21 - 20 Pine Street (Cathedral of the Immaculate Conception)

#22 - 49 Church Street (Burlington Town Center Mall)

#23 - 29 Church Street (Borders Bookstore)

#24 - 158 Cherry Street (Rite-Aid)

#25 - 50 Cherry Street (Dept. of Corrections)

#26 - NW Corner of Pearl and Winooski Ave.

#27 - Church Street Tunnel

#28 - Center Street between College & Bank Street

#29 - NW Corner of Bank and Winooski Avenue

#30 - 75 Cherry Street (Town Center Parking Garage)

#31 - 1 Church Street (Formerly Ann Taylor)

#32 - 135 Pearl Street (Papa John's)

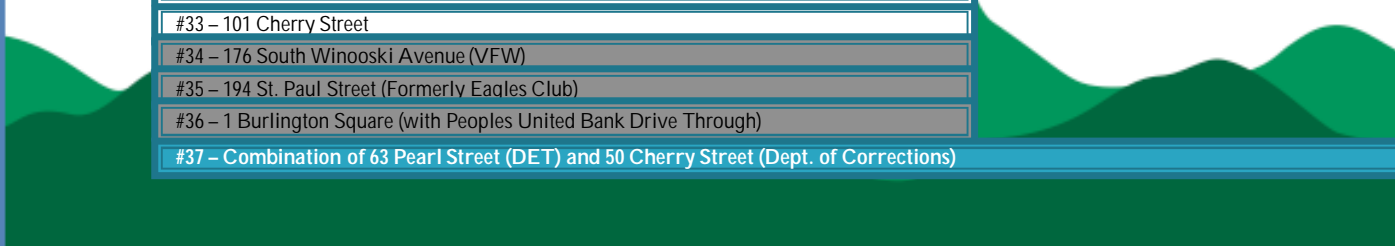
#33 - 101 Cherry Street

#34 - 176 South Winooski Avenue (VFW)

#35 - 194 St. Paul Street (Formerly Eagles Club)

#36 - 1 Burlington Square (with Peoples United Bank Drive Through)

#37 - Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)



On-Street Alternatives with Identified Transit Center Facility (10 sites)

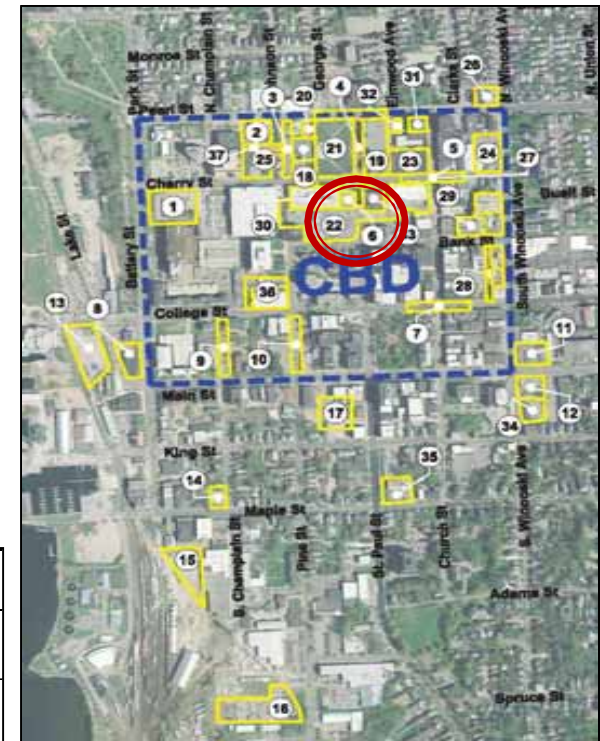


Site #6 – 5 Burlington Square

- Lease or acquire space for the Transit Center facility within the existing building.
- On-street berthing along both sides of Cherry Street and the west side of St. Paul Street.
- Access to the Transit Center facility would be from the south side of Cherry Street.

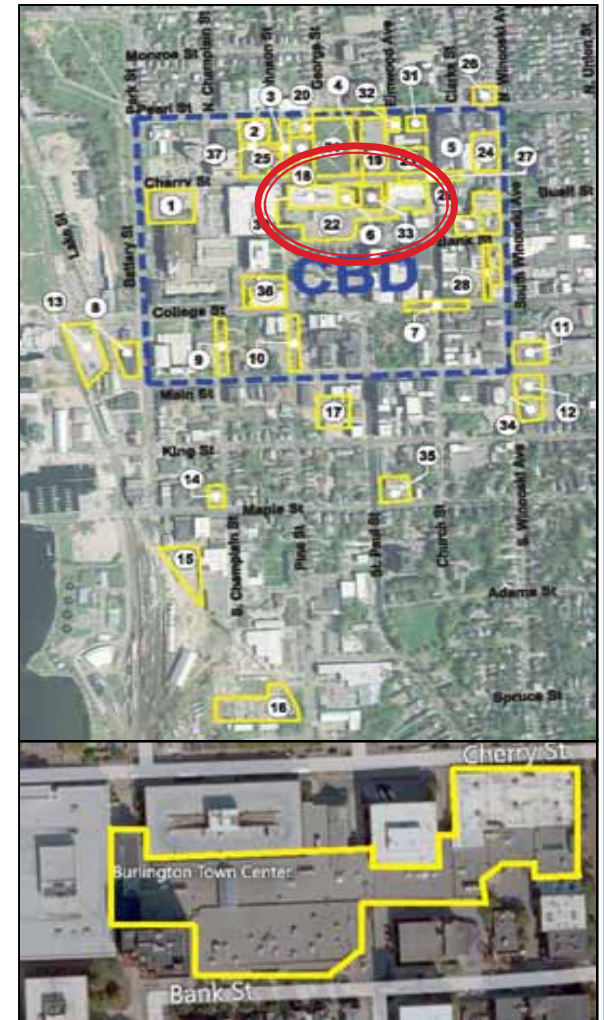
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>Could meet the program, but not in a convenient, accessible and contiguous way; berthing would be located along Cherry and St. Paul Streets;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible, but would not limit the number of buses crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 300' from the existing Cherry Street facility and is, therefore, convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Site acquisition, tenant relocation, retrofit of space within 5 Burlington Square, and on-street elements may not be within project budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>If space for the Transit Center facility could be obtained, this site could be developed within the project schedule; tenant relocation may adversely impact the project schedule.</i>

*This site is **Not Recommended** to advance to the next level of review*



Site #22 – 49 Church Street (Burlington Town Center Mall)

- Lease or acquire space for the Transit Center facility within the existing Town Center Mall.
- On-street berthing on both sides of Cherry Street and on St. Paul Street.
- Access to the Transit Center facility would be from the south side of Cherry Street.

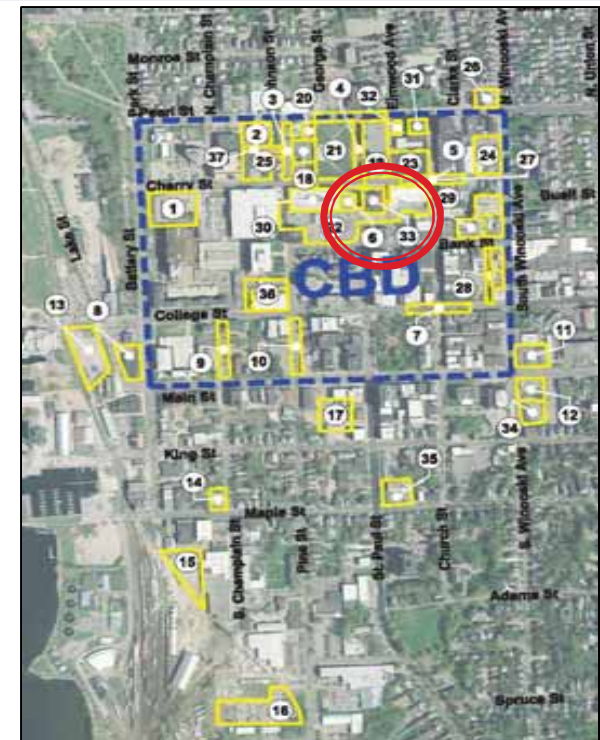


<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site could meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be located along the west side of St. Paul Street, the north side of Cherry Street and the south side of Cherry Street; the Transit Center facility would be located within the mall;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; able to avoid crossing Church Street Marketplace, depending on the specific location of the Transit Center facility;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located approximately 300' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>The full 21-berth program would be achievable within the established budget if a suitable arrangement could be reached with the owners of the mall; otherwise, the cost would exceed the available budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		

Site #33 – 101 Cherry Street

- Lease or acquire space for the Transit Center facility within the existing commercial space.
- On-street berthing on both sides of Cherry Street, and along St. Paul Street.
- Access to the Transit Center facility would be from the south side of Cherry Street.

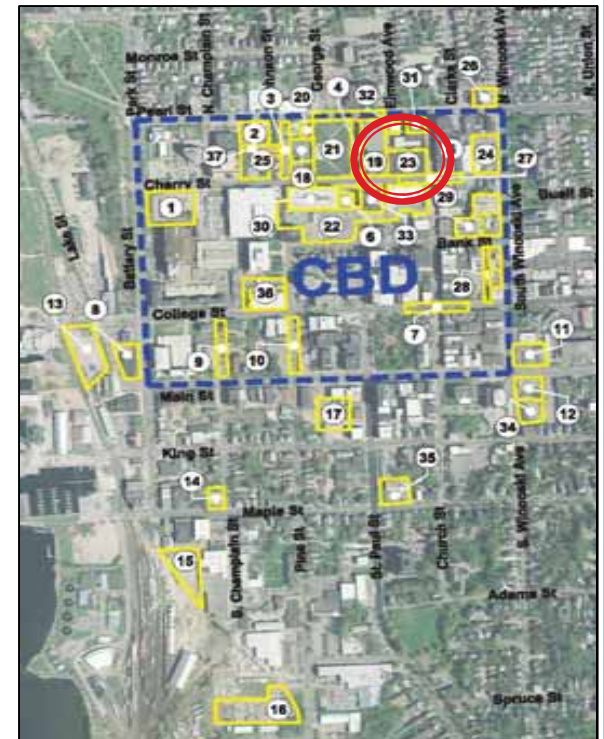
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site could not meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be located along the west side of St. Paul Street, the north side of Cherry Street and the south side of Cherry Street; the Transit Center facility would be located within 101 Cherry Street;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; able to avoid some crossing of the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located approximately 300' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>The full 21-berth program would be achievable within the established budget if a suitable arrangement could be reached with the owners of the mall, which is unlikely; otherwise, the cost would exceed the available budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #23 – 29 Church Street

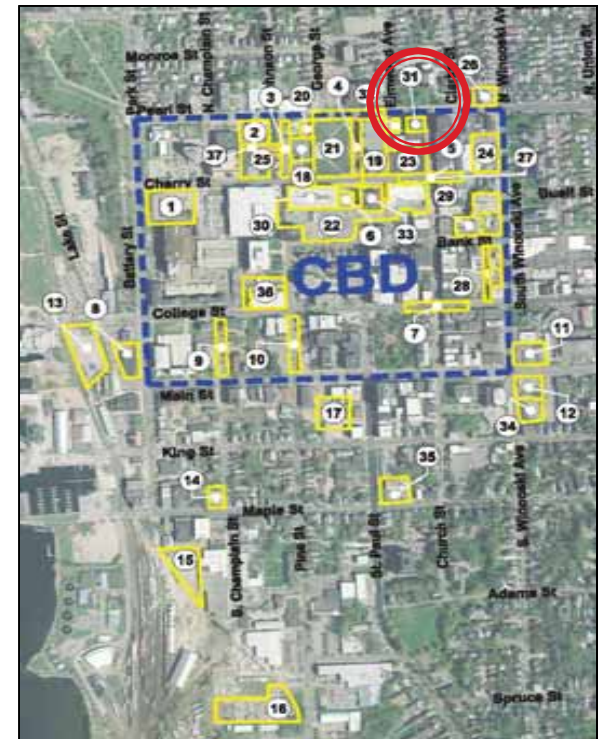
- Lease or acquire space for Transit Center facility within the existing building.
- On-street berthing on both sides of Cherry Street and on St. Paul Street (similar to current berthing arrangements).
- Access to the transit building would be from the north side of Cherry Street.

Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site could not meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be located along the west side of St. Paul Street, the north side of Cherry Street and the south side of Cherry Street; the Transit Center facility would be located within 29 Church Street, adjacent to the north side of Cherry Street;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; not able to avoid crossing Church Street Marketplace entirely; congestion along the eastern end of Cherry Street at the Marketplace;</i>
#4 Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located directly across the street from the existing Cherry Street facility and is, therefore, convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>Cost to achieve the full 21-berth program would be within the established budget, if a suitable arrangement could be reached with the owner of 29 Church Street;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources;</i>
#7 Implementable Schedule	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition.</i>
<i>This site is Not Recommended to advance to the next level of review</i>	



Site #31 – 1 Church Street (Former Ann Taylor)

- Utilize space within the existing building for the Transit Center facility.
- On-street berthing on the north and south sides of Pearl Street and on west side of St. Paul Street.
- Improved passenger amenities (heated, lighted shelters) at on-street berths.
- Access to the Transit Center facility from Pearl Street.



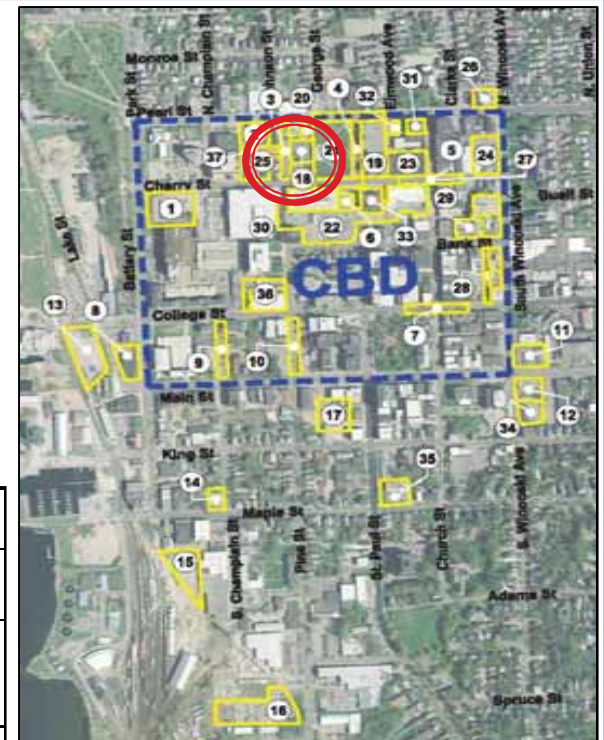
Criterion		Assessment
#1	Meets Purpose & Need	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	Meets CCTA's Program & Operational Requirements	<i>All bus berths would be located along the north and south sides of Pearl Street and potentially along the west side of St. Paul Street; this site would not provide convenient and contiguous connections between berths; however, mitigating measures could be taken to minimize the adverse impacts;</i>
#3	Compatible with Existing Transportation Network	<i>Generally compatible; buses could be routed to avoid crossing the Church Street Marketplace;</i>
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located 400' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	Affordable Capital and Operating Costs	<i>This alternative would require capital expenditures for the purchase and renovation of space within One Church Street, which would require a partnership with the property owner, which is unlikely; construction of on-street shelters would also be required; if a reasonable partnership can be reached, the development of this site is achievable within the existing budget;</i>
#6	Impact on Social, Cultural & Environmental Resources	<i>No significant impacts to environmental resources;</i>
#7	Implementable Schedule	<i>Development of this site is achievable within the existing schedule if a partnership can be structured with the current owner, which is unlikely; on-street facilities would require coordination with the City of Burlington.</i>

*This site is **Not Recommended** to advance to the next level of review*

Site #18 – 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)

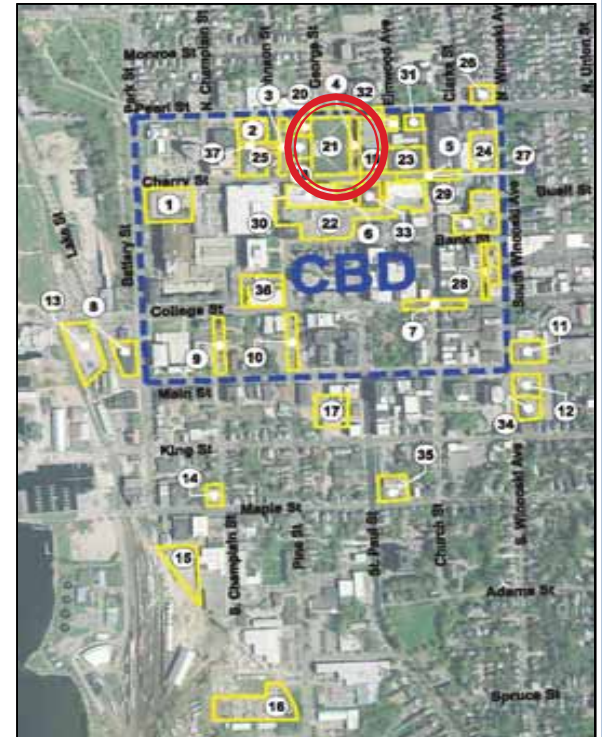
- Utilize parking area for the Transit Center facility and a few bus berths.
- Due to the number of driveways located along Pine Street, on-street berthing would be required along Pine, Cherry and Pearl Streets.

Criterion		Assessment
#1	Meets Purpose & Need	<i>This site is not consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	Meets CCTA's Program & Operational Requirements	<i>Cannot meet the program in a way that is convenient and contiguous for CCTA passengers; additional berths would be required along Cherry and St. Paul Streets;</i>
#3	Compatible with Existing Transportation Network	<i>Generally compatible; could present challenges to auto traffic along Pine Street;</i>
#4	Situated Conveniently to the Origins and Destinations of Bus Riders	<i>This site is located 725' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	Affordable Capital and Operating Costs	<i>Cost to achieve the full 21-berth program could fit within the established budget; although, additional costs would result from the replacement of displaced parking and the development of significant on-street facilities;</i>
#6	Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources;</i>
#7	Implementable Schedule	<i>Challenges related to site acquisition and replacement of parking may adversely affect the schedule.</i>
<i>This site is Not Recommended to advance to the next level of review</i>		



Site #21 – 20 Pine Street (Cathedral of the Immaculate Conception)

- Utilize a 10' strip around the perimeter of the property for on-street berthing on north side of Cherry Street, west side of St. Paul Street and south side Pearl Street.
- Locate Transit Center facility on a small parcel (approx. 60' x 60') on the northeast or southeast corner of property.
- Intrude minimally upon the church's property, with no direct impact on church building or the functional use of the green space.



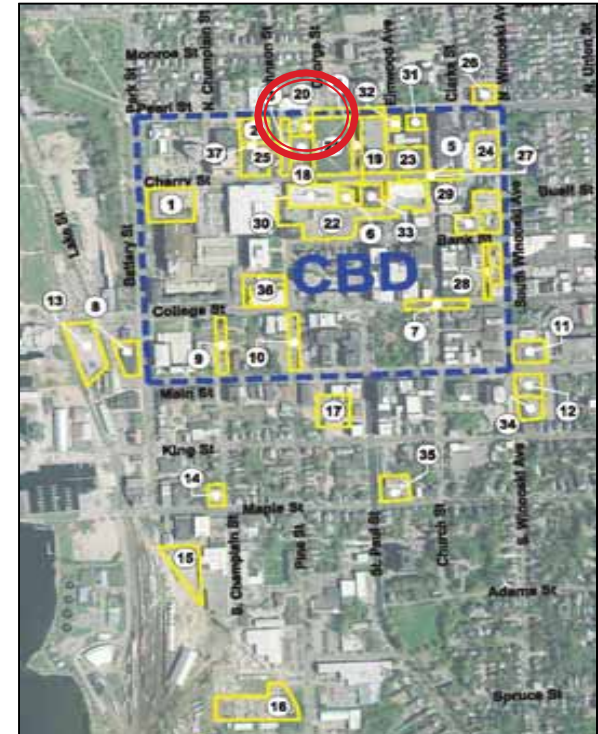
Criterion	Assessment
#1 Meets Purpose & Need	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2 Meets CCTA's Program & Operational Requirements	<i>This site could meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be located along the west side of St. Paul Street, the north side of Cherry Street and the south side of Pearl Street; the Transit Center facility would be located in either the northeast or southeast corner of the property;</i>
#3 Compatible with Existing Transportation Network	<i>Generally compatible; able to avoid crossing the Church Street Marketplace;</i>
#4 Situated Conveniently to the Origins/ Destinations of Riders	<i>This site is located 500' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5 Affordable Capital and Operating Costs	<i>The full 21-berth program would be achievable within the established budget;</i>
#6 Impact on Social, Cultural & Environmental Resources	<i>Minimal impacts on environmental resources; no impact on the cathedral building and no change to the functionality of the green space along the north, east and south sides of the property;</i>
#7 Implementable Schedule	<i>This site could be developed within the project schedule; any delay may arise in relation to property acquisition.</i>
<i>This site is Recommended to advance to the next level of review</i>	

Site #20 – 85 Pearl St. (former Doughboy's Restaurant)

- Utilize the property at 85 Pearl Street to construct a multi-story building for the Transit Center facility.
- On-street berthing along Cherry, St. Paul and Pearl Streets.
- Adjacent to the berthing locations and would provide direct and convenient connections to bus berths.

<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site could meet the program in a way that is convenient and contiguous for CCTA passengers; berthing would be located along the west side of St. Paul Street, the north side of Cherry Street and the south side of Pearl Street;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; able to avoid crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 1,000' from the existing Cherry Street facility and is, therefore, convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>Cost to achieve the full 21-berth program would be achievable within the established budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>This site could be developed within the required schedule; delays could result from property acquisition and tenant relocation.</i>

*This site is **Recommended** to advance to the next level of review*

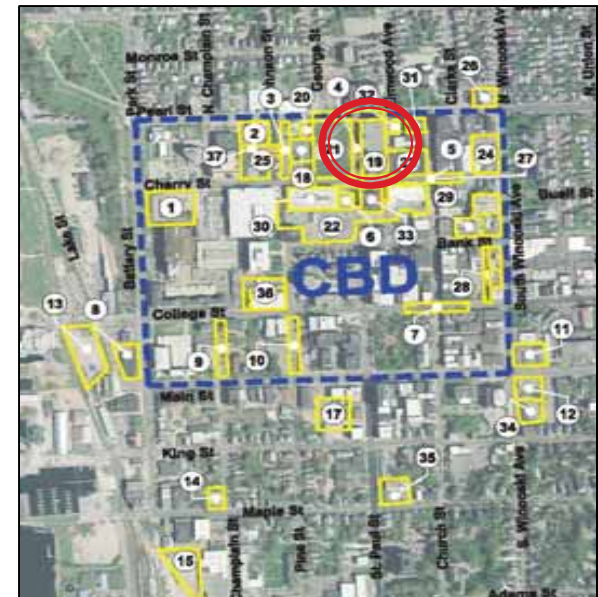


Site #19 – 108 Cherry St. (Zampieri Building)

- Utilize a small, ground-level space within the existing Zampieri Building for the Transit Center facility.
- On-street berthing would be provided along Cherry, St. Paul and Pearl Streets (similar to Site #4).
- ADA-compliant connections could be provided across St. Paul Street to the bus berths.

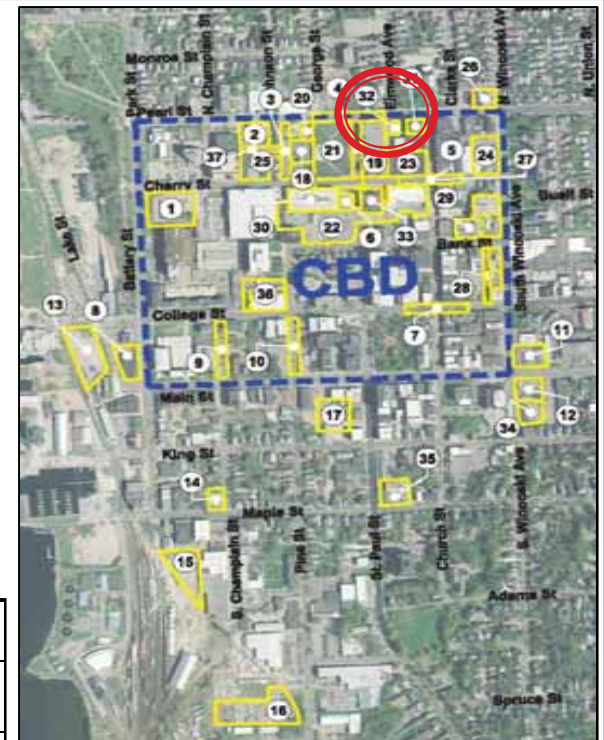
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site could be consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>This site could meet the program in a way that is convenient and contiguous for CCTA passengers; although, access to the Transit Center facility may pose challenges due to the elevation of the first floor of the Zampieri Building; berthing would be required along the west side of St. Paul Street, the north side of Cherry Street and the south side of Pearl Street;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; able to avoid crossing Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 400' from the existing Cherry Street facility and is, therefore, convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>The full 21-berth program would be achievable within the established budget, if a suitable arrangement could be made with the State;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>Minimal impacts on environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>The opportunity to secure space in this full state office building is well beyond the established schedule for the project.</i>

*This site is **Not Recommended** to advance to the next level of review*



Site #32 – 135 Pearl Street (Papa John's)

- Raze existing building; construct new multi-story building for Transit Center facility and displaced residential units.
- On-street berthing on the north and south sides of Pearl Street and on west side of St. Paul Street.
- Improved passenger amenities (heated, lighted shelters) at on-street berths.
- Access to the Transit Center facility would be from Pearl Street.



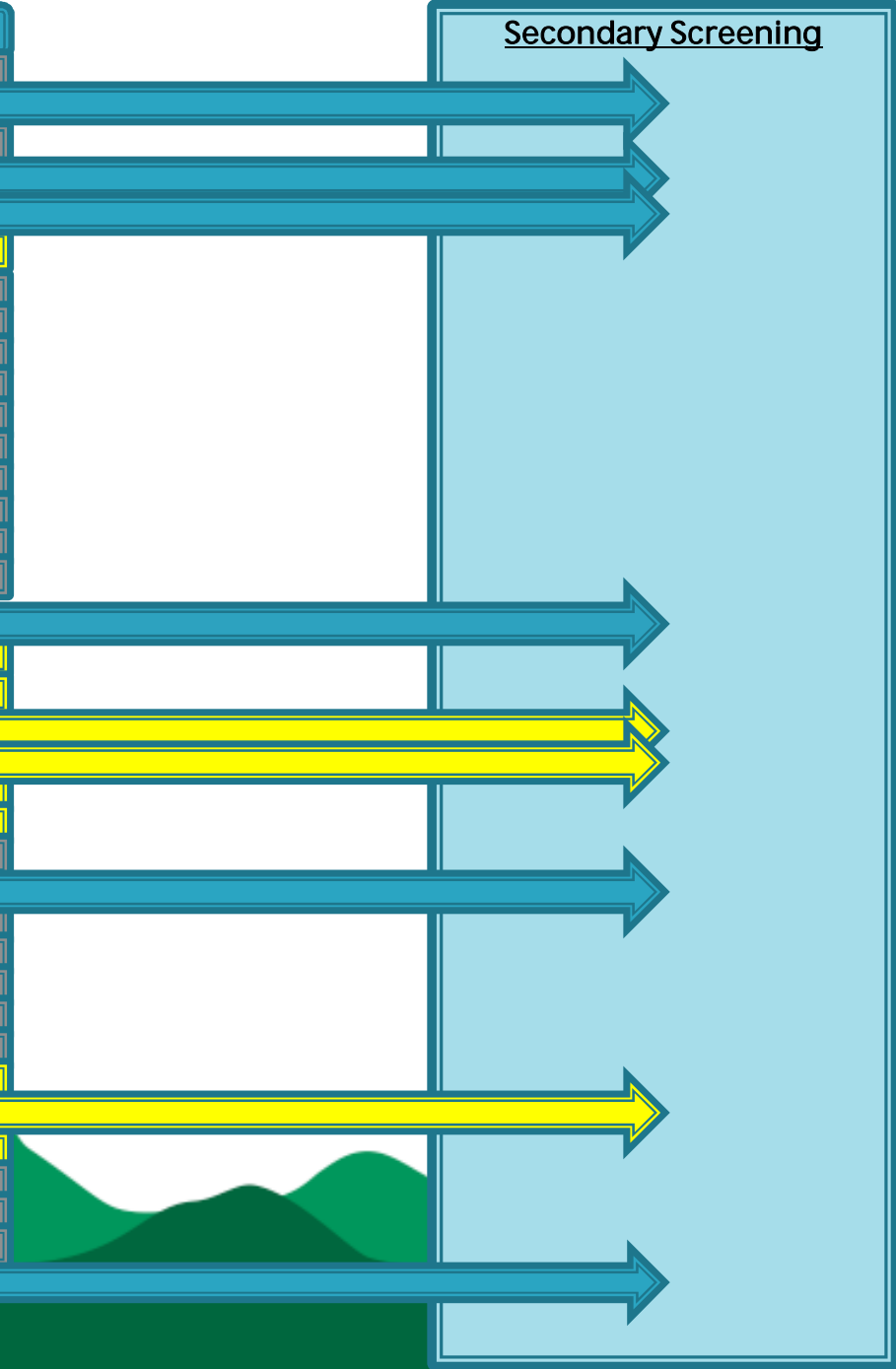
<i>Criterion</i>		<i>Assessment</i>
#1	<i>Meets Purpose & Need</i>	<i>This site is consistent with the City's long-term vision for promoting quality public transit in Burlington;</i>
#2	<i>Meets CCTA's Program & Operational Requirements</i>	<i>All bus berths would be located along the north and south sides of Pearl Street and potentially along the west side of St. Paul Street; this site would not provide convenient and contiguous connections between berths; however, mitigating measures could be taken to minimize the adverse impact;</i>
#3	<i>Compatible with Existing Transportation Network</i>	<i>Generally compatible; buses could be routed to avoid crossing the Church Street Marketplace;</i>
#4	<i>Situated Conveniently to the Origins and Destinations of Bus Riders</i>	<i>This site is located 450' from the existing Cherry Street facility and is convenient to passenger origins and destinations;</i>
#5	<i>Affordable Capital and Operating Costs</i>	<i>The full development of this site is achievable within the existing budget;</i>
#6	<i>Impact on Social, Cultural & Environmental Resources</i>	<i>No significant impacts to environmental resources;</i>
#7	<i>Implementable Schedule</i>	<i>Development of this site is achievable within the existing schedule;</i>

*This site is **Recommended** to advance to the next level of review*

Alternatives

Secondary Screening

- #1 - SE Corner of Cherry & Battery
- #2 - 63 Pearl Street (DET)
- #3 - Pine Street between Cherry and Pearl Streets
- #4 - St. Paul between Cherry & Pearl
- #5 - Cherry Street at Church Street
- #6 - 5 Burlington Square
- #7 - College Street at Church Street
- #8 - 131 Battery Street
- #9 - South Champlain between Main and College Streets
- #10 - Pine Street between Main and College Streets
- #11 - NE Corner of Main and Winooski Streets
- #12 - SE Corner of Main and Winooski Streets
- #13 - Union Station Parking Area to North
- #14 - NW Corner of Maple and South Champlain Streets
- #15 - Lower Battery Street adjacent to Rail yard
- #16 - 339 Pine Street (Former DPW Yard)
- #17 - 151 St. Paul Street (Behind TD Bank North)
- #18 - 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)
- #19 - 108 Cherry St. (Zampieri Building)
- #20 - 85 Pearl St. (Doughboy's Restaurant)
- #21 - 20 Pine Street (Cathedral of the Immaculate Conception)
- #22 - 49 Church Street (Burlington Town Center Mall)
- #23 - 29 Church Street (Borders Bookstore)
- #24 - 158 Cherry Street (Rite-Aid)
- #25 - 50 Cherry Street (Dept. of Corrections)
- #26 - NW Corner of Pearl and Winooski Ave.
- #27 - Church Street Tunnel
- #28 - Center Street between College & Bank Street
- #29 - NW Corner of Bank and Winooski Avenue
- #30 - 75 Cherry Street (Town Center Parking Garage)
- #31 - 1 Church Street (Formerly Ann Taylor)
- #32 - 135 Pearl Street (Papa John's)
- #33 - 101 Cherry Street
- #34 - 176 South Winooski Avenue (VFW)
- #35 - 194 St. Paul Street (Formerly Eagles Club)
- #36 - 1 Burlington Square (with Peoples United Bank Drive Through)
- #37 - Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)



Secondary Screening Alternatives



Basis for Selection

- Provided the best balance of **meeting the project's goals and needs**, when measured against the evaluation criteria:
 - 1) Meets Purpose and Need
 - 2) Meets CCTA's Program Needs & Operationally Feasible
 - 3) Compatible with Existing Transportation Network
 - 4) Situated Conveniently to the Origins and Destinations of Bus Riders
 - 5) Affordable Capital and Operating Costs
 - 6) Impact on Social, Cultural and Environmental Resources
 - 7) Implementable Schedule
- Based on the findings of this evaluation, it is recommended that the following alternatives be advanced into the **secondary phase of analysis**.

Secondary Screening

#1 - SE Corner of Cherry & Battery

#2 - 63 Pearl Street (DET)

#3 - Pine Street between Cherry & Pearl

#4 - St. Paul between Cherry & Pearl

#5 - Cherry Street at Church Street

#6 - 5 Burlington Square

#7 - College Street at Church Street

#8 - 131 Battery Street

#9 - South Champlain between Main and College Streets

#10 - Pine Street between Main and College Streets

#11 - NE Corner of Main and Winooski Streets

#12 - SE Corner of Main and Winooski Streets

#13 - Union Station Parking Area to North

#14 - NW Corner of Maple and South Champlain Streets

#15 - Lower Battery Street adjacent to Rail yard

#16 - 339 Pine Street (Former DPW Yard)

#17 - 151 St. Paul Street (Behind TD Bank North)

#18 - 20 Pine Street (Cathedral of the Immaculate Conception Parking Lot)

#19 - 108 Cherry St. (Zampieri Building)

#20 - 85 Pearl St. (former Doughboy's Restaurant)

#21 - 20 Pine Street (Cathedral of the Immaculate Conception)

#22 - 49 Church Street (Burlington Town Center Mall)

#23 - 29 Church Street (Borders Bookstore)

#24 - 158 Cherry Street (Rite-Aid)

#25 - 50 Cherry Street (Dept. of Corrections)

#26 - NW Corner of Pearl and Winooski Ave.

#27 - Church Street Tunnel

#28 - Center Street between College & Bank Street

#29 - NW Corner of Bank and Winooski Avenue

#30 - 75 Cherry Street (Town Center Parking Garage)

#31 - 1 Church Street (Formerly Ann Taylor)

#32 - 135 Pearl Street (Papa John's)

#33 - 101 Cherry Street

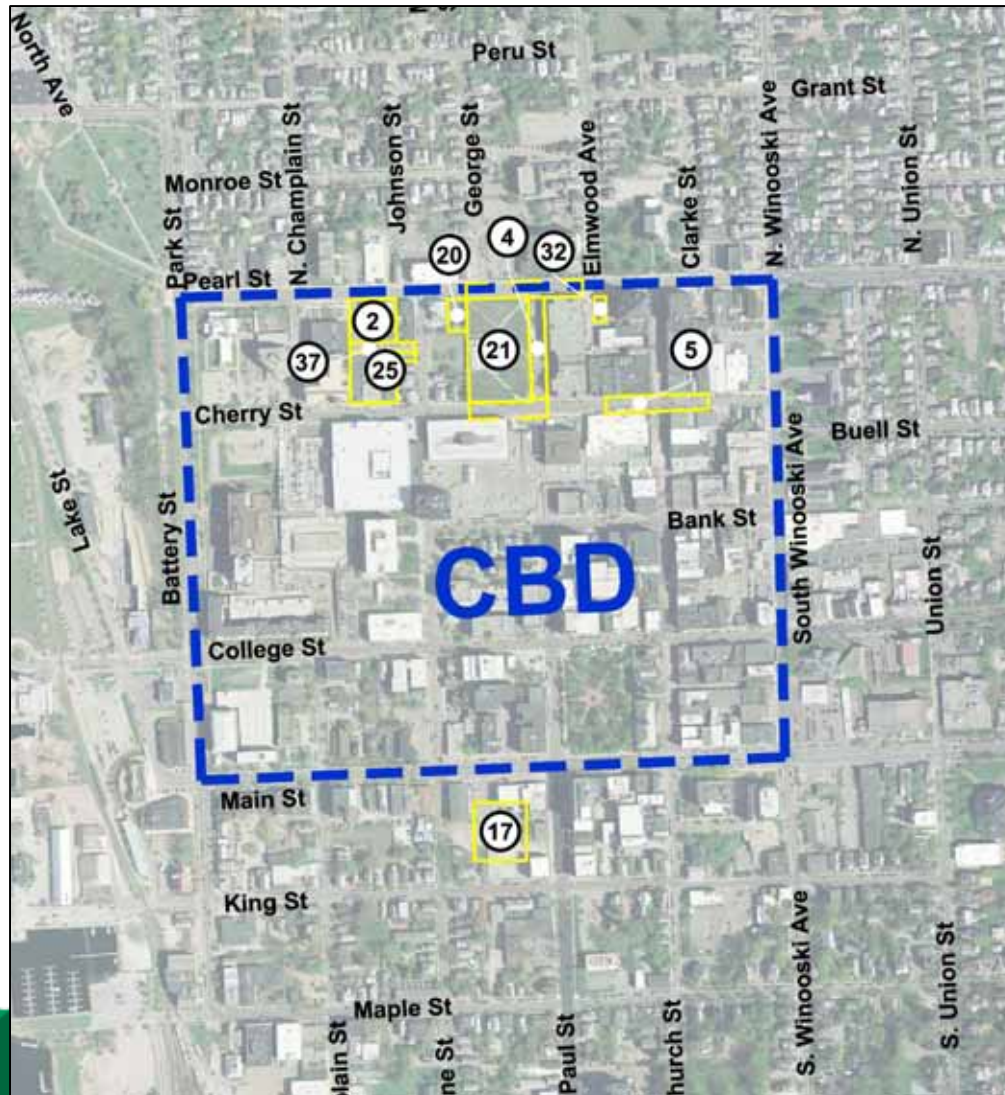
#34 - 176 South Winooski Avenue (VFW)

#35 - 194 St. Paul Street (Formerly Eagles Club)

#36 - 1 Burlington Square (with Peoples United Bank Drive Through)

#37 - Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)

Alternatives Identified for Secondary Screening



- Site #2: 63 Pearl Street (DET Building)
- Site #4: St. Paul Street between Cherry Street and Pearl Street
- Site #5: Cherry Street at Church Street
- Site #17: 151 St. Paul Street (Behind TD Bank North)
- Site #20: 85 Pearl Street (former Doughboy's Restaurant Building)
- Site #21: 20 Pine Street (Cathedral of the Immaculate Conception)
- Site #25: 50 Cherry Street (Dept. of Corrections)
- Site #32: 135 Pearl Street (Papa John's)
- Site #37: Combination of 63 Pearl Street (DET) and 50 Cherry Street (Dept. of Corrections)

Next Steps

- Public Meeting #2
- Finalize analysis of 37 alternative sites & identification of alternatives for Secondary Screening
- Conduct Secondary Screening of Alternatives
- Advisory Committee & Public Meetings
- Identify Preferred Alternative
- Prepare memorandum summarizing Secondary Screening process

Advisory Committee Discussion



Public Comment Period





Alternatives Evaluated and Not Advanced

