

Getting you where you need to go!

March 20, 2012

City Council Transportation, Energy & Utilities Committee
C/O Department of Public Works
645 Pine Street
Burlington, VT 05401

Dear Committee Member;

The Chittenden County Transportation Authority has undertaken a federally-funded study to identify a suitable new location for its downtown transit station. This effort has built upon the work that the City of Burlington had previously completed in the study it undertook between 2006 and 2008.

An Advisory Committee was established to provide independent insight and perspective to the study process. Participants on the Advisory Committee include representatives from: Burlington City Council; Vermont Agency of Transportation; Church Street Marketplace; CEDO; CCRPC; Bus Riders (2); CCTA Bus Driver; CCTA Commissioners (2); and a CCTA staff member. The Advisory Committee has met twice: June 7, 2011; and January 17, 2012. Notes from those meetings can be found on CCTA's website at <http://www.cctaride.org/dtc>. In addition, a Public Meeting was held on September 14, 2011 to update the public and to obtain their feedback and ideas. As a result of the public input, sites were added to our list of potential locations. Notes from that meeting are also available on CCTA's website.

Overall, thirty seven (37) potential sites for the Transit Center were identified and evaluated against a set of screening criteria. Copies of the evaluation criteria and the Alternatives Analysis – Executive Summary can also be found on CCTA's website. Each site was evaluated against the screening criteria, not against each other. However, several of the sites possessed similar characteristics, and can be segmented into the following four categories:

- (1) **Alternatives outside the Central Business District (CBD):** This segment included eleven sites, of which one was advanced to the secondary screening.
- (2) **Off-Street Alternatives within the CBD:** This segment included nine sites, of which three were advanced to the secondary screening.
- (3) **On-Street Alternatives without an Identified Transit Center Facility:** This segment included seven sites, of which two were advanced to the secondary screening. The Transit Center Facility includes the space for ticketing, waiting area, transit customer restroom facilities, drivers' break area, and drivers' restroom facilities.
- (4) **On-Street Alternatives with an Identified Transit Center Facility.** This segment included ten sites, of which three were advanced to the secondary screening. The Transit Center Facility includes the space for ticketing, waiting area, transit customer restroom facilities, drivers' break area, and drivers' restroom facilities.

The initial 37 sites have now been reduced to nine (9) potential locations, which are undergoing a secondary review. The secondary review will incorporate more detailed concept plans, order-of-magnitude costs estimates, and bus operating plans as evaluation criteria. This secondary screening process was approved by the CCTA Board of Commissioners.

Although we are evaluating nine sites in the secondary review process, I would like to present to the Committee at your meeting on March 29th, a plan under consideration that would utilize public space – St.



Paul Street between Cherry Street and Pearl Street. That plan would close St. Paul Street to general traffic (except access to the Zampieri Building's parking garage) and convert the street to a covered transit mall. At the southern end of the transit mall (St. Paul @ Cherry Street), we propose to locate a small two-story transit center facility. That facility would house space for ticketing, an enclosed waiting area, and restrooms for transit customers on the first floor and a drivers' break room, restrooms for drivers, and a small supervisor's office on the second floor. The use of St. Paul Street as a transit mall was one of the City of Burlington's two final alternatives in their 2006 – 2008 study. We will be prepared to present concept drawings of this proposal, review bus operating plans, and discuss the impacts such a use might have on the surrounding area.

In addition to the proposal for St. Paul Street, we are also pursuing eight other concepts for the Transit Center as part of the nine sites that are included in the secondary screening. We have initiated discussions with each of the property owners to determine under what circumstance these properties might be available for use as the Transit Center. All but one of these potential sites is located in the area bounded by South Winooski Avenue and Cherry, Battery, and Pearl Streets. The recently completed Plan BTV Transportation Study conducted a parking inventory and utilization analysis for this area. That analysis showed that there are sufficient publicly available parking spaces with a utilization rate of about 74%. Therefore, the loss of a few spaces for the Transit Center would have minimal impact on overall parking availability. Moreover, over time, we will free up more parking for visitors to downtown businesses given our ridership growth and focus on journey to work travel. Furthermore, relocating the Transit Center from its current location on Cherry Street would free up approximately 18 parking spaces in the immediate vicinity of the Church Street Marketplace.

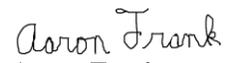
We are on the agenda for the April 18th meeting of the Public Works Commission to discuss the St. Paul Street concept with them. We have already met with DPW staff.

As background, I have attached several documents: (1) a listing of all 37 sites that have been considered; (2) a listing of the 9 sites that have been advanced to the secondary screening process; (3) a project time line; (4) a set of photographs of the current facility on Cherry Street; and, (5) a listing of the meetings we have held with various stakeholders. As noted above, additional information is also available on our website.

This is one of nine sites being considered as part of the secondary review process. To determine the viability of this site within that process, we are seeking your concurrence that this is a viable concept, worthy of using public space – essentially your conceptual approval. Once site selection is complete, and a preferred alternative is declared, additional funding for facility design will become available. After site selection, we will work with various City entities to obtain all of the permits and approvals required for the chosen site. To preserve our federal funding for the Transit Center, a site must be declared by June 30, 2012.

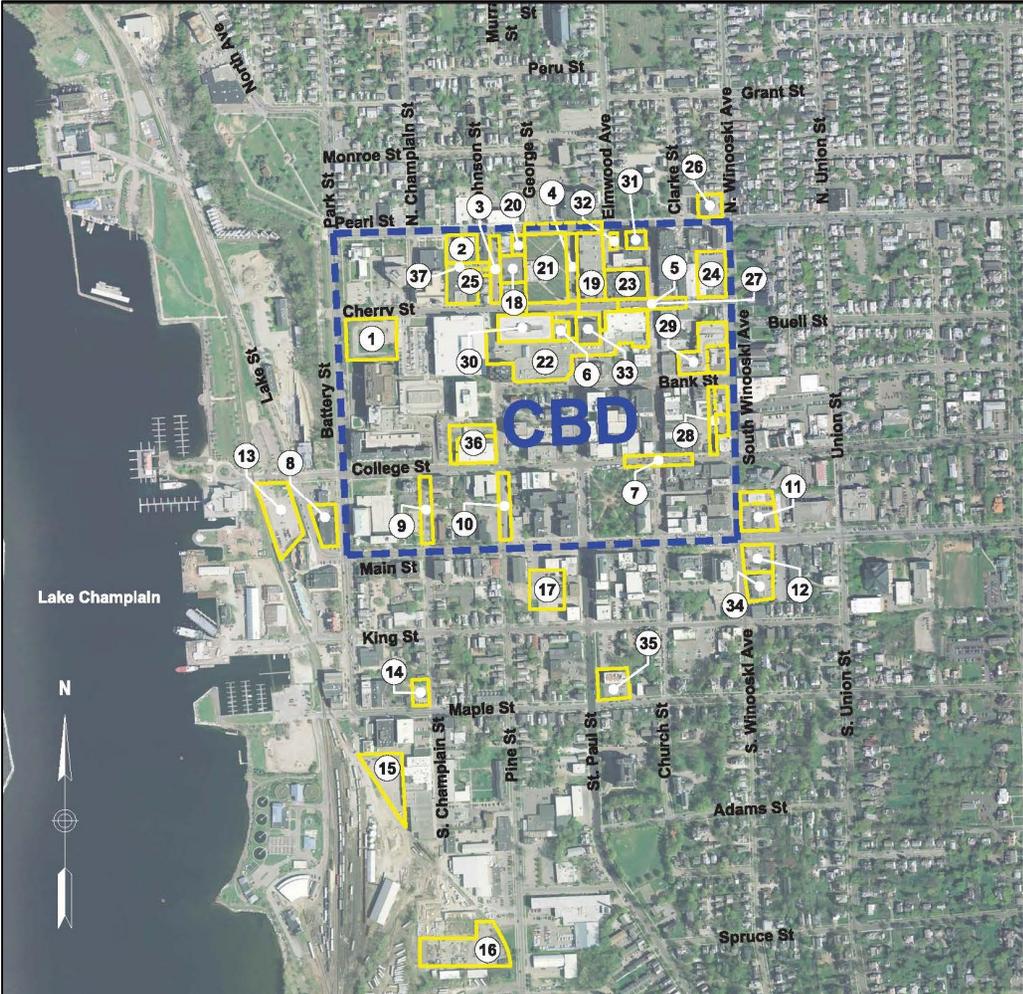
We greatly appreciate the opportunity to bring this concept to the Committee for discussion.

Sincerely,


Aaron Frank
Assistant General Manager

ATTACHMENTS

Alternative Sites



- Potential Alternative Site Locations:
- 1 SE Corner of Cherry and Battery Streets
 - 2 63 Pearl Street (DET Building)
 - 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 Railyard
 - 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 Street (Zampieri Building)
 - 20 85 Pearl Street (Dough Boy's Restaurant Building)
 - 21 20 Pine Street (Cathedral of the Immaculate Conception)
 - 22 49 Church Street (Burlington Town Center Mall)
 - 23 29 Church Street
 - 24 158 Cherry Street (Rite-Aid)
 - 25 50 Cherry Street (Department of Corrections)
 - 26 NW Corner of Pearl and Winooski Avenue
 - 27 Church Street Tunnel
 - 28 Center Street between College and Bank Streets (Mobil Gas Station with adjacent parcel)
 - 29 NW Corner of Bank Street and South Winooski Avenue (City Parking Garage with adjacent parcel)
 - 30 75 Cherry Street (Town Center Parking Garage)
 - 31 1 Church Street (Formerly Ann Taylor)
 - 32 135 Pearl Street (Papa Johns)
 - 33 101 Cherry Street
 - 34 176 South Winooski Avenue (VFW)
 - 35 194 St. Paul Street (Former Eagles Club)
 - 36 1 Burlington Square (with People's United Bank Drive Through)
 - 37 Combination of 63 Pearl Street (DET Building) and 50 Cherry Street (Department of Corrections)

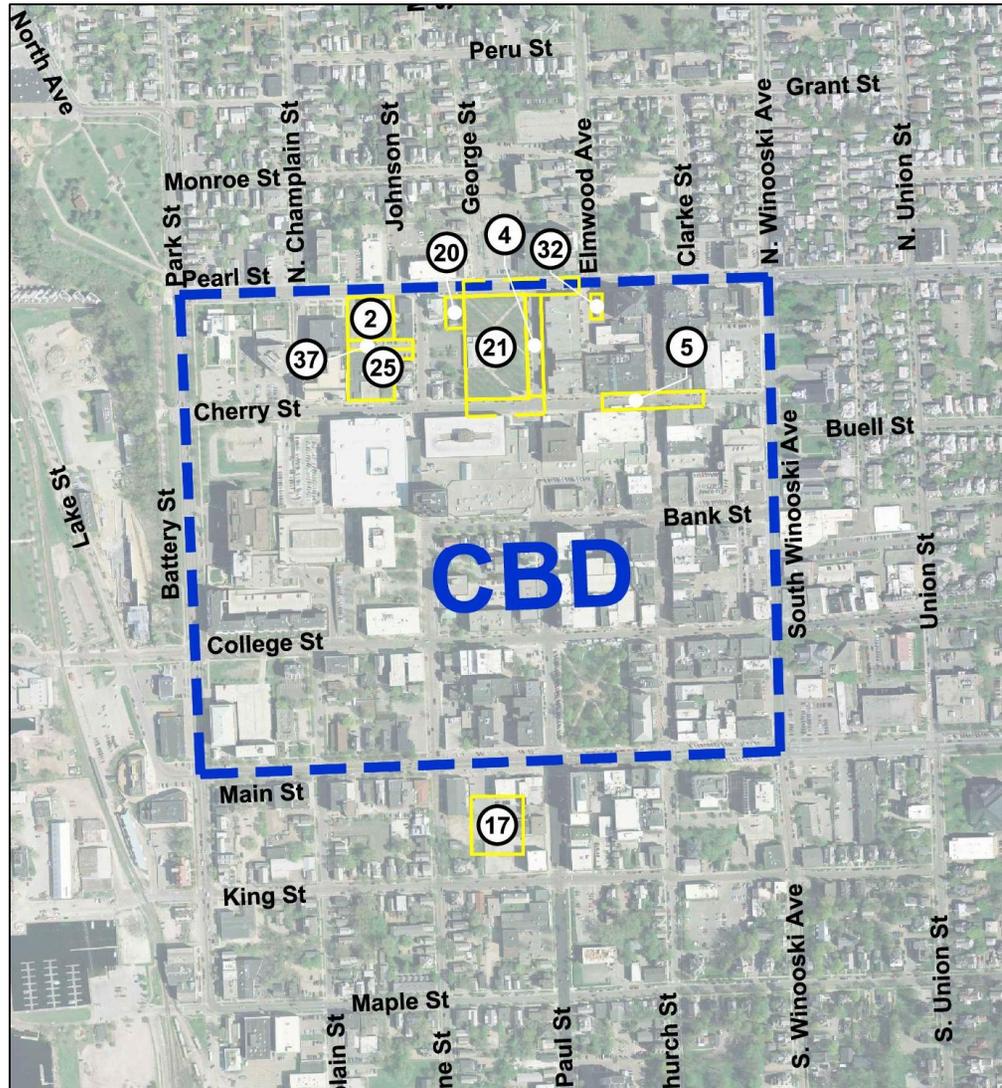
Vanasse Hangen Brustlin, Inc.

Burlington, VT December 2011

CCTA Transit Center
Potential Site Alternatives

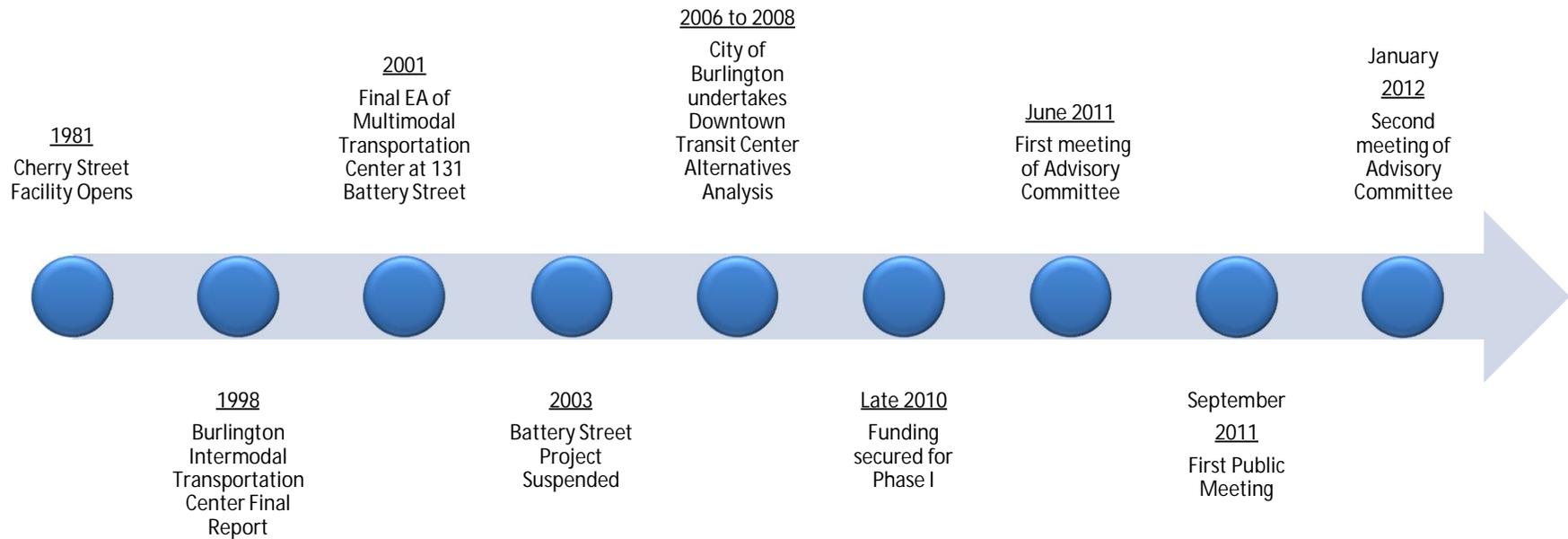


Alternatives Identified for Secondary Screening



- 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)

CCTA Transit Center: Project Timeline

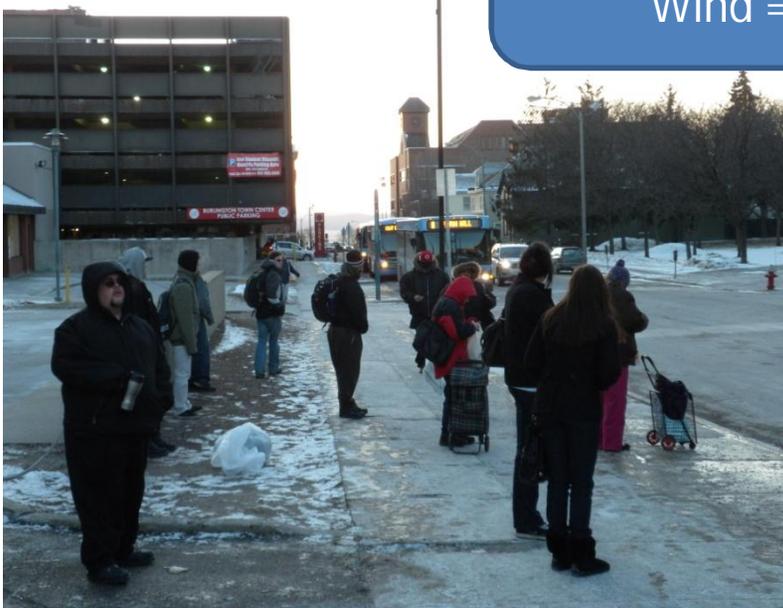


Transit Center Schedule

- Develop concept plans, order-of-magnitude cost estimates, and operating plans for each of the alternatives in the secondary screening process
- Narrow list of site alternatives to one preferred alternative
- May - Advisory Committee meeting to share and receive input on results of the secondary screening process
- May - Public Meeting to share and receive input on results of the secondary screening process
- June 15 - Strategy Committee meeting to review and recommend preferred alternative to CCTA Board
- June 19 - Board meeting to declare preferred alternative



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



CCTA Downtown Transit Center – Existing Conditions



Stakeholder Meetings

Organization/Group/Individual
DTC Advisory Committee
Lake Champlain Regional Chamber of Commerce - Regional Affairs Committee
DPW (Steve Goodkind and Pat Buteau)
Burlington Department of Planning (David White)
Bill Laferriere of Agency of Admin. Buildings and General Services
Catholic Diocese (Monsignor Routhier and Peter Wells)
General Growth Properties - Dan Latcheran
Meeting with property owners and developers at LCRC
CCTA Board
Public Meeting at Contois Auditorium
Burlington City Council - TEUC
Marketplace Commission
Emma Mulvaney-Stanak (Ward 3 Councilor)
CCTA Board
Commissioner Obuchowski (VT Department of Buildings and General Services)
Peter Collins (Paul Frank & Collins) re. One Church Street
Ward 3 NPA
CCTA Bus Drivers
BBA Downtown Action Group
LCRC - Regional Affairs Committee
CCTA Board Strategy Committee
CCTA Board Meeting
Terry Meron (owner of Papa John's)
CCRPC Technical Advisory Committee
Catholic Diocese (Monsignor Routhier)
CCTA Board Strategy Committee
Bishop Salvatore Matano and Administrative Board
Commissioner Annie Noonan (Labor Department)
Meetings with Drivers (3 sessions)
DTC Advisory Committee
Bill Laferriere of Agency of Admin. Buildings and General Services
Mathew Chabot, General Manager, Town Center Mall
Chris Cole (Vermont Agency of Transportation)

St. Paul Street Transit Mall Concept















**CHURCH
STREET
MARKETPLACE**

March 21, 2012

TO: City Council Transportation, Energy & Utilities Committee
c/o Department of Public Works
645 Pine Street
Burlington, VT 05401

FROM: Jeff Nick, Chair
Church Street Marketplace District Commission

RE: USE OF ST. PAUL STREET AS A TRANSIT MALL

Dear Committee Members: The Church Street Marketplace District Commission is aware of the concept plans developed by the Chittenden County Transportation Authority for use of St. Paul Street as a Transit Mall and we endorse that concept. CCTA's efforts have built upon the work that the City of Burlington had previously completed in the study it undertook between 2006 and 2008. This scheme is very similar to the one identified by the City as one of its final proposals.

The Marketplace Commission believes that moving the Transit Center away from the intersection of Church Street and Cherry Street (its current location) will have a very positive effect on economic development opportunities and dramatically reduce the bus-pedestrian conflicts that exist today.

Locating the new Transit Center is a very challenging process. We believe this concept represents a good balance between the use of public space and supporting the essential public service that CCTA bus service represents.

We encourage members of the Council's Transportation, Energy and Utilities Committee to favorably consider this concept.