



CHITTENDEN COUNTY RPC
Communities Planning Together

Colchester Avenue / Riverside Avenue / Barrett Street / Mill Street

**Review Previously Developed
Alternatives and Seek
Recommendation**

Presentation to TEUC

May 3, 2023

Agenda

- **VPSP2 and VTrans Regional Project Refinement**
- **Review of the 2019 Scoping Study and the Alternatives Developed**
- **Coordination with Winooski Bridge Project**
- **Consensus on Next Steps**
 - **Endorse previously selected Preferred Alternative**
 - **Continue to review and consider other options**

VTrans Transportation Project Prioritization and VPSP2

- In 2021 VTrans rolled out a new project prioritization process known as VPSP2 (Vermont Project Selection and Project Prioritization Process).
- The goal was to develop a performance-based, data driven project selection & prioritization framework that maximizes the “**transportation value**” delivered to Vermont taxpayers.
- In 2021 projects in the categories **Roadway** and **Traffic and Safety** were identified and scored for consideration to be added to the Transportation Capital Program



VTrans Transportation Project Prioritization and VPSP2

- In 2021 the CCRPC TAC review 29 potential Traffic & Safety projects and voted to forward 12 projects to VTrans for scoring
- Colchester Avenue / Riverside Avenue was identified as a potential project
- The preferred alternative from the 2019 Scoping Study was submitted to VTrans and was scored using the VPSP2 Workbook
- The project was selected by VTrans for advancement
- It was added to the Transportation Capital Program as a Development & Evaluation project in 2022

VPSP2 – Regional Project Refinement

- Summary of the 2019 Scoping Report – does not include new analysis
- Facilitate progression of the preferred alternative into project design and permitting
- Reaffirm local consensus for the project

Project History

- In 2010 Burlington requested CCRPC conduct a **Colchester Avenue Corridor Plan**.
- This plan was prepared collaboratively by staff from Burlington Department of Public Works, CATMA, and CCRPC with assistance from transportation planning and engineering consultants.
- A Colchester Avenue Task Force was established by resolution of the City Council and provided general oversight and policy direction.
- Input from the general public was gathered at three public meetings.
- Recommendations for Colchester Avenue/ Riverside Avenue Intersection:

“The complex of three intersections should be consolidated into one signalized intersection between Colchester Avenue, Riverside Avenue, and Barrett Street. The traffic signal at the Riverside Avenue-Mill Street intersection would be eliminated and the Mill Street approach would be controlled by a stop sign and widened to include left and right turn lanes. The consolidation has design issues that need to be further evaluated through a more detailed scoping process that would include a land survey and more focused input from adjacent property owners.”

Project History

- In 2016 Burlington requested a Scoping Study from CCRPC to evaluate the Colchester Avenue/ Riverside Avenue Intersection
- CCRPC hired Stantec to conduct the study
- The project was led by a Steering Committee that included
 - Ward 1 City Councilor
 - Ward 1 Neighborhood Planning Assembly
 - Burlington Department of Public Works
 - Burlington Planning & Zoning
 - Local Motion
 - VTrans
 - Campus Area Transportation Management Association
 - AARP
 - Green Mountain Transit
 - Chace Mill Property Manager

Project History

- The Project Committee met 5 times during the duration of the project
- There were 2 Public Meetings
- On January 8, 2019, the TEUC endorsed Alternative 1 – 4-way intersection
- On March 25, 2019, the City Council endorsed Alternative 1 – 4-Way intersection
- In 2024 the Winooski River Bridge was awarded a \$24.8 million RAISE Grant. Upgrades to the Colchester Avenue/Riverside Avenue Intersection will be coordinated with the bridge project as long as it doesn't result in delays.

Colchester Avenue /Riverside Avenue Scoping Study, 2019

Project Purpose

- Purpose: The purpose of the Colchester Avenue/Riverside Avenue intersection scoping study is to define a safer intersection that enhances mobility and access for all users while contributing to livable and vibrant communities and ensuring efficient operations.

Project Needs

1. Improve safety and mobility for all users of the intersection.
2. Simplify the intersection.
3. Enhance the gateway into Burlington.
4. Manage traffic congestion.

Colchester Avenue / Riverside Avenue Scoping Study, 2019

Project Study Area



Alternative 1 – 4-Way Intersection

- One signalized, 4-way intersection at Colchester Avenue and Barrett Street
- Unsignalized intersection at Colchester Avenue and Mill Street
- Pocket park on Colchester Avenue
- Pedestrian signals and crosswalks on all legs of Colchester/Barrett/Riverside intersection
- Avoids Historic District



Alternative 3 - Roundabout

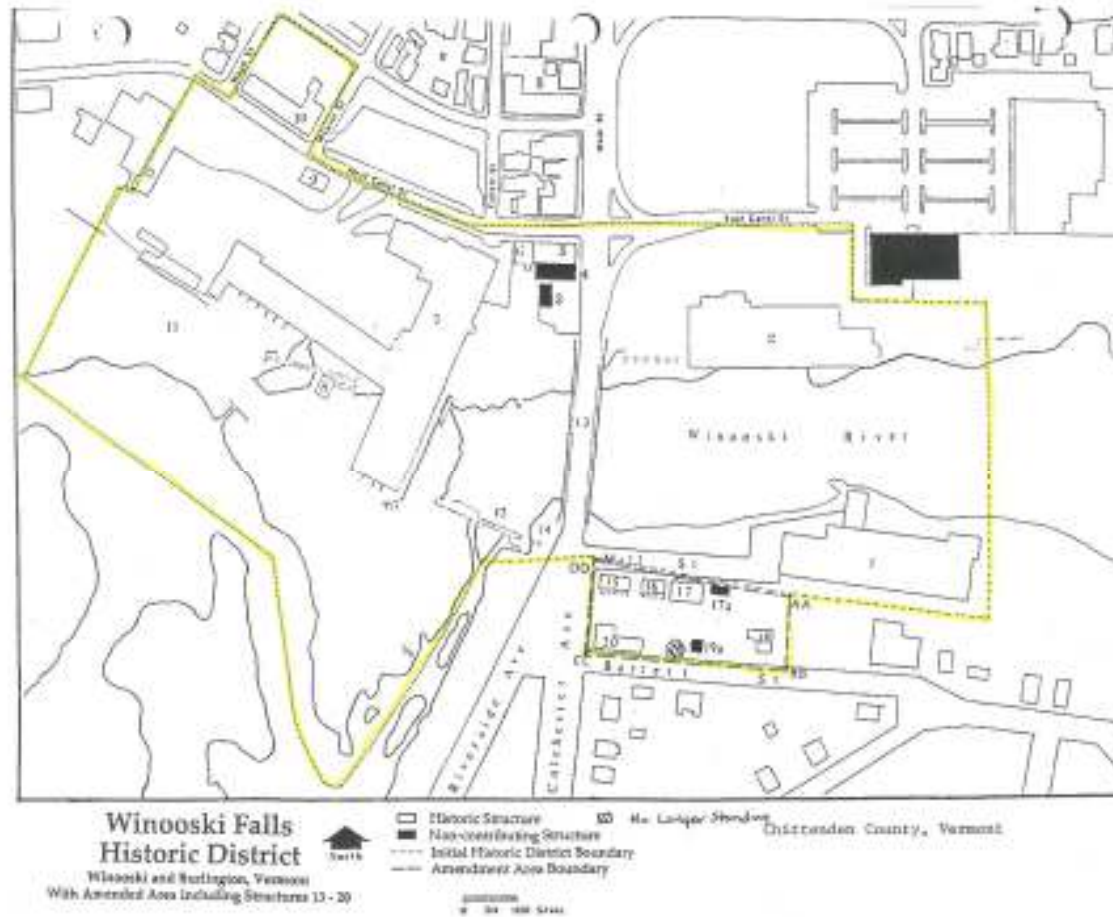
- Hybrid Roundabout – 2 lanes
- Requires construction of retaining walls on southeastern and southwestern corners of Colchester due to steep grades
- Avoids the national registered historic district but requires full taking of one property at the southwest corner of the intersection and impacts to the front/side yard of a second property.
- Impacted property would contribute to an expanded historic district and therefore its removal is considered an Adverse Effect on Section 106 and Section 4(f) resources



Considerations

- Impacts of taking a house in a historic district.
 - Location eligible for listing in the National Register of historic properties under Section 4(f).
 - Considered an adverse effect of the project.
 - Under 4(f), as there is a prudent and feasible alternative to adversely impacting a historic site for the roundabout, the City would need to choose the prudent and feasible alternative.
- Added impervious area.
- New stormwater requirements that were not reflected in original scoping study.
- Utility impacts with substantial costs and risk.
- Contaminated soil for utility work and large project area adds substantial cost and risk.
 - Not an eligible cost for federal reimbursement
- Requires redoing public process and outreach.
- Does not align with bridge design that is already underway.
 - Strict timeline to be concurrent with bridge work. Likely not possible to meet.

Winooski Falls Historic District



Winooski Falls Historic District

- ▶ #460 Colchester Avenue was recommended as a contributing resource in an expanded historic district that is already listed on the National Register of Historic Places.
- ▶ An expanded district means that the property is outside the boundaries of the already-listed historic district, but its character-defining features fit the requirements of that district and the district boundaries could be expanded to include them.
- ▶ **For purposes of Section 106, being eligible for listing in the National Register is equal to being listed in the National Register; there is no difference in how an eligible property is treated when compared to a listed property.**
- ▶ The full demolition of #460 Colchester Avenue would be considered an Adverse Effect under Section 106. The extent of the adverse impacts would be considered for both the individual property and the overall historic district.
- ▶ FHWA/VTrans could not approve the roundabout project under Section 4(f) because there is an alternative that would not require adversely impacting a historic resource.

“Section 4(f) requirements stipulate that FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply: There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use; OR The Administration (FHWA) determines that the use of the property will have a de minimis impact.” (From <https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>)

Evaluation Matrix

CRITERIA	No Build	Short Term Improvements	Alternative 1 4 Way Intersection	Alternative 2 4 Way Intersection w/ Separate Right Lane	Alternative 3 Roundabout
Project Costs	\$0	\$875,000	\$3,300,000	\$3,430,000	\$6,700,000
PURPOSE AND NEED					
Improves Pedestrian Safety	No	Some	Better	Better	Best
Provides Safer Bicycle Connectivity Winooski to Burlington	No	Some (allows cyclists safer east/west movements)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett and south of Mill northbound)	Some (protected bike lanes south of Barrett)
Reduces Potential for Crashes	No	Some	Better	Better	Best
Reduces Intersection Complexity	No	No	Best	Best	Better
Manages Peak Hour Congestion	No	Some	Some	Better	Best
IMPACTS					
ROW Impacts	None	None	Minor (1600 sf)	Minor (1600 sf)	Major (4000 sf/ 1 house)
Historic Resources	None	None	None	None	Major (Removes 4(f) resource)
Stormwater	No change	No Change	Treatment opportunity	Treatment opportunity	Treatment opportunity
Net Change in On-street parking spaces	0	Some (-1 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)	More (-5 - N. of Barrett St. -2 - S. of Barrett St.)
Aerial Utilities	0	0	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)	Some (3 poles relocated along Colchester Ave)

Questions/Discussion

FIVE MODES

HIGHWAY



RAIL



WALKS, TRAILS & PATHS



TRANSIT



AVIATION

EIGHT CRITERIA

SAFETY

Max points = 20

ASSET

CONDITION

Max points = 20

**MOBILITY /
CONNECTIVITY**

Max points = 15

REGIONAL

Max points = 10

**ECONOMIC
ACCESS**

Max points = 10

ENVIRONMENT

Max points = 10

RESILIENCY

Max points = 10

HEALTH ACCESS

Max points = 5