



Railyard Enterprise Project

Steering Committee Meeting #6



September 4, 2014



Meeting Agenda

- Welcome/Introductions
- Public Comment Period
- Revised Purpose & Need Statement
- Moving Forward
- Wrap Up



Revised Purpose

The purpose of the Railyard Enterprise Project is to develop a network of multimodal transportation infrastructure improvements **in the Pine Street and Battery Street area** which incorporate the principles of complete streets, and to:

1. Support economic development in the area;
2. Improve livability of the surrounding neighborhoods;
3. Enhance multimodal travel connectivity between the Pine Street corridor **and Battery Street** in the Burlington Waterfront South area; and
4. Improve intermodal connections to the Burlington Railyard, a NHS designated intermodal facility.



Need

1) Develop supporting infrastructure to be consistent with the long term vision of PlanBTV (Downtown and Waterfront part of the municipal plan) associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations. There is a need for a new street network between **Pine Street and Battery Street** and related infrastructure to support economic development in the area. PlanBTV has identified the Railyard Enterprise Project area as prime for infill, mixed use development to increase economic activity and to provide accessibility to underutilized lands adjacent to the Railyard.

2) Improve Livability and connectivity in the Railyard Enterprise Project area. There is a need to improve the livability of residential areas and emerging mixed-use districts in the Railyard Enterprise Project area. Livability can be enhanced by dispersing traffic and reducing vehicle queues at neighborhood intersections, including the intersections of Pine Street with King and Maple Streets. **Additional transportation connections between Pine Street and Battery Street, that do not involve Maple or King Street,** will help improve Livability and travel conditions for all users in the Railyard Enterprise Project area.

3) Enhance multimodal travel connections and choices in the Railyard Enterprise Project area. There is a need for additional multimodal connections in the Railyard Enterprise Project area to support transit system performance, enhance bicycle and pedestrian connectivity and **accessibility** and facilitate travel from existing neighborhoods to **Battery Street**, the Waterfront, and Lake Champlain. There is also a need to create safe, efficient **and dedicated** pedestrian and bicycle connections from Pine Street neighborhoods between Maple Street and Lakeside Avenue to the Waterfront, the Burlington Bike Path, and Lake Champlain and improve access from the King Street neighborhood.

4. Improve connectivity and access between nearby streets including Pine Street and Battery Street, and the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods. There is a need to improve connections to the Railyard in a way that enhances its operations while also reducing the impact of freight operations on adjacent neighborhoods. PlanBTV recognizes the importance of the Burlington Railyard to the City's economy and environment.

The Process Going Forward - *The “Universe” of Draft Alts*

1. First Task as we Continue this Project with a Revised P&N
 - Review All Draft Alternatives To-Date with the Revised Purpose & Need in mind (*September*)



Draft Alternatives - Big Picture: *Are we missing any group?*

Grid Streets

Connect Pine to South Champlain Street

Grid Streets

Connect Pine to Battery Street

Moderate Impact on Railyard

Grid Streets

Connect Pine to Battery Street

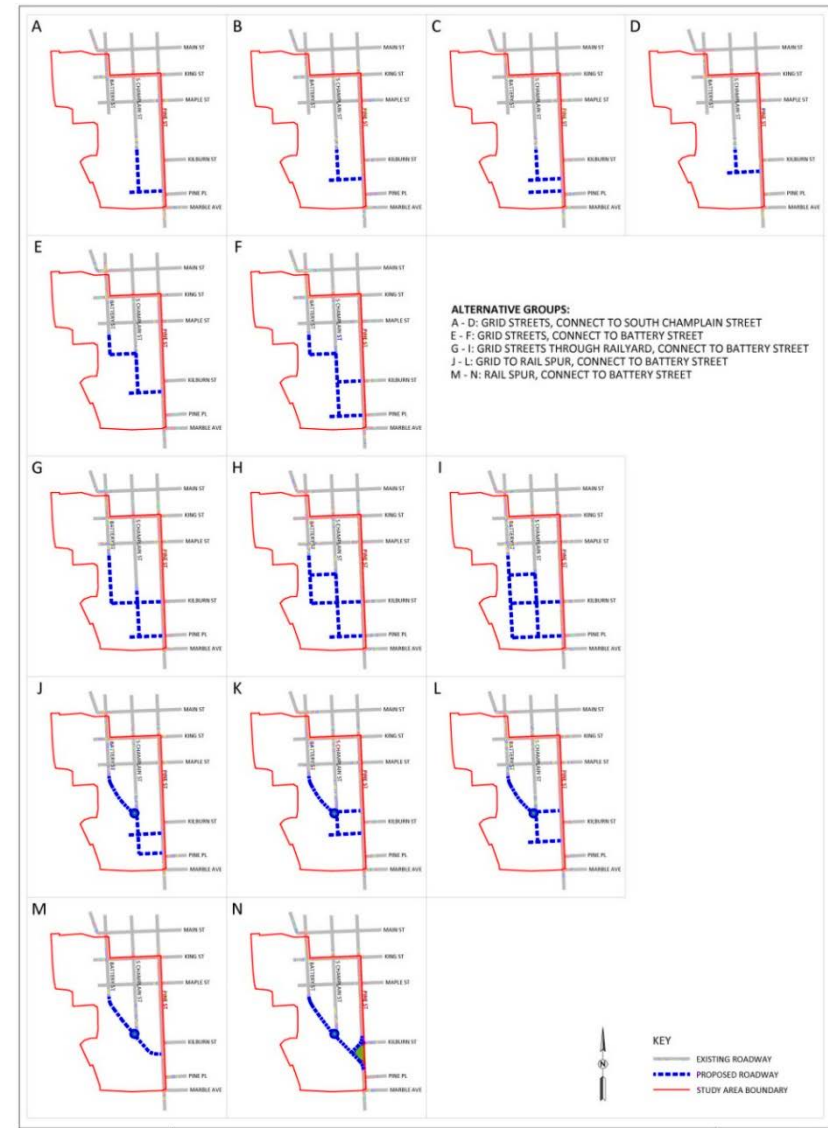
Severe Impact on Railyard

Hybrid Streets (Grids & Spur)

Connect Pine to Battery Street

Spur Streets

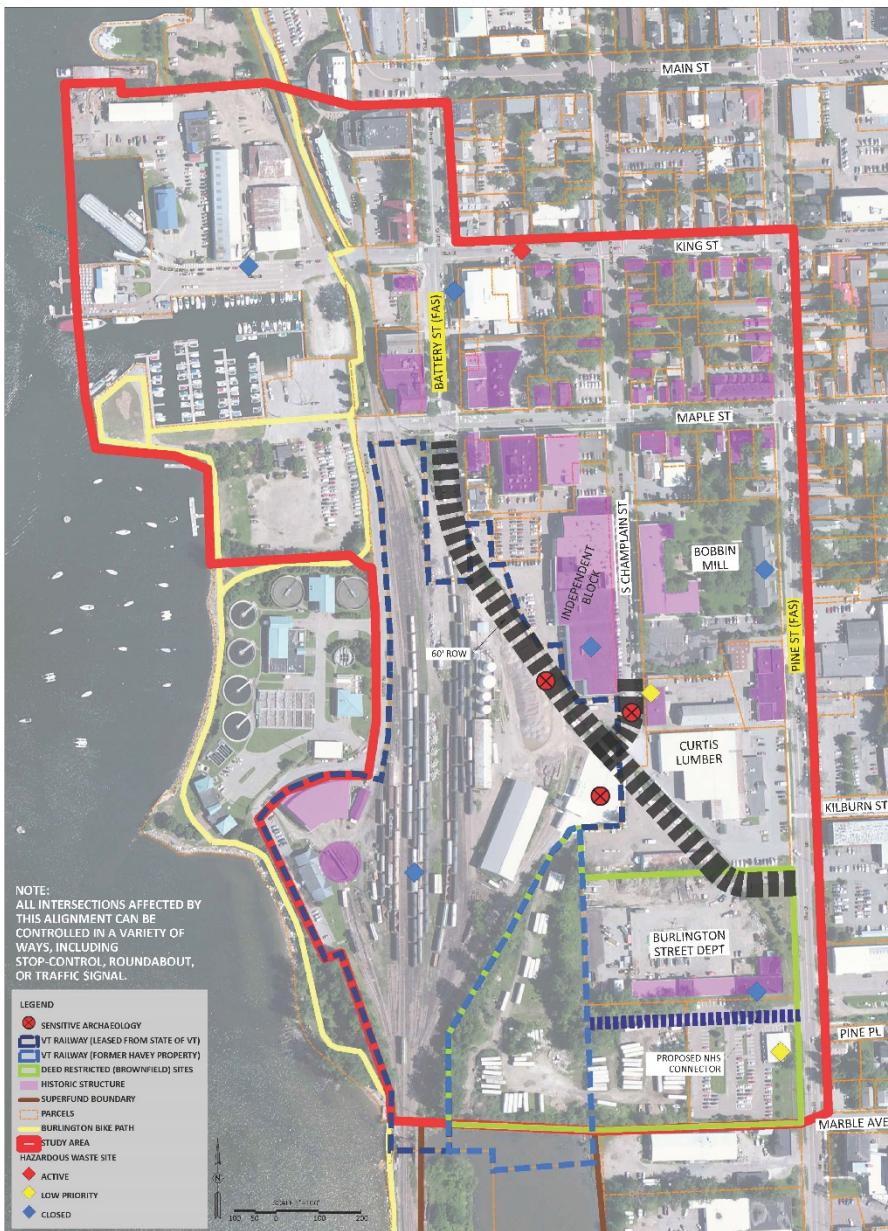
Connect Pine to Battery Street



The Process Going Forward - The Draft Alternatives

1. Develop a new list of *Draft Alternatives* (September)
2. Develop Screening Criteria for *Draft Alternatives* (September)
 - Economic development potential
 - Effectiveness in dispersing traffic, including trucks, from neighborhoods (livability)
 - Degree of multimodal connectivity
 - Impacts on bike/pedestrian/transit mobility
 - Impact on Railyard operations & access
 - Impacts to Resources
3. Evaluate *Draft Alternatives* using Screening Criteria (September)
 - Coordination with Resource Staff (FHWA, VTrans, City, CCRPC, Consultant Team)

Just a Reminder of the Previous REP Draft Alternatives...



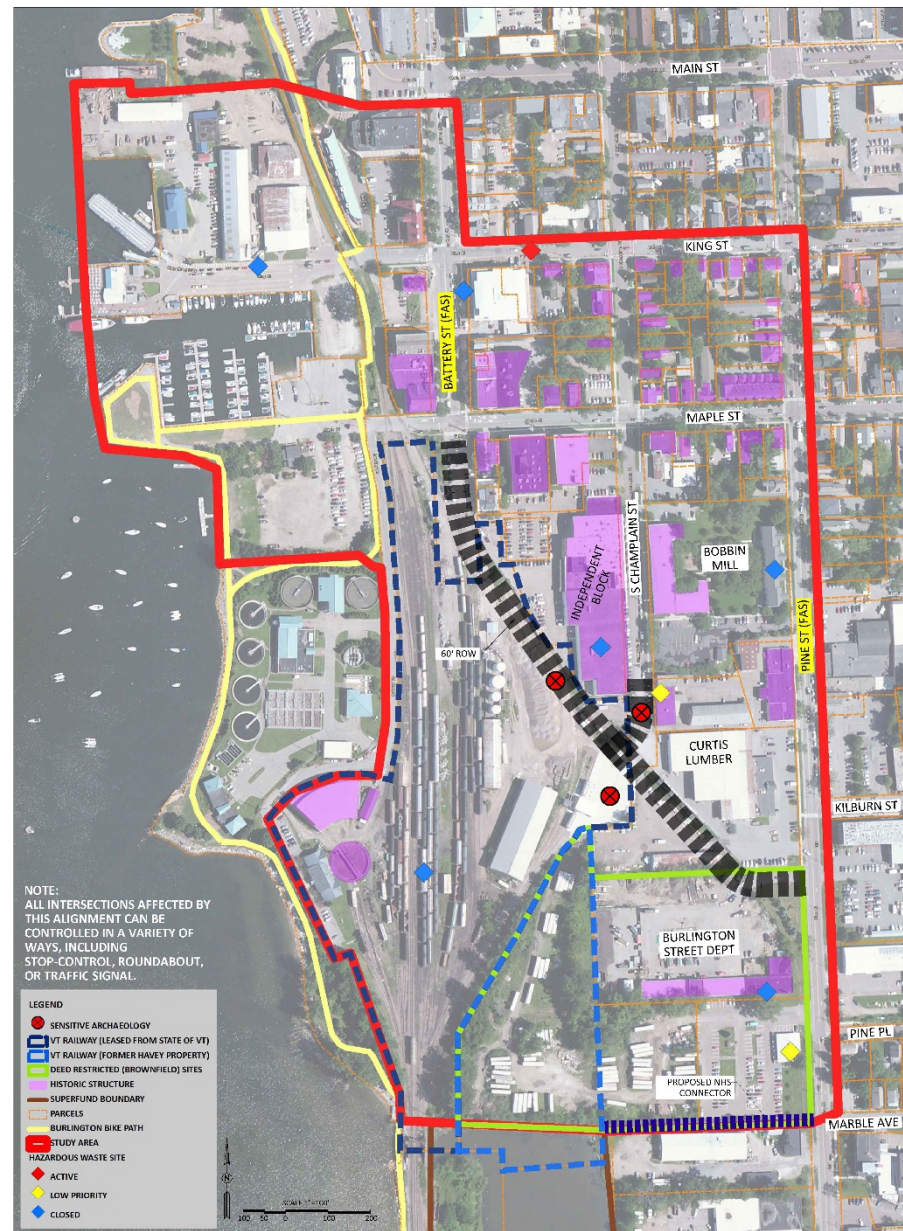
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DRAFT ALTERNATIVE - A1

CONCEPT PLAN

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DATE: 7/25/2013
PROJECT: 12211

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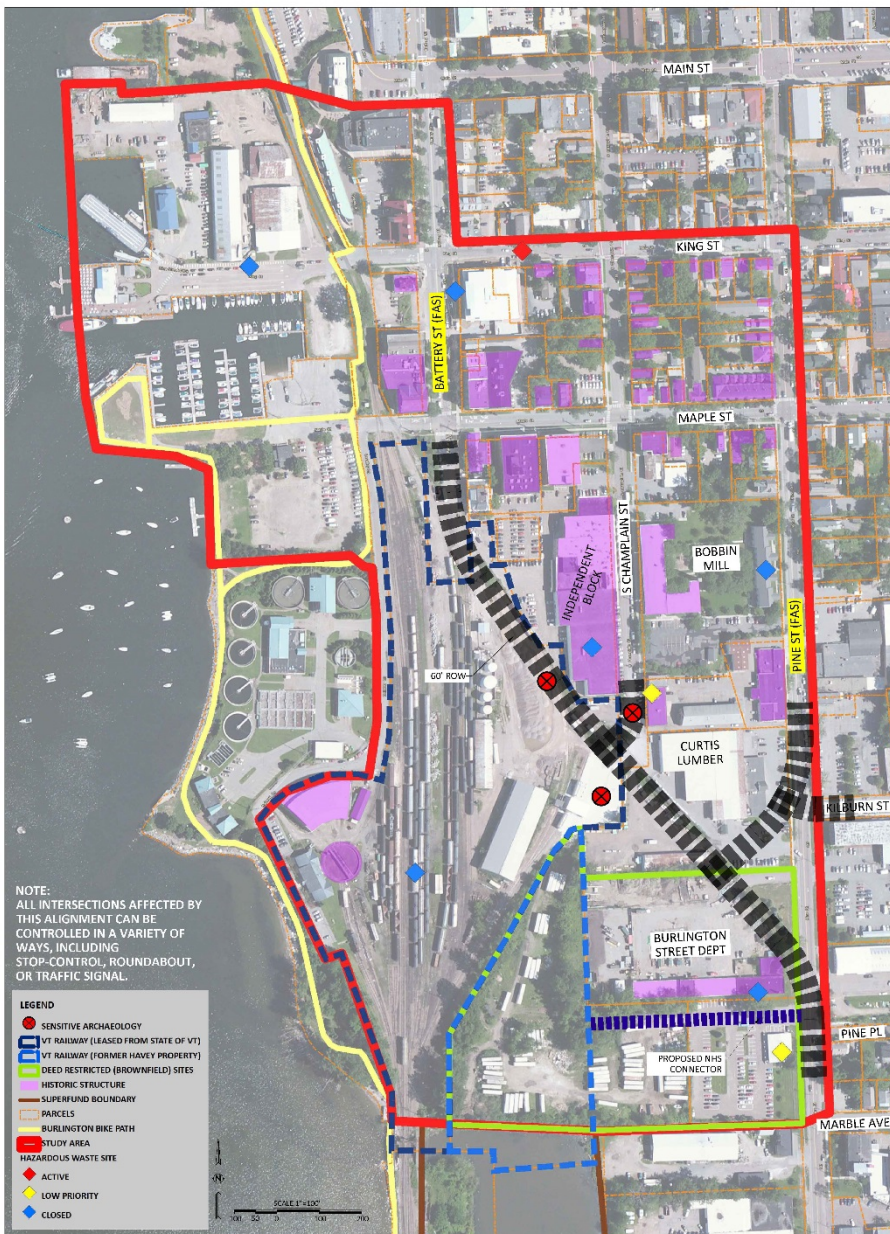
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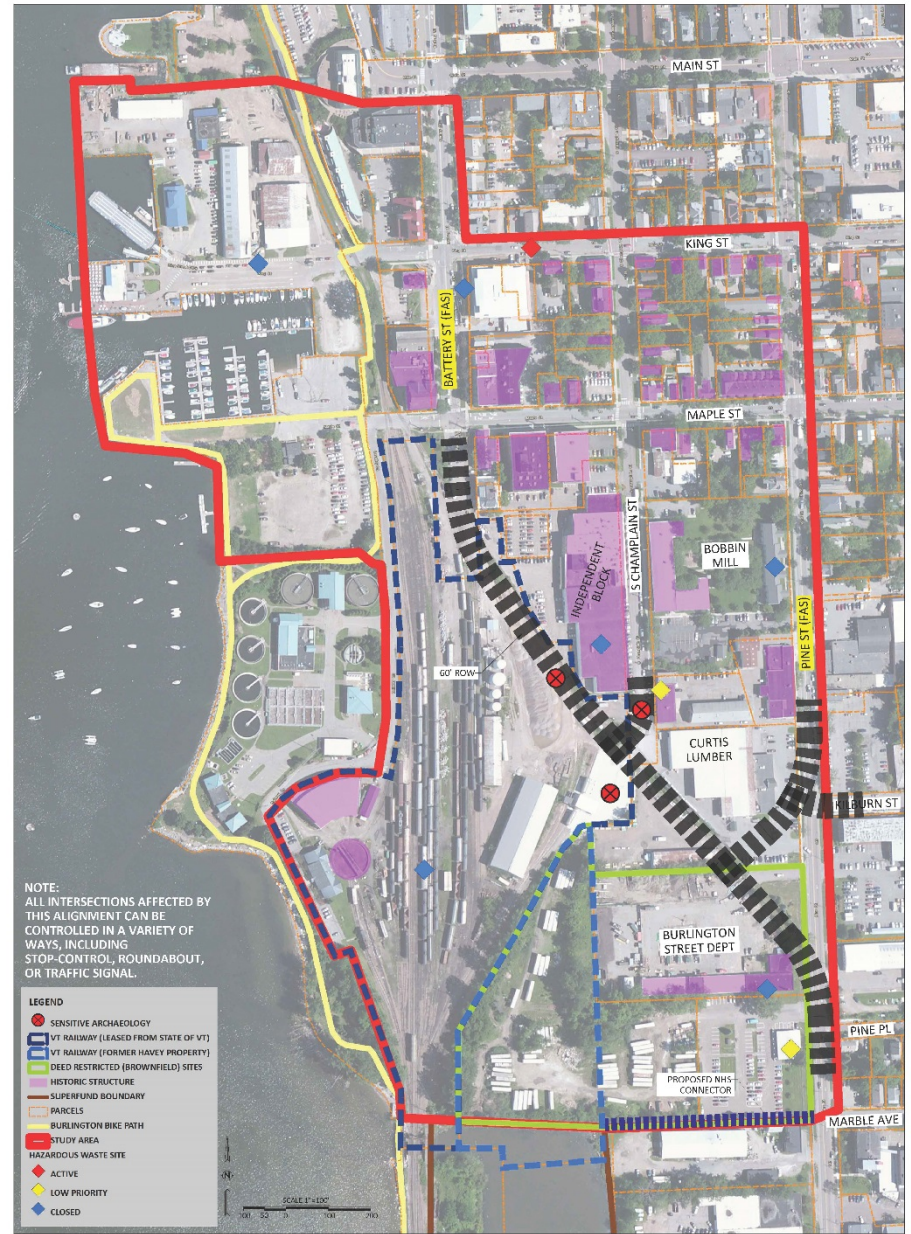
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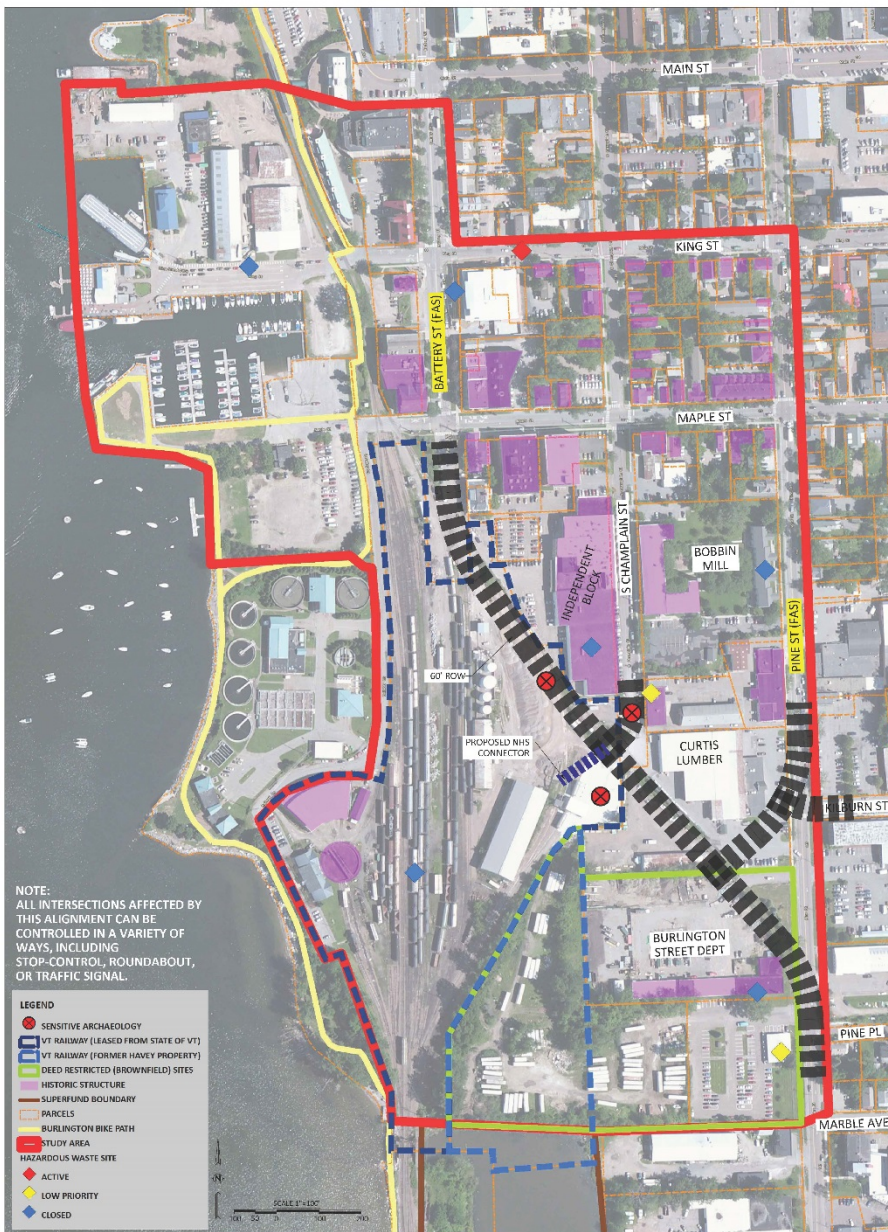
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DRAFT ALTERNATIVE - B2

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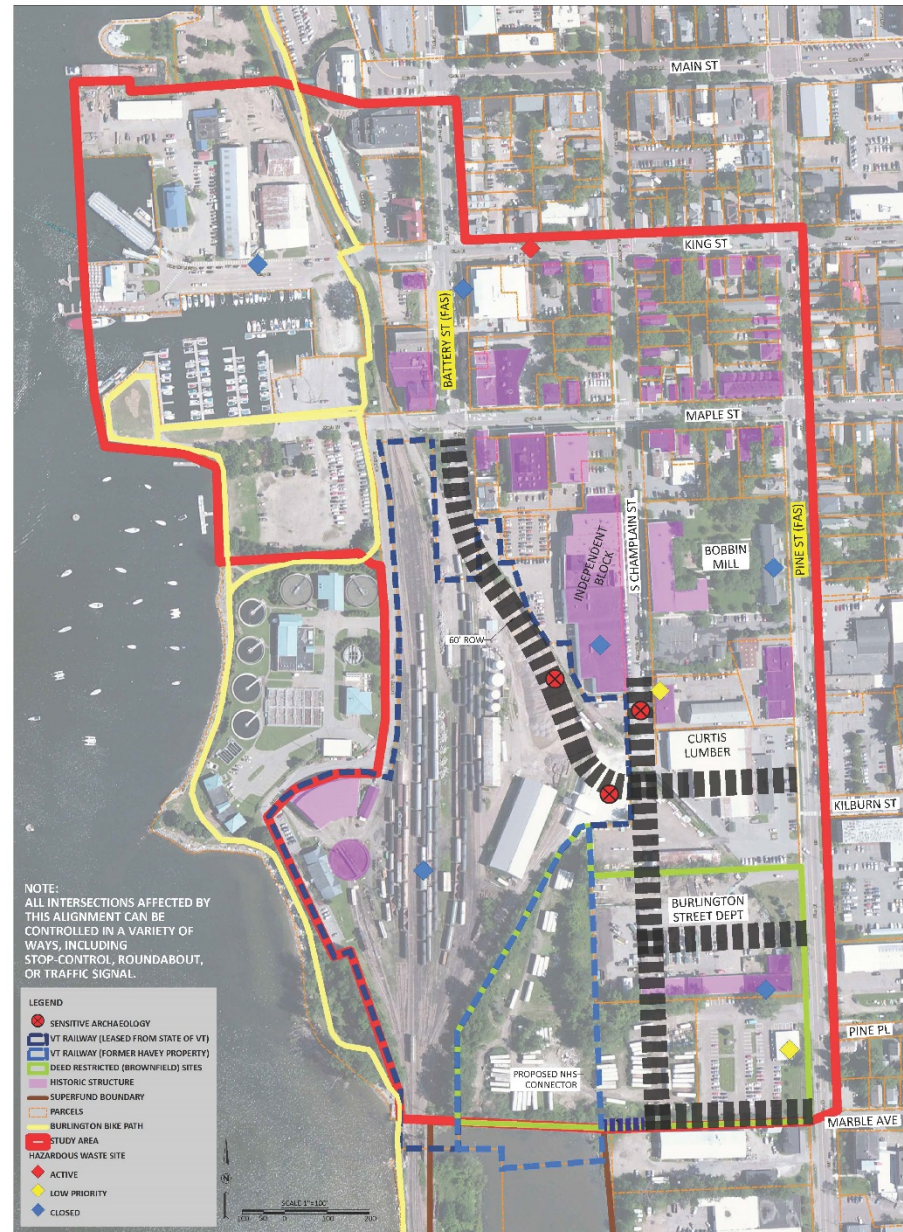
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DRAFT ALTERNATIVE - B3

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DRAFT ALTERNATIVE - C

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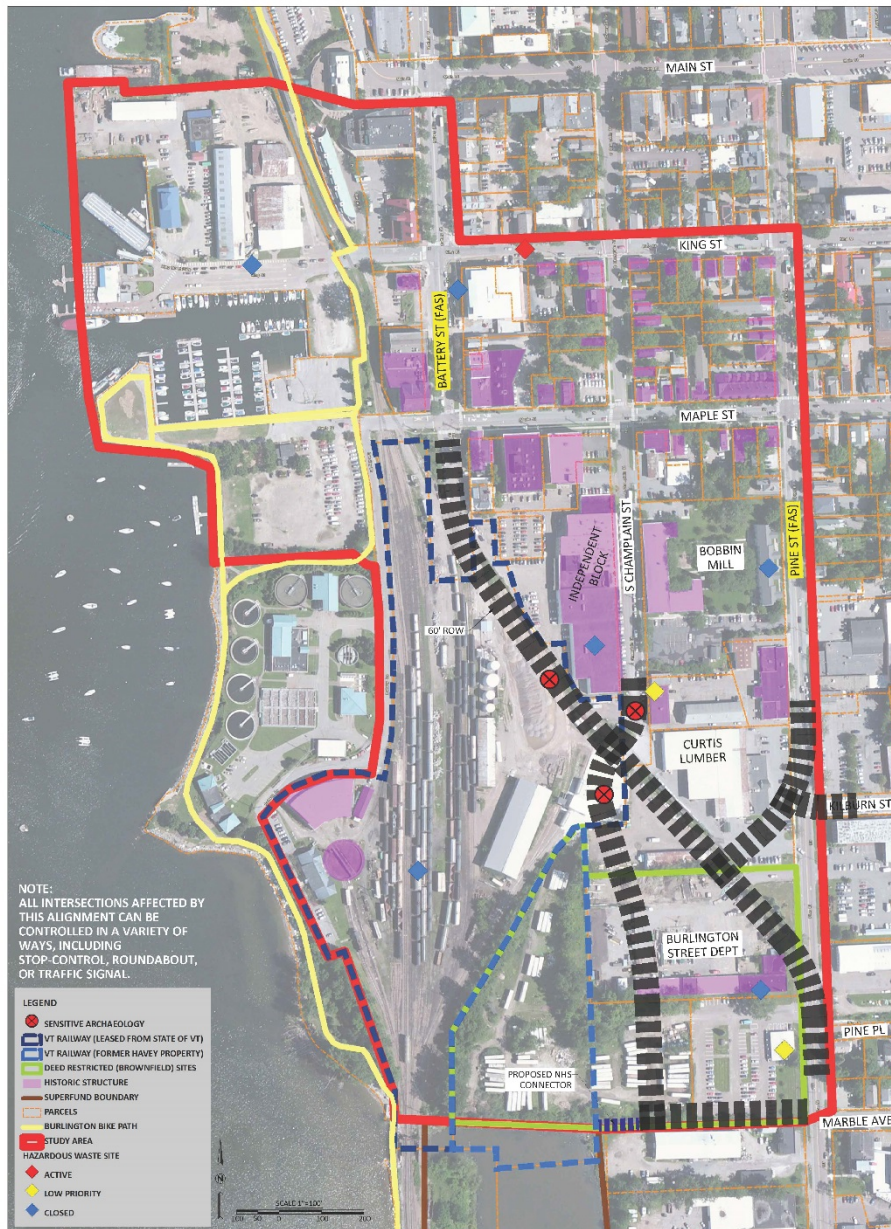
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DRAFT ALTERNATIVE - E

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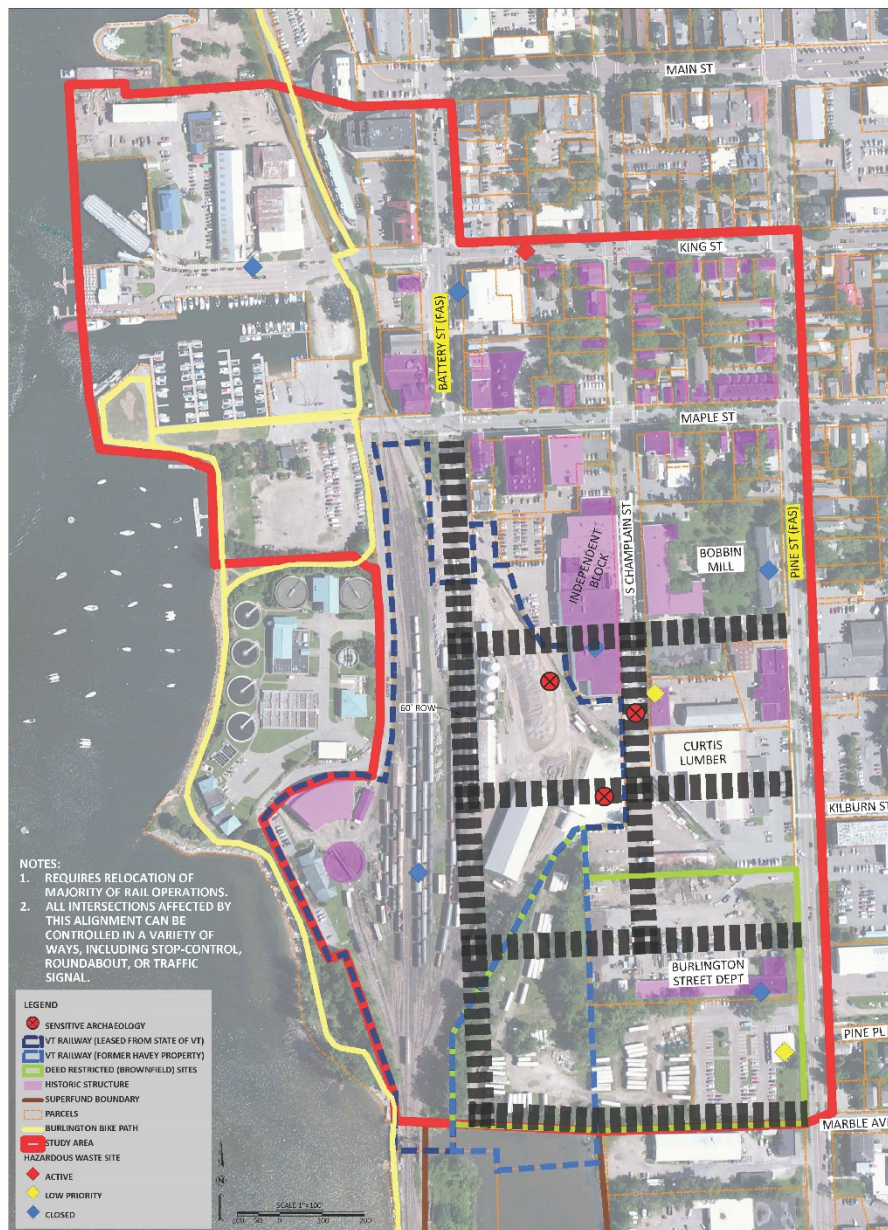
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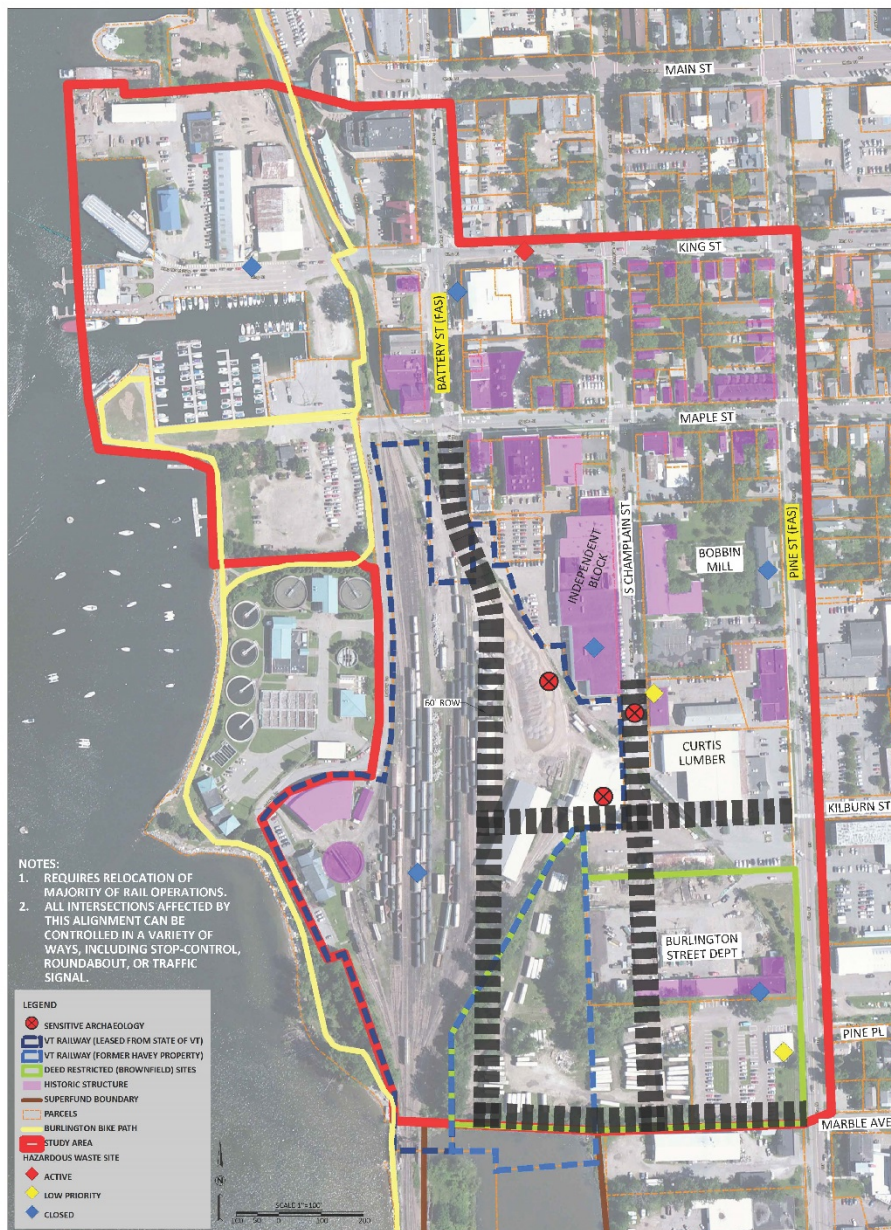
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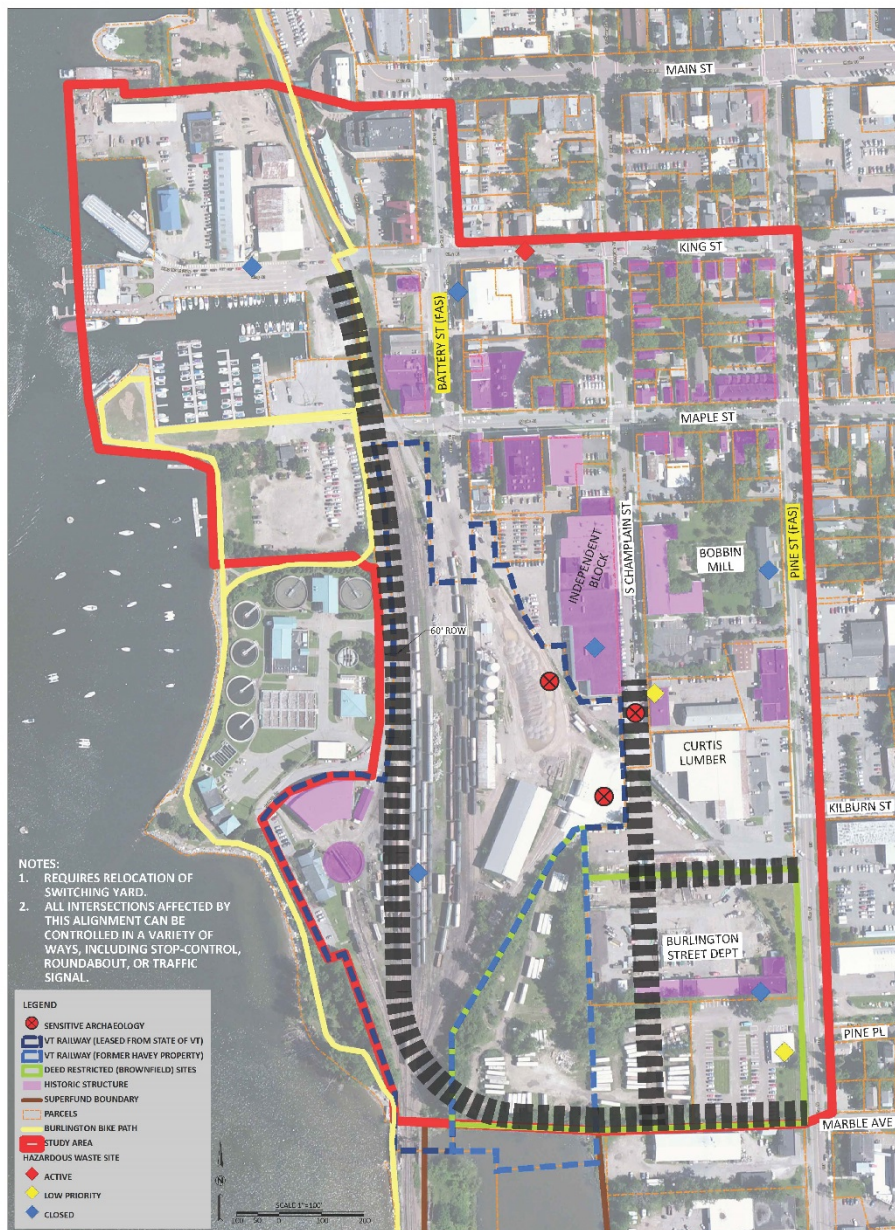
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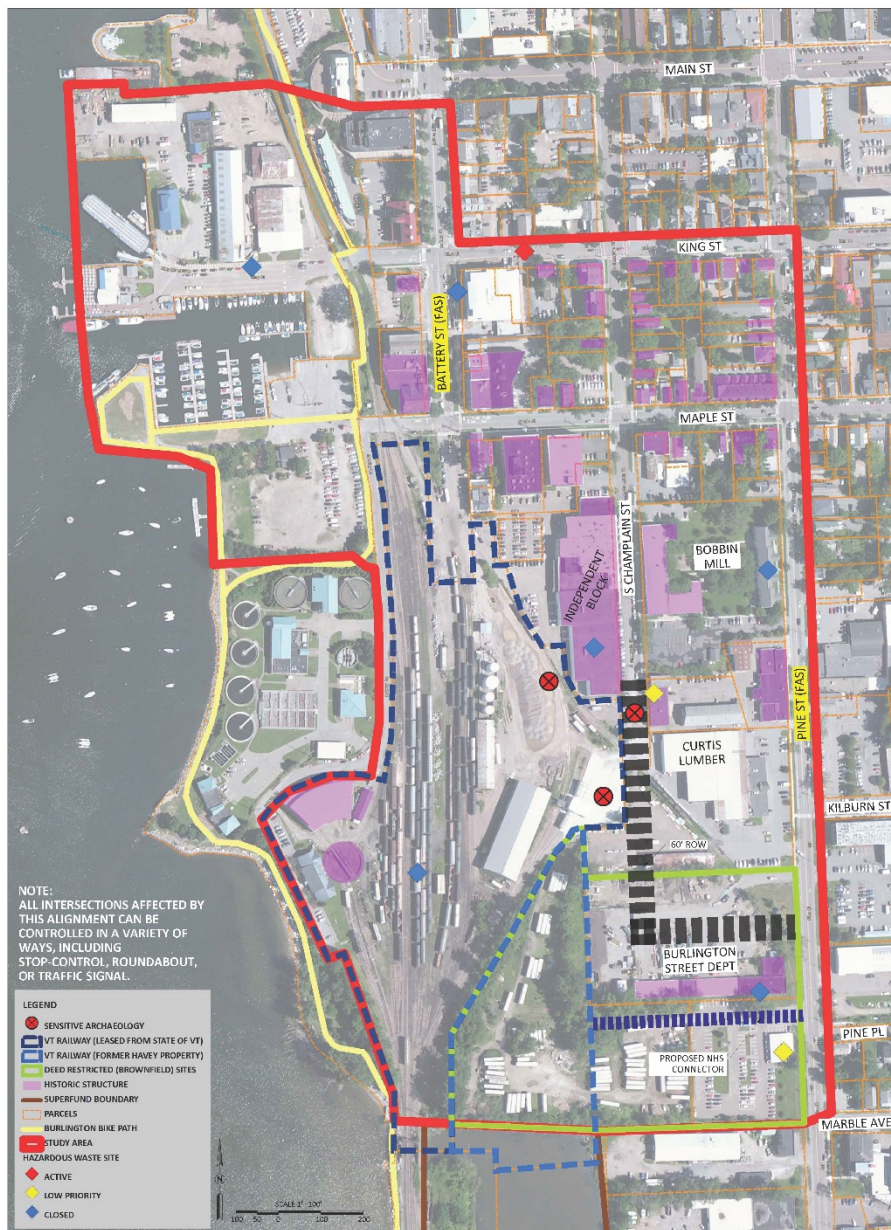
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DRAFT ALTERNATIVE - I

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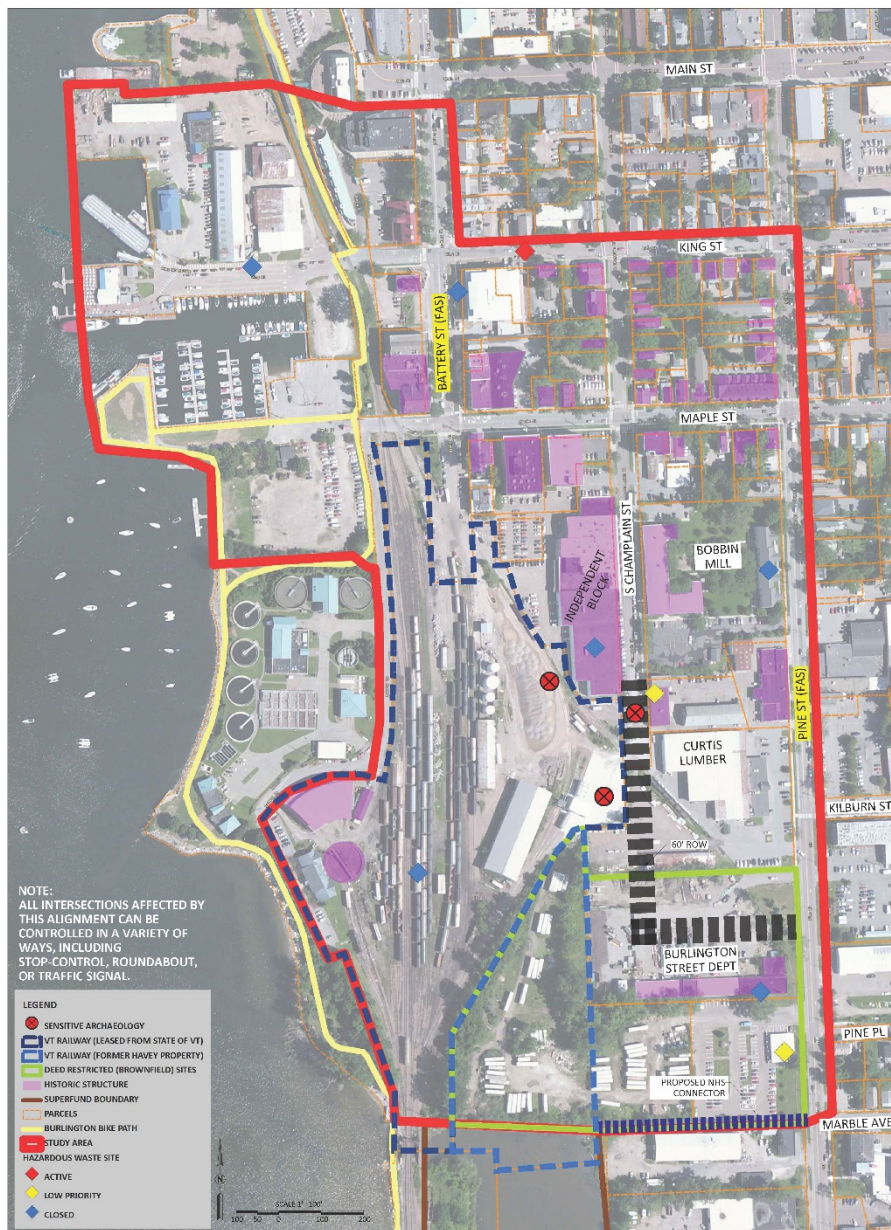
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DRAFT ALTERNATIVE - J1

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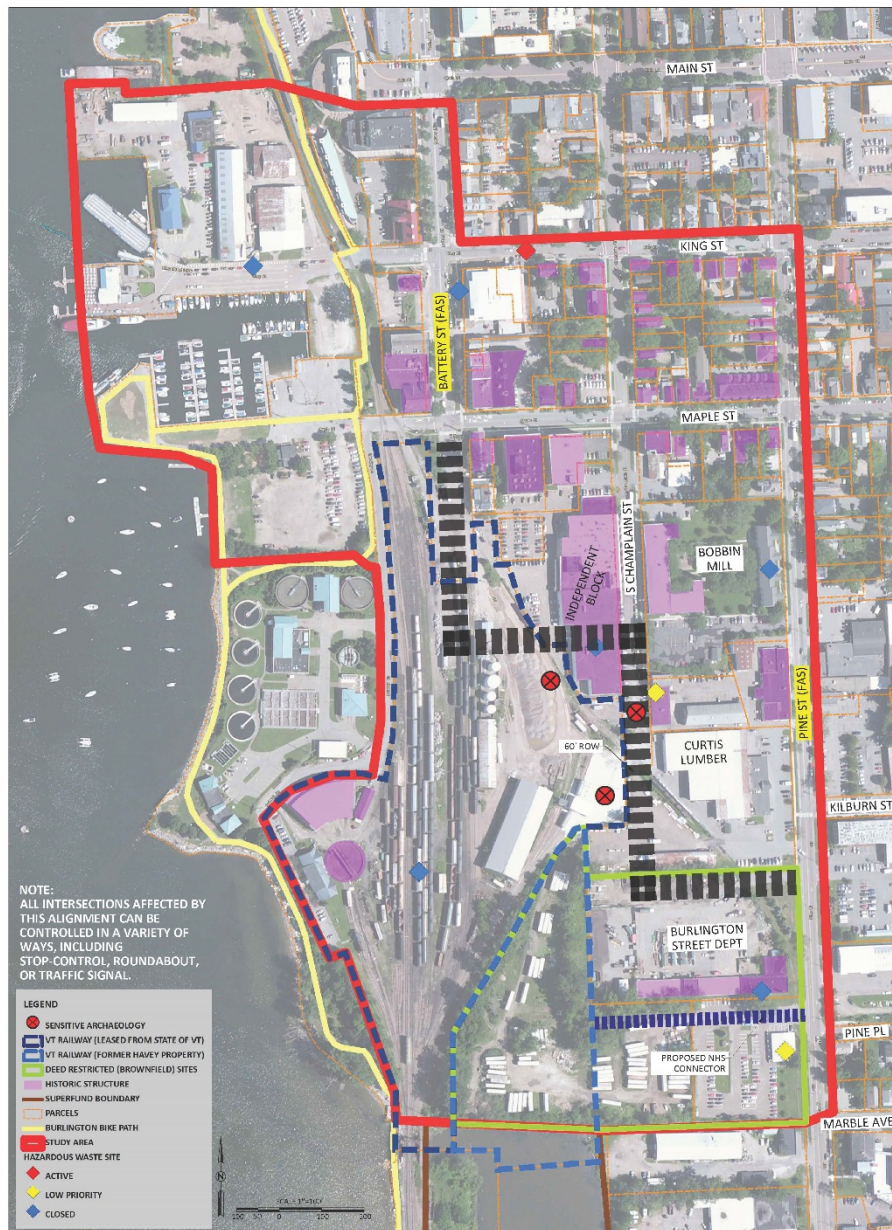
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DRAFT ALTERNATIVE - J2

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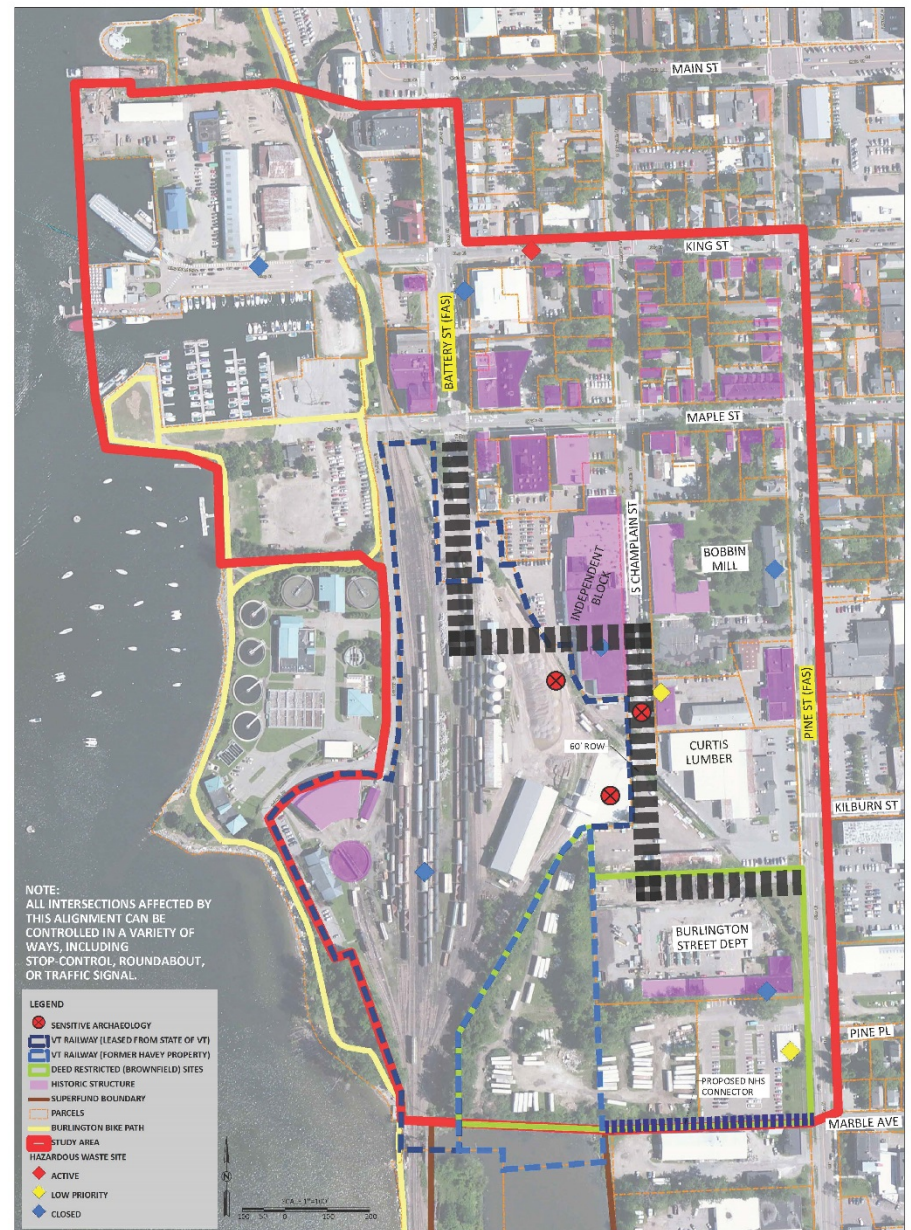
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DRAFT ALTERNATIVE - K1

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DRAFT ALTERNATIVE - K2

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The Process Going Forward - The Phase 2 Alternatives

4. Select *Phase 2 Alternatives* for more detailed evaluation (*October*)
 - Wide range of alternatives (with regard to benefits/impacts)
 - Steering Committee Input
 - Resource Agency Input (Corps of Engineers, EPA, ANR, SHPO, etc.)
5. Develop Evaluation Criteria for *Phase 2 Alternatives* (*November*)
 - Detailed/quantitative criteria
 - Coordination with Resource Staff
6. Evaluate *Phase 2 Alternatives* (*Winter*)
 - Coordination with Resource Staff
 - Steering Committee Input
 - Resource Agency Input

The Process Going Forward - The Reasonable Range of Alternatives

7. Select a *Reasonable Range of Alternatives* for the EIS

- Steering Committee Input
- Resource Agency Input (Corps of Engineers, EPA, ANR, SHPO, etc.)
- Public Meeting
- City Meetings (TEUC & City Council)

8. Scoping/PEL Report (Spring of 2015)

9. EIS (FHWA, VTrans, City)

Contact Information

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Project Web Site

<http://www.ccrpcvt.org/transportation/scoping/railyard-enterprise-project/>

