

Railyard Enterprise Project

Steering Committee Meeting #7



March 4, 2015



Meeting Agenda

- Welcome/Introductions
- Public Comment Period
- Purpose & Need Statement
- Project Update Since Last Steering Committee Meeting
 - Revised Draft REP Alternatives and Screening Criteria
 - Results of the Evaluation of the Draft Alternatives
 - Recommended Phase 2 Alternatives
- Next Steps



Purpose and Need Statement

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.



Purpose and Need Statement (abridged)

- Develop supporting infrastructure to be consistent with the long term vision of PlanBTV associated with the Railyard Enterprise Project area, that supports economic development in the area and enhances Railyard operations.
- Improve Livability and connectivity in the Railyard Enterprise Project area.
- Enhance multimodal travel connections and choices in the Railyard Enterprise Project area.
- Improve connectivity and access between nearby streets including Pine Street and Battery Street, the Burlington Railyard, a NHS-designated intermodal facility, while reducing the impacts of freight operations on adjacent neighborhoods.



Project Update Since Last SC Meeting

- Development of a new set of Draft REP Alternatives based on the revised Purpose & Need
- Development of (Qualitative) Screening Criteria
- Meetings and Site Visits with VTrans Cultural Resource Staff (*Historic Preservation and Archeology Officers*)
- Stakeholder Meetings to Evaluate the 10 Draft REP Alternatives
 - City/VTrans/FHWA/CCRPC (*2 meetings*)
 - Cultural Resource Staff (*VTrans, City, Consultants*)
 - VTrans/VT Rail – *Rail Scores*





10 Draft REP Alternatives

Screening Criteria for the Evaluation of Draft Alternatives

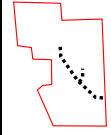
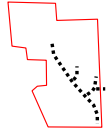




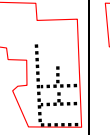



- Development Impacts
 - Historic block pattern
 - Street frontage
 - Brownfield redevelopment potential
- Transportation Impacts
 - Reduction in neighborhood traffic
 - Connectivity between the Pine Street and Battery Street corridors
 - Transit operations
- Railyard Impacts
 - Impact on switching yard operations
 - Impact on commercial yard operations
- Resource Impacts
 - Impacts to Historic Buildings /Resources
 - Impacts to Archeological Resources
 - Impacts to Private Properties



Qualitative Scores = (--, -, 0, +, ++), relative to the current condition (No Build)



Evaluation of Economic Development Potential

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G	Alternative H	Alternative I	Alternative J
Screening Criteria										
Development Impacts										
Historic Block Pattern Does an alternative create city blocks of 350-600 ft. on a side - Rectilinear grid consistent with historic pattern	0	0	++	+	+	+	++	+	+	+
Street Frontage Does an alternative create new developable street frontage - Street length created	+	+	++	+	+	++	++	++	++	+
Brownfield Redevelopment Potential Does an alternative provide redevelopment potential to low/med risk brownfield sites - Based on PlanBTV South End Existing Conditions Report - Parcels closer to Pine St identified as low/medium risk	+	+	++	+	++	++	++	++	++	+

Evaluation:

- Historic block pattern - City, FHWA, VTrans, CCRPC, Consultant
- Street frontage - City, FHWA, VTrans, CCRPC, Consultant
- Brownfield redevelopment potential – CCRPC, Consultant, VT DEC



Evaluation of Transportation Impacts

		Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G	Alternative H	Alternative I	Alternative J
Screening Criteria											
Transportation Impacts	Neighborhood Traffic Does an alternative reduce traffic from the Maple and King neighborhoods <i>- Lower friction connection reduce traffic from neighborhood</i>	++	++	++	++	++	+	+	+	0	+
	Connectivity between Pine & Battery Corridors Does an alternative enhance connectivity between the Pine & Battery Street corridors	++	++	+	+	++	++	++	+	0	+
	Transit Operations Does an alternative impact or enhance transit operations <i>- Potential for development positive impact on ridership</i> <i>- Potential to reduce bus travel time in and out of service</i>	0	0	+	0	0	0	0	0	0	0

Evaluation:

- Neighborhood Traffic - City, FHWA, VTrans, CCRPC, Consultant
- Connectivity between Pine and Battery Corridors - City, FHWA, VTrans, CCRPC, Consultant
- Transit Operations - CCTA



Evaluation of Railyard Impacts

		Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G	Alternative H	Alternative I	Alternative J
Screening Criteria											
Railyard Impacts	Rail Yard Switching Operations Does an alternative impact current rail yard switching operations	0	0	0	0	0	-	--	-	--	+
	Rail Yard Commercial Operations Does an alternative impact current rail yard commercial operations	-	-	-	-	-	--	--	--	--	+

Evaluation results provided by VTrans & VT Rail



Evaluation of Resource Impacts

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G	Alternative H	Alternative I	Alternative J
Screening Criteria										
Historic Buildings/Resources Does an alternative adversely impact historic buildings or resources	-	--	-	-	--	-	-	-	--	--
Archeological Resources Does an alternative adversely impact archeological resources	--	--	--	--	--	--	-	-	-	-
Impacts to Private Properties Does an alternative adversely impact private property - Does not include impacts to railyard property - Impacts to multiple buildings = "--" - Impacts to business operations considered equivalent to impact to building	-	-	-	-	-	-	-	0	0	--

Evaluation:

- Historic Buildings/Resources – VTrans Historic Preservation Officer
- Archeological Resources – VTrans Archeologist
- Impacts to Private Properties – City, VTrans, FHWA, CCRPC, Consultant



Draft Alternatives Evaluation Results & Phase 2 Recommendation

Screening Criteria	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G	Alternative H	Alternative I	Alternative J
TOTAL SCORE	1	0	5	1	2	1	2	2	-2	2
RANKING	6	9	1	6	2	6	2	2	10	2

Stakeholders Recommendation:

Advance Alternatives A, C, E, G and J into the Phase 2 Evaluation.



Next Steps - Phase 2 Alternatives

- ❑ Refine Phase 2 Alternatives (March)
- ❑ Develop Detailed Evaluation Criteria for Phase 2 Alternatives (*March/April*)
 - Economic development potential
 - Traffic analyses - redistribution of vehicular traffic & impact on congestion at the King and Maple Street neighborhoods
 - Resource impacts (wetlands, archaeological/historic, brownfields, etc.)
 - Potential equity impacts to local populations
 - Conformance to Town and Regional Plans
 - Right-of-Way (ROW)
 - Utility Impacts (overhead and underground, electric, telecommunications, stormwater)
- ❑ Evaluation of Phase 2 Alternatives and Development of the Evaluation Matrix (*April-June*)



Next Steps - The Reasonable Range of Alternatives

- ❑ Based on Phase 2 Results, the City will Endorse a *Reasonable Range of Alternatives* for the EIS (Summer/early Fall 2015)
 - Coordination with Stakeholder Group (City, FHWA, VTrans, CCRPC)
 - Steering Committee Input
 - Resource Agency Input (Corps of Engineers, EPA, ANR, SHPO, etc.)
 - Public Meeting
 - City Meetings (TEUC & City Council)

- ❑ Scoping/PEL Report (Fall 2015)

- ❑ EIS (FHWA, VTrans, City)



Contact Information

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Project Web Site

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

