



## MEETING NOTES

### CCMPO Park and Ride Plan

#### Public Meeting – February 17, 2010

Notes Prepared By: by Joe Segale February 18, 2010

#### Present:

CCMPO Board Members: Andy Montroll, Burlington; Jim Donovan, Charlotte; Jeff Carr, Essex; Andrea Morgante, Hinesburg; Lori Donna, Milton; Jim Dudley, Shelburne; Denis Gravelin, South Burlington; Steve Owen, Underhill; Suzanne Blanchard, Westford; George Gerecke, Williston; Mike O'Brien, Winooski; Amy Bell, VTrans; CCMPO Ex-Officio Members: Leslie Pelch, CCRPC ; Brad Worthen, BIA; Others: Lou Bresee, Lake Champlain Bikeways; Joe Segale, RSG; Annie Bourdon, Car Share Vermont; Charlie Baker, CCRPC Exec. Dir.; Chapin Spencer, Local Motion; CCMPO Staff: Michele Boomhower, Peter Keating, Christine Forde, David Roberts, Eleni Churchill, Daryl Benoit, Bryan Davis; Jason Charest, Bernie Ferenc.

#### Notes:

The purpose of this meeting was to give the public an opportunity to offer early input into the development of the CCMPO Park and Ride Plan. The meeting was held directly following the February 17, 2010 CCMPO Board of Directors Meeting and started at approximately 8:00 PM. The meeting was filmed and will be played on public access television (Channel 17). Joe Segale from Resource Systems Group used a PowerPoint to provide an overview of the plan and how it fits into the overall project development process, reviewed the role of the advisory committee and the opportunities for additional public involvement, and summarized preliminary findings resulting from the inventory of existing facilities and assessment of travel characteristics. The following comments were offered during and following the presentation:

- The scope of work includes a survey of park and ride users. Joe noted that the survey is on hold. Amy Bell pointed out that previous park and ride surveys have not been effective because response rates are so low. Jeff Carr pointed out that it would be more useful to get a handle on the people that do not use park and rides.
- There were several questions on the Gilbane Lot located on Lakeside Avenue in Burlington such as: it is available to the general public, who owns it and what types of transit service is available. Joe Segale responded that it is available to the general public but also serves as an intercept parking facility for the Hill institutions which lease the spaces through CATMA. The City of Burlington also leases spaces. CATMA provides shuttle service to the lot for its members and CCTA has several routes that serve the lot.
- Andrea Morgante asked if the high crash locations related to the park and ride lots. Joe Segale responded that in some cases yes and in other cases no. Either way, park and ride lot users need to pass through high crash locations to reach seven of the existing park and ride facilities.
- There was a discussion about whether or not a park and ride facility in the vicinity of Exit 12 would eliminate the overflow at the Exit 11 park and ride. Amy Bell responded that previous license plate surveys conducted by VTrans at the Exit 11 park and ride indicate that an Exit 12 facility would not significantly reduce demand in Richmond. Amy pointed out that VTrans is still committed to an Exit 12 park and ride as having value on its own.

- There was some discussion about whether or not commuting patterns had changed much since 2000 Census. Joe Segale reviewed the 2006 LEHD worker flow data which generally verifies the 2000 worker flows.
- Andrea Morgante noted the importance of people have a means to travel during the day after they arrive at work. They may be able to take a bus from a Park and Ride, but may not have options to travel once at work.
- Brad Worthen noted that the airport's master plan is based on doubling of passengers. Additional parking will probably be necessary. The airport will not be able to accommodate all of the parking at the terminal and is interested finding partnering opportunities for other locations. The airport is particularly interested in the Exit 12 area. About 40% of the passengers come from Canada, so locations to the north, such as Exit 17 or Exit 16, may also be of interest to the airport.
- Chapin Spencer noted that current park and ride facilities are designed to be autocratic and are not friendly for pedestrians and cyclists. Can heated shelters be provided? Consider partnerships with the private sector so that services such as a convenience store, are built along with park and rides.
- Andrea Morgante suggested that the existing visitor centers on I-89 may be candidates for park and rides. They appear to have plenty of parking and have indoor facilities.
- There was a discussion about the Crown Point Bridge, and commuters from New York. Should park and ride facilities be located to serve commuters from New York? Joe Segale responded that the number of people commuting from NY was relatively light.

The meeting concluded at approximately 9:00 pm.

