



Chittenden County Park and Ride / Intercept Facility Plan

Project Memo 2
Vision and Goals

March 24, 2010
Working Draft

Report Prepared for:

The Chittenden County Metropolitan Planning Organization, in cooperation with the Vermont Agency of Transportation.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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1.0 INTRODUCTION

The purpose of this project is to develop a Chittenden County Park and Ride Plan that is guided by overall program goals and objectives. The outcome will be a plan that identifies upgrades to existing park and ride facilities, assesses the need for and location of new facilities, updates and applies a prioritization process, and includes an implementation plan.

This scope of work for this project includes the following major tasks:

- Task 1: Project Initiation
- Task 2: Existing Park and Ride System Inventory and Demand Characteristics
- Task 3: Park and Ride Purpose and Need, Goals and Objectives
- Task 4: Park and Ride Facility Plan and Prioritization Methodology
- Task 5: Implementation Plan
- Task 6: Final and Draft Plans

This project memorandum addresses Task 3. It presents a draft vision statement with supporting goals and policies that will form the basis for prioritizing projects, and will guide future decisions about upgrades to existing facilities and the location and design of new facilities.

The vision, goals and policies in this project memorandum are in draft form and are presented as a starting point for discussion with the Park and Ride Advisory Committee.

2.0 METHODOLOGY

The draft vision statement, goals and policies were developed in light of the issues identified in Project Memorandum 1; goals, policies and objectives from related transportation plans and studies; and by reviewing goals found in park-and-ride facility plans from other areas (reviewed on-line). They also reflect comments received at a public meeting held on February 17, 2010 at the CCMPO offices

Project Memorandum 1: Inventory and Travel Characteristics (Revised February 23, 2010) presents a summary of existing issues¹. The following list contains the issues and opportunities that were considered in the development of the vision, goals and policies:

- There is a lack of publicly available parking spaces in intercept facilities in the core.
- Ten of the twenty-nine facilities access the road network at or near a high crash location.
- Most of the existing park and ride and intercept lots are accessible from streets with low levels of congestion. However, there are several locations with high levels of congestion: Exit 11/Richmond, Exit 7/Berlin, Exit 19/Saint Albans and Hinesburg.
- The following facilities are difficult to access for transit vehicles due to existing geometric constraints: Exit 10/Waterbury, Exit 11/Richmond, Exit 18/Georgia and Exit 19/Saint Albans.
- Eight of the nineteen facilities inventoried face obstacles to expansion on their current sites. The following locations have high occupancy rates and may not be expandable on their current sites: Exit 11/Richmond; Exit 18/Georgia; and Exit 19/Saint Albans.
- With the establishment of express bus service, transit riders have become an important user of park and ride facilities.

¹ For a complete list of issues, refer to Project Memo 1.



- The North Corridor houses the largest number of Chittenden County employees (over 42,000). The biggest gap between available park and ride spaces and potential demand is in the North Corridor.
- The difference between potential park and ride demand (which is high) and actual park and ride facility occupancy (which is moderate) suggests that additional park and ride facilities must be provided at locations more convenient to users.
- Most of the park and ride facilities are accessible by more than just cars. Seventeen facilities are accessible to pedestrians, nineteen are accessible by bike, and eighteen have some level of transit service.
- As TDM programs expand in Chittenden County, demand for park and ride facilities will also increase.

The vision, goals and policies for the Park-and-Ride/Intercept Facility Plan should be consistent with goals and policies of other transportation plans that affect the County. Table 1 presents a list of objectives and policies organized by broad goals (mobility, safety, economy, etc) from transportation plans and studies completed for VTrans, the Chittenden County MPO, and the surrounding regions. A more detailed summary for each plan is contained in the Attachment.

As would be expected, there are many similarities and overlap. To help make some sense out of the list, the objectives and policies have been classified relative to park-and-ride and intercept facilities as follows:

- **D** - Directly affected by and variable for different facilities and locations. These goals could affect the location, design and operation of specific facilities, and could be a factor in the prioritization of different project recommendations. In general, these goals were incorporated into the draft list of goals and policies presented in the next section.
- **I** - Inherent in the purpose of a park-and-ride/intercept facility and unlikely to change for different facilities and locations. For example, reducing the use of single occupant vehicles is an inherent purpose of park-and-ride facilities, but is not a characteristic that would distinguish one facility from another. In general, these goals were not incorporated into the draft list of goals and policies presented in the next section.



Table 1: Related Goals, Objectives and Policies from Current Plans and Studies

Goal Category and Related Objective, Policy or Idea	Relevance to Park and Rides	Related Plan										
		VT Long Range Transportation Business Plan (2009)	VT Trans Performance Measures (2008)	VT Pedestrian and Bicycle Policy Plan (2008)	VT Highway System Policy Plan (2004)	VT Public Transportation System Policy Plan (2007)	Chittenden County Metropolitan Transportation Plan (2005)	Addison County Regional Plan (2008)	Central VT Regional Transportation Plan (2008)	NW Regional LRTP (2003-2008)	Alternative Transportation to CVU (2009)	Chittenden County TDM Outreach Program (2005)
Accessibility												
Create a transportation system that offers constantly improving accessibility	I											
Create a barrier-free transportation environment; and support transportation services for senior citizens, low-income groups and the handicapped	D											
Cost												
Increase facility use to realize value of investment	D		X									
Minimize the time and cost of moving people and goods	I											
Economy												
Improve and maintain the transportation system in support of economic development	I				X			X				
Support/enhance economic development	I							X				
Optimize system efficiency	I	X										
reduce vehicle miles traveled per capita and increase public transportation ridership	I					X						
Energy												
Reduce fossil fuel emissions	I	X				X	X	X	X	X		
Establish a transportation system that uses diverse sources of power	D						X	X	X	X		
Environment												
Protect or enhance the region's built and natural environments.	D						X	X	X	X		
Mitigate or reduce greenhouse gas emissions	I							X				
Implementation												
Collaborate among planning organizations, transportation providers, employers, and communities to improve and expand facilities	D						X					X
Coordinate transportation improvements across regional boundaries	D									X		
Incorporate TDM into the development review process	I											X
Land Use												
Support Smart Growth and transit oriented development	D					X	X	X		X		
Consistency with local plans	D											X
Mobility												
Use TDM to mitigate congestion	I	X			X		X					X
Maintain and enhance regional connectivity	I					X						
Expanding the region's transit system to outlying suburban and rural areas and adjoining regions.	D						X	X				
Reduce congestion	D						X	X	X	X		
Multi Modal												
Provide traveler choice	I	X					X	X	X	X		
Support TDM	I						X	X	X	X		X
Reduce reliance on SOV	I	X					X	X	X			
Improve intermodal connectivity	D	X		X			X		X		X	
Include bicycle and pedestrian elements in all plans and designs	D			X			X				X	
Support an intercity bus network.	D					X				X		
Park-ride lots should have direct access to and from the highway system and should be laid out to facilitate passenger access to the transit service	D								X			
Provide transit service to Park and Rides	D									X		
Performance												
Monitor demand and performance	D	X			X	X	X					
Quality of Life												
Keep through traffic off the local road network	D							X		X		
Reduce the impacts of vehicular traffic on downtown and village areas	D							X				
Safety												
Create a transportation system that offers constantly improving safety	D						X	X				
System Preservation												
Preserve existing infrastructure to protect investment	D		X		X	X	X					
Improve facility condition	D		X		X	X	X					

D - Goal is directly related to Park and Rides/Intercepts and should be considered in prioritization, location and design decisions

I - Park and Ride Supports the Goal. The goal is inherent in the purpose of a park and ride/intercept facility, but is not a factor in the prioritization, location or design decision.

X - Plan contains the same or similar goal



3.0 DRAFT VISION, GOALS AND POLICIES

3.1 Vision Statement

Travelers to Chittenden County are served by a system of park-and-ride and intercept facilities that are conveniently located, well maintained, safe and clean. Drivers can easily transfer from cars to high frequency transit, can walk or bike along a connected pedestrian and bicycle network to reach their final destinations from multi-modal intercept lots that surround the County's employment centers. Park-and-ride facilities in the suburban and rural areas are served by express commuter transit service along major routes and many are within walking and/or biking distance of town centers and residential areas. The lots serve commuters, people making social and recreational trips and are often used to provide overflow parking for special events. During peak periods, most of the parking spaces are occupied, but users can always find a space. Shelters and lighting and real-time traveler information make the lots anxiety free, comfortable places to wait and many of the lots are located close to stores and services making it easy for users to take care of typical errands. The lots have been branded and are easily recognizable as a part of the regional transportation system, respect and enhance the surrounding area and are public spaces that often incorporate landscaping and public art.

3.2 Goals and Policies

1. Expand multi-modal options.

- 1.1. Provide transit service for all intercept facilities and for all park-and-ride facilities located along major routes.
- 1.2. Design all intercept facilities and park-and-ride facilities along major routes to accommodate transit vehicles.
- 1.3. Provide for bicycle access to all intercept and park-and-ride facilities.
- 1.4. Provide secure, weather-proof bike storage at all facilities.
- 1.5. Provide sidewalks to and within intercept and park-and-ride facilities that are within walking distance of residential uses and employment and service centers.
- 1.6. Locate park-and-ride and intercept facilities to provide easy access to the highway system.

2. Increase use and match the supply of parking to demand.

- 2.1. Site new facilities in convenient and underserved locations relative to demand.
- 2.2. Coordinate planning and location of new facilities with existing and future Transportation Demand Management programs.
- 2.3. Increase the number of parking spaces in an existing facility when parking demand regularly exceeds supply, if feasible.
- 2.4. Provide access to all modes (see Goal 1).

3. Preserve and maintain existing facilities.

- 3.1. Maintain all existing park-and-ride and intercept facilities in good condition.

4. Provide safe and efficient access for all users.

- 4.1. Reduce vehicular congestion on adjacent roadways at entrances to park-and-ride and intercept facilities.
- 4.2. Eliminate safety issues on roadways adjacent to park-and-ride and intercept facilities.



- 4.3. Design facilities to be barrier free to support transportation services for senior citizens, low-income groups and the handicapped.
- 5. Minimize the cost to design, construct and operate facilities.**
 - 5.1. Increase the use of existing facilities to realize the value of the investment.
 - 5.2. Minimize the cost to public agencies through the use of joint-use facilities, joint development, and privatization opportunities.
- 6. Support the Economy.**
 - 6.1. Locate park-and-ride facilities proximate to local businesses and services.
- 7. Reduce energy use and reliance on fossil fuels.**
 - 7.1. Use alternative sources of energy to provide for on-site electrical needs.
- 8. Avoid and minimize impacts to the environment.**
 - 8.1. Design and build all facilities consistent with National Environmental Policy Act requirements.
 - 8.2. Manage stormwater run-off using best practices supplemented with innovative techniques where appropriate.
- 9. Implement projects efficiently and with minimal delays.**
 - 9.1. Coordinate with surrounding regions and municipalities on the location and design of park-and-ride facilities.
 - 9.2. Include representatives from all modes in the planning and design of facilities.
 - 9.3. Seek public-private partnerships in the funding, construction and operation of new facilities.
 - 9.4. Regularly monitor parking space utilization, transit riders, bicycle and pedestrian users and user satisfaction.
- 10. Coordinate facility design and location with land use and enhance community character.**
 - 10.1. Locate and design facilities consistent with regional and local land use plans and regulations.
 - 10.2. Locate facilities such that they do not add through traffic to local streets.
 - 10.3. Incorporate transit oriented design and smart growth principles into the design and location of park-and-ride and intercept facilities.
 - 10.4. Incorporate landscaping and public art.
- 11. Create a positive experience for park-and-ride and intercept facility users.**
 - 11.1. Provide shelters, lighting and other user amenities.
 - 11.2. Provide safe and secure waiting facilities.
 - 11.3. Provide traveler information including real-time information on arrival times for transit vehicles, road closure/travel delay, weather reports, local and regional maps, and access to rideshare information.



ATTACHMENT: REVIEW OF DOCUMENTS

3.3 VTrans Long Range Transportation Business Plan (2009)

The following policy goal from the statewide transportation plan reflects the importance of intermodal access as part of the transportation system:

Policy Goal #5

Improve & Connect All Modes of Vermont's Transportation System to Provide Vermonters with Options

Strategies

- Emphasize and promote transportation system management (TSM), Intelligent Transportation Systems (ITS), and transportation demand management (TDM) strategies for addressing congestion and mobility. (Short-term strategy)
- Plan and support intermodal transportation facilities to provide multi modal options that reduce personal vehicle use and reduce Vermont's reliance on fossil fuels for meeting transportation needs. (Long-term strategy)
- Accommodate non-motorized transportation within the transportation system. (Short-term strategy)
- Conduct ongoing assessments of non-single occupant vehicle (SOV) modes to determine their economy, efficiency, and effectiveness relative to other transit opportunities to ensure mobility and accessibility. (Short-term strategy)

Ideas to bring forward:

- Provide people with options in transportation
- Foster multimodal transportation/alternative modes to optimize system efficiency
- Reduce reliance on SOV
- Use TDM to help mitigate congestion
- Improve intermodal connectivity/access between modes
- Reduce fossil fuel use and emissions
- Monitor demand and performance to ensure that the investment's value is realized

3.4 VTrans Performance Measures (2008)

This document identifies and reports on performance measures for VTrans' Asset Management program. Regarding Park & Rides, the document notes evidence that usage is increasing and is likely to continue to do so as a result of four trends:

1. VTrans has observed a direct relationship between fuel prices and Park & Ride usage.
2. VTrans is improving existing facilities with lighting, paving, appearance, and security. Usage increases as the facility and security is improved.
3. New facilities will be built and existing ones expanded to meet demand.
4. Increased connectivity with public transit.



The document defines “adequacy” as:

Excellent	Good	Fair	Poor	Very Poor
New facility	Newer facility	Gravel or paved surface	Gravel surface	Gravel surface
Has all amenities	Has all amenities	Some amenities	May have amenities	No amenities
Size is good	Size is good	Lighting	Some lighting	Brushy borders
		Well used for size	Well used for size	Little or no lighting
				Little usage

These ratings consider physical condition, security, maintenance, visual, and usage conditions. The amenities include gravel or paved surface, lighting, line striping, bus shelter, security, landscaping, visual appearance, maintenance, litter, capacity and usage. Ideally, usage should be about 60%-70% of capacity.

The two performance measures identified for Park and Rides are:

1. Spaces used

Target: increase the number of spaces used each year.

2. Average facility condition (weighted by facility size)- to illustrate preventative maintenance and cost effectiveness

Target: improve the average facility condition each year.

In addition, the document inventories the location, size, percent utilization, and adequacy/condition of VTrans Park and Rides.

Ideas to bring forward:

- Preserve infrastructure to protect investment
- Improve facility condition
- Increase facility utilization to realize value of investment

3.5 VTrans Policy Plans

3.5.1 Vermont’s Pedestrian and Bicycle Policy Plan (2008)

Policy Statement:

At each stage of planning, design, construction, implementation, operations and maintenance activities, VTrans-funded projects and programs shall reasonably include pedestrians and bicyclists. New projects, reconstruction projects and other transportation facility improvements will maintain or where feasible improve existing access and conditions for pedestrians and bicyclists to meet applicable Vermont standards. Education and encouragement programs will incorporate pedestrian and bicycle issues, as appropriate.

Ideas to bring forward:

- Include bicycle and pedestrian elements in all plans and designs
- Improve intermodal connectivity/access between modes

3.5.2 Vermont’s Highway System Policy Plan (2004)

The plan provides policies in six areas; those that relate to park and rides are:



A. Investment Priorities

Highest priority shall be placed on investments in the highway system that improve safety, preserve its physical integrity, enhance existing operations, and foster economic development.

E. Improving the System

The following priorities for improvements are established: 1) Prevent safety and capacity problems from developing through the use of access management and coordinated land use planning; 2) improved traffic operations and/or demand management strategies; 3) minor improvements to improve efficiency and capacity, such as widening shoulders, adding climbing lanes or truck pullouts; 4) major improvements such as new general purpose lanes or re-alignments; and finally 5) new facilities, including new interchanges and new bypasses.

General policy considerations for new facilities and major improvement projects may include the following: 1) the project's scope is appropriate given long-range projections of need; 2) the project is consistent with state, regional and corridor-level transportation and land use plans; 3) strategies are in place for protecting the improved facility's function in the future including intergovernmental agreements that require local jurisdictions to adopt actions supportive of access management in their local plans; 4) funding for the project (and any associated work to be undertaken by local governments) can reasonably be expected to be in place; and 5) the project was developed using established public involvement procedures.

Ideas to bring forward:

- Preserve infrastructure to protect investment
- Monitor/improve operations to optimize/promote system efficiency
- Use TDM to help mitigate congestion
- Improve and maintain the transportation system in support of economic development

3.5.3 Vermont's Public Transportation System Policy Plan (2007)

Policy Statement per Section 5083, Chapter 126 of V.S.A. 24:

It shall be the state's policy to make maximum use of available federal funds for the support of public transportation. State operating support funds shall be included in agency operating budgets to the extent that funds are available. State policy shall support the maintenance of existing public transit services and creation of new services including, in order of precedence, the following goals:

(1) Provision for basic mobility for transit-dependent persons, as defined in the public transit policy plan of January 15, 2000, including meeting the performance standards for urban, suburban, and rural areas...

(2) Access to employment, including creation of demand-response service.

(3) Congestion mitigation to preserve air quality and the sustainability of the highway network.

(4) Advancement of economic development objectives, including services for workers.

Policy Guidance from the Plan

Overall Public Transportation Policy

- The existing public transportation system in Vermont should be preserved and enhanced, provided that specific routes and services are well used by the traveling public.



- Continuous performance monitoring by VTrans and the boards of directors of the transit providers will ensure that the maximum value is realized from available resources.
- Additional public transportation funds should be used for services that support and promote the four goals stated in the 24 V.S.A., Chapter 126, § 5083.

Demographics and Transit Oriented Development

- VTrans will continue to support Smart Growth and transit oriented development as it strives to improve mobility, maintain the rural character, and avoid sprawl in Vermont. It will be the policy of VTrans to meet this objective through its own program management, through coordinated planning and cooperation with other agencies and through its role as a “statutory party” in the Act 250 development review proceedings.

Energy and Environment

- It is in Vermont’s interest to reduce vehicle miles traveled per capita and increase public transportation ridership. Reducing auto dependency ensures that the state can reduce vehicle emissions and meet greenhouse gas targets.
- VTrans will promote the use of public transportation as an energy-saving transportation alternative compared to single occupancy vehicle travel.

Intercity Bus and Regional Connections

- VTrans will support a vital intercity bus network in Vermont, serving both intra-state travel and travel to other metropolitan areas in New York, New England, and Quebec by providing attractive and accessible facilities (park-and-rides with bus shelters) at convenient locations along major travel corridors.
- VTrans will work to improve connectivity between public transit provider services and private-sector operations that serve markets outside Vermont, and to provide easy access to information about those services at intermodal facilities and via the Internet.

Ideas to bring forward:

- Provide people with options in transportation
- reduce vehicle miles traveled per capita and increase public transportation ridership
- Improve and maintain the transportation system in support of economic development
- Preserve infrastructure to protect investment
- Focus improvements and funding on utilized facilities (no improvements for the sake of improvements)
- Monitor demand and performance to ensure that the investment’s value is realized
- Support Smart Growth and Transit Oriented Development. Make the connection between transit network and land use/development
- Reduce reliance on SOV
- Reduce fossil fuel use and emissions
- Maintain and enhance regional connectivity
- Support an intercity bus network by providing attractive and accessible facilities (park-and-rides with bus shelters) at convenient locations along major travel corridors.
- Improve intermodal connectivity/access between modes



3.6 VTrans Park-and-Ride Study (2004)

Three points that emerged from this study and which could be brought forward as goals are:

1. Identifying potential sites for new or expanded facilities should use the priorities and criteria put forth by Regional Planning Commissions.
2. Collaborate with public transit providers, Regional Planning Commissions and local communities on park and ride planning.
3. Where appropriate, VTrans will include public transit access in park-and-rides (that is, shelters, bus turn-arounds, parking/pickup areas, etc.).

Ideas to bring forward:

- Collaborate among planning organizations, transportation providers, employers, and communities to improve and expand facilities
- Improve intermodal connectivity/access between modes

3.7 2025 Chittenden County Metropolitan Transportation Plan (MTP) (2005)

Among the MTP goals that relate to park and rides are:

- Goal 1: Preserve and improve the physical condition and operational performance of the existing transportation system.
- Goal 3: Create a transportation system that offers constantly improving safety, accessibility, flexibility, and comfort for everyone.
- Goal 4: Establish a transportation system that minimizes the time and total cost of moving people and goods, allowing the region's economy to thrive.
- Goal 5: Protect or enhance the region's built and natural environments.
- Goal 7: Provide levels of access and mobility that insure people and goods can travel when and where they need to go.
- Goal 8: Consider ways to improve transportation system efficiency before increasing transportation capacity.
- Goal 9: Establish a transportation system that uses diverse sources of power and maximizes energy efficiency and conservation.
- Goal 10: Develop a transportation system that features a variety of travel modes and encourages the reduction of single-occupant vehicle use.¹

The MTP summarizes results from the Year 2000 Public Opinion Survey, showing that out of seven transportation strategies, transit service was ranked fourth most important; within that category, providing express transit services to rural towns and park and ride lots was one of the two most highly rated issues.²

Park and ride related priorities established by the 2025 MTP include:

¹ CCMPO 2025 MTP, page 12.

² CCMPO 2025 MTP, page 15.



- System maintenance, defined as keeping the existing transportation infrastructure of roads, bridges, transit, bicycle and pedestrian facilities, and inter-modal facilities in acceptable operational condition.
- Future acceptable conditions will be determined by using accepted standards such as VTrans' asset management system or municipal infrastructure management systems.
- Expanding the region's transit system to outlying suburban and rural areas and adjoining regions.
- Employing more TDM strategies through employer based trip reduction programs and an expanded network of park and ride facilities.
- Implementing Transportation System Management (TSM) strategies, including Intelligent Transportation Systems (ITS) investments, intersection improvements and access management along major arterials, to improve the efficiency of the existing infrastructure.
- Addressing corridor congestion problems along key arterials with capacity enhancements as needed.¹

Ideas to bring forward:

- Foster multimodal transportation/alternative modes to optimize system efficiency
- "Consider ways to improve transportation system efficiency before increasing transportation capacity."
- Improve and maintain the transportation system in support of economic development
- Reduce reliance on SOV
- Reduce fossil fuel use and emissions. Establish a transportation system that uses diverse sources of power.
- Protect or enhance the region's built and natural environments.
- Expanding the region's transit system to outlying suburban and rural areas and adjoining regions.

3.8 Chittenden County TDM Education, Outreach and Support Program (2005)

The TDM program for Chittenden County begins by outlining a process for branding the initiative to reflect its services, mission, or locale. The document recommends that TDM initiatives should focus first in Burlington, Vermont's largest employment center. Downtown Burlington, in combination with the Waterfront, and Pine Street Corridor represent the priority activity center based on employment density, parking costs, and existing congestion. Beyond Burlington, the plan identifies the IBM area, Taft Corners, and I-89 Exit 16 for expanded TDM services.

The plan recognizes that implementation of TDM programs needs to be facilitated through cooperation and coordination between the TDM partners (CCMPO, CCTA, municipalities, CATMA, employers, etc) and reinforced through the land use planning and development review process. Specific actions are recommended to provide support for municipalities that seek to incorporate TDM into their development review process.

¹ CCMPO 2025 MTP, page 61.



Stakeholders were interviewed as part of the process. Comments from stakeholders that are related, directly or otherwise, to park and rides are summarized below. The interviews were conducted in 2004 and 2005 and some of the information is dated.

- **City of Burlington:** Intercept parking lots coupled with shuttle services hold promise for easing congestion and parking supply issues.
- **Burlington Business Association:** The group, which promotes the economic vitality of Burlington, would like to see improved transit and shuttle services for both shoppers and store workers.
- **Burlington Town Center:** The shopping mall management and the store operators are primarily concerned with balancing customer and employee access including roadway congestion and convenient parking.
- **Chittenden Bank:** This major bank operations center has made a commitment to remain in downtown Burlington and is concerned that employees have convenient and dependable transportation for their daily commute. Currently, about 20% of the bank's 500 employees use the PARC Shuttle (depends on the satellite parking facility on Lakeside Avenue) whose monthly \$15.00 fee is paid by the bank. In contrast, employees who drive alone pay for their own parking at a rate of \$65.00/month. While bank employees are the primary PARC Shuttle users, additional capacity does exist that needs to be marketed to a broader commuter base.
- **Town of Colchester:** For new developments with over 250 parking spaces, the town asks that developers or employers consider carpooling programs, structured parking, and/or transit passes. Currently, the policy is applied on a case-by-case basis. Colchester has a good relationship with employers in the region. Formalizing requirements may be perceived as anti-business.
- **IBM:** This major employer, located in Essex Junction, employs over 6,000 people who work in an interconnected building complex. The facility is sited on 710 acres of land that includes 7,000 parking spaces and more than seven miles of roadway. To manage traffic congestion in and around the worksite, the company provides some TDM initiatives, including reverse lane signalization to manage peak morning and afternoon traffic flow, a 12-hour three-day/four-day manufacturing schedule, a two-hour daily schedule flexibility for administrative staff, preferential parking for 50 carpools and 10 owner-operated vanpools, two bus stops on the property, and a summer bicycling program.
- **IDX:** This corporate headquarters site, located south of Burlington, employs about 700 people, primarily in administrative and accounting positions, as well as in software development, sales, and technical support. While most employees currently drive alone to this worksite, the company provides a 100% transit subsidy and other TDM initiatives, including preferential carpool parking, that support alternatives to driving alone. The company's transportation-related concerns include permitting for development/expansion and driving/walking safety for employees and it is willing to offer other publicly sponsored commuter services at the worksite.

Ideas to bring forward:

- Incorporate Park and Rides into the branding process for TDM programs
- Priority areas for TDM services are Burlington, Essex (IBM), Taft Corners, and Exit 16. Park and Rides/Intercept facilities to serve employees in these areas should also be a priority.
- Incorporation of TDM programs into the development review process could lead to an additional implementation and funding opportunities for park and ride facilities.

3.9 Addison County Regional Plan: Transportation Section (2008)

The Addison County transportation plan includes a brief section on Park-and-Rides and how they tend to be used in that region:



There are a total of nine Park-and-Rides in Addison County. These facilities serve transit and/or carpools. The Bristol and Ferrisburgh/Vergennes facilities are considered the two official state Park-and-Rides, having received grants from the VTrans Park-and-Ride program. Many of the lots are informal with few, if any, amenities (such as bicycle racks, public telephones, lights, or shelter). VTrans' 2004 Park-and-Ride Study identifies other areas where Park-and-Ride facilities are needed, such as New Haven near the intersection of US 7 and VT 17, and Addison near the intersection of VT 17 and VT 125.¹

The establishment of new and improvement of existing Park and Rides is supported by many of the goals in the Addison Country transportation plan:

- *Preservation and Sustainability of Infrastructure Goal #2: Develop limited new infrastructure designed to reduce congestion, promote safety and enhance economic development.*
- *Preservation and Sustainability of Infrastructure Goal #11: Improve major corridors and preserve the function of the arterial highways while simultaneously working to preserve healthy village communities impacted by these corridor movements.*
- *Preservation and Sustainability of Infrastructure Goal #12: Improve safety and system performance by keeping through-traffic and freight off of the local road system and on the arterial network.*
- *Energy and Environment Goal #1: Encourage development of alternative fuels, technologies and infrastructure to reduce dependence on fossil fuels, support local energy economic initiatives and mitigate or reduce greenhouse gas emissions.*
- *Energy and Environment Goal #2: Address mobility issues related to an aging population, increasing transportation costs and energy scarcity.*
- *Energy and Environment Goal #3: Encourage development and use of practical and economically viable public transit and other alternative modes of transportation.*
- *Energy and Environment Goal #4: Encourage and enable walking and biking.*
- *Economic Opportunities Goal #1: Identify and implement opportunities to remove freight and passenger travel from the roadway system and on to alternative modes of transport such as rail.*
- *Economic Opportunities Goal #3: Create healthy and accessible local communities by supporting road network improvements to reduce the impacts of vehicular traffic on downtown and village areas.*

Preservation and Sustainability of Infrastructure Goal #11 is targeted at corridor movements between Addison and Chittenden counties and demonstrates an opportunity for transit and Park-and-Rides to support the plan goals:

Policies for accommodating major corridor movements (particularly those to and from Chittenden County) focus on shifting traffic from local and collector roads to arterial highways such as US 7, VT 22A, and VT 116. They support the goal of maintaining and improving mobility along arterial highways while addressing congestion and traffic conflicts in village centers. Likewise, employing tools such as travel demand management (TDM) techniques, access management, and planning regulations can help improve operations on the existing network.²

More general recommendations in the plan include monitoring demand to ensure that public transportation service is supported by Park-and-Ride capacity³ and encouraging alternative modes such

¹ Addison County Regional Plan, page 6-54.

² Addison County Regional Plan, page 6-13.

³ Addison County Regional Plan, page 6-21.



as transit, walking and bicycling; promote shared rights of way among vehicles, bicycles and pedestrians.¹

Ideas to bring forward:

- Carefully and thoughtfully expand and build new infrastructure where needed
- Shift through/regional traffic back onto arterials corridors and off of local roads
- Reduce fossil fuel use and emissions
- Foster multimodal transportation/alternative modes to optimize system efficiency
- Reduce reliance on SOV
- Monitor transit demand to ensure that it is supported by adequate park and ride capacity

3.10 Central Vermont Regional Transportation Plan (2008)

Among the Central Vermont RTP goals that are relevant to this park and ride plan are:

GOAL 1. To achieve a regional transportation planning process that is comprehensive, multimodal, and public, and is integrated with regional and local land use planning as outlined in the Central Vermont Regional Plan.

GOAL 3. Enable the transportation system to operate at its highest efficiency by managing travel demand and encouraging shifts to under-utilized and more efficient travel modes.

Policies

1. Develop a strategy that encourages maximum use of all available transportation resources and allocates those resources to the optimum functioning of the transportation system.
2. Support the education of the Region’s employers in the development of Travel Demand Management Programs (e.g. telecommuting, flextime, compressed work weeks, rideshare matching, preferential parking, commuter fringe benefit, etc.). Facilitate the establishment of Transportation Management Associations to organize and administer TDM programs.
5. Consider new or expanded public transit services that serve intra-regional and intercity travel needs.

GOAL 4. To integrate modes of travel in order to allow for their most effective use and ultimately reduce dependence on single occupant vehicles.

Policies

1. Encourage the development of park and ride lots for car and van pools, and encourage employers to provide incentives to car and van pool users.
2. Promote physical and operational connections between various modes of transportation.
3. Ensure adequate mobility for all segments of the population, including residents who cannot or do not use private automobiles.
4. Foster a sense of mutual respect among users of the various modes of transportation.
5. Encourage the availability of multiple options for the movement of people and goods.

GOAL 9. To promote a regional public transportation system.

¹ Addison County Regional Plan, page 6-15.



The RTP also notes that the City of Montpelier is planning a multimodal visitors' center on the site of the Carr Lot (current location of the Vermont Transit Station) in downtown Montpelier, which would incorporate transit, bicycles, pedestrians, and intercept parking in support of the City parking policy.

The RTP recognizes the full multimodality of park and rides and the importance of their connectivity with the rest of the system:

it is critical that the public transit services (whether intra-regional or inter-regional) be designed in conjunction with the feeder and access systems serving either end of the transit trip. Pedestrian systems feeding transit stops should have continuity and be complete. Park-ride lots should have direct access to and from the highway system and should be laid out to facilitate passenger access to the transit service.¹

Ideas to bring forward:

- Provide people with options in transportation
- Foster multimodal transportation/alternative modes to optimize system efficiency
- Reduce reliance on SOV
- Use TDM to help mitigate congestion
- Improve intermodal connectivity/access between modes

3.11 Northwest Regional Long-Range Transportation Plan (2003-2008)

The Northwest Regional Planning Commission's transportation plan includes goals and policies² that concern Park and Rides:

2) Foster Extra-Regional Cooperation: When developing policies, plans, projects, and programs emphasize cooperation with all transportation organizations and with municipalities and private employers.

- Encourage the development of inter-city and inter-regional public transportation systems where feasible.
- Seek to attain consistency with local plans within the planning and project prioritization process.
- Support regional and extra-regional cooperation in the development of recreation and bicycle trails.
- Coordinate transportation improvements and management objectives across regional boundaries.

4) Emphasize Public and Alternative Transportation: Seek a reduction in the dependence of the private automobile as the principal means of transportation.

- Expand and support new and existing public transportation services that are affordable to regional residents and are energy efficient.
- Address the problems associated with rural transportation including the movement of people and goods, and access to recreation opportunities and economic development.
- Support efforts towards retaining in full use and good repair the operating rail and air service within and to/from the region.

¹ Central Vermont Regional Transportation Plan, page 102.

² Northwest Regional Long-Range Transportation Plan, Section 1.4.



- Promote transportation in growth centers, downtowns, and village centers that feature bicycle, pedestrian and other non-motorized forms of transportation.
- Promote ride-sharing activities.
- Encourage the creation of a barrier-free transportation environment; and support transportation services for senior citizens, low-income groups and the handicapped.

The plan describes general strategies to be applied to all corridors in the region¹:

#8 Integrate transit routes. Connections can be made at park and ride lots.

#9 Integrate transit and multi-modal facilities.

Like the Addison County transportation plan, the Northwest plan includes a policy to “promote the use of arterial and collector roads for through traffic and discourage through traffic on local roads.”²

Ideas to bring forward:

- Collaborate among planning organizations, transportation providers, employers, and communities to improve and expand facilities
- Reduce reliance on SOV
- Foster multimodal transportation/alternative modes to optimize system efficiency
- Shift through/regional traffic back onto arterials corridors and off of local roads
- Provide people with options in transportation
- Improve intermodal connectivity/access between modes

3.12 Alternative Transportation to Champlain Valley Union High School (2009)

As part of a CCMPO Transportation Action Grant, Local Motion and CVU students completed the *Alternative Transportation to Champlain Valley Union High School* study. The study considered seven concepts to improve the use of alternative transportation among students, one of which focused on the importance of intermodalism for students who do not have the option of driving themselves. Improving pedestrian and bicycle accessibility to Park and Rides (including the provision of bike racks) so that they can transfer to a bus or meet a carpool would help student mobility.

Ideas to bring forward:

- Foster multimodal transportation/alternative modes to optimize system efficiency
- Provide people with options in transportation
- Improve intermodal connectivity/access between modes
- Reduce reliance on SOV

¹ Northwest Regional Long-Range Transportation Plan, Chapter 4, page 2.

² Northwest Regional Long-Range Transportation Plan, Chapter 4, page 2.

