

MEMORANDUM

To: Advisory Committee
Chittenden County Park-and-Ride/Intercept Facility Plan
From: Joe Segale, PE/PTP
Subject: Revised Goals and Objectives
Date: 2 September 2010

This memorandum presents the revised goals and objectives for the Chittenden County Park-and-Ride/Intercept Facility Plan. . The following changes have been made to address comments by the Advisory Committee offered at its August 12, 2010 meeting:

- Objective 1.1.1: Clarified that intercept facilities should be served by high frequency transit.
- Objective 1.2.1: Changed the entire objective to read “Give preference to park-and-ride facilities locations that are served by existing or planned transit service
- Objective 4.1: Changed the objective to read “Address congestion in the vicinity of entrances to existing facilities”
- Objective 4.5: Added “and siting” to the objective as follows: “Consider the needs of low income and minority groups in the design and siting of all facilities”
- Objective 5.2: Changed “privatization” to “public/private”
- Objective 6.1: deleted “new”

Goals and Objectives

1. Expand multi-modal options.

1.1. Intercept Facilities

- 1.1.1. Locate all facilities along existing or planned high frequency transit routes.
- 1.1.2. Design all facilities along existing and planned transit routes to accommodate transit vehicles.
- 1.1.3. Provide for bicycle access and weather proof bicycle storage.
- 1.1.4. Provide sidewalks to and within intercept facilities.

1.2. Park-and-Ride Facilities

- 1.2.1. Give preference to park-and-ride facility locations that are served by existing or planned transit service.
- 1.2.2. Provide for bicycle access and weather proof bicycle storage for facilities located along existing or planned bicycle routes.

- 1.2.3. Provide sidewalks to and within facilities that are within walking distance (1/2 mile) of residential uses and/or employment and service centers.
- 1.3. 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. Address congestion in the vicinity of entrances to existing facilities.
 - 4.2. Eliminate high crash locations near facility entrances.
 - 4.3. Provide for the safe entrance and egress of pedestrians and cyclists.
 - 4.4. Design facilities to be barrier free to support transportation services for senior citizens, low-income groups and the handicapped.
 - 4.5. Consider the needs of low income and minority groups in the design and siting of all facilities.
- 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 public/private partnership opportunities.
- 6. Support the Economy.**
 - 6.1. Locate facilities to support transportation demand management programs, services and incentives offered by employers.
 - 6.2. Design facilities located along or near tourist routes, major attractions, and designated byways to accommodate tour buses.
 - 6.3. Provide tourism information at facilities located along or near tourist routes, major attractions, and designated byways.
- 7. Reduce energy use and reliance on fossil fuels.**
 - 7.1. Use alternative sources of energy to provide for on-site electrical needs.
 - 7.2. Include provisions in new facilities for the future use of alternative fuel vehicles.
- 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. Locate facilities such that they do not cause a disproportionate negative impact to concentrations of low income or minority populations.

10.4. Incorporate transit oriented design and smart growth principles into the design and location of park-and-ride and intercept facilities.

10.5. 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.

