

**Chittenden County Regional Planning Commission**  
*With the*  
**Lamoille County Planning Commission**  
**The Chittenden County Transportation Authority**  
*and the*  
**Towns of Essex, Jericho & Underhill;**  
**Cambridge Village & Jeffersonville Village**  
**Vermont Route 15 Park & Ride/Bus Stop Study**  
**Draft Final Report**



*Submitted by:*  
**Lamoureux & Dickinson Consulting Engineers, Inc.**

*In conjunction with*  
**Broadreach Planning & Design**  
**Heritage Landscapes, LLC**

**September 20, 2013**



## **I. INTRODUCTION**

### **A. OVERVIEW**

As part of the development of alternate transportation improvements for the Circumferential Highway, the Chittenden County Regional Planning Commission (CCRPC) and the Chittenden County Transportation Authority are planning for the addition of a commuter bus line between Jeffersonville and Burlington along VT Route 15 (Route 15). This study focuses on locating viable locations for park and ride/bus stop sites along the corridor.

The CCRPC organized a Study Advisory Committee (AC) with representatives of each of the towns and the two regional planning commissions involved with the project as well as the Chittenden County Transportation Authority (CCTA). The CCRPC selected a consultant team led by Lamoureux & Dickinson, with support from Broadreach Planning & Design, to assist the AC in the completion of the project (the L&D Team).

CCTA has set October 14 as the start date for the Jeffersonville Commuter (Route 15 bus service). They are currently planning the timing and logistics of the route.

The purpose of the Route 15 park and ride project is to provide locations for commuters to park their vehicles and board or disembark the Jeffersonville Commuter express bus to or from the Burlington Metropolitan Area.

Needs for the improvements include the lack of defined park & ride locations along Route 15 in the Study Area that can accommodate both parked vehicles and a bus loading and unloading space.

### **B. THE PARK & RIDE STUDY**

The Study Area for this project extends along Route 15 in the west from the Essex Town Center to Jeffersonville in the east. **Figure 1** shows the general extent of the Study Area. Because the CCTA is planning on initiating the proposed service in the fall of 2013, there is a need to have park and ride/bus stops ready to go when the service starts. These sites may not be suited to long-term use as a park and ride site or a bus stop. Consequently, the study process included a look at as many sites as possible that appeared to have any qualifications for serving as either a short- or a long-term location for a park and ride/bus stop site. After the AC and L&D Team identified potential short-term sites, CCTA took over the finalization of the short term sites. The remaining portions of this study focused on potential long-term sites.

The AC and the CCTA are looking for one long-term site in each town or village center along the route:

- Essex Center,
- Jericho,
- Underhill Flats,
- Cambridge Village and
- Jeffersonville.

After some discussions, they decided that there was not a need to have a park and ride/bus stop in the long portion of Route 15 between Underhill Flats and Cambridge Village. They also recommended that this decision should be revisited a few years after the service has been in place to see if adding an intermediate stop in this area would make sense at that time.

The L&D Team worked with the AC to incorporate several public work sessions in several of the municipalities to make sure that the thoughts, concerns and suggestions of the public and future users were incorporated into the study's recommendations. After examining the existing conditions and identifying potential short- and long-term park and ride/bus stop sites, the L&D Team posted the information on the web for public review prior to an initial set of public work sessions, one each in Jericho, Cambridge Village and Jeffersonville.

**Appendix A** includes a summary of the comments at this first set of public work sessions.

Using the comments received at the work sessions and additional input from the AC, the L&D Team created a short list of sites that might serve as long-term park and ride/bus stop sites. They evaluated the sites using criteria previously set by the AC which was based on the evaluation process used in a recent park and ride study for the Town of Jericho (This study used the recommendations of that study as a starting point for the sites under consideration in Jericho.) From the results of the evaluation, the L&D Team made an initial set of recommendations. The AC and the L&D Team presented the short list and draft recommendations at a second round of public work sessions before finalizing them. **Appendix A** includes a summary of the comments from this second set of public work sessions.

The final set of recommendations include short-term sites in Essex, Underhill Flats, and Jeffersonville with long term sites recommended in Essex, Jericho, Underhill Flats, Cambridge Village and Jeffersonville. In each center with both a short- and long-term site, the sites are the same. The AC and the L&D Team were not able to identify short-term park and ride sites in Jericho or Cambridge Village. The Jeffersonville Commuter will still service these two communities with bus stops to which commuters can walk but there will be no designated parking areas for their use.

## **C. PROJECTED USERS**

Commuters that live within five miles of Route 15 are projected to be the primary users of the proposed park & ride sites. They are typically capable of walking a short distance from

the parking area to the bus stop/loading area, but the further apart they are, the less likely the project users will use the parking site. It is also anticipated that potential users will travel from more distant locations in Lamoille County to use available park & ride sites in Jeffersonville and Cambridge.

## **D. REPORT ORGANIZATION**

After this introduction, this report presents short summaries of the initial sites under consideration, the existing conditions, the site evaluation and the short list of final sites. The Appendices contain more detailed information on these topics. The main part of the report focuses on the final set of recommendations, presenting a short description of the sites, a preliminary sketch layout of a park and ride site/bus stop, the reasons the sites were selected as the long-term park and ride sites and some preliminary cost estimates and permit requirements.

The report is formatted for double-sided printing; blank pages are intentional so that new sections start in the appropriate location.

## **II. INITIAL SITE CONSIDERATIONS**

### **A. SITES**

#### **1. OVERVIEW**

As the project began, the AC suggested either existing parking areas that might be underused or available during the week or flat parcels that were located close to the town or village centers for potential sites for park and ride/bus stop sites in their communities. The L&D Team estimated how many parking spaces each site could accommodate and whether a bus stop would be feasible in the short-term by October 2013. They also noted what work would be needed to make the site a more permanent park & ride/bus stop. The use of any site not already owned by the municipality would need to be approved by the landowner.

The following sections describe the various potential site locations in each municipality. **Table A** in **Appendix B** describes each of the sites and provides some basic comparison information for each site.

The AC and L&D Team identified at least five potential sites for a park & ride/bus stop site in each area and others were added during the initial parts of the study. The final list of potential sites includes:

#### Essex

- Essex Outlet Fair Parking Lot,
- Price Chopper Parking Lot,
- Existing Park & Ride,

- Vacant Parcel South of Lamell Lumber, and
- Simons Convenience Store and Adjacent Property.

Jericho:

- Jericho Town Office and Methodist Church Parking,
- United Pentecostal Church Parking,
- The Open Portion of the Jericho Post Office Property and Edge of Old Pump Road,
- The Property at 86 VT Route 15
- Jericho Elementary School Site,
- Packard Road Town-Owned Property,
- Mt. Mansfield Unitarian Universalist Fellowship Parking Lot,
- Two Open Properties on North Main Street,
- Good Shepherd Lutheran Church Parking Lot,
- Jeri-Hill Storage Parking Lot,
- The Open Property on the South Side of Route 15 Across from Jeri-Hill, and
- The Open Property between Orr and Browns Trace Roads at Their Intersection.

Underhill Flats:

- The Mills Riverside Park Parking Lot,
- Jolly's Convenience Store Parking Lots,
- Former Saw Mill Property,
- The Town Green,
- The Underhill-Jericho Fire Department Station, and
- The Parcel to the East of the Fire Department.

Cambridge Village:

- The Existing Park & Ride,
- St. Mary's Catholic Church Parking Lot,
- Cambridge Regional Health Center Parking Lot,
- Cambridge 360 Property,
- Former General Store Property,
- North Main Street,
- South Main Street, and
- The Former Service Station on Route 15.

Jeffersonville:

- Family Table Parking Lot,
- Cambridge Fire Department Station Parcel,
- Second Congregational United Church of Christ Parking Lot,
- Church Street,

- Main Street,
- Maple Street,
- Depot Street,
- Former Windridge Tennis Parking Lot,
- Former Bell-Gates Parking Lot and Site,
- Ace Glass Property,
- Northwoods Joinery Property,
- The Lamoille View Lane Property,
- Quarry Hill Farm Parking Area,
- Old Route 15 West of the River,
- The Existing Unofficial Park & Ride on Route 15, and
- The Deer Run/Robbies Properties.

### III. EXISTING CONDITIONS

The Study Area focuses on Vermont Route 15 between the Essex Town Center and Jeffersonville, ending approximately at the intersection with Route 108.

Route 15 is functionally classified by the Vermont Agency of Transportation (VTrans) as a Minor Arterial Highway. The posted speed varies from 50 mph along the rural portion of the corridor, and drops to as low as 30 mph in developed areas and the villages.

The Study Area includes one intersection and three roadway segments that are High Crash Locations (HCL), all in the Town of Cambridge, as reported in the most recent VTrans HCL report from 2006-2010. **Figure 6** shows the HCLs.

The Lamoille River and other smaller river floodplains cover a portions of the Study Area, especially in Jeffersonville.

The State of Vermont has identified natural areas of special importance:

- Deer wintering areas,
- Rare, threatened or endangered species habitats, and
- Core habitat areas

within the Study Area. There are several locations with high occurrences of wildlife road kills on Route 15 and portions of the roadway rate high for wildlife crossing value. **Figures 2, 3, 4, 5 6, and 7** show the general location of these environmental areas and resources. None of these resources appear to be close to potential park & ride site.

There are numerous public parcels within the Study Area. Several are in close proximity to or are actively being considered as potential park & ride/bus stop sites. **Figures 2, 3, 4, 5 6, and 7** show the location of these parcels.



Municipal plans for the communities to be served by the new commuter service support the expansion of bus service to their communities. The CCRPC and the LCPC, as well as the Vermont Pedestrian and Bicycling Policy Plan and the Vermont Transit Plan support the instigation of the new service.

## IV. INITIAL SITE CONSIDERATIONS

The initial evaluation of the potential sites focused on:

- The number of spaces available in the short term and long term,
- The ease of bus access to the site,
- The ability of users to access the bus without having to cross Route 15,
- Proximity to potential village centers and/or potential users,
- Limits to the use of the property due to known easements or other legal restrictions,
- Landowners interest or disinterest in the use of their property, and
- The amount of development needed to become a viable park & ride site either short-term, long-term or both.

**Table A** in **Appendix B** shows the results of the initial analysis.

From this analysis, the L&D Team and the AC eliminated several of the potential sites and presented the remaining sites at the initial set of public work sessions. As a result of the input from those sessions, the L&D Team refined the list of potential sites again, adding some and eliminating others. They evaluated the new sites with the same initial evaluation criteria and ultimately develop a final list of potential long-term park and ride/bus stop sites for a more expanded evaluation.

Essex Potential Long-Term Sites:

- Essex Outlet Fair Parking Lot, and
- Simons and Adjacent Property;

Jericho Potential Long Term Sites:

- 86 Vt. Route 15,
- The Edge of Old Pump Road (Post Office Parcel),
- Packard Road Town-Owned Property,
- Main Street North Property #1,
- South Side of Route 15 Property, and

Underhill Flats Potential Long-Term Sites:

- Former Saw Mill Property;



Cambridge Village Potential Long-Term Sites:

- Cambridge 360 Property, and
- The Park & Ride Lot;

Jeffersonville Potential Long-Term Sites:

- Former Windridge Tennis Parking Lot,
- Former Bell-Gates Parking Lot,
- Ace Glass Property, and
- North Woods Joinery Property.

## V. REFINED SITE CONSIDERATIONS

At the start of the project, the AC developed evaluation criteria that they would use to assess the relative merits of the short list of potential park and ride/bus stop sites. **Table 1** present the evaluation criteria and **Table 2** presents the results of the second evaluation.

The AC and the L&D Team used this evaluation along with general knowledge of the sites to develop recommendations for long-term park and ride/bus stop sites for the Jeffersonville Commuter. **Section VI** provides detailed information on the recommended sites.

## VI. RECOMMENDED SITES

### A. FINAL SHORT TERM SITES

After the initial review, these sites emerged as the most appropriate for short term use as a park and ride:

- Essex: Essex Outlet Fair Parking Lot (Shown in Green on **Figure 2**);
- Underhill Flats: Former Saw Mill Property (Shown in Green on **Figure 5**); and
- Jeffersonville: North Woods Joinery Property (Shown in Green on **Figure 7**).

CCTA is pursuing the clearances and approvals needed for each site to use it as an initial bus stop and park and ride site for the Jeffersonville Commuter.

## **B. FINAL LONG TERM SITES**

### **1. ESSEX: ESSEX OUTLET FAIR PARKING LOT**

#### **a. Site Description**

The Essex Outlet Fair parking lot (Shown in Green on **Figure 2**) is already well designed and constructed. The area at the eastern end of the site close to the movie theater has over 50 parking spaces available during the day. The site is adjacent to bicycle and walking facilities, which extend into the site.

#### **b. Site Plans**

The site plan for the Essex Outlet Fair Parking Lot would be exactly as it is now. The area used for short-term parking and bus stop for the new service would remain the same for the long-term use, although the number of spaces dedicated to the park and ride might be increased.

#### **c. Development Considerations**

The park and ride/bus stop on the Essex Outlet Fair parking area would not be readily visible from Route 15, but the site is highly visible from the adjacent stores in the Outlet Fair. The site could be used immediately with a lease; no modifications to the existing parking would be needed. The Act 250 permit for the site might need to be amended to officially allow the park and ride use on the site. There should be no significant impacts associated with the use of a portion of the existing parking spaces for park and ride opportunities.

### **2. JERICHO VILLAGE: EAST SIDE OF OLD PUMP ROAD AND POST OFFICE PARCEL**

The property at 86 VT Route 15 (Shown in yellow on **Figure 4**) rated very high as an ideal location for a park and ride/bus stop site in the village. It is approximately 180 ft wide along Route 15 and an average of about 260 feet deep in a rough rectangular shape. It consists of 1.3 acres of land surrounding an old house that sits near the front of the property close to Route 15. The rear of the property is used for gardens and pastures by the residents of the house. There is an existing sidewalk in front of the site and a crosswalk on either side of the property leading to a sidewalk heading west on the north side of Route 15.

When the property emerged as a potential site for a long-term park and ride/bus stop site, the L&D Team contacted the landowners to discuss the potential with them. The property at 86 VT Route 15 is currently occupied by the owners and they have no intention to sell the property or to lease a portion of the rear for use as a park and ride site. The Town does not intend to use eminent domain to acquire a parcel to use as a park and ride site. Consequently, the property was eliminated from further consideration as a park and ride site.

Further analysis of the east side of Old Pump Road extending onto the Post Office parcel showed that keeping the parking along the road as spaces perpendicular to the road could provide up to 20 parking spaces. The layout of the spaces would need to maintain access to the agricultural field below. Bus users would need to walk along the side of Old Pump Road to reach Route 15 and the bus stop. The morning walk from the parking area to the bus stop would be on the same side of the road as the parking, so that walkers would be walking properly against traffic. In the evening, walkers should walk along the west side of Old Pump Road leaving the bus stop heading towards their automobiles and then cross the road to reach their cars. Most likely, commuters would walk improperly with traffic on the east side of the road rather than cross Old Pump Road twice to walk correctly on the west side of the road. Consequently, in order to not induce dangerous walking patterns, a sidewalk should also be added to the east side of the parking extending east along the back of the parking to the existing Route 15 sidewalk.

Other sites that also appeared suitable for use as a park and ride site in Jericho are not in or close to the Village area. For the closest site to the Village, the Packard Road Town-owned property, there is strong opposition from the residents of the adjacent neighborhood to the use of the site as a park and ride/bus stop facility. The rest of the sites are relatively close to Underhill Flats, where a potential site for a park and ride/bus stop is available.

### 3. UNDERHILL FLATS: FORMER SAW MILL PROPERTY

#### a. Site Description

The former saw mill site on the corner of Dickenson Road and Route 15 (Shown in Green on **Figure 5**) currently has access from each road. The site consists of 2.9 acres of land with three buildings located back from the frontages on both Route 15 and Dickenson Road. There is ample room in the front of the parcel close to Route 15 to create a parking area that could accommodate at least 75 cars and a bus turnaround. Access could be either from Route 15 or Dickenson Road. There are sidewalks on Route 15 near the site and plans for new sidewalks for Dickenson Road.

#### b. Site Plans

**Figure 8** shows a schematic site plan for the former saw mill property. The long-term parking could be located in the front corner of the parcel, as an expansion of the area used for short-term parking. Access could be from Route 15 or Dickenson Road for both automobiles and buses. The layout separates the park and ride traffic from the traffic that may be using the rest of the site. A bus stop could be located on the site or on Route 15 adjacent to the property. The landowner has indicated that they are willing to find an alternate suitable location for the long-term parking on the former saw mill parcel if a new site plan for the parcel is developed by the landowner that use the front corner near Route 15 and Dickenson Road for some other long-term use.

c. Development Considerations

A park and ride/bus stop on the former saw mill would be visible from Route 15 but would not create a significant change in the village character. It could be developed either as a leased property or, if the site could be subdivided, as an acquisition. The existing parking/gravel area near Route 15 could serve as a base for an improved parking lot, bus turnaround and other access drives. Additional landscaping and lighting should also be added. The creation of a park and ride/bus stop at this site, either as shown on **Figure 8** or in some other location or configuration, would require local site development permits as well as a potential modification to the existing access permit or a new access permit from VTrans and possibly an amendment to an existing Act 250 permit. It would also potentially require a stormwater runoff construction permit, if more than one acre of land is disturbed.

There would most likely be minimal impacts from the development of the park and ride/bus stop on the former saw mill property site, with the possible exception of hazardous waste considerations.

4. CAMBRIDGE VILLAGE: NO RECOMMENDED LONG TERM SITE

a. Site Description

The Cambridge 360 property (Shown in Green on **Figure 6**) consists of the level areas around an existing concrete block structure; some of the surface is now paved and some is grassed. The entire rectangular site is approximately 85 feet by 118 feet, 0.25 acres. The existing paved area could be expanded to surround most of the building to create approximately 20 parking spaces. The building is now occupied by Cambridge 360, a resale shop with variable hours and not a significant demand on the parking spaces. It appears as if approximately 75 to 90 percent of the parking, 15 to 18 spaces, could be used for the park and ride/bus stop. The owner of the property, while initially favorable for use of the site for at least a short term park and ride site, has decided that the impacts on the surrounding properties could be too great and does not want to allow the site to be used for either a short or long term park and ride site.

5. JEFFERSONVILLE VILLAGE: UNCERTAIN

a. Introduction

There is no final recommendation for a long-term park and ride site in Jeffersonville. The potential to create a long-term site by extending and expanding the short-term site on the North Woods Joinery property exists but it has not been finalized at this point. The site would need to be secured by a long-term lease. The landowner is currently working with CCTA to set up a short-term park & ride site for the Jeffersonville Commuter on the site. He has indicated that he will wait to see how that process is completed before considering whether to participate as a long term parking location.

If the North Woods Joinery parcel does not become available for a long-term park & site, other sites that were initially considered but did not rate as high as the North Woods site might be reconsidered. In the event that the North Woods site becomes usable the following information could be useful.

b. Site Description

The North Woods Joinery property (Shown in Green on **Figure 7**) on the northwest side of Route 15 south of the intersection with Route 108, currently being reconstructed as a roundabout. The site has already been developed and consists of a large gravel parking and outdoor storage area surrounding an office/factory building. Storage sheds line that back side of the gravel area. The site is on the opposite side of Route 15 from the Village area. Automobile access would be relatively easy but access for bicyclists and walkers would be more difficult. CCTA has indicated that they intend to loop through the Village on Main and Church Streets to reverse direction for the bus. They would add a stop on one of these streets for pedestrians. The site could accommodate at least 25 parking spaces for the park and ride. The bus stop would need to be on site due to the current posted speed limit on Route 15 and the difficulty of creating a crosswalk or other protected means for pedestrians to cross Route 15 not at an intersection.

c. Site Plans

The property owner has indicated that the southwest side of the site is frequently used for staging of projects and that the park and ride spaces would best be located on the northeast side of the building. Additional parking spaces could be created by extending the parking further into the site from the existing paved parking area. It might be possible to expand the existing parking area forward towards the street if the land owner needs the rear area for other storage or staging activities. The layout would include an internal bus stop due to the current posted speed on Route 15 in front of the property. The tightness of the area might not allow an internal bus turnaround on the east side of the building so the bus might continue to circle around the building and exit from the western access point on the site.

d. Development Considerations

A park and ride facility on this site would be very visible from Route 15.

The site was developed prior to the implementation of current floodplain requirements. As part of the original development process, the site was filled to be above the floodplain. Adding the park and ride/bus stop facility to the site would be able to use the existing portions of the site that are now above the floodplain and would not require a floodplain permit. The site would require local development permits, but because the site was previously raised out of the floodplain, it would not need a floodplain permit.

It could potentially require an access permit from VTrans for the updated use. The access would need to be carefully planned due to high crash numbers for this portion of Route 15. It would also need archeological reviews to determine the presence of archeological

resources; the potential is assumed to be low because most of the developed portions of the site are on fill. It might also be necessary to upgrade the existing Act 250 permit to acknowledge the change from short term to long term park and ride site.

## **APPENDIX A**

### **Public Work Session Summary Notes**

DRAFT





## **APPENDIX B**

### **Existing Conditions & Potential Sites**

DRAFT



Table 1  
Route 15 Park & Ride/Bus Stop Study  
August 14, 2013

CRITERIA	NUMBER OF SPACES & EXPANSION POTENTIAL	BUS ACCESS	BICYCLIST & WALKER ACCESS	EASE OF ACQUISITION	VISIBILITY/SECURITY	PPROXIMITY TO VILLAGE CENTERS	PERMIT REQUIREMENTS	CULTURAL OR NATURAL RESOURCE IMPACTS	DEVELOPMENT COSTS
VALUATION									
	0-10 SPACES = 0	Stop on a side street or in the site away from Route 15 = 0	No bicyling or walking facilities* within 1/2 miles = 0	Purchase required =0	Not visible from Route 15 = 0	Not in or adjacent to Village Center = 0	Minorr or no State or local permits needed = 0	No impacts = 0	Full Design and Construction needed = 0
	11-20 Spaces = 5	Stop on Route 15 in low speed area = 5	Bicylcing or walking facilities within 1/2 miles = 5	Lease required = 5	Partially visible from Route 15 = 5	Adjacent to Village Center = 5	Some State or local permits needed = -10	Minor impacts overcome with mitigation = -10	Reconstruction needed = 5
	21-30 spaces =10	Stop in the site adjacent to Route 15 =10	Bicyling or walking facilities at the site = 10	Already owned by State or municipality = 10	Fully visible from Route 15 = 10	Within a Village Center = 10	Significant permits needed = -20	Significant impacts hard to mitigate = -15	Some modications needed = 10

\* Bicyclist or walker facilities include bicycle lanes, shared use paths or wide paved shoulders

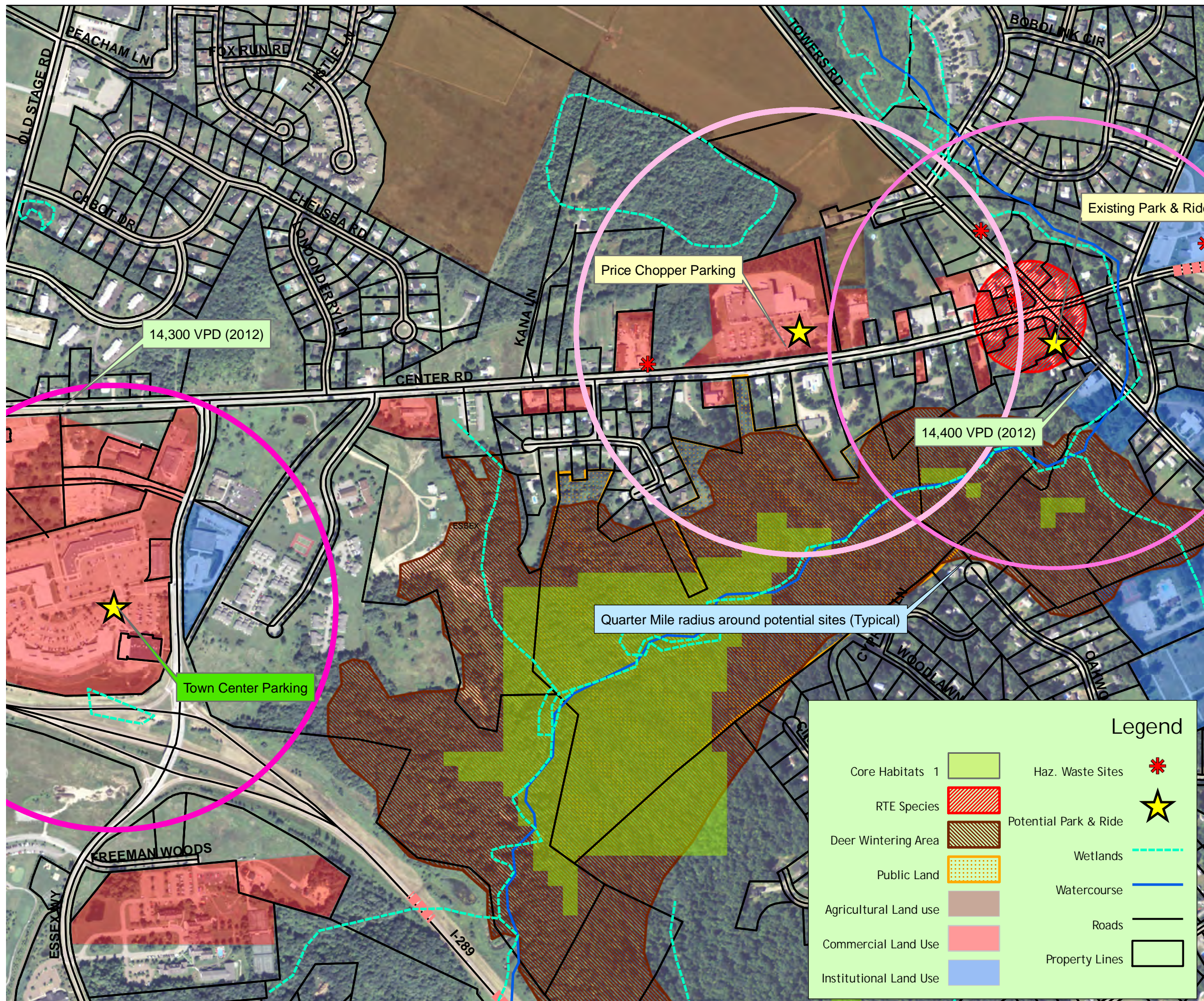
Table 2  
Route 15 Park & Ride/Bus Stop Study  
August 14, 2013

COMMUNITY/SITE	DESCRIPTION	NUMBER OF SPACES /EXPANSION POTENTIAL	BUS ACCESS	BICYCLIST AND WALKER ACCESS	EASE OF ACQUISITION	VISIBILITY/SECURITY	PROXIMITY TO VILLAGE CENTER	PERMIT OBSTACLES	IMPACTS	DEVELOPMENT COSTS	TOTAL
<b>ESSEX</b>											
Town Center Parking	The eastern end of the Essex Town Center near the movie theater	10	10	10	5	0	10	0	0	10	55
Simons and Adjacent Property	The gas station & adjacent open parcel to the east opposite Leo Drive	0	0	5	5	10	0	0	0	5	25
<b>JERICO</b>											
86 VT Route 15	Property adjacent to the Jericho school with large yard and existing old house.	10	10	10	0	5	10	0	- 5 Historic Impacts	0	40
Packard Road Parcel	The Town-owned parcel on the southeast corner of Route 15 and Packard Road	10	5	0	10	10	0	0	-5 Community Impacts	0	30
North Main Street Site #1	New parking on one or both of two sites on the east side of North Main Street.	10	5	0	5	10	0	0	0	0	30
South side of Route 15	Parcel on south side of Reoute 15 across the sttreet fromJeri-Hill Storage	10	10	0	5	10	0	0	-10 Agricultural Impacts	0	25
<b>UNDERHILL FLATS</b>											
Former Saw Mill	Existing gravel area at the southeast corner of Route 15 and Dickinson Street.	10	10	10	5	10	10	0	0	5	60
<b>CAMBRIDGE VILLAGE</b>											
Existing Park & Ride	Park and Ride on the south side of Route 15 west of Village	5	10	5	10	10	5	0	-5 Wetland Impacts	5	45
Cambridge 360	The parking areas around the Cambridge 360 store	5	5	10	5	10	10	0	0	10	55
<b>JEFFERSONVILLE</b>											
Former Windridge Tennis Club	The empty developed parcel behind the business on the east side of Main Street north of School Street	5	0	5	5	0	10	0	0	5	30
Former Bellgates	The open leveled parcel on the north side of Depot Street near the intersection with Maple Street	10	10	10	5	5	10	-10 Brownfield & Floodplain Permit	-5 Floodplain Impacts	0	35
Ace Glass	The open leveled parcel on the east side of Route 15 north of the Mobil Station	10	10	5	5	10	10	-10 Floodplain Permit	-5 Floodplain Impacts	0	35



# Route 15 Park & Ride/ Bus Stop Study

## Chittenden County Regional Planning Commission



Note: The entire area shown on this figure falls within 4 miles of each site.

## Existing Conditions Essex West

0 205 410 820 1,230 1,640 Feet

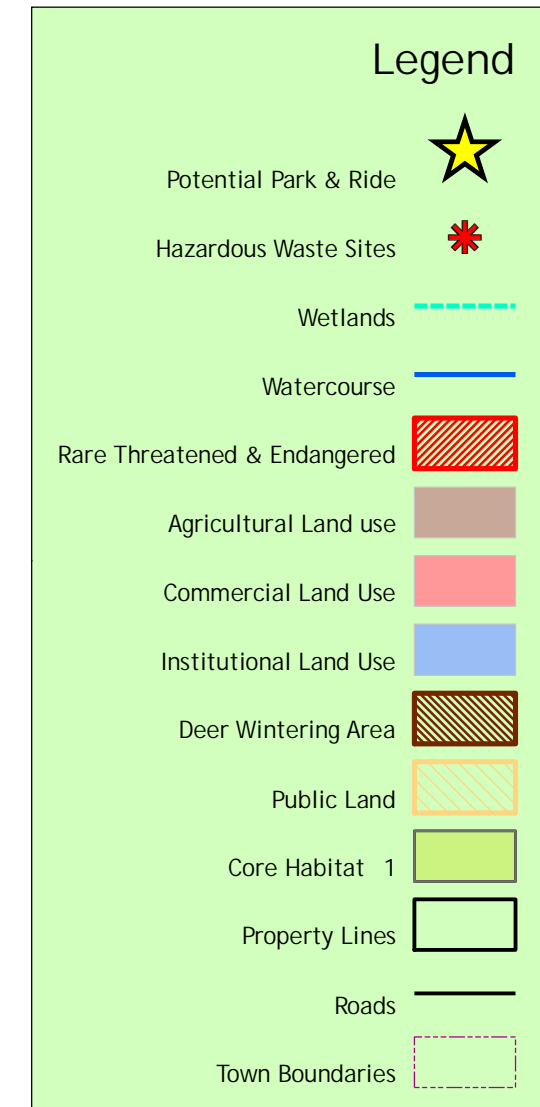
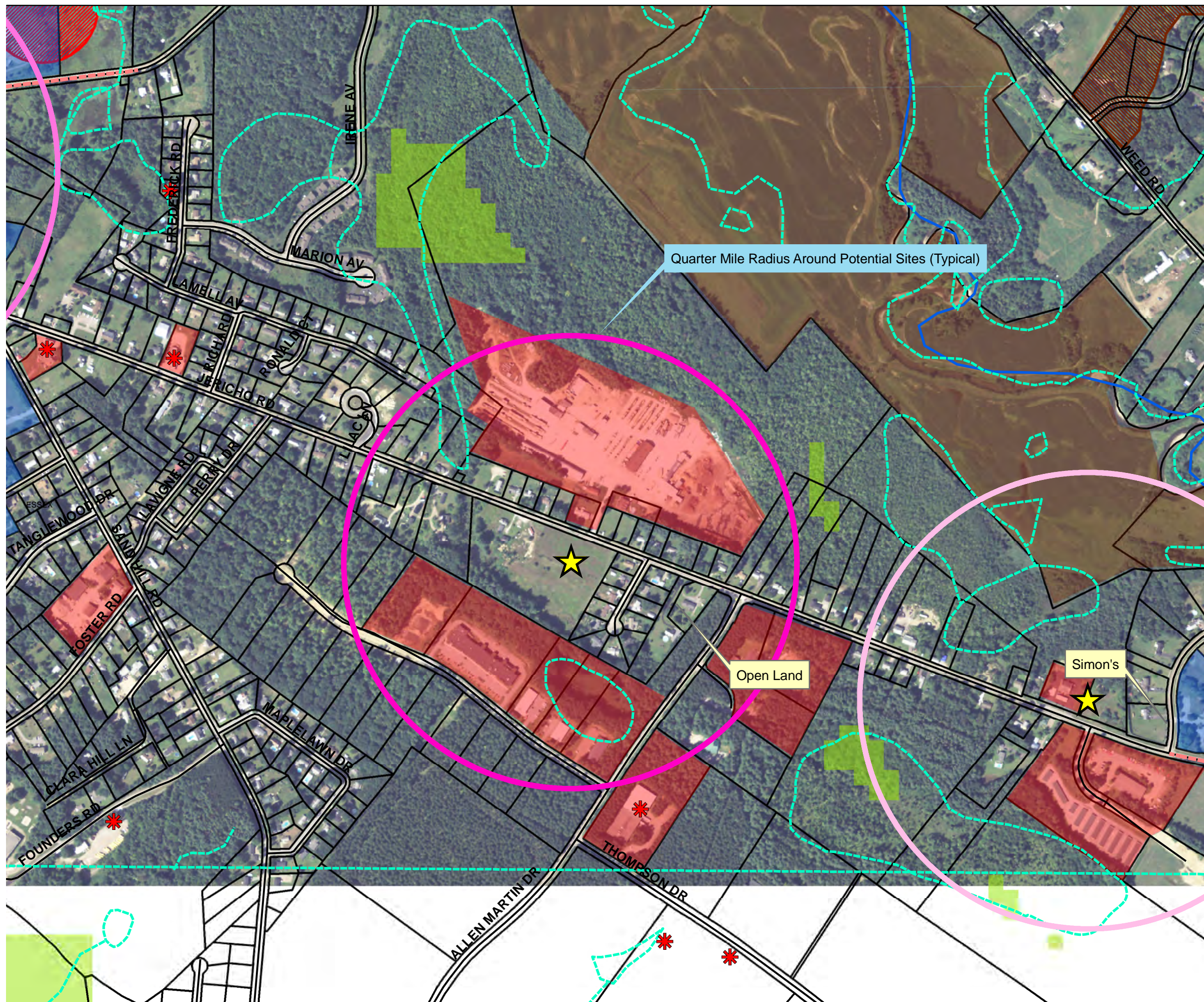


August 4, 2013 Figure 2



# Route 15 Park & Ride/ Bus Stop Study

## Chittenden County Regional Planning Commission



Note: The entire area shown on this figure falls within 4 miles of each site.

## Existing Conditions Essex East

0 205 410 820 1,230 1,640 Feet



**BROADREACH**  
Planning & Design

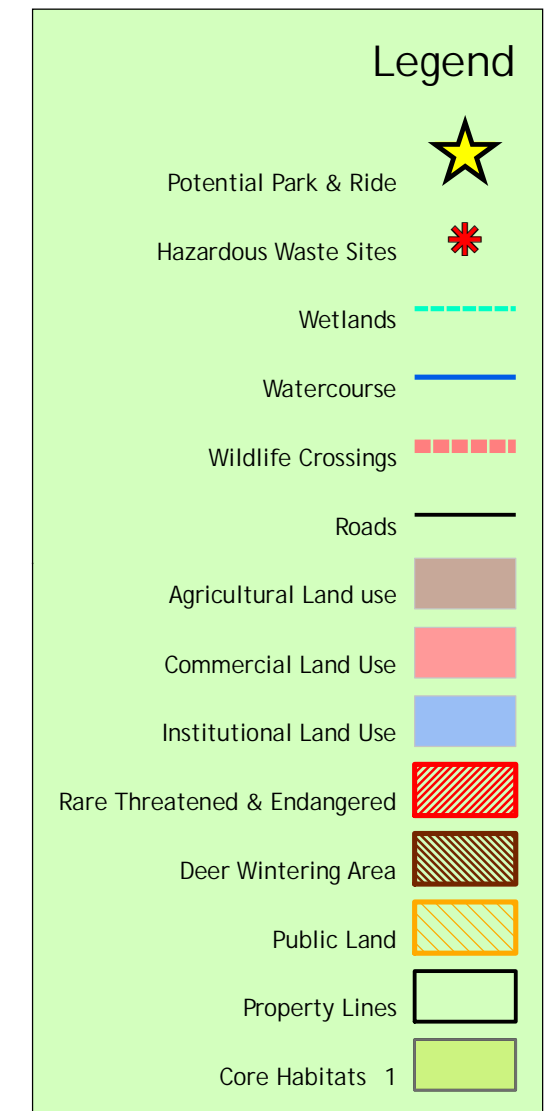
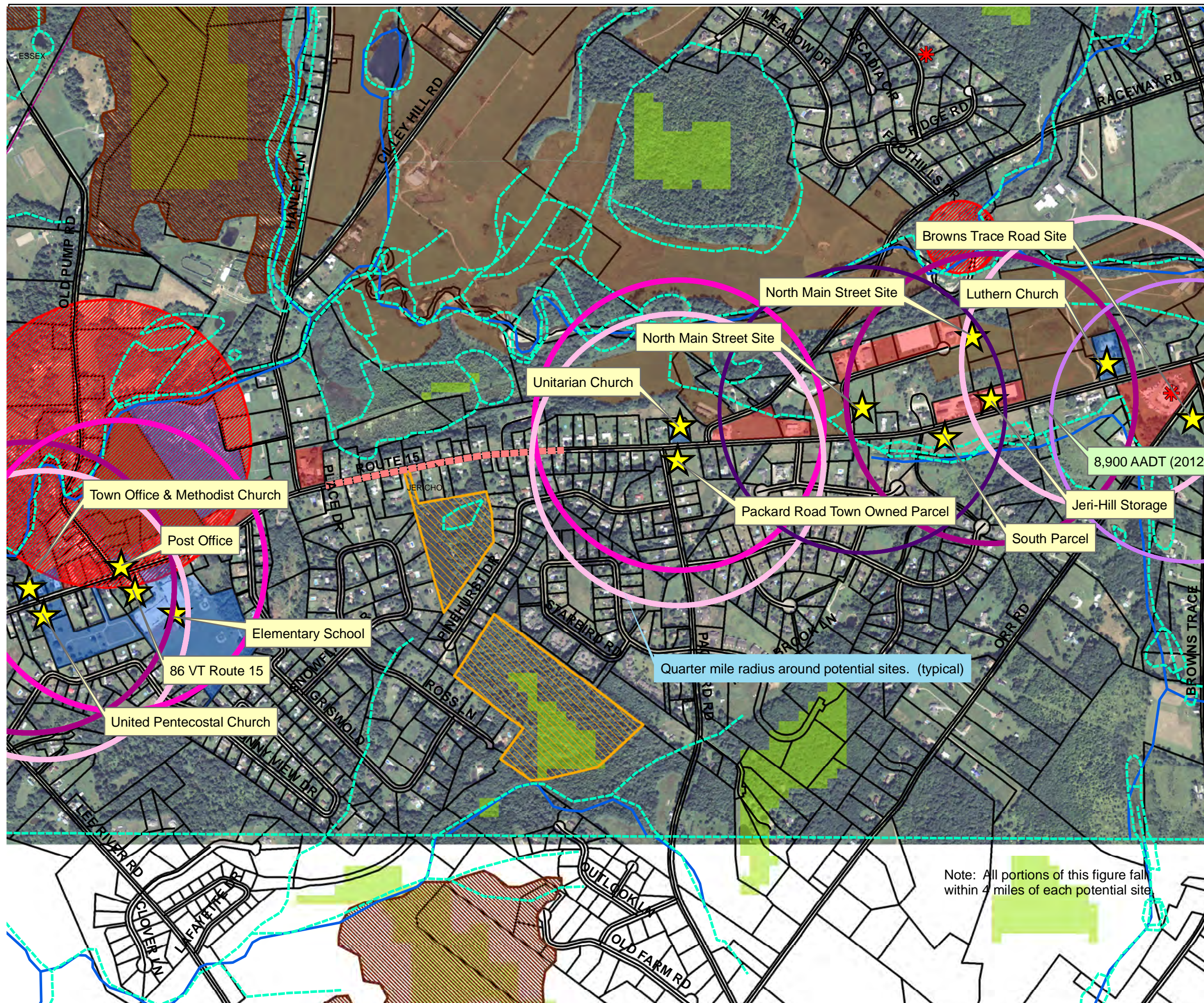


August 4, 2013 Figure 3



# Route 15 Park & Ride/ Bus Stop Study

## Chittenden County Regional Planning Commission



## Existing Conditions Jericho

0 250 500 1,000 1,500 2,000 Feet



**BROADREACH**  
Planning & Design



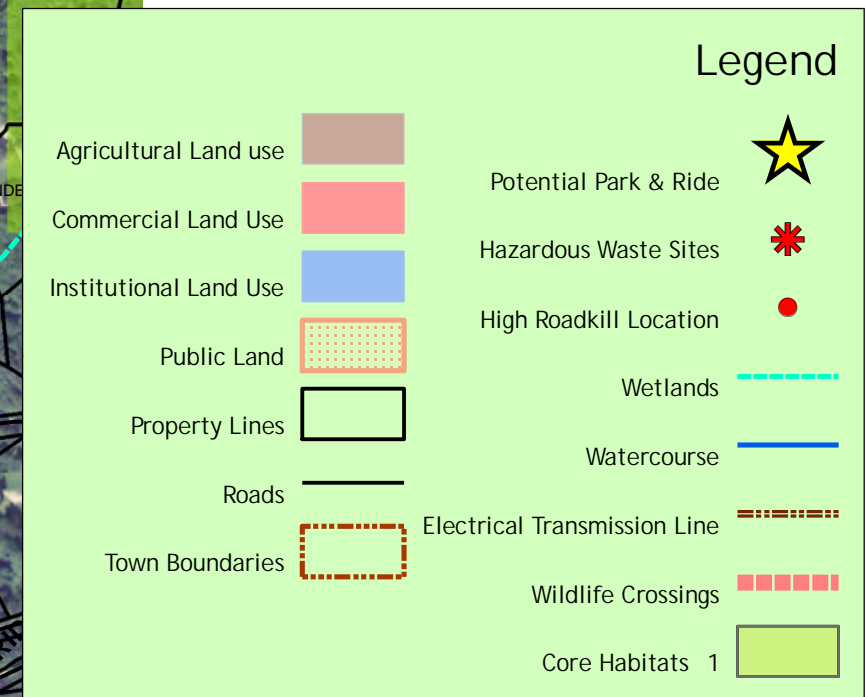
August 14, 2013 Figure 4

Note: All portions of this figure fall within 4 miles of each potential site.



# Route 15 Park & Ride/ Bus Stop Study

## Chittenden County Regional Planning Commission



Note: The entire area shown on this figure falls within a 4 mile radius of each site.

## Existing Conditions Underhill Flats

0 150 300 600 900 1,200 Feet



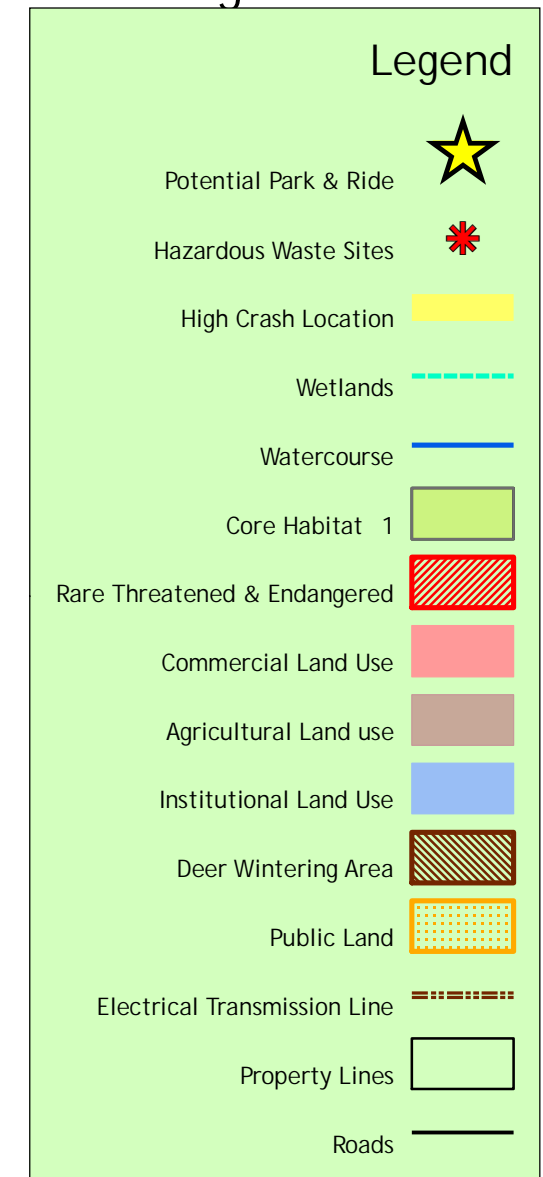
**BROADREACH**  
Planning & Design



August 14, 2013 Figure 5



# Route 15 Park & Ride/ Bus Stop Study Chittenden County Regional Planning Commission



## Existing Conditions Cambridge Village

0 125 250 500 750 1,000 Feet



**BROADREACH**  
Planning & Design

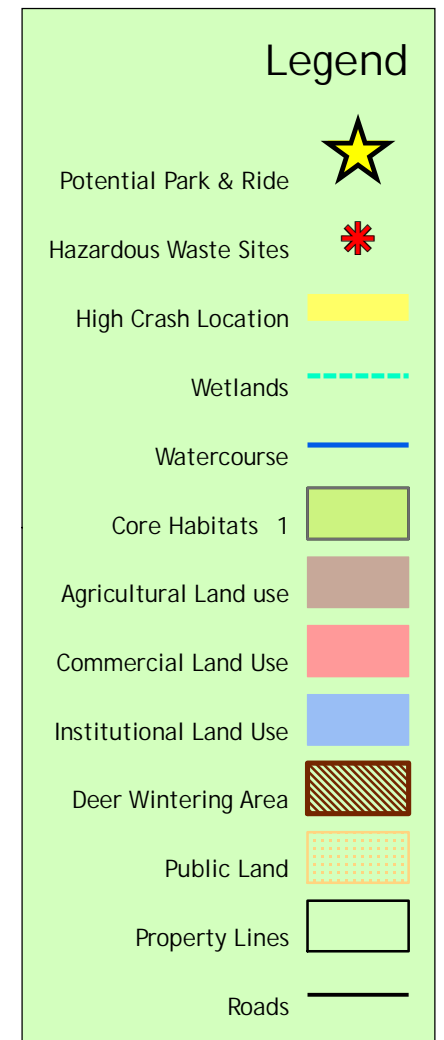


August 4, 2013 Figure 6



# Route 15 Park & Ride/ Bus Stop Study

## Chittenden County Regional Planning Commission



Note: The entire area shown on this figure falls within a four mile radius of each site.

## Existing Conditions Jeffersonville

0 125 250 500 750 1,000 Feet



## **APPENDIX A**

### **Public Work Session Summary Notes**

DRAFT



**ROUTE 15 PARK & RIDE/BUS STOP STUDY**  
**CHITTENDEN & LAMOILLE COUNTIES, VERMONT**

***Public Work Sessions - Round 1***

Jericho - June 24, 2013

Notes:

There were about 30 attendees in addition to Peter, Meredith and Jim.

During and after the presentation, the attendees had the following comments or questions. Several people also submitted written comments which are attached to these notes.

- The headlights on the Packard Road site will constantly impact adjacent residents.
- Has the runoff from the Packard Road site been considered? There is a drainage way on the site that has carries lots of water and the runoff from the parking will go right into it, which will take it to the Lamoille River and then to Lake Champlain.
- Why would this site be considered again for a park and ride site since the Selectboard said it would not be used? It is unacceptable as a park and ride site.
- The Unitarian Church would not be acceptable because the access drive is shared with a private residence with two children that walk to the end of the driveway every weekday to get the school bus, just at the time that commuters would be streaming into the driveway.
- What are the chances that the commuter bus park and ride would serve as an all purpose park and ride? This must be considered.
- The Packard Road site is surrounded by residences. How many other park and ride sites in the state are in the middle of a residential area?
- The idea of even doing a short term site there is bad. The planning needs to be carefully done. Whoever did the park and ride site on Route 2A did a bad job. There is lots of pavement and lighting but no users.
- How much work will go into the long-term sites? Will they be gravel or paved; with or without lighting?
- How can you design the size of the sites until you know the need? (Jim and Meredith explained that rider data from the first one to two years would be used to design the size of the long term sites.)
- A walk up bus stop in the center of the village would be possible.
- The Park District strongly objects to the use of Mills Riverside Park as a short- or long-term park and ride site.
- The site has a conservation easement on it held by the Vermont Land Trust; they would not allow parking to be added there.
- The Park was purchased by a government grant that stipulates that it will always be a park. (NOTE: Check if Land & Water Conservation funds were used for this site.)



- The use of the Park is controlled by the Park Board and they would not approve this use.
- The users of this bus service might not fit the social/economic profile of people in Jericho.
- Jericho can only look to Richmond to see how bad the situation around a park and ride site can get and what a park and ride in Jericho would be like.
- A new park and ride in Jericho will ultimately be congested over time.
- The deserted mill on Route 15 would be the best site to use for both a short- and long-term park and ride that would serve both Jericho and Underhill.
- Does the zoning allow the creation of parking lots in residential or village areas?
- Provide a direct bus to Burlington on Sand Hill Road and that would serve everyone fine, eliminating the need for the Route 15 bus.
- Stopping a non-school bus on Route 15 in the morning and evening would be dangerous. No one has to stop for it. The bus stop needs to be off of Route 15.
- There is no problem with a park and ride on Packard Road. The damage has already been done to Jericho along Route 15 with sprawling businesses and lots of traffic and the park and ride would begin to fix the situation by limiting the number of cars on the road.
- Jericho use to have public transit which ended in 1939.
- Are we aware of school bus stops adjacent to the potential entry to the Packard Road site? We should try to get info on the bus routes and bus stops in the Village to minimize conflicts between early morning commuters and school kids.
- The Town may need to sacrifice some land on Packard Road for use as a park and ride for the greater good of the Town.
- Are you aware that the Packard Road intersection is a high crash location, as listed in the previous Park & Ride study?
- The more people that use the bus, the fewer cars will be traveling on the road. This will help limit the number of car crashes on the road.
- The more we can enhance other ways to travel besides cars, the better.
- It's past time for a bus stop in Jericho. Strongly urge consideration of the mill site for both communities.
- The short-term site will be like the camel's nose under the tent, it will blossom into a larger, long-term site.
- Will the Packard Road site be considered for short-term parking? (Jim answered "no." Anything that requires construction of a new parking area is not going to be considered as a short-term site.)
- Are there any other park and ride sites that are on driveway shared by a residence? (Meredith answered "No.")
- Are there any other bus stops that are at the end of residential driveways? (Meredith answered "Yes.")
- If the vacant mill sites works, would there be a need for another site in Jericho?
- Why can Underhill have its own site? (Jim asked if anyone had any suggestions of other sites that had not been considered; no one could think of any.)
- How will people find about future meetings?

- The future meetings should not be held in July and August because people leave town and won't be able to participate.
- Having meetings in the summer is actually better for people with school age kids because they are too busy when school is on to participate.
- In defense of the Selectboard, they probably said that the Packard Road site should be included in this site so that the reasons for NOT using it could be documented.
- Shouldn't other towns not on the Route 15 corridor help pay for the service because their residents will be using it? (Meredith explained the problem of not being able to provide regional funding for transit service because of State regulations that require that the towns directly getting the service should pay for it.)
- Will there be a summation of the comments? (Jim explained that there would be and that after the steering committee reviewed and accepted them, the comments could most likely be posted to the broadreachpd website.)
- Historically, has CCTA had as much resistance to creating a park and ride site elsewhere as they are getting here? (Meredith explained that they usually don't have the luxury of looking at long term sites and that they just create the best sites they can piece together for a commuter route and only change them as needed.)
- Do you consider the potential for bike access to the bus site? (Jim answered "Yes.")
- The Packard Road site was the number one site in the last study. Even though a few landowners showed up to object for the last study, the fear is that the long-term park and ride site will go there because it is free- the Town owns it.
- Do you know that the Town is doing a transportation plan and that there is discussion of doing a bicycle and pedestrian plan as part of it? (Jim answered "Yes.")
- There need to be something in the record that notes that the Packard Road site would need a lot of work to used as a park and ride lot.



**ROUTE 15 PARK & RIDE/BUS STOP STUDY**  
**CHITTENDEN & LAMOILLE COUNTIES, VERMONT**

***Public Work Sessions - Round 1***

Jeffersonville - June 25, 2013

Notes:

There were eight attendees: Greg Johnson, Kathy Johnson, Bernie Juckiewicz, Rachel Masconlino, Nathan Mascolino, Larry Wyckoff (Town Selectboard), & Tammy Fenton in addition to Roger, Seth, Meredith (until 7:45) Geana and Jim.

After the presentation, the attendees had the following comments or questions.

- Have we talked to property owners? (Jim responded that we had not yet but would talk to property owners of those sites that would be part of the second round of considerations.)
- We should use the existing park and ride on the other side of the river, 0.2 miles past the bridge on Route 15.
- Use the Robbies and the Deer Run Motel drive, also beyond the bridge, as a parking and turnaround site.
- We should consider the Second Congregational United Church of Christ, there are a number of parking spaces.
- The Second Congregational United Church of Christ is not a good site, the parking is used during the day several days during the week and it also serves as the parking for the laundromat.
- The Family Table is not a good site. The business owner needs all of the parking for his clients. Larry Wyckoff indicated he had spoken to the business owner.
- The goal should be to create a parking area within walking distance of the village so that it can also serve the needs of the businesses in the village.
- If we use the streets for commuter parking, there will be no parking for the customers of the businesses along Main and/or Church Street.
- Focus on finding parking in the village.
- Angled parking on Main Street would not work, neither would perpendicular parking; trucks would hang out into the street.
- There is a plan underway to add new sidewalks and streetlights to Main Street in the Village.
- Commuter parking on the street early in the morning would be hazardous for students walking to school.
- Crosswalks in the Village aren't possible because it is a State highway and there are no sidewalks leading to the edge of the road to meet the crosswalk.
- The solution should be to find commuter parking in another area outside of the Village core. Could the bus use School and Carlton Streets to do a loop?
- Don't put a lot of effort into the use of Main Street on-street parking for commuters. People want to park in front of where they are going.

- Adding parking to Main Street is a great idea but it opens a can of worms.
- Have we considered using Maple Street for parking and as a loop for the bus? The properties at the end of the road close to Church Street are empty and might be used for parking.
- Look at another site. On-street commuter parking eliminates 20 parking spaces for customers.
- The Main Street parking could possibly work for the short term only.
- How about the veterinarian site next to the cemetery?
- Church Street is always full of parked cars; there wouldn't be room to add commuter cars.
- The spaces in front of the church are too close to the Main Street intersection.
- The Jolley (Bell-Gates) property is open and ready to use.
- We can't we raise the elevation to get it out of the floodwaters and we can't pave it since it is in the floodplain.
- Short-term parking is not an option on the Bell-Gates property because it would need too much work to get ready quickly.
- Windridge could be a good short-term site; it will take a while for the new owners to get their plans ready. (Jim asked about the difficult access and attendees agreed but said we could change the access.)
- Have we checked where the people coming to the park and ride now originate? Many come from Johnson and Belvidere.
- The bus would service lots of people coming from far away, as well as those living in the village.
- IBM and Fletcher Allen used to run buses everyday from Jeffersonville.
- The northern end of Main Street is busy and the parking spaces are always full now.
- Add a parking area in between the distillery and Route 15, the Union Bank site.
- Robbies is the best temporary solution and it would provide time to figure out the long-term solution, but users would have to cross Route 15 to get on the bus.
- Parking won't work in the Village. Look for something at the edge.
- The Ace Glass site would be a good long-term site.
- Have a stop in the Village for locals that can walk to the bus and then a stop outside the Village at the park and ride for those commuting by car. (This appeared to be the general opinion of most of the attendees, with Ace Glass as the most likely spot for the parking.)
- The floodplain issues need to be addressed.
- Access into the Ace Glass site might be difficult because it drops down several feet from the road. The landowner is amenable to the use of the site for a park and ride.
- The park and ride on the Ace Glass would work logistically but would be ugly.
- Does CCTA have the budget to develop these long-term park and ride sites?

**ROUTE 15 PARK & RIDE/BUS STOP STUDY**  
**CHITTENDEN & LAMOILLE COUNTIES, VERMONT**

***Public Work Sessions - Round 1***

Cambridge - June 27, 2013

Notes:

There were three attendees, David Gates (Trustee), Jim Kinney (Trustee), and Dan Gwozdz, in addition to Roger, Chris Day, Geana and Jim.

At the beginning of the presentation, Jim invited David or Jim to join the steering committee as representatives of Cambridge. After the presentation, the attendees had the following comments or questions.

- Parking on the streets early in the morning could be a problem from Nov 15 through March 15 because there is a town ordinance banning on-street parking before 7 AM.
- There may be room for expanding the existing park and ride on the western end of the Village, either along the road or tiering up towards Old Route 15.
- Using Old Route 15 as a bus access point is not advisable due to the dangerous intersection on the west end of Old Route 15 and Route 15 and the difficulty of turning west on the east end of Old Route 15.
- Could you redesign the existing park & ride by adding a railing along Route 15, shifting the parking to be head in towards Route 15 and an aisle behind it close to the slope. This would allow the bus to pull in and let passengers board the bus without being adjacent to Route 15 itself.
- You might also be able to move some of the parking to the upper tier and remove some from the lower tier to create a wider place for the bus to use.
- The old service station at the eastern end of the village might be another potential site to consider. Other than that, those attending could not think of any other possible sites not already identified.
- Cambridge 360 would be the best bet short term and could work long term as well; there is lots of parking and the bus could be off of Route 15 making it easier for passengers to get on and off.
- When Route 15 floods and is closed, people in Jeffersonville will take back roads to get to the bus here so it needs to be big enough.
- If the park and ride was the only stop in the village, there would need to be better pedestrian access to it from the village.
- It may be best to have a stop in the village for locals and a stop at the park and ride for commuters.
- South and North Main Street would not be good for commuter parking. There is a lot of commercial parking already on South Main Street and North Main Street is primarily residential.

- Not much potential for the former general store site on North Main Street. You would need to contact the landowner and you would probably not get a good reception.
- There would not be much chance to get a bus stop shelter on the Village Greens; the trustees work hard to protect them from any types of encroachment.
- The estimate of the number of available spaces during the day at the health center ( $\pm 5$ ) is correct.



## **APPENDIX B**

### **Existing Conditions & Potential Sites**

DRAFT

