RSG INC.
TRANSPORTATION

Chittenden County Park-and-Ride & Intercept Facility Plan

Adopted
June 15, 2011

DATA ■ ANALYSIS ■ SOLUTIONS

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

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EXECUTIVE SUMMARY

The Chittenden County Park-and-Ride/Intercept Facility Plan presents a prioritized list of new park-and-ride and intercept facilities; and evaluates and recommends upgrades to existing facilities. It includes an inventory of existing park-and-ride and intercept facilities, evaluates travel patterns, includes the results of a survey of frequent and infrequent park-and-ride users, presents a vision statement and supporting goals, develops and applies a prioritization process, and presents an implementation plan that identifies costs, timing and next steps. Park-and-ride and intercept facilities are defined in Table ES-1.

Table ES-1: Facility Type

Facility Type	*Trip Context*	*Function*	*Geographic Location*	*Single Occupant Vehicle Shifts to:*	*Typical Design*	*Walk/Bike Access*	*Ownership*
Park and Ride	Close to Start of Trip	Serves multiple destinations	Rural or suburban	Car or Van Pool, Low Frequency Transit	Surface lot	Desirable but not common	Public
Intercept	Close to End of Trip	Allow for higher / better use of urban core parking	Urban/Activity Center Fringe	High frequency transit	Surface lot or structured parking	Yes	Public or private

This plan will be used by the CCMPO and its members (municipalities, VTrans, CCTA and others) to guide decisions about the use of federal and state transportation funding for planning, scoping, design and construction of park-and-ride and intercept facility projects.

This plan was prepared by Resource Systems Group (RSG) and was funded by the Chittenden County Metropolitan Planning Organization (CCMPO). The plan was prepared under the direction of an advisory committee that reviewed and commented on data, analyses and draft documents throughout. Outreach efforts included a public meeting in September 2010 that was hosted by the CCMPO Board of Directors, a widely distributed survey conducted between April and June 2010, and fact finding meetings in November and December 2010 with staff from municipalities where new park-and-ride and intercept facilities are proposed. A draft report was published on May 2, 2011 and made available for public comment. A public presentation was provided on the May 2, 2011 draft report at the May 2011 CCMPO Board meeting. This final report was adopted by the CCMPO Board of Directors at its June 15, 2011 meeting.

Long-term Vision and Goals

The plan presents a long-term vision that defines a system of park-and-ride and intercept facilities that are convenient, accessible by multiple modes, located to encourage use, well maintained, safe and clean. Drivers will easily transfer from cars to high frequency transit, and will walk or bike along a connected pedestrian and bicycle network to reach their final destinations from intermodal intercept lots that surround the County's employment centers. Park-and-ride facilities in the suburban and rural areas will be served by express commuter transit service along major routes and many will be within walking and/or biking distance of town centers and residential areas. Shelters, lighting and real-time traveler information will make the lots anxiety free, comfortable

places to wait. The lots will be branded and easily recognizable as a part of the regional transportation system, will respect and enhance the surrounding area and will be public spaces that often incorporate landscaping and public art.

The vision will be achieved by focusing on the following goals:

1. Expand multi-modal options.
2. Increase use and match the supply of parking to demand.
3. Preserve and maintain existing facilities.
4. Provide safe and efficient access for all users.
5. Minimize the cost to design, construct and operate facilities.
6. Support the economy.
7. Reduce energy use and reliance on fossil fuels.
8. Avoid and minimize impacts to the environment.
9. Implement projects efficiently and with minimal delays.
10. Coordinate facility design and location with land use and enhance community character.
11. Create a positive experience for park-and-ride and intercept facility users.

These goals are further defined in the plan by a series of objectives that guide prioritization of new facilities and will guide the final site selection, design and amenities provided for specific locations.

Recommendations and Priorities

The plan develops and prioritizes recommendations for twenty-two new park-and-ride locations and five new intercept locations proposed in Chittenden County; and existing park-and-ride lots in Chittenden County and the surrounding counties.

New Park-and-Ride and Intercept Facilities

The vision and goals, in conjunction with the analysis of existing conditions and results from a public opinion survey, are used as a basis for refining the CCMPO's 2004 park-and-ride and intercept facility prioritization methodology. The methodology considers criteria related to potential demand, location and project readiness.

The results of the prioritization and recommendations are presented in Table ES-2 for proposed park-and-ride facilities and Table ES-3 for proposed intercept facilities. The tables represent an action plan that includes an evaluation phase and an implementation phase. Additional evaluation is needed for most of the proposed park-and-ride and intercept facilities to identify a suitable site, prepare conceptual plans, refine costs estimates, identify resource impacts and constraints, and gather input from local governments, landowners and the general public. The implementation phase includes design and engineering, acquisition of land if required, permitting and construction.

Existing Park-and-Ride Facilities

A prioritization methodology for existing facilities is also developed and is based on the following deficiencies: crowded parking areas, traffic congestion, safety and constraints to bus access. The plan evaluates the nine existing park-and-ride lots in Chittenden County and fourteen existing park-and-ride lots in the surrounding counties that are part of the Chittenden County commuter shed. Chittenden County locations have been prioritized separately from existing facilities in the surrounding counties because they fall within the CCMPO's planning area and are the responsibility of its member jurisdictions, the Campus Area Transportation Management Association (CATMA), and/or VTrans.

The I-89 Exit 11 park-and-ride lot in Richmond is ranked as the top priority existing facility in Chittenden County because it has significant parking capacity, traffic congestion, safety and transit vehicle access deficiencies. The plan recommends that the parking issue at the Exit 11 park-and-ride be addressed by providing new park-and-ride lots in Jericho and Essex near VT 15 and along VT 117, Exit 12 and Taft Corners in Williston, Exit 14 in South Burlington and Richmond Village. In addition, the current Exit 11 park-and-ride scoping study should focus on addressing the congestion, safety, transit and pedestrian issues and the possibility of adding more parking spaces. There are no other recommendations necessary at this time for the other existing park-and-ride facilities in Chittenden County.

Parking capacity and transit vehicle access issues have been identified at several park-and-ride lots outside of Chittenden County that also benefit residents and employees of Chittenden County. The locations include:

- Saint Albans at Exit 19 (parking capacity and transit vehicle access),
- I-89 Exit 18 in Georgia (parking capacity and transit vehicle access),
- Montpelier at the Department of Motor Vehicles building on Memorial Drive (parking capacity), and
- VT 15 in Cambridge (parking capacity).

The CCMPO should consider supporting scoping or other planning activities in these regions to address the parking issues at these locations.

Table ES-2: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
1	1	Williston	I-89 Exit 12	Complete scoping study and build new facility.	170	$50,000	VTrans	$2,329,000	FED	**E**	**I**			VTrans	Town of Williston
2	26	Williston	Taft Corners	Conduct a feasibility analysis of locations along Boxwood St.	60	$15,000	CCMPO	$240,000	VMPRG, MUN	**E, I**				Town of Williston	CCMPO
3	6	Shelburne	Shelburne Village	Verify parking spaces are available, ask CCTA for a Link Express stop. Designate on-street parking along Church Street as a park-and-ride with appropriate signs and lane markings. Conduct a pilot test.	25	$1,000	CCMPO	$1,250	MUN	**E, I**				Town of Shelburne	CCMPO, CCTA
4	30	Milton	Municipal Office, Bombardier Road	Formalize existing unofficial lot.	20	Not Applicable	Not Applicable	$80,000	VMPRG, MUN	**I**				Town of Milton	CCTA
5	29	Williston	Municipal Offices in Village	Monitor parking use. If parking exceeds available spaces, re-submit VMPRG application and build new facility.	30	$0	Williston	$120,000	VMPRG, MUN	**E**	**I**			Town of Williston	CCMPO

Table ES-2: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
6	9	Essex	VT 15 & Allen Martin Drive	Implementation is dependent on finding a sustained source of funding for the lease at Simons Store. If that issue is addressed, VMPRG can be used to build facility.	50	Not Applicable	Not Applicable	$200,000	VMPRG, MUN		**E**	**I**		CCMPO	Essex Town, VTrans
7	31	Hinesburg	VT 116 at Fire/Police Stations	Complete design, conduct scoping regarding access issues and build facility	20	$10,000	CCMPO	$80,000	VMPRG, MUN	**E, I**				Town of Hinesburg	CCTA
8	11	Charlotte	US 7/Ferry Road intersection	Conduct scoping study to identify permanent site.	50	$15,000	CCMPO	$200,000	FED, VMPRG, Private	**E**	**I**			VTrans	CCMPO, CCTA, Charlotte
9	15	Richmond	Richmond Village	Evaluate the Depot Street lot and if excess capacity is available, upgrade the lot with pavement, lighting, etc.	40	$5,000	CCMPO	$160,000	VMPRG, MUN, Private	**E**	**I**			Town of Richmond	CCMPO
10	27	Bolton	US 2/Bolton Access Rd	Meet with Town officials to discuss potential sites. Evaluate the feasibility of potential sites, including under the I-89 overpass.	10	$10,000	CCMPO	$40,000	VMPRG, MUN	**E**	**I**			CCMPO	VTrans, Bolton
11	7	Jericho	VT 15 from Jericho Ctr. to Underhill Flats	Evaluate all of the potential sites and select a preferred location.	30	$15,000	CCMPO	$120,000	VMPRG, MUN	**E**	**I**			Town of Jericho	CCMPO

Table ES-2: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
12	4	Essex	Essex Town Center, VT 15 & CCCH	Consider potential park-and-ride locations the next time the Essex Town Center Master Plan is updated; and if and when the Town continues to plan for new municipal offices.	30	Not Applicable	Not Applicable	$186,000	VMPRG, MUN, Private		**E**		**I**	Essex Town	None
13	24	Burlington	Northern Connector/VT 127 near RR	Identify potential locations as part of the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 Work Program and plan.	70	Included in corridor plan budget	CCMPO	$959,000	VMPRG, MUN, FED, CATMA	**E**		**I**		CCMPO	Burlington, Colchester, CATMA, VTrans
14	28	Richmond	US 2/Cochran Road intersection in Jonesville	Evaluate the feasibility of using the pull-off as a park-and-ride facility and identify and evaluate other potential locations in Jonesville.	10	$10,000	CCMPO	$62,000	VMPRG, MUN	**E**	**I**			Town of Richmond	Town of Richmond, CCMPO VTrans
15	5	Essex	VT 2A CCCH Interchange	Project is funded and will be built in 2011.	20	Not Applicable	Not Applicable	$80,000	VMPRG, MUN	**I**				Essex Town	VTrans, FHWA
16	8	Colchester	VT 127 Near Proposed CCCH	Identify potential locations as part of the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 Work Program and plan.	40	Not Applicable	Not Applicable	$548,000	VMPRG, MUN, FED, CATMA	**E**	**I**			CCMPO	Burlington, Colchester, CATMA, VTrans

Table ES-2: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
17	10	Essex	VT 117 & CCCH	Evaluate the feasibility of using the bus turn-around on VT 117 east of Sand Hill Road as a park-and-ride facility.	30	$5,000	CCMPO	$186,000	VMPRG, MUN		**E**	**I**		CCMPO	Essex Town
18	12	Colchester	Near US 7/Severance Road	Consider potential park-and-ride lot locations in planning efforts associated with the Severance Corners growth center.	60	Not Applicable	Not Applicable	$372,000	VMPRG, MUN, Private		**E**	**I**		Colchester	CCMPO
19	18	Williston	Redmond Road near CCCH	Revaluate need if Circumferential Highway Segments A and B are built.	80	Not Applicable	Not Applicable	$496,000	VMPRG, MUN, FED, CATMA		**E**	**I**		CCMPO	Williston, VTrans
20	17	Westford	Westford Village	No action recommended at this time.	10	TBD	TBD	$62,000	VMPRG, MUN, FED, CATMA			E	**I**	CCMPO	Town of Westford
21	16	St. George	VT 2A/VT 116 intersection	No action recommended at this time.	40	TBD	TBD	$248,000	VMPRG, MUN, FED, CATMA			E	**I**	CCMPO	Town of Saint George
22	25	South Burlington	I-89 and VT 116	Re-prioritize if and when Exit 12B is constructed and/or express commuter service is provided in the corridor.	170	TBD	TBD	$2,329,000	FED			E	**I**		South Burlington, VTrans, CCMPO

1. Funding Sources: VMPRG: VTrans Municipal Park and Ride Grant Program; MUN: Municipality, primarily through local property taxes; FED: Various federal transportation funding programs; CATMA: Campus Area Transportation Management Association; Private: Private

Table ES-3: Prioritization and Implementation Plan for Proposed Intercept Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (E-Evaluation Phase; I-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
1	20	South Burlington	US 2 at I-89 Exit 14	Complete scoping study, NEPA documents and design	1,200	$500,000	FED, CATMA	$16-18 million	FED, CATMA	**E**	**I**			CATMA	Burlington, So. Burlington, CCTA, CCMPO, VTrans
2	19	Burlington	South End Transit Center	Construct initial phase, surface lot. Long-term, construct structured parking	1,000	$500,000	FED, CATMA	$16-18 million		**E**	**I**	**I**		CATMA	Burlington, So. Burlington, CCTA, CCMPO, VTrans
3	23	Colchester	US 7 near I-89 Exit 16	Identify an interim location for a park-and-ride lot and conduct a scoping study that identifies specific locations for a permanent intercept facility.	800	$30,000	CCMPO	$12-14 million	FED, CATMA		**E**	**I**		CATMA	Colchester, CCMPO, VTrans, CCTA
4	21	South Burlington	US 7, south of I-189	Short-term: establish temporary lot. Evaluate need for intercept facility in long-term after South End Transit Center is built. Request official CCTA stop.	TBD	$5,000	CCMPO	$5,000	MUN	**E, I**				South Burlington	Colchester, CCMPO, VTrans, CCTA
4	22	Colchester	VT 15/Barnes Ave	No action recommended at this time.	500	TBD	TBD	$8-10 million	TBD			**E**	**I**	CCMPO	Colchester, CCMPO, VTrans, CCTA

1.0 INTRODUCTION

The Chittenden County Park-and-Ride/Intercept Facility Plan presents a prioritized list of park-and-ride and intercept facilities; and evaluates and recommends upgrades to existing facilities. It includes an inventory of existing park-and-ride and intercept facilities, evaluates travel patterns, includes the results of a survey of frequent and infrequent park-and-ride users, presents a vision statement and supporting goals, develops and applies a prioritization process, and presents an implementation plan that identifies costs, timing and next steps.

This plan was prepared by Resource Systems Group (RSG) and was funded by the Chittenden County Metropolitan Planning Organization (CCMPO), which serves the 18 municipalities of the Chittenden County region. Each year, the CCMPO oversees about $30 million in transportation investments. The CCMPO evaluates and approves proposed transportation improvement projects and provides a forum for interagency cooperation and public input into funding decisions. This plan will be used by the CCMPO and its members (municipalities, VTrans, CCTA and others) to guide decisions about the use of federal and state transportation funding for planning, scoping, design and construction of park-and-ride and intercept facility projects.

Previous park-and-ride plans were completed in 1993, 1999 and more recently in 2004. The 1993 plan, which focused on the Circumferential Highway corridor, had a limited geographic area. The 1999 and 2004 plans cover all of Chittenden County but focused on the development and application of a prioritization system. The prioritization system was used to rank a list of intercept and traditional park-and-ride projects identified over the years through various public and private planning initiatives.

The 2011 plan builds off the previous efforts and provides a comprehensive approach to assessing and satisfying the need for improved and additional park-and-ride facilities. The study area has been expanded beyond Chittenden County to the neighboring counties to account for the reality of today's commuting patterns.

The plan includes the following sections:

- **Section 1.0 Introduction:** Provides an overview of the document and plan.
- **Section 2.0 Existing Conditions:** Defines park-and-ride, intercept and transit-only facility types, summarizes the characteristics and performance of existing park-and-ride and intercept facilities and describes and analyzes related travel characteristics.
- **Section 3.0 Survey**: Presents the results of a survey of frequent and infrequent park-and-ride users.
- **Section 4.0 Vision and Goals:** Presents a vision statement, goals and objectives that incorporate results of the existing conditions assessment, survey responses and a review of related plans.
- **Section 5.0 Prioritization Process:** Develops and applies prioritization methodology for new park-and-ride, new intercept facilities and for existing park-and-ride lots;
- **Section 6.0 Recommendations:** Identifies potential sites where, actions and next steps for proposed and existing park-and-ride and intercept facilities.
- **Section 7.0 Implementation Plan:** Organizes the recommendations into an action plan that includes evaluation and implementation phases, identifies costs, funding sources, and timing.

The plan has been developed with input from an advisory committee that reviewed and commented on documents as the plan was developed. The advisory committee consisted of representatives from municipalities in Chittenden County, the Vermont Agency of Transportation (VTrans), Chittenden County Transit Authority (CCTA), Campus Area Transportation Management Association (CATMA), Local Motion and staff from CCMPO. Outreach included a public meeting in September 2010 that was hosted by the CCMPO Board of Directors, the survey described in Section 3.0 of the report conducted between April and June 2010, and fact finding meetings with staff from municipalities where new park-and-ride and intercept facilities are proposed, conducted in November and December 2010. A draft report was published on May 2, 2011 and made available for public comment. A public presentation was provided on the May 2, 2011 draft report at the May 2011 CCMPO Board meeting. This final report was adopted by the CCMPO Board of Directors at its June 15, 2011 meeting.

2.0 EXISTING CONDITIONS

This section of the report defines the types of facilities addressed in the plan and describes their general characteristics based on an inventory that was conducted in late 2009 and early 2010. Information gathered during the inventory is used for a performance assessment relative to highway accessibility, safety, congestion and the availability of transit, walking and biking modes. An assessment of commuter travel flows is presented and used to define study corridors and to compare potential demand to the number of parking spaces available.

Existing facilities have been organized into the following corridors:

- Core: Burlington and South Burlington.
- North Corridor: Includes the Chittenden County municipalities of Colchester, Winooski, and Milton; all of Grand Isle; and western portions of Franklin County generally centered on US 7 and I-89;
- Northeast Corridor: Generally centered on VT 15 and includes the Chittenden County municipalities of Essex Town, Essex Junction, Jericho, Underhill and Westford; the western half of Franklin County; and northern sections of Lamoille County;
- East Corridor: Generally centered on I-89 and US 2 to the east and includes the Chittenden County municipalities of Williston, Richmond and Bolton; southern sections of Lamoille County along VT 100, Mad River Valley towns along VT 100 south of I-89; and Central Vermont. It continues east along US 2 to Saint Johnsbury and municipalities to the north along the NH border;
- Southeast Corridor: Generally centered on VT 116 and includes the Chittenden County municipalities of Huntington, Hinesburg and Saint George; and northeast portions of Addison County; and
- South Corridor: Generally centered on US 7 and VT 22A and includes the Chittenden County municipalities of Shelburne and Charlotte, the western half of Addison County and northern portions of Rutland County.

The boundaries consider the limits of the inbound and outbound commuter flows, the road network and major topographic features such as the Green Mountains[1].

2.1 Facility Characteristics

RSG conducted a field inventory of most of the park-and-ride and intercept facilities that serve Chittenden County. Inventory sheets are contained in Appendix A and the results are summarized in Table 5 (starting on page 8). There are 28 facilities within the study area that provide approximately 2,130 parking spaces. This section of the report defines facility type, describes their general characteristics, and describes the different ownership arrangements.

Facility Type

The CCMPO's *2004 Park-and-ride Facility Prioritization Plan* categorizes facilities as either a Park-and-ride or Intercept lots as defined in Table 1. These definitions will be carried forward in this plan and are generally consistent with the terminology presented in the *AASHTO Guide for Park-and-ride Facilities* (November 2004)[2]. One important distinction between these two types of facilities is that a Park-and-ride Lot is located close to the origin of a trip (typically near home) while an Intercept Facility is located close to the destination end of the trip (near work or some other attraction such as a sports facility).

As noted in the *AASHTO Park-and-ride Guideline*, each general type of facility has unique advantages and purposes. A park-and-ride facility helps reduce vehicle miles travel (VMT) overall and helps keep vehicles completely out of the urban core. A park-and-ride facility that is close enough to residential areas may be accessible by walking and biking, further reducing overall VMT. VMT reductions equate to reduced emissions, less congestion and mitigation of other negative impacts associated with auto travel such as noise, dust and crashes. The primary advantage and purpose of an intercept parking facility is to allow for the redevelopment of existing parking facilities within the urban core to higher and better uses. Intercept lots reduce vehicle trips within the heart of an urban core, but accommodations for vehicular access must still be provided to minimize congestion at the edge of activity centers where intercept facilities are located.

Table 1: Defining Characteristics of Park-and-ride and Intercept Facilities

Facility Type	*Trip Context*	*Function*	*Geographic Location*	*Predominant SOV Mode Shift to:*	*Typical Design*	*Parking Capacity*	*Walk/Bike Access*	*Ownership*
Park and Ride	Close to Origin	Serves multiple destinations	Rural or suburban	Car or Van Pool, Low Frequency Transit	Surface lot	Low-medium	Desirable but not common	Public
Intercept	Close to Destination	Allow for higher / better use of urban core parking	Urban/Activity Center Fringe	High frequency transit	Surface lot or structured parking	Medium-high	Yes	Public or private

[1] The basis for these corridors is discussed in Section 2.3.1 and the boundaries are shown in Figure 6 on page 23 .

[2] The final AASHTO Park and Ride Guide was published after the CCMPO's Park and Ride Prioritization Plan. It includes several definitions of park and ride facilities based on function and distance between origin and destination.

Intercept Facilities

Table 5 includes intercept facilities at the Gilbane lot on Lakeside Avenue in Burlington, behind the Department of Motor of Vehicles (DMV) on North Avenue in Burlington, the Champlain Mill parking garage in Winooski Falls, and at the FAHC Fanny Allen Campus on VT 15 in Colchester. These facilities have unique circumstances that require additional explanation.

The Gilbane lot is privately owned. The City of Burlington leases 350 spaces. CATMA leases 200 spaces for use by Champlain College affiliates and 200 spaces for use by FAHC employees. Any student living on Champlain College's main campus that brings a car must park it in the Gilbane lot. A free parking permit is issued and resident students are not allowed to park on campus. Champlain College faculty and staff are also allowed to park in the Gilbane lot for free. Based on a day-long parking count conducted by RSG for the College in November 2009, about 125 of Champlain College's parking spaces were occupied by resident student vehicles. Therefore approximately 75 spaces are available to Champlain employees. The College provides free shuttle service for students, faculty and staff between Gilbane, the campus and other off-campus facilities. FAHC also provides shuttle service from Gilbane to the MCHV campus.

The City's 350 spaces in the Gilbane lot are available for use by the general public. About 125-150 of the spaces leased by the City serve employees that work in downtown Burlington. CCTA's PARC shuttle provides direct service from the Gilbane lot to Bank Street on 15 minute headways. Parking is free and the fares for the PARC shuttle are $1.25 per trip or $18 per month. The Gilbane lot is also served by the Lakeside Commuter (AM and PM express service between the Lakeside Community and Cherry Street), is within a short walk of the Pine Street route (with ½ hour headways throughout the day), and is served by the Montpelier Link and Middlebury Link express service (AM and PM peak hours).

Accounting for the number of spaces used by Champlain College resident students, there are approximately 625 spaces that are reserved for use by commuters and others (75 for Champlain faculty staff, 200 for FAHC employees, and 350 spaces leased by the City that are available for general public use). The number of spaces leased at the Gilbane lot by CATMA and the City may be modified from year to year to account for changing circumstances. The City and CATMA are working together to develop the South End Transit Center on a parcel of land just south of the Gilbane lot at the end of Sears Lane. The initial phase of the project will involve construction of a surface lot with approximately 275 spaces. Subsequent phases may involve construction of structured parking. Construction of the first phase is anticipated within one or two years.

The North Avenue facility is a CATMA managed intercept lot. Free parking is available to CATMA member employees. The facility is adjacent to a larger parking lot that serves an office building on the same parcel. The office building houses a satellite office of the Vermont Department of Motor Vehicles, but is otherwise empty. The lot is served by the CCTA North Avenue fixed route service. Unlike the other intercept lots, direct shuttle service to final destinations is not available. As a result, this intercept facility is not well used. In addition, the parcel may be redeveloped soon so this location will no longer be available.

The Champlain Mill intercept facility is privately owned. CATMA leases 350 spaces for use by FAHC employees. The lease is ending in 2011 and these parking spaces will be relocated, possibly to the Exit 16 area on US 7 in Colchester near Water Tower Hill. FAHC provides a free bus between the Champlain Mill and MCHV during peak periods and van service during off-peak periods. The CCTA Essex Route and Winooski/Riverside Routes are accessible on a short walk from this facility.

The Fanny Allen intercept facility is owned by FAHC. FAHC provides a free bus between Fanny Allen and MCHV during peak periods. Van service is provided during off-peak periods and also stops at the Champlain Mill. This facility is also served by the CCTA Essex Route.

Transit Only Park-and-ride Facilities

Table 5 includes the park-and-ride facilities established by CCTA to serve passengers using the Link Express routes and other commuter routes. These facilities are also described in Table 2. CCTA has secured parking in these locations using formal and informal agreements with private land owners and municipalities. The parking spaces are intended for use by CCTA passengers only. These facilities are not intended to serve people that transfer from single occupant vehicles to informally share rides, or to participate in organized car or van pools. Regardless, the facilities are considered part of the park-and-ride system because they provide an opportunity for people to park a car and shift to a more efficient mode of transportation.

Table 2: Transit Park-and-ride Facilities[1]

Location	Directions	Transit Route	Number of Parking Spaces Available for Bus Passengers	Ownership
Highgate Commons	Route 7 off I-89 Exit 20 in the Highgate Commons shopping center	CCTA St. Albans Link Express	20	Private
Collins-Perley Sports Center	Route 104 off I-89 Exit 19 in St. Albans	CCTA St. Albans Link Express	20	Private
Steve's Citgo	Route 7 at the intersection with Ferry Road in Charlotte	CCTA Middlebury Link Express	5	Private
Exchange Street Storage	Exchange Street in Middlebury	CCTA Middlebury Link Express	20	Private
Vermont Department of Labor	Adjacent to Memorial Drive in Montpelier	CCTA Montpelier Link Express	unknown	Public
		GMTA Capital Shuttle		
Milton Town Offices	Bombardier Road just off Route 7 in Milton	CCTA Milton Commuter	20	Public
Williston Town Offices	Route 2 in Williston Village	CCTA Williston Commuter	10	Public

Table 3 provided a summary of the number of facilities and parking spaces by type. Figure 1 (page 11) shows the location and type of facility included within the study area.

Table 3: Type of Facility

Type	Study Area		Chittenden County	
	Number of Facilities	Parking Spaces	Number of Facilities	Parking Spaces
Park and Ride	18	804	8	323
Transit Park and Ride	7	120	1	10
Intercept	4	1,205	4	1,205
Totals	29	2,129	13	1,538

[1] Includes parking spaces dedicated for transit use only. Additional parking spaces may be available in each lot.

Informal Park-and-Ride Lots

Informal park-and-rides include lots at shopping centers, churches, municipal offices, larger roadside pull-offs, etc that are used informally, and often without permission. Some locations are well known, but many may be known only to locals. This plan does not attempt to identify these locations or quantify the spaces available. Under current conditions, these informal locations perform an important function in intermodal travel; but calling attention to specific locations is speculative. By recommending a county-wide system of well located park-and-ride and intercept facilities, this plan seeks to eliminate the need to use informal park-and-ride locations.

General Characteristics

The following general characteristics are presented in **Table 5**for each existing facility:

- Physical characteristics. Number of parking spaces, surface type and striping; availability of bike racks, shelters, telephones and lighting;
- Availability and description of transit service.
- Traffic operations and safety issues. Observed congestion, sight distance and general visibility of the facility from the adjacent road network.
- Bicycle and pedestrian access. Availability of sidewalks, bicycle facilities and proximity to other land uses. Bicycle facilities include shoulders of sufficient width[1] along adjacent roadways, bike lanes and separated multi-use paths used by cyclists and other non-motorized forms of transportation.
- Land use characteristics. The inventory sheets note the land use directly adjacent to a park-and-ride facility and the land use within approximately ¼ mile (referred to as "indirect land use"). The indirect land use was noted because park-and-ride facilities located near other land uses may serve multiple purposes in addition to commuters if adequate pedestrian connections are available.
- Constraints to expansion. Identifies any obvious physical barriers to expanding a park-and-ride facility at its current location. This assessment only identifies the obvious topographic, roadway infrastructure and utility constraints that are visible in the field. The field observations will be combined with information about property boundaries, natural resource constraints, and other information when recommendations are developed in future tasks of this plan.

Facility Ownership

Table 4 summarizes the types of ownership for all facilities and spaces within the study area. Facilities are owned and operated by VTrans on behalf of the State of Vermont, municipalities and by private landowners. Facilities owned by VTrans and the municipalities are available for use by the general public at no charge. All of the intercept facilities are privately owned. The majority of spaces in privately owned facilities (850 of 1,285 privately owned spaces) are available only to CATMA member employees. Parking in these facilities is controlled through permit systems managed by each of the Hill Institutions. The rest of the privately owned spaces are available for general public use. Most of these publicly

[1] Recommended shoulder widths vary from three feet to five feet depending on the functional class of a highway, the amount of traffic, whether or not a curb exists, and whether or not there are objects adjacent to the roadway such as a guard rail.

available/privately owned spaces (350 spaces) are located at the Gilbane lot on Lakeside Avenue through a lease to the City of Burlington. The rest (85 spaces) are located in transit only park-and-ride facilities secured by CCTA through informal and formal agreements.

Figure 2 shows the location and ownership for each facility within the study area.

Table 4: Ownership

Owner	Number of Facilities	Parking Spaces
VTrans	12	684
Municipal	8	160
Private	8	1,285
Totals	28	2,129

Anticipated Park-and-Ride Projects

The Municipal Park-and-ride Grant program was established by the Vermont Legislature to encourage local communities to develop small municipality owned and maintained Park-and-Ride Facilities. This competitive grant program is administered by VTrans and has funded the construction of most of the municipally owned park-and-rides included in Table 5. In order to be eligible for this grant, the proposed facility must be located on Municipality or State owned land, near a State designed route, available to commuters on a daily basis year round, provide parking for a minimum of ten vehicles, and owned and maintained by the local municipality. The grant funding is available for engineering and construction activities.

The following two projects are within the study area and were approved for funding in 2010:

- **South Hero:** 10 to 20 parking spaces in the Town of South Hero on US Route 2, near the Sandbar Causeway.
- **Starksboro:** 10 to 20 parking spaces in the Town of Starksboro on VT Route 116 at the site of the Town Offices.

As of June 2011, neither project is complete.

***Table 5**: Facility Characteristics*

Park and Ride Reference Name[1]	Municipality	Adjacent Highway or Intersection	Facility Type	Number of Parking Spaces	HC Spaces	Surface Type	Line Striping	Lights	Shelter	Bike Rack	Transit Service	Ownership
Core												
Gilbane[2]	BURLINGTON	Lakeside Avenue	Intercept	625	No	Paved	Yes	Yes	Yes	Yes	Yes	Private
North Ave - DMV	BURLINGTON	North Ave (DMV)	Intercept	75	No	Paved	Yes	Yes	Yes	No	Yes	Private
Champlain Mills	WINOOSKI	VT 15	Intercept	350	Yes	Structured	Yes	Yes	Yes	Yes	Yes	Private
East Corridor												
Exit 10	WATERBURY	VT 100/Lincoln Street (TH 19)	Park and Ride	56	Yes	Paved	No	Yes	Yes	Yes	Yes	VTrans
Exit 11	RICHMOND	US 2	Park and Ride	101	Yes	Paved	Yes	Yes	Yes	Yes	Yes	VTrans
Exit 7	BERLIN	VT 62	Park and Ride	76	Yes	Paved	Yes	Yes	Yes	Yes	Yes[3]	VTrans
Exit 8	MONTPELIER	Dog River Rd/Memorial Drive	Park and Ride	54	Yes	Paved	Yes	Yes	Yes	Yes	No	VTrans
VT DET	MONTPELIER	Memorial Drive	Transit Park and Ride	20	Yes	Paved	Yes	Yes	No	No	Yes	VTrans
Exit 9	MIDDLESEX	US 2	Park and Ride	28	Yes	Paved	Yes	Yes	No	No	Yes	VTrans

Table 5 continued on next page.

Table 5: Facility Characteristics (Continued)

Park and Ride Reference Name[1]	Municipality	Adjacent Highway or Intersection	Facility Type	Number of Parking Spaces	HC Spaces	Surface Type	Line Striping	Lights	Shelter	Bike Rack	Transit Service	Ownership
North Corridor												
Exit 17	COLCHESTER	US 7/US 2	Park and Ride	108	Yes	Paved	Yes	Yes	Yes	Yes	Yes	VTrans
Exit 18	GEORGIA	US 7/Skunk Hill Rd (TH 31)	Park and Ride	44	Yes	Paved	No	Yes	No	No	Yes	VTrans
Exit 19	ST. ALBANS	VT 104/VT 36	Park and Ride	80	Yes	Paved	Yes	Yes	Yes	Yes	No	VTrans
Highgate Commons	ST. ALBANS	US 7-Highgate Commons	Transit Park and Ride	30	No	Paved	Yes	Yes	No	No	Yes	Private
Collins-Perley Sports Center	ST. ALBANS	VT 104-St. Albans State Hwy	Transit Park and Ride	20	No	Paved	Yes	Yes	No	Yes	Yes	Private
Franklin	FRANKLIN	Homestead Drive	Park and Ride	22	No	Paved	Yes	Yes	No	No	No	Municipal
Milton Town Office	MILTON	Bombardier Road	Transit Park and Ride	20	No	Paved	No	No	No	No	Yes	Municipal
Fairfield	FAIRFIELD	VT 36	Park and Ride	24	No	Gravel	No	Yes	No	No	No	Municipal

Table 5 continued on next page.

Table 5: Facility Characteristics (Continued)

Park and Ride Reference Name[1]	Municipality	Adjacent Highway or Intersection	Facility Type	Number of Parking Spaces	HC Spaces	Surface Type	Line Striping	Lights	Shelter	Bike Rack	Transit Service	Ownership
Service Area: NE												
Cambridge	CAMBRIDGE	VT 15	Park and Ride	19	Yes	Paved	Yes	No	No	No	No	VTrans
Essex	ESSEX	VT 15/VT 128	Park and Ride	11	Yes	Paved	Yes	Yes	No	No	Yes	Municipal
Fanny Allen	COLCHESTER	VT 15	Intercept	155	Yes	Paved	Yes	Yes	No	No	Yes	Private
Underhill	UNDERHILL	Pleasant Valley Road	Park and Ride	15	No	Paved	No	No	No	No	No	Municipal
South Corridor												
Charlotte	CHARLOTTE	Ferry Road	Park and Ride	37	Yes	Paved	Yes	Yes	Yes	Yes	No	VTrans
Steve's CITGO	CHARLOTTE	US 7/Ferry Road	Transit Park and Ride	5	No	Paved	Yes	Yes	No	No	Yes	Private
Vergennes	FERRIS BURGH	US 7/VT 22A	Park and Ride	86	Yes	Paved	Yes	Yes	Yes	Yes	Yes	VTrans
Exchange Street	MIDDLEBURY	Ehange Street	Transit Park and Ride	20	No	**Verify**	**Verify**	**Verify**	**Verify**	**Verify**	Yes	Private
SE Corridor												
Bristol	BRISTOL	VT 116/VT 17	Park and Ride	12	No	Gravel	No	No	No	No	No	VTrans
Hinesburg	HINESBURG	VT 116/Charlotte Road	Park and Ride	18	Yes	Paved	Yes	Yes	No	No	No	Municipal
Huntington	HUNTINGTON	Main Road (TH 1)	Park and Ride	13	Yes	Gravel	No	Yes	No	Yes	No	Municipal

1. Reference name for the purpose of this study only

2. The number of spaces = (350+200+75). 350 spaces are leased to the City of Burlington and 200 spaces leased by CATMA for FAHC. CATMA leases another 200 spaces for Champlain College. This table assumes that 75 of the Champlain spaces are available for faculty/staff. The balance of 125 spaces is used for long-term student parking.

3. Requires a route deviation request by advance registration - 24 hour notice.

Figure 1: Facility Type

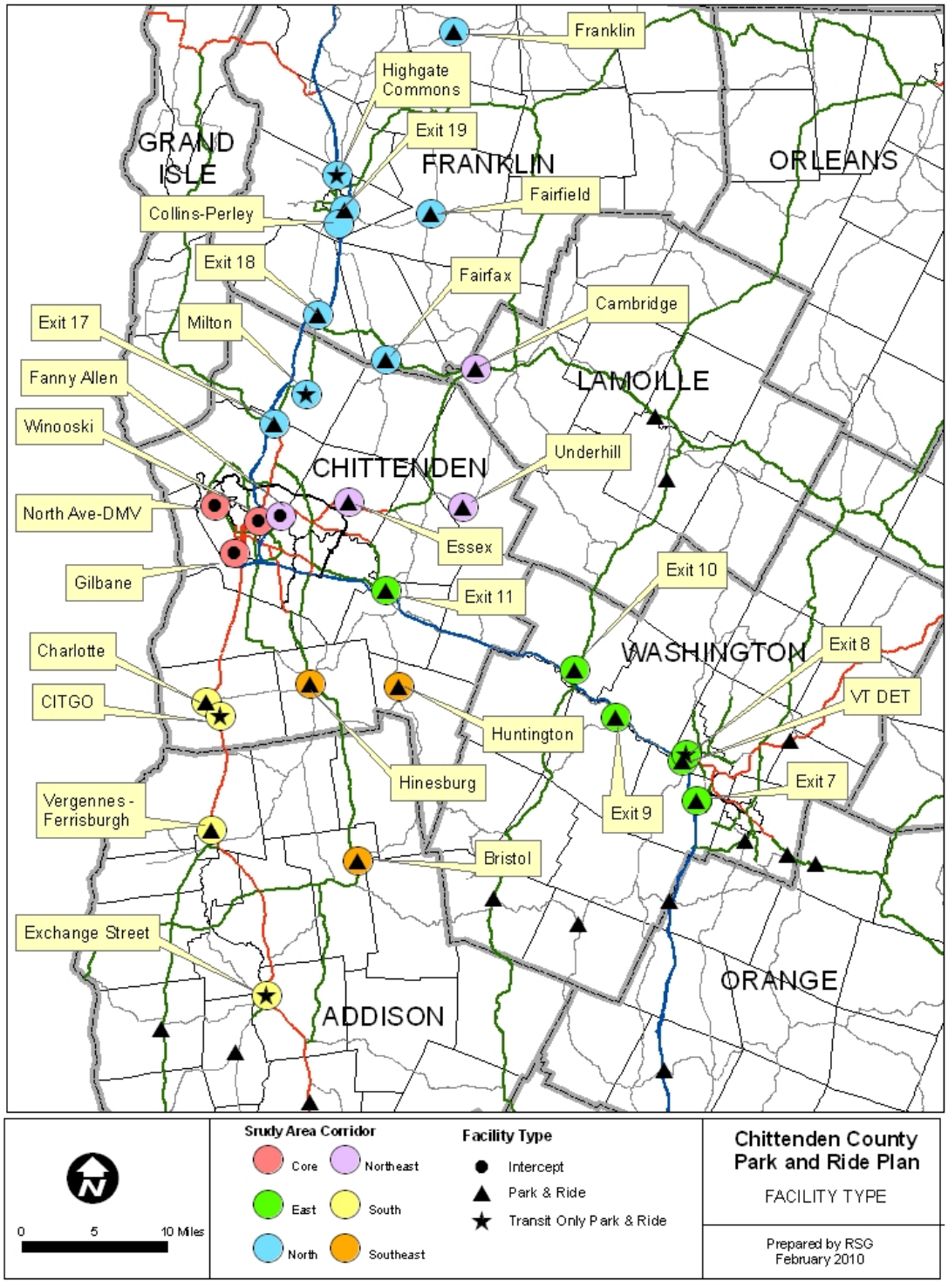
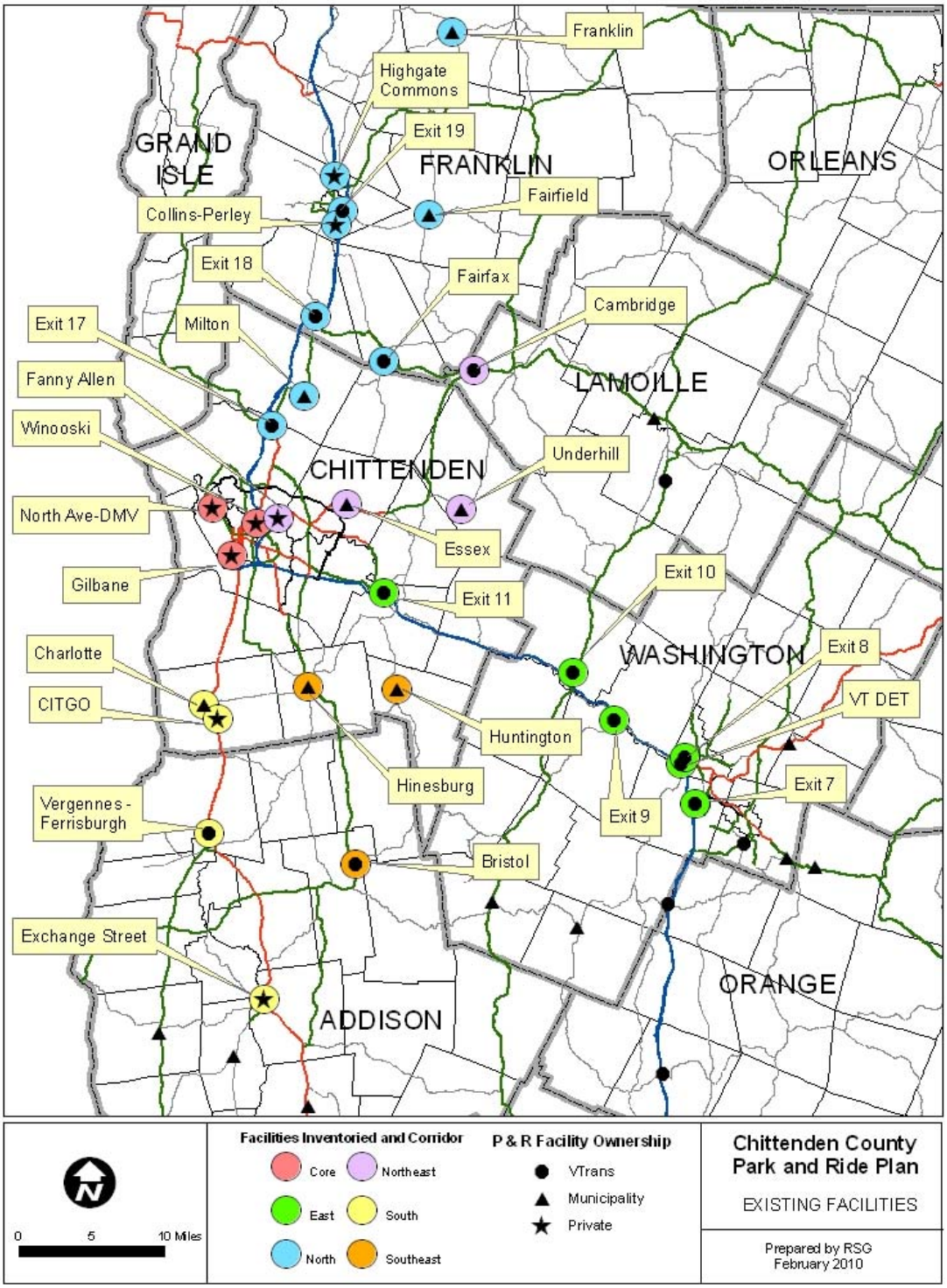


Figure 2: Facility Ownership



2.2 Performance Assessment

Table 8 (page 16) presents an assessment of access and use at the existing facilities based on field observations and data available from other studies and plans. Each element of the performance assessment is described below.

General Accessibility: Proximity and visibility from major highways and signage provide a proxy for accessibility. Facilities located directly on major highways are often more visible and arguably more accessible than those that require additional turns to reach. Most of the facilities are visible and are located on or close to major highways. The exceptions are:

- The Gilbane, North Ave, Fanny Allen and Champlain Mill Intercept lots all have poor visibility from adjacent streets. Visibility is less critical for the Fanny Allen and Champlain Mill lots because they are used exclusively by FAHC employees. FAHC provides information to its employees on how to find these lots and on shuttle service schedules. The Gilbane lot also serves FAHC and Champlain affiliates, and each institution informs potential users in a variety of ways. However, there are 350 spaces at Gilbane available for general public use. The lot is easy to find if one knows that it exists, but its location is not visible from Pine Street, the adjacent major north/south arterial.
- The Waterbury park-and-ride lot near Exit 10 is not visible from VT 100. Although the turn from VT 100 is well signed, the lot is located on a residential street that requires passing through three intersections.
- The Bristol Park-and-ride lot at the intersection of VT 116 and VT 17 which is not signed and appears to be an informal pull-off.
- The Exchange Street transit-only park-and-ride is located on a side street to US 7.

Safety: The safety assessment is based on whether or not a park-and-ride is located in a high crash location as identified by VTrans and/or its driveway has adequate sight distance. Ten of the twenty-nine facilities access the road network at or near a high crash location. Only one location, the Bristol park-and-ride, has limited sight distance at its driveway. The following facilities access the highway system near a high crash location:

- North Avenue-DMV
- Exit 10/Waterbury
- Exit 11/Richmond
- Exit 7/Berlin
- Highgate Commons/St. Albans
- Collins-Perley/St. Albans
- Fairfield
- Steve's CITGO/Charlotte
- Huntington

Congestion: The congestion assessment is based on level of service analyses for the nearest intersection as identified in the table. The Level of Service ratings were taken from existing studies when available or based on RSG's local knowledge and observations. They generally represent conditions from 2004 through 2008. A "low" indicates Levels of Service from A-C, a "moderate" rating Levels of Service of D, and a "high" rating Levels of Service E and F. Appendix B provides the source and specific LOS for each location and additional information on Level of Service. Most of the existing park-and-ride and Intercept facilities are accessible from streets with low levels of congestion.

Locations with high levels of congestion are Exit 11/Richmond, Exit 7/Berlin, Exit 19/Saint Albans and Hinesburg.

Multi-Modal Access. Multi-modal access is defined as follows:

- A park-and-ride facility with pedestrian access is served by a sidewalk and/or is close enough to other land uses to encourage walking (1/4 mile is considered a reasonable walking distance by most people);
- A park-and-ride facility with bicycle access is served by a roadway with shoulders of sufficient width to accommodate cyclists[1], a roadway with dedicated bike lanes or is connected to a separate path designed specifically for cyclists and other non-motorized users; and
- A park-and-ride facility served by existing express or regular fixed route transit service.

As shown in Table 6, about half of existing park-and-ride and intercept facilities are accessible by transit, walking and bike. Table 7 presents multimodal accessibility in terms of parking spaces and by corridor. Over eighty percent of existing park-and-ride spaces are served by transit. About two-thirds (66-67%) of the parking spaces are accessible by foot or bike. The Southeast corridor is the one service area that lacks transit access. The East and South service areas are the least accessible for pedestrians and cyclists.

Table 6: Multimodal Accessibility by Facility and Service Area

Service Area	Number of Facilities	Facilities with Transit Service		Facilities with Pedestrian Access		Facilities with Bicycle Access	
		Number	Percentage	Number	Percentage	Number	Percentage
Core	3	3	100%	3	100%	3	100%
North	8	5	63%	4	50%	4	50%
NE	4	2	50%	2	50%	1	25%
East	6	5	83%	1	17%	1	17%
South	4	3	75%	1	25%	3	75%
SE	3	0	0%	2	67%	2	67%
Total	28	18	64%	13	46%	14	50%

Table 7: Multimodal Accessibility by Parking Spaces and Service Area

Service Area	Total Parking Spaces	Spaces with Transit Service		Spaces with Pedestrian Access		Spaces with Bicycle Access	
		Number	Percentage	Number	Percentage	Number	Percentage
Core	1,050	1,050	100%	1,050	100%	1,050	100%
North	348	222	64%	146	42%	146	42%
NE	200	166	83%	166	83%	11	6%
East	335	281	84%	20	6%	20	6%
South	148	111	75%	20	14%	143	97%
SE	43	0	0%	31	72%	31	72%
Total	2,124	1,830	86%	1,433	67%	1,401	66%

Bus Access Constraints. While the tables above demonstrate that a high percentage of park-and-ride/intercept facilities are served by transit, geometric constraints cause operational challenges for CCTA and GMTA buses at the following locations:

[1] Recommended shoulder widths vary from three feet to five feet depending on the functional class of a highway, the amount of traffic, whether or not a curb exists, and whether or not there are objects adjacent to the roadway such as a guard rail.

- Exit 11/Richmond – bus drivers must make a 3-point turn in the parking lot, including backing up, so the bus can be positioned to safely exit the lot. CCTA tries to avoid this type maneuver whenever possible;
- Exit 18/Georgia – the bus driver has to drive past the lot, turn around by backing into a driveway, and then pull up beside the entrance; and
- Exit 19/St. Albans – the St. Albans Link does not serve this lot because of space and capacity constraints.

Physical constrains to expansion. Eight of the nineteen facilities face obstacles to expansion on their current sites. The ability to expand is only an immediate issue if a facility's use is approaching or exceeding capacity. The estimated occupancy information provided in Table 8 is the maximum of counts presented in the 2004 VTrans Park-and-ride Plan, counts conducted by the CCMPO at various dates between 2004 and 2010, and observations made by RSG during the field inventory. The following locations have high occupancy rates and may not be expandable on their current sites:

- Exit 11/Richmond: The peak hour occupancy is based on RSG's field observations in November 2009. The average peak hour occupancy for two days of counts performed in 2005 by the CCMPO was 90%. One day, the peak occupancy rate was 75% and the other day's peak occupancy was 104%. During RSG's field inventory, we noted several cars parked in undesignated locations. It is common to see overflow parking at this location.
- Exit 18/Georgia: The peak hour occupancy of 76% is included in the 2004 VTrans Park-and-ride Plan and was verified during RSG's field inventory in November 2009.
- Exit 19/Saint Albans: The peak hour occupancy of 90% is based on RSG's observations in November 2009.

Table 8: Performance Assessment

Park and Ride Reference Name	Accessibility			Safety		Congestion			Modes Served					Physical Constraints to Expansion	Estimated Occupancy at Peak Demand
	Proximity to Major Highway (Miles)	*Visibility of Lot from Roadway*	*Signage*	*Proximity to High Crash Location*	*Sight Distance at Driveway*	*Closest Major Intersection*	*Intersection Control*	*Congestion on Adjacent Streets*	*Pedestrian Access*	*Bicycle Access*	*Transit Service*	*Ride Share*	*Modes Available*		
Core															
Gilbane	0.1	Poor	No	No	OK	Pine St & Lakeside Ave	Signal	Low	Yes	Yes	Yes	Yes	4	No	53%
North Ave - DMV	0.0	Poor	No	Road Section	OK	North Ave	Stop	Low	Yes	Yes	Yes	Yes	4	Yes	0%
Champlain Mills	0.0	Poor	No	No	OK	US 7-VT 15	Traffic Circlator	Moderate	Yes	Yes	Yes	Yes	4	Yes	100%
East Corridor															
Exit 10	0.3	Poor	Yes	Road Section	OK	VT 100 & Stowe St	Signal	Moderate	No	No	Yes	Yes	2	Yes	50%
Exit 11	0.0	Good	Yes	Road Section	OK	US 2/I-89 Ramps	Stop	High	No	No	Yes	Yes	2	Yes	95%
Exit 7	0.1	Good	Yes	Road Section	OK	VT 62 & Paine Tpk	Signal	High	No	No	Yes	Yes	2	No	60%
Exit 8	0.1	Good	Yes	No	OK	Memorial Dr & National Like Drive	Signal	Low	No	No	No	Yes	1	No	64%
VT DET	0.0	Good	No	No	OK	Memorial Dr & National Like Drive	Signal	Low	Yes	Yes	Yes	Yes	4	No	Not Available
Exit 9	0.0	Good	Yes	No	OK	US 2 & Center St	Stop	Low	No	No	Yes	Yes	2	No	58%
North Corridor															
Exit 17	0.4	Good	Yes	No	OK	US 7 & US 2	Signal	Low	No	Yes	Yes	Yes	3	No	32%
Exit 18	0.1	Good	Yes	No	OK	US 7 & Skunk Hill	Stop	Low	No	No	Yes	Yes	2	Yes	76%
Exit 19	0.0	Good	Yes	Yes	OK	VT 104 & VT 36	Signal	High	Yes	Yes	No	Yes	3	Yes	90%
Highgate Commons	0.0	Good	No	Road Section	OK	US 7-Highgate Commons	Signal	Low	No	Yes	Yes	No	2	Yes	47%
Collins-Perley Sports Center	0.0	Good	No	Road Section	OK	VT 104-St. Albans State Hwy	Signal	Low	No	No	Yes	No	1	No	20%
Franklin	0.1	Poor	No	No	OK	VT 120-VT 235	Stop	Low	Yes	Yes	No	Yes	3	Verify	14%
Milton Town Office	0.2	Poor	No	No	OK	US 7-Bombardier Rd	Stop	Moderate	Yes	Yes	Yes	No	3	Verify	25%
Fairfield	0.0	Good	No	Road Section	OK	VT 36-North Rpad	Stop	Low	Yes	Yes	No	Yes	3	Verify	4%

Table 8 continued on the next page.

Table 8: Performance Assessment (Continued)

Park and Ride Reference Name	Accessibility			Safety		Congestion			Modes Served				Physical Constraints to Expansion	Estimated Occupancy at Peak Demand
	Proximity to Major Highway (Miles)	*Visibility of Lot from Roadway*	*Signage*	*Proximity to High Crash Location*	*Sight Distance at Driveway*	*Closest Major Intersection*	*Intersection Control*	*Congestion on Adjacent Streets*	*Pedestrian Access*	*Bicycle Access*	*Transit Service*	*Ride Share*		
Northeast Corridor														
Cambridge	0.0	Good	Yes	No	OK	VT 15	Stop	Low	No	No	No	Yes	No	30%
Essex	0.0	Good	Yes	No	OK	VT 15 & VT 128	Signal	Low	Yes	Yes	Yes	Yes	Yes	50%
Fanny Allen	0.0	**Verify**	**Verify**	No	OK	VT 15-Camp Johnson	Signal	Low	Yes	No	Yes	Yes	No	Not Available
Underhill	0.0	Good	No	No	OK	Pleasant Valley-Krug Rd	Stop	Low	No	No	No	Yes	**Verify**	Not Available
South Corridor														
Charlotte	0.8	Poor	Yes	No	OK	US 7 & Ferry Rd	Signal	Low	No	Yes	No	Yes	No	0%
Charlotte-CITGO	0.0	Good	Yes	Road Section	OK	US 7 & Ferry Rd	Signal	Low	No	No	Yes	No	Yes	Not Available
Vergennes	0.0	Good	Yes	No	OK	US 7 & VT 22A	Signal	Low	No	Yes	Yes	Yes	No	Not Available
Exchange Street	0.5	Poor	**Verify**	No	**Verify**	US 7-Main Street	Stop	Moderate	Yes	Yes	Yes	No	**Verify**	Not Available
Southeast Corridor														
Bristol	0.1	Poor	No	No	Limited	VT 116 & VT 17	Stop	Low	No	No	No	Yes	No	20%
Hinesburg	0.1	Good	Yes	No	OK	VT 116 & Charlotte Rd	Signal	High	Yes	Yes	No	Yes	Yes	13%
Huntington	0.0	Good	Yes	Road Section	OK	Main Rd	Stop	Low	Yes	Yes	No	Yes	Yes	40%

2.3 Travel Characteristics

This section of the report describes and quantifies commuter flows, defines the study corridors, describes how people travel to work, and compares demand for park-and-ride facilities to the number of available parking spaces.

2.3.1 Worker Flows and Study Corridors

Data from the 2000 Census Transportation Planning Package (CTPP) have been used to help describe commuter travel patterns and means of travel to work. The U.S. Census defines the CTPP "… as a set of special tabulations from the decennial census designed for transportation planners. The data are tabulated from answers to the Census 2000 long form questionnaire, mailed to one in six U.S. households. Because of the large sample size, the data are reliable and accurate."[1] Although the data are now ten years old, they are useful in describing general commuting patterns. The results are compared below to more recent information available from the U.S. Census to verify findings.

Using data from the 2000 CTPP, Figure 4 (page 21) shows where people who work in Chittenden County live in terms of number of people per municipality. The data describe the geographic extent of the County's inbound commuter shed. The map demonstrates the following points:

- The largest proportion of Chittenden County employees (64%) also live in Chittenden County;
- Chittenden County attracts a significant amount of workers from the counties directly adjacent to its borders; and
- Chittenden County attracts some workers from significant distances.

Figure 5 (page 22) shows where residents in Chittenden County work in terms of number of people per municipality. The data describe the geographic extent of the outbound commuter shed for residents of Chittenden County. Because approximately 80% of its employed residents live and work in Chittenden County, the outbound commuter shed does not extend as far as the inbound commuter shed. One can also infer from Figure 5 that there is an internal Chittenden County commuter flow between the outer ring rural/suburban and the inner, higher density suburban and urban municipalities.

The travel generated by these inbound and outbound commuter sheds occurs within distinct corridors that surround Chittenden County. Figure 6 (Page 23) shows the five corridors and the central core service area. The boundaries consider the limits of the inbound and outbound commuter flows, the road network and major topographic features such as the Green Mountains. The corridors are defined as follows:

- Core: Burlington and South Burlington.
- North Corridor: Includes the Chittenden County municipalities of Colchester, Winooski, and Milton; all of Grand Isle; and western portions of Franklin County generally centered on US 7 and I-89;
- Northeast Corridor: Generally centered on VT 15 and includes the Chittenden County municipalities of Essex Town, Essex Junction, Jericho, Underhill and Westford; the western half of Franklin County; and northern sections of Lamoille County;
- East Corridor: Generally centered on I-89 and US 2 to the east and includes the Chittenden County municipalities of Williston, Richmond and Bolton; southern sections of Lamoille County along VT 100, Mad River Valley towns along VT 100 south of I-89; and Central Vermont. It continues east along US 2 to Saint Johnsbury and municipalities to the north along the NH border;

[1] For additional information see http://www.fhwa.dot.gov/ctpp/about.htm

- Southeast Corridor: Generally centered on VT 116 and includes the Chittenden County municipalities of Huntington, Hinesburg and Saint George; and northeast portions of Addison County; and
- South Corridor: Generally centered on US 7 and VT 22A and includes the Chittenden County municipalities of Shelburne and Charlotte, the western half of Addison County and northern portions of Rutland County.

These corridors provide the framework for this analysis

2.3.1.1 CTPP Data Verification

Longitudinal Employment and Household Dynamics (LEHD) is a relatively new product from the U.S. Census that provides an alternate source of home-to-work travel flow data[1]. This section compares worker flows estimated with 2000 CTPP data and 2006 LEHD data within each commuter corridor.

LEHD uses the Bureau of Labor Statistics (BLS) Quarterly Census of employment and Wages (QCEW), Unemployment Insurance (UI) files, combined with federal administrative records. As a result, LEHD includes those employees covered by unemployment insurance and excludes self-employed, railroad and federal government workers.

Although the CTPP is based on a sample, it has been statistically adjusted to include all workers. While LEHD provides a lower total employment number, its data can be compared to the 2000 CTPP in terms of the percentage of Chittenden County employees residing in a commuter corridor. The LEHD data were provided by the CCMPO staff which spent a considerable amount of time on quality control. The results are presented in Table 9 and Figure 3. The following observations can be made about the comparisons:

- The proportion of Chittenden County employees that live in the North Corridor appears to be less in the LEHD data compared with the CTPP; but the North corridor continues to house the largest percentage of Chittenden County employees;
- The LEHD data suggest a shift of residents from the South to the Southeast corridor; and
- The percentage of Chittenden County employees living in the core municipalities of South Burlington and Burlington is about the same.

The LEHD data are generally consistent with and verify the 2000 CTPP data. This comparison suggests that data from the 2000 CTTP are still relevant in planning for park-and-ride and intercept facilities in Chittenden County.

Table 9: Where Chittenden County Employees Live - Comparison of 2000 CTPP with 2006 LEHD Worker Flow Data by Corridor

	2000 Census JTW		2006 LEHD	
Corridor	Employees	% of Total	Employees	% of Total
North	42,351	37%	25,680	29%
Northeast	16,971	15%	17,825	20%
East	10,609	9%	10,327	12%
South	12,366	11%	4,946	6%
Southeast	5,410	5%	6,769	8%
Core	27,375	24%	22,070	25%
Totals	115,082	100%	87,617	100%

[1] LEHD has been developed because the Census long form questionnaire, on which the CTPP data are based, is being eliminated in 2010.

Figure 3: Where Chittenden County Employees Live - Comparison of 2000 CTPP with 2006 LEHD Worker Flow Data by Corridor

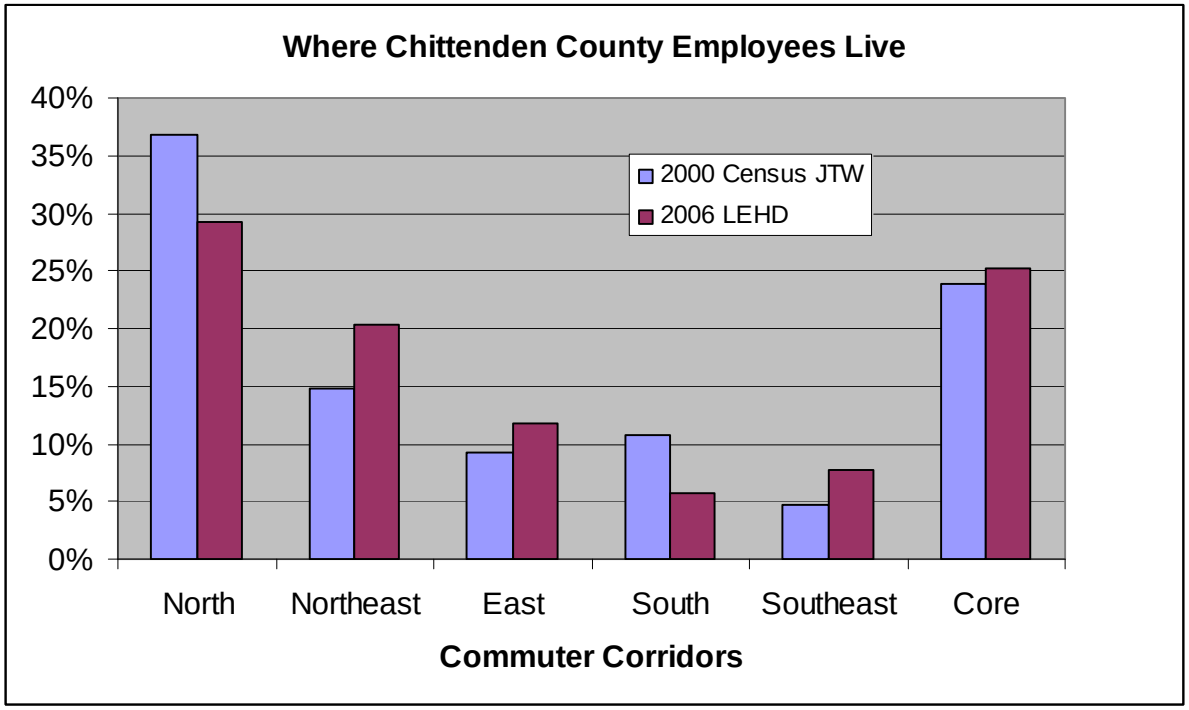


Figure 4: Where Chittenden County Workers Live – Inbound Commuter Shed

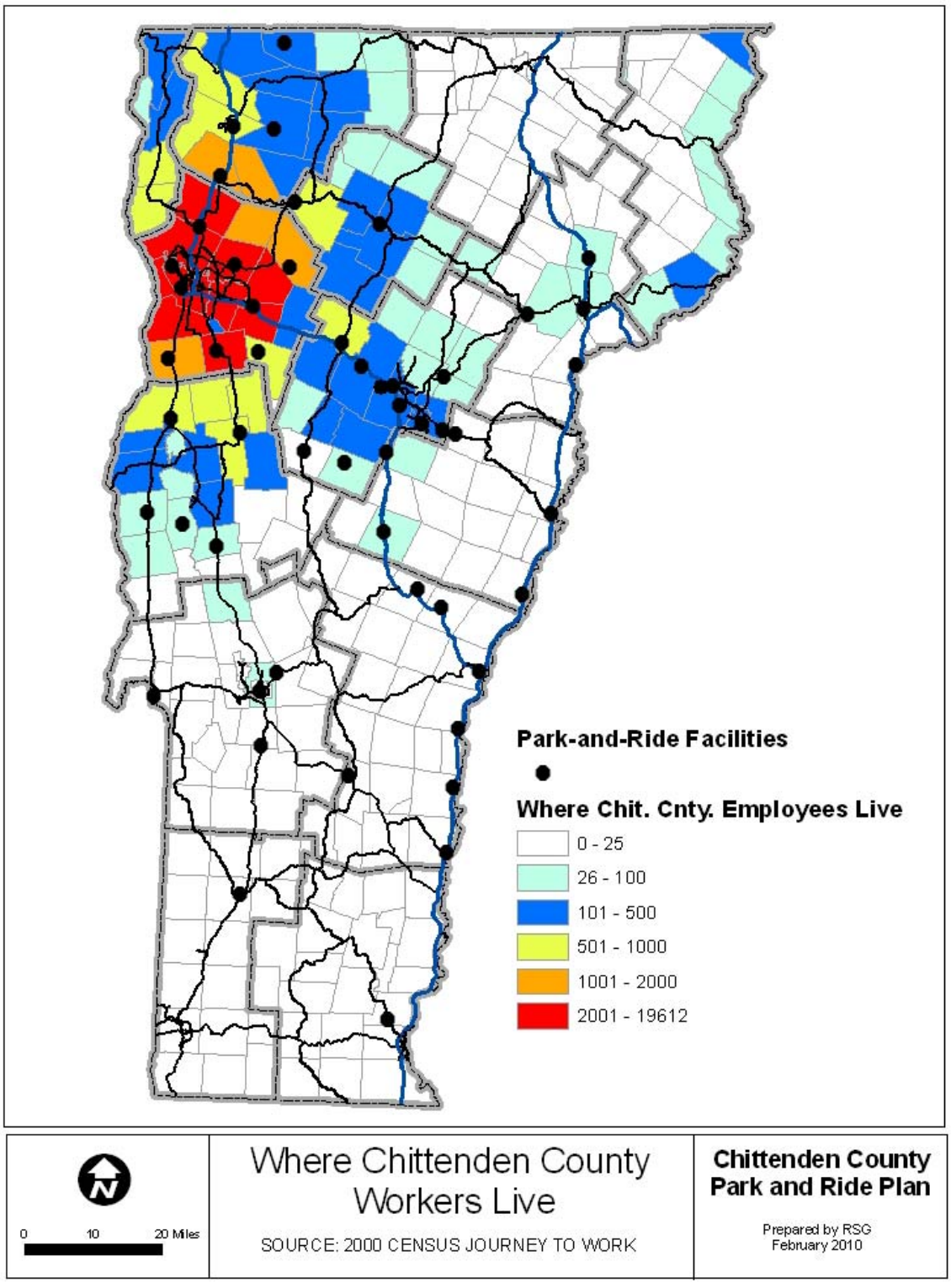


Figure 5: Where Chittenden County Residents Work - Outbound Commuter Shed

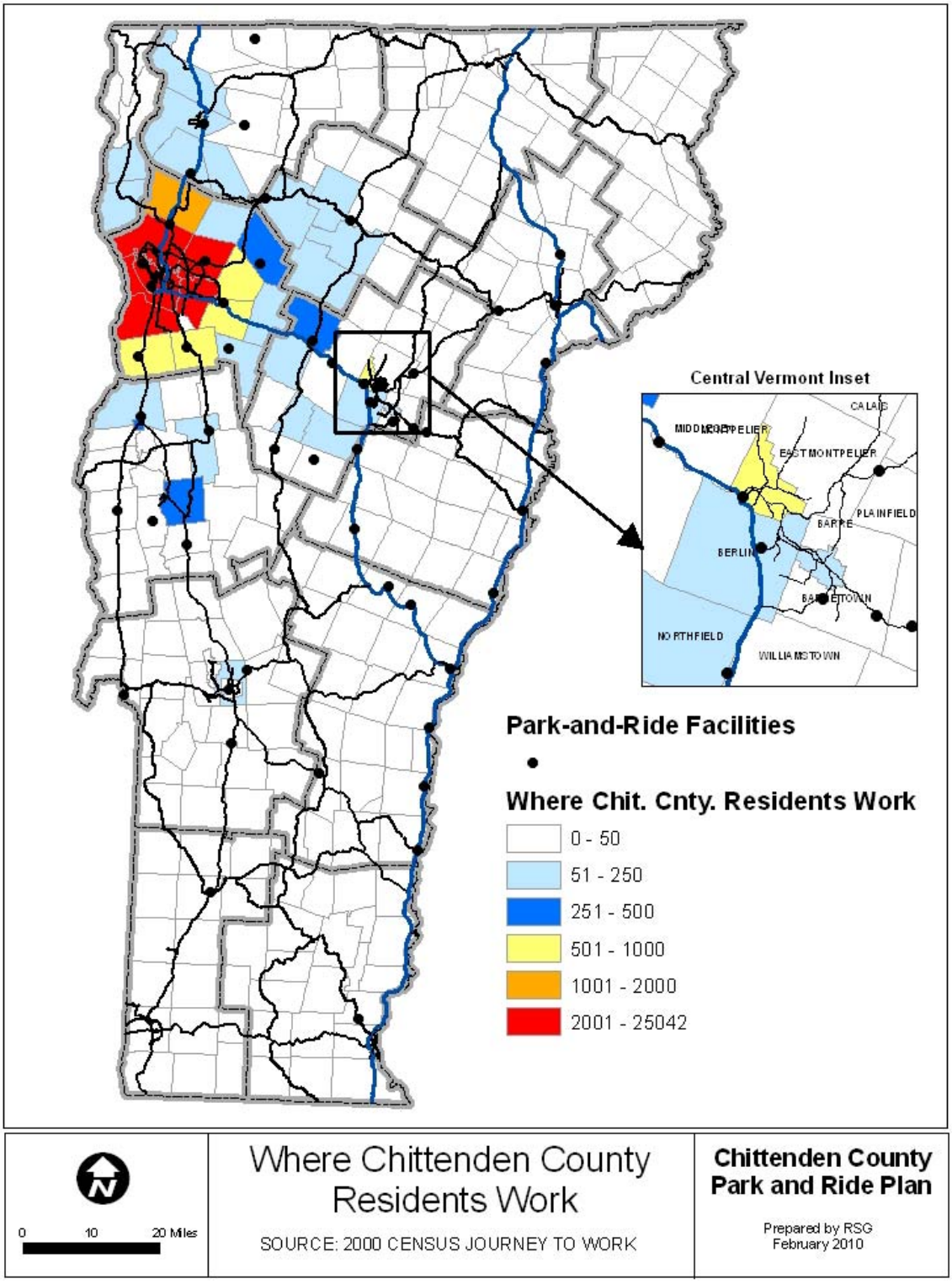
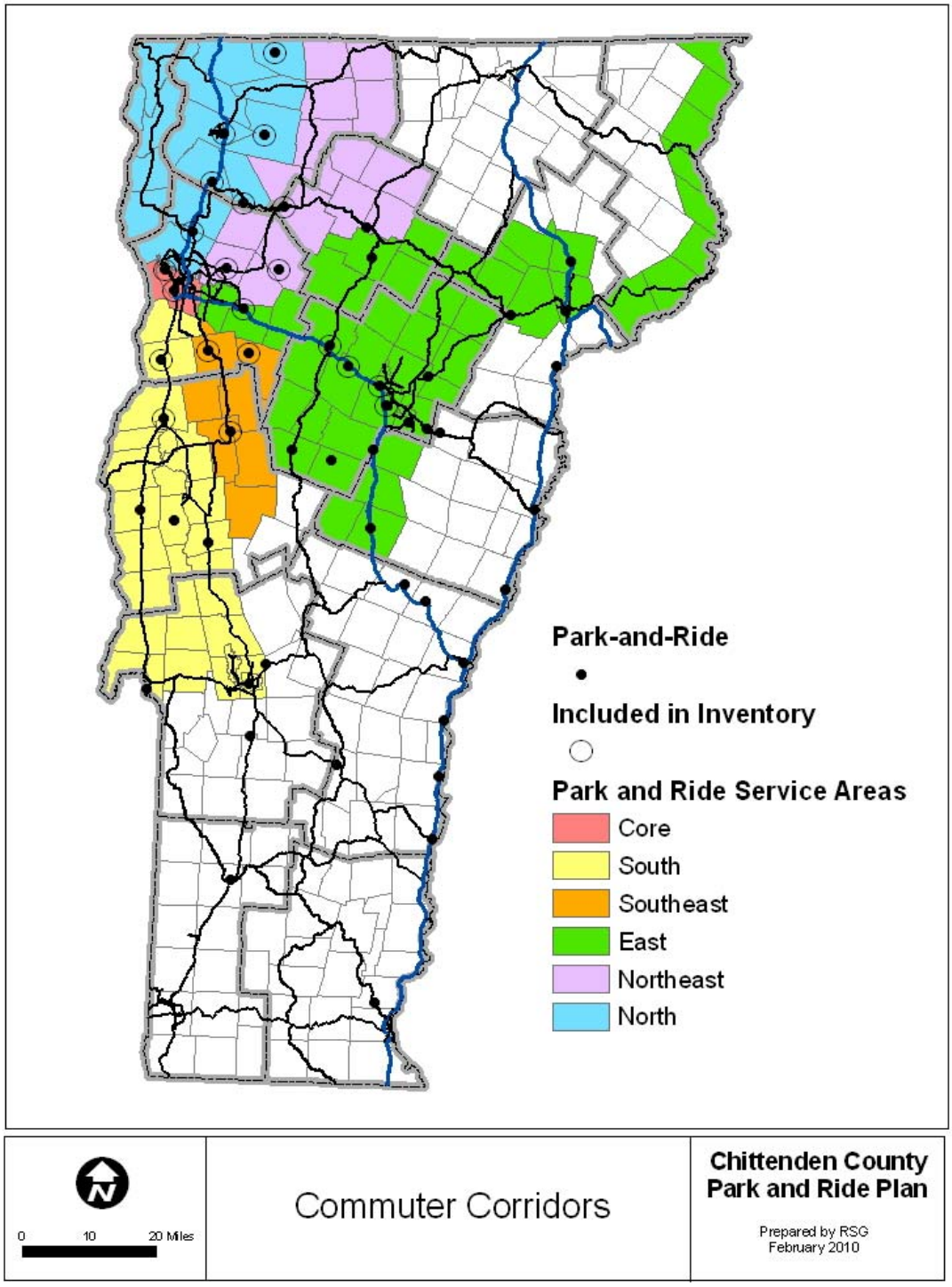


Figure 6: Chittenden County Park-and-ride Service Areas



2.3.2 Mode Share

Table 10 shows the mode shares in 2000 for all workers that reside in each of the study corridors. It includes employees traveling to Chittenden County and to all other work locations. Statewide mode shares are provided for comparison. The North Corridor had the highest percentage of commuters that car-pool to work. More people traveled to work in car-pools in the North, East and Southeast corridors than the rest of the state. Car-pooling was lower than the state average in the other corridors. The Core had the highest percentages of walk/bike and transit use. The walk/bike mode was also higher in the South and East Corridors.

Table 10: Means of Transportation to Work – 2000 CTTP

Corridor	Drive Alone	Car-Pool	Transit	Ferry Boat	Walk/Bike	Taxi / Motorcycle
North	79.9%	15.1%	0.4%	0.0%	3.9%	0.6%
Northeast	83.0%	12.0%	0.5%	0.0%	3.8%	0.7%
East	80.5%	12.7%	0.2%	0.1%	5.7%	0.7%
Southeast	83.1%	13.3%	0.1%	0.1%	2.9%	0.4%
South	79.7%	11.7%	0.4%	0.0%	7.4%	0.8%
Core	70.0%	11.2%	2.7%	0.0%	15.0%	1.0%
Total Chittenden County Commuter Shed	79.1%	12.7%	0.7%	0.0%	6.7%	0.8%
Vermont	79.6%	12.6%	0.6%	0.0%	6.3%	0.8%

Transit service has expanded since 2000 and therefore the mode share presented in Table 10 is probably low. Since 2000, CCTA has expanded regular fixed route service to Williston and significantly increased the service frequency between Burlington and Essex. Between 2003 and 2005, CCTA also implemented three inter-regional commuter routes to Montpelier, Middlebury, and St. Albans. The ridership numbers presented in Table 11 are not accounted for in the 2000 CTPP data. CCTA expanded its express commuter service network with initiation of the Milton Commuter on February 15, 2010 with AM, Mid-day, PM and evening service. The Milton Commuter runs between the Husky Plant on North Road in Milton to the Gilbane Lot on Pine Street with stops at the transit-only park-and-ride at the Milton Town Office and the Exit 17 park-and-ride.[1]

Table 11: Express Bus Service Annual Ridership

Service	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Notes
Montpelier Link Express	24,004	31,842	37,512	54,241	75,248	Route began in Sept. 2003 - FY05 was first full fiscal year
Middlebury Link Express	See note	13,974	13,825	19,560	22,846	Route began in October 2004 - FY06 was first full fiscal year
St. Albans Link Express	See note	See note	12,992	17,349	19,292	Route begain in October 2005 - FY07 was first full fiscal year
Totals	24,004	45,816	64,329	91,150	117,386	

With the establishment of express bus service, transit riders have become an important user of park-and-ride facilities. Table 12 presents an estimate of how many of the occupied spaces at park-and-ride lots during peak periods are used by people riding transit. The table does not include the transit-only park-and-ride lots, of which 100% of the spaces are used by transit riders. It assumes that each transit rider boarding during the AM time periods equates to one occupied space at the park-and-ride lot. The analysis suggests that transit riders create about 30% of the demand for park-and-ride spaces at facilities served by transit. The percentage of spaces occupied by transit users at the Exit 10/Waterbury park-and-ride is high because it includes passengers transferring between the Montpelier Link and Route 100 commuter

[1] The Milton Commuter has several other stops that are not at park and ride facilities.

services. Passengers transferring between these two services do not park a car at the Exit 10/Waterbury Park-and-ride.

Table 12: Estimated Use of Park-and-rides by Transit Riders

Park and Ride with Transit Service	Transit Service	AM Bordings FY 2009 Average Daily Ridership						Number P&R Spaces Occupied at Peak	% Occupied by Transit Riders On An Average Weekday
		7-Dec	8-Dec	9-Dec	10-Dec	11-Dec	Weekday Average		
Exit 18 Park and Ride	Saint Albans Link Express	11	10	12	5	12	10	33	30%
Exit 17 Park and Ride		5	8	6	6	8	7	24	28%
Exit 11 Richmond Park and Ride	Montpelier Link Express	20	26	42	34	37	32	92	35%
Exit 10 Waterbury Park and Ride[1]	Montpelier Link and Route 100 Commuter	30	29	17	38	29	29	26	110%

1. The AM boardings at the Exit 10/Waterbury lot include transfers between the Montpelier Link Express and GMTA Route 100 Commuter.

Table 13 presents mode shares for employees of the Hill Institutions in Burlington (Fletcher Allen Health Care, UVM, Champlain College and the Red Cross). The mode shares are based on an annual employee survey administered by the Campus Area Transportation Management Association (CATMA), the TMA for the Hill Institutions. CATMA is a nonprofit, employer-based organization formed in 1992 to enable its members to share resources as well as jointly plan, develop, and manage all transportation and parking programs, infrastructure, and associated facilities. CATMA's TDM programs include rideshare matching services and guaranteed ride home, subsidized and free transit passes, bike/walk reward program, incentives to park off-site, and flex time polices. CATMA tracks the success of its programs with surveys twice a year.

As shown in Table 13, the programs that CATMA manages have significantly reduced single occupancy vehicle use while increasing use of other modes. The 2000 mode shares for CATMA employees are somewhat comparable to the 2000 CTPP mode shares for the entire Chittenden County commuter shed. For example, the drive alone mode share for all County employees was 79.1% compared to 73.8% for CATMA employees. However, by 2008, the drive alone mode share for CATMA employees has decreased significantly to 52.6%. The Hill Institutions have about 9,500 employees which equates to approximately 8% of all Chittenden County employees. Therefore, it is unlikely that the rest of the County experienced such a dramatic change in mode share, although it is reasonable to assume some changes have occurred.

More importantly however, the CATMA data presented in Table 13 demonstrate what can be achieved using TDM programs managed by a TMA. CATMA is now serving State employees in Downtown Burlington and other organizations may join over time. As TDM programs expand in the County, demand will increase for park-and-ride facilities.

2.3.3 Non-Work Trips

Park-and-ride facilities also serve non-work related trips. For example, the Richmond Park-and-ride is often near capacity during weekends and it is reasonable to assume that most of the parking is for people meeting for recreational, shopping or some other social occasion. Results from the survey support this observation and suggest park-and-rides are used as frequently for recreational, social and personal business trips as they are for the commute to work (See Section 3.3).

Table 13: CATMA Employee Mode Share[1]

Year	Drive Alone			Car-pool	Transit[3]	Walk/ Bike	Tele-Commute	Park and Shuttle[5]	Bike and Bus	Other
	With Shuttle[1]	No Shuttle[2]	Total							
2000	17.3%	56.5%	73.8%	11.5%	2.2%	5.2%	-	-	-	2.8%
2001	20.6%	48.6%	69.2%	11.5%	3.9%	10.1%	-	-	-	3.8%
2002	20.6%	47.4%	68.0%	12.2%	4.7%	9.5%	-	-	-	4.4%
2003	15.7%	49.1%	64.8%	11.2%	4.5%	13.5%	-	-	-	5.9%
2004 [4]	5.3%	56.4%	61.7%	12.5%	6.7%	14.9%	-	-	-	4.1%
2005	13.4%	45.7%	59.1%	12.5%	10.4%	12.8%	0.1%	-	-	5.0%
2006	12.5%	41.6%	54.1%	12.5%	13.3%	15.4%	0.2%	-	-	4.5%
2007	10.7%	42.9%	53.6%	12.2%	9.3%	12.6%	0.0%	5.5%	0.7%	6.0%
2008	11.8%	40.8%	52.6%	16.8%	8.8%	12.0%	0.1%	5.4%	0.6%	3.6%
2009	Not Available	Not Available	54.7%	14.5%	7.2%	11.3%	0.0%	5.8%	0.6%	6.0%
2010	Not Available	Not Available	57.5%	15.5%	7.1%	10.2%	0.1%	5.0%	0.8%	3.6%

1 Employees that park in on-campus facilities (such as the Gutterson parking garage) and take a shuttle to their final destinations.

2. Employees that park proximate to a final work destination on-campus.

3. Includes train ridership on the Champlain Flyer in 2001and 2002

4. Does not include FAHC data in 2004 due to completion and move into the new Ambulatory Care Center

5. CATMA started tracking the number of employees that parked in intercept lots such as Fanny Allen, Champlain Mills and Gilbane, and rode a shuttle to reach the final destination. Before this category was added, employees that park and shuttle from intercept lots were included in the transit category. When the Park and Shuttle category was added, the calculated percentage of employees using transit decreased.

2.3.4 Parking Demand versus Supply

Table 14 compares the total number of workers that car-pool to the number of available park-and-ride spaces in each corridor. Not all workers that car-pool need to or want to use a park-and-ride facility. However, the comparison between the number of workers that car-pool and available parking spaces provides an indication of potential park-and-ride demand. The biggest gap by far occurs in the North Corridor. A second tier occurs for the Core and Northeast corridors and a third tier for the East and South corridors. Park-and-ride facilities in the Southeast Corridor perform best related to serving potential demand.

The observed percent occupancy of existing park-and-ride facilities provides another useful comparison. The number of workers car-pooling far exceeds the available number of park-and-ride spaces in all corridors. However, on a corridor-wide basis, observed counts suggest that there are adequate numbers of park-and-ride spaces (although some specific facilities are over capacity). This contradiction underscores the importance of location. The demand clearly exists for park-and-ride facilities, but facilities must be located to capture travelers without causing a significant diversion (resulting in increased travel time) from their existing routes.

[1] Source: CATMA Annual Fall Employee Transportation Survey results, 2009-2014 Joint Institution Parking Management Plan, September 28, 2009, Page 4-35.

Table 14: Parking Space Demand versus Supply

Corridor	Where CC Employees Live	Car-Pool Mode Share	Number of Workers that Car-Pool	Park and Ride Spaces	Gap between Car-Pool Users and Park and Ride Spaces	Observed Park and Ride Space Occupancy
Core	27,375	11%	3,068	1050	2,018	53%
North	42,351	15%	6,407	348	6,059	61%
Northeast	16,971	12%	2,029	200	1,829	37%
East	10,609	13%	1,351	335	1,016	70%
South	12,366	13%	1,649	153	1,496	Not Available
Southeast	5,410	12%	634	43	591	23%
Totals	115,082	13%	14,628	2,129	12,499	51%

2.4 Summary of Existing Conditions

This section of the report presents an inventory of park-and-ride facilities that serve Chittenden County employees and describes their related travel characteristics. The major findings and observations are summarized below.

System Inventory Findings:

- Of the twenty-nine facilities within the study area, twenty are park-and-rides, five are transit only park-and-rides and four are intercept facilities located around the core service area. VTrans and municipalities own and maintain twelve and nine of the facilities respectively. CCTA has arrangements with private and landowners and municipalities for five transit only park-and-rides. CATMA owns or leases facilities at four intercept locations.
- The Core area is served by intercept facilities at the Gilbane property on Lakeside Avenue, behind the VT DMV on North Avenue, Champlain Mills parking garage in downtown Winooski and Fanny Allen on VT 15 in Colchester. All of these facilities are privately owned. About half of the parking spaces at the Gilbane lot are leased by the City of Burlington and are available for general public use. The remaining spaces in Gilbane and all of the spaces in the other three intercept facilities are leased or otherwise managed by CATMA and are available only to employees of CATMA members. There is a lack of parking spaces available to the general public in intercept facilities.
- Most of the park-and-ride facilities are visible and are located on or close to major highways. The exceptions are the Gilbane and North Ave Intercept lots, the Waterbury Park-and-ride lot near Exit 10 and the Bristol Park-and-ride lot at the intersection of VT 116 and VT 17.
- Ten of the twenty-nine facilities access the road network at or near a high crash location. Only one location, the Bristol park-and-ride, has limited sight distance at its driveway.
- Most of the existing park-and-ride and intercept lots are accessible from streets with low levels of congestion. Locations with high levels of congestion are Exit 11/Richmond, Exit 7/Berlin, Exit 19/Saint Albans and Hinesburg.
- 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.

- The following facilities are difficult to access for transit vehicles due to existing geometric constraints: 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.

Travel Characteristics Findings:

- The largest proportion of Chittenden County employees (64%) also live in Chittenden County. Most Chittenden County residents (80%) also work in Chittenden County. As a result, there is a commuter flow between the outer ring rural/suburban and inner, higher density suburban/urban municipalities that needs to be considered in the assessment of park-and-ride locations.

- Chittenden County attracts a significant amount of workers from the counties directly adjacent to its borders and even attracts some workers as far away as Vermont's Northeast Kingdom.
- For the purpose of this plan, commuter flows have been organized into a core area (Burlington and South Burlington) and five corridors that approach Chittenden County from the North, Northeast, East, Southeast, and Southeast. The North Corridor houses the largest number of Chittenden County employees (over 42,000). In terms of where employees live, the Core is a distant second (approximately 27,400).
- The North Corridor had the highest percentage of commuters that car-pool to work. A higher percentage of employees traveled to work in carpools in the North, East and Southeast corridors than the rest of the state. Carpooling was lower than the state average in the other corridors.
- With the establishment of express bus service, transit riders have become an important user of park-and-ride facilities. The analysis suggests that transit riders create about 30% of the demand for park-and-ride spaces in facilities served by transit.
- Mode shares for CATMA employees have changed significantly since 2000. From 2000 and 2008, the drive alone mode share has decreased from 73.8% to 52.6%. It is unlikely that the rest of the County experienced such a dramatic change in mode share. The CATMA data demonstrate what can be achieved using TDM. As TDM programs expand in Chittenden County, demand for park-and-ride facilities will also increase.
- 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 overall is low to moderate) suggests that additional park-and-ride facilities must be provided at locations more convenient to users.

3.0 SURVEY

This section of the report summarizes the results of an on-line survey designed to gather feedback from the general public on use and issues related to park-and-ride facilities in Chittenden County and the

surrounding counties of Grand Isle, Franklin, Lamoille, Washington and Addison. It provides a general description of the survey and how it was administered, describes and compares the characteristics of survey respondents to the population in the study area, presents results for frequent and infrequent users of park-and-ride facilities, and summarizes open-ended comments offered by survey respondents. The survey was administered from Friday, April 16, 2010 to Friday, June 4, 2010

3.1 Survey Description and Administration

Survey questions were developed by RSG and refined based on comments from the Park-and-ride advisory committee at its March 30, 2010 meeting. One branch of the survey is designed for respondents that use park-and-ride facilities more frequently (more than 1-3 times per month). Frequent users are asked a series of questions that describe their use such as the location of the facilities they use, trip purpose, mode of travel to and from the facility, whether or not an employer provides incentives, and their observations about parking space availability. The other branch of questions is directed at infrequent users of park-and-ride lots. It asks them to identify the reasons they do not use existing lots and to identify any actions that may increase their use.

Both groups of respondents are asked to identify locations for new facilities, provide a zip code for their place of residence, an address or general location for place of work and some general demographic information on age, gender, household size and income and vehicle ownership. Demographic information was optional. The survey questions are contained in Appendix C.

Email invitations, which explained the purpose and provided a direct link to start the survey, were used to invite participation in the survey. The invitations were sent by the CCMPO and surrounding regional planning commission using their email lists; CCTA used its access to the on-line neighborhood email newsletter, Front Porch Forum, to announce the survey across Chittenden County; some municipalities sent the invitation to their own email lists; and members of the Park-and-ride Steering committee spread the word in their own municipalities or related organization.

3.2 Characteristics of Survey Respondents

A total of 832 people participated in the survey. About 28% (232) of the respondents are classified as Frequent Users and 72% (600) are classified as Infrequent Users (Table 15).

Table 15: Number and Grouping of Survey Respondents

Analysis Grouping	Use of Park and Ride Facilities	Number of Respondents	Percent of Total
Frequent Users	More than 4 times/week	25	3.0%
	1-3 times/week	57	6.9%
	1-3 times/month	150	18.0%
	Subtotal Frequent Users	232	27.9%
Infrequent Users	Less than once/month	355	42.7%
	Never	245	29.4%
	Subtotal Infrequent Users	600	72.1%
Totals		832	100.0%

The survey is not based on a random sample of the population. Therefore, it is important to keep in mind how the characteristics of the respondents are different from the entire population within Chittenden County and its commuter shed.

Most of the survey respondents (83%) live in Chittenden County (Table 16). With assistance from staff in the surrounding regional planning commissions, additional invitations were emailed in May to encourage more participation from outside of Chittenden County. While there were some additional surveys submitted from the surrounding counties after the additional invitations were issued, the percentage of responses from Chittenden County remained relatively unchanged.

Table 16: Place of Residence for Survey Respondents by County

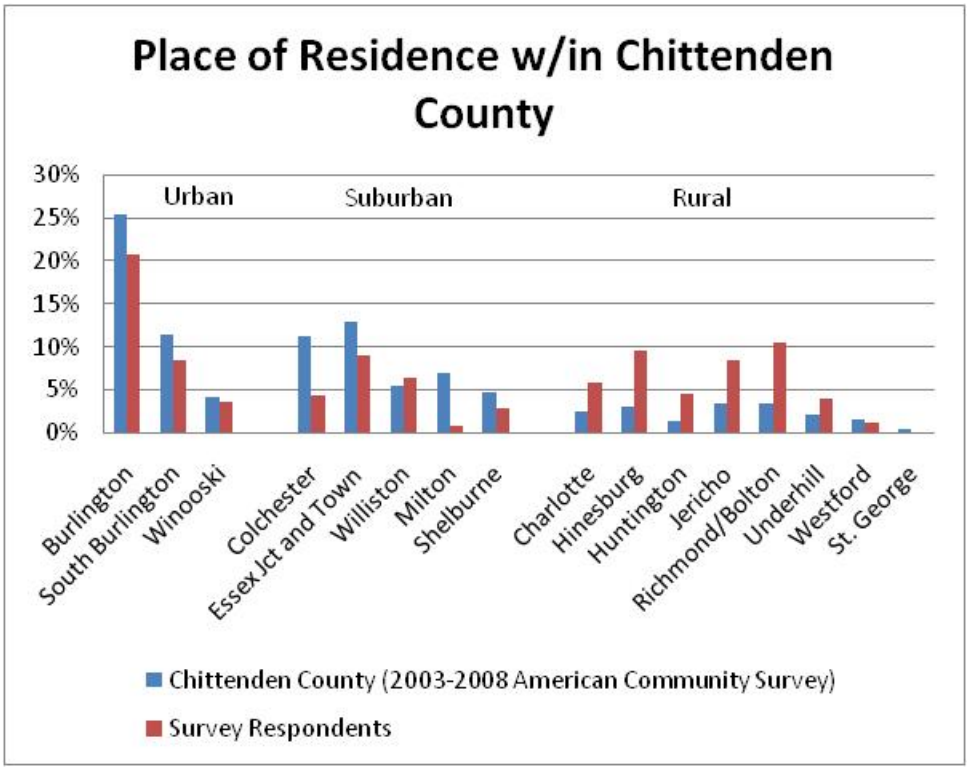
County of Residence	Frequent Users		Infrequent Users		All Respondents	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Chittenden	188	81%	514	86%	702	84%
Addison	3	1%	36	6%	39	5%
Wash	26	11%	29	5%	55	7%
Lamoille	4	2%	2	0%	6	1%
Franklin	4	2%	8	1%	12	1%
Grand Isle	1	0%	5	1%	6	1%
Orleans	0	0%	0	0%	0	0%
Rutland	1	0%	2	0%	3	0%
Windham	0	0%	1	0%	1	0%
Outside VT	5	2%	3	1%	8	1%
Total	232	100%	600	100%	832	100%

Survey responses were submitted from almost every municipality in Chittenden County. The exceptions are St. George and Buel's Gore (Table 17). The rural municipalities are over represented by the survey respondents and suburban and urban municipalities are somewhat under represented (Figure 8).

Table 17: Place of Residence for Survey Respondents that reside within Chittenden County

Chittenden County Town		Frequent Users		Infrequent Users		All Respondents		2008 Chittenden County Population	
		Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
Urban	Burlington	26	14%	120	23%	146	21%	38,897	25%
	South Burlington	11	6%	48	9%	59	8%	17,574	12%
	Winooski	5	3%	20	4%	25	4%	6,429	4%
Suburban	Colchester	7	4%	23	4%	30	4%	17,237	11%
	EssexJct and Town	26	14%	37	7%	63	9%	19,649	13%
	Williston	12	6%	33	6%	45	6%	8,430	6%
	Milton	3	2%	3	1%	6	1%	10,714	7%
	Shelburne	3	2%	17	3%	20	3%	7,146	5%
Rural	Charlotte	4	2%	37	7%	41	6%	3,761	2%
	Hinesburg	12	6%	55	11%	67	10%	4,629	3%
	Huntington	13	7%	19	4%	32	5%	1,951	1%
	Jericho	25	13%	34	7%	59	8%	5,190	3%
	Richmond/Bolton	32	17%	41	8%	73	10%	5,160	3%
	Underhill	9	5%	19	4%	28	4%	3,082	2%
	Westford	0	0%	8	2%	8	1%	2,229	1%
	St. George	0	0%	0	0%	0	0%	692	0%
Totals		188	100%	514	100%	702	100%	152,770	100%

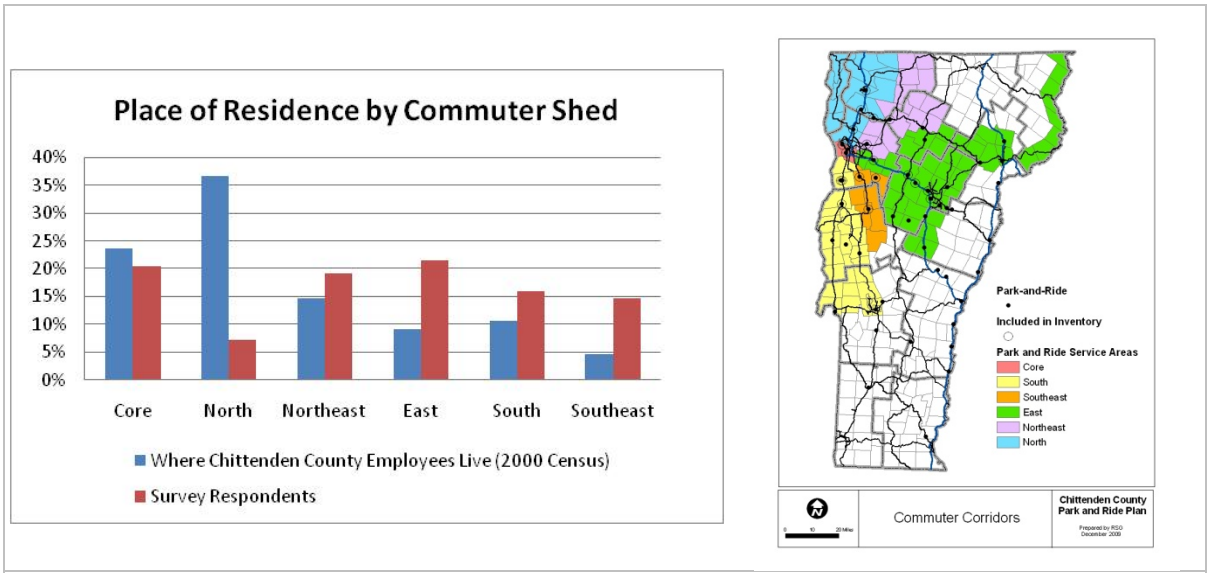
Figure 7: Survey Respondents versus Chittenden County Population by Municipality



For the purpose of the Park-and-ride and Intercept Facility Plan, the study area has been organized into six Chittenden County commuter sheds. The North corridor is under represented by survey respondents

while the East, South and Southeast corridors are over represented. The Core is well represented (Figure 8).

Figure 8: Place of Residence of Survey Respondents by Commuter Shed



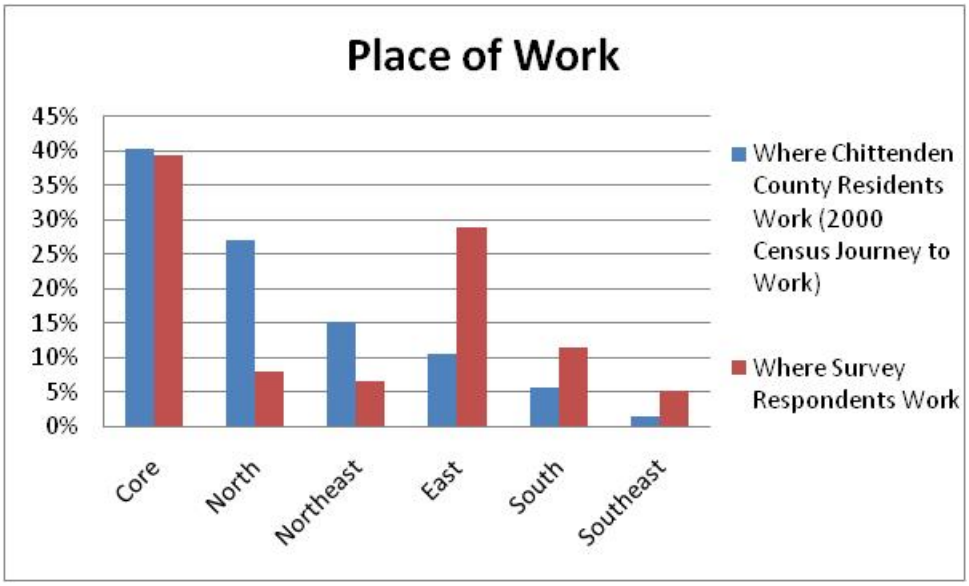
Approximately 87% of survey respondents are currently in the labor force (Table 18). According to the 2003-2008 American Community Survey, 72.7% of Chittenden County residents over the age of 16 are in the labor force suggesting that the survey over represents people in the labor force.

Table 18: Employment Status of Survey Respondents

Employment status	Count	Percent
Employed full-time	531	63.8%
Employed part-time	91	10.9%
Self-employed	88	10.6%
Student and employed	15	1.8%
Total in Labor Force	725	87.1%
Student	9	1.1%
Homemaker	13	1.6%
Retired	75	9.0%
Not currently employed	10	1.2%
Total	832	100.0%

The North and Northeast commuter corridors are underrepresented as a work destination, the East, South and Southeast corridors are over represented and the Core is well represented (Figure 9).

Figure 9: Place of Work



The graphs below compare household vehicle ownership, household income and age distribution of all survey respondents to the same characteristics of Chittenden County residents based on the 2003-2008 American Community survey. Because most of the survey respondents live in Chittenden County, it is reasonable to limit the comparison to Chittenden County. The comparisons suggest the following observations:

- Zero-vehicle and one-vehicle households are slightly over represented by survey respondents(Figure 10),
- Households with annual incomes less than $25,000 are underrepresented, while households in the $25,000-$49,000 are over represented (Figure 11), and
- People within the 16-24 year old age cohort are underrepresented while people in the 45-64 age cohorts are over represented (Figure 12).

Figure 10: Vehicle Ownership of Survey Respondents and Chittenden County Households

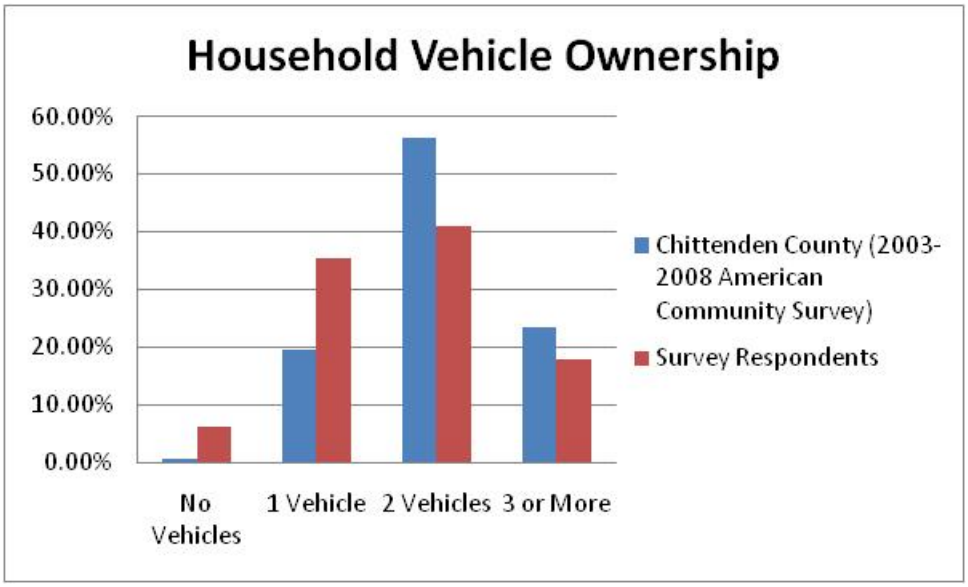


Figure 11: Household Income Distribution of Survey Respondents and Chittenden County Households

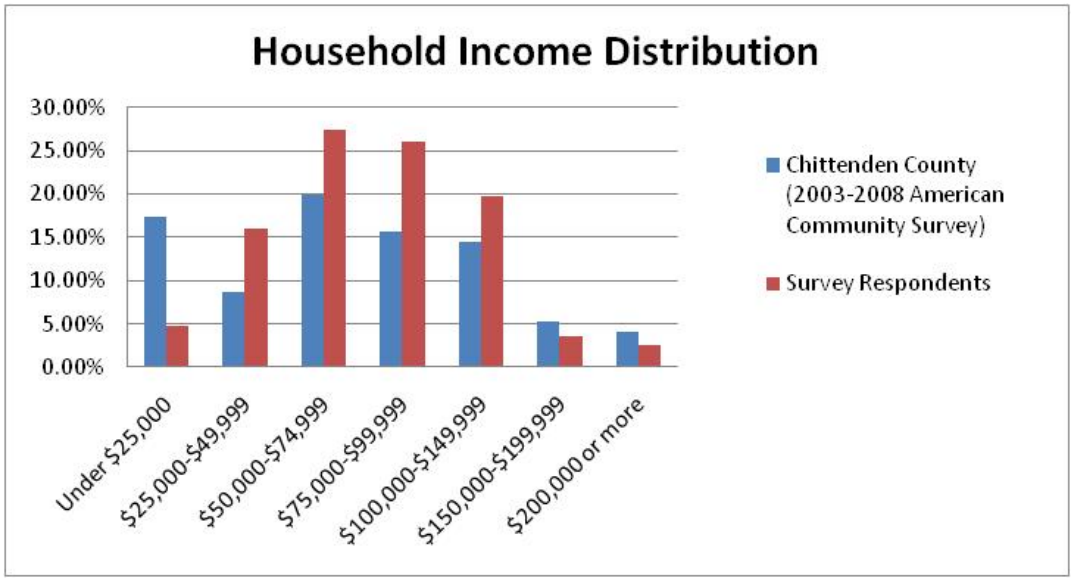
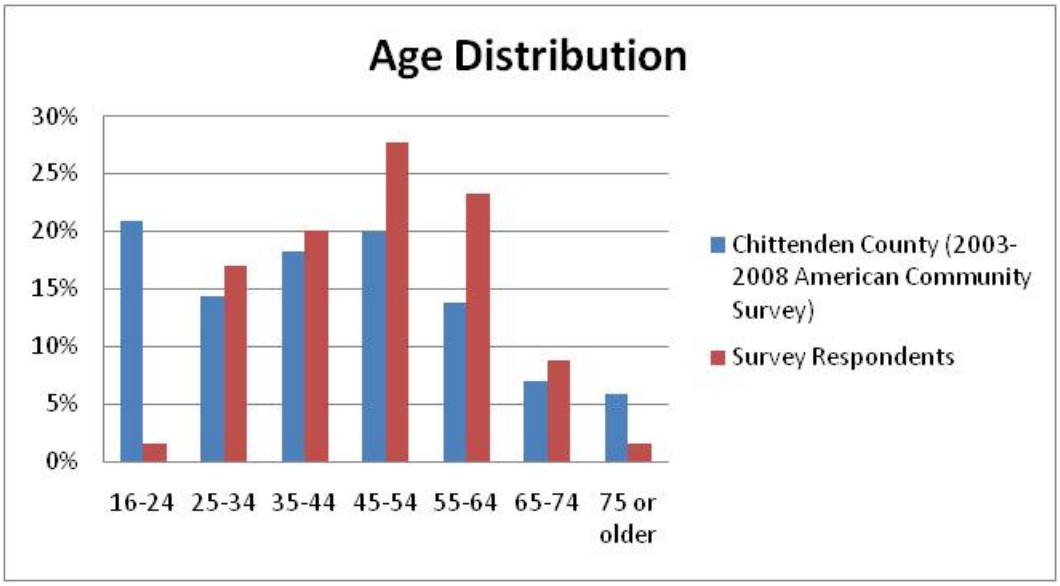


Figure 12: Age Distribution of Survey Respondents and Chittenden County Residents



The results presented in the following sections of the report have not been weighted or otherwise adjusted to reflect differences between the geographic distribution and demographic characteristics of survey respondents and the total population of the study area. When reviewing the results, readers should keep in mind that the survey:

Under represents to some degree:

- Younger people,
- Lower income households,
- Residents in the North commuter shed corridor,
- Workers in the North and Northeast commuter shed corridors,
- Chittenden County residents that live in urban and suburban communities, and

Over represents to some degree:

- Households with zero and one vehicle,
- People living in the South, Southeast and East commuter shed corridors,
- People working in the East, South and Southeast commuter shed corridors, and
- Chittenden County residents over all relative to the surrounding counties.

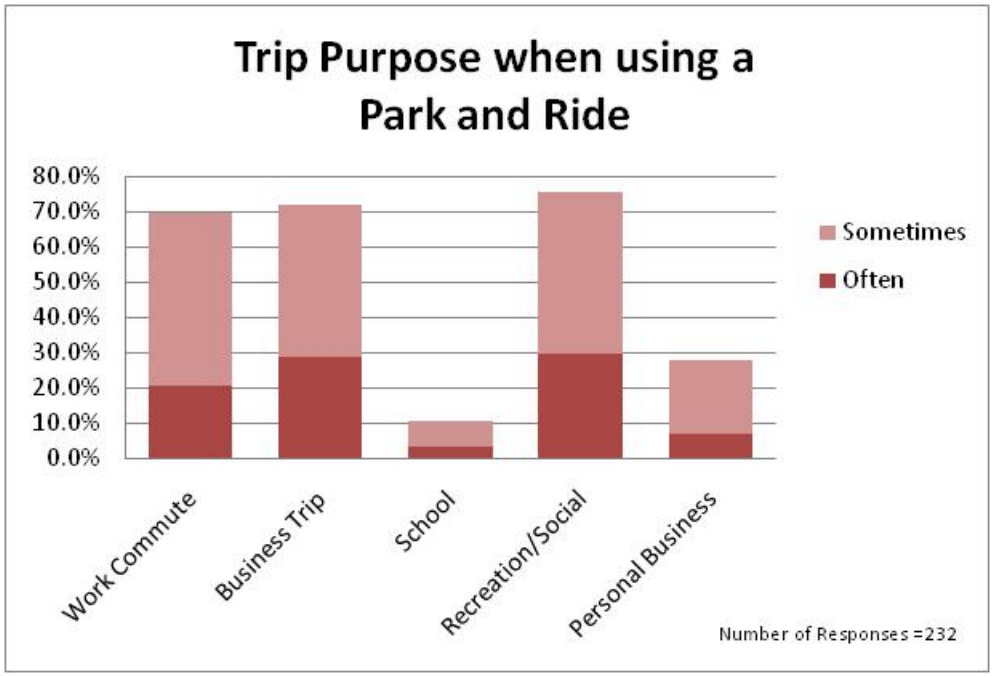
3.3 Responses from Frequent Park-and-ride Users

This section of the report summarizes the responses for questions that were targeted at people that use park-and-ride or intercept facilities at least once per month. There were 232 respondents within this category (see Table 15 on page 29).

Park-and-ride and intercept facilities are most often associated with work trips and the results of the survey support this common perception. However, park-and-rides also service business trips (sharing

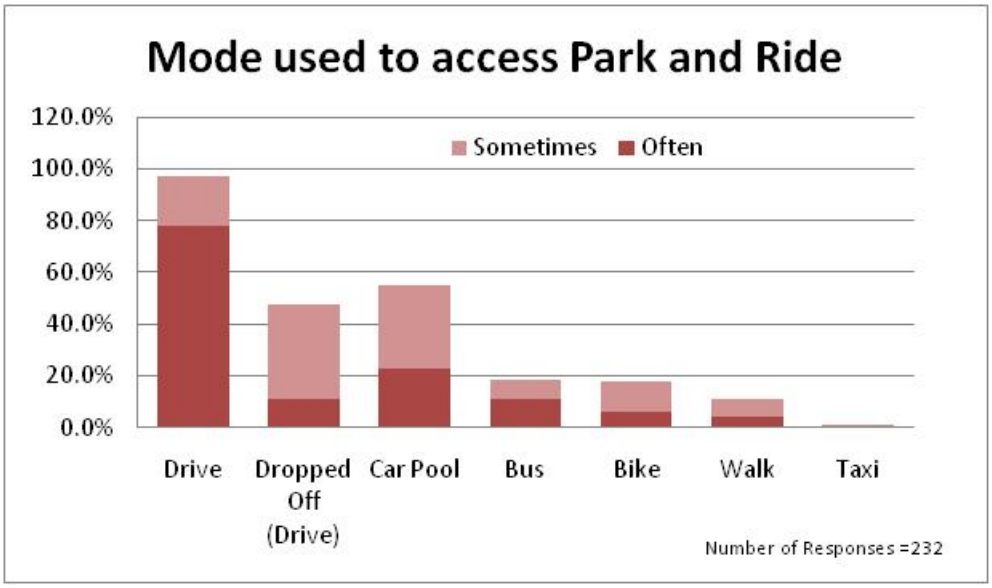
rides to travel to a meeting for example) and for recreational, social and personal business. Respondents reported using park-and-rides slightly more often for non-work trips than for the commute to work or business related travel (Figure 13). Non-work trips typically occur in the evenings and on weekends and therefore may not compete for parking spaces with work related trips.

Figure 13: Trip Purpose when Using a Park-and-ride



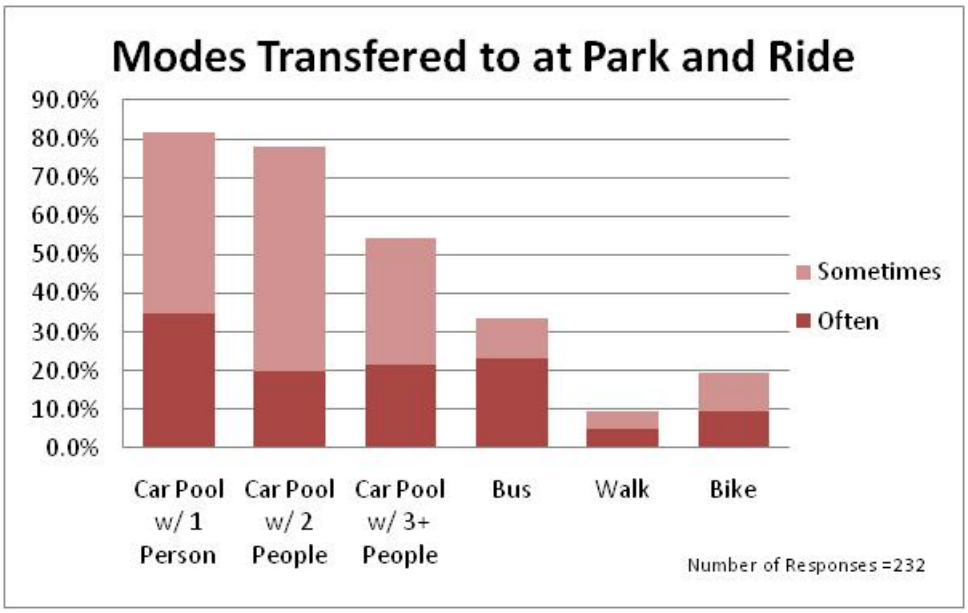
Driving by car, either alone, in a car pool or by being dropped off, is the most common mode used for access to park-and-rides for survey respondents. Use of non-auto modes is less common but significant (Figure 14). Taking a bus, biking and walking are often used by 11%, 6% and 4% respectively of survey respondents for access to a park-and-ride. Transit, biking and walking are used sometimes by 7%, 12% and 7% respectively by survey respondents.

Figure 14: Mode used to Access Park-and-ride Lots



Transferring to a car pool is the most common intermodal connection that occurs at Park-and-rides for survey respondents. Transfers to a bus are also significant (Figure 15). Twenty-three percent of survey respondents report transferring to a bus often and an additional 11% report transferring to a bus sometimes. The percentage of respondents that selected walking and biking as a means to exit a park-and-ride is curious and may be the result of confusion on the part of survey respondents.

Figure 15: Transfer Mode at Park-and-ride Lot



About 25% of survey respondents report finding a park-and-ride lot full often; and 38% report finding a lot full sometimes. The survey asks each respondent to identify the park-and-rides that they use. Table 19 cross-tabulates the park-and-rides identified by respondents with how often they are unable to find a parking space. All but four of the park-and-rides listed are used by respondents that have observed full

lots often or sometimes. The top three locations are at Exit 11 in Richmond, Exit 10 in Waterbury and Exit 8 in Montpelier, all located along the I-89 corridor.

Table 19: Cross Tabulation of Respondent Park-and-ride Facility Use and how often they Find a Full Park-and-ride Lot

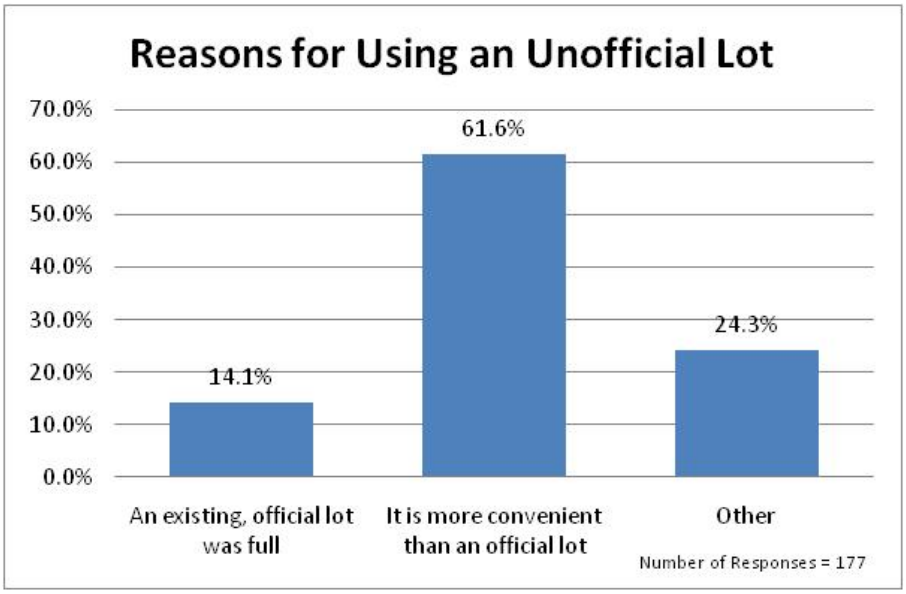
Park and Ride Location	Often		Sometimes		Seldom		Never	
	Count	*Percent*	*Count*	*Percent*	*Count*	*Percent*	*Count*	*Percent*
I-89, Exit 11 Richmond US 2	57	29.5%	80	41.5%	39	20.2%	17	8.8%
I-89, Exit 10 Waterbury VT 100/Lincoln Street (TH 19)	8	14.8%	26	48.1%	11	20.4%	9	16.7%
I-89, Exit 8 Montpelier Dog River Rd/Memorial Drive	7	20.6%	14	41.2%	5	14.7%	8	23.5%
I-89, Exit 17 Colchester US 7/US 2	6	26.1%	8	34.8%	7	30.4%	2	8.7%
Hinesburg Town Offices Hinesburg VT 116/Charlotte Road	2	11.1%	9	50.0%	3	16.7%	4	22.2%
I-89, Exit 7 Berlin VT 62 US 7 Corridor	5	20.0%	6	24.0%	8	32.0%	6	24.0%
Other	3	14.3%	7	33.3%	5	23.8%	6	28.6%
I-89, Exit 9 Middlesex US 2	3	14.3%	6	28.6%	6	28.6%	6	28.6%
Charlotte Charlotte Ferry Road	3	37.5%	5	62.5%	0	0.0%	0	0.0%
Steve's CITGO Charlotte US 7/Ferry Road	2	22.2%	6	66.7%	1	11.1%	0	0.0%
Huntington Huntington Main Road (TH 1)	1	10.0%	6	60.0%	2	20.0%	1	10.0%
Essex Essex VT 15/VT 128	1	12.5%	5	62.5%	1	12.5%	1	12.5%
VT Dept. of Labor Montpelier Memorial Drive	2	18.2%	4	36.4%	4	36.4%	1	9.1%
Vergennes Ferrisburgh US 7/VT 22A	1	12.5%	4	50.0%	1	12.5%	2	25.0%
I-89, Exit 18 Georgia US 7/Skunk Hill Rd (TH 31)	3	42.9%	2	28.6%	2	28.6%	0	0.0%
Gilbane Lot Burlington Lakeside Avenue	0	0.0%	4	50.0%	1	12.5%	3	37.5%
I-89, Exit 19 St. Albans VT 104/VT 36	2	50.0%	1	25.0%	1	25.0%	0	0.0%
Cambridge Cambridge VT 15	1	20.0%	2	40.0%	2	40.0%	0	0.0%
Champlain Mill Winooski VT 15 Other	0	0.0%	3	100.0%	0	0.0%	0	0.0%
Milton Town Office Milton Bombardier Road	1	20.0%	2	40.0%	0	0.0%	2	40.0%
Bristol Bristol VT 116/VT 17 US 15 Corridor	0	0.0%	2	100.0%	0	0.0%	0	0.0%
Fanny Allen Colchester VT 15	0	0.0%	1	50.0%	1	50.0%	0	0.0%
Collins-Perley Sports Center St. Albans VT 104-St. Albans	0	0.0%	1	50.0%	1	50.0%	0	0.0%
Underhill Underhill Pleasant Valley Road	1	25.0%	0	0.0%	3	75.0%	0	0.0%
Highgate Commons St. Albans US 7-Highgate Commons	1	50.0%	0	0.0%	1	50.0%	0	0.0%
Exchange Street Middlebury Exchange Street VT 116	0	0.0%	0	0.0%	1	100.0%	0	0.0%
North Ave - DMV Burlington North Ave (DMV)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Fairfield Fairfield VT 36	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Franklin Franklin Homestead Drive	0	0.0%	0	0.0%	1	100.0%	0	0.0%
* Note: percentages computed by row, not column								

Seventy-six percent of survey respondents report using an unofficial park-and-ride lot. The use of unofficial lots occurs in all corridors (Table 20). The primary reason for using unofficial lots is convenience (Figure 16).

Table 20: Respondents Reporting Use of Unofficial Lots by Commuter-shed Corridor

Commuter Shed	Number of Respondents Using Unofficial Lots
Core	27
North	11
NE	45
East	54
SE	23
South	14
Outside	3

Figure 16: Reasons for Using Unofficial Park-and-ride Lots



The most common desired improvement by frequent users of park-and-ride facilities is the addition of more parking spaces (Figure 17). The desire for more parking spaces is significantly higher than the remaining options, but is most likely skewed by the large number of survey respondents that reported using the Richmond park-and-ride lot (193 out of 232 respondents report using the Richmond lot). Of the remaining options, increasing the frequency of transit service and providing bus service where none currently exists are ranked the highest. About 6% of respondents stated that no improvements are desired. Providing sidewalks was the lowest ranking improvement option.

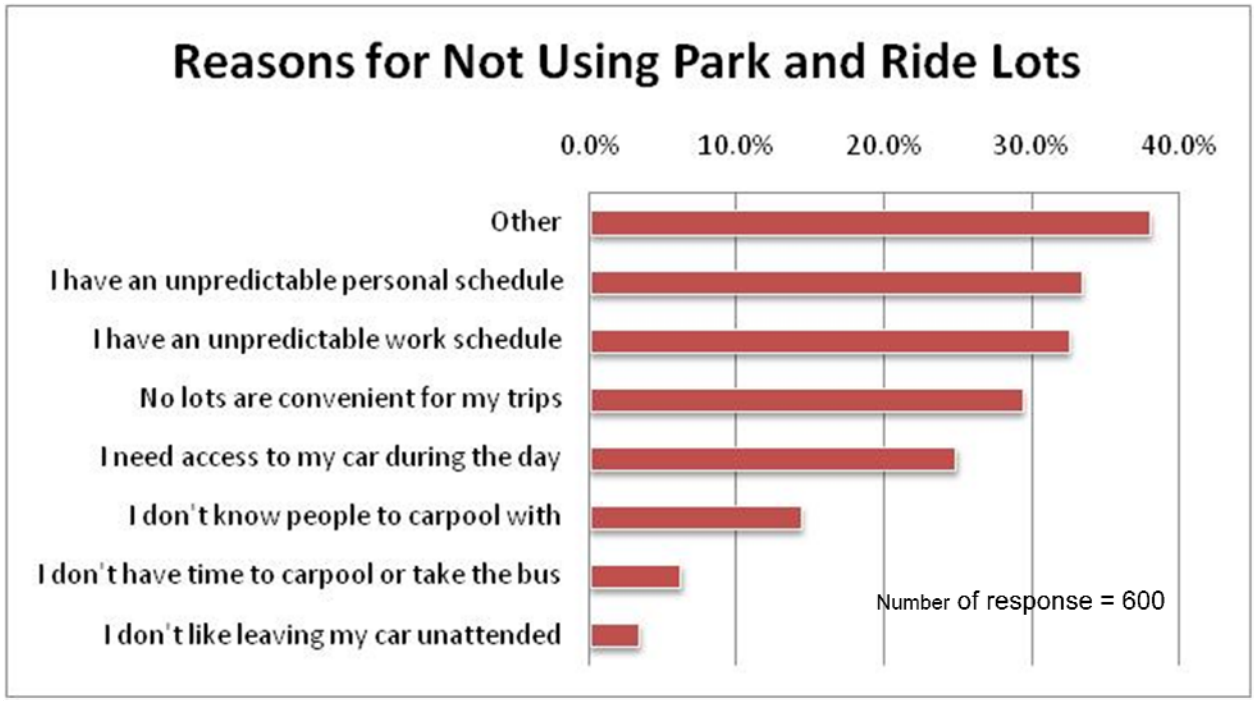
Figure 17: Ranking of Improvements

3.4 Responses from Infrequent Park-and-ride Lot Users

This section of the report summarizes the responses for questions targeted at people that seldom use park-and-ride or intercept facilities. There were 600 respondents within this category (see Table 15 on page 29). The two unique questions asked of infrequent users focused on the obstacles to using park-and-rides and ranking of strategies that might encourage more use.

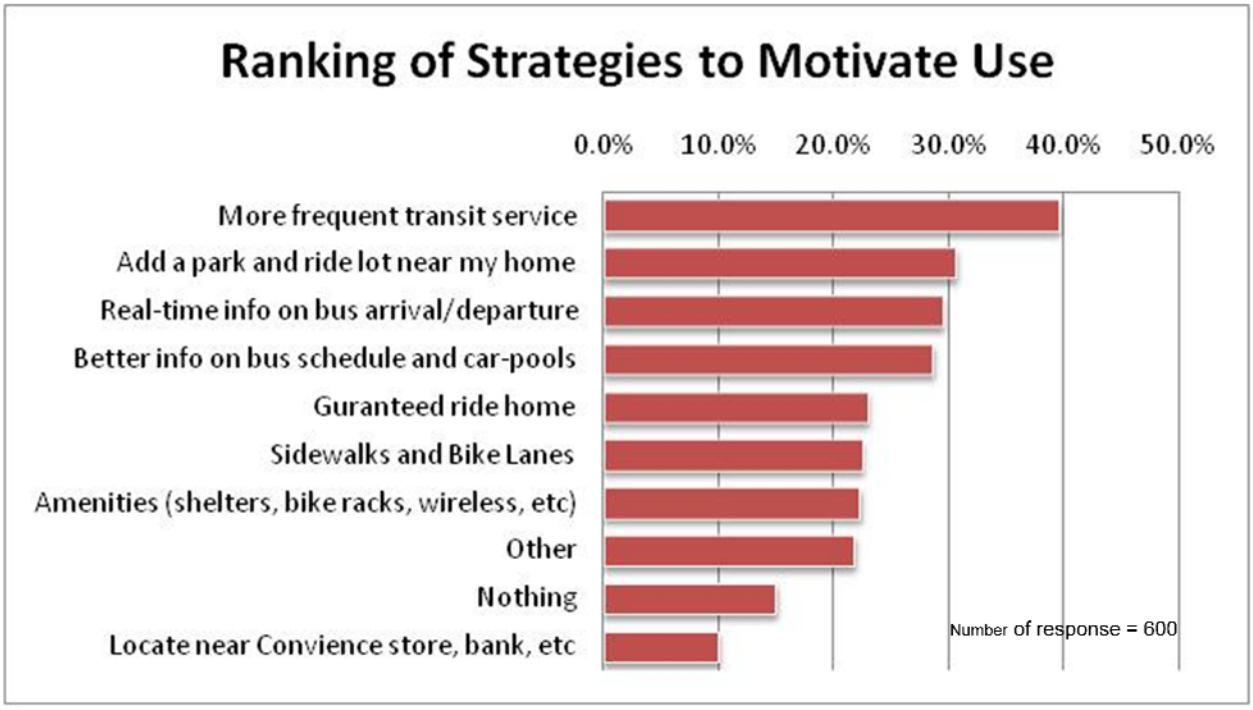
The largest percentage of respondents selected the undefined "other" category as the reason for not using a park-and-ride. The remaining responses still provide significant insight into the obstacles to greater use (Figure 18). TDM strategies such as guaranteed ride home and Car Share may help address obstacles associated with unpredictable schedules and needing access to a car during the day. Providing lots in convenient locations and improving security are infrastructure related strategies that are addressed in the plan.

Figure 18: Obstacles to Using Park-and-ride Lots



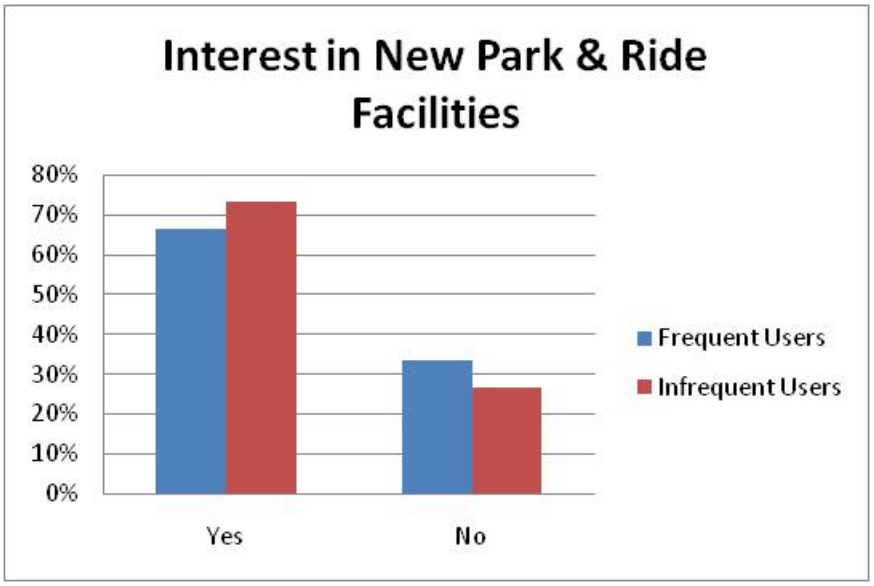
Only 15% of the survey respondents that seldom use a park-and-ride indicated that nothing could be done to increase their use of these facilities (Figure 19). Improving transit service is ranked as the top strategy and providing new facilities closer to home is ranked second. Improving information about transit was also ranked relatively high. Locating park-and-rides near convenience stores and other services was ranked last.

Figure 19: Strategies to Encourage use of Park-and-rides



Both frequent and infrequent users of park-and-ride lots expressed a strong interest in providing new facilities (Figure 20). Respondents were asked to recommend potential new locations. Over 600 people made suggestions for locations throughout northwest Vermont. The two more common locations are Williston near Exit 12 and adding spaces near the Exit 11 lot in Richmond. The complete list of suggested locations is presented in Appendix C.

Figure 20: Interest in New Park-and-ride Facilities



3.5 Other Survey Response Observations

3.5.1 Open-ended Comments

The survey provided a place for respondents to offer open-ended comments. Approximately 230 comments were offered and are listed in Appendix C. Most of the comments reinforce the results of the survey as presented above. For example, the comments reinforce the desire for improved transit service and more parking spaces. The most frequent issue discussed (50 of the 230 comments) is the Richmond Park-and-ride lot related to lack of available parking, concerns about safety at its access to US 2, and a few requests to provide trash receptacles to help keep the area clean.

One issue that could not be adequately reflected by responding to survey questions is a need for lighting to enhance security. There were also several suggestions to develop partnerships with owners of commercial properties as a means to increase the amount of available "official" park-and-ride spaces. There were also several suggestions to use TDM programs to help increase the use of park-and-rides,

3.5.2 Richmond Exit 11 Park-and-Ride Lot

Of the 232 respondents that use a park-and-ride lot frequently, 193 reported using the Exit 11 park-and-ride lot in Richmond. This somewhat large number of responses provides a robust sample to examine where people live and work that use the lot.

The largest share of respondents using the Richmond park-and-ride, 30%, live in the Northeast commuter shed corridor (Table 21). More specifically: 13% from Jericho, 12% from Essex Junction and 5% from Underhill. These responses suggest that new park-and-ride facilities in Jericho along VT 15 and VT 117 would help reduce demand for parking spaces in Richmond. Another 18% of the respondents reside somewhere in the Core commuter shed corridor (Burlington, South Burlington and Winooski). This group could be served by new facilities located west of Exit 11 along the I-89 corridor (such as Exit 14 or Exit 12).

Table 21: Place of Residence for Respondents Using the Richmond Park-and-ride Lot

Commuter Shed Corridor	Number	Percent
East-Richmond/Bolton	32	17%
East-Williston	12	6%
East of Chittenden Cty.	15	8%
Core	35	18%
North	9	5%
NE	57	30%
SE	24	12%
South	7	4%
Outside of VT	2	1%
Totals	193	100%

The Core commuter shed is the work destination for the largest share (27%) of survey respondents that use the Richmond park-and-ride lot (Table 22). Points east of Chittenden County, such as Montpelier, Waterbury and Barre combine to create the second highest work destination (19%). Work destinations were not specified by 38% of the respondents, which include people that chose not to specify a work location and people that use the lot for non-work trips.

Table 22: Place of Work for Respondents Using the Richmond Park-and-ride Lot

Commuter Shed Corridor	Number	Percent
East-Richmond/Bolton	2	1%
East-Williston	5	3%
East of Chittenden Cty.	37	19%
Core	53	27%
North	9	5%
NE	5	3%
SE	3	2%
South	5	3%
Outside of VT	0	0%
No Work Location Provided	74	38%
Totals	193	100%

3.6 Summary of Survey Findings

- The survey was completed by 832 people. Of these, 232 (28%) use park-and-ride lots at least once per month and 600 (72%) used park-and-ride lots infrequently.
- The survey is not based on a random sample. It under represents to some degree younger people, lower income households, residents in the North commuter shed corridor, workers in the North and Northeast commuter shed corridors, and Chittenden County residents that live in urban and suburban communities. The survey over represents to some degree households with zero and one vehicle, people living in the South, Southeast and East commuter shed corridors, people working in the East, South and Southeast commuter shed corridors, and Chittenden County residents overall relative to the surrounding counties.
- Survey respondents use park-and-ride lots for all trip purposes. The commute to work and business related travel are common trip purposes, but park-and-rides are used just as often for social, recreational and personal business travel. All trip purposes should be considered when identifying locations for new park-and-ride lots.
- The park-and-ride lots are used by survey respondents as intermodal hubs that facilitate transfers between cars, buses, walking and biking.
- Lack of available parking spaces was identified as an issue by survey respondents to some extent at almost all of the park-and-ride facilities identified in the survey. All but four of the park-and-ride lots listed are used by respondents that have observed full lots often or sometimes. The top three locations are at Exit 11 in Richmond, Exit 10 in Waterbury and Exit 8 in Montpelier, all located along the I-89 corridor.
- More than 75% of park-and-ride lot users reported using an unofficial lot. The issue is common across all of the commuter sheds. Convenience is the primary reason for using unofficial lots.
- The most common desired improvement by frequent users of park-and-ride facilities is the addition of more parking spaces. However, this desire may be skewed somewhat by the large number of respondents that use the Richmond park-and-ride lot, which is currently over utilized.
- Improving transit service was ranked high by frequent and infrequent park-and-ride users. Increasing frequencies on existing routes and expanding service to lots where none currently exists were both identified as desired improvements.

- Almost three-quarters of frequent and infrequent park-and-ride users expressed an interest in new park-and-ride facilities. Over 600 people made suggestions for locations throughout northwest Vermont. The two more common locations are Williston near Exit 12 and adding spaces near the Exit 11 lot in Richmond.
- To address the convenience and flexibility obstacles noted by infrequent users, the plan should also address operational and programmatic strategies such as TDM programs (guaranteed ride home, ride match, etc), Car Share and traveler information.
- One issue that could not be adequately reflected by responding to survey questions is a need for lighting to enhance security. There were also several suggestions to develop partnerships with owners of commercial properties as a means to increase the amount of available "official" park-and-ride spaces. There were also several suggestions to use TDM programs to help increase the use of park-and-rides,
- The lowest ranked strategies include amenities, sidewalks and bike lanes, and locating facilities in close proximity to convenience stores and other services.
- The largest share of respondents using the Richmond park-and-ride, 30%, live in the Northeast commuter shed corridor. These responses suggest that new-park-and ride facilities in Jericho near VT 15 and along VT 117 would help reduce demand for parking spaces in Richmond. Another 18% of the respondents reside somewhere in the Core commuter shed corridor (Burlington, South Burlington and Winooski). This group could be served by new facilities located east of Exit 11 along the I-89 corridor (such as Exit 14 or Exit 12).

4.0 VISION AND GOALS

This section of the report presents a vision statement with supporting goals and objectives that 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 statement, goals and objectives were developed in light of the issues identified through evaluation of existing conditions (Section 2.0); the survey (Section 3.0); 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 and comments from the plan's advisory committee

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-eight 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.
- 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 polices of other transportation plans that affect the County. Table 23 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.

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 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 list of goals and policies presented in the next section.

Table 23: 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)	VTrans 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						X			X		
Create a barrier-free transportation environment; and support transportation services for senior citizens, low-income groups and the handicapped	D									X		
Cost												
Increase facility use to realize value of investment	D		X									
Minimize the time and cost of moving people and goods	I						X					
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					X					
reduce vehicle miles traveled per capita and increase public transportation ridership	I					X	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		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

4.1 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 occasionally 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.

4.2 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, secure bicycle parking.
     - 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, secure bicycle parking.
     - 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 prior to any expansion.
    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 disabled.
    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 siting, 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, secure bicycle parking 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.

5.0 PRIORITIZATION

The 2004 *Chittenden County Park-and-ride Facility Prioritization* report presents and applies a methodology for ranking park-and-ride lots and intercept facilities. This section of the report describes an updated version of the prioritization methodology based on the assessment of existing conditions (Section 2.0), the 2010 park-and-ride survey (Section 3.0) and the goals and objectives (Section 4.0). Prioritization methodologies have been developed for new park-and-ride facilities, new intercept facilities and for existing facilities. Results for each are included in this section. The updated prioritization methodologies were developed and tested by applying them to a list of proposed park-and-ride and intercept facilities and the existing facilities described in Section 2.0. The methodologies were reviewed by the advisory committee and have been revised to address comments.

5.1 Prioritization Methodology and Results for Proposed Park-and-Ride and Intercept Facilities

Similar to the 2004 approach, the 2010 method is organized around the three prioritization categories of demand, location and readiness. With one exception, the prioritization methodologies for new park-and-ride and intercept facilities use the same criteria, although the weighting is slightly different (Table 24). Details on how each criterion is scored are provided below and Appendix D contains a scoring sheet for each proposed location that justifies the point assigned.

Table 24: Criteria and Scoring Overview for New Park-and-Ride and Intercept Facilities

Category	***Criteria***	***Max Score by Facility Type***	
		Park & Ride	**Intercept**
Demand	Annual Average Daily Traffic (AADT)	10	10
	Level of Transit Service	10	10
	Bicycle or Pedestrian Connections	8	10
Location	Interstate/Arterial Access	5	5
	Activity Center/Services	2	Not Used
Readiness	Site is Identfied	3	3
	Land is aquired or otherwise available	6	6
	Confirmed Public/Private Partnership Opportunities	6	6
	State and Local Permits Acquired ***(PLACE HOLDER)***	0	0
	Totals	50	50

Demand Category

Goal two of this plan calls for the increased use of park-and-ride and intercept facilities. The criteria below seek to increase demand by locating facilities near high traffic corridors, along existing or planned transit routes and within walking and biking distance from trip origins and destinations.

Annual Average Daily Traffic (AADT)

As noted in the 2010 park-and-ride survey, driving by car, either alone, in a car pool or by being dropped off, is the most common mode used for access to park-and-rides. Therefore, the amount of traffic passing by or near a proposed location is a reasonable proxy for its potential use. Average Annual Daily Traffic (AADT) on nearby roads was documented for each location and is presented in Appendix D. AADT is the combination of traffic on roadways adjacent to and near a proposed location and is based on the actual and estimated 2007 counts provided in route logs published by VTrans. For example, the AADT for the proposed intercept facility at Exit 14 includes traffic on I-89 north of Exit 14 and on US 2 between the Spear Street/East Avenue Jug Handle and the Exit 14 on ramps.

The proposed park-and-ride or intercept locations with the largest amount of AADT is assigned ten points and the new park-and-ride/intercept location with the lowest AADT is assigned one point. All other proposed park-and-ride/intercept locations are assigned points proportionally rounded up to the nearest whole number. Park-and-ride and intercept facilities are scored separately.

Table 25: AADT Point Scale

The points assigned are proportional to AADT on adjacent roads at scales specific to park-and-ride and intercept facilities. AADTs on roadways adjacent to or near proposed park-and-ride locations ranged from a 2,400 to 62,700 vehicles per day. AADTs on roadways adjacent to or near proposed intercept locations ranged from a 27,400 to 92,900 vehicles per day.

Transit Connection

This criterion is consistent with the goals and objectives which call for the location of new facilities along transit routes. Demand for park-and-ride and intercept facilities will be higher when transit service is provided. As discussed in Section 2.3.2, transit riders create about 30% of the demand for parking spaces at existing park-and-ride facilities that are served by transit.

The point scale reflects the different levels of transit services that could be available at a park-and-ride lot location. By definition, intercept facilities are served by high frequency service. The point scale for intercept facilities therefore assumes only two levels of transit service: high frequency service throughout the day or during the peak hours (Table 26).

Table 26: Level of Transit Service Point Scale

Availability of Transit Service	Park & Ride	Intercept
On an existing, higher frequency route (min 1/2 hour headway)	10	10
On an existing commuter service route w/ AM and PM peak hour service	10	5
Existing low level service route	5	0
Potential for future bus service in near to mid-term	2	0
Service possible in long term	1	0
No existing or planned transit service	0	0

Bicycle and Pedestrian Connections

The results of the 2010 park-and-ride survey indicate that 29% (10% often and 19% sometimes) of survey respondents reported walking or biking to access park-and-ride facilities. A similar percentage of respondents report walking and biking as the mode they transfer to at a park-and-ride. The point scale uses a definition of walk/bike access that considers the typical distances people are willing to travel on foot or by bike and whether or not sidewalks and bicycle facilities are available. A park-and-ride or intercept lot is considered accessible by walking and biking if the trip origin (a residential area for example) or destination (an employment center for example) is within ½ mile and 2 miles respectively[1]. The point scale incorporates these two thresholds with the availability of sidewalks and biking facilities (Table 27).

Table 27: Bicycle and Pedestrian Connection Service Point Scale

Bicycle and Pedestrian Connections	Park & Ride	Intercept
Within 1/2 mile of residential or employment area & sidewalks exists **and/or**;	8	10
Within 2 miles biking distance of residential or employment area and biking facilities exist		
Within 1/2 mile of residential or employment area & sidewalks possible **and/or;**	4	5
Within 2 miles biking distance of residential or employment area and biking facilities possible		
Not accessible by bike or foot	0	0

Location Category

The location category includes criteria that relate to ease of access and proximity to origins and destinations.

Interstate/Arterial Access

The point scale for this criterion reflects the concept that park-and-ride and intercept facilities are most accessible and effective when located along or at the junction of major travel routes.

Table 28: Interstate/Arterial Access Point Scale

Interstate/Arterial Access	Park & Ride	Intercept
At interstate exit	5	5
Along a principal or minor arterial	3	3
Just off a principal or minor arterial	1	1
Not on or near a principal arterial	0	0

Activity Center/Services Proximity

This criterion is not useful for comparing different intercept facilities because they are by definition located adjacent to activity centers. It is used for park-and-ride facilities, but its contribution to the

[1] http://www.bicyclinginfo.org/transit/; http://www.vtpi.org/tdm/tdm2.htm; http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf

overall score is relatively minor; the results of the 2010 park-and-ride survey suggest that access to services is not a high priority for park-and-ride users. In addition access to activity centers and services is covered to a certain extent by the bicycle/pedestrian connectivity criterion which is based on distance to residential and employment centers.

Table 29: Proximity to Activity Center Point Scale

Proximity to Activity Center or Services	Park & Ride	Intercept
Less than 1/2 mile	1	Not used
More than 1/2 miles	0	Not used

Readiness Category

A goal of the park-and-ride and intercept facility plan is to implement projects efficiently and with minimal delays. The criteria in this category award points to projects that have addressed to some degree the most common implementation challenges.

Sites Identified

Identifying specific sites that are acceptable to all of the parties involved in a project eliminates one step in the project development process and allows design efforts to focus on alternative designs.

Table 30: Site Identified Point Scale

Site Identfied	Park & Ride	Intercept
Yes	3	3
No	0	0

Land Acquired

Acquiring the land for a proposed facility may take years to complete in order to address property owner desires and federal and state procedures. Therefore, if the land is already available and has been acquired consistent with federal and state procedures, a significant step in the implementation process has been achieved and a project can move forward relatively quickly assuming funds are available.

Table 31: Land Acquired Point Scale

Land has been acquired	Park & Ride	Intercept
Yes	6	6
No	0	0

Confirmed Public/Private Partnership

It is well known that there is a gap between available funding and the cost to preserve the existing transportation system and meet demand for new infrastructure, programs and services[1]. This criterion recognizes park-and-ride and intercept facility projects that can leverage supplemental funding and be implemented through public/private partnerships.

[1] The issue has been documented extensively and options considered by the CCMPO's Blue Ribbon Commission on Innovative Finance. See http://www.ccmpo.org/finance/

Table 32: Confirmed Public/Private Partnership

Confirmed Public/Private Partnership Opportunities	Park & Ride	Intercept
Yes	6	6
No	0	0

5.1.1 Prioritization Results

The list of proposed park-and-ride and intercept facilities includes all locations presented in the 2004 *Chittenden County Park-and-ride Facility Prioritization* plan that have not been built yet (Figure 21). The following additional locations were added based on comments from the Advisory Committee, suggestions from the survey and from municipal staff gathered during the local fact finding meetings:

- Bolton on US 2 near the Bolton Access Road;
- Richmond near the Cochran Road-Stage Road intersection (also referred to as Jonesville); and
- Williston Village adjacent to the municipal offices.

Prioritization results are presented in Table 33 for park-and-ride facilities and Table 34 for intercept facilities. A scoring sheet has been prepared for each location that justifies the points assigned in the summary table and is available in Appendix D.

Figure 21: Proposed Park-and-Ride and Intercept Facilities (Reference Numbers)

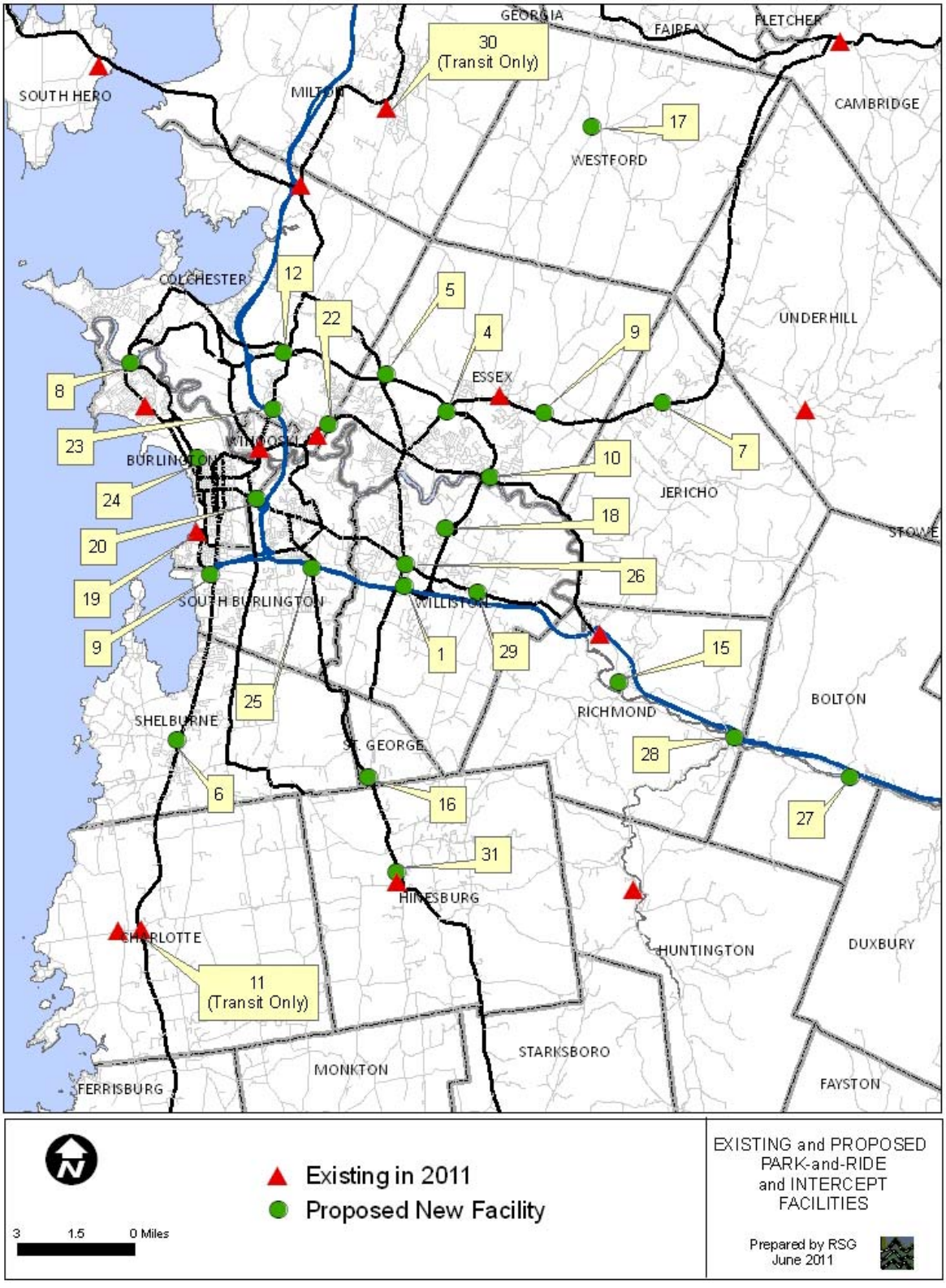


Table 33: New Park-and-Ride Facility Prioritization Results

Ref. Number	Town	Location	DEMAND POINTS			LOCATION POINTS		READINESS POINTS			Total Score	Rank
			AADT	Level of Transit Service	Bicycle / Pedestrian Connection	Highway Access	Activity Center or Village	Site Identified	Land Has Been Acquired	Confirmed Public/Private Partnerships		
1	Williston	I-89 Exit 12 (1)	10	10	8	5	1	3	0	0	37	1
26	Williston	Taft Corners	5	10	8	3	1	3	6	0	36	2
6	Shelburne	Shelburne Village	3	10	8	3	1	3	6	0	34	3
30	Milton	Town Hall	3	10	8	1	1	3	6	0	32	4
29	Williston	Municipal Offices in Village	2	5	8	3	1	3	6	0	28	5
9	Essex	VT 15 & Allen Martin Drive	3	2	4	3	0	3	6	6	27	6
31	Hinesburg	VT 116 Police/Fire Station	2	2	8	3	1	3	6	0	25	7
11	Charlotte	US 7/Ferry Road intersection	2	10	4	3	1	3	0	0	23	8
15	Richmond	Richmond Village	3	2	8	1	1	3	6	0	24	9
27	Bolton	US 2/Bolton Access Rd	1	0	8	3	1	3	6	0	22	10
7	Jericho	VT 15 from Jericho Ctr to Underhill Flats	2	2	4	3	1	3	6	0	21	11
4	Essex	Essex Town Center, VT 15 & CCCH	6	5	4	3	1	0	0	0	19	12
24	Burlington	Northern Connector/VT 127	5	1	8	3	1	0	0	0	18	13
28	Richmond	Jonesville	1	0	4	3	1	3	6	0	18	14
5	Essex	VT 2A CCCH Interchange (1)	5	0	0	3	0	3	6	0	17	15
8	Colchester	VT 127 Near Proposed CCCH	3	2	4	3	1	3	0	0	16	16
10	Essex	VT 117 & CCCH	2	5	4	3	0	0	0	0	14	17
12	Colchester	Near US 7 /Severance Road	5	1	4	1	1	0	0	0	12	18
18	Williston	Redmond Road near CCCH	2	5	4	0	0	0	0	0	11	19
17	Westford	Westford Village	1	0	4	3	1	0	0	0	9	20
16	St. George	VT 2A/VT 116 intersection	3	2	0	3	0	0	0	0	8	21
25	South Burlington	I-89 and VT 116 (3)	2	2	0	3	0	0	0	0	7	22

1. The transit score assumes that the Link Express would stop at Exit 12. While technically feasible, CCTA does not have specific plans or funding (as of the writing of this report) to serve an Exit 12 P&R with current CCTA routes

2. Funded through the VTrans Municipal Park-and-Ride Grant program. Constructed expected in 2011.

3. Score would change if a new interchange is constructed between VT 116 and I-89 (Exit 12B)

Table 34: Intercept Facility Prioritization Results

Ref. Number	Town	Location	DEMAND POINTS			LOCATION POINTS		READINESS POINTS			Total Score
			AADT	Level of Transit Service	Bicycle / Pedestrian Connection	Highway access	Activity Center or Village	Site Identified	Land Acquired	Confirmed Public/Private Partnerships	
20	South Burlington	US 2 at I-89 Exit 14	10	10	10	5	Not Used	3	6	6	50
19	Burlington	South End Transit Center	4	10	10	1	Not Used	3	6	6	40
23	Colchester	US 7 near I-89 Exit 16	7	5	5	5	Not Used	3	0	6	31
21	South Burlington	US 7, south of I-189	9	10	5	5	Not Used	0	0	0	29
22	Colchester	VT 15/Barnes Ave	4	10	5	3	Not Used	0	0	0	22

5.2 Prioritization Methodology for Existing Park-and-Ride Facilities

The 2004 *Chittenden County Park-and-ride Facility Prioritization* report does not distinguish between existing park-and-ride facilities and new locations. However, as noted in the assessment of existing conditions (Section 2.0) there are issues at existing facilities that should be addressed including poor visibility from adjacent roadways, congestion, safety and not enough parking. These types of issues could be addressed with spot improvements and do not necessarily involve constructing a facility at a new location. Since the prioritization methodology presented above is designed for ranking new locations, it is not well suited to prioritizing needs at existing facilities. Therefore a separate methodology for prioritizing existing facilities was developed.

The prioritization criteria used for existing facilities are based on the deficiencies identified during the existing conditions assessment (which included an inventory of all existing facilities). The point scale for each deficiency criterion utilizes an all or nothing approach. If the deficiency exists, the maximum points for the related criterion are assigned. If the deficiency does not exist, no points are assigned for the related criterion. The deficiency criteria are defined as follows:

- **Poor Visibility from Arterial:** The existing facility may be located near and arterial highway but is not visible and/or wayfinding is difficult (5 points).
- **High Crash Location:** The only means of access to an existing facility is to pass through a high crash location in close proximity or directly adjacent to an entrance or exit (5 points).
- **Congestion:** The only means of access is through roadways or intersections in close proximity or directly adjacent to an entrance or exit that operate at Level of Service of E or F during the peak hours (5 points).
- **Peak parking occupancy:** More than 85% of spaces are occupied during peak parking demand (20 points).

5.2.1 Prioritization Results for Existing Facilities

The inventory of existing facilities presented in Section 2.0 includes locations within Chittenden County and in the surrounding counties that are within the commuter-shed. Chittenden County locations have been prioritized separately because they fall within the CCMPO's planning area and are the responsibility of its member jurisdictions, the Campus Area Transportation Management Association (CATMA), and/or VTrans. While the CCMPO has an interest in improving facilities outside of its planning area that serve Chittenden County employees and residents, it does not have an official role in facilitating improvements beyond its jurisdiction. The CCMPO has a history of coordinating efforts with the surrounding regions, and in some cases has provided financial support for planning projects outside of its jurisdiction. Therefore, the prioritization of existing facilities outside of Chittenden County may be useful to the CCMPO as it works with its neighbors in addressing transportation issues in the broader northwest region of Vermont.

Table 35: Prioritization of Existing Facilities in Chittenden County

Chuttenden County Facility	Existing Deficiencies					
	Poor visibility from Arterial	***High Crash Location***	***Congestion***	***> 85% Parking Occupancy*** [1]	***Poor Access for Transit Vehicles***	***Score***
Points Assigned if Relevant	*5*	*5*	*5*	*20*	*15*	
Points Assigned if Not Relevant	*0*	*0*	*0*	*0*	*0*	
Richmond/Exit 11	0	5	5	20	15	45
North Ave-DMV	5	5	0	0	0	10
Charlotte-CITGO	0	5	0	0	0	5
Gilbane Lot	5	0	0	0	0	5
Hinesburg Village	0	0	5	0	0	5
Huntington Village	0	5	0	0	0	5
Essex/VT 15&VT 128	0	0	0	0	0	0
Exit 17/Colchester	0	0	0	0	0	0
Underhill/Pleasant Valley Rd	0	0	0	0	0	0

1. Based on highest value of observed counts

Table 36: Prioritization of Existing Facilities in Chittenden County

Other Facilities in Counties Adjacent to Chittenden County	Existing Deficiencies					
	Poor visibility from Arterial	*High Crash Location*	*Congestion*	*> 85% Parking Occupancy*[1]	*Poor Access for Transit Vehicles*	*Score*
Points Assigned if Relevant	*5*	*5*	*5*	*20*	*15*	
Points Assigned if Not Relevant	*0*	*0*	*0*	*0*	*0*	
St. Albans/Exit 19	0	0	5	20	15	40
Montpelier/VT DET	0	0	0	20	0	20
Cambridge/VT 15	0	0	0	20	0	20
Georgia/Exit 18	0	0	0	0	15	15
Waterbury/Exit 10	5	5	0	0	0	10
Berlin/Exit 7	0	5	5	0	0	10
Highgate Commons	0	5	0	0	0	5
Collins-Perley	0	5	0	0	0	5
Bristol Park and Ride	5	0	0	0	0	5
Fairfield	0	5	0	0	0	5
Fairfield/VT 36	0	5	0	0	0	5
Franklin/Homestead Drive	5	0	0	0	0	5
Exit 9/Middlesex	0	0	0	0	0	0
Ferrisburg/Vergennes	0	0	0	0	0	0
Montpelier/Dog River Rd	0	0	0	0	0	0

1. Based on highest value of observed counts

6.0 RECOMMENDATIONS

This section of the report discusses specific sites (where they have been identified) and recommends actions and next steps. It is organized into proposed park-and-ride facilities, proposed intercept facilities and existing park-and-ride lots. The locations are discussed in order of priority as established in Section 5.0.

The recommendations incorporate information and suggestions gathered during fact finding meetings conducted with representatives from many of the municipalities where new park-and-ride and intercept facilities are proposed. The meetings were conducted in November and December 2010 and are summarized in notes contained in Appendix E. During the meetings, local representatives were asked to comment on park-and-ride and intercept facilities proposed in their municipality, identify other locations, and to discuss any of their own initiatives or issues.

A brief discussion precedes each recommendation. The discussion varies for each location but typically includes a description of the general location, comments gathered during the local fact finding meetings, a description of specific sites if any have been identified, and other issues and information that support the recommendation. **The number preceding each location title refers to its ranking.**

6.1 Proposed Park-and-Ride Facility Recommendations

1st Priority-Williston: VT 2A at I-89 Exit 12

Alternate sites have been evaluated for this location through an on-going VTrans managed scoping project. The latest location considered is on the southwest corner of the I-89 Exit 12-VT 2A interchange, adjacent to the southbound off-ramp. There are two parcels involved and two landowners. A gas station/convenience store has been proposed in the past for the site (although there are no current plans

to move forward with the development project). The park-and-ride would be located behind the future gas station/ convenience store. Access would be provided from VT 2A from a right-turn in only driveway closest to the off-ramp and from another access point further south on VT 2A that would accommodate all movements. According to municipal staff, the Town is not overly enthusiastic about this location, but is not necessarily opposed to it as long as another facility was located closer to the intersection of VT 2A-US 2 (see discussion regarding the Taft Corners location above).

Recommendation

Complete the scoping study but also provide a new park-and-ride facility adjacent to the US 2-VT 2A intersection as described above. CCTA does not have current plans to serve new facilities at Exit 12 using existing bus routes. Therefore the CCMPO, VTrans and the municipalities will need to continue to coordinate with CCTA to assess the feasibility of future transit service to these locations, taking into consideration CCTA's funding and operational constraints

2nd Priority-Williston: Taft Corners

This location is in addition to the Exit 12 park-and-ride discussed below. It would be located near the intersection of US 2 with VT 2A in the center of Taft Corners, would serve travelers along the US 2 corridor, and would be accessible to existing transit service and an expanding network of pedestrian and bicycle facilities. During the local fact finding meeting with municipal staff, several possible locations were identified. The most promising location is a town owned parcel on Boxwood Street adjacent to the Shaws Supermarket (Figure 22). Other possibilities include: along Helena Drive and within Maple Tree Place; although no specific parcels have been identified and all of the land is private.

Recommendation

Conduct a feasibility analysis of the potential locations to include conceptual site plans that show parking lot layout, access and circulation for transit and personal vehicles, and connections to pedestrian and biking facilities. Apply for construction funding through the VTrans municipal park-and-ride grant program.

Figure 22: General Locations for a Taft Corner Park-and-Ride

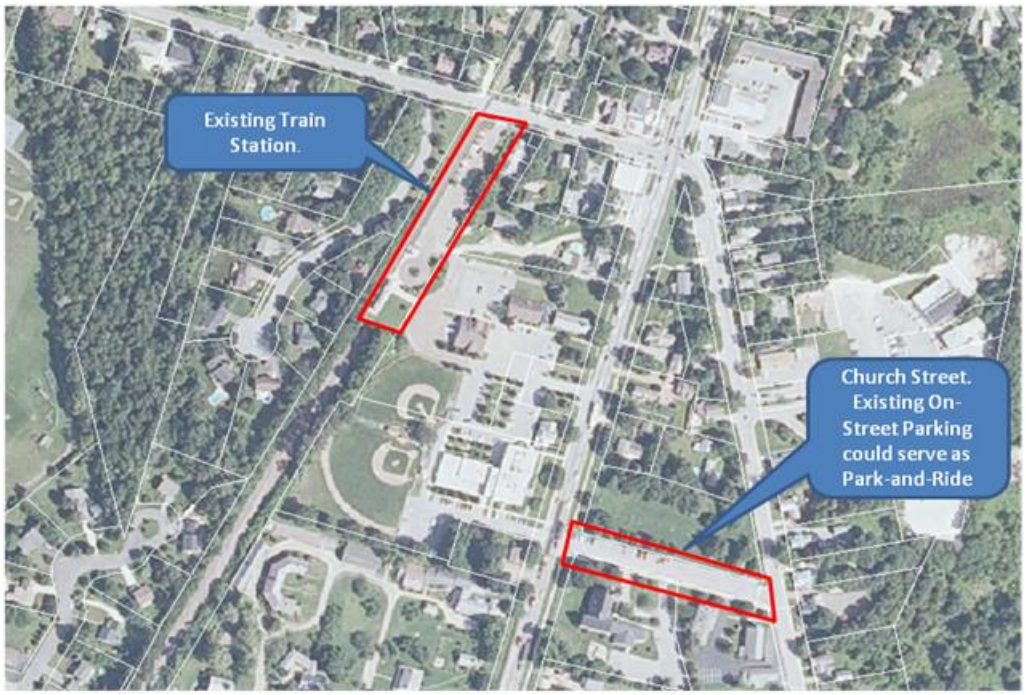
3rd Priority-Shelburne Village

Shelburne Village has the advantage of two existing facilities that could serve as park-and-ride lots. Potential locations include the existing train station off Harbor Road and on-street parking along Church Street (Figure 22). The train station location has approximately 60 spaces and is accessible from Harbor Road. It also has a less-direct connection to US 7 through the municipal office and fire department parking lots. It is not directly served by transit (which travels along US 7, but does not divert down Harbor Road). The Church Street location has 47 on-street, head-in parking spaces on the north side that could be available now for park-and-ride use. CCTA's Shelburne Road Route stops at this location. The Middlebury Link Express also passes by on US 7 but does not stop in Shelburne Village. During the local fact finding meeting, Town staff noted that parking demand from the Church is limited during the week, and that there often appears to be excess spaces on Church Street. The Town would like to see the Middlebury Link Express stop at this location. The Town staff was interested in testing the concept out as a pilot/demonstration project to gauge potential use and other potential issues.

Recommendation

Conduct a pilot test to evaluate the use and effectiveness of designating a portion of parking spaces along Church Street for use as a park-and-ride facility.

Figure 23: General Locations for a Shelburne Village Park-and-Ride



4th Priority-Milton Town Office

The Town has an unofficial park-and-ride at its municipal building on Bombardier Road. A portion of the parking lot has been set aside for passengers of CCTA's Milton Commuter service that make use of the bus stop at the municipal building. Use of this parking area has grown considerably over the last few years since the Milton Commuter service began, and CCTA plans to construct a shelter at this location. The Town has also submitted applications in past to the VTrans Municipal Park-and-Ride Grant Program for

improvements to this site. Although this facility has not yet received funding, the Town continues to seek funds to make improvements including listing it the recently approved Town Core TIF District Financing Plan (April 19, 2011). The TIF plan includes a multi-modal facility at the municipal offices which will incorporate the park-and-ride and would include an enclosed bus waiting area with restrooms and bike racks.

Recommendation

Build the park-and-ride portion of the multimodal facility.

5th Priority-Williston: Municipal Offices

The Town recently applied for funding through the VTrans municipal Park-and-Ride grant program to construct a 50 space facility behind the municipal offices. VTrans did not fund the project. The location receives a high score in the prioritization process because it is accessible by multiple modes and a site is identified and available. However, during the local fact finding meeting, municipal staff indicated that this location is now considered a lower priority by the Town. There are currently enough parking spaces available to provide for informal park-and-ride use and to meet the parking needs of the municipal offices. The Town may consider this location a higher priority if activity increases at the adjacent National Guard Armory resulting in more competition for parking spaces.

Recommendation

Monitor parking demand, reconsider local priorities as required and resubmit application for funding through the VTrans Municipal Park-and-Ride Grant program.

6th Priority-Essex: VT 15 near Allen Martin Drive

The Town has the option to lease land for a park-and-ride lot at Simon's Store, which is located on VT 15 about one-half mile east of Allen Martin Road. The option is available as a condition of Simon's local development permit. While the VTrans municipal park-and-ride program could be used to pay for construction of a lot at this location, the funding would require a twenty-year lease. During the local fact finding meeting, Town staff were skeptical about the willingness of the Selectboard and voters to support a commitment for a twenty year lease.

Recommendation

No action recommended at this time. Implementation is dependent on finding a sustained source of funding for the lease.

7th Priority-Hinesburg Police/Fire Station on VT 116

The Town of Hinesburg is in the process of designing a park-and-ride facility on municipal land behind the fire and police stations located on the west side of VT 116 between Commerce Street and Mechanicsville Road. The location would be served by a proposed commuter transit service from Burlington to Hinesburg Village along VT 116 sometime in the future. The Town has requested assistance from the CCMPO with scoping the highway access, size of the bus stop and shelter location, size of the parking, lighting, stormwater issues, etc.

Recommendation

Complete the design and scoping work and apply for funding through the VTrans municipal park-and-ride program.

8th Priority-Charlotte: US 7-Ferry Road-Church Hill Road

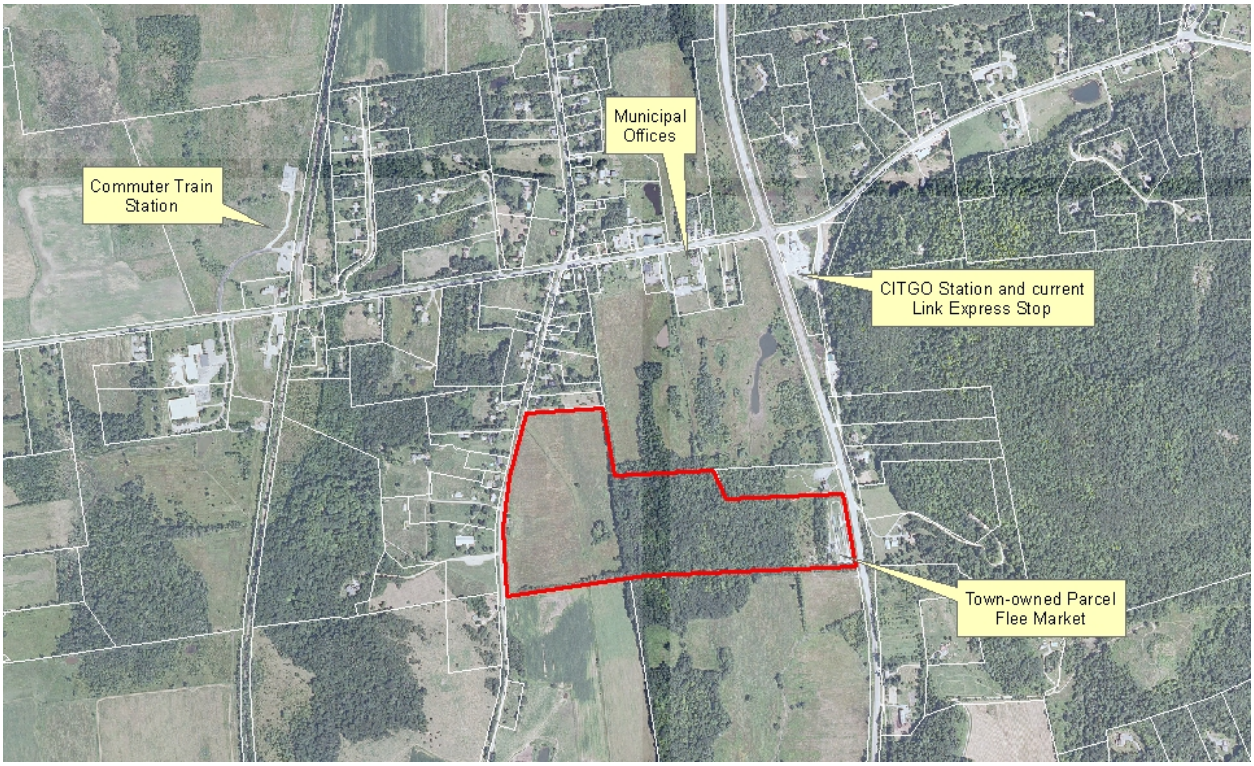
During the local fact finding meeting with Town staff, three potential locations were discussed (Figure 24). The existing park-and-ride at the CITGO station is on private property leased by CCTA for the Middlebury Link Express. A location near the US 7-Ferry Road-Church Hill intersection seems to be the preferred spot for a park-and-ride facility in Charlotte. According to Charlotte Town staff, the landowner had plans for retail development, but retail is not permitted at that location in the municipal zoning regulations. A gas station is permitted. One issue for this location is the pedestrian connection to the Village, which requires crossing US 7. There are no cross-walks or pedestrian signals at the intersection and there are no continuous pedestrian facilities along Ferry Road that connect the Village center to the existing facility at the CITGO station.

The Town owns a parcel of land that fronts US 7 approximately ½ mile south of the US 7-Ferry Road-Church Hill Road intersection (Figure 24) that extends west to Greenbush Road. A flea market occurs at this location during warm months. The Town has explored pedestrian connections between the Village and this parcel in the past, but has not been able to identify a suitable route. Therefore, a park-and-ride facility at this location would not be easily accessible by foot from the Village. The commuter train station off Ferry Road is currently signed as a park-and-ride. However, due to its location away from US 7 (about 0.75 miles to the west of US 7), it does not attract any users.

Recommendation

Establish a permanent park-and-ride facility. Although the CITGO station seems to be the preferred site it may not be available as a permanent, long-term location. Other sites should be identified and evaluated so options are available. Conduct scoping study to evaluate alternative sites and select preferred location.

Figure 24: Charlotte Park-and-Ride Lot Location Options



9th Priority-Richmond Village

Richmond Village is a logical place for a park-and-ride because it is located at a cross-roads for traffic from Huntington, Jericho, Bolton and much of Richmond. The Town owns a parcel in the center of the Village between Depot Street and the railroad tracks. It has a gravel surface and therefore parking spaces are not designated. The lot is used by employees from Village businesses. RSG prepared a parking plan for the Village in 2007 that includes some conceptual plans for that location. Whether or not there is enough room to accommodate parking needs of park-and-ride users and employees that work in Village businesses needs to be verified. During the local fact finding meeting, municipal officials noted the possibility of collaborating with private landowners about co-locating a park-and-ride at other locations in the Village, but no discussions are currently active.

Recommendation

Document the current parking use at the Depot Street lot to determine if there is capacity for park-and-ride users. If there is excess capacity, refine conceptual plans and cost estimates included in the Richmond Village Parking Plan and apply for construction funding through the VTrans municipal park-and-ride grant program.

10th Priority-Bolton: US 2-Bolton Valley Access Road

This location was not included in the 2004 plan and was suggested during an Advisory Committee meeting. A potential site was suggested along US 2 under the I-89 overpass just west of the US 2-Bolton Valley Road intersection.

Recommendation

Meet with Town officials to discuss potential sites. Evaluate the feasibility of potential sites, including under the I-89 overpass.

11th Priority -Jericho: VT 15 from Jericho Center to Underhill Flats

During the local fact finding meeting with Jericho municipal staff and other representatives, several potential sites were identified including a Town owned parcel at the corner of the VT 15-Packard Road intersection; shared use with the Pentecostal Church across the street from the Town Office; shared use with the Mount Mansfield Unitarian Universalist Church across the street from the Packard Corner lot; and in Underhill Flats in the vicinity of VT 15 and the town line, near the United Church of Underhill. The Town currently has an agreement with the neighboring Methodist Church to share parking at the Town Office.

Recommendation

Request CCMPO technical assistance to evaluate all of the potential sites and seek funding through the VTrans Municipal Park-and-Ride Grant program for construction.

12th Priority-Essex Town Center: VT 15-Circumferential Highway Interchange

There are no identified sites for this facility and all of the land in this area is privately owned. There have been previous discussions in Town about relocating the Town offices to the Town Center, and it may be reasonable to co-locate a park-and-ride lot as part of that project. However, there have been no recent discussions regarding new municipal offices and the project is dormant. The master plan for the Town Center is now almost twenty years old and is due for an update. Incorporation of a park-and-ride facility

could be considered in the update process. A park-and-ride at this location would have greater utility if segments A and B of the Circumferential Highway were constructed because they would provide a connection to I-89.

Recommendation

Consider potential park-and-ride locations the next time the Essex Town Center Master Plan is updated; and if and when the Town continues to plan for new municipal offices.

13th Priority-Burlington: VT 127/North Avenue Corridor

CATMA manages a parking lot behind the Vermont Department of Motor Vehicles on North Avenue that is available for use by Hill Institution employees. Although it is served by CCTA's North Avenue route, there is no express service to the institutions and as a result the lot is seldom used. In addition, the location is likely to be redeveloped and eventually will not be available for use as a park-and-ride lot.

Recommendation

Identify potential locations as part of the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 Work Program and plan.

14th Priority-Richmond: Jonesville near the US 2-Cochran Road intersection

During the local fact finding meeting, the Town representatives noted that a park-and-ride facility in Jonesville would be attractive to people travelling from Richmond and Huntington to points east along the US 2 corridor. A potential site was suggested at a pull-off, within the state right-of way, on US 2 just to the east the Cochran Road-Stage Road intersection.

Recommendation

Evaluate the feasibility of using the pull-off as a park-and-ride facility and identify and evaluate other potential locations in Jonesville.

15th Priority-Essex: VT 2A and Circumferential Highway Interchange

The Town recently received approval from the Federal Highway Administration to construct a park-and-ride with approximately 20 spaces on land that is part of the Circumferential Highway interchange right-of-way. Construction is expected to start in the summer of 2011.

Recommendation

No additional recommendations.

16th Priority-Colchester: VT 127 near the proposed interchange with the Circumferential Highway

The former Pet Boat site was mentioned as a potential location that has been discussed many times in the past. During the local fact finding meeting, Town staff asked whether this location should be considered an intercept facility rather than a park-and-ride lot. As an intercept facility, it would need high frequency transit service, which is not currently available in this area. Ownership of the facility was also raised as an issue. If Circumferential Highway Segments I and J are constructed (which would connect VT 127 to I-89), ownership by VTrans may be appropriate. If Segments I and J are not built, municipal ownership may be

more appropriate. Town staff noted that the facility would have to have some benefit for Colchester residents and business owners if the Town were to own and operate it.

Recommendation

This location should be considered in the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 work program in conjunction with other facilities in the VT 127/North Avenue corridor.

17th Priority-Essex: VT 117 near the Circumferential Highway Interchange

According to Town staff, none of the parcels adjacent to the VT 117-CCCH interchange are owned by the state or Town; and it is unlikely that private landowners directly adjacent to the interchange would sell their land for a reasonable price. There does not appear to be enough room in the area that has been set aside for the future ramps to and from segment B of the Circumferential Highway. Town staff suggested a more convenient location would be east of the Sand Hill Road-VT 117 intersection to accommodate the travel flow from VT 15 to VT 117 from the Allen Martin Drive-Sand Hill Road connection. There is a bus turn-around just east of Sand Hill Road that should be considered.

Recommendation

Evaluate the feasibility of using the bus-turn around on VT 117 east of Sand Hill Road as a park-and-ride facility.

18th Priority-Colchester: US 7-Severance Road-Blakely Road Intersection

The four quadrants of Severance Corners (intersection of US 7-Severance Road-Blakely Road) is a designated growth center. There are no specific sites identified for a park-and-ride lot, but Town staff recommended that any facility should be located along Severance Road near the eastern edge of the growth center boundary. This general location would help reduce left turns from Severance Corners to southbound US 7 (which have been identified as contributing to congestion) and would reduce surface parking within the growth center. A couple of potential parcels, which are currently privately owned, are well situated along Severance Road, but depend on willingness of landowners to sell or lease land.

Recommendation

Consider potential park-and-ride lot locations in planning efforts associated with the Severance Corners growth center.

19th Priority-Williston: Mountain View-Redmond Road-Circumferential Highway

Town staff was not aware of this potential location and recommended it be pursued only if the Segments A and B of Circumferential Highway (which would provide a connection to I-89 to the south and the existing Circumferential Highway to the north) are constructed. There is substantial amounts of open land in this general location much of it which is owned by IBM; and some of which is within the Circumferential Highway right-of-way.

Recommendation

Defer action dependent on a final decision to construct Segments A and B of the Circumferential Highway.

20th Priority-Westford Village

There are no potential sites identified for this location and potential demand is low.

Recommendation

No action recommended at this time.

21st Priority-Saint George: Vicinity of the VT 116-VT 2A Intersection

There are no potential sites identified for this location and potential demand is low.

Recommendation

No action recommended at this time.

22nd Priority-South Burlington: Vicinity of Proposed I-89-VT 116 interchange (Exit 12B)

There are no specific sites identified and the potential demand for this location is dependent on the construction of a proposed interchange between I-89 and VT 116 (referred to as Exit 12B). If Exit 12B is constructed, scoring for this location should be changed to reflect increased demand that would result with a connection to I-89 and other anticipated changes such as initiation of a commuter transit service along VT 116 to Hinesburg.

Recommendation

Re-prioritize if and when Exit 12B is constructed and/or express commuter service is provided in the corridor.

6.2 Proposed Intercept Facility Recommendations

1st Priority-South Burlington: US 2-Exit 14

This facility will be located behind the Sheraton in South Burlington. Vehicular access will be provided from US 2 and from a slip ramp diverging from the I-89 southbound Exit 14 off-ramp (evaluated in a scoping study related to the off-ramp). The Exit 14 intercept facility would have approximately 1,200 spaces that serve the general public with destinations in Burlington and South Burlington; employees, faculty/staff, and students affiliated with the Hill Institutions; and possibly employees and passengers at the Burlington International Airport. It is anticipated that the Hill Institutions through CATMA will fund a portion of the project. The facility would be served by regional transit (CCTA) and a CATMA shuttle system for employees, faculty/staff and students affiliated with the Hill Institutions. The Exit 14 intercept facility would also be connected to existing and planned pedestrian and bicycle facilities. During local fact finding meetings with municipal staff from the City of South Burlington, it was noted that this facility could serve employees along Dorset Street and the City Center; and that an operations and business plan should be prepared that identifies who will own and manage the facility. A scoping study will be initiated in early 2011 that will evaluate alternatives, develop capital, operating/maintenance costs and tenant participation.

Recommendation

Complete the scoping study. CCTA does not have current plans to serve new facilities at Exit 14 using existing bus routes. Therefore the CCMPO, VTrans and the municipalities will need to continue to

coordinate with CCTA to assess the feasibility of future transit service to these locations, taking into consideration CCTA's funding and operational constraints

2nd Priority-Burlington: South End Transit Center

The City and CATMA are working together to develop the South End Transit Center on a parcel of land owned by the City at the end of Sears Lane and adjacent to the Gilbane lot (which is currently serving as temporary intercept facility). The initial phase of the project will involve construction of a surface lot with approximately 275 spaces. Subsequent phases will involve construction of structured parking. Construction of the first phase is anticipated within one or two years. Construction of subsequent phases will depend on completion of the Champlain Parkway which will provide an improved connection to US 7 and I-89 (via I-189).

Recommendation

Construct a surface parking lot in the short-term. In the long-term, construct structured parking.

3rd Priority-Colchester: US 7 near Exit 16

CATMA established a temporary facility near the intersection of US 7-Hercules Drive (at Champlain Cable) for FAHC employees that were displaced during the construction of the Fletcher Allen Renaissance Project; but that location is no longer used as a park-and-ride facility. A permanent site for an intercept facility has not been identified. A scoping study should be conducted to identify and evaluate specific sites in the vicinity of Exit 16 (which may include locations in Winooski or Colchester). In the interim, a park-and-ride facility should be established near Exit 16 to meet existing demand within the Northern corridor.

Recommendation

Identify an interim location for a park-and-ride lot and conduct a scoping study that identifies specific locations for a permanent intercept facility.

4th Priority-South Burlington: US 7 south of I-189

A permanent site has not been identified for this intercept facility. During meetings with South Burlington City staff, it was noted that the K-Mart plaza lot, located adjacent to the I-189/US 7 interchange appears to have excess parking capacity. The buildings are not fully occupied and it is unlikely they will be soon. This location could serve as a temporary location, but would need approval from the property owners. Municipal staff noted that potential benefits to the property owner are increasing awareness that the shopping plaza exists and potential customers for K-Mart. An area could be designated using cones, and maybe some signs. This suggestion is subject to developing an agreement with the property owners.

Recommendation

In the short-term, establish/lease a temporary park-and-ride facility. Meet with the property owner to determine if there is interest and support for allowing a temporary park-and-ride. Re-evaluate the need for an intercept facility at this location after the South End Transit Center is complete.

5th Priority-Colchester: VT 15 and Barnes Avenue

There are no specific sites identified for this location. Its utility depends on whether or not commuter rail is initiated and long-term redevelopment of land within Fort Ethan Allen. A location near the Lime Kiln Road Bridge was also discussed in the past by Saint Michael's College as a multi-level structure.

Recommendation

No action recommended at this time.

6.3 Existing Facility Recommendations

1st Priority-Richmond: I-89 Exit 11

The Exit 11 park-and-ride lot is the one existing facility in Chittenden County with significant traffic congestion, safety, parking capacity and transit access issues. VTrans proposed expanding the facility to the west side of US 2 with a design that would allow for the proper maneuvering of transit vehicles and approximately 60 new parking spaces. VTrans proposed this expansion as a temporary solution that would eventually be replaced by a new facility with approximately 300 spaces located somewhere close to Exit 11, but outside of its current location[1]. During the local fact finding meeting, Town representatives noted that they are not necessarily opposed to expanding the lot, but would like congestion, safety, transit and pedestrian access issues addressed comprehensively. Results from the park-and-ride survey (Section 3.0) suggest that new park-and-ride facilities in Jericho near VT 15 and along VT 117, at Exit 12 and Taft Corners in Williston and Exit 14 in South Burlington would help reduce demand for parking spaces at the Exit 11 location as would a new facility in Richmond Village. While these new facilities would help reduce demand for parking, they would not necessarily address the congestion and safety issues which are affected by overall traffic at the interchange.

Recommendation

Address the parking issue by providing new park-and-ride lots in Jericho and Essex near VT 15 and along VT 117, at Exit 12 and Taft Corners in Williston, Exit 14 in South Burlington and Richmond Village. Focus the current scoping study on addressing the congestion, safety, transit and pedestrian issues and the possibility of adding more parking spaces.

Other Chittenden County Existing Park-and-Ride Locations

None of the other existing park-and-ride lots in Chittenden County have parking capacity issues. The other issues, congestion and safety in particular, are not necessarily related to the park-and-ride lot and should be addressed as part of other plans and projects. Therefore, no additional recommendations are suggested for any of the other park-and-ride lots in Chittenden County.

Existing Park-and-Ride Lots outside of Chittenden County

Parking capacity and transit vehicle access issues have been identified at several park-and-ride lots outside of Chittenden County that also benefit residents and employees of Chittenden County. The locations include:

[1] Letter from Wayne Davis, VTrans Project Supervisor, 1/31/08

- Saint Albans at Exit 19 (parking capacity and transit vehicle access),
- I-89 Exit 18 in Georgia (parking capacity and transit vehicle access;) and
- Montpelier at the Department of Motor Vehicles building on Memorial Drive (parking capacity),
- VT 15 in Cambridge (parking capacity).

The CCMPO should consider supporting scoping or other planning activities in these regions to address the parking issues at these locations.

7.0 IMPLEMENTATION

This section of the report organizes the recommendations described above into an implementation plan that is presented in **Error! Reference source not found.** for proposed park-and-ride facilities and Table 41 for proposed intercept facilities. The implementation tables identify the location, summarize the recommendation and have the following major sections:

- Evaluation Phase
- Implementation Phase
- Possible Time Frame
- Project Lead
- Project Partners

Each section is described below.

Evaluation Phase: Additional evaluation is required for most of the proposed park-and-ride and intercept facilities to identify a suitable site, prepare conceptual plans, refine cost estimates, identify resource impacts and constraints, and gather input from local governments, landowners and the general public. The level of evaluation will range from simple feasibility analyses for projects that will be constructed on land that is already owned (by a municipality, the state or others), and would be owned and managed locally; to a complete scoping study consistent with the VTrans project development process for larger projects that may use federal funds, require acquisition of property and may be owned and operated by VTrans. A cost estimate and funding source is suggested for the evaluation phase.

- Evaluation Phase Cost Estimate. The cost estimate for the evaluation phase is based on RSG's experience conducting similar type of studies.
- Evaluation Phase Funding Source. The CCMPO's planning assistance programs is the primary source of funding for the evaluation phase. VTrans, municipalities, or other partners such as CATMA, may also participate in the funding of studies.

Implementation Phase: This phase includes design and engineering, acquisition of land if required, permitting and construction. It provides an estimate of the number of parking spaces required, a cost estimate based on the number of parking spaces and identifies potential funding sources.

- Number of parking spaces. The number of parking spaces for proposed park-and-ride facilities was estimated using a procedure developed by the Institute of Transportation Engineers (ITE) as follows:

Number of Parking Spaces = Peak Parking Demand = [1% x (total peak hour traffic of the primary road and adjacent intersecting roads)] + [3% x (peak hour traffic on the primary road)][1].

This approach provides an estimate of the peak demand and should be considered an upper limit on the number of required parking spaces.

The number of parking spaces for proposed intercept facilities is based on the current assumptions for Exit 14 facility (1,200 spaces). The South End Transit Center is assumed to of similar size; and a similar sized facility is assumed for Exit 16 in the long-term.

- Order of Magnitude Cost Estimates. Cost estimates are based on a unit cost applied to the number of parking spaces. Unit cost assumptions have been developed based on a review of municipal park-and-ride projects in Chittenden County (Table 37) and VTrans owned park-and-ride projects from around the state (Table 38). All of these projects have been completed over the last five years, and are reasonable estimates of current dollars. The results suggest that $4,000 per parking space is reasonable for municipal park-and-rides and $11,500 for VTrans facilities, not including the cost for land. Cost information from VTrans facilities suggest a unit cost of $2,200 per space is a reasonable working assumption for land acquisition. The unit cost assumptions used for this plan are summarized in Table 39. **While these unit costs are useful for planning purposes, they may vary significantly for specific projects based on site conditions (soil, topography), local property values, utilities, natural resource constraints, the configuration of the lot, etc.**

Table 37: Costs of Municipal Park-and-Ride Projects

Location	Cost[3]	Number of Spaces	Cost per Space
Hinesburg Village[1]	$ 55,424	19	$2,917
Huntington Village[1]	$ 45,000	12	$3,750
Essex (VT 2A/CCCH)[2]	$ 94,000	20	$4,700
		Average Cost per Space	$3,789

1. Completed project actual cost
2. Most recent cost estimate plus value of staff time
3. Does not include any land acquisition costs which were not necessary for these projects

Table 38: Costs of Completed VTrans Park-and-Ride Projects

Location	Number of Spaces	Costs[1]				Cost per Parking Space		
		Preliminary Engineering (PE)	*Land Acquisition*	*Construction*	*Total*	*Land Cost per Space*	*PE+Const per Space*	*Total Cost per Space*
Putney	80	$110,000	None	$600,000	$710,000	Not Applicable	$8,875	$8,875
Enosburg	60	$175,000	$75,000	$730,000	$980,000	$1,250	$15,083	$16,333
Royalton	87	$190,000	$250,000	$600,000	$1,040,000	$2,874	$9,080	$11,954
Waterbury	69	$210,000	$230,000	$700,000	$1,140,000	$3,333	$13,188	$16,522
Ferrisburg	86	$110,000	$100,000	$700,000	$910,000	$1,163	$9,419	$10,581
					Average Costs per Space	$2,155	$11,129	$12,853

1. From 2010 VTrans Capital Program

[1] Page 42, *2004 AASHTO Guide for Park-and-Ride Facilities*

Table 39: Assumed Implementation Costs for Surface Park-and-Ride Lots

Ownership	Cost per Parking Space[1]	
	Without Land Costs	*With Land Costs*
VTrans	$11,500	$13,700
Municipal	$4,000	$6,200

1. **For planning purposes only.** Actual costs of specific locations will vary based on site conditions, local property values, utilities, environmental conditions, the configuration of the facility and many other factors.

The cost for parking spaces provided in multi-level garages (structured parking) is based on a recent cost estimate for the South End Transit Center which suggested a unit cost of $12,000 per space and the Gutterson Garage on the UVM campus which cost approximately $11,000 per space. Land costs for structure parking, assuming three levels, would be approximately $700-$800 per space ($2,200 per space divided by three levels). Therefore, a reasonable unit cost for structured parking is $12,000 per space without land and $13,000 per space if land acquisition is necessary.

- Funding Sources. The following funding sources are available for the implementation phase:

  Federal and State Transportation Funds (Fed): Federal transportation dollars are used to fund implementation of VTrans owned park-and-ride facilities. Park-and-ride facilities are eligible for funding through the Congestion Mitigation Air Quality program (CMAQ) which covers 100% of the cost[1]. Park-and-ride and intercept facilities are eligible for other federal transportation programs, but some portion of the cost would need to be covered by non-federal sources. The funding can be used for scoping, design, permitting, land acquisition and construction. In Chittenden County, transportation projects using federal funds must be approved by the Chittenden County MPO by including the project in the annual Transportation Improvement Program (TIP). The TIP is a prioritized, fiscally-constrained, and multi-year list of federally-funded, multimodal transportation projects and operations in the CCMPO region - Chittenden County. Under federal law, the TIP must cover at least a 4-year program of projects and be updated no less frequently than every 2 years. In addition, projects in the TIP must be prioritized at the regional level and have clearly identified funding sources. The CCMPO and VTrans work cooperatively to develop the TIP each year which must reflect regional priorities as well as competition for funds throughout the state. Any project using federal funds must also satisfy the National Environmental Policy Act (NEPA) which requires developing and evaluating alternatives and different levels of environmental analysis depending on the potential impact. There are also specific procedures established by the Federal Highway Administration for acquiring land that must be satisfied when federal funds are used. Regardless of the funding source, the construction of new facilities, and reconstruction of existing facilities, must also satisfy applicable local and state land use regulations.

  VTrans Municipal Park-and-Ride Grant Program (VMPRG): This program uses state-only funds (no federal dollars) provided by the Vermont legislature to support the engineering and construction of park-and-ride facilities by municipalities. The funds are distributed through a

[1] The Williston Exit 12 Park-and-Ride and Richmond Exit 11 Park-and-Ride are two examples in Chittenden County that are currently funded with 100% federal funding through the CMAQ program.

competitive grant process. In order to be eligible for the program, the proposed facility must be on land owned by the municipality or State, near a State designated route, available to commuters on a daily basis year round, include at least ten parking spaces, and will be owned and maintained by the municipality. The program started in 2004 and provides $250,000 statewide each year (subject to change annually by the legislature). Grants for individual projects do not typically exceed $100,000. The program has been used to fund municipally owned projects in Chittenden County such as in Essex near the intersection of VT 15 with VT 128, in Hinesburg Village and in Huntington's Lower Village. A local financial match is not required. Projects that do not use federal funds do not need to satisfy NEPA, but local and state land use regulations will apply as appropriate.

Municipal Funds (MUN): Municipalities can provide funding for park-and-ride facilities through local property taxes approved annually by the voters. The funds may be included as a lump sum in a single year's budget or may be spread over numerous years to pay for a bond. Municipalities also have the ability to raise funds through transportation impact fees levied as part of the development review process. Impact fees are allowed by state statute and there are many requirements that must be satisfied. One of the key requirements is that there needs to be a direct relationship between anticipated development/growth and the infrastructure funded with impact fees. Therefore, it would be necessary to demonstrate that the need for a park-and-ride facility is directly related to anticipated development in the municipality. Tax Increment Financing districts (TIFs) is another, albeit much more complicated, funding option. TIFs are based on the assumption that new development will increase the value of property and will therefore generate more property taxes. A TIF allows a municipality to designate a portion of this incremental increase in municipal and state education property taxes to fund the infrastructure that will support the development. The benefit of a TIF is that the municipality is allowed to keep and re-assign a portion of the locally generated education tax that would otherwise be redistributed statewide to fund schools. There are numerous requirements that have to be satisfied before a municipality can establish a TIF and re-assign the education property tax; but it is conceivable that a park-and-ride or intercept facility could be funded as part of the overall TIF infrastructure package.

Private Contributions (Priv). Park-and-ride and intercept facilities could be partially funded by CATMA, private businesses or other non-governmental entities. For example, CATMA, which represents the Hill Institutions, is providing land for the Exit 14 intercept facility and money to help fund the non-federal share of the project cost. CATMA is also providing a financial contribution for the South End Transit Center. Although there are no specific examples, a private business with extra parking may also participate by allowing use on underutilized parking spaces, in the hope of attracting more customers.

Possible Time Frame. The time frame for the Evaluation (E) and Implementation (I) phases are suggested. The time frame considers the results of the prioritization and the potential challenges associated with moving a specific project forward.

Project Lead. Identifies the organization that will lead the effort at moving the project forward and will take the next step.

Project Partners: Identifies the other organizations that will assist the project lead by providing technical assistance, participating in funding or that may have an important stake in the location and design of the facility.

Table 40**Error! Reference source not found.** presents the implementation plan for proposed park-and-ride facilities and Table 41 for proposed intercept facilities. **The projects are listed in order of priority.**

A separate table for existing park-and-ride facilities is not included. The Exit 11 park-and-ride is the one location where specific recommendations have been made. Scoping for that project should proceed in the 1-2 year time frame, VTrans is the lead and the Town of Richmond and CCMPO are partners.

Table 40: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
1	1	Williston	I-89 Exit 12	Complete scoping study and build new facility.	170	$50,000	VTrans	$2,329,000	FED	**E**	**I**			VTrans	Town of Williston
2	26	Williston	Taft Corners	Conduct a feasibility analysis of locations along Boxwood St.	60	$15,000	CCMPO	$240,000	VMPRG, MUN	**E, I**				Town of Williston	CCMPO
3	6	Shelburne	Shelburne Village	Verify parking spaces are available; ask CCTA for a Link Express stop. Designate on-street parking along Church Street as a park-and-ride with appropriate signs and lane markings. Conduct a pilot test.	25	$1,000	CCMPO	$1,250	MUN	**E, I**				Town of Shelburne	CCMPO, CCTA
4	30	Milton	Municipal Office, Bombardier Road	Formalize existing unofficial lot.	20	Not Applicable	Not Applicable	$80,000	VMPRG, MUN	**I**				Town of Milton	CCTA
5	29	Williston	Municipal Offices in Village	Monitor parking use. If parking exceeds available spaces, re-submit VMPRG application and build new facility.	30	$0	Williston	$120,000	VMPRG, MUN	**E**	**I**			Town of Williston	CCMPO
6	9	Essex	VT 15 & Allen Martin Drive	Implementation is dependent on finding a sustained source of funding for the lease at Simons Store. If that issue is addressed, VMPRG can be used to build facility.	50	Not Applicable	Not Applicable	$200,000	VMPRG, MUN		**E**	**I**		CCMPO	Essex Town, VTrans

Table 40: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
7	31	Hinesburg	VT 116 at Fire/Police Stations	Complete design, conduct scoping regarding access issues and build facility	20	$10,000	CCMPO	$80,000	VMPRG, MUN	**E, I**				Town of Hinesburg	CCTA
8	11	Charlotte	US 7/Ferry Road intersection	Conduct scoping study to identify permanent site.	50	$15,000	CCMPO	$200,000	FED, VMPRG, Private	**E**	**I**			VTrans	CCMPO, CCTA, Charlotte
9	15	Richmond	Richmond Village	Evaluate the Depot Street lot and if excess capacity is available, upgrade the lot with pavement, lighting, etc.	40	$5,000	CCMPO	$160,000	VMPRG, MUN, Private	**E**	**I**			Town of Richmond	CCMPO
10	27	Bolton	US 2/Bolton Access Rd	Meet with Town officials to discuss potential sites. Evaluate the feasibility of potential sites, including under the I-89 overpass.	10	$10,000	CCMPO	$40,000	VMPRG, MUN	**E**	**I**			CCMPO	VTrans, Bolton
11	7	Jericho	VT 15 from Jericho Ctr. to Underhill Flats	Evaluate all of the potential sites and select a preferred location.	30	$15,000	CCMPO	$120,000	VMPRG, MUN	**E**	**I**			Town of Jericho	CCMPO
12	4	Essex	Essex Town Center, VT 15 & CCCH	Consider potential park-and-ride locations the next time the Essex Town Center Master Plan is updated; and if and when the Town continues to plan for new municipal offices.	30	Not Applicable	Not Applicable	$186,000	VMPRG, MUN, Private		**E**		**I**	Essex Town	None
13	24	Burlington	Northern Connector/VT 127 near RR	Identify potential locations as part of the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 Work Program and plan.	70	Included in corridor plan budget	CCMPO	$959,000	VMPRG, MUN, FED, CATMA	**E**		**I**		CCMPO	Burlington, Colchester, CATMA, VTrans

Table 40: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
14	28	Richmond	US 2/Cochran Road intersection in Jonesville	Evaluate the feasibility of using the pull-off as a park-and-ride facility and identify and evaluate other potential locations in Jonesville.	10	$10,000	CCMPO	$62,000	VMPRG, MUN	**E**	**I**			Town of Richmond	Town of Richmond, CCMPO VTrans
15	5	Essex	VT 2A CCCH Interchange	Project is funded and will be built in 2011.	20	Not Applicable	Not Applicable	$80,000	VMPRG, MUN	**I**				Essex Town	VTrans, FHWA
16	8	Colchester	VT 127 Near Proposed CCCH	Identify potential locations as part of the North Avenue Corridor Plan that is funded in the CCMPO's 2010-2011 Work Program and plan.	40	Not Applicable	Not Applicable	$548,000	VMPRG, MUN, FED, CATMA	**E**	**I**			CCMPO	Burlington, Colchester, CATMA, VTrans
17	10	Essex	VT 117 & CCCH	Evaluate the feasibility of using the bus turn-around on VT 117 east of Sand Hill Road as a park-and-ride facility.	30	$5,000	CCMPO	$186,000	VMPRG, MUN		**E**	**I**		CCMPO	Essex Town
18	12	Colchester	Near US 7/Severance Road	Consider potential park-and-ride lot locations in planning efforts associated with the Severance Corners growth center.	60	Not Applicable	Not Applicable	$372,000	VMPRG, MUN, Private		**E**	**I**		Colchester	CCMPO
19	18	Williston	Redmond Road near CCCH	Revaluate need if Circumferential Highway Segments A and B are built.	80	Not Applicable	Not Applicable	$496,000	VMPRG, MUN, FED, CATMA		**E**	**I**		CCMPO	Williston, VTrans
20	17	Westford	Westford Village	No action recommended at this time.	10	TBD	TBD	$62,000	VMPRG, MUN, FED, CATMA			E	**I**	CCMPO	Town of Westford

Table 40: Prioritization and Implementation Plan for Proposed Park-and-Ride Facilities

Priority	Ref. No.	Town	Location	Recommendation	Number of Parking Spaces	Evaluation Phase		Implementation Phase		Possible Time Frame (**E**-Evaluation Phase; **I**-Implementation Phase)				Project Lead	Project Partners
						Cost	Funding Source	Cost	Funding Source Options[1]	1-2 Years	3 - 5 Years	5-10 Years	More Than 10 Years		
21	16	St. George	VT 2A/VT 116 intersection	No action recommended at this time.	40	TBD	TBD	$248,000	VMPRG, MUN, FED, CATMA			E	**I**	CCMPO	Town of Saint George
22	25	South Burlington	I-89 and VT 116	Re-prioritize if and when Exit 12B is constructed and/or express commuter service is provided in the corridor.	170	TBD	TBD	$2,329,000	FED			E	**I**		South Burlington, VTrans, CCMPO

Table 41: Implementation Plan for Proposed Intercept Facilities

Ref	Town	Location	Recommendation	Number of Parking Spaces	Development & Evaluation Phase		Implementation Phase		Possible Time Frame				Project Lead	Project Partners
					Cost	*Funding Source*	*Cost*	*Funding Source Options*	*1-2 Years*	*3 - 5 Years*	*5-10 Years*	*More Than 10 Years*		
20	South Burlington	US 2 at I-89 Exit 14	Complete scoping study, NEPA documents and design	1,200	$500,000	FED, CATMA	$16-18 million	FED, CATMA	**E**	**I**			CATMA	Burlington, So. Burlington, CCTA, CCMPO, VTrans
19	Burlington	South End Transit Center	Construct initial phase, surface lot. Long-term, construct structured parking	1,000	$500,000	FED, CATMA	$16-18 million		**E**	**I**	**I**		CATMA	Burlington, So. Burlington, CCTA, CCMPO, VTrans
23	Colchester	US 7 near I-89 Exit 16	Identify an interim location for a park-and-ride lot and conduct a scoping study that identifies specific locations for a permanent intercept facility.	800	$30,000	CCMPO	$12-14 million	FED, CATMA		**E**	**I**		CATMA	Colchester, CCMPO, VTrans, CCTA
21	South Burlington	US 7, south of I-189	Short-term: establish temporary lot. Evaluate need for intercept facility in long-term after South End Transit Center is built. Request official CCTA stop.	TBD	$5,000	CCMPO	$5,000	MUN	**E, I**				South Burlington	Colchester, CCMPO, VTrans, CCTA
22	Colchester	VT 15/Barnes Ave	No action recommended at this time.	500	TBD	TBD	$8-10 million	TBD			**E**	**I**	CCMPO	Colchester, CCMPO, VTrans, CCTA

8.0 SUMMARY

The Chittenden County Park-and-Ride/Intercept Facility Plan presents a prioritized list of proposed park-and-ride and new intercept facilities; and evaluates and recommends upgrades to existing facilities. It includes an inventory of existing park-and-ride and intercept facilities, evaluates travel patterns, includes the results of a survey of frequent and infrequent park-and-ride users, presents a vision statement and supporting goals, develops and applies a prioritization process, and presents an implementation plan that identifies costs, timing and next steps.

This plan will be used by the CCMPO and its members (municipalities, VTrans, CCTA and others) to guide decisions about the use of federal and state transportation funding for planning, scoping, design and construction of park-and-ride and intercept facility projects..

APPENDIX A

Park and Ride Inventory Sheets

Chittenden County Park and Ride Plan - Inventory

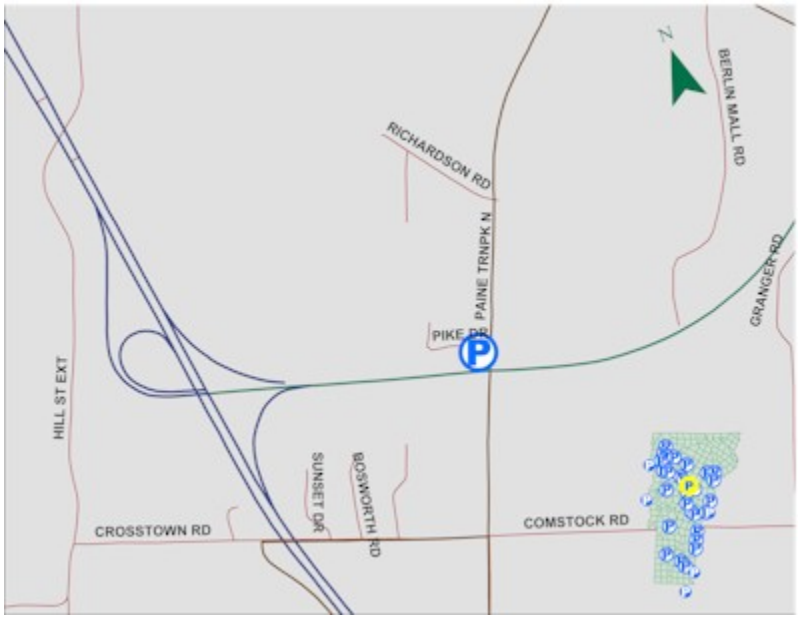
Facility Location: Berlin

Inventory Date: RSG Inventory 11/24/09

Facility Info

Total Spaces:	76 (60% full at 9am)
HC Spaces:	4
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes; missing panels due to vandalism
Bike Rack:	Yes
Transit	Yes – Through a reserved deviation by either GMTA Barre Hospital Hill or Montpelier Hospital Hill Route
Telephone:	No
Directions:	On Paine Turnpike at Junction of VT 62 southeast of exit 7 on I-89

Location



Alternative Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Berlin

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: Green Mountain Transit Agency **Schedule Frequency**: n/a **Geometric Constraints**: 1-way circulation pattern & angled parking; tight turn-around radius at back of lot
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 35 mph on Paine Turnpike; 50 mph on VT 62 **Congestion**: None observed at 9am **Visibility/Signage**: Well-signed; close to interchange; easy to spot
Access:	**Signalized:** Yes – VT 62 & Paine Turnpike **Bike Access:** No bike lanes & narrow (2') shoulders on adjacent roadways **Ped Access:** No sidewalks but there is a pedestrian cross-walk at across VT 62 **Travel Path from Arterial:** I89 off-ramp drops you onto VT 62. Travel 1/3 mile on VT 62; turn left at first signalized intersection onto Paine Turnpike. Park & Ride is immediately on your left.
Land Use:	**What type (direct)**: Commercial – car dealerships, bank, fire department, elementary school **What type (indirect)**: n/a **Access to land use**: none **Opportunity for access, if nonexistent?** There is enough road width and setback to add sidewalks. VT 62 is a limited access facility so sidewalks may not be permitted. **Notes**: The type of land use may not support high pedestrian traffic; therefore sidewalks are not necessarily recommended. VT 62 is a limited access facility so sidewalks may not be permitted.
Constraints to Expansion:	**Issues**: Constrained by VT 62 (south), Paine Turnpike (east), VSECU parcel (north) **Opportunities**: No apparent constraints to the west (i.e. no water, grade, or

Chittenden County Park and Ride Plan - Inventory

Facility Location: Berlin

Inventory Date: RSG Inventory 11/24/09

	buildings)
Other Notes:	Drainage issues and potholes at entrance.

Chittenden County Park and Ride Plan - Inventory

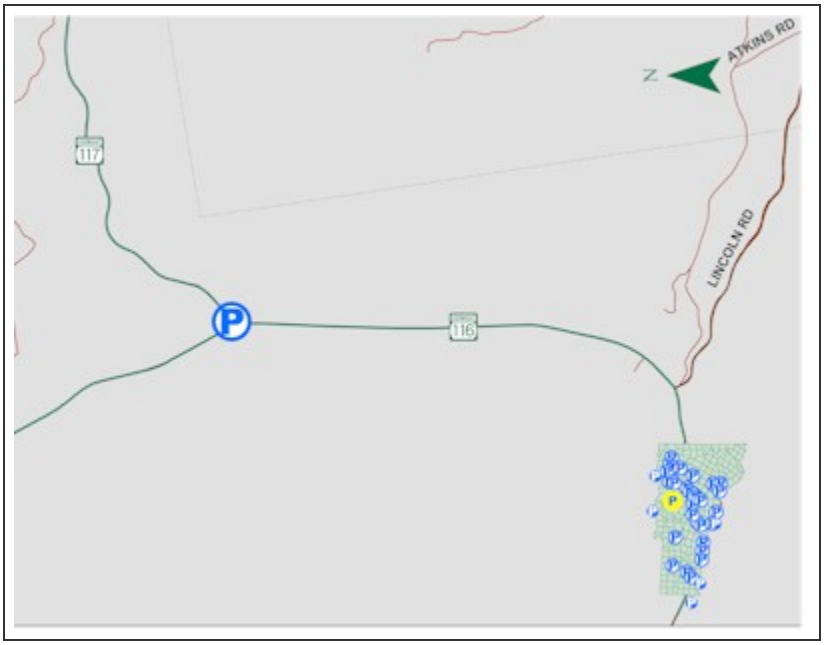
Facility Location: Bristol

Inventory Date: RSG Inventory 12/4/09

Facility Info

Spaces:	~10; 2 cars parked here @ 2pm Friday.
HC Spaces:	No
Surface:	Gravel, pitted
Lined:	No
Lighted:	No
Shelter:	No
Bike Rack:	No
Transit	No
Telephone:	No
Directions:	At the intersection of VT 116 and VT 17
Comments:	None

Location



Alternative Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Bristol

Inventory Date: RSG Inventory 12/4/09

Transit:	**Transit agency(s)**: None **Schedule Frequency**: n/a **Geometric Constraints**: really poor condition; difficult to maneuver around potholes
Traffic Operations & Safety:	**Sight Distance**: Left turn sight distance issues (guardrail) on 116 from 17 **Speed Limi**t: 50 mph on 116 **Congestion**: none **Visibility/Signage**: not signed, poorly marked
Access:	**Signalized:** no **Bike Access:** no – shoulder only **Ped Access:** no **Travel Path from Arterial:** on VT 17
Land Use:	**What type (direct)**: residential/rural **What type (indirect)**: residential/rural **Access to land use**: n/a **Opportunity for access, if nonexistent?** n/a **Notes**: This park & ride simply serves as a meeting point at the junction of two main roads; there is no apparent need for bike/ped access.
Constraints to Expansion:	**Issues**: constrained by river (west) and roads (east and south). **Opportunities**: Needs paving or at least re-grading; spaces could be better defined; could expand lot northward on VT 17.
Other Notes:	Poor drainage; large potholes.

Chittenden County Park and Ride Plan - Inventory

Facility Location: Gilbane Intercept Lot

Inventory Date: RSG Inventory 12/18/09 (4pm)

Facility Info

Total Spaces:	625 Spaces (400 leased to CATMA, 350 to City of Burlington)
HC Spaces:	None marked
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes
Bike Rack:	Yes
Transit	Yes
Telephone:	No
Directions:	Across from General Dynamics on Lakeside Ave

Location

Chittenden County Park and Ride Plan - Inventory

Facility Location: Gilbane Intercept Lot

Inventory Date: RSG Inventory 12/18/09 (4pm)

Transit:	**Transit agency(s)**: CCTA, CATMA **Schedule Frequency**: Multiple routes provide service throughout the day **Geometric Constraints**: none
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: OK **Congestion**: None **Visibility/Signage**: not signed on Pine Street or Lakeside Ave; signed CCTA and CATMA parking within Lot
Access:	**Signalized:** Pine St. + Lakeside Ave - Yes **Bike Access:** Bike lanes on pine St. no marking on Lakeside, bike path crosses Lakeside near lot **Ped Access:** Sidewalks on Pine St, not on Lakeside **Travel Path from Arterial:** on Lakeside
Land Use:	**What type (direct)**: Commercial **What type (indirect)**: n/a **Access to land use**: no sidewalk in lot or on Lakeside **Opportunity for access, if nonexistent?** Sidewalks and bike lanes on Lakeside. Stripe connection to bike path from lot on lakeside **Notes**: The South End Transit Center proposed for the end of Sears Lane will eventually replace this lot
Constraints to Expansion:	**Issues**: **Opportunities**: This lot has plenty of spaces and is well served by transit. It could be better utilized with better signs and more education about the transit service that is available.
Other Notes:	

Chittenden County Park and Ride Plan - Inventory

Facility Location: Gilbane Intercept Lot

Inventory Date: RSG Inventory 12/18/09 (4pm)

Chittenden County Park and Ride Plan - Inventory

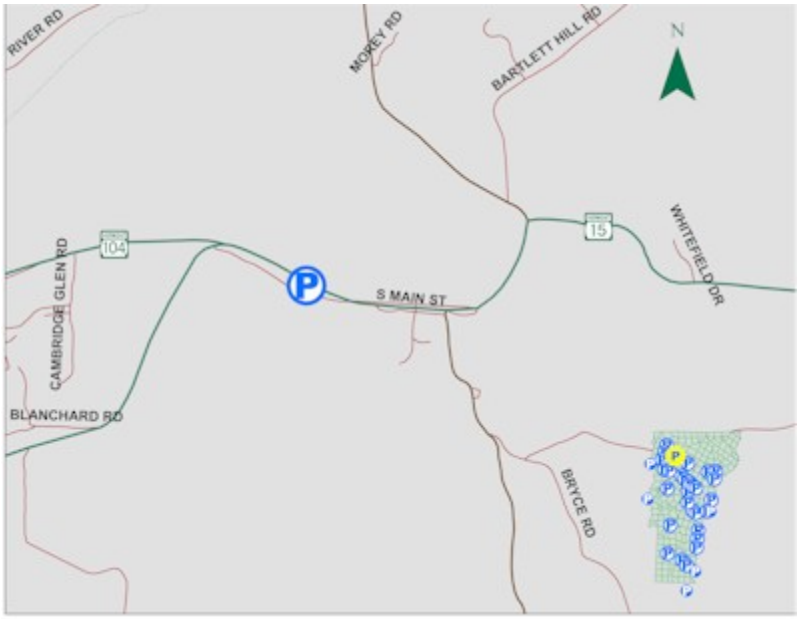
Facility Location: Cambridge

Inventory Date: VTrans Data as of 11/13/09

Facility Info

Spaces:	18 (30% occupied at 4pm)
HC Spaces:	1
Surface:	Paved
Lined:	Yes
Lighted:	No
Shelter:	No
Bike Rack:	No
Transit	No
Telephone:	No
Directions:	On VT 15 East of VT 104 on west side of the village
Comments:	None

Location



Alternative Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Cambridge

Inventory Date: VTrans Data as of 11/13/09

Transit:	**Transit agency(s)**: No **Schedule Frequency**: n/a **Geometric Constraints**: open to road – spaces are similar to perpendicular on-street parking (would be difficult for bus to turn around; bus could pull-over and continue on in the original direction of travel.
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 35 mph **Congestion**: no **Visibility/Signage**: well signed prior to park& ride, but not signed at VT15/VT104 intersection (busiest adjacent intersection)
Access:	**Signalized:** no **Bike Access:** 2 – 4" shoulder **Ped Access:** no sidewalk, close to Cambridge Village **Travel Path from Arterial:** on VT 15; >1mile from VT104 intersection
Land Use:	**What type (direct)**: Rural/commercial/residential **What type (indirect)**: Commercial **Access to land use**: no sidewalk, narrow shoulder; short walk to downtown **Opportunity for access, if nonexistent?** Could benefit from a sidewalk into town **Notes**:
Constraints to Expansion:	**Issues**: VT 15, steep grade to rear of lot; parcel boundaries **Opportunities**: Could expand to either side of existing lot to make room for more perpendicular spaces
Other Notes:	All parked cars were backed in; which could indicate a safety issue?

Chittenden County Park and Ride Plan - Inventory

Facility Location: Cambridge

Inventory Date: VTrans Data as of 11/13/09

Chittenden County Park and Ride Plan - Inventory

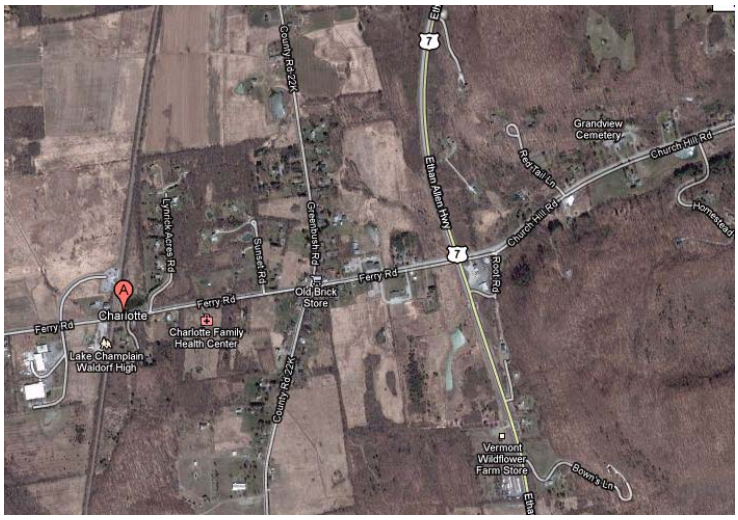
Facility Location: Steve's CITGO (Charlotte)

Inventory Date: RSG Inventory 12/4/09

Facility Info

Spaces:	~ 10
HC Spaces:	n/a
Surface:	Paved
Lined:	No
Lighted:	No, intersection has light
Shelter:	No
Bike Rack:	No
Transit	CCTA
Telephone:	Yes, in gas station
Directions:	On southwest corner of intersection of US 7 and Ferry Road
Comments:	Parking available for transit riders only

Location



Street View

Chittenden County Park and Ride Plan - Inventory

Facility Location: Steve's CITGO (Charlotte)

Inventory Date: RSG Inventory 12/4/09

Transit:	**Transit agency(s)**: CCTA **Schedule Frequency**: Morning and afternoon peak hour service **Geometric Constraints**: Parking is close to gas pumps, otherwise none
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 50 mph on US 7 **Congestion**: none at 3pm on Friday **Visibility/Signage**: bus stop sign; commuter parking signs; park & ride itself not signed
Access:	**Signalized:** yes **Bike Access:** shoulders 2" **Ped Access:** none **Travel Path from Arterial:** on US 7
Land Use:	**What type (direct)**: residential/commercial **What type (indirect)**: village **Access to land use**: immediate access to CITGO gas station **Opportunity for access, if nonexistent?** No other adjacent businesses. Consider pedestrian connection to Village center so people can walk safely to reach the bus. **Notes**:
Constraints to Expansion:	**Issues**: Parking area defined by US 7, entrances to gas station, and gas pumps **Opportunities**: n/a
Other Notes:	Poor drainage at CITGO entrance

Chittenden County Park and Ride Plan - Inventory

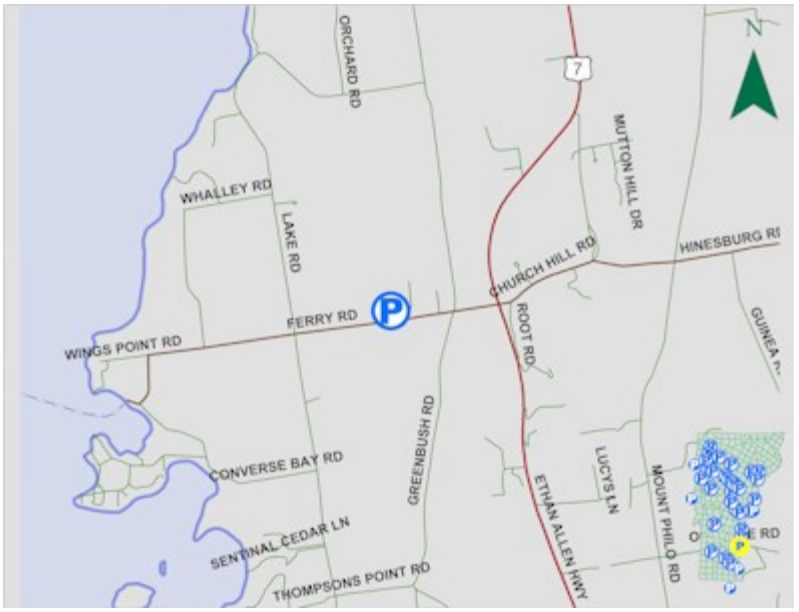
Facility Location: Charlotte Ferry Road

Inventory Date: RSG Inventory 12/4/09

Facility Info

Spaces:	35. According to Wayne Davis, Fall 2009 had 5 users on a steady basis
HC Spaces:	Yes, 2
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes, train station, no bus shelter
Bike Rack:	Yes
Transit	No
Telephone:	No
Directions:	Approx 1 mile west of the intersection of US Route 7 on Town Highway F5, Ferry Road, at the Charlotte Train Station
Comments:	This facility is owned and maintained by VTrans

Location



Street View

Street View

Street View

Chittenden County Park and Ride Plan - Inventory

Facility Location: Charlotte Ferry Road

Inventory Date: RSG Inventory 12/4/09

Transit:	**Transit agency(s)**: Not currently served by transit **Schedule Frequency**: Not applicable **Geometric Constraints**: None noted. Well designed circular turn-around and one-way circulation pattern in lot
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 35 mph on Ferry Road. **Congestion**: none **Visibility/Signage**: well signed on Ferry Road; not signed on US7
Access:	**Signalized:** no **Bike Access:** Yes – bike lane marked along Ferry Road **Ped Access:** no **Travel Path from Arterial:**
Land Use:	**What type (direct)**: Residential/ Rural **What type (indirect)**: Residential/ Rural **Access to land use**: none **Opportunity for access, if nonexistent?** n/a **Notes**: Not plowed in the winter. This lot served as the train station for the southern end of the Charlotte-Burlington commuter train service. The commuter train ran for a short period of time and is no longer in service.
Constraints to Expansion:	**Issues**: The location is too far from US 7 to attract park and ride users. Transit riders using the Middlebury Link express park Steve's CITGO on the corner of US 7/Ferry Road/Church Hill Road, **Opportunities**: May be better utilized with signage on US7
Other Notes:	No cars parked there at 3pm

Chittenden County Park and Ride Plan - Inventory

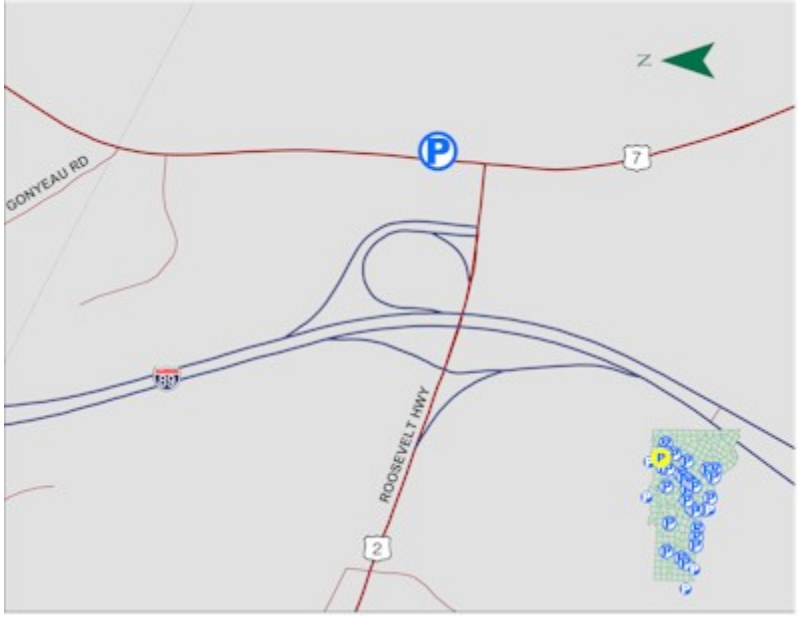
Facility Location: Exit 17 Colchester

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	103 25% @1pm
HC Spaces:	Yes, 5
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes
Bike Rack:	Yes
Transit	Yes
Telephone:	No
Directions:	On US 7 0.3 miles north of the junction with US 2, off exit 17 on I-89, at the site of the VTrans maintenance facility
Comments:	None

Location



Photos

Chittenden County Park and Ride Plan - Inventory

Facility Location: Exit 17 Colchester

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: CCTA Saint Albans Link Express and Milton Commuter (starting Feb 2010) **Schedule Frequency**: AM and PM peak hour service **Geometric Constraints**: None
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 50mph **Congestion**: none observed **Visibility/Signage**: well signed
Access:	**Signalized:** no **Bike Access:** 4 – 6" shoulder **Ped Access:** no sidewalk **Travel Path from Arterial:** on US7
Land Use:	**What type (direct)**: Commercial/VTrans District 5 office/ mixed industrial **What type (indirect)**: rural/industrial **Access to land use**: adjacent to VTrans District 5 office; otherwise no access **Opportunity for access, if nonexistent?** undesirable – could provide sidewalk to gas station; otherwise industrial/rural area **Notes**:
Constraints to Expansion:	**Issues**: District 5 boundary / US 7 **Opportunities**: could expand east/west if needed
Other Notes:	New facility constructed sometime after 2004 when the last Chittenden County Park and Ride plan was prepared.

Vermont Agency of Transportation – Park & Ride Lot Information

Facility Location: _____ Inventory Date: _____

Spaces:		Lighted:	
HC Spaces:		Shelter:	
Surface:		Bike Rack:	
Lined:		Telephone:	

Transit:	Transit agency(s): Schedule Frequency: Geometric Constraints?" Notes:
Traffic Operations & Safety:	Sight Distance & Speed Limit: Congestion: Visibility/Signage: Notes:
Access:	Signalized? Bike Access? Ped Access? Travel Path from Arterial? Notes: *Draw intersection configurations on BACK with turn lanes*
Land Use:	What type (direct)? What type (indirect)? Access to land use? Opportunity for access, if nonexistent? Notes:
Constraints to Expansion:	Issues: Opportunities:

Vermont Agency of Transportation – Park & Ride Lot Information

Facility Location: _____ Inventory Date: _____

Chittenden County Park and Ride Plan - Inventory

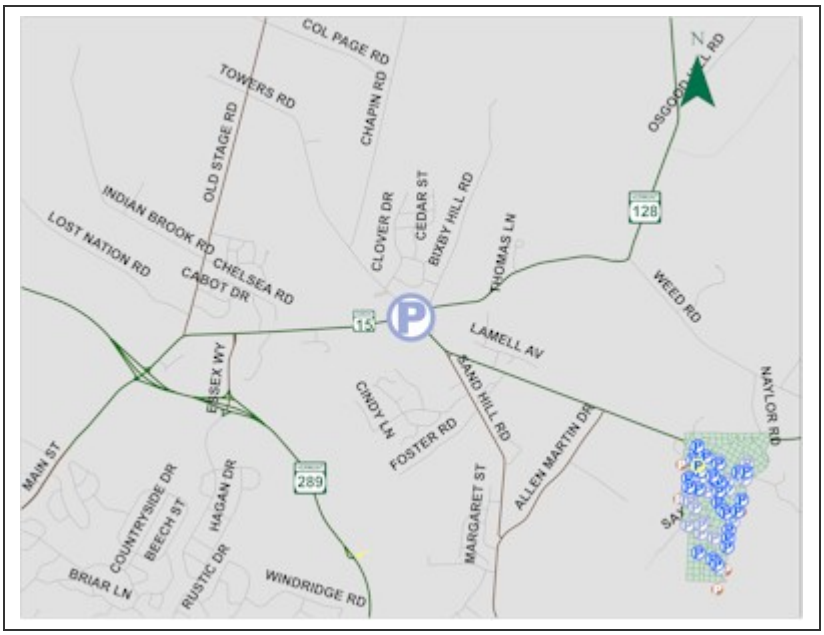
Facility Location: Essex Town Center

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	10
HC Spaces:	Yes, 1
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	No
Bike Rack:	No
Transit	Yes
Telephone:	No
Directions:	At the intersection of VT 15 and VT 128 at the site of the town green
Comments:	This facility is owned and maintained by the Town of Essex

Location



Street Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Essex Town Center

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: CCTA – Essex Center Route **Schedule Frequency**: ½ Hour Headways, 6:00 am-6:00 pm Monday-Friday **Geometric Constraints**: close proximity to VT 15 / VT 128 intersection; easy circular access for bus (two driveways; one is enter-only and the other is enter-exit).
Traffic Operations & Safety:	**Sight Distance**: ok; lot entrance located <50' from intersection **Speed Limi**t: 35mph on VT 15 **Congestion**: VT 15 N Queue / VT SW Queue (@4:30pm) **Visibility/Signage**: well signed
Access:	**Signalized:** Yes **Bike Access:** bike path on VT 15 **Ped Access:** sidewalks & crosswalks **Travel Path from Arterial:** on VT 15
Land Use:	**What type (direct)**: Commercial / Residential **What type (indirect)**: n/a **Access to land use**: yes, sidewalk **Opportunity for access, if nonexistent?** Sidewalk could be expanded to include more downtown area, but the P&R itself is well accessed. **Notes**:
Constraints to Expansion:	**Issues**: constrained by VT 15/VT128 (north and east) intersection, cemetery (west), town DPW offices (south), other commercial businesses (northwest) **Opportunities**: none
Other Notes:	

Chittenden County Park and Ride Plan - Inventory

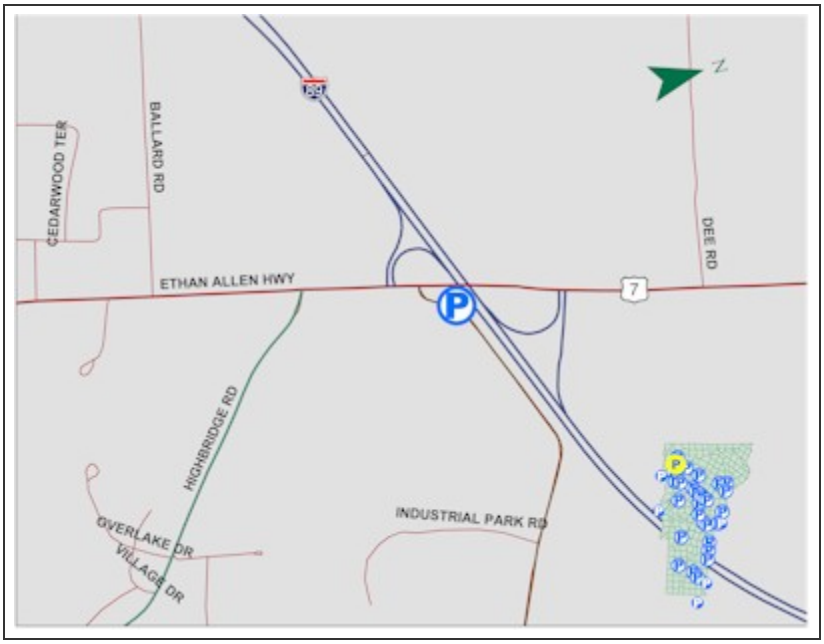
Facility Location: Exit 18 Georgia

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	43
HC Spaces:	Yes, 1
Surface:	Paved
Lined:	No
Lighted:	Yes
Shelter:	No
Bike Rack:	No
Transit	Yes
Telephone:	No
Directions:	On Skunk Hill Road off US 7 South of Exit 18 on I-89
Comments:	None

Location



Street Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Exit 18 Georgia

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: CCTA **Schedule Frequency**: AM and PM peak hour commuter service **Geometric Constraints**: driveway not well aligned to Skunk Hill Road; driveway meets Skunk Hill Rd at 45 degree angle at a bend in Skunk Hill Road Too small for transit vehicles. Buses are unable to enter.
Traffic Operations & Safety:	**Sight Distance**: ok – can be difficult due to driveway alignment **Speed Limi**t: 35 mph on Skunk Hill Rd / 40mph on US7 **Congestion**: ok **Visibility/Signage**: signed on US 7
Access:	**Signalized:** no **Bike Access:** none, roadway constrained by guardrail and bridge on Skunk Hill just west of P&R lot **Ped Access:** no **Travel Path from Arterial:** just off US 7 on Skunk Hill Road at I89 interchange
Land Use:	**What type (direct)**: highway interchange **What type (indirect)**: Rural/Mixed/Industrial (lots of truck traffic) **Access to land use**: No **Opportunity for access, if nonexistent?** Not desirable **Notes**:
Constraints to Expansion:	**Issues**: constrained on all sides by I 89, US7, Skunk Hill Rd **Opportunities**: none
Other Notes:	Skunk Hill approach at intersection with US 7 is not well defined; striping has faded and the approach is very "loose," allowing for vehicles to make quick right-hand turns with minimal reduction of speed

Chittenden County Park and Ride Plan – Inventory

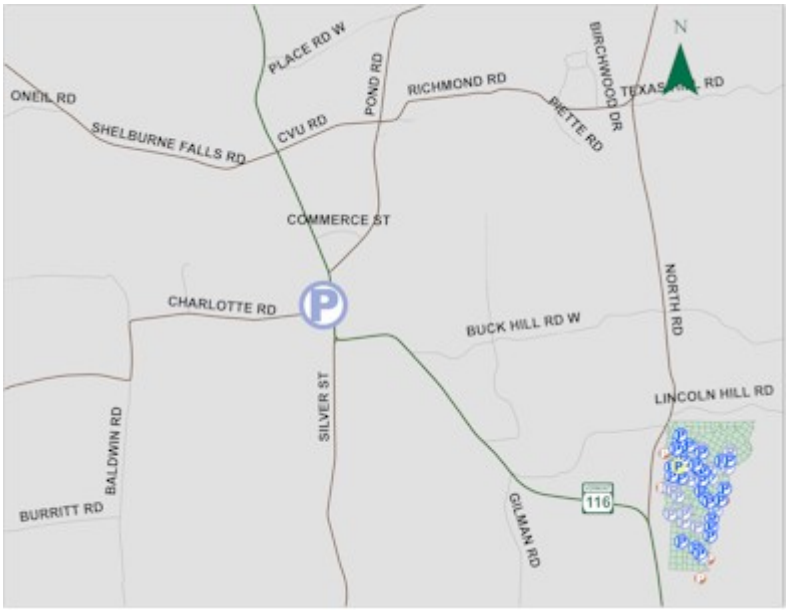
Facility Location: Hinesburg Village

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	16 in P&R area; 32 in adjacent town lot (2 parked in P&R; 6 in town lot @ 11am)
HC Spaces:	2 in P&R area; 2 in adjacent town lot
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	No
Bike Rack:	No
Transit	No
Telephone:	No
Directions:	On Charlotte Road just west of VT 116 intersection at the site of the town offices
Comments:	This facility is owned and maintained by the town of Hinesburg

Location



Alternate View

Chittenden County Park and Ride Plan – Inventory

Facility Location: Hinesburg Village

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: none **Schedule Frequency**: n/a **Geometric Constraints:** no constraints
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 30mph on Charlotte Rd **Congestion**: none observed **Visibility/Signage**: well signed on Charlotte Rd
Access:	**Signalized:** VT 116/Charlotte Rd **Bike Access:** none **Ped Access:** yes, via stairs to VT 116, sidewalks on VT 116, and pedestrian area (walkway & benches, etc.) adjacent to town hall **Travel Path from Arterial:** from VT 116/Charlotte Rd intersection, turn right onto Seputo Road and then right again into P&R lot
Land Use:	**What type (direct)**: Residential/ Commercial **What type (indirect)**: n/a **Access to land use**: yes, via stairs and sidewalks **Opportunity for access, if nonexistent?** Pedestrian access will continue to improve as Hinesburg continues to rehabilitate and expand the sidewalk network in the Village. **Notes**:
Constraints to Expansion:	**Issues**: constrained by town lot, Charlotte Road, and adjacent soccer fields **Opportunities**: could expand west into soccer fields if needed.
Other Notes:	

Chittenden County Park and Ride Plan - Inventory

Facility Location: Huntington Lower Village

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	10 – 12 shared with library; 40% full at 10am
HC Spaces:	Yes, 1
Surface:	Gravel, very good condition
Lined:	No
Lighted:	Yes
Shelter:	No
Bike Rack:	Yes
Transit	No
Telephone:	No
Directions:	On Main Road at the site of the Union Meeting House/Library
Comments:	This facility is owned and maintained by the town of Huntington

Location

Alternative Views

Image File

PDF File

Chittenden County Park and Ride Plan - Inventory

Facility Location: Huntington Lower Village

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: none **Schedule Frequency**: **Geometric Constraints**: nice turn-around
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 25mph **Congestion**: none **Visibility/Signage**: well signed on Main Road
Access:	**Signalized:** no **Bike Access:** 2" shoulder **Ped Access:** yes, crosswalk in front of library; no sidewalks **Travel Path from Arterial:** on Main Road
Land Use:	**What type (direct)**: Residential/ Commercial **What type (indirect)**: rural **Access to land use**: yes, via shoulder and crosswalk **Opportunity for access, if nonexistent?** Sidewalks would improve access to downtown **Notes**:
Constraints to Expansion:	**Issues**: parcel boundaries and library **Opportunities**:
Other Notes:	

Chittenden County Park and Ride Plan – Inventory

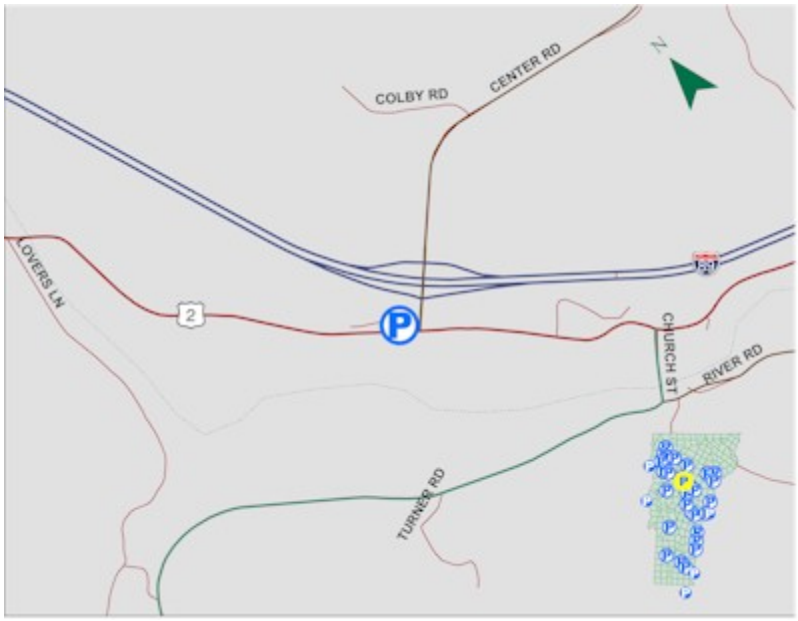
Facility Location: Exit 9 Middlesex

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	26; 50% full at 8am
HC Spaces:	Yes, 2
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	No
Bike Rack:	No
Transit	Yes
Telephone:	No
Directions:	On US2 West of Exit 9 on I-89
Comments:	None

Location



Alternative Views

Chittenden County Park and Ride Plan – Inventory

Facility Location: Exit 9 Middlesex

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: GMTA **Schedule Frequency**: Waterbury Commuter. Three trip between 6:45 AM-9:45 AM; Three trips between 3:00 PM-6:00 PM, winter service to Mad River Vlley **Geometric Constraints**: none
Traffic Operations & Safety:	**Sight Distance**: 400' (LT) **Speed Limi**t: 40mph east of P&R, 50mph west of P&R **Congestion**: None observed **Visibility/Signage**: Well-signed on US 2
Access:	**Signalized:** No **Bike Access:** 8' shoulder **Ped Access:** No sidewalks **Travel Path from Arterial:** on arterial
Land Use:	**What type (direct)**: residential/rural **What type (indirect)**: commercial in village **Access to land use**: none **Opportunity for access, if nonexistent?** Sidewalk to village **Notes**:
Constraints to Expansion:	**Issues**: River and road **Opportunities**:
Other Notes:	

Chittenden County Park and Ride Plan – Inventory

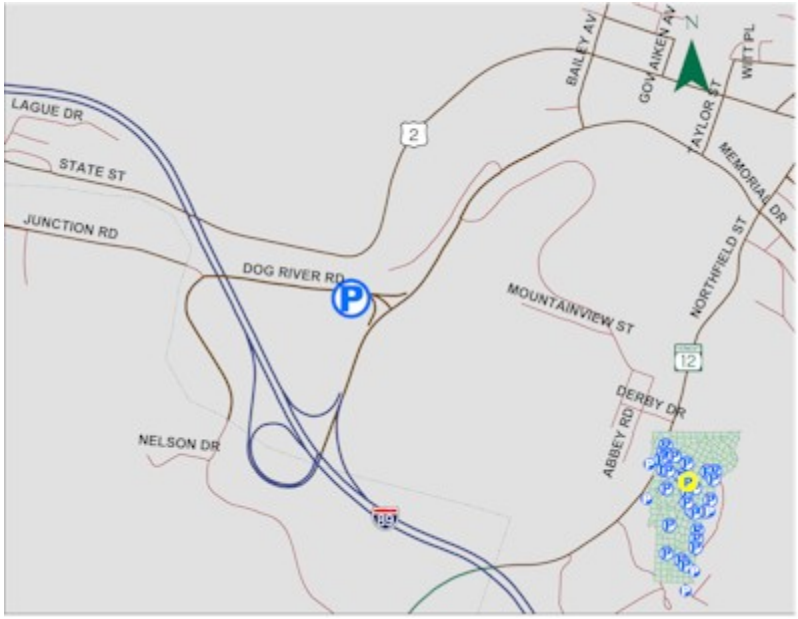
Facility Location: Exit 8 Montpelier

Inventory Date: VTrans Data as of 11/13/09

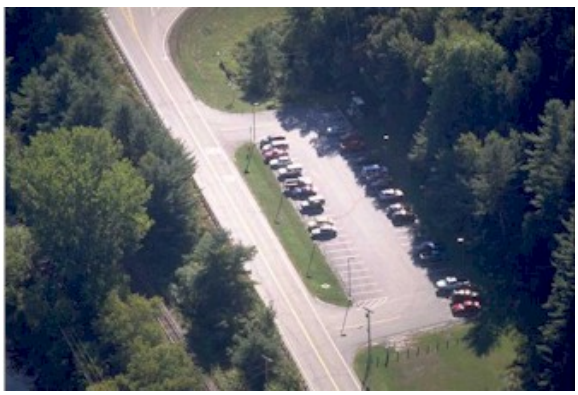
Facility Info

Spaces:	51; 60% full @ 8:45am
HC Spaces:	Yes, 3
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes, panels missing
Bike Rack:	Yes
Transit	No
Telephone:	Yes
Directions:	Dog River Road off Montpelier State Highway North of Exit 8 on I-89
Comments:	None

Location



Alternative Views



Chittenden County Park and Ride Plan – Inventory

Facility Location: Exit 8 Montpelier

Inventory Date: VTrans Data as of 11/13/09

Transit:	**Transit agency(s)**: GMTA **Schedule Frequency**: **Geometric Constraints**: Potential impacts to wetlands to the west
Traffic Operations & Safety:	**Sight Distance**: Left turn sight distance constrained 320' **Speed Limit**: **Congestion**: None observed **Visibility/Signage**: Well-signed on Memorial Drive
Access:	**Signalized:** No **Bike Access:** 2' shoulder on Dog River; 2-10' shoulder on Memorial **Ped Access:** No sidewalks **Travel Path from Arterial:** On Dog River Rd just off Memorial Drive
Land Use:	**What type (direct)**: Residential/Industrial **What type (indirect)**: commercial in town **Access to land use**: none **Opportunity for access, if nonexistent?** Could install a sidewalk **Notes**:
Constraints to Expansion:	**Issues**: Steep grade south of P&R lot would have to be leveled to accommodate expansion to south **Opportunities**: could expand westward; no adjacent facilities, slopes, or natural boundaries
Other Notes:	

Chittenden County Park and Ride Plan - Inventory

Facility Location: North Ave - DMV

Inventory Date: RSG Inventory 1/4/10

Facility Info

Spaces:	75
HC Spaces:	None signed
Surface:	Pavement
Lined:	Yes
Lighted:	Yes
Shelter:	Yes – On North Ave
Bike Rack:	No
Transit	CCTA Regular Fixed Route
Telephone:	No
Directions:	Behind VT Department of Motor Vehicles
Comments:	CATMA Sign

Location

Alternate View

Chittenden County Park and Ride Plan - Inventory

Facility Location: North Ave - DMV

Inventory Date: RSG Inventory 1/4/10

Transit:	**Transit agency(s)**: CCTA **Schedule Frequency**: Hourly **Geometric Constraints**: None
Traffic Operations & Safety:	**Sight Distance**: No issues **Speed Limi**t: 30 mph on North Ave **Congestion**: Low **Visibility/Signage**: No sign on North Avenue. S
Access:	**Signalized:** No **Bike Access:** Yes **Ped Access:** Yes **Travel Path from Arterial:** Next to arterial
Land Use:	**What type (direct)**: Office **What type (indirect)**: Residential and mixed use retail **Access to land use**: Yes **Opportunity for access, if nonexistent?** **Notes**: This facility may be redeveloped for other uses. Limited to use by CATMA member employees.
Constraints to Expansion:	**Issues**: Transit service is not direct to final destination so this lot is not used often. **Opportunities**: Appears to be additional room to expand this lot
Other Notes:	CATMA has an informal agreement to use this lot.

Chittenden County Park and Ride Plan - Inventory

Facility Location: North Ave - DMV

Inventory Date: RSG Inventory 1/4/10

Chittenden County Park and Ride Plan – Inventory

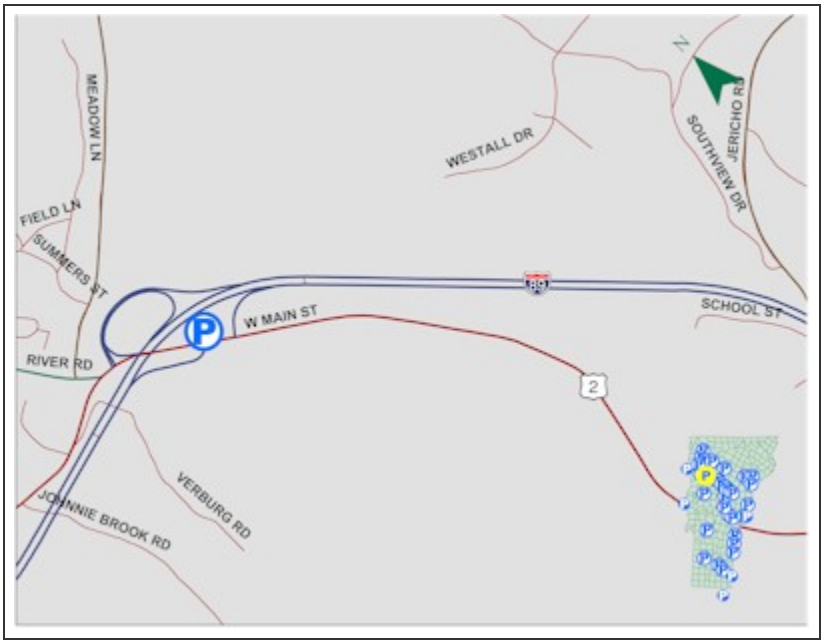
Facility Location: Exit 11 Richmond

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	97; 95% full at 10am; 10 vehicles parked illegally
HC Spaces:	Yes, 4
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes
Bike Rack:	Yes
Transit	Yes
Telephone:	Stand for telephone existing but actual telephone is missing. VTrans plans to remove all phones in non-staffed park and ride facilities.
Directions:	On US2 South of Exit 11 on I-89
Comments:	None

Location



Alternative Views

Chittenden County Park and Ride Plan – Inventory

Facility Location: Exit 11 Richmond

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: CCTA- Montpelier Link Express **Schedule Frequency**: To Montpelier - Three AM trips and Four PM trip AM; To Burlington – Three AM and Four PM trips **Geometric Constraints**: tight turning radius within the park and ride, 1-way circulation
Traffic Operations & Safety:	**Sight Distance**: ok; difficult to exit P&R lot with opposing off-ramp traffic **Speed Limi**t: 40mph **Congestion**: ok @ 10am **Visibility/Signage**: well signed on US 2
Access:	**Signalized:** no **Bike Access:** no, 4 – 6' shoulder **Ped Access:** No sidewalk **Travel Path from Arterial:** on US 2
Land Use:	**What type (direct)** rural farmland with some commercial **What type (indirect)**: commercial **Access to land use**: none **Opportunity for access, if nonexistent?** Could install sidewalk to gas station **Notes**:
Constraints to Expansion:	**Issues**: highway, roads, parcel boundaries **Opportunities**: limited
Other Notes:	

Chittenden County Park and Ride Plan - Inventory

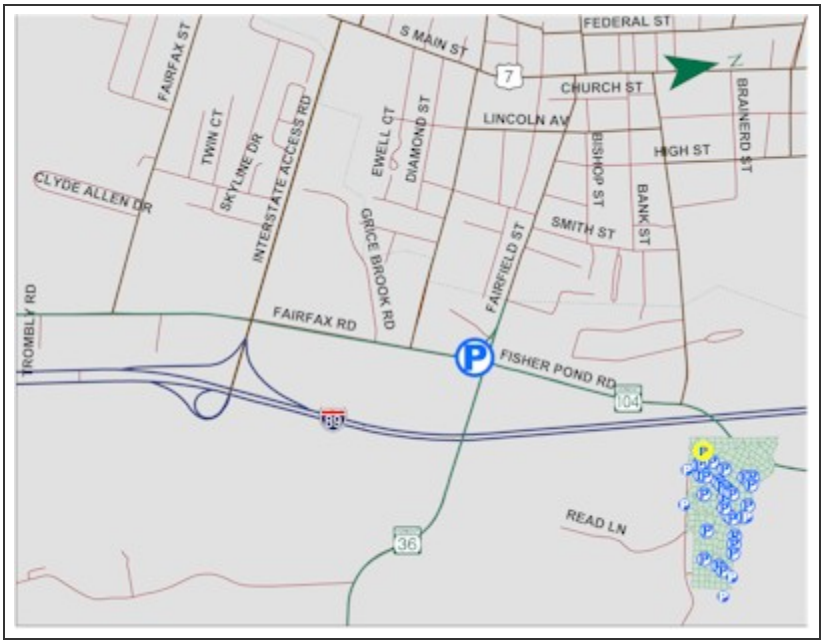
Facility Location: Exit 19 St Albans

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	82; 90% full at 1pm
HC Spaces:	Yes, 4
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes
Bike Rack:	Yes
Transit	No
Telephone:	No
Directions:	On VT 104 at the junction of VT 36 just north of exit 19 on I-89
Comments:	Expanded and upgraded in 2006

Location



Alternative Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Exit 19 St Albans

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: None **Schedule Frequency**: Not applicable **Geometric Constraints**: angled parking spaces, 1-way circulation, could be difficult for bus to maneuver?
Traffic Operations & Safety:	**Sight Distance**: ok; driveway entrance ~150 ft from intersection **Speed Limit**: **Congestion**: None observed **Visibility/Signage**: Well-signed
Access:	**Signalized:** Yes **Bike Access:** 6 – 8' shoulder **Ped Access:** sidewalk within park and ride; none outside **Travel Path from Arterial:** on VT104/36 1+ miles from interstate
Land Use:	**What type (direct)**: Commercial **What type (indirect)**: commercial **Access to land use**: yes, via shoulder **Opportunity for access, if nonexistent?** Add sidewalk to adjacent commercial businesses **Notes**:
Constraints to Expansion:	**Issues**: no room to expand; constrained by roads and adjacent parcels **Opportunities**:
Other Notes:	This is a tight park & ride with awkward circulation. The paved northern edge of the parking lot is deceptively close to a drop-off that is not well marked. A fence would greatly reduce the opportunity for vehicles to drive off this "cliff."(When driving through the lot, I thought there was another driveway at this end onto VT 36 and almost drove off the edge.)

Chittenden County Park and Ride Plan - Inventory

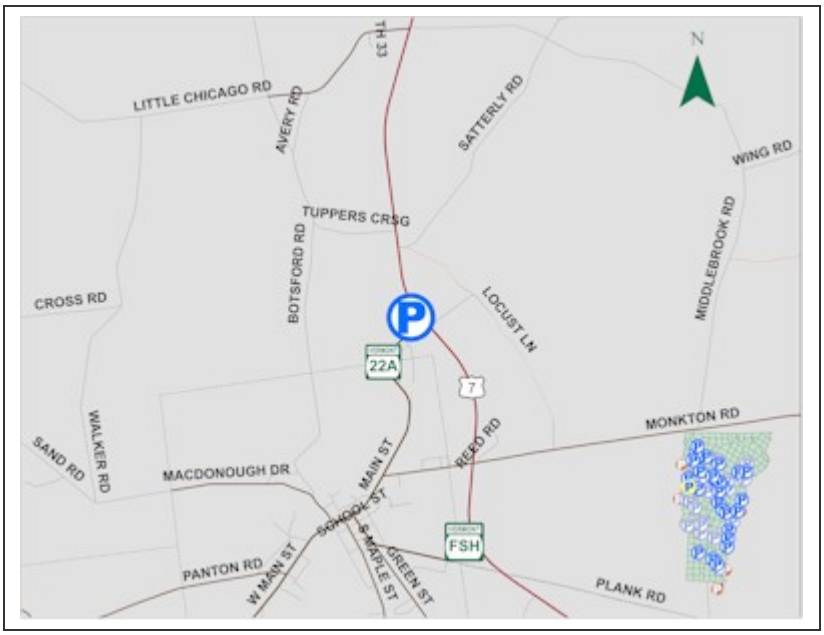
Facility Location: Ferrisburgh / Vergennes

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	82; 7 (15 minute) 28 (overnight) 4 (RV) 43 (regular)
HC Spaces:	Yes, 4
Surface:	Paved
Lined:	Yes
Lighted:	Yes
Shelter:	Yes
Bike Rack:	Yes
Transit	Yes
Telephone:	No
Directions:	On VT 22A just west of the US 7 intersection
Comments:	

Location



Alternative Views

Chittenden County Park and Ride Plan - Inventory

Facility Location: Ferrisburgh / Vergennes

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: ACTR- Rutland Connector; CCTA Middlebury Link Express **Schedule Frequency**: Weekday – Two AM and Two PM southbound and northbound trips; Saturday – One AM and One PM southbound and northbound trips **Geometric Constraints**: none
Traffic Operations & Safety:	**Sight Distance**: OK **Speed Limi**t: 30mph on 22A, 50mph on US7 **Congestion**: None **Visibility/Signage**: Well-signed
Access:	**Signalized:** Yes – 22A / US7 **Bike Access:** bike path within lot connecting 22A to bus area; bike path does not extend outside of P&R lot area **Ped Access:** No sidewalks, crosswalks within lot **Travel Path from Arterial:** on 22A
Land Use:	**What type (direct)**: residential/rural **What type (indirect)**: commercial on US 7 **Access to land use**: no **Opportunity for access, if nonexistent?** Too far **Notes**:
Constraints to Expansion:	**Issues**: none **Opportunities**: City of Vergennes is studying opportunities to connect a bicycle path to downtown. Future home of Vergennes railroad station and visitor center
Other Notes:	

Chittenden County Park and Ride Plan – Inventory

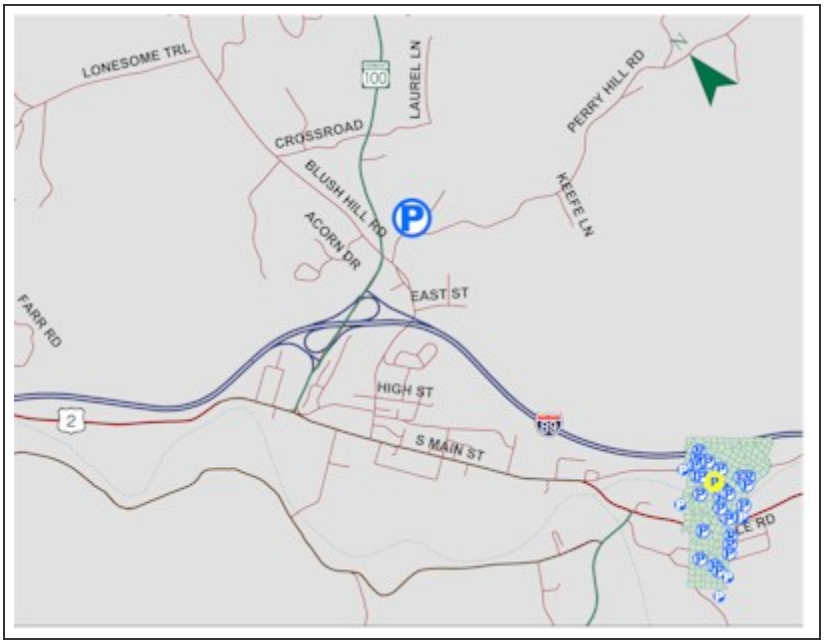
Facility Location: Exit 9 Waterbury

Inventory Date: RSG Inventory 11/24/09

Facility Info

Spaces:	~52; 50% full @ 7:30am
HC Spaces:	Yes, 4
Surface:	Paved – poor condition
Lined:	No
Lighted:	Yes; one overhead light is out according to bus passenger at time of inventory
Shelter:	Yes
Bike Rack:	Yes
Transit	Yes
Telephone:	No
Directions:	Off VT 100 northeast of Exit 10 on I-89 on Lincoln St off Stowe St
Comments:	None

Location



Alternative Views

I

Chittenden County Park and Ride Plan – Inventory

Facility Location: Exit 9 Waterbury

Inventory Date: RSG Inventory 11/24/09

Transit:	**Transit agency(s)**: GMTA, CCTA **Schedule Frequency**: Montpelier Link – One AM and Four PM trips to Montpelier, Three AM and One PM trips to Burlington; GMTA Route 100 Commuter AM and PM peak hours (Morrisville to Waterbury) **Geometric Constraints**: ok, big cement blocks that are located at the entrance to the P&R could pose as a problem to turning buses, but they are located on the northern corner of the driveway, which is opposite of where buses come from/go to
Traffic Operations & Safety:	**Sight Distance**: insufficient right turn sight distance, but this is a very low-volume approach (residential street) **Speed Limi**t: 35 mph on Lincoln **Congestion**: None **Visibility/Signage**: Well-signed on VT 100 and Lincoln St
Access:	**Signalized:** Yes **Bike Access:** No, signs point to community path **Ped Access:** no sidewalk, sidewalk on Lincoln side, not on Stowe Street or extension **Travel Path from Arterial:** 3 roads
Land Use:	**What type (direct)**: residential **What type (indirect)**: VT 100 Commercial **Access to land use**: No **Opportunity for access, if nonexistent?** River and steep embankment between P + R and commercial area **Notes**:
Constraints to Expansion:	**Issues**: River, embankment, P+R set 50' back from River. There is a second river between the road (Lincoln St) and P+R which constrains expansion. The width of Lincoln St Extension is constrained by guardrail on North side of Street **Opportunities**:
Other Notes:	VTrans plans to expans the lot from 60 to 69 spaces in Spring 2010.

APPENDIX B

Miscellaneous Traffic and Parking Data

a

Park and Ride Reference Name[1]	Municipality	Appendix B - Traffic Information											Parking Occupancy		
		AADT North	AADT South	AADT East	AADT West	Closest Major Intersection	*HCL Ref # and mile marker*	Intersection Control	Congestion on Adjacent Streets	LOS AM - Year	LOS PM - Year	LOS Source	2009 RSG Observed Occupancy	CCMPO Counts	VTrans 2004 Counts
Core		**Core**													
Gilbane[2]	BURLINGTON	13200	13200	n/a	n/a	Pine St & Lakeside Ave	Not Applicable	Signal	Low	A-2008	B-2008	So. Connector FEIS	43%	53%	Not Avail.
North Ave - DMV	BURLINGTON	14900	14900	n/a	n/a	North Ave	HCL #214, mm- 2.2-2.5	Stop	Low	Not Avail.	Not Avail.	Observation	Not Avail.	Not Avail.	Not Avail.
Champlain Mills	WINOOSKI	10400	25300	12600	7500	US 7-VT 15	Not Applicable	Traffic Circlator	Moderate	Not Avail	Not Avail	Observation	Not Avail.	Not Avail.	Not Avail.
East Corridor		**East Corridor**													
Exit 10	WATERBURY	14500	13600	Stowe St	Blush Hill Rd	VT 100 & Stowe St	HCL # 226 VT 100 mm 0.46-0.76	Signal	Moderate	Not Avail.	D-2007	CVRPC 2008 Regional Plan	50%	Not Avail.	37%
Exit 11	RICHMOND	n/a	n/a	5200	7800	US 2/I-89 Ramps	HCL #253 US 2 mm 1.053-1.353	Stop	High	Not Avail.	Not Avail.	Observation	95%	90%	85%
Exit 7	BERLIN	3000	6200	12600	12700	VT 62 & Paine Tpk	HCL# 249VT 62 mm 0.3-0.6	Signal	High	Not Avail.	E-2007	CVRPC 2008 Regional Plan	60%		53%
Exit 8	MONTPELIER	13100	n/a	1400	n/a	Memorial Dr & National Like Drive	Not Applicable	Signal	Low	C-2007	Not Avail.	CVRPC 2008 Regional Plan	60%		64%
VT DET	MONTPELIER	13100	n/a	n/a	n/a	Memorial Dr & National Like Drive	Not Applicable	Signal	Low	C-2007	Not Avail.	CVRPC 2008 Regional Plan			
Exit 9	MIDDLESEX	Center St	n/a	3400	4000	US 2 & Center St	Not Applicable	Stop	Low	Not Avail.	Not Avail.	Observation	50%		58%
North Corridor		**North Corridor**													
Exit 17	COLCHESTER	13600	10800	n/a	12800	US 7 & US 2	Not Applicable	Signal	Low	C-2005	B-2005	Exit 17 Growth Center Transportation Study, October 2006, RSG	25%	32%	19%
Exit 18	GEORGIA	8000	9000	Skunk Hill	n/a	US 7 & Skunk Hill	Not Applicable	Stop	Low	B-2008	A-2008	Husky Traffic Impact Study - 1997, CCRPC	76%	69%	76%
Exit 19	ST. ALBANS	6600	9000	3800	5700	VT 104 & VT 36	HCL #197 VT 104 mm 2.01-2.31	Signal	High	Not Avail.	F-2005	Saint Albans 3 Intersections Study, April 2006, RSG	90%		59%
Highgate Commons	ST. ALBANS	16400	n/a	n/a	n/a	US 7-Highgate Commons	HCL# 11 US 7 mm 1.9 - 2.2	Signal	Low	Not Avail	B-2005	Exit 20 Transportation Improvement Financing Plan, January 19, 2006, RSG			
Collins-Perley Sports Center	ST. ALBANS	3800	17300	7100	n/a	VT 104-St. Albans State Hwy	HCL # 34 VT 104 mm 1.11-1.41	Signal	Low	C-2004	C-2004	VT Route 104/104A Corridor Study, Final Report, Oct 2004, WSA for NRPC			
Fairfax	FAIRFAX	6600	3900	4300	n/a	VT 104-VT 128	HCL #650 VT 104 mm4,43-4,73	Stop	Low	B-2006	A-2006	Route 104/Route 128 Intersection Analysis, July 2007, WSA			
Franklin	FRANKLIN	1000	n/a	n/a	n/a	VT 120-VT 235	Not Applicable	Stop	Low	Not Avail.	Not Avail.	Assuming low congestion due to rural location and low AADTs			
Milton Town Office	MILTON	11000	n/a	n/a	n/a	US 7-Bombardier Rd	Not Applicable	Stop	Moderate	A-2005	D-2005	Milton Town Core Traffic Circulation Plan: Project Memorandum 1, Nov 9, 2005 Draft, RSG			
Fairfield	FAIRFIELD	1400	590	1700	2800	VT 36-North Rpad	HCL #123 VT 36 mm 4.29-4.59	Stop	Low	Not Avail.	Not Avail.	Assuming low congestion due to rural location and low AADTs			

a

Park and Ride Reference Name[1]	Municipality	Appendix B - Traffic Information											Parking Occupancy		
		AADT North	AADT South	AADT East	AADT West	Closest Major Intersection	*HCL Ref # and mile marker*	Intersection Control	Congestion on Adjacent Streets	LOS AM - Year	LOS PM - Year	LOS Source	2009 RSG Observed Occupancy	CCMPO Counts	VTrans 2004 Counts
Service Area: Northeast		**Northeast Corridor**													
Cambridge	CAMBRIDGE	n/a	n/a	7000	6400	VT 15	Not Applicable	Stop	Low	Not Available	A-2004	VT 15 Corridor Management Plan Hardwick to Jericho, 2004	30%		21%
Essex	ESSEX	n/a	12500	4100	14000	VT 15 & VT 128	Not Applicable	Signal	Low	Not Avail.	B-2005	Route 15 Corridor Study, Winooski-Essex, Aug 2008	50%		50%
Fanny Allen	COLCHESTER	n/a	n/a	28400	n/a	VT 15-Camp Johnson	Not Applicable	Signal	Low	Not Avail.	C-2005	Route 15 Corridor Study, Winooski-Essex, Aug 2008			
Underhill	UNDERHILL	n/a	n/a	n/a	3500	Pleasant Valley-Krug Rd	Not Applicable	Stop	Low	Not Avail.	Not Avail.	Assuming low congestion due to rural location and low AADTs & by Observation			
South Corridor		**South Corridor**													
Charlotte	CHARLOTTE	14900	11500	n/a	n/a	US 7 & Ferry Rd	Not Applicable	Signal	Low	Not Avail.		WCTMP	0%		14%
Steve's CITGO	CHARLOTTE	14900	11500	n/a	n/a	US 7 & Ferry Rd	HCL #347 US 7 mm 3.18-3.48	Signal	Low	Not Avail.	LOS B	WCTMP			
Vergennes	FERRIS BURGH	11500	6800	n/a	5800	US 7 & VT 22A	Not Applicable	Signal	Low	Not Avail.	LOS B	WCTMP			
Exchange Street	MIDDLEBURY	4400	12000	n/a	n/a	US 7-Main Street	Not Applicable	Stop	Moderate	Not Avail.	Not Avail.	Observation of general congestion around US 7 and Main Street area f Downtown Middlebury			
Southeast Corridor		**Southeast Corridor**													
Bristol	BRISTOL	2600	3300	n/a	1500	VT 116 & VT 17	Not Applicable	Stop	Low	Not Avail.	Not Avail.	Observation	20%		20%
Hinesburg	HINESBURG	12400	11100	n/a	2600	VT 116 & Charlotte Rd	Not Applicable	Signal	High	Not Avail.	Not Avail.	Observation	13%		
Huntington	HUNTINGTON	1500	1500	n/a	n/a	Main Rd	HCL #220 Main Rd mm 7.34-7.64	Stop	Low	Not Avail.	Not Avail.	Observation	40%		

APPENDIX C

SURVEY QUESTIONS AND RESPONSES TO OPEN ENDED QUESTIONS

The purpose of this survey is to gather information on the use of park and ride facilities in Northwest Vermont. Your participation will assist the Chittenden County Metropolitan Planning Organization in assessing the need for improved and new park and ride facilities. A park and ride facility is a location where you may leave your car or bike and either take a bus or share a ride with others to reach your final destination.

We appreciate your time and input. Please be assured that your answers are completely confidential and will be used for planning purposes only.

Survey Instructions

Please use the "Next Question" button in the lower left corner of the screen to go forward. If you back up to change an answer, please be sure to click "Next Question" to continue forward. It is important that you do NOT use your web browser's "forward" button because your new answers will not be recorded.

To review a previous question, use the browser's "back" button, which is the left-pointing arrow in the upper left corner of the screen.

Answering all of the questions will take about 3-5 minutes.

Please click "Next Question" to begin.

Next Question

0% 100%

Questions or problems? Email us!

What is your home ZIP code?

Next Question

0% 100%

Questions or problems? Email us!

How often do you use a Park & Ride lot?

- ○ More than 4 times/week
- ○ 1-3 times/week
- ○ 1-3 times/month
- ○ Less than once/month
- ○ Never

Next Question

0% 100%

Questions or problems? Email us!

(Infrequent User Question Only)

What would encourage you to use a Park & Ride lot?

Please select **ALL** that apply.

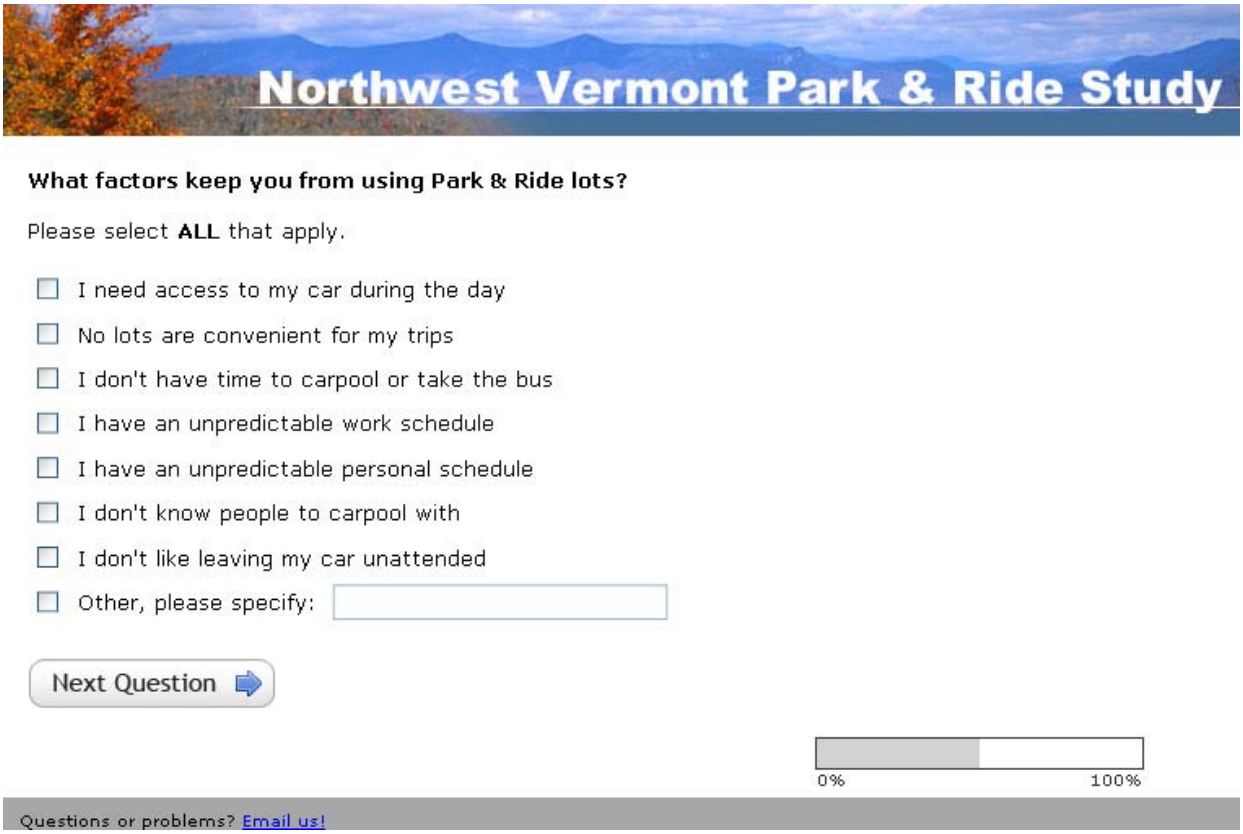
- ☐ Add sidewalks and/or bike lanes so I can get to the Park & Ride lot
- ☐ Add a park and ride lot near my home
- ☐ Amenities such as bike racks, a shelter, and/or wireless internet access
- ☐ More frequent transit service
- ☐ Guaranteed ride home if needed due to personal emergency or unscheduled overtime
- ☐ Real-time information about the next bus arrival and departure times
- ☐ Add convenience store, bank, post office, and other services at the Park & Ride lot
- ☐ More/better information about bus schedules, carpools, etc.
- ☐ Other, please specify:
- ☐ Nothing will encourage me to use a Park & Ride lot

Next Question

0% 100%

Questions or problems? Email us!

(Infrequent User Question Only)



Would you like to see additional Park & Ride lots in new locations?

- ○ Yes
- ○ No

Next Question

0% 100%

Questions or problems? Email us!

What Park & Ride lots do you use? Please select **ALL** that apply.

Click here to see a map.

		Name	City/Town	Location
I-89 Corridor	☐	Exit 19	St. Albans	VT 104/VT 36
	☐	Exit 18	Georgia	US 7/Skunk Hill Rd (TH 31)
	☐	Exit 17	Colchester	US 7/US 2
	☐	Exit 11	Richmond	US 2
	☐	Exit 10	Waterbury	VT 100/Lincoln Street (TH 19)
	☐	Exit 9	Middlesex	US 2
	☐	Exit 8	Montpelier	Dog River Rd/Memorial Drive
	☐	Exit 7	Berlin	VT 62
US 7 Corridor	☐	Highgate Commons	St. Albans	US 7-Highgate Commons
	☐	Charlotte	Charlotte	Ferry Road
	☐	Steve's CITGO	Charlotte	US 7/Ferry Road
	☐	Vergennes	Ferrisburgh	US 7/VT 22A
	☐	Exchange Street	Middlebury	Exchange Street
VT 116 Corridor	☐	Hinesburg Town Offices	Hinesburg	VT 116/Charlotte Road
	☐	Bristol	Bristol	VT 116/VT 17
US 15 Corridor	☐	Cambridge	Cambridge	VT 15
	☐	Essex	Essex	VT 15/VT 128
	☐	Fanny Allen	Colchester	VT 15
	☐	Champlain Mill	Winooski	VT 15
Other	☐	Gilbane Lot	Burlington	Lakeside Avenue
	☐	North Ave - DMV	Burlington	North Ave (DMV)
	☐	Fairfield	Fairfield	VT 36
	☐	Franklin	Franklin	Homestead Drive
	☐	Huntington	Huntington	Main Road (TH 1)
	☐	Milton Town Office	Milton	Bombardier Road
	☐	VT Dept. of Labor	Montpelier	Memorial Drive
	☐	Collins-Perley Sports Center	St. Albans	VT 104-St. Albans State Hwy
	☐	Underhill	Underhill	Pleasant Valley Road
	☐	Other, please specify:		

Next Question

0% 100%

What is the purpose of your trip when you use a Park & Ride lot?

	Never	Seldom	Sometimes	Often
Go to/from work	○	○	○	○
Business-related travel (meetings, sales call, etc.)	○	○	○	○
Go to/from school	○	○	○	○
Recreational or social (visiting friends, going skiing, etc.)	○	○	○	○
Other personal business (medical appointment, etc.)	○	○	○	○

Next Question

0% 100%

Questions or problems? Email us!

How do you travel TO a Park & Ride lot?

	Never	Seldom	Sometimes	Often
Drive and park	○	○	○	○
Drive and dropped off by family/friend	○	○	○	○
Carpool and park	○	○	○	○
Bus	○	○	○	○
Bike	○	○	○	○
Walk	○	○	○	○
Taxi	○	○	○	○

Next Question

0% 100%

Questions or problems? Email us!

How do you travel FROM a Park & Ride lot?

	Never	Seldom	Sometimes	Often
Carpool with 1 person	○	○	○	○
Carpool with 2 people	○	○	○	○
Carpool with 3+ people	○	○	○	○
I take the bus	○	○	○	○
Walk	○	○	○	○
Bike	○	○	○	○

Next Question

0% 100%

Questions or problems? Email us!

How frequently do you arrive and find a Park & Ride lot full?

- ○ Often
- ○ Sometimes
- ○ Seldom
- ○ Never

Next Question

0% 100%

Questions or problems? Email us!

Do you ever use "unofficial" Park & Ride lots?

An "unofficial" Park & Ride lot could be a church parking lot, a shopping center, a town lot, etc.

- (•) Yes
- ( ) No

Why do you use an "unofficial" lot?

- ( ) An existing, "official" lot was full
- ( ) It is more convenient than an official lot
- ( ) Other, please specify: _____

Next Question

0% 100%

Questions or problems? Email us!

What would you like to see improved or added at existing Park & Ride lots?

Please select **ALL** that apply.

- [ ] Provide weather proof storage for bikes
- [ ] More parking spaces
- [ ] Provide a shelter
- [ ] Provide bus service
- [ ] Provide sidewalks
- [ ] Locate near convenience store, bank, post office, and other services
- [ ] More frequent service for existing bus routes
- [ ] Provide wireless internet access
- [ ] Provide traveler information (maps, transit schedules, etc.)
- [ ] Nothing

Next Question

0% 100%

Questions or problems? Email us!

Would you like to see additional Park & Ride lots in new locations?

- (•) Yes
- ( ) No

Where would you like a new Park & Ride lot to be located?

Next Question

0% 100%

Questions or problems? Email us!

Would you like to see additional Park & Ride lots in new locations?

- ( ) Yes
- ( ) No

Next Question

0% 100%

Questions or problems? Email us!

What is your employment status?

- ○ Employed full-time
- ○ Employed part-time
- ○ Self-employed
- ○ Student
- ○ Student and employed
- ○ Homemaker
- ○ Retired
- ○ Not currently employed

Next Question

0% 100%

Questions or problems? Email us!

What is your gender (optional)?

- ○ Female
- ○ Male

What is your age (optional)?

- ○ 16-24
- ○ 25-34
- ○ 35-44
- ○ 45-54
- ○ 55-64
- ○ 65-74
- ○ 75 or older

Next Question

0% 100%

Questions or problems? Email us!

How many people live in your household (optional)?

- 1 (I live alone)
- 2 people
- 3 people
- 4 people
- 5 or more people

Next Question

0% 100%

Questions or problems? Email us!

How many vehicles are there in your household (optional)?

Please include all cars, pickup trucks, minivans, and motorcycles that you own or lease.

- 0 (no vehicles)
- 1 vehicle
- 2 vehicles
- 3 vehicles or more

Next Question

0% 100%

Questions or problems? Email us!

What is your annual household income (optional)?

Note: This information is only used to make sure we have received a representative sample of the Chittenden County population.

- ○ Prefer not to answer
- ○ Under $25,000
- ○ $25,000-$49,999
- ○ $50,000-$74,999
- ○ $75,000-$99,999
- ○ $100,000-$149,999
- ○ $150,000-$199,999
- ○ $200,000 or more

Next Question

0% 100%

Questions or problems? Email us!

Thank you again for participating.

If you have additional comments or suggestions for improving the Park & Ride facilities in Chittenden County, please enter them in the box below and click the "End Survey" button.

Otherwise, please click "End Survey" to complete the survey.

End Survey

0% 100%

Questions or problems? Email us!

New Park & Rides: desired location, specified (open-end response)

- This does not apply to my daily commute. A park and ride at the Williston Interstate exit.
- A lot near the Burlington/South Burlington (Route 2)/I-89 interchange.
- jericho underhill area
- Williston
- Off Exit 14 on I-89
- Colchester RT 127 area
- On route 116 heading into South Burlington, Winooski, Colchester (Saint Michael's College)
- It would be nice to have one in Williston again.
- Would like to see the Richmond Park & Ride re-open the old lot across the street to provide additional parking for the existing one that is full a large percentage of time.
- Williston
- south of hinesburg town on 116 to eliminate some traffic through town
- Jonesville
- Williston
- Tafts Corners, Williston
- Don't know.
- Someplace near the Essex terminus of the Essex-Burlington Bus line, so those living further out on Route 15 can easily take the bus to Burlington.
- Added spaces in Richmond
- Shelburne, RR Station
- Williston Exit 12; Exit 14 and expansion at Exit 11
- The Richmond park & ride needs to be relocated to the site of the old cabin-motel beside the steel bridge on Rt 2. This park and ride should have more space, lighting, and commercial sites such as coffee shop, bank, postal center, dry cleaners, etc. The current site is obviously inadequate and is a cost sinkhole, where if it was moved it would generate revenue through ratable improvements and provide convenience services to commuters.
- East Montpelier, Moretown, Northfield,
- Williston
- First, repair and expand existing lots- Richmond P&R is a total mess!
- Huntington, Huntington Center, and Starksboro.
- Chittenden County
- Waitsfield
- williston
- Exit 6 on I89
- Add more where they are needed for high user areas.
- They need to be in an area where one either walk to them safely to meet up, or else to park and then be able to walk from them safely. Generally I'm limited to parking for carpool reasons rather than using it in other ways because it is so dangerous to try to walk or ride a bicycle in the area coming to and from it. There are either no sidewalks at all, the traffic is too busy, and there

are often not enough shoulder areas on the roads to even make a short trip walking or biking. My number one issue with park and rides is SAFE ACCESS.

- Morrisville, or dedicated space in the Big Lots Plaza
- It doesn't help me, but I think they are a good idea for those who may use them. First our roads need to be maintained prior to spending money on new park and rides.
- not sure
- Mad River Valley
- Williston near I-89
- East Montpelier
- Exit 12, Williston North of Exit 16
- Williston, Burlington, S. Burlington
- In the area behind the police / fire station in Hinesburg, as well as near the intersection of North Road and Richmond Road in Hinesburg (high population areas)
- Underhill Center Underhill Flats Jericho Village
- Bolton. The town looked into it, but could not find suitable land. Also, cost to town of maintenance was an issue for the selectboard.
- In Essex
- Somewhere along route 116 or the Shelburne Falls Road.
- Williston
- Williston town Center
- Shelburne
- I-89 Exit 14, I-89 Exit 16
- Williston Exit 12 !! Route 7 / I-189 Burlington Exit 14 everywhere!
- East of Exit 14 BURLINGTON
- Hinesburg
- Burlington I-89 interchange (east side to discourage UVM student parking)
- every I-89 exit.
- Expand the one in Richmond. The Rte. 7 and Ferry Road intersection
- Hineburg
- Expand Richmond's lot. It is usually overflowing on to Route 2 most weekdays
- Williston
- bristol
- Charlotte to Hinesburg
- Ball field 22a, Orwell
- the richmond park and ride is at capacity and there is need for more space. In general i think they are a great idea and if there were more around they would be used more.
- Williston I89 exit
- 1) Williston Village, particularly behind Town Hall. 2) Junction of Rt. 15 & Susie Wilson Rd in Essex
- Burlington!, East Montpelier (Rtes 2 & 14)

- Off I-89 in Williston...preferably on the south side of the interstate.
- North Avenue (north of high school near Hannafords)
- Don’t know
- South Burlington Winooski
- New North End of Burlington. Placed at the end of 127 to encourage people to take a single car into Burlington and beyond.
- Rt. 189 and Rt. 7. In and around Burlington like up near Rt.127 or in the New North End somewhere. Our little by-ways may be small but nonetheless those are frequently traveled routes.
- Williston near I-89 within walking distance of Shelburne Rd., So. Burlington
- Colchester, Hinesburg, Jericho, Milton
- Williston as you come off the exit
- Corner of Hinesburg Hollow and Main Rd Huntington
- Exit 16, I commute from Winooski to BFA Fairfax, M-F during school year.
- Near I89 entrance on Shelburne Rd
- How about the KMart plaza for carpooling/ downtown bus service?
- Behind Williston Town Hall, linked with the new CCTA route that will begin later this year.
- WINOOSKI
- dont know
- intersection of i89 and 189
- Colchester, just not sure where.
- Winooski/Colchester
- Burlington side of exit 14
- nne
- Exit 16 on I-89
- Near the colchester exit.
- Huntington - perhaps near the current Audobon parking lot.
- I don’t know, I answered this because I needed to answer something and most park and rides that I see are often full, seems like there should be more
- Williston VT
- Williston Road near I89.
- North Ave., Winooski, Williston
- Neat the Jericho-Essex town line or somewhere in Jericho just off Rte 15.
- I-189 and Rt7!! Use the Southern Connector (at least till it is put into real use, and should be easy to add a P&R after completion - this is a key spot to collect cars headed into Burlington (add a bus stop too).
- I don’t have any specific locations in mind, but I would like to see more locations if that would encourage more people to carpool, fewer cars on the road and more creative commuting to work
- Somewhere on Route 15, near Essex Junction or Essex Center.

- South Burlington and Winooski
- Somewhere closer to Essex Jct/Essex, perhaps along 117
- I would like a lot of new lots with a lot more bus service
- Don't know
- Hinesburg Center
- Essex Town, Williston
- Williston - near Tafts corners, So. Burlington/Burlington - near Rt 7 shopping plazas
- I don't know, but they are very convenient!
- Lang Farms area.
- In colchester/Winooski line on Mallet's Bay
- Williston Exit 12
- Williston -- there used to be one there near the interstate Winooski
- Shelburne Road
- Tafts Corners
- The Richmond location is great for me. I love the concept and would like to see it extended to other locations to make it easier for other folks to carpool.
- Well, I live in Charlotte and I would love a park and ride that I could bike to--not for commuting to work, but for getting into Burlington on the weekends. A park and ride at the Spear St. general store in Charlotte would be perfect.
- waterbury
- Bolton, Huntington, Jericho, Underhill
- Orchard area
- Barre
- Colchester near Saint Mikes, Williston near VTC
- Williston exit (12)
- K-Mart Lot
- I-89 exits north of Richmond. From Richmond south, all I-89 exits have Park & Ride lots for a long distance. North of Richmond, there are no Park & Ride lots until the north Colchester exit.
- Near the I-89 in Burlington. For example, near the Staples Plaza. I used to carpool more but it was inconvenient to go meet all the way in Richmond for people who could have met in Burlington and commuted to Montpelier.
- Jericho route 15
- Essex
- Essex Junction and Essex Town, since this is where I live. Besides that, there should be a minimum of one in every community.
- I think people use the Mills River Park at this time. I know of a lot in Cambridge. I do not know of a lot in Undrehill Flats area, but have not had to look.
- So Burlington near airport area
- Spear Street
- Staples parking lot in SB. Anywhere in BUrlington or So.Burlington

- Since I live close enough to my workplace that I don't need a park and ride lot I'm not sure what the most convenient locations would be but I would encourage more, easier to get to lots with enough parking.
- Waterbury
- Expand Richmond to other side of road
- Near Westford
- At the bus/train station where I could then use mass transit.
- south end of burlington
- Westford, Fairfax
- Jonesville at the intersection of Rt. 2 and Cochran Rd. There is an unofficial one there where I've parked, but I never know if it's legal or not.
- downtown burlington
- The Ethan Allen Shopping Center
- Williston
- Williston...i.e.,near Taft Corners.
- Essex Junction. Lease spaces in the Mac's Market Lot. Already a shelter in place. Need express bus service to Essex Jct to be able to bypass Fort Ethan Allen and FAHC circle
- Williston at I 89 (We miss the old one)
- Am stated before, I am not sure where or how many park and ride lots there are at the present time, but I love the idea of the service. I would like to thank you for considering the plan and asking for input. I don't know where I will find a home, but do know other Vermonter would love to have more lots.
- Amtrak in EJ
- Jericho/Underhill area, Essex area
- Essex Jct
- additional lot in Richmond
- Near exit 12, Williston
- Behind police station off exit 12 in Williston, just seems to be the right place for it. I might use that if heading out of town and someone is picking me up.
- We need one in Hinesburg.
- route 2A Essex, near Susie Wilson Road; caveat: would like bus service from this point.
- South of Hinesburg Village
- Mallets bay
- Pine st Burlington, hinesville road south Burlington and out on Out near five corners
- Taft's Corner, Williston
- Williston, hinesburg
- near interstate in Williston. increase size of richmond lot-overcrowded
- near intersection of rt.7 and rt.17 in New Haven. I drive to Middlebury from Hinesburg and meet a friend coming from Ferrisburg. That is the most convenient place to meet so we use the lot at Knits and Bolts and I don't think they like it.

- Richmond needs more room. It is often full and we aer unable to find a parking space to carpool. A Willistion Park and Ride is greatly needed as well.
- Burlington, near Main St.
- Dorset Park
- not sure but i think they are a great idea.
- near the existing one in Richmond and one in Jonesville/Bolton area
- Winooski
- Essex (near 15 and 289) Colchester (near 89) I'm not sure I know where all the ones are. I used to regularly use the Richmond one but have switched jobs and no longer commute that direction.
- At Exit 12 (2A & I89
- Jericho, VT
- It'd be great to have a park & ride lot and bus service out towards Jericho & Underhill. A concern would be the bus fares might be too high to get people to ride.
- Directly off of Exit 19 and Exit 15.
- Near Exit 14 of Interstate 89
- Williston
- Exit 12
- Bolton, Burlington, Williston (bull doze a hotel and put it there)
- williston
- Williston, Burlington, Stowe
- Walking distance to the airport
- I don't know where. But i also did not want to say "No" to this question as I am v. supportive of carpooling
- River Road in Essex
- expand Richmond or create bus lot on opposite side of road
- Don't know. I would only use one if I could catch a bus to Bolton Valley in the winter to ski. I just think it's great idea-- the more locations, and the more bus/carpooling options, the more people will use the system.
- Exit 14 -- connected to high-frequency transit to downtown and airport. Rt 7 / I-189 -- something right at interstate off ramp. Maybe Kmart. Maybe at Champlain Parkway. Again, served by high-frequency transit. Exit 12, Williston -- it's taken too long. Exit 11, Richmond -- larger facility and one that better accommodates buses.
- In Williston
- Williston
- Charlotte/Shelburne
- Anywhere where there will be more space. Richmomnd lot fills up! How about on Huntington or Jonesville sides of Richmond village?
- If you are going to put new ones in, please build green lots, that have plants, trees, state of the art stormwater system, and maybe even a bathroom.

- Richmond
- On Essex Ctr and Essex Jct Routes
- I would love to see increased service between Burlington and surrounding towns. I think it is relatively easy to get around Burlington without a car (thanks to bus, bike paths, etc.), but that doesn't seem to be as true for people who have to commute to and from places like Colchester, Richmond, Charlotte, Hinesburg, etc.
- in the section of the Champlain parkway that have already been built. "C1" They have a great connection to 189. Easy on and easy off. with bus service to down town.
- Williston (Rte 2)
- Williston
- additional spaces or lot near exit 11 on I 89
- One in a place that would be convenient for commuting from Underhill to Charlotte or Hinesburg
- Rt 15 corridor -- Jericho/Underhill/Cambridge
- I am not sure, but I would like the ones that exist, outside of Rt 89, be better marked. What about RT 91? I have seen one at Hartland, not WRJ, not Exits 8, 7, 6, & 5, unless I have missed them.
- Outskirts of Burlington, so people who work in the city could leave their cars and be shuttled in. Possible sites: the Staples plaza, off Main St.; the unused old "connector" road between 189/Shelburne Road and Home Avenue.
- Jericho right off Route 15
- In Essex Jct or Colchester
- Shopping Center on North Avenue; somewhere else on North Ave?
- Williston
- anywhere
- Browns Trace Road, Jericho
- Richmond
- South Burlington
- Jericho/Underhill area for route 15 access - 15 will become increasingly congested.
- For my carpool, a park & ride near the intersection of Route 117 and North Williston Rd. in Essex would be very helpful. I am not sure how many people would benefit from it, but I sure would.
- Williston
- williston/Tafts Corners
- jericho
- In South Burlington near the interstate however I know finding land is an issue. Maybe with 12B??? When I am attending a meeting in another town with other people from other towns, they constantly request to meet at my office and they leave their cars and we carpool.
- Route 2A in Williston near the Circ; and Route 2A in Williston near the Interstate
- Williston just off 89. I think this would be very good to reduce traffic into Burl. by Williston and other local residents.
- 89 exit 16, 15, 14

- expand the Richmond lot
- The existing lot in Richmond needs to be expanded.
- No particular preference, just think it's a good thing to have more options
- Jericho/Underhill Flats
- Underhill/Jericho
- A lot just south of the Shelburne Museum might encourage people coming up Rte. 7 to meet there and do their last leg into Burlington together. Another place on Rte. 7 might be the light where Charlotte village is located.
- somewhere in jericho
- Closer to Burlington. Currently Richmond is closest.
- Near I-89, or I-189 in Burlington / South Burlington areas - might relieve some of the Richmond congestion...
- Old north end.
- Where the Southern Connector is planned. Between Pine and Home Ave.
- I live close to Richmond P&R so that works for me when carpooling or using the bus, but having more bus service with P&Rs convenient to bus stops would encourage more people to use P&Rs.
- Williston near the 4 corners
- Provide a $1,500 grant to Mills Riverside Park in Jericho so they can scratch out a few more parking spaces from the grass. I've used the lot as an unofficial park & ride location to find notes on my car threatening to tow. By parking there I am not breaking any laws or posted rules, and getting towed is an issue I don't have time to deal with. I've found other "un official" places to park in the peak spring/ summer season but in January Feb & March the park seems to be under used. Other people would likely use it too.
- Williston
- In Jericho. I am part of the Jericho Energy Task Force, and we hope to identify 1-2 possible locations for Park & Rides in Jericho in the coming months.
- DOWNTOWN WINOOSKI
- in the mills rec. park area or in that old sawmill area
- Essex-at both ends of the circ highway, near 5 corners Williston-near Taft Corners Burlington-near Interstate Exit into burlington (somewhere near Staples plaza/top of Main Street)
- Jericho Williston
- Essex Town Winooski Williston
- Williston near interstate, Winooski near interstate,
- Route 7 corridor heading north into Burlington
- I89 Burlington exit and 189/Rt 7 junction. Both would be a huge help and would also encourage more biking/walking to common sport to carpool from
- Bristol, with bus service to Burlington. Starksboro, with bus service to Burlington. Hinesburg, with bus service to Burlington.
- Williston
- In the Underhill-Jericho area
- south burlington, route 7

- Closer to Burlington--perhaps S Burlington--often use parking lot of Shaw's and related stores on Shelburne Rd as informal park and ride.
- Not sure. There's no existing bus service out to the Jericho/Underhill area yet, nor out to Williston from that direction, but if there were, I'd say that the route 15 corridor might be a good place.
- Underhill and Jericho on rt 15 The Cambridge P&R is very small, would be more usable if it was bigger. Richmond P&R next to I89 could be twice as big as well.
- Rte 15 in the North Underhill or Underhill area.
- Charlotte
- Williston, near highway
- essex town
- Enosburg Falls
- Georgia needs another one or expand the existing one.
- South Hero and West of I-89/exit 17 (travelers from the islands can carpool without having to enter traffic congestion crossing I-89 going towards Milton to access the park & ride.
- In the Morrisville area
- Downtown Stowe
- Grand Isle County East Franklin County
- Jericho
- More space at Richmond (and/or bus service from downtown Burlington to Waterbury Complex -- no service available in this direction currently)
- In Highgate next to the new Lamoille Valley Trail
- East Berkshire or Enosburg
- South Burlington, Winooski, Waterbury
- Highgate
- Enosbugh/Sheldon area
- VT 116
- maybe Williston. I travel for work and use the park and ride to pick up a co worker. This area would be closer than Richmond. Richmond works, but needs more spaces.
- South Hero
- Williston
- Milton and Williston
- Shelburne. South End of Burlington. Williston.
- *Route 7 corridor to Middlebury esp. New Haven junction * Village of Essex Junction near 5 corners *Better location in Waterbury adjacent to the interstate exit *Intersection of 2 and 2A in Williston *Intersection of Champlain Parkway and Pine St. adjacent to the Baird Center * Exit 16 adjacent to the Interstate * Exit 14 adjacent to the Interstate * Village of Williston * Mallets Bay * Underhill or Jericho on Route 15
- Essex, Rt 15 corridor

- 1) Essex Shoppes and Cinema - with new Jericho bus service, Essex bus route extended to the shops, and Essex Loop route converted to a shuttle between the shops to Essex Center to IBM to train station and return. 2) Williston, near Taft Corners.
- Expand Richmond P&R
- I would base this on commuter information, which I don't have off the top of my head. I imagine one in the Hinesburg area might be good, as well as one in the Milton/Colchester area. I'm sure South Burlington/Burlington could use one or two, but the politics behind that are probably such a headache.
- I 89, exit 12
- South burlington
- Williston
- Every I89 exit - immediately off the exit ramps
- The Richmond Park and Ride is insanely crowded. I have used it several times and have had to park my car in ditches, on curbs, etc. I really think the state should consider parking decks for those areas that could also include some commercial opportunities like dry cleaners, pet care, take out meals, etc. Especially in the Richmond/Waterbury area!
- anywhere...the more the better.
- St. Albans
- I think a park and ride lot near the Price Chopper on route 7 with a dedicated bus that runs every 10 minutes and goes straight downtown would help cut down traffic and maybe help us avoid the southern loop.
- near UVM or I189
- As I stated, I only live a few miles from work and am on the bus line so I don't know where they would be most useful, but some of the items I've marked are reasons why I didn't participate before.
- Colchester, near Shaw's
- Williston
- WHERE EVER NEED
- Nowhere particular but I think they are a good thing in general and should be used
- Close to downtown Burlington
- Close to Taft's Corners
- Essex Center - on Route 15 (e.g., Essex Shoppes) Williston - near I-89
- At Jimmo's, there is a bus stop there but no place to park and no shelter to wait in.
- North Ferrisburgh. Charlotte Shelburne S Burlington
- Exit 14
- Jericho
- Rt. 7 near 189 intersection
- Williston
- Waitsfield
- Charlotte

- Burlington near interstate
- north side of town
- I89 near exit 14
- In the Burlington and/or South Burlington with easy access to I-89 and I-189
- Off 89 in Burlington, like maybe around the Staples plaza.
- Not sure but based on how full the Richmond P&R is it seems that more lots are needed.
- I support park and rides for the environment. I don't have a specific suggestion, but I willing to support with my tax dollar.
- Jonesville   downtown Richmond
- Richmond is very crowded.....
- I do not know what the statistics say, but the Richmond park & ride seems to have reached capacity. We are most likely to use this one. Tafts Corners or Richmond are good locations.
- Charlotte
- Park & Ride near Exist Williston Road
- downtown Barre
- Jonesville (Richmond)
- I-189 and Rt. 7 intersection
- Williston!!
- Williston or an additional lot in Richmond
- In Colchester near Costco
- Williston, Shelburne
- Hinesburg Road south of 89
- Williston, Colchester Exit 16
- another near 89 south, exit 11
- Shelburne
- Essex Junction, feader lots in Rural Towns such as Jericho
- By all Interstate on/off ramps and all town and village centers
- Exit 14.
- on the way to recreational sites (ski areas, hiking)
- Hinesburg
- Stowe
- williston off I-89
- There is a lot in Waterbury, however it does not provide service for the complex. Parking can be a problem at the complex, so if the bus service added the complex as a stop, a new lot may need to be considered.
- Burlington, near exit 14
- Actually, some of the existing ones need to be larger and have bus service during hours folks need them

- Morrisville
- On the Burlington side of exit 14! You know that's where one needs to be. We need to make it happen.
- Off I-89 after Richmond, and up through Williston, Burlington, South Burlington & Colchester. Along Rtes. 100, 7 and Rtes. 4; along Rte. 302, 2.
- Waterbury, closer to the state hospital.
- Burlington/South Burlington area near the interstate
- Charlotte
- not sure
- Williston.
- Expansion of Richmond lot. Behind the Sheraton or Holiday Inn off of Exit 14 in South Burlington with bus service to downtown and hospital. Designated space in K-Mart parking lot in South Burlington with bus service to downtown. Somewhere to alleviate PM peak hour traffic on Route 7 from IDX Dr. to I-189 ramp.
- Highate, VT
- Wherever would be convenient for the people using them
- rt 17 & 116 north of Bristol
- Williston
- Williston, Jericho
- Colchester (I think some use the Shaw's parking lot unofficially) bigger one at Richmond
- additional space, Richmond other sites closer to Burlington for commute to Montpelier
- Wolcott
- n
- Somewhere in the Champlain Islands (South Hero, Grand Isle, North Hero, Alburg)
- In Essex near the Circ Highway and Rt. 2A
- In Burlington for people like me who commute from here north
- Rte 2 corridor east of Montpelier
- Shelburne
- Williston Exit 12
- Lincoln or Bristol, Middlebury
- Starksboro or Bristol
- near Route 2 and I 89 in Williston route 116 in Starksboro
- Talk with planners, MPO, CCTA, etc
- Shelburne area
- Hinesburg
- Essex Junction
- Burlington's Southern Connector with bus to downtown
- Rt 7 and Rt 189 Heineberg bridge Exit 14 in Burlington
- collecter lots on outskirts of Burlington
- Off of the Burlington or South Burlington exits on 89.

- In an existing lot. I don't want to see any green space disappear. Maybe the city could rent part of the unofficial lots from the property owners. Maybe the adjacent businesses could offer coupons to carpoolers to draw them inside and reward people for carpooling at the same time.
- North Avenue
- In the south end of Burlington before people enter the residential streets to get downtown
- Winooski area. In order to get from my home in North Burlington to work in Essex Junction I need to transfer buses. Because there is no direct route, it takes me twice as long to ride the bus to work than it does to drive.
- Williston. Yet, If Vermonters would live closer to where we work, and Vermonters would increase density requirements for our towns we would have a much better public transportation system!!!
- Winooski?
- Essex, Jericho, Richmond
- Williston
- I would have liked to see the Brattleboro Transportation Center located on the outskirts of Town with P&R capabilities. Similar concepts should be studied for medium-sized (for VT!) towns in VT.
- Bolton
- Williston
- Jericho
- Williston exit; also Exit 14
- Williston near Exit 12
- don't know, I just support the concept
- colchester/burlington border. either side of the heiniburg bridge.
- wherever new bus service is between Bristol and Burlington
- Bristol
- Williston
- Williston to go into Burlington
- Bristol
- Exit 6 (closer to I-89 than the existing lot in South Barre), Exit 12 (Williston).
- New North End of Burlington.
- exit 14 right at the Staples Plaza Williston exit
- Waitsfield
- Williston - exit 12 I89 Colchester - exit 16 I89 Bethel - Exit 3 I89
- I would like to see Richmond's park and ride expanded to accomidate the overflow needs.
- brandon
- I would like to see more access points along Route 7 between Middlebury, Vergennes, Charlotte, Shelburne and South Burlington. This needs to connect with bus service (which I hope to see greatly expanded too). Existing facilities are only located at the train stations for (now non-

existent)train service. A surprising number of people use this corridor for work and shopping and school. Lack of dependable alternative facilities limits meaningful access to those with cars.

- Richmond needs expansion. Williston.
- essex, bigger one in richmond
- Park and Ride designated section in Shaw's parking lot.
- Essex
- richmond needs expanded parking or another location nearby
- Hardwick
- in Colchester
- 1) Williston. 2) Williston. 3) Williston. 4) Williston. WHY ISNT THERE A P&R LOT NEAR THE I89 EXIT IN WILLISTON? THIS IS PROBABLY THE MOST CRITICAL LOCATION IN CHITTENDEN CTY.
- bristol
- Burlington
- I89 Exit 12, Williston!!! Also need more spaces at Exit 11, Richmond.
- Exit 16 a free lot. You have to pay at the Champlain Mill in Winooski and that defeats the purpose in my opinion.
- Exit 12
- Richmond is a great location but that one is often filled to capacity. Key is easy on/off of I89. WiFi and Restrooms (either in business or not) would be great.
- South Burlington
- Williston, Essex, Colchester, South Burlington, Need to enlarge the one in Richmond, Jericho
- Williston, Milton, Jonesville/Bolton
- Larger capacity needed at Georgia and Milton lots
- Hinesburg or Huntington
- Off of Mountain View Rd.
- Anywhere where commuters would be encouraged to use them.
- winooski
- not necessarly a PR but a stop by the creek farm plaza
- smart locations
- Williston
- exit 14, severance corners
- Near the Staples Plaza
- Williston, Bolton
- Exit 14
- In Bristol or Lincoln area
- Burlington
- Near Middlebury Vt, also along Route 7 North from Midd to Burlington or along RT 116 between Starksboro and Hinesburg.
- north side of burlington
- Westford and Essex

- Williston, South Burlington
- Barre City behind Opera house in a safe location
- Passenger rail stations, and more of those.
- Near exit 12/I 89.
- Near Exit 14
- At exit 12 in Williston.
- In the underused K-Mart shopping center at the end of I-189
- Williston off I-89 South Burlington
- Williston, Jericho or Underhill
- williston
- near interstate entrances (when I used to commute to Montpelier, that would have been helpful).
- Expand park and ride in Richmond Lot at williston exit
- Spear Street in Charlotte or Shelburne
- Jericho Town Center
- Near the airport.
- in each town, at each exit
- Route 302 Orange
- My I-89 entrance already has one but I would hope all I-89 exits would have one.
- monkton
- In a rural state like VT with limited funding, building Park n Rides in small communities is not cost productive, has no or non-measurable environmental impact and the fund should be used elsewhere. The Huntington lot typically has 1 to 3 vehicles in it.These towns cannot support mass transit. Locations should be expanded near Interstates and larger communities. A staging area outside BTV, S BTV to shuttle people into downtown and reduce traffic congestion and downtown parking would be good.
- shelburne
- Shelburne Road in South Burlington
- near the sandbar in South Hero, VT for traveling to burlington
- Fairfax. This would allow people from that area to carpool on their way to work andcut down on trafic on Rout 128.
- I89 exit 12
- Next to Shelburne Inn - on Route 7 (you may know it as near to the site of the Bearded Frog)
- More parking at the Richmond Exit Lot
- route 2A in Essex
- All I89 exits
- In the New North End close to a main street and within walking distance of Appletree Point
- Williston exit 12 Burlington exit 14
- Burlington near I89 Exits 13 and 14; Williston near Exit 12.
- Charlotte, possibly at train station (now defunct)

- Williston . Maple Tree Place
- Unsure, would like to see more as needed.
- Route 7 Shelburne
- Don’t know
- Williston
- not sure
- Bolton
- Wherever others who need one want it located.
- Williston
- Richmond village
- Near Kennedy DR
- Since I currently use them rarely, hard to say. Seems the existing lots are full often, so more lots would be useful. Probably best near I89 exits and other main arteries (Rte 116, Rte 7, Rte 2, Rte 2A).
- New Haven Junction, near intersection of 7 and 17, for leaving my car when meeting and riding with a friend to occasional events.
- NEAR EXIT 16 OFF I-89
- When we get financing for public bus service, we will need more park and ride facilities. One up by Triple L Trailer Park and Richmond Rd. would be great. Also, a larger lot in Hinesbure would be better for bus turn around purposes--maybe behind the fire station.
- north of Burlington and possibly south
- Grand Isle County
- taft’s corner
- I89 Exits 15 and 16 in Winooski/Colchester
- I support AOT putting more in wherever daily commuters want them. We have to reduce traffic coming into Burlington. It chokes the city for those of us who live here.
- Route 7 & Route 125 intersection in Middlebury
- Waterbury exit along I-89
- Upstream RT 15 so that less traffic goes through Jericho. If in Jericho..on town owned land off Browns Trace or on the corner of Packard and RT. 15. which is also town owned. NOT Mills Riverside Park
- Shelburne Village
- Bakersfield
- Ethan Allen Shopping Center
- Build one in Fairfax that will be maintained,has security,and doen’t wind up a hangout and trash dump.
- South Burlington Staples plaza area
- Possibles:End of North Ave (near Waste Water Processing facility ?); Ethan Allen Shopping Center
- In E. Montpelier!!!

- I just generally like the idea of promoting carpooling even though I don't do it. So, I support seeing the infrastructure for that.
- South Burlington on or near Route 7
- I'm not sure where they are now
- Jericho/Underhill area
- Williston, near 89.
- Shelburne Road, South Burlington
- Village centers
- in former RR station in Charlotte In Shelburen Village
- Williston Essex
- near Butler Farms
- don't know
- Near a bus stop,,,,,like in Shaw's Supermarket lot
- Williston Road and Oak Hill Road -- accross the street from the White Church is a lot, but I don't think its an organized parknride lot.
- We should tear down Staples Plaza, build a big lot, and close off Downtown Burlington to cars.
- There used to be one on Ferry Road in Charlotte, but I believe it is no longer available for use.
- Outskirts of Burlingto so I can park my car safely and either ride the bus or walk.
- Williston and more capacity in Richmond
- Underhill/Jericho on Route 15
- By Browns Middle School
- i am not sure of the specificic size lot needed but somewhere central on North Ave would be nice.
- inside clover leaves on interstate ramps. College campuses. outlying shopping center lots. These suggestions may seem ridiculous unless you consider we are about to have an economic emergency and quick action now will avert future pain suffering and inconvenience.
- wherever it is needed. I think they're great.
- In South Hero with frequent bus service to/from BTV, Winooski and Essex. I don't want to spend all day on a bus to get to where I need to go.
- Underhill/Jericho
- in or near Charlotte
- closer to Burlington
- In Charlotte, we have one, but no service. Or in Shelburne, within Shelburne Village, near the library and town offices.
- Route 2A and I-89 in Williston
- There should be an easily accessible Park and Ride very close to every I-89 exit in Chittenden County.
- More space at every highway exit.
- expand the lot in Richmond to utilize both sides of the road
- Jericho

- Richmpnd
- Waitsfield, in the area of Trembley Road-Rt. 100 intersection
- Route 7 corridor near Middlebury
- near exit 16 (I89)
- Williston at Taft Corners Williston in Center Village
- South toward Middlebury
- Monkton; Richmond area (current lot not sufficient) Williston near interstate; 116 south of Hinesburg Village
- On new bus routes -- a circumnavigator from Shelburne - Williston - Colchester - Burlington.
- no specific suggestions, just think more locations would encourage more people to carpool/use public transportation
- existing but unused Charlotte train depot
- No preference
- Bristol or expand the unofficial one at the junction of 116 and 17.
- Use the never-used Charlotte Train Depot if it could be well-lit, sheriff-patrolled, emergency phone, taxi phone line, and if bus would stop there.
- Creek Farm Plaza, Colchester
- I say yes only on principal - since I don't actually need one, I leave it to those who do to determine where it should be. (with a choice of only yes or no, I had no way to say that it didn't affect me)
- at exit 16
- Winooski
- Williston, Monkton, Bristol
- all I-89 interchanges
- near Williston Exit on 89
- Hinesburg
- Near exit 17 0n I-89. If there was a shuttle service or bus service from there to Burlington, people from the islands, Milton, Franklin county wouldn't have to drive into Burlington. Just like the Richmond Park and Ride, except on the northern side of Burlington.
- Where there is a need, but only built on land that does not destroy critical wildlife habitat. We need to minimize paving over green space in VT.
- Route 7 Corridor south of Burlington, Route 7 Corridor in Charlotte, Route 16 in Hinesburg
- were outside of williston would relive congestion in town
- Burlington. Richmond is very convenient for a lot of people, but I have found myself wondering why all the folks in B-ton have to drive 15 miles to get to the nearest lot for carpooling.
- Not really a new lot, but expansion of the current Richmond lot.
- Taft Corners
- starksboro village area
- Somewhere near the Shelburne Museum at the end of the Shelburne Road #6 bus route, or closer to the center of Shelburne near the intersection of Rte. 7 and Harbor/Falls Rd.

- Williston, near Exit 12
- In Bristol, other than the large parking lots near Rite Aid and Shaws
- F5 and Rt 7. 2A and 89. enlarge the Richmond one.
- Near Interstate 89 and Williston Road intersection
- Williston Waterbury
- Williston to replace the one that was eliminated far too many years ago. South end of Burlington (near Shelburne Rd).
- Across the street
- Near, Jericho, but NOT! Riverside Park
- Price Chopper Prim Road Colchester Airport Park Colchester
- Hinesburg
- fletcher allen
- Williston
- Williston - near I89.
- Berry Farm Charlotte
- Rtet 17 - 116 -- this is informal, but it wouldn't hurt to have it spruced up a bit and add signage/communication tools.
- near I89 Williston Exit Near Suzie Wilson road in Essex, near Rt 7 and Rt2
- South Burlington
- Williston
- Route 15 in Jericho
- Williston
- On both the North and South end of Hinesburg's 116
- Not sure - have to ponder. Would have preferred to leave this ? bland, but the survey won't let me.
- Town Hall
- South of Burlington, closer in than Richmond.
- within walking distance of village
- South Hero
- charlotte
- near the interstate at I-89 exit 6
- somewhere on the outskirts or Burlington so we can jsut walk into town
- not in a field or wild area. maybe in place of some of the strip malls.
- Not sure
- don't know
- nearer Winooski's downtown
- It would be nice if there were a pick up point at the bottom of Hillview Road, on the Huntington Road, but I would use it only 3 or 4 times a year.
- I occasionally travel to Montpelier from Chittenden County for professional meetings. Anyplace in Burlington or the adjacent towns.

- Williston
- water front burlington, uvm, library,
- North Avenue shopping center
- not sure maybe Shelburne/Charlotte Area

Unfiltered, open-end comments

- park and rides not the issue, as there are plenty of places to meet. What we need is better matching services. CATMA could do much better job for example.
- more lighting and police drive-by's
- In the inner circle of Chittenden County, Park and Rides could reduce travel into Burlington - put only if there is clean, fast, and frequent mass transit, available 6:00am to Midnight. Otherwise most people will opt to drive.
- We definitely need more park and ride lots. As additional public transportation is introduced, effort should be made to coordinate park and ride facilities to complement public transportation.
- Please hurry up and build a P&R in Williston - we have been waiting a long, long time. P&Rs need to be a multi-modal as possible. A convenient bus route connecting the Richmond P&R to downtown Waterbury (i.e. Main street) would be great for me.
- Prioritize park and ride lots where there is existing public transportation services.
- I'm not sure I really have the need for a park & ride with my commute right now, but think they Chittenden County could use a few more. Would like to see them designed to work with public transit.
- Although I do not need a park & ride for my commute to work, since I live only 1/2 mile from my work, I do believe that Hinesburg would benefit from continued efforts to decrease the number of single occupancy vehicles, especially along Route 116 during peak hours. Anything that can be done to reduce commuter traffic and encourage car-pooling, public transit, work from home, etc. would be beneficial to our community.
- existing ones need to be bigger - CCTA needs enough room to negotiate them - we need more of them.
- Expand and Upgrade Richmond parking lot for better turn around capacity by buses
- Lets connect all forms of transportation, vehicle, foot, bike, bus, plane and train in better ways.
- I feel there needs to be more rural park and rides throughout Chittenden County with shelter facilities, bike racks and sidewalks. Thanks.
- Please have AOT step aside so we can get the damn thing done. YH&OS Mike Coates
- The Richmond Park and Ride is extremely convenient on those occasions I am heading to Montpelier. HOWEVER, I can never find a place to park there. It is woefully insufficient for current carpooling needs!
- It would be great if the Richmond park and ride lot could be expanded in combination with more frequent bus service. Or a new Williston park and ride lot with bus service.
- Consider partnerships with landowners that don't lock in the rights to the point that they aren't interested. A temporary P&R is better than no P&R.
- I used to carpool regularly, but the Sheraton Hotel no longer allows carpoolers to park in their lot. A park and ride on the east side of I-89 on Williston Road would be ideal. (Note: a lot on the west side of the highway would be crowded by the cars of UVM students going to class). Also, a

park and ride should be established across from the ferry landing on VT314, using the VT Fish and Wildlife land.

- Would love to park & ride but my variable daily schedule makes this tough; would love a solution!
- I work at home 3 days a week and travel to work 2 days a week
- The Richmond Park & Ride lot needs to be expanded again if there are no acceptable locations in Williston
- I don't use the park and ride facilities often, but thought I'd take the survey to voice my opinion on the Richmond Park and Ride. The parking area and intersection are downright dangerous. It's only a matter of time before someone is killed at that intersection.
- More room at the Richmond Park & Ride. Thanks.
- Better bus service from the Shaw's in Colchester to downtown Burlington would be ideal. There are no bike lanes to travel under the underpass and it's unsafe.
- I would love to use public transportation from Richmond. The bus leaves from FAHC at 523pm. I am unable to "clock out" of work until 523pm. Therefore I am unable to get to the bus stop until 525pm at the earliest. The next pick up is an hour later. I work 10 hr shifts and cannot wait another hour. In addition, I would prefer if the bus left earlier from Richmond in the morning, around 630am. Thank you.
- I'm not sure my answer to "where do you work" is accurately reflected. I work for the Vermont Land Trust and work in the upstairs part of Sonoma Station restaurant 3-4 days per week and also work out of our Montpelier office on Bailey Avenue, 1-2 days per week.
- I thought the Northwest VT Park & Ride Study was looking at Addison, Chittenden, Washington, Lamoille, Franklin and Grand Isle Counties. Why does the statement in this section of the survey say "If you have additional comments or suggestions for improving the Park & Ride facilities in Chittenden County..."?
- Some questions unclear or limited options for response. P & R lots are very important to provide drive alone options and they provide a haven to take a break or make a call etc.
- There should also be better signs showing where the park and rides are for drivers.
- Better lighting
- Please note I'm not in Chittenden County often, but use the GMTA and CCTA bus services in Lamoille and Washington counties.
- I am not against park and ride. I just can't use it because I need to pick up my kids on my way home from work, which makes park and ride unworkable. In addition, I've never been able to find a ride situation from Hinesburg to St. Albans.
- The Richmond P&R has not been over crowded the last couple months. It has been terribly over-used in the past few years. Don't know what has changed to relieve the over-use.
- Waste of time. People figure it out and don't need government spending money on this.
- the big issue for me is availability of parking spaces in Richmond - if I don't get there early enough, I can't count on being able to park there, so I don't use it much
- Suggestions are money based. We need monetary incentives to be loyal to the bus system, park and ride etc....

- It would be great to have more frequent bus service on all the lots along I-89--although I'm sure this would mean expanding the lots too, as more people would use them
- I think that single level, surface parking is sometimes a very poor use of land. If you are going to develop or improve Park & Rides in VT, you should consider multi story or underground parking areas with some "street" level parking as well. If developing upper story, it would be a great opportunity to incorporate space for compatible businesses like a coffee shop, dry cleaner, pet care or boarding facility, take out food, etc. A multi-use, multi-story building could add a lot of convieneces for working people. My husband and I each have a full-time job and part-time job and it would be great to be able to commute without using both cars and still be able to get errands done.
- Another deterrant for me taking the bus more regularly is having to walk all the way to Cherry St. to get the outbound bus. Waiting at Cherry St with all the smokers is NOT fun, especially if I miss the bus and have to wait another half hour. More frequent service and routes that were continuous (so I could get on near the end of the route and "go around again") would make a HUGE difference.
- As a frequent bus rider, it would be great if there was some way to be notified of bus delays while waiting at a P & R or cherry st. bus depot. Sometimes it is hard to know if you missed the bus, or it hasn't arrived yet.
- I would like to see pull off stations along the interstate, in close proximity to park & ride locations. T This would save consiberable commute time for bus riders and avoid the difficult and time-consuming task of buses exiting the highway, accessing park & rides and returning to the highway. Only to have to do it again at the next exit.
- I am a field representative and drive a company vehicle so I cannot use a park and ride for work but I would be interested in using it more for personal travel if there were more public transportation options close to my home.
- I want to take the bus but there is no shelter or parking at the stop nearest my home. When I get to Bulington I have a ten minute walk to work from the bust stop. More places to get off in Burlington might also help. It costs more and takes MUCH longer than driving my car.
- I used to commute from Burlington to Grand Isle. Not having a commuter lot in Burlington made it challenging to carpool. We parked in "unofficial" lots, but businesses were sometimes upset by this. A lot at exit 14 would be very helpful, especially if connected to downtown by free bus service, to reduce traffic in Burlington.
- When it is colder than -10F, the park and ride is currently a brutal place for those of us not in running/idling cars. Either locate the bus stop near a 24/7 store or perhaps a heated area just for these coldest days would be helpful, and less worrisome for folks waiting for late buses or missing a bus if you've walked there (I live 4 miles away).
- I don't drive much for my work but thought I would fill out the survey anyway
- P&Rs should be convenient to public transit, have decent lighting (solar these days) , and can be enhancements to activity in the heart of a village or town. I use P&R in Hinesburg, Richmond, Waterbury, Middlesex, etc. Sometimes it is convenient to use a P&R to park for a bike ride.

- Although additional Park & Rides would not be beneficial to my typical driving patterns, I do think they are a good idea and would like to see people use them more for commuting.
- I have a stong pet pieve about people taking up parking spots to sell their cars. People leave there cars in the park and ride for days to weeks with for sale signs all over them. I wish there way to discourage this behavior. thanks
- Having a limit on the amount of emergency pick ups is a problem for me because of my unpredictable personal schedule. Having a park & ride near costco would work best for me because I work part time around there and that is also why I have an unpredictable work schedule.
- Make them convennint to use by adequate size and very accessible location.
- I lived in Fairfax for five years and for three of those years I used the Georgia Park n Ride an average of 5 days a week. (This average includes commuting to Burlington and personal travel to destinations north and south of Georgia. It was an absolute Godsend and I could not have lived in Fairfax that long without the Park and Ride service.)
- You need commuter bus service FROM Burlington TO Middlebury!
- I do not have a need to use a park and ride , but the one in Richmond is always full- so it needs to be bigger, or add a second one
- It would be great to have secure, weather-proof storage units for bicycles at the lot near General Dynamics in Burlington. I could easily ride my bike there, but don't feel comfortable leaving it all day chained to the fence. I don't need to take it to work with me, and don't like to take up the limited space on the bus-mounted bike carriers. Thanks!
- Safety and reduced vandalism is an issue. Waterbury park n ride is being upgraded but kids will likely do damage there as they have done in the past to the shelter and signs
- I clicked on seldom for how often I find the Richmond lot full but that's because I get there very early. It is always over-full when I leave in the afternoon
- none
- I am encouraged with the information regarding bus service to be running between Hinesburg and Burlington sometime in the future. I will surely use that service when begins.
- Ride to ski areas, like Bolton Nordic Center? More efficient ride to airport from Cherry Street or Ethan Allen Shopping Center?
- need park and rides in other counties along all major Routes. RT 7, 2, 15, 116, that bring commuters into Chittenden County
- Collaborate with Solid Waste folks on funding Solar Belly Trash and Recycling Recepticles. They work! And are vermont made. Montreal uses them. So does Salem, Mass. Check it out on web.
- We love having the Link bus doing the Burlington-Montpelier run.
- The Richmond park & ride has been full when I have tried to use it so I don't risk it any longer.
- I like to commute by bicycle from Waterbury to Williston in the afternoons, and wish there were a bus with a bike rack to get to Waterbury in the mornings. I'd rather take a bus so I don't have to commit to a carpool as my schedule is too erratic for a regular carpool. A bus (with a bike rack) from the Richmond Park and Ride to Waterbury would be ideal for me!

- I prefer to bicycle 1-2x/week instead of carpool. I use the P&R lots when I travel for business with other work colleagues.
- I use the Richmond P&R to park my car, and then bike to work.
- Any shelters should be lit, it is a long dark winter. Add something for cig buts & litter so people are less likely to dump it on the ground.
- There is a need to have multiple smaller park and rides that can serve commuters who travel the back roads. Even lots that serve just a handful of cars would be very helpful.
- expansion of Richmond/I89 park and ride
- The park & ride that is in Waterbury currently is scarey at night and I will not use it! It is dark and not near desolet.
- Just a general comment. I work for the state - the miles that people commute to get to their state jobs is astounding. Were the state to embrance a more flexible "work-from-home" policy -- even 1 day a week, there would be considerably less wear and tear on state highways. MN took state workers of the road due to ease a major infrastructure problem, and work productivity INCREASED. We need a much more enlightened government!
- The Montpelier lot that I use is for the Montpelier Link express bus to Burlington and is at the Department of Labor. I think this is different than the Montpelier Park & Ride that you are asking about. It is confusing to have the two different locations in Montpelier, although the Department of Labor is preferable because it is closer to town.
- The Richmond P&R is always, always, too crowded! We need another P&R along the I-89 Corridor. Williston is a good location. Or at least add more parking spaces and a traffic signal at the RIchmond P&R.
- Parking facilities at each end of Burlington and transit into the city.
- Parking needs to be better controlled at the Richmond Park & Ride. I drive for a major charter motor coach company and at times can not get a motor coach into the Richmond Park and Ride to pick up groups. I have even seen vehicles parked by the bus shelter, o the grassy areas around the facility and even along the shoulder of the highway,which is an extremely dangerous situation.
- The Gilbane parking lot is too far toward the center of Burlington. The park and ride should be at the major intersection with rt7 and 189
- I'm retired now but commuted between Burlington (or Williston) & Waterbury for 25 years and there was no lot in Williston or burlington, which would have encouraged me to purse a full car of commuters instead of just one other person.
- The Richmond P&R is almost always full on a week day, too many people parking where it is not safe
- I would take the bus more if the schedules and routes weren't such a mystery. If it were easy and OUT THERE, I'd hop on with my kids a lot more! I get stuck when I have to go looking for the info myself. Word of mouth is how I found out about the free shuttle and some bus routes.
- As a Park a Ride organization, you should focus on trying to speak with Planning Commissions around Vermont about increasing DENSITY for our towns. If we were to increase density while adding PARK & RIDES Vermont would be enjoyable to live. Yet, Vermonters by all accounts are

terrible about getting out of the car and walking, biking or riding on Public Transportation. Survey after survey constantly prove that Vermonters drive more than most other States. Work on improving density while adding Public Transportation!!!

- please set up a bus for legislators from burlington to montpelier
- More routes and greater reliability would encourage me to use public transportation more often.
- add more route times for the commuter bus - it is currently too limited and doesn't have room for people who are on flexible schedules
- I commute to richmond each day from burlington, and it would be wonderful if the park and ride was closer to the center of town.
- VT seems to have a great network of park and rides, and it is amazing how well many of them are used - especially Richmond!! Miss the pay phone at the Richmond Park and Ride - not very nice for folks that don't have cell phones.
- I use the Exit 11 park-and-ride whenever I can do so. My daily trip is from Williston to Winooski, so a park-and-ride at Exit 12 would facilitate more sharing (I ride-share two days/week already).
- There should be officially designated lots at the major shopping centers for the short term, and they need to be publicized.
- Add a traffic light at the exit 11 Park & Ride. Getting in and out of there during high traffic times is difficult and dangerous.
- Better bike routes to and from the Park & Ride facilities. Within Burlington, it seems that areas that are designated as P & R, only way to bike is on the busy streets or on the side walks. Good example of this is no bike lane on the northern part of North Ave., from High School north. North Ave. is dangerously busy for bike riders.
- I would love to use the Richmond Park & Ride more - however once I get my kids to child care in the morning and off to work, 95% of the time the lot is full (and there are cars parked in the mud/snow on the side of the road, etc., so I can't meet my co-workers there so I need to drive from Richmond to Essex on my own. If there were more parking spaces there, we would carpool almost every day.
- I ride in the Burlington Van-Go vanpool, between Richmond and Waterbury.
- I would carpool if there were P&R facilities in Williston, but there are none, so I dont. I have two co-workers (Hinesburg, Monkton) who are also intterested, and UVM provides a parking incentive for car-poolers. Please add P&R access near I-89 exit in Williston. Bicycling to work in Colchester from Williston is not realistic on a daily basis.
- I think multi-modal transportation makes lots of sense in Vermont. I'm very interested in bicycle commuting infrastructure such as storage and shower facilities.
- I use Richmond Park and Ride for weekend outings about 6-8 times a year. I see during the week it needs more spaces and does come close to filling on weekends.
- I would like to use my bike more. Biking on local roads is very dangerous and prevents me from putting my bike on my car to use as a supplemental mode. Please start building roads with a bike lane for the safety of everyone. Thank you.

- improvements to our town's P & R would draw attention to it and make it more user friendly...some volunteers will be doing a planting this spring...we could use a shelter and bike racks...trash cans and picnic tables (our P & R is next to a recreation trail)...
- Other than for work transportation, i.e. at times when many riders of bus, etc., I see a real personal safety issue with Park and Ride in rural areas for seniors and physically challenged. Too many isolated areas where unsafe to wait for ride, unsafe to be if car won't start, unsafe if bitter subzero weather and no protection from weather, etc. Maybe in VT, only private car services will work for elderly or share a ride where you are picked up and dropped off at your home.
- I really think the main targets should be the 'feeder' routes like Rt. 2, Rt. 7, and Rt. 15 and to make the Park & Ride lots at least 6 or 7 miles out from Burlington or it's not worth carpooling/bus. With new bus service coming to Williston Village we could really make an impact on traffic by "catching" people there who come from Huntington, Richmond, etc., as well as those of us who live in Williston. I'd also really like bike shelters at these, especially for times when I might ride my bike to the bus stop and the bus already has two bikes on its rack.
- We've used Milton's (which is nice and generally has parking space). We've also used Richmond's which is generally full--that one needs to be made a bit larger-I think a lot more people would use that one specifically if it was.
- Park and ride facilities are important, but I think that bike lanes and reliable mass transit also have a role to play.
- I frequently use park and ride to carpool for hiking, curling in Canada, infrequent business trips to Montpelier (P&R in Richmond). My main concern is to make them work better for commuters into Burlington, to reduce single occupancy vehicles coming into the city, choking it for those of us who live here... Thanks for working on this!
- My work schedule is currently in flux, working in different locations every week sometimes every couple of days. So the location I gave is where I am this week. Thank you for doing this survey! I would love more bus services and park and rides along Mallets Bay Ave in Winooski and Colchester. Thanks!
- Please provide trash service at the park & rides. The bus shelter at the Richmond exit is filthy with litter.
- My work commute is 10 minutes and I have parking at work. The Park & Rides I have seen are always full which is great. Some look like they need to be expanded. It is a great option, but does not work for me or my family currently.
- Thanks for doing this!
- Park and ride is a good option for commuters. While this is an important demographics it is also necessary and incumbent upon any transit authority using public funds to consider the needs of the entire population. Chittenden county has a woefully poor record of addressing transport and mobility issues of the elderly and low-income populations. These groups are more likely to be isolated, lack access to a car and have major problems accessing basic public services that are geographically concentrated (banking, grocery shopping, medical facilities). While catering to commuters may give them more options beyond using their car, addressing the needs of these vulnerable populations is more pressing because they may not have ANY other options.

- I would like to take the bus to Waterbury if it had early and late time options such as: 7 am departure and 6 pm return
- I walk to work.
- Park and rides are great, and I am a big fan of encouraging people to use them. Please do not pave over or destroy green space! Look for areas that are already developed. Thanks.
- Please start a commuter train or shuttle bus from the Barre area. Many State rmployees travel from Barre to Waterbury
- I really think that the Richmond park and ride needs to be enlarged. It seems full m-f more often than not and is a problem and deterrent, especially in the winter. Thanks!
- It is time to build a park and ride in Williston.
- It would be efficient and cost effective to utilize existing parking lots in Chittenden County in existing malls and big lot stores instead of paving new roads. I know there are legal difficulties but maybe that's better to tackle than more paving in Chittenden county.
- It is sometimes very difficult to get in & out of the P&R in Richmond. A light would be helpful. Bike lanes would be great too. I'd love to ride my bike there but the traffic & lack of locked & covered bike storage is a deterrent. The lot also could be bigger. It is in a good location though.
- Exit 11 intersection is too complex to be safe. Use a 4 way stop or traffic light, and slower speed across it. NO FAST FOOD OF ANY KIND THERE -- EVER!!!!
- Please add another Park and Ride in Richmond. Greatly needed and it will be used. Thank you,
- more bus service!
- A key improvement to Park & Ride facilities would be more links to public (bus) transport.
- Would love to see incentives, either from employer or state to utilize park and rides. Also would love to see more bike lanes on major roads so bike commuting is a bit safer. I could bike to work now but dont like the major roads I would have to take.
- I belong to a group that goes to weekly activities in various parts of the County. Participants meet at a convenient location and carpool, leaving individual, single occupant cars in a lot. But Burlington has no convenient park and ride lot.
- bus service to Esses & Burlington AND a park and ride in Jericho would be FANTASTIC!
- The Richmond Park and Ride is overfilled most days. It is heavily used and more spaces are needed. I would use it only a few times a year, but when I do, I return from Burlington later in the evening and there are no buses later, so I can only go one way if I can get a ride back home with someone else.
- I'm actually BOTH self-employed AND employed part-time (about the same hours in each). That is probably more likely these days and could be a checkbox rather than a radio button choice in your next survey.
- I would ride the bus with my bike if I could be guaranteed a spot for my bike. More bike spots on busses. Can we get a bus from Richmond right to South Burlington (without having to go through Burlington)?
- The survey included many park-and-rides that I was unaware of, even though several are in areas that I frequent. I'd suggest better signage on the roads.

- I declined living in Colchester because of no riding service there. I do ride the bus a lot for work. At the moment I live very close to work, but plan to buy/build a home in the near future. Thank you again for valuing my opinion.
- Incentives for stores and malls to offer a park and ride area -- not just for use of customers, but also for commuters. One incentive for the store owner would be that commuters might indeed shop in the store on their ways to and from their target destinations. Continue to link bus routes to Park and Rides. Thanks for the survey!
- it would be better not to have to park on the grass, but it is too bad to pave un-necessarily. The Richmond lot needs improvement. The schedule does not work for me. It takes me 15 min. to drive and over an hour to take the bus.
- The heavy use of Park and Ride shows 'if you build it, they will come'
- It would be helpful to have direct bus service from the Uhiversity Mall on Dorset St OR from the SBHS to Rte. 7 in South Burlington. Currently, you have to take a bus downtown and transfer, which is indirect and time consuming.
- I sometimes use the Park and Ride lot near Richmond to meet people so we can carpool to the Montpelier area for meetings. This lot is full frequently and could really use to be expanded. The lot is in a great location. I also sometimes use the Park and Ride near Colchester to carpool to St. Albans or the Islands for work or recreation. I have not had any problem finding parking at this location. This lot is also conveniently located.
- My work takes me to many towns in Northern Vermont and it is not possible to carpool on a regular basis. I have a company owned vehicle for work travel. I do carpool with a colleague to Waterbury when we have meetings, or when I meet with a colleague to do a visit together. I don't think in my line of work, there is more I can do regarding carpooling. It would be helpful to have more spaces in Richmond!!
- I get to the Park & Ride in Richmond earlier enough that it is not full, but I know that a half hour later people are getting creative, parking on the lawn, etc. This one could definitely use more parking spots. A traffic light would also be helpful for those of us who turn left as they leave. Or, a separate exit from the P&R that puts you right onto the I-89 on-ramp would alleviate the bottleneck of people trying to turn left as they exit.
- I would like to see bus service to Jericho!
- keep trying, conservation is everything also, on the question asking if you employed full time, part time, etc., you should offer the option of more than one answer, since people work two jobs, work and go to school, etc.
- Please add a bus lane to speed up the loading and unloading process at park and rides. Ridership will increase if there is faster and punctual service. To improve ridership of the CCTA and GMTA buses, the bus fare for monthly passes could provide a better discount. The weekly passes could provide a discount of the daily price. The daily price should stay the same or go up. Also, please add seat belts to the buses that service park and rides.
- Meant to correct earlier answer - I probably park and ride at least 1x a week. (Survey needs a back button as well as next question button)

- The Richmond P&R DEFINITELY needs more parking spaces...the bus often has trouble turning around in the afternoons because people create their own spaces by parking in areas of the lot that are not designated as spots. People also park in the grass. A shelter at that P&R (other than the one that is there now...not big enough and sort of dirty) would be lovely. Thanks for taking the time to survey the folks who use the P&Rs! I appreciate being able to offer my input!
- I'm currently employed at Middlebury College, but will be going back to UVM full-time this summer. Regardless of the direction that I'm headed, there is no bur/public transit that connects our community. Currently, I drive alone to Bristol and take the ACTR bus and will carpool to catch the CCTA bus in Richmond. I'm certain that I'm not the only Huntington resident that would utilize public transport from the Huntington Park and Ride.
- You never asked if I commute with someone now!
- Need more parking space in Richmond Park & Ride lot. Full many days. Have not been able to find a spot a couple times in the last year.
- I think the Park and Ride is a great idea and I wonder how to get more people to use it. Maybe sent up an incentive system that rewards people for their use
- In this survey you asked how many vehicles we owned. It would be good to say "motorized" vehicles. We also own bikes which are vehicles. The bus system needs to be changed. It is not designed for working people. Many people work at the hospital or Williston but most of the buses stops at Cherry Street and force a huge time delay by forcing riders to transition to another bus. The bus to Burlington/Montpeiler bus is success because it doesn't has this kind of delay.
- My use of park and rides would be for occasional recreational trips into the countryside or for professional meetings. Ultimate destination would be most likely outside Chittenden County
- I realize this is not the correct forum for this, but in my opinion, there are two critical holes in the system: A Williston Road bus, and an a.m. LINK to Waterbury. Everything else--including park-and-rides--is a distant second.
- Enlarge Richmond lot and DEFINITLY FIND ONE NEAR EXIT 12!
- I drive a school bus from my home, I would use ccta to transport my daughter from Burlington to Huntington tues/thurs 6:00 pm lv. time from Burlington.
- need for more parking space in commuter lot in Richmond or 2nd lot. Can not be sure there will be space in lot.
- I would like to see the parking lot by I 89 exit 11 expanded
- A Route 15 corridor park ride lot would likely get a lot of business. Perhaps you could convince Jolley Associates to use their lot as a location. It might increase foot traffic into their store
- bus service from the Cambridge park and ride to Burlington
- I currently carpool 1-2 days a week with another Jericho resident and I try to ride my bike to work 1-2 days a week during the summer months. My employer has allowed me to adjust my work day by half an hour to coincide with the work day of my driving partner. We look forward to working with you to identify some good spots for a Park & Ride in Jericho.
- Maybe temporary Park and Ride facilities from Thanksgiving to Christmas would be helpful.

- We really appreciate having these facilities available at no cost for use. We do not use them often but find them very convenient. Thank you
- The Park and Ride at the Milton Town Offices has no lighting. In the winter, or if you are taking the night bus back into Milton, it is very dangerous.
- Please, lets get some bus services out into jericho and Underhill!!
- The issue with the park and ride off I-89 is that you never know if you will be able to find a parking space. Therefore, planning to use it is problematic unless you are an early commuter. I mostly am interested in using a park and ride to carpool from Burlington area to Montpelier or other locations for meetings and such, not regularly scheduled work.
- Use park and ride locations to concentrate commuter traffic onto the roads that are built for volume, and therefore off the tertiary roads. For example,in Jericho a park and ride on Allen Martin Drive might pull cars off Skunk Hollow Road and send the carpools down Allen Martin Drive and Sand Hill Road.
- I think Chittenden County could easily expand the "park and ride" options available to people by working with local churches and other businesses/organizations that are not fully utilizing their existing parking infrastructure. This strategy could depending on situation range from a website presence to coordinate informal parking options for individual commuters all the way up to reasonable lease agreement to protect the property rights of the generous institutions helping to facilitate more carpooling.
- My answers reflect only my CURRENT situation. (I rode a vanpool into Boston for several years when I worked in Copley Square full-time and lived in central Mass.) The more incentives you can provide my peers, the more energy we can save and the cleaner our air. Thank you for all the work you do!
- Riverside Park would be the worst possible place to put a Park and Ride, as 1) It would interfere with park activities, and 2) It would make an already dangerous traffic situation much worse!
- I wish there were regular bus routes from Richmond to Burlington-leaving from the park and ride in Richmond.
- Thank you for this opportunity to provide feedback.
- The Park and Ride in Richmond needs to be enlarged. I don't use it, but when I drive by during a weekday the cars are stuffed in there--which is great!
- More Park and Ride. Less trucks. Less cars. Less roads.
- I travel to Montpelier for business frequently and meet to carpool in the Richmond park & ride lot. If I don't get there well before 8 am, the lot is full, and I can't ride with my carpool. 2) I live in the Town of Essex and commute to Winooski. There is no bus stop within walking distance, so taking the bus directly to Winooski is not an option. I can drive to Essex Junction and catch the bus there, but it would be great if I didn't have to drive at all, and leave my car at home. 3) Finally, thank you for offering this survey. Utilizing/expanding public transportation options is more critical than ever in these economic times and to reduce environmental impacts. I would definitely leave my car behind and ride the bus daily if I could catch the bus within walking distance.

- I think better bike facilities would help a ton. Also CCTA buses can only handle 2 bikes and the racks are usually full when coming northbound to Richmond. Drivers also refuse to allow the bikes inside even if there is room and I'm only going a stop. This is probably off topic, but I'd love to see light rail along the Rt 2/I89 and Rt7 corridors.
- Thanks for all your good work!
- I thought this survey was for Franklin county
- Need a facility in Williston and/or S. Burlington
- I live and work in Montgomery. I make shopping, business, pleasure trips to Chittenden Co. about 20 times per year.
- Please provide a shelter at park-and-rides that are also CCTA bus stops. In the winter, people sit in their cars with the motors idling while waiting for the bus. Sort of defeats the purpose, doesn't it?
- My employer does allow us to telecommute on Fridays, which is great! Park and Ride lots should have better connection to bike paths (and not just recreational paths, but paths that actually go to employment centers).
- A park and ride lot was constructed in Fairfax in the early 1970's but was never maintained by VTRANS. Over the years it became a hangout with no security and a trashdump. Vtrans never took responsibility for it. It was closed/reopened/closed again last year at the request of the Fairfax Selectboard.
- PLEASE BUILD A PARK AND RIDE WEST OF EXIT 17 SO ISLAND COMMUTERS CAN CAR POOL EFFECTIVELY!!!!
- place of work to have vehicles that we could use to go to meetings outside the main work place. Then I wouldn't need my car there to go to visits etc.
- I vanpool between Burlington and Waterbury for work each day. We use the Richmond park/ride to pick up additional riders from Essex. Providing advertising for vanpool/carpool/bus options at park/rides would be great. A new park/ride at exit 14 would also be good, I'm sure it would be widely used. We currently park in the lot of a hotel on Williston road, with their permission.
- I approve of park and rides, but I tend to use them as an occasional meeting place for meeting friends to go skiing.
- The Park and Ride facility is Richmond is great, but is already way too small to accommodate all the vehicles. Is there a possibility of expanding to the other side of Route 2 at the base of the exit ramp?
- Park & Ride is a great way to remove single occupant vehicles from the roads. Use of hybrid busses - if not already in use or contemplated - would also help to decrease air pollution.
- increase amount of sidewalks along town streets and roads. increase cost of using automobiles for those under age 21, unless financial hardship. charge money to use park and ride lots, occasional police presence would help too.
- The bus should go further south than Montpelier. There are many people who commute to Barre but it would take too long to take the bus to Montpelier, then wait to take the inter-city bus to Barre.

- Since I rarely drive to work, this service isn't useful to me, but I do think it would really be helpful to many UVM employees. The ones I know who would use park and ride tend to live in the Essex area, and use Route 15 to get to work.
- I work 3 days/week in St. Albans & 2 days/week downtown. I walk/bike/bus to the office downtown, but cannot carpool to/from St. Albans due to unpredictable personal schedule. However, if there were frequent headways, I would take the bus.
- For safety and comfort it would be nice to be close to convenience stores or gas stations. Often I choose to be dropped off at the gas station in Richmond rather than the park and ride when it's cold or dark, as I have to wait for my other ride to pick me up. At the train station in Essex, it's nice to be able to go to the convenience store there when it's cold and rainy. Due to the poor bus service to Essex Town, I am often picked up at Big Lots by my family rather than waiting at the train station. It's warm there and is more comfortable to wait there than the smoky (due to smokers) train station. (Which really has no shelter.)
- I would like to ride public transportation from Hinesburg Center to IBM in Williston/Essex Jct
- Not only do we need more Park And Ride facilities but businesses, especially large ones, need to encourage their employees to car pool. Car/Van pooling can substantially cut down on gasoline usage.
- I recognize the need for additional Park and Ride facilities when I see the full lot in Richmond by I89. I would not want a park and ride facility in Mills Riverside park. A green park is not the place for such a facility.
- More parking spots at the Richmond Park and Ride! Thanks
- I most often use the Richmond Park and Ride but have no idea what mass transit is available from that site. I would love to have Passenger train service from Richmond!
- Forgot to mention rail stations, innovative car sharing methods using existing modern technology would dovetail nicely with abundant park/ride lots. Let's really go for it and use our imagination.
- Getting in and out of the Richmond lot often feels dangerous -- even driving by can be tough. Maybe a light would help coordinate drivers leaving 89 and the P&R. Thanks!
- Keep up the good work!
- I know a lot of people want park and ride for commuting to work. I can certainly appreciate that. For my husband and me it's more about wishing we could go into Burlington without having to worry about parking or a designated driver on the weekends. So we'd love a way to get in and out of town without a cab. Not as much of a priority, probably, but that's my two cents!
- please provide a trash receptacle at the richmond park and ride. Often times there is trash in the shelter and it is often the same trash that is there for days.
- Not all park and ride activities revolve around employment. Recreation and other activities need better representation. Trailheads, ski area, and waterway, outdoor concert parking facilities are often clogged to overfull.
- Fortunately, both my husband & I walk to work so we do not need this service

- I really want to use the bus more often but I find the schedule does not work with mine and it takes far too long to get where I need to go.
- I've used Park & Ride Lots extensively in the past when I carpooled. Expanding the Richmond Park & Ride Lot is not a good solution. The solution is to build Park & Ride Lots north of Richmond.
- I would bike to work more if there were more safe bike routes.
- I currently commute w/ a co-worker any where from 2-5 times per week. We leave one of the cars at her home.
- I have always thought that a park and ride in So Burlington would be great to catch a bus into Burlington. This would increase my shopping in Burlington and maybe eleviate some traffic/parking situations in Burlington.
- Think bikes at every step. I own three and ride every day I can.
- How about cleaning the parking lots once a week? Ticket or tow people who leave their cars that block access for buses at Richmond.
- Please,,, more service to Richmond and Jonesville. Have more frequent service so I can take the bus to go shopping or to the airport, not only for morning commuters.
- more pedestrian-friendly ways to cross or travel near Shelburne Rd would be nice
- make the richmond one bigger, it seems to be overflowing all the time. I use that frequently to meet work folks when we are heading down to Boston. If there was on in Williston... I have to confess, the richmond one is still better for people to meet up... coming from williston, jericho and essex.
- I would take the bus into Burl. MUCH more often if there was an additional bus that left the Park and Ride close to 9:00. 8:15 is too early for me to get ready to go to work. I have flexible hours and prefer to work a later day.
- I don't need a park and ride everyday, but they are convenient for carpooling places, like for sports. We use the Richmond one a lot, but it is always packed and sometimes hard to find a spot and more spots there would be nice.
- park & ride areas are prone to litter - need to be "owned"
- Please do something about adding more space in Chittenden County. Whenever we use the Richmond park and ride, we are lucky if we can find a spot available.
- we really need more park and rides and public transportation and encouragement for more bicycling in our entire state and most of all in the islands of lake champlain.
- We use the Richmond Park & Ride from time to time. Thanks for updating that P&R. It's great. The traffic on Route 15, passing Poker Hill Road in Underhill has probably tripled in my experience over the last 20 years I've lived here. It would be great if ther were more incentives - or it were more convenient - for people in Jeff, Cambridge, Johnson, U'hill, Jericho to carpool. Thanks for your efforts.
- Barrier to use of Park and Ride facilities in my commute region is bus schedule. Current schedule only has 1 trip to destination in AM and from destination in PM.
- I have tried to take the bus while in Burlington but it was too hard to figure out schedules and routes. In most major cities you can do this on your I-phone.

- need high quality transit service to Park and rides
- Thanks.
- Would like to have safe and better biking facilities, lanes etc. Try riding your bike on Susie Wison Rd, Rte 15, Winooski through the roundabout at rush hour - to Burlington. May is ride to work month.
- The richmond park and ride needs to be expanded. A cover for bikes would be great.
- Have "commuter" buses that would pick people up from commuter lots and take them to a central transportation hub(s) that would then provide service in the "urban" core.
- I would like to be able to take my dog on the bus. I like to take my dog to work and can't take the bus when I do. thanks
- Lighting in lots is important. I feel safe leaving my car overnight if I can park in a well lit lot.
- Please launch 'dynamic car pooling' online. On a website people can share their plans real time. No fixed schedule needed. For your next round of information, you can use http://www.twotownsonline.org to communicate with Jericho and Underhill. I posted your information there now; jdevries@together.net
- I would support legislative/regulatory efforts to incentivize/penalize employers so that more people would carpool to work. I also think the state should spearhead an effort to support "slugging" from the park & rides. Slugging is generally found only for toll roads (DC, SF Bay area), but could be adapted.
- Thank you for pursuing this great option for our communities. CCTA is planning a regular bus to and from Hinesburg/Bristol to Burlington, but it will not serve my and my husband because we are retired and have unpredictable personal schedules. A Park & Ride might encourage us to use our cars less!
- I think a lot closer to Burlington - conveniently located near exit 14 or 15 would encourage more people to car pool. But that's just my opinion. :-)
- I work from home hence I don't need park & ride lots, however, I favor them and would use them if I commuted to work.
- Need more parking spaces at the locations that are traditionally full. Also need to bring back a Park & Ride in Williston... it's been probably 10 years since we had one!!!
- Thank you for your efforts.
- I haved used the park and ride in Milton, Richmond and Georgia when going out of Burlington and meeting others to carpool. Very convenient!
- a clear view of arriving buses from parking lot is very convenient -i usually prefer to sit in car while waiting for bus to arrive
- I use P&R when my wife and I are running in different directions but we can manage to consolidate parts of our travels. We leave one car in a P&R and pick it up again later.
- I think the park and rides are great. I use them whenever I can. Thank you for providing them.

APPENDIX D

PRIORITIZATION SCORING SHEETS

PARK and RIDE FACILITY PRIORITIZATION BACK-UP SHEETS

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Williston - Exit 12**
Location Reference Number:	**1**
Specific Location:	On VT 2A, just south of the I-89 Exit 12 Southbound off-ramp

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
I-89 west of Exit 12	34,800	62,700
VT 2A adjacent to site	27,900	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		The Link express passes by on I-89 but does not currently stop at Exit 12. At the time of this plan's adoption, CCTA does not have specific plans or funding to serve an Exit 12 P&R with current CCTA routes. There is potential for service, but it is not guranteed.
On an existing express, route w/ AM and PM peak hour service	10	**X**	
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists **and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	There are no existing sidewalks at the proposed location just south of I-89 southbound off-ramps. The location is within 2 miles of the Taft Corners area and biking is possible along wide sholders along VT 2A.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5	**X**	Located on VT 2A and next to I-89 Exit 12
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located within 1/2 mile of Taft Corners
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Several location evaluated thru scoping process.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No land has been acquired
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Partnerships may be possible, but none have been confirmed
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Essex - VT 15 and CCCH / Town Center**
Location Reference Number:	**4**
Specific Location:	None identfied

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 15 north of exit	19,500	34,700
I-289 north/west of VT 15	15,200	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Essex Center route has much lower levels of service compated to other CCTA routes.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5	**X**	
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		Sidewalks and multi-use paths exist in the Town Center. Whether or not there is a direct connection, depends on specific location. Most locations in this area would be within 1/2 mile or miles of residential or employment centers.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located adjacent to VT 15 and CCCH
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Potential locations near or in Essex Town Center
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No sites identfied. No public land available.
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Partnerships are required, but none have been confirmed
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Essex - VT 2A at CCCH Interchange**
Location Reference Number:	**5**
Specific Location:	Yes - on west side of VT 2A

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 2A at exit	12,000	23,200
I-289 east of exit	11,200	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		No existing transit service.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0	**X**	

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		No existing bicycle or pedestrain facilities and not near employment or residential centers.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0	**X**	

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located at VT 2A and CCCH interchange
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Not near activity center
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. See location above
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	On public land.
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Not applicable
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Shelburne Village**
Location Reference Number:	**6**
Specific Location:	Church Street or existing train station

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 7 North of Village	16,400	16,400

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10	**X**	On the CCTA Shelburne Route with 1/2 hour headways
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8	**X**	Located in Shelburne Village and served by existing sidewalks.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located adjacent to US 7
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located within Shelburne Village
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Possible location on Church Street. Use existing on-street parking
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Town owned parcel adjacent on Boxwood Rd
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		No applicable.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Jericho - VT 15 near at Packard Rd**
Location Reference Number	**7**
Specific Location:	Several optins. Corner of VT 15 and Packard Rd, U Hill Flats, Jerocho Ctr

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 15 just south of River Road	11,600	11,600

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Not existing servuce, potential for commuter bus service along VT 15 corridor in future
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		Depends on final location. Near residential areas along VT 15. No existing bicycle or pedestrain facilities and not near employment or residential centers.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located at VT 15
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Potentially near activity center. Depends on final location
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. Corner of Packard and VT 15
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	At least one possible location is owned by the Town (corner of VT 15-Packard Rd)
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Option available wit Church's but not confirmed.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Colchester - VT 127 Near future CCCH intersection**
Location Reference Number	**8**
Specific Location:	Former Pet Boar site

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 127-Heineberg Dr north of possible CCCH junction	13,000	13,000

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Service identied in CCTA'a Transit Development Plan
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		Within 2 miles of residential areas and services along and off of Prim Road; limited bike and pedestrian facilities.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On VT 127
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Close to Warner's Corner
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. Pet Boat Site
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Essex - VT 15 near Allen Martin Drive**
Location Reference Number:	**9**
Specific Location:	Yes - Simons Store

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Allen Martin Drive	3,000	14,400
VT 15 east of Allen Martin Drive	11,400	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Not on Essex Route, potential for commuter bus service along VT 15 corridor in future
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		No existing bicycle or pedestrain facilities and not near employment or residential centers.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0	**X**	

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located at VT 15
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Not near activity center
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. Simon's Store.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		Town has option to lease land but does not own land.
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Town maintains option to lease land thru permit condition.
No	0		

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Essex - VT 117 and CCCH**
Location Reference Number:	**10**
Specific Location:	None identfied

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 117 west of interchange	7,500	12,400
I-289	4,900	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Low level of service on Essex Cente Route compated to other CCTA routes
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5	**X**	
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		Within 2 miles of residential areas off off V 117 at Sand Hill Rd, Pinewood Drive, Greenfield Rd. but there are no connecting bike facilities or sidewalks.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4	**X**	
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located adjacent to VT 117 and CCCH
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No sites identfied. No public land available.
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Charlotte - US 7 near Ferry Road**
Location Reference Number:	**11**
Specific Location:	Lease at Steve's Citgo SE corner US 7-Ferry Rd

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 7 North of Ferry Rd	12,000	23,200
Ferry Rd	11,200	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Middlebury Link Express
On an existing express, route w/ AM and PM peak hour service	10	**X**	
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		Citgo station close to Charlotte Village but lacks formal sidewalks and bicycle connection.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4	**X**	
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located on US 7
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Close to Charlotte Village
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. See location above
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		Privately owned and leased by CCTA.
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Would be required for long-term, but not confirmed.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Colchester - US 7 at Severance Road**
Location Reference Number:	**12**
Specific Location:	No specific site, but Town staff suffested general location on Severance Corner east of US 7 at edge of growth center.

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Blakely Road	9,700	29,300
US 7 north of Blakely	10,300	
Severance Road	9,300	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Service identfied in CCTA TDP for the long term
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1	**X**	
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		Depends on final location. Near residential areas along Severance Rd and Severance Cornes growth center. No existing bicycle or pedestrain facilities.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located on Severance, close but not on US 7
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1	**X**	
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Will be located adjacent to emerging growth center
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		General location, but no specific site.
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Richmond Village**
Location Reference Number:	**15**
Specific Location:	Potential locations: Town owned parcel between Depot Street and RR tracks; and maybe other private parcels as opportunities arise.

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 2 north/west of Baker St	8,700	14,300
Bridge Street between Main & Huntington/Cochran	4,000	
Jericho Road	1,600	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Service identfied in CCTA TDP for the mid-tem (5-10 years)
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	Existing sidewalk network in Richmond Village
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located just off US 2
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1	**X**	
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located in Richmond Village
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Town owned parcel on Depot Street
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Town owned parcel on Depot Street
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Saint George - VT 116/VT 2A**
Location Reference Number:	**16**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 2A just north of VT 116	5,700	15,500
VT 116 between VT 2A & Hinesburg TL	9,800	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Commuter service planned along VT 116 to Hinesburg is identfied in CCTA Transportation Development Plan.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		No major residential or service centers nearby.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0	**X**	

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		VT 116 and VT 2A
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Not in an activity center.
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Westford Village - VT 128**
Location Reference Number:	**17**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 128 in Village	2,400	2,400

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		No existing or planned service.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0	**X**	

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		Limited bicycle and pedestrian facilities, but walkable from Village Center.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4	**X**	
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On VT 128
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Location assumed in Village Center
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Williston - Mountain View/Redmond Road**
Location Reference Number:	**18**
Specific Location:	Adjacent to intersection, but no specific parcel identfied.

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Redmond Road	2,800	8,600
Mountain View Road	5,800	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Could be 10 points depending on exact location. The current CCTA Williston Village route travels on Mountain View past Redmond Road with AM and PM service. Revised to 5 per PK Sep 30.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5	**X**	
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8		Within 2 miles of IBM and residential areas off of Mountain View Rd but has limited bike and pedestrian facilities.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located on collector road. Re-prioritize if Segments A and B of CCCH are built.
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0	**X**	

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Not in an activity center.
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		Abundant open land near intersection, but no specific parcel identfied.
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Burlington - North Ave/VT 127 Corridor**
Location Reference Number:	**24**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
V 127 north of Manhatten Dr	11,800	27,400
North Ave north of North Street	15,600	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		If site is along North Ave, would be served by CCTA North Ave Route. If along VT 127, would not be served.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1	**X**	
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8	**X**	Existing sidewalk network and bike lanes.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		If along North Ave, will not be directly along an arterial.
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	North Avenue
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**So Burlington near VT 116 over I-89**
Location Reference Number:	**25**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Hinesburg Rd/VT 116 over I-89	7,000	7,000
NOTE: If new I-89/VT 116 interchange is built, traffic on I-89 (34,800) should be included , and this location should be re-prioritized.		

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Commuter service planned along VT 116 to Hinesburg is identfied in CCTA Transportation Development Plan.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		No major residential or service centers nearby.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0	**X**	

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Currentlty accessible from VT 116. Would increase to 5 point sof Exit 12B is constructed between I-89 and VT 116.
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Not in an activity center.
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		No
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Williston - Taft Corners**
Location Reference Number:	**26**
Specific Location:	On Boxwood Rd adjacent to Shaws Supermarket

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 2A South of US 2	18,700	30,200
US 2 East of VT 2A	11,500	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Williston Village route passes through twice per day. Also is Williston Route 1
On an existing express, route w/ AM and PM peak hour service	10	**X**	
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	Located within Taft Corners and served by an existing networok or sidewalks and multi-use paths.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located adjacent to VT 2A and US 2
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located within Taft Corners
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Town owned parcel adjacent on Boxwood Rd
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Town owned parcel adjacent on Boxwood St. next to Shaws
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Partnerships may be possible, but none have been confirmed
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Bolton - US 2**
Location Refrence Number:	**27**
Specific Location:	Near Bolton Valley Access Road under I-89 overpass

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 2 at Bolton Access Road	3,000	3,000

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		No existing transit service.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0	**X**	

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8	**X**	Within Bolton Village, wide shoulders on US 2 can accomdoate cyclists.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located on US 2
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located with Bolton Village
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes. See location above
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Yes - location is owned by VTrans
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		Not applicable at this location
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Richmond - Jonesville Hamlet on US 2**
Location Reference Number:	**28**
Specific Location:	Potential locations pull-off on US 2 just east of Cochran-Stage Rd intersection

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 2 east of Cohcran Road	3,000	4,290
Stage Road[2]	440	
Cochran Road[2]	850	

1. VTrans 2007 Route Logs, 2. 2007 count by CCMPO

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		No existing or planned transit service.
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0	**X**	

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	8		Near residential and some services (post office). No sidewalks. Shoulders wide enough for bikes.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	4	**X**	
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		Located on US 2
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1		Located in Jonesville. Limited services
More than 1/2 miles	0	**X**	

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Potential site identfied, but may not be feasible. If not feasible, will need to re-prioritize.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	If pull-off is feasible, land is available. If not feasible, will need to re-prioritize.
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Williston Village - US 2**
Location Reference Number:	**29**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 2 in Williston Village	11,500	11,500

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Existing Williston Route has low level of service to Village
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5	**X**	
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	Existing sidewalks and on-road bike lanes.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On US 2
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Location assumed in Village Center
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes - behind Town Offices.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Yes
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Milton**
Location Reference Number:	**30**
Specific Location:	By Town Office on Bombardier Road

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 2 in Williston VillageUS 7 by Bombardier Road	11,000	13,700
Middle Road	2,700	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Milton Commuter
On an existing express, route w/ AM and PM peak hour service	10	**X**	
Existing low level service route	5		
Potential for future bus service in near to mid-term	2		
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	Existing sidewalks adjacent street network
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On Bardier Road just off US 7
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1	**X**	
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Location assumed in Town Center
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes - behind Town Offices.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Yes
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Park-and-Ride Facility Priority Scoring Sheet

General Location:	**Hinesburg - VT 116 by Police and Fire Stations**
Location Reference Number:	**31**
Specific Location:	Yes - Police and Fire Stations

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 116 between Mechanicsville Rd and Commerce Street	10,500	10,500

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Anticipating a VT 116 CCTA commuter service to Hinesburg
On an existing express, route w/ AM and PM peak hour service	10		
Existing low level service route	5		
Potential for future bus service in near to mid-term	2	**X**	
Service possible in long term	1		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	8	**X**	Located within Hinesburg Village, existing sidewalks
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	4		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On VT 116
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Proximity to Activity Center or Services	**Point Scale**	**Scoring**	**Justification**
Less than 1/2 mile	1	**X**	Located in Hinesburg Village
More than 1/2 miles	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Yes - behind Fire and Police Stations
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Yes
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

INTERCEPT FACILITY PRIORITIZATION BACK-UP SHEETS

New Intercept Facility Priority Scoring Sheet

General Location:	**South Burlington - Exit 14**
Location Reference Number:	**20**
Specific Location:	Yes

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Williston Rd/US 2 between Jughandle & interchange	41,200	92,900
I-89 north of Exit 14	51,700	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10	**X**	Several CCTA routes along Main Street, shuttle service for Hill Institutions
On an existing express, route w/ AM and PM peak hour service	5		
Existing low level service route	0		
Potential for future bus service in near to mid-term	0		
Service possible in long term	0		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	10	**X**	Existing sidewalks, multi-use path network, close proximity to dense and diverse land uses around Exit 14.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	5		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5	**X**	US 2 and I-89
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Hill institutions through CATMA providing non-federal match
No	0		

New Intercept Facility Priority Scoring Sheet

General Location:	**Burlington - South End Transit Center**
Location Reference Number:	**19**
Specific Location:	Sears Lane off Pine Street

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
Pine Street just south of Lakeside Ave	13,200	34,200
Shelburne Street between Flynn and Locust	21,000	
NOTE: The Southern Connector is pojected to carry 13,000 ADT. If built, it will reduce taffic on Pine and Shelburne St; so total AADT served by facility may not be that different.		

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10	**X**	Several CCTA routes along Pine Street, shuttle service for Hill Institutions
On an existing express, route w/ AM and PM peak hour service	5		
Existing low level service route	0		
Potential for future bus service in near to mid-term	0		
Service possible in long term	0		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	10	**X**	Existing sidewalks, multi-use path network, close proximity to dense and diverse land uses around Pine Street and Lakeside Avenue.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	5		
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On collector Street. If Southern Connecrtor is built, would be 5 points.
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1	**X**	
Not on or near a principal arterial	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	
No	0		

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Hill institutions through CATMA providing non-federal match
No	0		

New Intercept Facility Priority Scoring Sheet

General Location:	**So. Burlington - Near I-189/US 7 interchange**
Location Reference Number:	**21**
Specific Location:	Sears Lane off Pine Street

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 7/Shelburne Rd between shopping centers and I-189	37,300	75,900
I-189	38,600	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10	**X**	CCTA Shelburne Road route, potentially the Montpelier and Middlebury Link Express
On an existing express, route w/ AM and PM peak hour service	5		
Existing low level service route	0		
Potential for future bus service in near to mid-term	0		
Service possible in long term	0		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	10	**X**	Existing sidewalk network, nearby multi-use path near dense and diverse land uses.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	5		
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5	**X**	US 7 and I-189 connector to I-89
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Temporary site at K-Mart Plaza
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		Lease with landowner would be required.
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Intercept Facility Priority Scoring Sheet

General Location:	**Colchester VT 15-Barnes Avenue**
Location Reference Number:	**22**
Specific Location:	No

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
VT 15/Pearl Street between VT National Guard and Barnes	28,300	36,100
Lime Kiln Road	7,800	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10	**X**	Existing Essex Route
On an existing express, route w/ AM and PM peak hour service	5		
Existing low level service route	0		
Potential for future bus service in near to mid-term	0		
Service possible in long term	0		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**; Within 2 miles biking distance of residential or employment center and biking facilities exist	10		Within walking and biking distance of residential and service areas, but has limited pedestrian and bicycle facilities.
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;** Within 2 miles biking distance of residential or employment center and biking facilities possible	5	**X**	
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5		On VT 15
Along a principal or minor arterial	3	**X**	
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3		Several temporary sites identfied.
No	0	**X**	

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6		None identifed at this time.
No	0	**X**	

New Intercept Facility Priority Scoring Sheet

General Location:	**Colchester I-89 Exit 16**
Location Reference Number:	**23**
Specific Location:	Several possible short-ter options

Average Annual Daily Traffic Counts on Adjacent Roads	2007 AADT[1]	Total AADT
US 7 between Mountain View and I-89	21,700	53,100
I-89 south of Exit 16	31,400	

1. VTrans 2007 Route Logs

Availability of Transit Service	**Point Scale**	**Scoring**	**Justification**
On an existing, higher frequency route (min 1/2 hour headway)	10		Milton Commuter and Saint Albans Commuter during AM and PM. Do not currently stop at Exit 16. May be served by CATMA/Hill Institutions shuttles
On an existing express, route w/ AM and PM peak hour service	5	**X**	
Existing low level service route	0		
Potential for future bus service in near to mid-term	0		
Service possible in long term	0		
No existing or planned transit service	0		

Bicycle and Pedestrian Connections	**Point Scale**	**Scoring**	**Justification**
Within 1/2 mile of residential or employment center & sidewalks exists**and/or**;	10		Within walking distance of services around Exit 16, but has limited pedestrian and bicycle facilities.
Within 2 miles biking distance of residential or employment center and biking facilities exist			
Within 1/2 mile of residential or employment center & sidewalks possible **and/or;**	5	**X**	
Within 2 miles biking distance of residential or employment center and biking facilities possible			
Not accessible by bike or foot	0		

Interstate/Arterial Access	**Point Scale**	**Scoring**	**Justification**
At interstate exit	5	**X**	US 7 and I-89
Along a principal or minor arterial	3		
Just off a principal or minor arterial	1		
Not on or near a principal arterial	0		

Site Identfied	**Point Scale**	**Scoring**	**Justification**
Yes	3	**X**	Several temporary sites identfied.
No	0		

Land has been acquired	**Point Scale**	**Scoring**	**Justification**
Yes	6		No
No	0	**X**	

Confirmed Public/Private Partnership Opportunities	**Point Scale**	**Scoring**	**Justification**
Yes	6	**X**	Hill institutions through CATMA
No	0		

AADT Scoring for New Park-and-Ride Facilities					Max Score Possible 10
Ref	**Town**	**Location**	**AADT**	**Ratio to Max AADT**	**Assigned Score**
3	Richmond	I-89 Exit 11	42,300	0.67	**7**
4	Essex	Lang Farm, VT 15 & CCCH	34,600	0.55	**6**
5	Essex	VT 2A CCCH Interchange	30,500	0.49	**5**
6	Shelburne	Shelburne Village	16,400	0.26	**3**
7	Jericho	VT 15 & River Road, Big Johns	11,600	0.19	**2**
8	Colchester	VT 127 Near Heineberg Bridge over Winooski River	13,000	0.21	**3**
9	Essex	VT 15 & Allen Martin Drive	14,400	0.23	**3**
10	Essex	VT 117 & CCCH	12,400	0.20	**2**
11	Charlotte	Railroad station	12,000	0.19	**2**
12	Colchester	Near US 7/Severance Road	29,300	0.47	**5**
15	Richmond	Richmond Village	14,300	0.23	**3**
16	St. George	VT 2A/VT 116 intersection	15,500	0.25	**3**
17	Westford	Westford Village	2,400	0.04	**1**
18	Williston	Redmond Road near CCCH	8,600	0.14	**2**
1	Williston	I-89 Exit 12 Taft Corners	62,700	1.00	**10**
25	South Burlington	I-89 and VT 116	7,000	0.11	**2**
24	Burlington	Northern Connector/VT 127 near RR	27,400	0.44	**5**
26	Williston	Taft Corners	30,200	0.48	**5**
27	Bolton	US 2 and Bolton Access Road	3000	0.05	**1**
28	Richmond	US 2 at Cochran and Stagecoach Rd	4290	0.07	**1**
29	Williston Village	Municipal Office Complex	11500	0.18	**2**
30	Milton	Municipal Office Complex	13700	0.22	**3**
31	Hinesburg	VT 116 - Police/Fire Station	10500	0.17	**2**
		Maximum AADT	62,700		

AADT Scoring for New Intercept Facilities					Max Score Possible 10
Ref	Town	Location	AADT	Ratio to Max AADT	**Assigned Score**
19	Burlington	South End Transit Center	34,300	0.37	**4**
20	South Burlington	US 2 at I-89 Exit 14	92,900	1.00	**10**
21	South Burlington	US 7, south of I-189	75,900	0.82	**9**
22	Colchester	VT 15/Barnes Ave	36,100	0.39	**4**
23	Colchester	US 7 near I-89 Exit 16	59,100	0.64	**7**
		Maximum AADT	92,900		

AADT Source: VTrans 2007 Route Logs

APPENDIX E

LOCAL FACT FINDING MEETING NOTES

Williston Park-and-Ride Plan Fact Finding Meeting

Tuesday, November 23, 2010

Williston Town Offices

Present: Rick McGuire, Town Manager; Ken Belliveau Director of Planning and Zoning; Bruce Hoar, Pulic Work Director; Peter Keating, CCMPO; Joe Segale, RSG

Exit 12 Location

- Latest location considered is on the southwest corner of the Exit 12/VT 2A interchange, adjacent to the southbound off-ramp. There are two parcels involved and two land owners. A gas station/convenience store has been proposed in the past for the site (although there are no current plans to move forward with the development project). The park-and-ride would be located behind the future gas station/ convenience store.
- Access would be provided from VT 2A from a right-turn in only closest to the off-ramp and from another access point further south on VT 2A that would accommodate all movements.
- The last time the Town and VTrans discussed this location was about one year ago (late 2009)
- The Town is not overly enthusiastic about this location, but is not necessarily opposed to it as long as another facility was located closer to the intersection of VT 2A-US 2.

Taft Corners

- Discussed potential location along US 2 just east of Helena Drive. The Town has plans to install a traffic signal at the Helena Drive/US 2 intersection which could facilitate access to a park-and-ride location with access off of Helena Drive.
- The Town owns land adjacent to Shaws (which was donated as part of the Maple Tree Place development approval process). There is a parking lot on the parcel now (although whether or not the parking lot is actually on Town land needs to be verified). Since the Town owns the land, and the parcel has good access to VT 2A, this location seemed particularly worthwhile to consider. Access is via a private road directly adjacent to the west side of Shaws. The northern most section of the Shaws parking lot may be a better location because of its proximity to VT 2A. Ken Belliveau noted that maybe Shaws would be willing to trade those spaces for spaces on the adjacent Town owned land.
- The “Skateland” parcel has been discussed in the past, but the landowner (Jeff Davis) wants to use that parcel for development.
- Rick McGuire noted that Maple Tree Place is would like some more parking closer to the businesses within the development. There are some restrictions on adding more parking and the developer and Town may be negotiating. There is a large parking lot located adjacent to Linen and Things (or something like that) that is seldom used by customers and MTP may be willing to make that lot available for public use in exchange for the Town allowing the construction of other parking spaces within the development.

Williston Village

- The Town wanted to build about 50 new spaces on land behind the municipal offices.
- The town’s existing parking spaces were over capacity when the National Guard was particularly active and that drove a desire to collocate a park-and-ride within the municipal complex.

- The Town submitted for funding through the VTrans municipal grant program, which was recently denied.
- This location needs to be added to the regional list, but may not be a high priority for the Town (although this may change when the National Guard troops return and the armory becomes more active again).

Redmond Road/Mountain View

- This location was not on the Town's radar screen.
- Should not be pursued unless the Circumferential Highway segments A and B are built.
- IBM owns much of the land around the intersection of Mountain View/Redmond Road, in a location that may work well for a park-and-ride

Shelburne and Charlotte Park-and-Ride Plan Fact Finding Meeting

Tuesday, November 30, 2010

Shelburne Town Offices

Present: Paul Bohne, Shelburne Town Manager, Deane Pierce, Shelburne Town Planner; Bernie Gagnon, Public Works Director; Dean Bloch, Charlotte Town Planner/Selectboard Assistant; Peter Keating, CCMPO; Joe Segale, RSG

Shelburne Village

- Church Street is a possible location (Figure 1). There are 47 head-in parking spaces on the north side that could be available now for park-and-ride use. CCTA's Shelburne Road Route stops at this location. There are cross-walks on US 7 at its intersection with Church Street. Town staff felt that demand from the Church is limited during the week, and that there often appears to be excess spaces. The Town would like to see the Middlebury Link Express stop at this location. The Town staff was interested in testing the concept out as a pilot/demonstration to gauge potential use and other potential issues. CCTA's Shelburne Road route travels past both end of Church Street. Maybe only a portion of the spaces (twenty??) should be designated as park-and-ride. The southbound direction of US 7 has a wide shoulder that work well for a bus stop. The northbound direction of US 7 does not have a wide shoulder, and modifications would be necessary if it was desirable to provide a pull-off for the Link Express. Some type of shelter would also be desirable at this location if it became permanent.

- The railroad station has a parking lot with access off Harbor Road (Figure 1). The Town is interested in leasing the lot from VTrans (I think). This location is noted as a park-and-ride on the CCTA Shelburne Road route. Congestion at the US 7-Harbor Road intersection during peak hours reduces accessibility to this location.

- Discussed potential locations south of the Village including at the Teddy Bear factory and Shelburne Museum. These locations are not currently available for general public parking and

arrangements would have to be made with the land owners. These locations are unlikely candidates.

- Dean Pierce asked if there is a need to capture travelers from the east along Irish Hill Road or Mount Philo Road. One possible location is the Community Garden on Laplatte Circle (Figure 2)

Figure 1: Shelburne Village Potential Locations along US 7

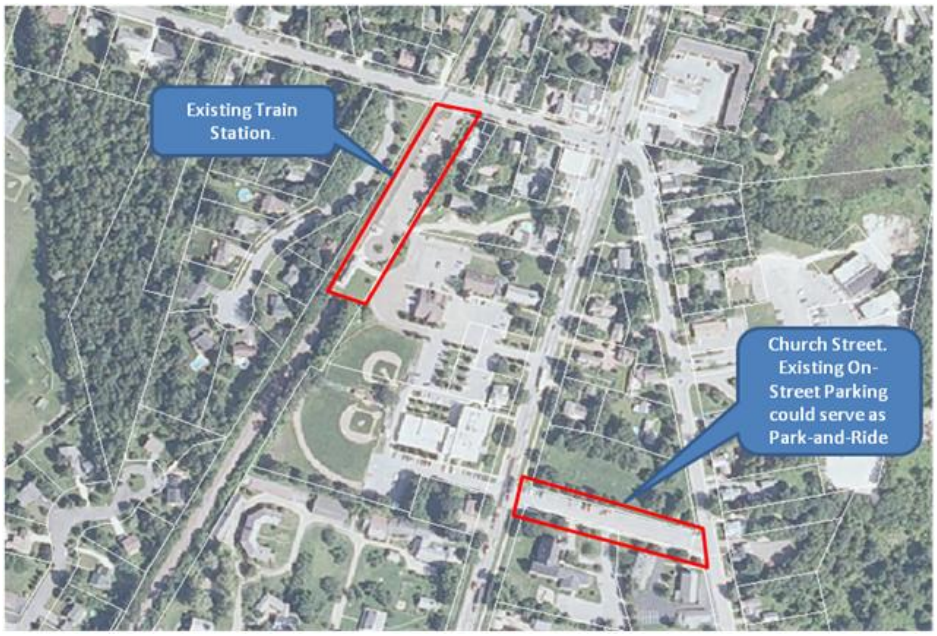
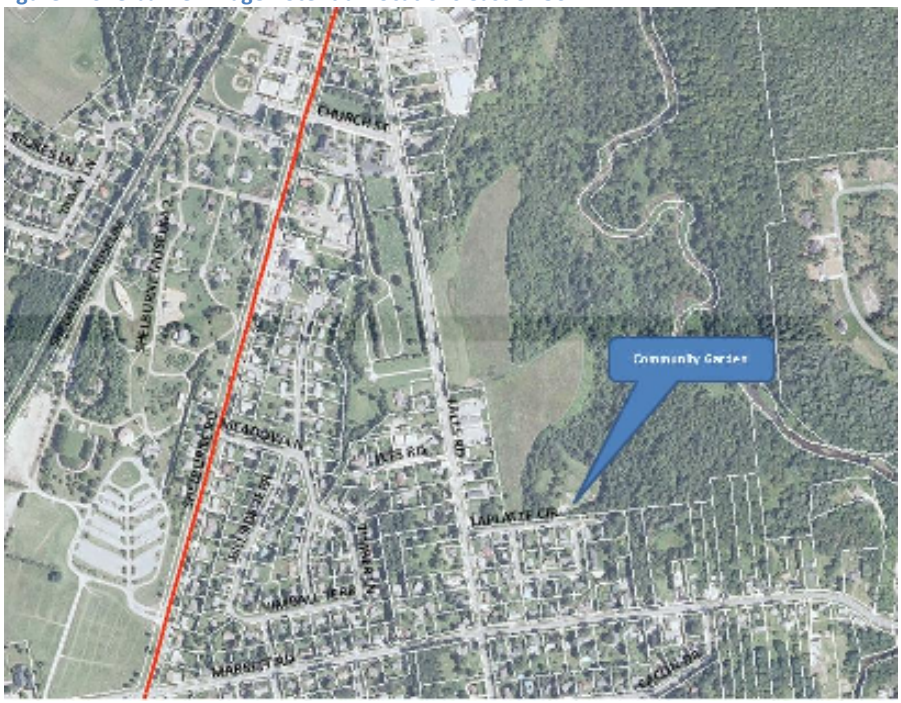


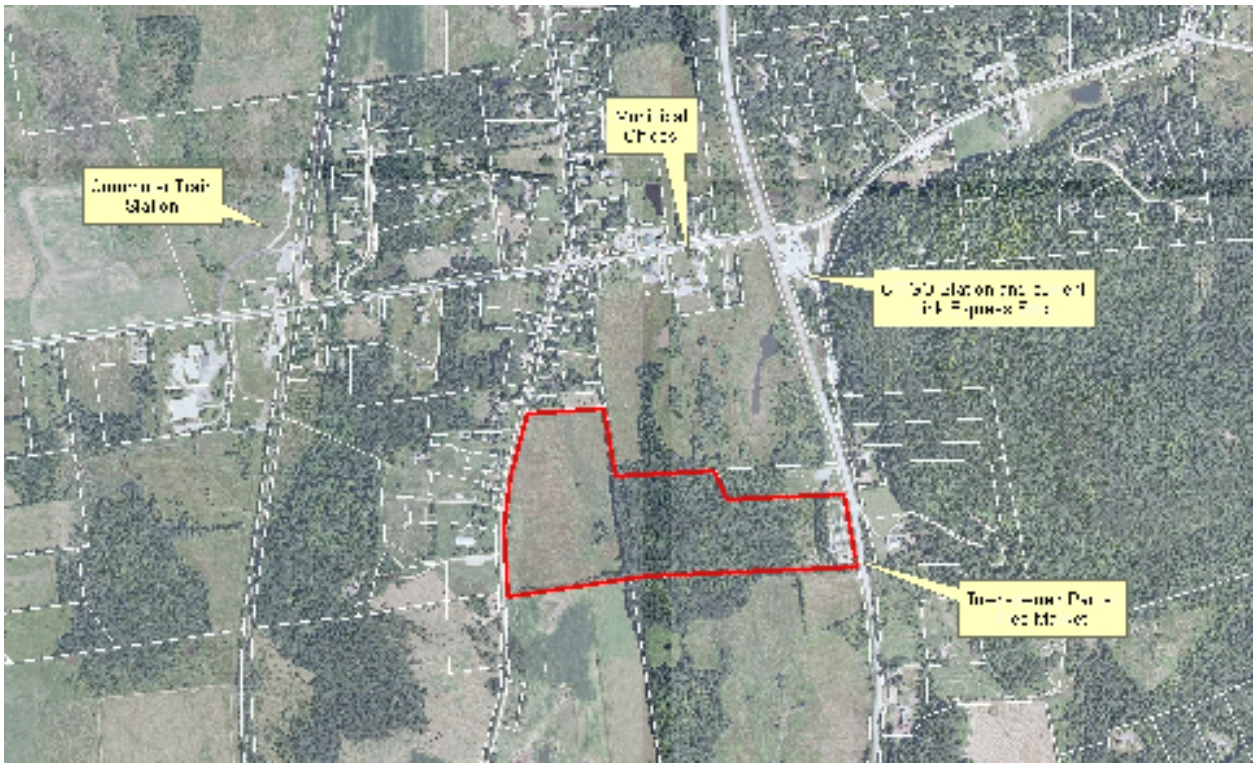
Figure 2: Shelburne Village Potential Locations east of US 7



Charlotte Locations

- The existing park-and-ride at the CITGO station is on private property leased by CCTA for the Middlebury Link Express. The general location seems to be the preferred spot for a park-and-ride facility in Charlotte. According to Dean Bloch, the landowner had plans for retail development, but retail is not permitted at that location in the municipal zoning regulations. A gas station is permitted. One issue for this location is the pedestrian connection to the Village, which requires crossing US 7. There are no cross-walks or pedestrian signals at the intersection. Given that this appears to be the preferred location, efforts should be made to secure it for the long-term.
- The Town owns a parcel of land that fronts US 7 about ½ mile south of the Ferry Road-US 7 intersection (Figure 3) and extends west to Greenbush Road. A flea market occurs at this location during warm months. The Town has explored pedestrian connections between the Village and this parcel in the past, but has not been able to identify a suitable route. Therefore, a park-and-ride facility at this location would not be accessible by foot from the Village.
- The commuter train station is currently signed as a park-and-ride. However, due to its location away from US 7 (about 0.75 miles to the west of Ferry Road), it does not attract any users.

Figure 3: Charlotte Park-and-Ride Options



South Burlington Park-and-Ride Plan Fact Finding Meeting

Tuesday, November 30, 2010

South Burlington Municipal Offices

Present: Paul Connor, City Planner; Justin Rabidoux, Director of Public Works; Peter Keating, CCMPO; Joe Segale, RSG

Paul Connor noted that there are no park-and-ride facilities in Burlington and that park-and-ride use happens informally on private lots. Paul noted that the Planning Commission is considering revising the City's parking requirements to allow more flexibility with an eye towards supporting TDM initiatives.

Park-and-Ride near the VT 116 bridge over I-89 (Suggested location for Exit 12B)

- The City is not opposed but recognizes its full utility will depend on whether or not Exit 12B is constructed.
- Discussed briefly the possibility of a temporary lot in the area, but no specific locations were identified. The City does not own any land in the area.

Exit 14 Intercept Facility

- The City Council, Planning Commission, etc are aware of this project, but have not discussed it. Paul felt there is general support for the concept.
- An intercept facility at Exit 14 can serve employees in South Burlington along Dorset Street and in the future City Center. It can help reduce demand for parking in these area which will allow for more infill development.
- The City and CCMPO will be initiating a scoping study for the Exit 14 facility.
- Justin noted that there is a need to determine who will operate the intercept facility. The scoping study should also include a business plan that addresses the operational question.

I-189/US 7 Park-and-Ride

- Paul and Justin noted that the Montpelier Link express is making an unofficial stop at the Price Chopper to pick-up/drop-off passengers indicating demand for a park-and-ride in this general vicinity.
- The Price Chopper Plaza and Shaws plaza do not have excess parking to accommodate an official park-and-ride lot (even if only temporary). There are also some local land use permit conditions for Shaws that restrict use of its parking.
- The K-Mart plaza lot, located adjacent to the I-189/US 7 interchange appears to have excess parking capacity. The buildings are not fully occupied and it is unlikely they will be soon. This location may work well but would need approval from the property owners. Potential benefits to the property owners is increasing awareness that the shopping plaza exists and potential customers for K-Mart. Justin noted that an area could be designated using cones, and maybe

some signs. Subject to working an agreement with the property owners, this location should be pursued further.

Municipal Offices

- There are approximately 10-15 spaces located along the north side of the Municipal Offices on Dorset Street that could serve as a park-and-ride lot. Paul noted a concern that the spaces could be occupied by high school students.

COLCHESTER

December 8, 2010

Present: Bryan Osborne, Director Public Works, Sara Had, Director Planning and Zoning; Peter Keating, CCMPO; Joe Segale, RSG

Peter Keating provided an overview of the park-and-ride plan. Joe Segale reviewed the differences between park-and-ride and intercept facilities. Bryan asked is there was a specific size limitation for a park-and-ride. Joe responded that park-and-ride could have a large number of spaces. The primary difference is that a park-and-ride is closer to the origin of a trip (usually home) while intercept facilities are located at the near the destination (often work, but also other purposes).

A common theme was that regardless of the type or location of a potential facility, it should serve Colchester residents. At a minimum, a potential location in Colchester should not cause a negative impact on traffic congestion and safety.

VT 127/Heineberg Road Park-and-Ride Location

- Bryan asked why this location was not considered an intercept facility? It depends on the function of the facility. It may be a hybrid – park-and-ride for Colchester residents and intercept for Burlington. Would need high frequency transit of it was an intercept.
- The former Pet Boat site was mentioned as a potential location that has been discussed many times in the past.
- Who would own such a facility? If Circumferential Highway Segments I and J are constructed, it is likely the state would own and operate the facility. If the circ is not built, ownership is unclear. Again, the facility would have to have some benefit for Colchester residents and business owners if the Town were to own and operate it.

Exit 16

- Is the facility intercepting for Burlington? What is benefit to Colchester? Sara pointed out that some Colchester residents that work in Burlington may find it useful.
- Need to consider how traffic to/from an Exit 16 facility would impact the intersection of US 7 with the northbound on/off ramps. The critical movement is the left turn from southbound US 7 to the northbound on-ramp.

- Look at the Exit 16 Circulation Study.
- Potential locations include the Charlebois truck parking (at the Hercules Drive intersection) and maybe behind Libby's Diner.
- The Charlebois truck parking lot and property adjacent to the US 7-Hercules Drive intersection is for sale. Maybe do a pilot test.

Severance Corners

- Any facility should be located along Severance Road near the edge of the growth center boundary. This location may help reduce left turns to southbound US 7.
- Sara noted that the Town wants to reduce surface parking in the growth center, so locations within the growth center are not preferred.
- A couple of potential parcels, which are currently privately owned, are well situated along Severance Road, but depend on willingness of landowners to sell.

VT 15/Barnes Avenue

- This location should be considered a long-term option. Its utility depends on whether or not commuter rail is initiated and long-term redevelopment of land currently part of the Fort.
- A location near the Lime Kiln Road bridge was also discussed in the past by Saint Michael's college as a multi-level structure.

Exit 17

- It is sometime difficult turning left from the driveway to US 7 southbound. Consider installation of a traffic signal.

RICHMOND

December 8, 2010

Present: Eric Filkhorm Selectboard member, Cathleen Gent, Town Planner; Peter Keating, CCMPO; Joe Segale, RSG

Peter Keating provided an overview of the park-and-ride plan. Joe Segale reviewed the differences between park-and-ride and intercept facilities and the approach an preliminary results of the prioritization.

Exit 11 Park-and-Ride

- The Town is not necessarily opposed to expanding the lot, but any changes must also address the congestion and safety issues. Want the issues addressed comprehensively.
- However, the Exit 11 facility is the only location in east Chittenden County. Other locations should be provided to help reduce demand at Exit 11.
- Lack of parking reduce use of transit (if one cannot find a space, they keep driving)

- There may be other locations near Exit 11 (see Stantec scoping study)

Village Location

- There is utility for a location within the Village because of its proximity to cross-roads from Huntington, Jericho, Bolton and the rest of Richmond.
- The Town owns a parcel between Depot Street and the railroad tracks. There is a gravel surface, but there is no official layout. The lot is used by employees from Village businesses. RSG prepared a parking plan for the Village in 2007 that includes some conceptual plans for that location. Need to evaluate if there is enough room for downtown parking and park-and-ride use.
- The Creamery site is another location that may work. It is privately owned and will probably be redeveloped. The site extends into the flood plain. Parking would be permitted in the flood zone.

Jonesville

- The Town noted that a location in Jonesville would probably be used.
- A potential location is a pull-off on US 2 just to the east the Cochran Road/Stage Road which is within the state right-of way.

ESSEX

December 14, 2010

Present: Dennis Lutz, Director of Public Works, Dana Farley, Planning Director, Peter Keating, CCMPO, Joe Segale RSG

Peter Keating provided an overview of the park-and-ride plan. Joe Segale reviewed the differences between park-and-ride and intercept facilities and the approach and preliminary results of the prioritization.

VT 2A/Circumferential Highway

- The Town received approval from FHWA to move forward on the project
- Construction is expected in the summer of 2011
- Will have about 20 spaces

VT 15-Lang Farm-Circumferential Highway (Essex Town Center)

- There are no identified sites. All of the land in this area is privately owned. A park-and-ride lot is not the “highest and best” use of the land within the Town Center
- There have been previous discussions in Town about relocating the Town offices to the Town Center, but there have been no new discussions and the project is dormant.
- Dana noted that the master plan for the Town Center is now almost twenty years old and is due to be updated. Incorporation of a park-and-ride facility could be considered in that process.

- Dennis noted that a park-and-ride at this location would have greater utility if segments A and B were constructed because they would provide a connection to the I-89.

VT 15-Allen Martin Drive

- Simon's store has a condition on a development permit from the Town that gives the Town an option to lease land for a park-and-ride lot. The state's municipal park-and-ride program could not be used to pay for the construction of a lot at this location because it depends on a lease (rather than ownership of the land). Dennis pointed out that the Town is not likely to fund the construction without some assistance from the state.

VT 117/Circumferential Highway

- None of the parcels adjacent to the interchange are owned by the state or Town. It is unlikely that private landowners directly adjacent to the interchange would sell their land for a reasonable price. There does not appear to be enough room on the area that has been set aside for future ramps to and from segment B of the Circumferential Highway.
- A better location is east of the Sand Hill Road/VT 117 intersection to accommodate the travel flow from VT 15 to VT 117 from the Allen Martin Drive-Sand Hill Road connection.
- There is a bus turn-around just east of Sand Hill Road that should be considered.

Jericho

December 21, 2010

Present: Peter Keating, Seth Jensen, Catherine McMains, Valerie Wilkins

- Potential sites – Corner of Packard and VT RT 15, town owned parcel; Shared use with Pentecostal Church across street from town office; UU church across the street from the Packard Corner lot; Underhill Flats (Vicinity of VT RT 15 and the town line, near United Church of Underhill); Jericho Center.
- Town already has an agreement with neighboring Methodist Church to share parking at Town Office.
- Underhill and Jericho are about to undertake an economic study of the Flats area. Consultant soon to be under contract.
- Underhill contact to discuss P&Rs – Faith Brown.
- Town will be requesting TA from MPO on helping them determine what their P&R priorities should be.
- Peter will follow up with Wayne Davis regarding shared use arrangements and VTrans' willingness to fund these types of arrangements.
- Val would like MPO and CCTA to attend an Energy Task Force meeting to discuss P&Rs and transit with other committee members.