



Chittenden County Park and Ride/Intercept Facility Plan Update

CCRPC TAC
June 2022

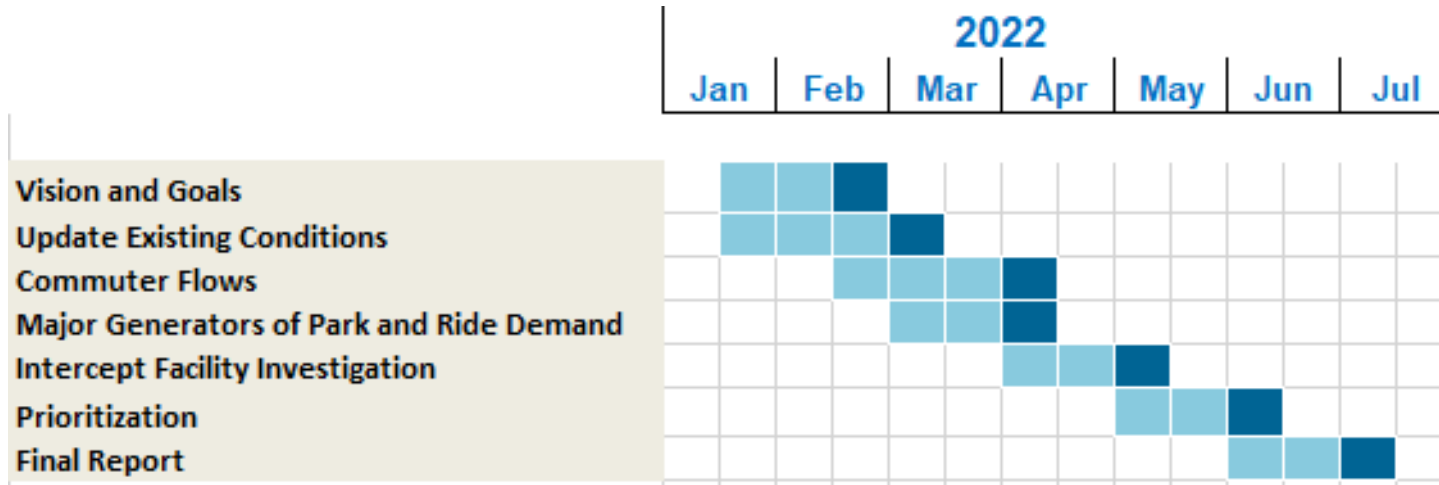


Project Purpose and Schedule

Purpose

To update the county's Park and Ride & Intercept Facility Plan which was last updated in 2011.

The outcome of this effort will be an updated plan that reflects changes in the conditions at the facilities, identifies opportunities for new facilities (park and ride and intercept), and creates a monitoring plan for new facilities and upgrades at existing facilities.



Vision and Goals (revised)

Vision:

In the future, a comprehensive network of safe and accessible Park & Ride and Intercept facilities will allow for seamless, multimodal transportation connections for the benefit of residents, employees, and visitors of Chittenden County. The network will enhance mobility for all users; support economic development; improve access to public transportation; and reduce single occupancy vehicle travel in support of transportation-related energy goals outlined in the 2018 ECOS Plan.

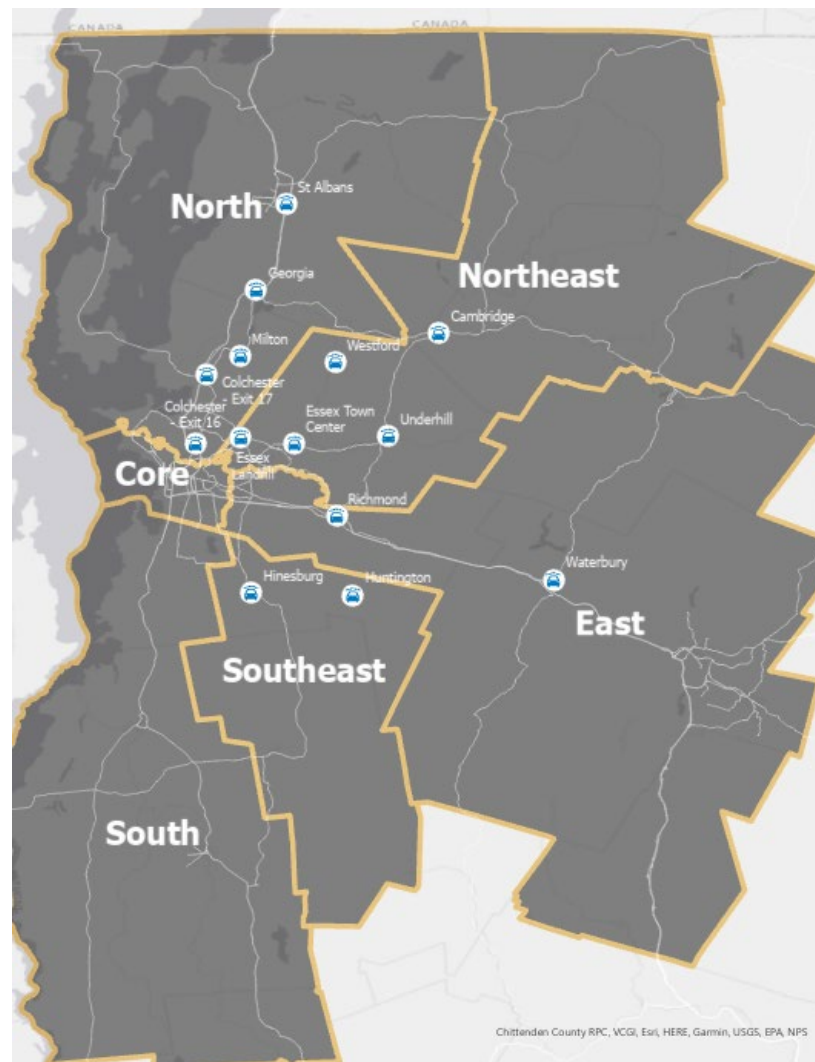
Goals:

- **Safety, Accessibility and Efficiency:** Provide safe, efficient, and comfortable access to facilities that are integrated seamlessly into the overall transportation system.
- **Mobility and Equity:** Increase mobility options for all travelers and users of all abilities, with a specific focus on underserved or overburdened populations.
- **Environmental Sustainability:** Reduce VMT and GHG to achieve transportation-related climate goals.
- **Economy:** Support economic access by reducing the need for parking within the urban core and providing multimodal options to employees commuting into and out of Chittenden County.
- **System Preservation and Modernization:** Preserve, maintain, and enhance existing facilities to reduce long-term maintenance costs, provide modern amenities, and support a safe and enjoyable travel experience.



Facility Inventory - Summary

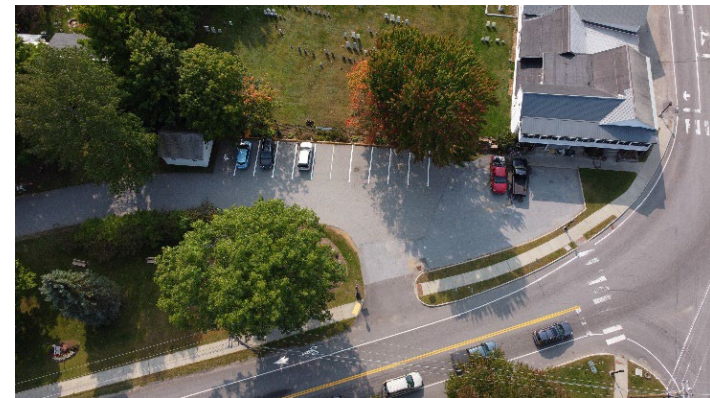
Number of Facilities	14 (10 in Chittenden County)	
Total Parking Spaces	719	
Surface	Paved - 12	Gravel - 2
Bus Shelter	Yes - 8	No - 6
Bike Rack	Yes - 10	No - 4
Bike Accessibility	Some - 9	None - 5
Transit Service	Yes - 9	No - 5
Lighted	Yes - 11	No - 3
Signage	Yes - 12	No - 2
Pedestrian Accessibility	Some - 7	None - 7
Adjacent Attraction	Some - 9	None - 5



Facility Inventory – Findings

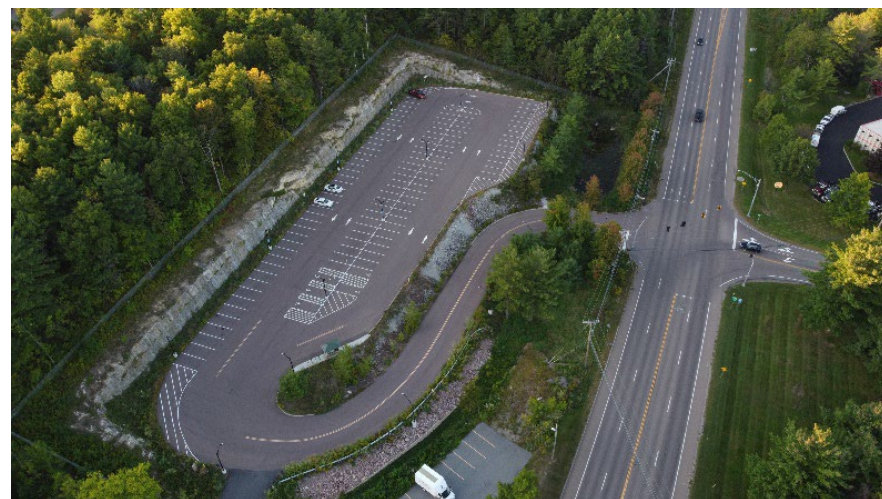
The inventory included 14 facilities within or closely adjacent to Chittenden county.

- Most facilities saw a drop in occupancy after covid-19 pandemic (see next slide)
- Most of the facilities are in satisfactory physical condition
- Most of the facilities (70%) have transit access within a 5 minute walk.
- Roughly half of the facilities have adequate non-motorized access and infrastructure.
- Three quarters of the facilities area located adjacent to an active land use (commercial center, public amenity, downtown, etc.).
- New PnR Williston facility, expected summer 2023.



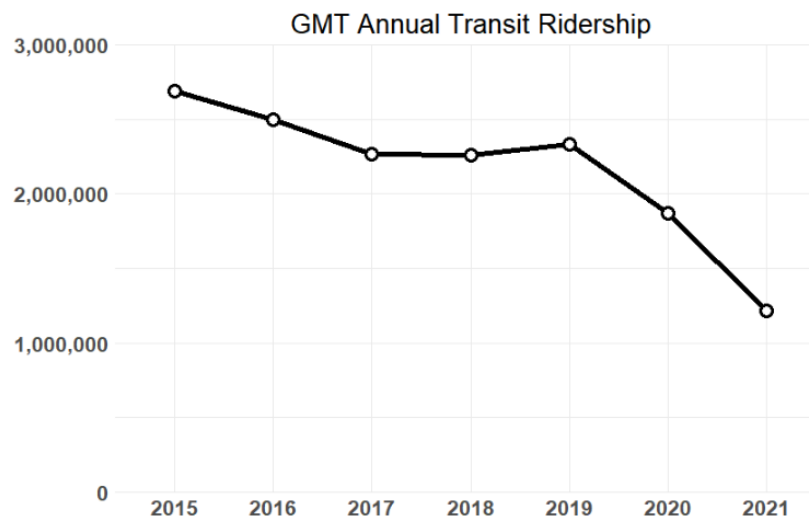
Facility Inventory - Occupancy

Location	2017-2019	2020-2021
Richmond	91.59%	24.84%
Waterbury	72.46%	31.88%
St Albans	56.43%	53.33%
Georgia	53.88%	34.88%
Colchester - Exit 17	52.02%	20.00%
Cambridge	42.59%	28.21%
Hinesburg	37.04%	27.78%
Colchester - Exit 16	16.23%	32.28%
Essex Town Center	13.64%	6.06%
Huntington	13.33%	30.00%
Essex Landfill	5.26%	8.77%
Westford	4.00%	0.00%

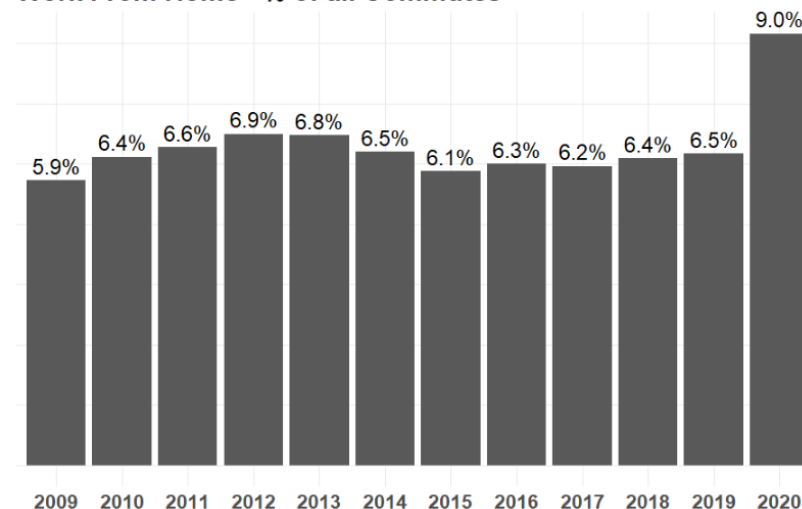


Travel Trends

- **Commute Flows**
 - The greatest commute flows between service areas are *from the north to the core*.
- **Transit**
 - Decreasing ridership, especially commuters
- **Parking**
 - Data to be requested
- **Travel Mode**
 - The highest rates of carpooling are seen in the east followed by the north and northeast while the south and southeast have the lowest carpool rates.
 - Work from home accelerated in 2020 continuing a long-term trend.
- **Population & Jobs**
 - Greatest quantity and growth in core, followed by north and northeast



Work From Home - % of all Commutes



Source - ACS 2020



Opportunity Analysis

Purpose:

To objectively identify and categorize opportunities for:

- 1) Improvements at **existing** facilities.
- 2) Potential locations for **new** facilities.

Methodology:

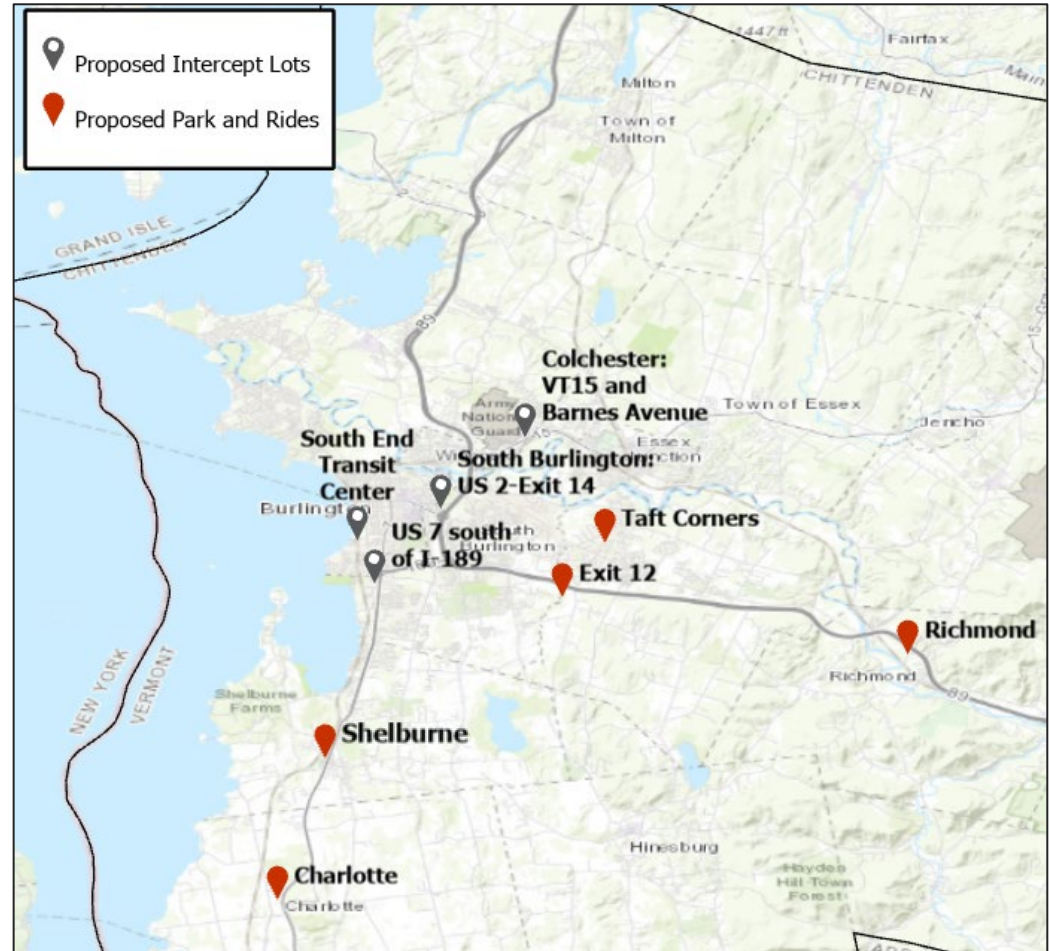
- Develop screening criteria to identify improvements and opportunities for new facilities
- Informed by the prioritization methodology from the 2011 plan
- Identify factors that will influence potential success at new facilities related to demand, location, and readiness (including synergies with other investments)
- Develop implementation plan to make improvements and summarize steps toward planning for new facilities



Opportunity Analysis

Factors to consider

- Annual average daily traffic
- Transit level of service
- Bike/ped connections
- Accessibility
- Proximity to activity centers
- Site identification
- Land acquisition or availability
- Emerging mobility opportunities



Questions and Comments

- **Which factors are most relevant to facility success?**
- **Which regional trends are the most influential?** (i.e., gas prices, transit ridership, working from home?)
- **Which locations will have the greatest impact on the region?**
- **What type of plan outcome is the most useful?** (i.e., do we need to prioritize these locations or simply develop an implementation strategy for each?)



Next Steps

Implementation Plan

**Complete opportunity analysis for future investment
Trends and monitoring metrics**

- **Finalize plan report**
- **Estimated project completion: End of July**

