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Chittenden County Park and Ride/Intercept Facility Draft Plan

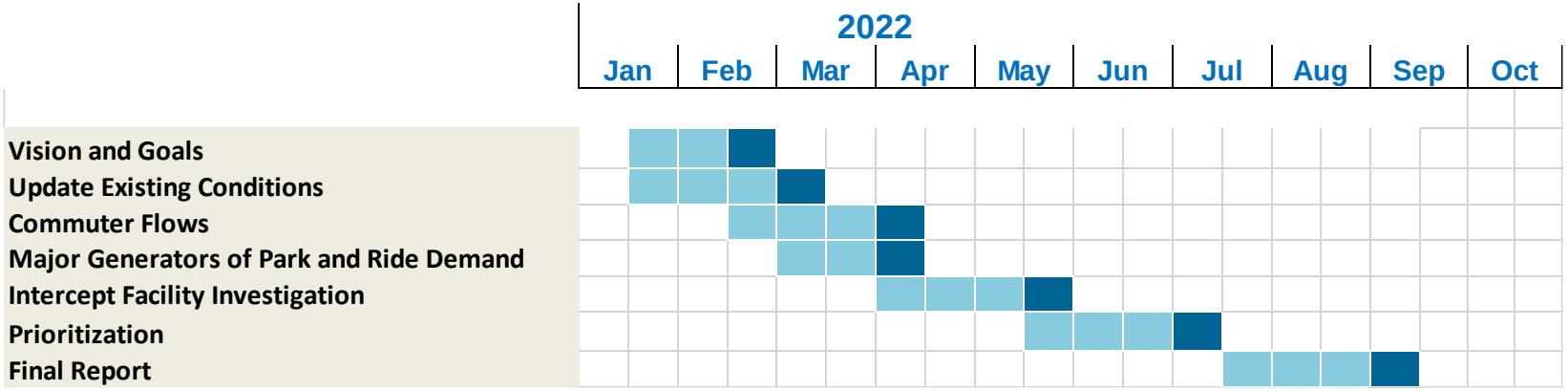
CCRPC TAC
September 2022

Project Purpose and Schedule

Purpose

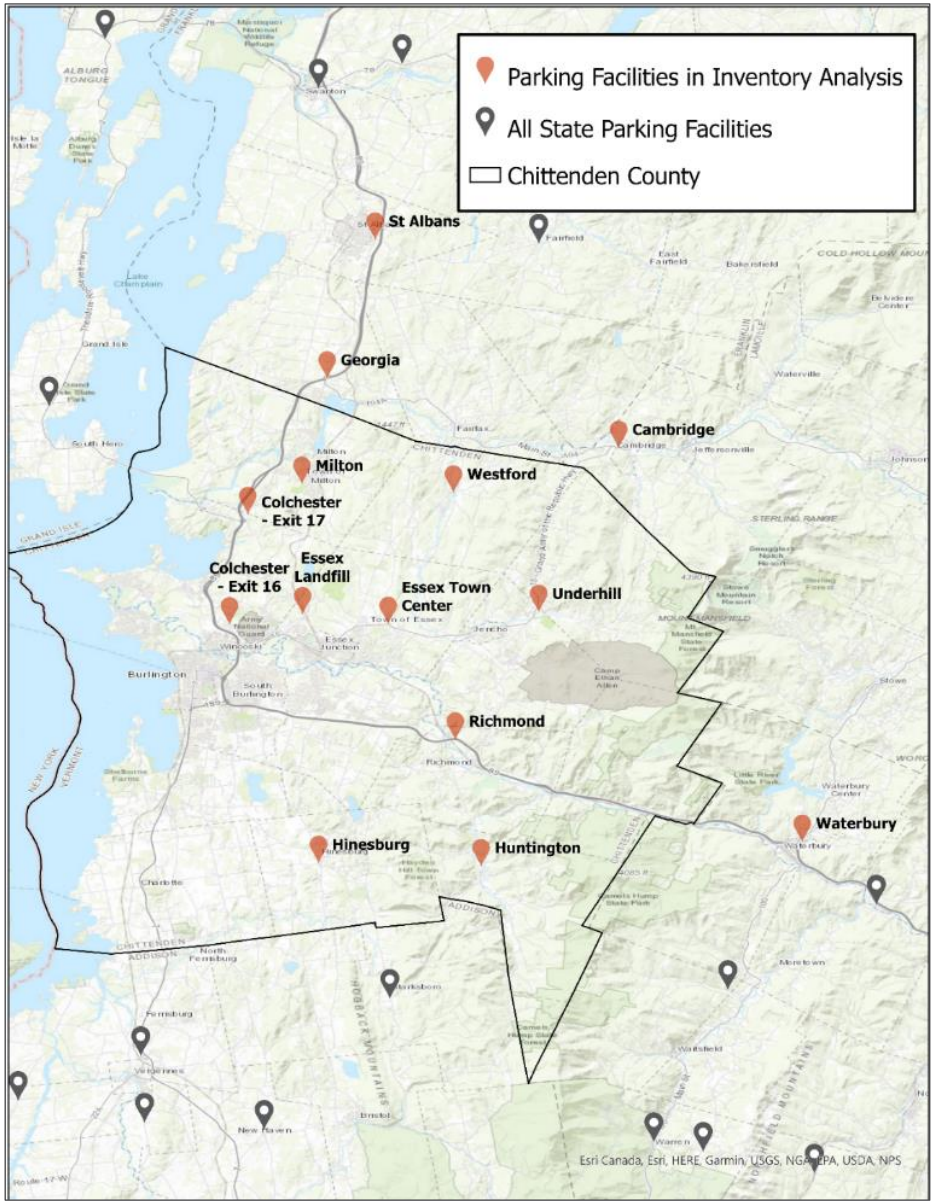
To update the county's Park and Ride & Intercept Facility Plan which was last updated in 2011.

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.



Facility Inventory

- 14 total facilities (10 within Chittenden County, 4 others part of the inventory)
- Most of the facilities saw a drop in occupancy
- Large vehicle access (i.e., transit buses) and maneuverability is an issue at several locations.
- Most of the facilities are in satisfactory physical condition
- A third of the facilities (36%) are not currently served by transit.
- Most of the facilities do not have adequate non-motorized (bike & pedestrian) access and infrastructure.
- The existing facilities are generally located uniformly throughout Chittenden County, with the exception of the southwest portion of the region which does not currently have a facility.



Recommended Facility Attributes

MINIMUM ATTRIBUTE	RELEVANT TREND / OBSERVATION	BENEFIT
EV Charger (Level 3 - DCFC)	Proliferation of electric vehicles	Users are encouraged to use facilities to charge vehicles.
Secure Bike Lockers	Increased bicycle usage including longer ranges due to e-bike/scooter adoption.	Users feel comfortable utilizing non-motorized modes to access facilities.
Wayfinding (Multi-Modal Signage)	Insufficient signage at some facilities.	User experience, multi-modal access.
Public Wi-fi	Increasing integration of IoT, MaaS, and new mobility options	Equity, user experience.
Shelters	Small and insufficient shelters at some facilities.	User safety and experience.
Paved & Striped Surface	Few existing facilities are not paved or striped.	Traveler safety, user experience, facility perception. Capacity.
Lighting	Poor or insufficient light may create unsafe or undesirable perception.	User safety, experience and facility perception.
Bike & Pedestrian Access (Sidewalks & Class I/II/III bike lanes)	Increased bicycle usage including longer ranges due to e-bike/scooter adoption and existing safety concerns.	Traveler safety, increased non-motorized mode share, transportation equity.
Transit Access (15-minute headway)	Decreasing regional transit services and ridership.	Travel time reliability, increased transit mode share, transportation equity. Ability to travel without schedule concerns.
Parking Availability (between 40% and 70%-)	Low occupancy decreases facility perception while full occupancy deters usage.	User experience

Parking Continuum

- The rigid terminology of whether a lot is an Intercept Lot vs a Park and Ride isn't the whole story.
- Context matters as to what the lot looks like, how it operates, and how it complements the transportation system

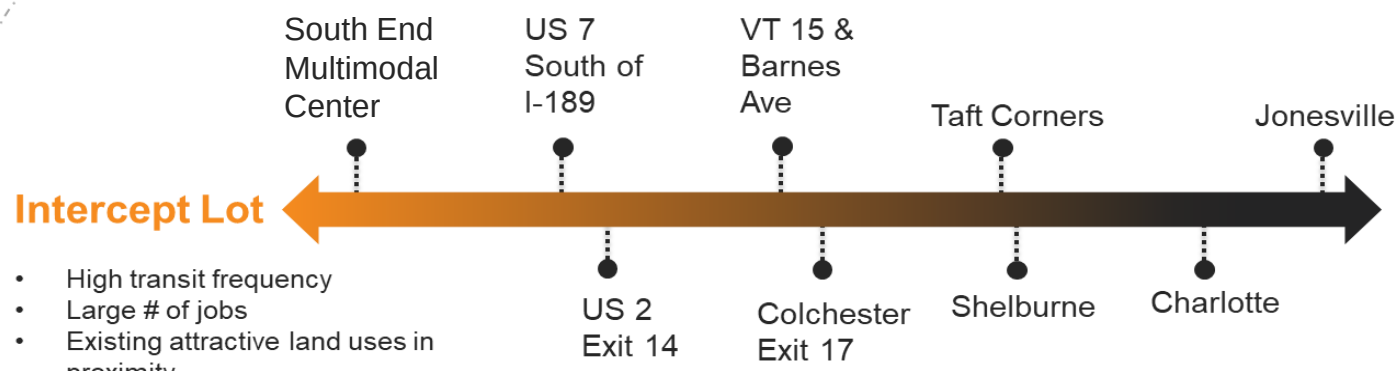
Intercept Lot

Large # of adjacent jobs and attractive land uses
(E.g commercial centers, parks, civic centers)
High adjacent building density
Origin of short distance transit trips
High transit frequency

Park and Ride

Large # of adjacent housing units
Less surrounding attractive land uses
Low adjacent building density
Origin of long-distance transit trips
Moderate transit frequency

Proposed Facilities

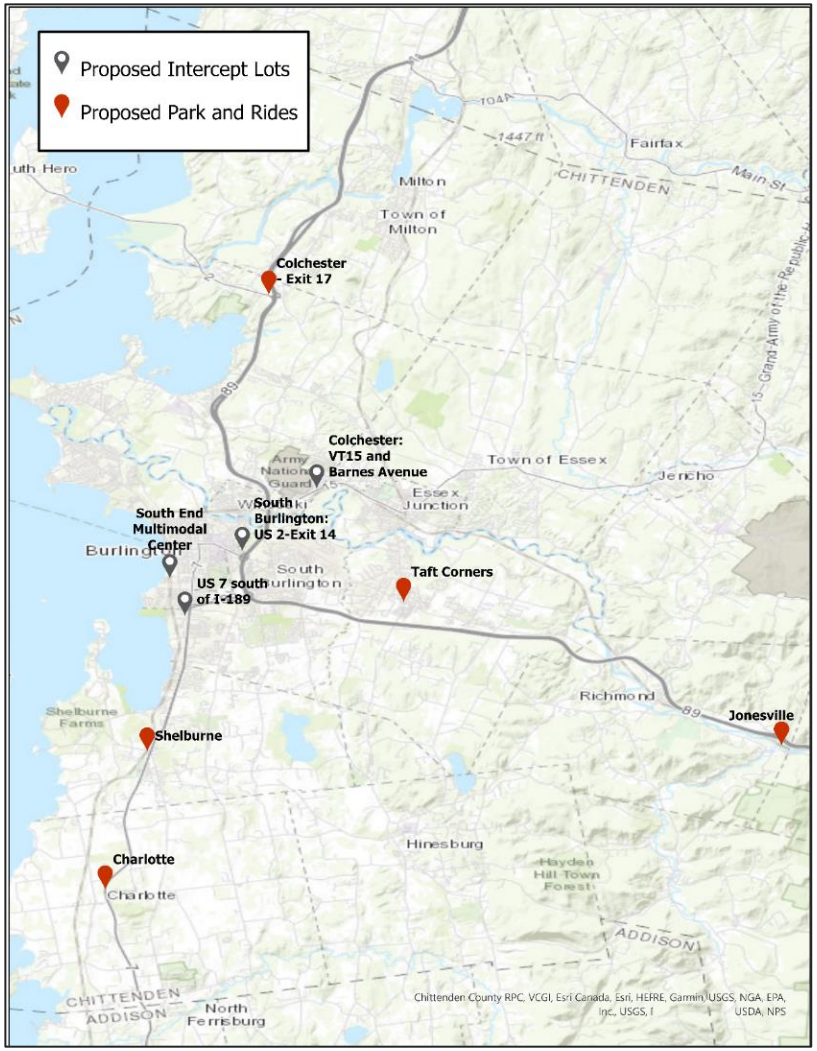


- High transit frequency
- Large # of jobs
- Existing attractive land uses in proximity.
- High adjacent building density
- EV charging
- Micro mobility options

- Moderate transit frequency
- Large # of housing units
- Minimal surrounding attractive land use
- Low adjacent building density
- Long distance transit options
- Bike parking
- Quality transit shelters
- EV charging

Proposed Facilities

FACILITY NAME	LOCATION DESCRIPTION
Burlington: South End Multimodal Center	At the end of Sears Lane and adjacent Lakeside Avenue Lot in the south end of Burlington.
South Burlington: US 7 south of I-189	Adjacent to the I-189/US 7 interchange in the Hannaford Plaza (former K-Mart)
South Burlington: US 2-Exit 14	Located behind the Double-Tree in South Burlington and accessed from US2 and from a slip ramp diverging from the I-89 Exit 14 off ramp.
Colchester: VT15 and Barnes Avenue	Off of VT-15 near Barnes Avenue in Colchester.
Charlotte	No specific site identified at this time. Anticipated to be near US 7 to facilitate transit service.
Williston: Taft Corners	The intersection of US 2 with VT 2A in the center of Taft Corners.
Shelburne	Just west of US-7 of Harbor Road next to the railroad tracks at old train station.
Richmond: Jonesville	The intersection of US 2 / Cochran Road.
Colchester: Exit 17	2 Jasper Mine Road. Accesses the adjacent roadway network via a proposed site driveway onto Jasper Mine Road which intersects US 2 to the west of I-89



Behaviors Over Time

DATA TREND	DATA SOURCES	MONITORING SCHEDULE
Employment & Commute Flows	LEHD, Business Level Data Purchase (e.g., Dunn, InfoGroup)	Annual / periodic
Transit Ridership	Green Mountain Transit	Monthly
Parking Demand	Burlington Public Works Department, Other municipalities	Monthly
Remote Work	American Community Survey and other local surveys (e.g., 2030 Districts, CATMA, other)	Annual
Travel Mode	American Community Survey, Employer Surveys (e.g., CATMA)	Annual
Parking Occupancy	CCRPC	Annual, collected at comparable time periods

- **Data should be put into a database which can be queried, tracked, and used to later establish relationships between them.**
- **Determine leading indicators, insight for short- and long- range planning.**

Recommended Implementation Plan

PROPOSED FACILITY	MUNICIPALITY	FACILITY TYPE	NUMBER OF PARKING SPACES	TIME FRAME	FUNDING SOURCE	PROJECT PARTNER (MUNICIPAL/STATE)	RECOMMENDED ACTION
Jonesville	Richmond	Surface lot	Unknown	Opportunistic / Medium	Municipal & State	Richmond	Conduct feasibility study.
Taft Corners	Williston	Surface lot possibly shared with other uses	60	Opportunistic / Medium	Municipal	Williston	Conduct feasibility study. Combined with Taft Corners zoning study
Shelburne	Shelburne	Existing train station lot	25	Opportunistic / Short	Municipal	Shelburne	Conduct feasibility study.
Charlotte	Charlotte	Surface lot possibly shared with other uses	50	Opportunistic / Short	Municipal & State	Charlotte	Conduct feasibility study.
Colchester - Exit 17	Colchester	Surface lot	74	Short	State	VTrans	Implement recommendations from scoping study.
South End Multimodal Center	Burlington	Shared multimodal facility	100+	Medium	Municipal & State	VTrans	Implement recommendations from feasibility study.
US 7 South of I-189	South Burlington	Allocated spaces in private parking lot	~50	n/a	n/a	VTrans	No action
Exit 14	South Burlington	Shared multimodal facility	100+	Medium	Municipal & State	VTrans	Updated Scoping Study
Colchester - VT-15 & Barnes Ave	Colchester	Surface lot	<50	Opportunistic / Long	Municipal	VTrans	Feasibility study contingent on increased VT15 transit service

Questions and Discussion