

Legislative Report

PARK-AND-RIDE STUDY

**Pursuant to
Act 56 of 2003, Section 19**

**By the
Vermont Agency
Of
Transportation**



By: David Scott, Director Program Development

February 15, 2004

Visit the VT Agency of Transportation Park-and-Ride web site
<http://www.aot.state.vt.us/parknride>



St. Albans VT 104



Middlesex US 2/I 89

Vermont Agency Of Transportation



Richmond US 2/I 89



Sharon I 89/VT132

Review and Update of the Park-and-Ride Facilities

In consultation with

Regional Planning Commissions
Chittenden County Metropolitan Planning Organization
Public Transit Advisory Council
Vermont League of Cities and Towns

Act 56, approved June 4, 2003 by the 2003 General Assembly contained language directing the Vermont Agency of Transportation to “review and update a completed 1991 TAMS Evaluation of Statewide Park-and-Ride Facilities Final Report and the 1998 Regional Planning Commission Park-and-Ride needs and priority listing. The review shall address potential benefits of integrating the Park-and-Ride and Public Transit Systems.” See below for the text.

*****Park-and-Ride Study*****

Sec. 19 PARK-AND-RIDE STUDY

The Agency of Transportation, in consultation with the public transit advisory council, the regional planning commissions, the Vermont League of Cities and Towns, and the Chittenden County Metropolitan Planning Organization, shall review and update the 1991 Evaluation of Statewide Park-and-Ride Facilities Final Report and the 1998 Regional Planning Commission’s Park-and-Ride lot needs and priority listings. The review shall address the potential benefits of integrating the Park-and-Ride and public transit systems.

To begin the Park-and-Ride study, Agency staff initially met internally with representation from the Local Transportation Facilities Section, Policy and Planning Division, and the Public Transit Section to discuss possible tasks required to accomplish the legislative intent as well as a timeline and responsibilities.

As a result that initial meeting, several tasks were identified. The Agency of Transportation’s Policy and Planning Division’s Regional Planning Coordinators were charged to work closely with their assigned regions and the regions’ respective public transit providers to ensure a complete study review. The Coordinator’s tasks were to work with the RPCs and the CCMPO to coordinate the review and updating of the existing Park-and-Ride studies completed in 1998 as well as to identify future regional Park-and-Ride needs. In order to accomplish these tasks, close coordination with local communities and regional transit providers was required.

Specific tasks and timeline are presented below:

Regional Planning Commissions and Public Transit Providers Tasks and Schedule

<u>Tasks</u>	<u>Schedule</u>
1) Inventory of existing Park-and-Ride Facilities	August 15
2) Review and Update:	
a) 1998 Regional Park-and-Ride Priorities & Needs	September 15
b) 1991 TAMS Report	September 15
3) Regional Planning Commissions' Usage Counts	November 15
4) Reprioritization of Lots and Needs	November 15

The RPCs were provided guidance from the Agency to assist in the completion of the tasks requested. For example, as part of the inventory of existing facilities task listed above, additional information was requested. Specifically, data and information related to current public transit provider service availability, public transit routes and current usage of existing lots were collected. A Task Summary is included as Exhibit A.

For Task 1, thirty Park-and-Ride lots were inventoried with the assistance of the Regional Planning Commissions and VTrans personnel. Data such as: surface type, available parking spaces, striped parking spaces, lighting, passenger shelters, bike racks and telephone service.

The inventory found 50% of the existing Park-and-Ride lots have an asphalt surface and all but one are striped to designate space locations. The inventory also discovered that 35% of the lots provide some form of lighting. The inventory identified three lots, in Fairfax, Jamaica and Newfane are inactive.

The inventory found seven lots with passenger shelters. Of those, five provided bike racks. Three sites provide telephone service. The Morrisville-Stowe site shares its phone service when the State airport is open for business. A telephone is provided at both the Montpelier and Richmond lots. Telephone service is generally not provided or encouraged at Park-and-Ride Facilities in Vermont due to past history of damage, misuse, and low usage of the service. As wireless services become common, hard-wired services are used less often.

Exhibit B-1 illustrates the form used to guide this inquiry. The results are in Exhibit B-2.

				Exhibit A	
2003 Park-and-Ride Study Tasks Responses					
RPCs & MPO	Task 1	Task 2	Task 3	Task 4	
Northeastern Vermont Development Association	X	X	X	X	
Northwest Regional Planning Commission	X	X	X	X	
Central Vermont Regional Planning Commission	X	X	X	X	
Two Rivers-Ottawaquechee Regionnal Commission	X	X	X	X	
Lamoille County Planning Commission	X	X	X	X	
Chittenden County Metropolitan Planning Organization	X	X	X	X	
Upper Valley-Lake Sunapee Regional Planning Commission	X	X	X	X	
Addison County Regional Planning Commission	X	X	X	X	
Rutland Regional Planning Commission	X	X	X	X	
Bennington County Regional Commission	X	X	X	X	
Southern Windsor County Regional Planning Commission	X	X	X	X	
Windham Regional Commission	X	X	X	X	
Task 1: Inventory existing facilities					
Task 2: Review and update past reports					
Task 3: Existing facilities usage counts					
Task 4: Re-prioritization of facilities and needs					

Exhibit B-1

Vermont Agency of Transportation Park-and-Ride Lot Inventory Sheet

Lot:

Location: (Town & Route) _____
Area: Length: _____ Width: _____
Size: (Number of Spaces) _____
Handicap Spaces: Yes ___ No ___ Number of Spaces _____
Parking Scheme: Diagonal _____ Perpendicular: _____
Parking Space: Sufficient _____ Insufficient _____
Surface: Gravel _____ Asphalt _____ Other _____
Curbing: Yes ___ No ___
Lighting: Yes ___ If Yes then: Sufficient _____ Insufficient _____
No ___

Delineation:

Off-Site Directional Signage: _____
On-Site Signage: _____
Pavement Markings: Traffic Flow ___ Parking Spaces ___ N/A _____

Amenities:

Telephone:	Yes _____	No _____
Shelter:	Yes _____	No _____
Bicycle Rack:	Yes _____	No _____
Trash Receptacle:	Yes _____	No _____
Vending (Newspaper)	Yes _____	No _____
Toilet/Wash Room	Yes _____	No _____

Landscaping:

Fencing:	Yes _____	No _____
Trees & Shrubs	Yes _____	No _____
Other:	Yes _____	No _____

Security Devices:

Active:	Yes _____	No _____
Passive:	Yes _____	No _____

Existing Park-and-Ride Lot Inventory Information											Exhibit B-2
LOCATION	ROUTE	INVENTORY COMPLETED	LOT SIZE	SURFACE TYPE	STRIPED	LIGHTING	SHELTER	BIKE RACK	TELEPHONE		
BARNET	TH 1	YES	15	ASPHALT	NO	MINIMUM	NO	NO	NO		
BERLIN	TH 1	YES	77	ASPHALT	YES	YES	YES	YES	NO		
BRADFORD	VT 25	YES	23	ASPHALT	YES	YES	NO	NO	NO		
BRISTOL	VT 116 & VT 17	YES	10	GRAVEL	NO	NO	NO	NO	NO		
CAMBRIDGE	VT 15	YES	19	ASPHALT	YES	NO	NO	NO	NO		
COLCHESTER	US 7	YES	108	ASPHALT	YES	YES	YES	YES	NO		
EAST BARRE	US 302 & VT 110	YES	12	GRAVEL	NO	NO	NO	NO	NO		
FAIRFAX (Inactive)	VT 128	YES	15	GRAVEL	NO	NO	NO	NO	NO		
GEORGIA	TH 31	YES	25	ASPHALT	YES	YES	NO	NO	NO		
HARTLAND	US 5	YES	20	ASPHALT	YES	YES	NO	NO	NO		
JAMAICA (Inactive)	VT 30	YES	5	GRAVEL	NO	NO	NO	NO	NO		
MANCHESTER	TH 24	YES	30	GRAVEL	NO	NO	NO	NO	NO		
MIDDLESEX	US 2	YES	24	ASPHALT	YES	YES	NO	NO	NO		
MONTPELIER	NSH-MJSH	YES	55	ASPHALT	YES	YES	YES	YES	YES		
MORRISVILLE	VT 100	YES	6	ASPHALT	YES	YES	YES	NO	YES		
NEWFANE (Inactive)	VT 30	YES	5	GRAVEL	NO	NO	NO	NO	NO		
RANDOLPH	VT 66	YES	15	GRAVEL	NO	NO	NO	NO	NO		
RICHMOND	US 2	YES	105	ASPHALT	YES	YES	YES	YES	YES		
ROYALTON	VT 14	YES	15	GRAVEL	NO	NO	NO	NO	NO		
RUTLAND	BR US4	YES	125	ASPHALT	YES	YES	YES	NO	NO		
SHARON	VT 132	YES	24	ASPHALT	YES	NO	NO	NO	NO		
SOUTH BARRE	VT 14	YES	28	ASPHALT	YES	NO	NO	NO	NO		
SPRINGFIELD	US 5	YES	24	GRAVEL	NO	MINIMUM	NO	NO	NO		
ST. ALBANS	VT 104	YES	59	ASPHALT	YES	YES	YES	YES	NO		
ST. JOHNSBURY	US 2	YES	35	GRAVEL	NO	MINIMUM	NO	NO	NO		
THETFORD	VT 113	YES	25	GRAVEL	NO	MINIMUM	NO	NO	NO		
WATERBURY	TH 19	YES	60	GRAVEL	NO	MINIMUM	NO	NO	NO		
WEATHERSFIELD	VT 131	YES	20	GRAVEL	NO	NO	NO	NO	NO		
WEST DANVILLE	US 2	YES	17	ASPHALT	YES	NO	NO	NO	NO		
WILLIAMSTOWN	VT 64	YES	24	ASPHALT	YES	MINIMUM	NO	NO	NO		

Task 3 involved the assessment of usage of the existing Park-and-Ride Facilities. Each RPC was asked to count vehicles at specified times and develop a capacity estimate. For example, a standard Park-and-Ride usage count was on Tuesdays and Thursdays, with a count at approximately 9:30 - 10:00 AM and 2:30 - 3:00 PM on each day. If there were unusual circumstances that warranted tracking, such as shift changing overlaps, etc., counts at those times were made too.

Counts were taken at 26 locations. The counts provided an overall statewide average of 55.6 percent of available spaces used. Two of the 26 locations experienced an overflow of parked vehicles using existing spaces. Both lots, Hartland on US 5 and Randolph on VT 66 (Exit 4 on I-89), are scheduled for improvement and enlargement in the Agency's Park-and-Ride Program.

The three inactive lots were not counted. A fourth, the Rutland Multi-modal located in downtown Rutland could not be counted due to the nature of the existing facility. The facility also is a parking garage for downtown Rutland business district and is a parking facility for a state office complex.

The results of this data collection are presented in Exhibit C-1. Exhibit C-2 shows the form used to develop public transit service availability at each of the lots. A map illustrating the location of all existing lots, which shows transit availability and the location of transit fixed routes is presented on Exhibit C-3.

The Agency has 17 park-and-ride projects in various stages of development. These involve a variety of facilities throughout Vermont. These projects are listed in Exhibit D-1.

A significant part of this study was seeking guidance from the Regional Planning Commissions with respect to their priorities for new projects through Tasks 2 and 4. Specifically, each RPC was asked to review the work previously completed and contained in the 1998 priority listing. This information is listed in Exhibit E-1 and a map corresponding to this list is Exhibit E-2.

Existing Park-and-Ride Lot Inventory with Counts											Exhibit C-1	
LOCATION	ROUTE	LOT SIZE	INVENTORY COMPLETED	USAGE COUNTS		% CAPACITY	TRANSIT PROVIDED					
				AM	PM							
BARNET	TH 1	15	YES	6	6	40.0%	NO					
BERLIN	TH 1	77	YES	41	41	53.2%	NO					
BRADFORD	VT 25	23	YES	20	20	87.0%	NO					
BRISTOL	VT 116 & VT 17	10	YES	2	2	20.0%	NO					
CAMBRIDGE	VT 15	19	YES	4	3	21.1%	NO					
COLCHESTER	US 7	108	YES	20	20	18.5%	YES					
EAST BARRE	US 302 & VT 110	12	YES	2	2	16.7%	NO					
FAIRFAX (Inactive)	VT 128	15	YES	NA	NA	NA	NO					
GEORGIA	TH 31	25	YES	19	19	76.0%	YES					
HARTLAND	US 5	20	YES	28	25	140.0%	YES					
JAMAICA (Inactive)	VT 30	5	YES	NA	NA	NA	NO					
MANCHESTER	TH 24	30	YES	1	1	3.3%	NO					
MIDDLESEX	US 2	24	YES	14	14	58.3%	YES					
MONTPELIER	NSH-MJSH	55	YES	35	35	63.6%	YES					
MORRISVILLE	VT 100	6	YES	2	2	33.3%	NO					
NEWFANE (Inactive)	VT 30	5	YES	NA	NA	NA	NO					
RANDOLPH	VT 66	15	YES	17	17	113.3%	NO					
RICHMOND	US 2	105	YES	89	75	84.8%	YES					
ROYALTON	VT 14	15	YES	5	5	33.3%	NO					
RUTLAND	BR US4	125	YES	NA	NA	NA	YES					
SHARON	VT 132	24	YES	6	6	25.0%	NO					
SOUTH BARRE	VT 14	28	YES	20	20	71.4%	NO					
SPRINGFIELD	US 5	24	YES	8	8	33.3%	YES					
ST. ALBANS	VT 104	59	YES	35	35	59.3%	YES					
ST. JOHNSBURY	US 2	35	YES	20	20	57.1%	NO					
THETFORD	VT 113	25	YES	7	7	28.0%	NO					
WATERBURY	TH 19	60	YES	22	22	36.7%	YES					
WEATHERSFIELD	VT 131	20	YES	17	13	85.0%	YES					
WEST DANVILLE	US 2	17	YES	4	4	23.5%	NO					
WILLIAMSTOWN	VT 64	24	YES	14	14	58.3%	NO					

Exhibit C-2

**Vermont Agency of Transportation
Transit Provider
Park-and-Ride Lot
Inventory Sheet**

Name:

Transit Provider: _____

Park & Ride Lot Serviced:

Location: (Town & Route) _____

Type of Service:

Public Transit: Personal _____ Ride to work _____

Chartered: Business _____ Recreational _____

Frequency of Service:

Public Transit: Daily _____ Monthly _____ Other _____

Charter: Daily _____ Monthly _____ Other _____

Number of Patrons:

Public Transit: Personal _____ Ride to work _____

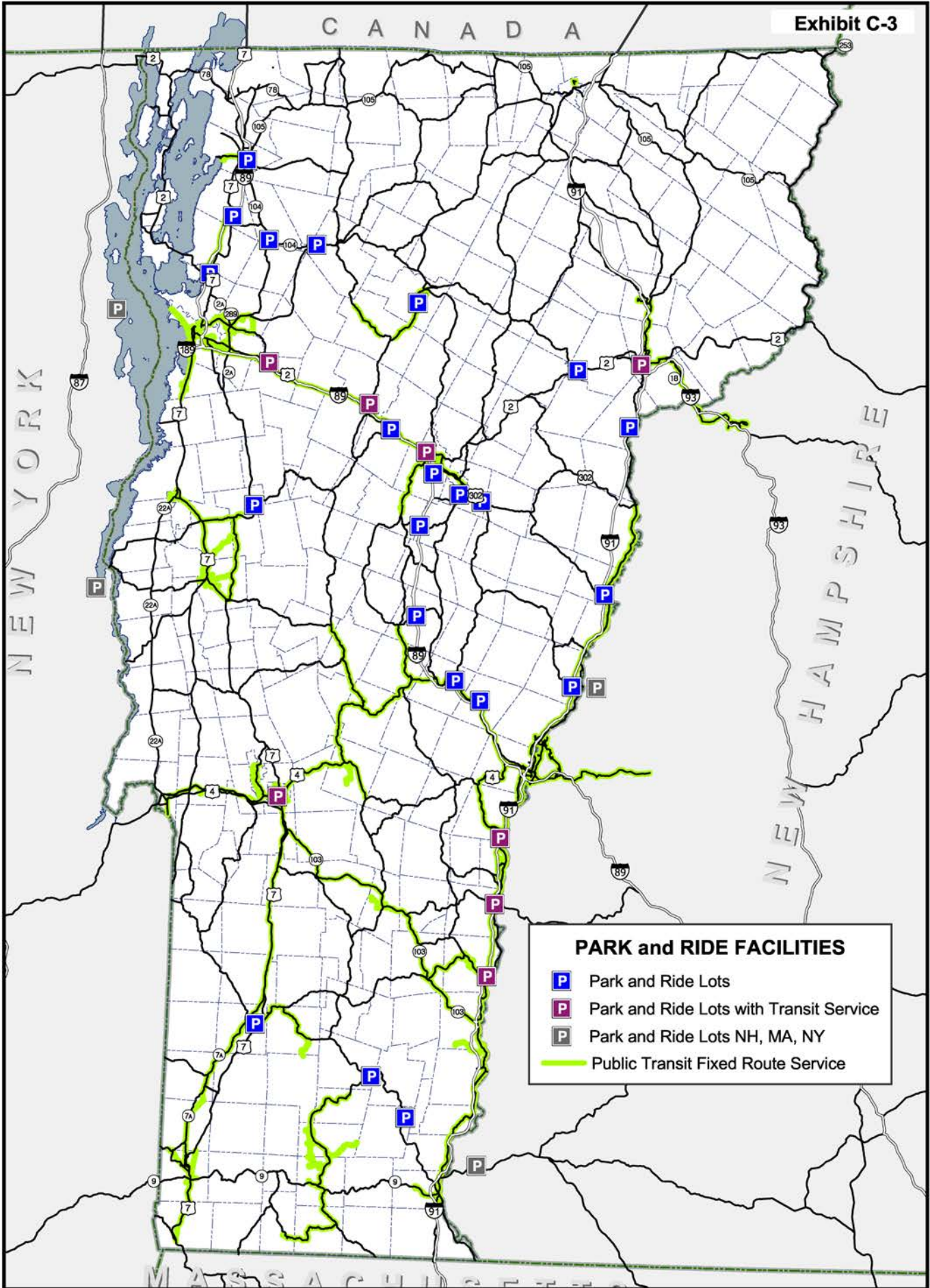
Chartered: Business _____ Recreational _____

Accessibility:

Bus can enter lot: _____ Bus can not enter lot: _____

Pick up and drop off space available: _____

Pick up and drop off space not available: _____



PARK and RIDE FACILITIES

-  Park and Ride Lots
-  Park and Ride Lots with Transit Service
-  Park and Ride Lots NH, MA, NY
-  Public Transit Fixed Route Service

Exhibit D-1

Agency of Transportation

Active Park-and-Ride Projects

Barnet CMG PARK(28)S: A grant was awarded to the Town of Barnet to upgrade their existing Park-and-Ride Facility. The work included paving, markings, guard rail, signing and lighting. The project is complete except for the markings, which are to be applied in the spring of 2004.

Barre Town CMG PARK(24)S: This project consists of adding lighting to the existing upgraded facility in South Barre, on Vt 14. Project is planned for construction in 2004.

Bennington CMG PARK(13)S: This project will consist of future upgrades (signing, etc.) to the existing facility located in the Town of Manchester on Dufresne Road, off VT 11. This is the only need identified in the Bennington County Regional Commission region for Park-and-Rides.

Brattleboro CMG PARK(14)S: This is a scoping project to identify potential Park-and-Ride locations in Windham County, near I-91 Exits 1, 2 and 3. These locations did not score as high in Windham Regional Commission's 2003 review as in prior Park-and-Ride reviews. Scope may be subject to change.

Colchester CMG PARK(18)S: This project is now complete and was opened in October 2003. It is a new facility on US 2, located three-tenths of a mile north of the US 2 and US 7 intersection (and I-89, Exit 17) in Chimney Corners. It is also the site of the new VTrans District 5 Maintenance Facility.

East Montpelier CMG PARK(22)S: This project consists of the siting, design and construction of a new facility near the intersection of VT 14 and US 2 in the Town of East Montpelier. This is the Central VT Regional Planning Commission's Park-and-Ride number one priority.

Enosburg CMG PARK(20)S: This project consist of the design and construction of a new facility located in the Village of Enosburg near the intersection of VT 105 and VT 108. This is the Northwest Regional Planning Commission's top priority their region. Construction may start in the 2005 construction season.

Ferrisburgh CMG PARK(15)S: This project consist of the siting, design and construction of a new facility to be located at the intersection of VT 22A and US 7. This facility will have 87 parking spaces available for commuters. Future plans include relocating the historic Vergennes train station to the site and restored for use as a Travel Information Center, staffed by the Addison County Chamber of Commerce, as well as a bus and train station. Construction of the Park-and-Ride Facility portion will be during the up coming 2004 construction season. This is Addison County Regional Planning Commission's number one priority for Park-and-Rides in their region.

Active Park-and-Ride Projects (cont'd)

Hartland CMG PARK(25)S: This project consist of expanding the existing facility and making additional upgrades of adding a bus shelter, landscaping, etc. This project is Upper Valley – Lake Sunapee Regional Planning Commission’s number one priority for Park-and-Rides in the region. Temporary expansion is planned for the 2004 season with permanent construction to follow.

Hartford CMG PARK(12)S: This project consist of scoping for potential sites for a new facility in the area of I-91 Exits 10 and 11. The UVLSRPC scored this facility as their third priority.

Putney CMG PARK(26)S: The design and construction of a new facility located at the unused District #2 Maintenance Facility property on US Rte 5 near Exit 4 of I-93. This facility will share the site with the planned new Putney Fire/Emergency Facility. This project is the number one priority for Park-and-Rides in WRC’s region.

Randolph CMG PARK(21)S: This project consist of the design and construction of a new facility to be located on the property abutting the existing informal facility near the I-89 Exit 4. Approximately 80 parking spaces will be provided. This project is scheduled for construction in the 2005 construction season. This project is one of Two Rivers – Ottauquechee Regional Commission’s top priorities.

Royalton CMG PARK(27)S: This project consist of the siting, design and construction of a new facility located near Exit 3 of I-89. This project is one of TRORC’s top priorities.

St. Albans CMG PARK(23)S: This project consist of the expansion of the existing facility on VT 104 at the Intersection of VT 36. Approximately 30 parking spaces will be added. This project is scheduled for the 2004 construction season.

Waterbury CMG PARK(11)S: This project consist of the upgrading of the existing Park-and-Ride Facility located on Lincoln Street Extension. These upgrades will include paving, markings, lighting, signing, landscaping and a bus shelter.

Weathersfield CMG PARK(17)S: This project consist of the expansion and upgrading of the existing Park-and-Ride Facility located on VT 131 near I-91 Exit 8. The upgrades will include paving, markings, lighting, signing, landscaping and a bus shelter.

Williston CMG PARK(0)S: This project consists of the scoping, design and construction of a new facility to be located on VT Rte 2A near I-89 Exit 12.

Exhibit E-1

Park-and-Ride Facilities Priorities

<u>Regional Planning Commission</u>	<u>Need</u>	<u>Active Projects</u>
Northeast VT Development Association:		
1) St. Johnsbury at the intersection of US 2 and US 2B	Upgrade	
2) Barnet near the I-91 Exit 18	Upgrade	Yes
3) Derby/Orleans along US 5	New	
4) Concord on US 2	New	
5) Hardwick at the intersection of VT 15 and VT 14	New	
Northwest Regional Planning Commission:		
1) Enosburg Falls near the intersection of VT 105 and VT108	New	Yes
2) Grand Isle along US 2	New	
3) Swanton near I-89 Exit 21	New	
4) Sheldon near the intersection of VT 105 and VT 78	New	
Chittenden County Metropolitan Planning Organization:		
1) Burlington on Lakeside Avenue	Upgrade	
2) Burlington on North Avenue	Upgrade	
3) South Burlington near I-89 Exit 14	New	
4) South Burlington, south of the US 7 and I-189 Interchange	New	
4) Williston near I-89 Exit 12 and Taft Corners	New	Yes
4) Colchester near I-89 Exit 17	Upgrade	Cmplt
7) Colchester VT 15 and Barnes Road (Multi-modal Facility)	New	
7) Richmond near I-89 Exit 11	Upgrade	
9) Colchester near I-89 Exit 16	New	
9) Essex near VT 15 and CCCH	New	
9) Shelburne near the Village	New	
9) Jericho near the intersection of VT 15 & River Road	New	
9) Colchester on VT 127 near the Heineberg Bridge	New	
9) Essex near the intersection of VT 15 and Allen Martin Road	New	
9) Essex near the intersection of VT 117 and CCCH	New	
9) Essex near the VT 2A and CCCH Interchange	New	
9) Burlington on VT 127 near the Railroad Underpass Area	New	
18) Charlotte at the Railroad Station	Upgrade	
19) Colchester near the US 7, Severence Road and CCCH	New	
19) Hinesburg near the Village Center	New	
19) Milton near the Village	New	
22) Richmond near the Village	New	
23) South Burlington on VT 116 near I-89	New	

Park-and-Ride Facilities Priorities (continued)

Regional Planning Commission

CCMPO (continued):

	<u>Need</u>	<u>Active Projects</u>
23) St. George near the VT 2A and VT 116 Intersection	New	
25) Westford near the Village	New	
26) Williston on Redmond Road near the CCCH	New	

*** The CCMPO TAC has approved the above list of lots and priorities, final approval by the CCMPO board is anticipated at the CCMPO monthly board meeting scheduled February 18th.**

Lamoille County Planning Commission:

1) Morristown near the intersection of VT 100 and VT 15	New	
2) Jeffersonville on VT 15 east of the Village	New	
3) Stowe near the intersection of VT 100 and VT 108 (Village)	New	
4) Johnson near the Intersection of VT 15 and Hogback Road	New	
5) Wolcott on VT 15 west of Town	New	

Central VT Regional Planning Commission:

1) East Montpelier at intersection of US 2 and VT 14	New	Yes
1) Waterbury on Lincoln Street Extension	Upgrade	Yes
1) South Barre on VT 14 near VT 63	Upgrade	Yes
2) Berlin near I-89 Exit 6	New	
3) Northfield in village on VT 12	New	
4) Plainfield in Village on US 2	New	
5) Moretown near the intersection of VT 100 and VT 100B	New	
6) Waitsfield on VT 100 near Irasville	New	
7) Barre Town near intersection of US 302 and VT 110	Upgrade	
8) Marshfield near intersection of US 2 and VT 215	New	
9) Calais on VT 14 near the Village	New	
10) Woodbury on VT 14 near South Village	New	
11) Middlesex on VT 12 near Wrightsville Dam	New	
12) Cabot on VT 215 near the Village	New	
13) Waitsfield Ski Shuttle on VT 100	New	
13) Barre Urban Shuttle on US 302 on north end	New	
13) Montpelier Urban Shuttle near junction of US 2 and US 302	New	
13) Montpelier Urban Shuttle on VT 12	New	

Addison County Regional Planning Commission:

1) Ferrisburgh near intersection US 7 and VT 22A	New	Yes
2) Bristol at the intersection of VT 17 and VT 116	Upgrade	

Park-and-Ride Facilities Priorities (continued)

Regional Planning Commission

ACRPC (continued):

- | | <u>Need</u> | <u>Active
Projects</u> |
|--|--------------------|-----------------------------------|
| 3) Middlebury on US 7 north of Town | New | |
| 3) Middlebury on US 7 south of Town | New | |
| 3) New Haven near the intersection of US 7 and VT 17 | New | |
| 3) Addison near the intersection of VT 17 and VT 125 | New | |

*** The priority order of the last four sites will be discussed and refined at future ACRPC TAC meetings.**

Two Rivers – Ottauquechee Regional Commission:

- | | | |
|-------------------------------|--------------|-----|
| 1) Randolph near I-89 Exit 4 | Upgrde/Expnd | Yes |
| 1) Royalton near I-89 Exit 3 | New | Yes |
| 3) Bradford near I-91 Exit 16 | Expand | |
| 4) Thetford near I-91 Exit 14 | Upgrade | |

Rutland Regional Planning Commission:

- | | | |
|--|-----|--|
| 1) Fair Haven near intersection of US 4 and VT 22A | New | |
| 2) Hubbardton on VT 30 | New | |
| 3) Ira on VT 133 | New | |
| 4) Mendon on US 4 | New | |
| 5) Pittsford near intersection of US 7 and VT 3 | New | |
| 6) Proctor on VT 3 | New | |
| 7) Wallingford on US 7 | New | |
| 8) Mount Tabor/Danby on US 7 | New | |
| 9) Pawlet near intersection of VT 30 and VT 133 | New | |
| 10) Mount Holly on VT 103 | New | |

Bennington County Regional Commission:

- | | | |
|---|---------|-----|
| 1) Manchester at the intersection of US 7 and VT 30 | Upgrade | Yes |
|---|---------|-----|

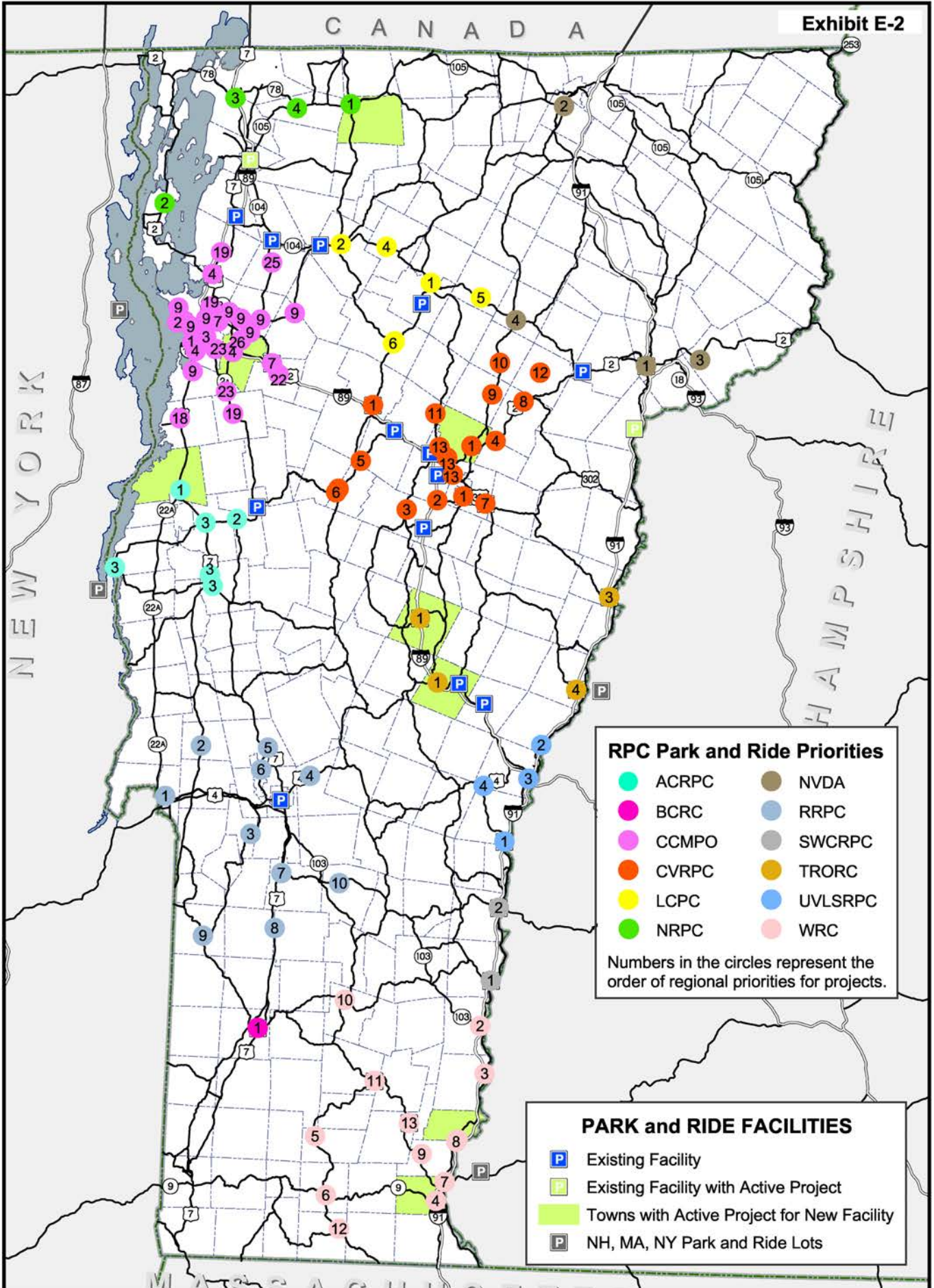
Upper Valley – Lake Sunapee Regional Planning Commission:

- | | | |
|---|--------|-----|
| 1) Hartland near I-91 Exit 9 | Expand | Yes |
| 2) Norwich near I-91 Exit 13 | New | |
| 3) Hartford near I-91 Exits 10 and 11 | New | Yes |
| 4) US 4 corridor between Rutland and Hartford | New | |

Park-and-Ride Facilities Priorities (continued)

Regional Planning Commission

	<u>Need</u>	<u>Active Projects</u>
Southern Windsor County Regional Planning Commission:		
1) Springfield on VT 11	Upgrade	
2) Weathersfield on VT 131	Expand	Yes
Windham Regional Commission:		
1) Putney near I-91 Exit 4	New	Yes
2) Rockingham near I-91 Exit 6	New	
3) Westminster near I-91 Exit 5	New	
4) Brattleboro near I-91 Exit 2	New	Yes
5) Dover on VT 100 near Mount Snow	New	
6) Wilmington near the intersection of VT 9 and VT 100 (South)	New	
7) Brattleboro near I-91 Exit 3	New	Yes
8) Brattleboro near I-91 Exit 1	New	
9) Dummerston near the intersection of VT 30 and East-West Rd	New	
10) Londonderry near the intersection of VT 100 and VT 11	New	
11) Jamaica near the intersection of VT 30 and VT 100 (South)	Upgrade	
12) Whitingham near the intersection of VT 100 and VT 112	New	
13) Newfane at the intersection of VT 30 and TH 4	Upgrade	



RPC Park and Ride Priorities

ACRPC	NVDA
BCRC	RRPC
CCMPO	SWCRPC
CVRPC	TRORC
LCPC	UVLSRPC
NRPC	WRC

Numbers in the circles represent the order of regional priorities for projects.

PARK and RIDE FACILITIES

Existing Facility
Existing Facility with Active Project
Towns with Active Project for New Facility
NH, MA, NY Park and Ride Lots

CONCLUSIONS-

Park-and-Ride Facilities remain an effective method for reducing traffic congestion, decreasing the use of fossil fuel, while minimizing fuel emissions, providing connectivity between Park-and-Ride Facilities and inter-regional public transit routes and saving valuable urban land for more aesthetically appealing and productive uses.

Park-and-Ride projects are a popular choice with the public. For example, during last summer and fall Secretary McDonald and staff from the Agency of Transportation conducted outreach listening sessions where need for these facilities was almost universally endorsed.

The priorities submitted by Regional Planning Commissions should be among the top criteria for the Agency when selecting possible locations for designing and constructing new or expanded sites.

The Regional Planning Commissions and CCMPO worked with the public transit providers in their regions to identify and prioritize new facility needs. Collaboration with public transit providers, Regional Planning Commissions and local communities must continue and expand. The Agency will also work with advocacy groups and neighboring states to ensure bi-state regions have a unified vision towards Park-and-Ride Facility use and development. More market research relative to specific travel corridors and park-and-ride facility nodes must be conducted to ensure proper siting and sizing of facilities.

Existing Park-and-Ride Facilities are sited on small, constrained parcels of land and are not easily adapted for public transit use. However, the Agency will incorporate public transit amenities in the design of future Park-and-Ride Facilities if appropriate. This includes shelters, bus turn-arounds, parking/pickup areas, etc. The amenities identified will be collaborative effort with the Agency, Regional Planning Commissions and public transit providers.

Over the past few years, the Agency supported an annual program of approximately \$1 million. Given fiscal constraint, this may be an appropriate level of funding to maintain.

