

UPPER VALLEY INTERMODAL FACILITY PLANNING STUDY

PAC Meeting – March 12th, 2010

Meeting Agenda

- ❑ **Key Goals for the Meeting – *Christine***
- ❑ **Revisit Project Purpose & Policy Support – *Nate***
- ❑ **Overview of Phase II Screening Process – *George Sykes***
- ❑ **Presentation of Phase II Screening Results – *David***
- ❑ **Next Steps – *Christine***



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Key Meeting Goals

1) Reconfirm Statement of Need

- ❑ Policies Underpinning the Need for an Intermodal Facility in the Upper Valley
- ❑ Intermodal Facility Purpose & Need Statement

2) Understand/Communicate Phase II Screening Process & Results



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Intermodal Facility – What It Is & Isn't

What It Is	What It Isn't
A location for transferring modes of travel (e.g. single-occupant vehicle, carpool, local transit, inter-city transit, etc)	A bus storage & maintenance facility
A central transfer point for local, regional, and intercity bus trips	A satellite employee parking lot
An opportunity to reduce local congestion	A solution to all of the region's transportation issues
Developed through an open and comprehensive public planning process	



Progress to Date

- Project Kick-off August 2009
- Develop Purpose & Need September
- Refine Site Screening Criteria September
- **1st Public Meeting (*introduction*)** October
- Site Identification November
- **2nd Public Meeting (*site overview*)** November
- Phase I Screening December
- Selection of 5 Sites for Phase II December
- Presentation to Hartford Selectboard January 2010
- **3rd Public Meeting (*Phase I screening*)** February
- Presentation to Lebanon City Council February
- Presentation to Lebanon Planning Board February



Policy Support for an Upper Valley Intermodal Facility

□ NHDOT Statewide Intermodal Transportation Planning Study (2003)

“To encourage the provision of intercity bus service as a provider of basic mobility,...as an alternative to the private vehicle [to reduce] energy consumption and improv(e) air quality,...to reduce congestion, and provide an improved quality of life.”

“Hanover/Lebanon...is a primary location for the development of an intermodal facility that could serve both outbound intercity passengers and inbound commuters...An initial step would...be a feasibility study involving all the potential stakeholders to identify goals, determine sites, ...etc. Because of the variety of stakeholder interests this project is likely to be difficult, but worthwhile.”

□ UVLSRPC Regional Transportation Plan Transportation Goals (2004)

“...to increase opportunities for multi-modal travel and intermodal connections to effectively reduce reliance on single-occupant vehicles and to be proactive at preventing future problems and congestion.”



Policy Support for an Upper Valley Intermodal Facility

- 2009 Lebanon Principles for Sustainability

Principle #4 - Intelligent, Coordinated Development and Transportation

“Coordinating infill development, adaptive re-use of existing buildings, and conservation design for new development ...especially with an integrated multi-modal transportation system to promote alternatives to the automobile. Benefits include less traffic congestion, less air pollution, less wear and tear on roads, and safer access

- 2009 Lebanon Master Plan (DRAFT), Transportation Chapter

“The City of Lebanon shall strive for a balanced, and integrated multi-modal (the combination of motor vehicle, air, rail, pedestrian, and bicycle transportation) transportation system that provides incentives for increased use of transit, bicycle and pedestrian modes.”

Q35. Do you support or oppose the following approaches to transportation management?

Answer Options	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No opinion/ Not sure	Response Count
Locate some residential areas near employment and shopping	149	105	21	6	15	296
Limit development that generates heavy traffic	128	102	45	13	8	296
Create more sidewalks in developed areas	187	73	17	6	10	293
Create more bicycle lanes and bicycle parking	155	83	27	21	10	296
Create park-and-ride areas	150	102	19	4	22	297
Require that new development contribute to improving traffic management	202	69	11	8	7	297



Policy Support for an Upper Valley Intermodal Facility

□ 2007 Hartford Master Plan, Transportation Chapter

“Alternative modes of transportation, including public transit, park and ride facilities, and pedestrian and bicycle facilities, should be encouraged.”

“The use of park and rides is an important public-transit resource, and facilities should be planned and constructed to better support fixed-route services.”

“...pursue locating park and ride facilities along each interstate exit.”

“Encourage the coordination for Hartford transit connections among the many different transportation service providers.”

□ TRORC Regional Plan, Public Transportation Policies (2007)

“Encourage and facilitate coordination between public transportation agencies and the Vermont Agency of Transportation in the construction of park and rides. Give higher priority to park and ride projects occurring along interstate interchanges and existing bus routes.”



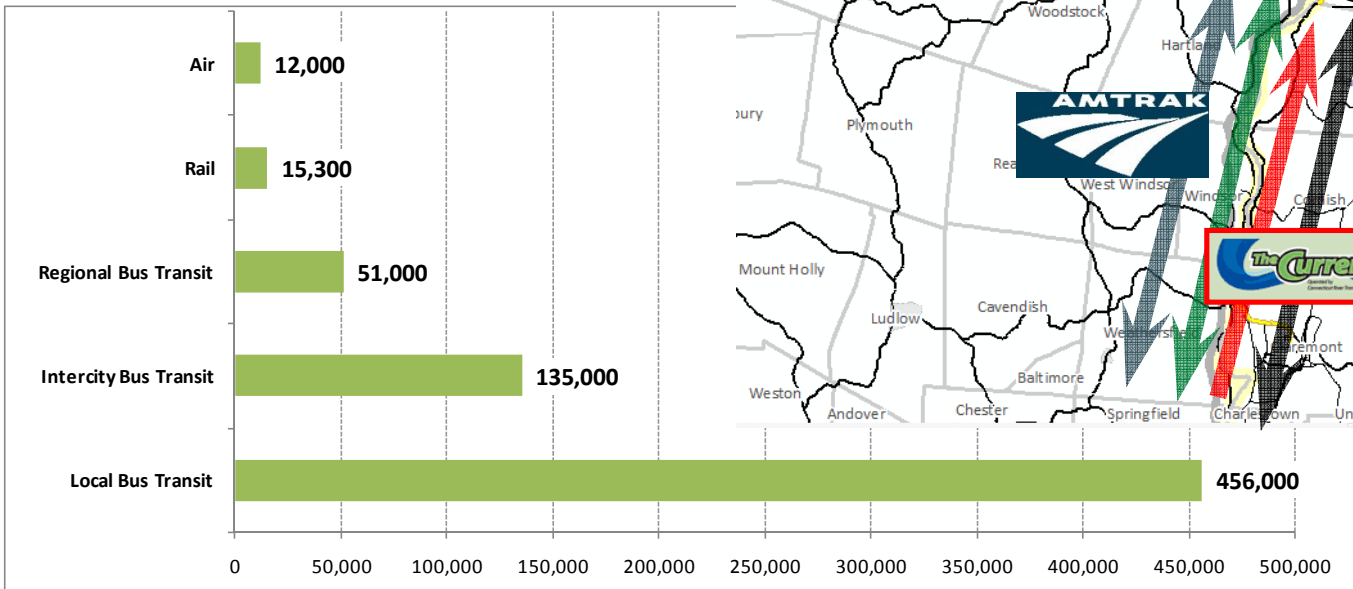
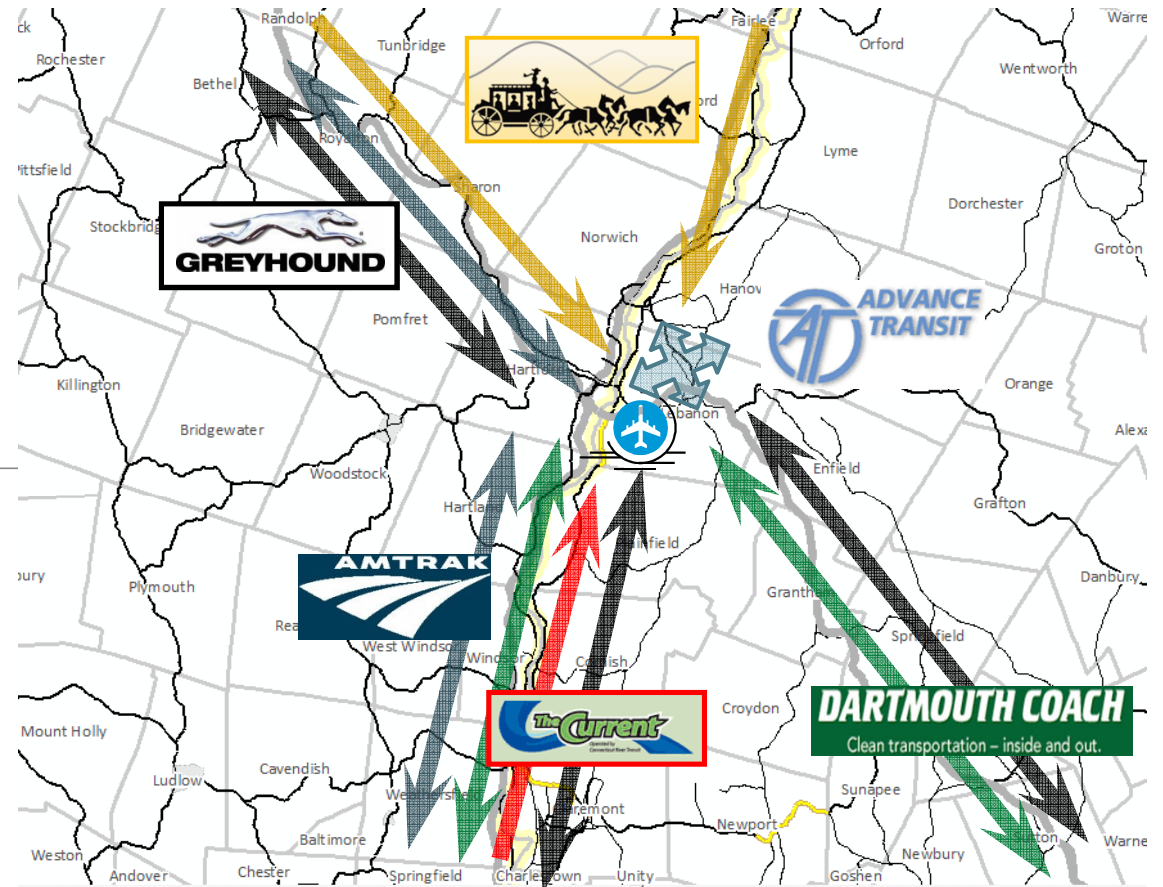
UV Intermodal Facility Purpose & Need Statement

3 Key Needs:

- 1) **Increasing access to and diversity of transportation**
 - i. Region lacks an integrated transportation hub.
 - ii. An integrated hub would eliminate barriers to access and encourage continued growth of public transit.
 - iii. There is a current lack of park and ride facilities.
- 2) **Maintaining the regional environment**
 - i. An intermodal facility will promote energy conservation and reduce emissions.
 - ii. An intermodal facility could help alleviate stresses associated with growth.
- 3) **Sustaining economic vitality**
 - i. Enhanced intercity service can attract new businesses to the region and improve the competitiveness of existing businesses.
 - ii. A regional intermodal facility will provide an easily accessible, centralized location to promote the region and provide a clearinghouse of transportation options.



Lack of Central Upper Valley Transit Connection



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Support for an Upper Valley Intermodal Facility

There is consistency between state, regional, and local transportation planning policies supporting the need for an Intermodal Facility in the Upper Valley. The Project's Purpose and Need statement was developed using these planning policies as guidance.

Upper Valley Intermodal Facility Project

[FRONT PAGE](#) [PUBLIC PROCESS](#) [REGIONAL EXAMPLES](#) [FOCUS SITES](#)

[PROJECT ADVISORY COMMITTEE](#) [REPORTS](#) [COSTS AND BENEFITS](#) [PUBLIC COMMENT](#)

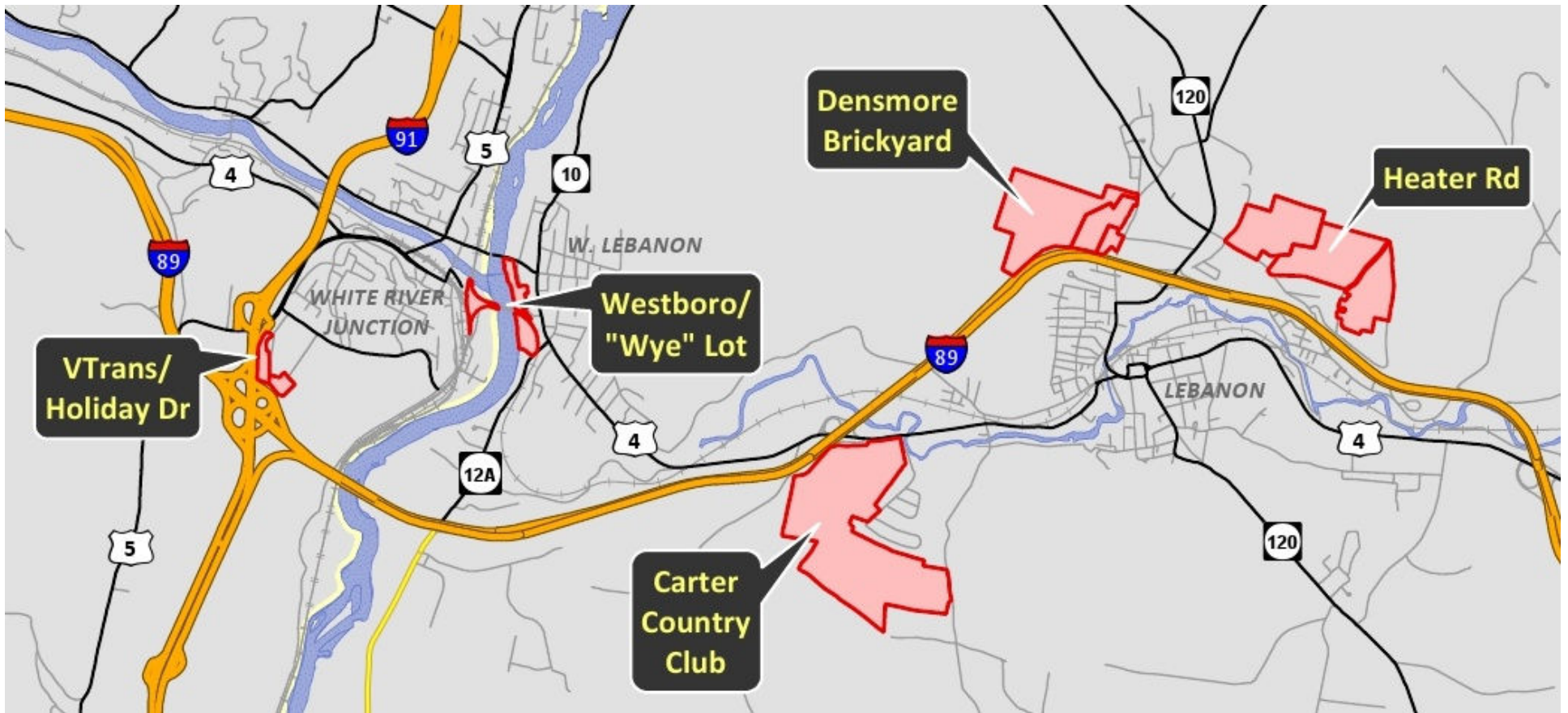


The Upper Valley intermodal transportation facility will:

- serve as a terminal for regional bus transit
- provide connections between regional and local transit
- serve as a public park-and-ride facility



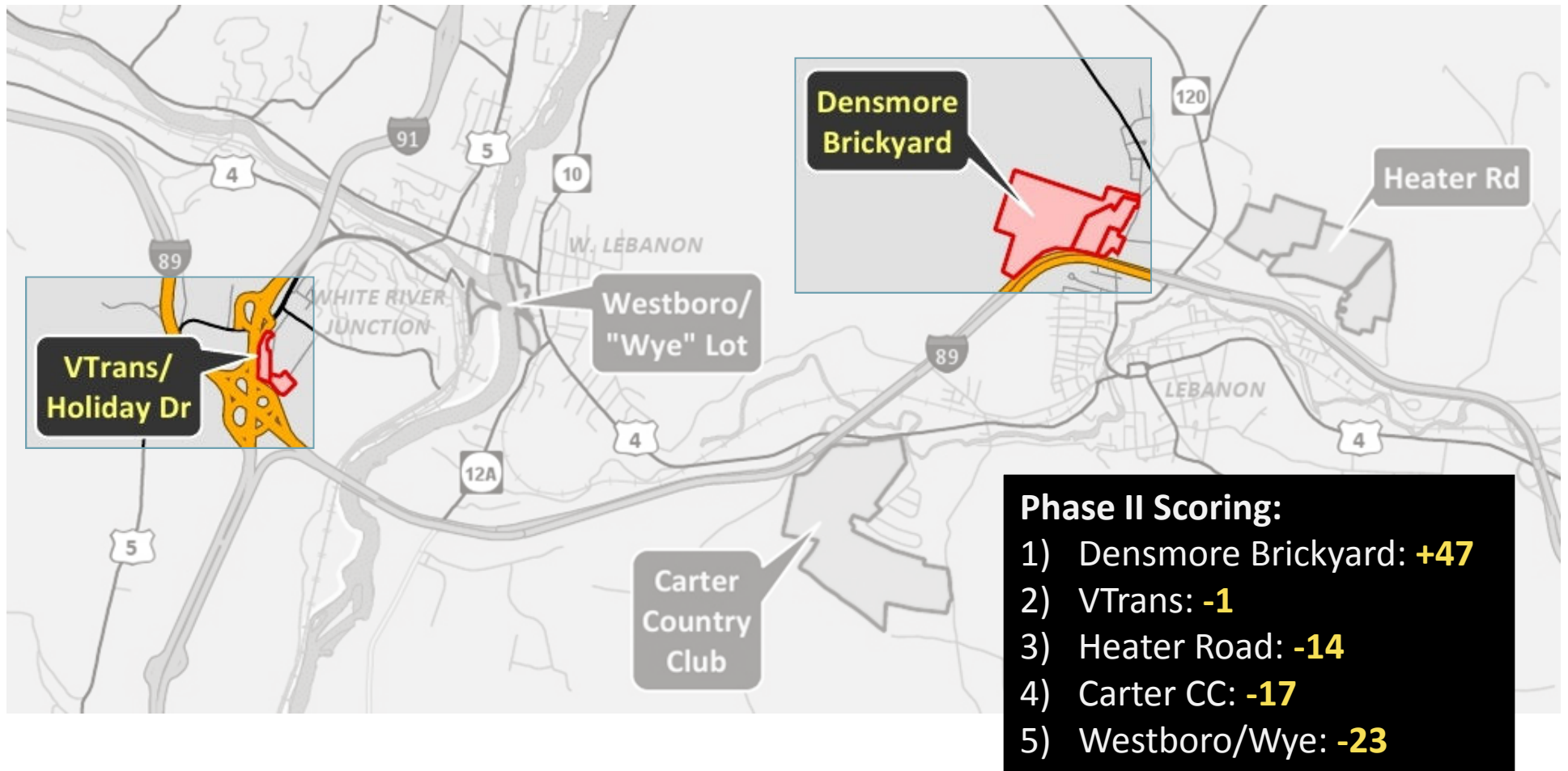
Phase II Screening Process



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Phase II Screening Assessment



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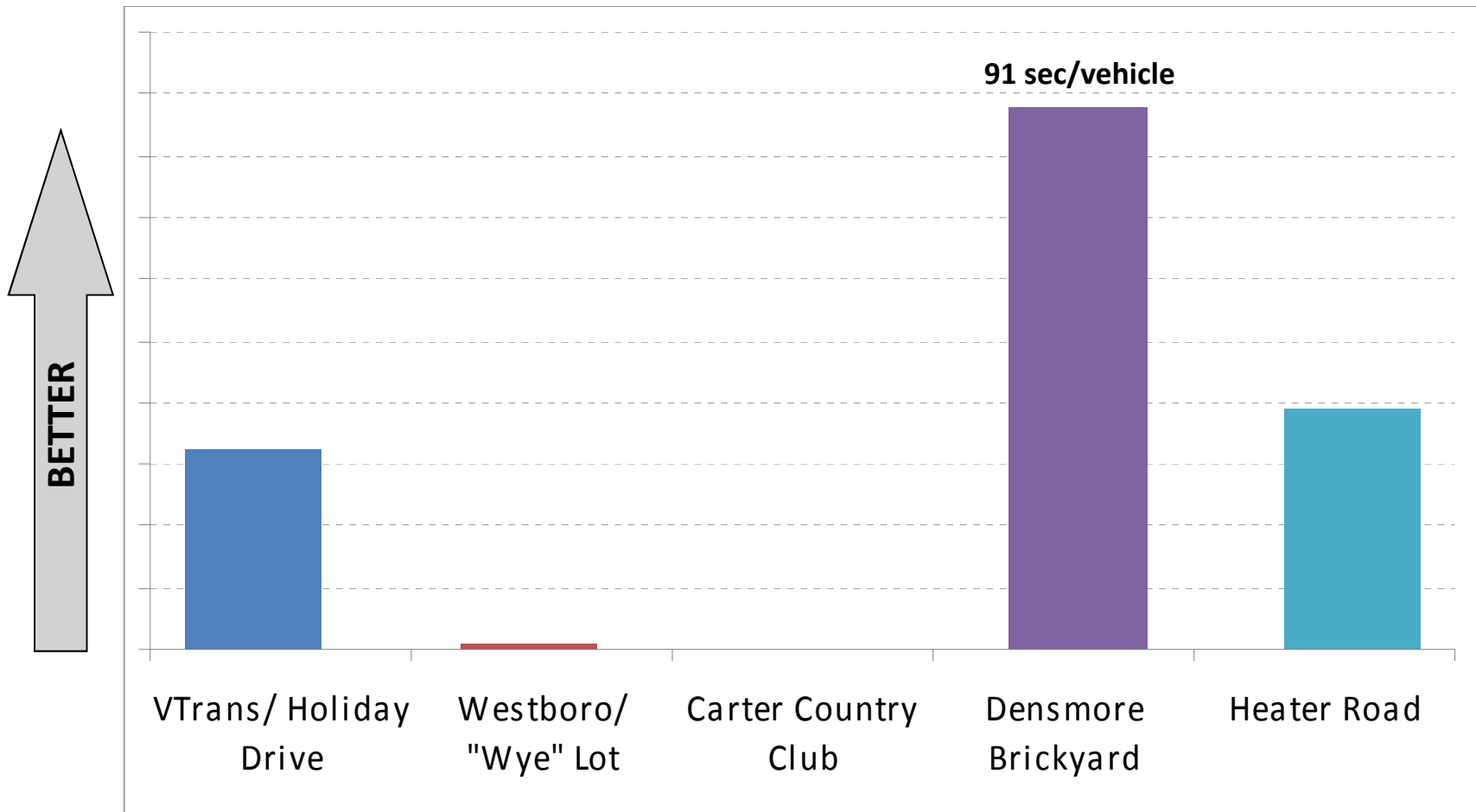


Phase II Screening Criteria

	Densmore Brickyard	VTrans/Hotel
Impact on Adjacent Property Values		
VMT & Congestion Reduction		
Local Transit Operations and Ridership		
Intercity Transit Travel Time		
Intercity Transit Ridership		
Site Acquisition & Preparation Costs		
Site Construction Costs		
Off-site Improvement Costs		
Environmental Impacts		
Impact on Local Tax Base		
Site Redevelopment Potential		

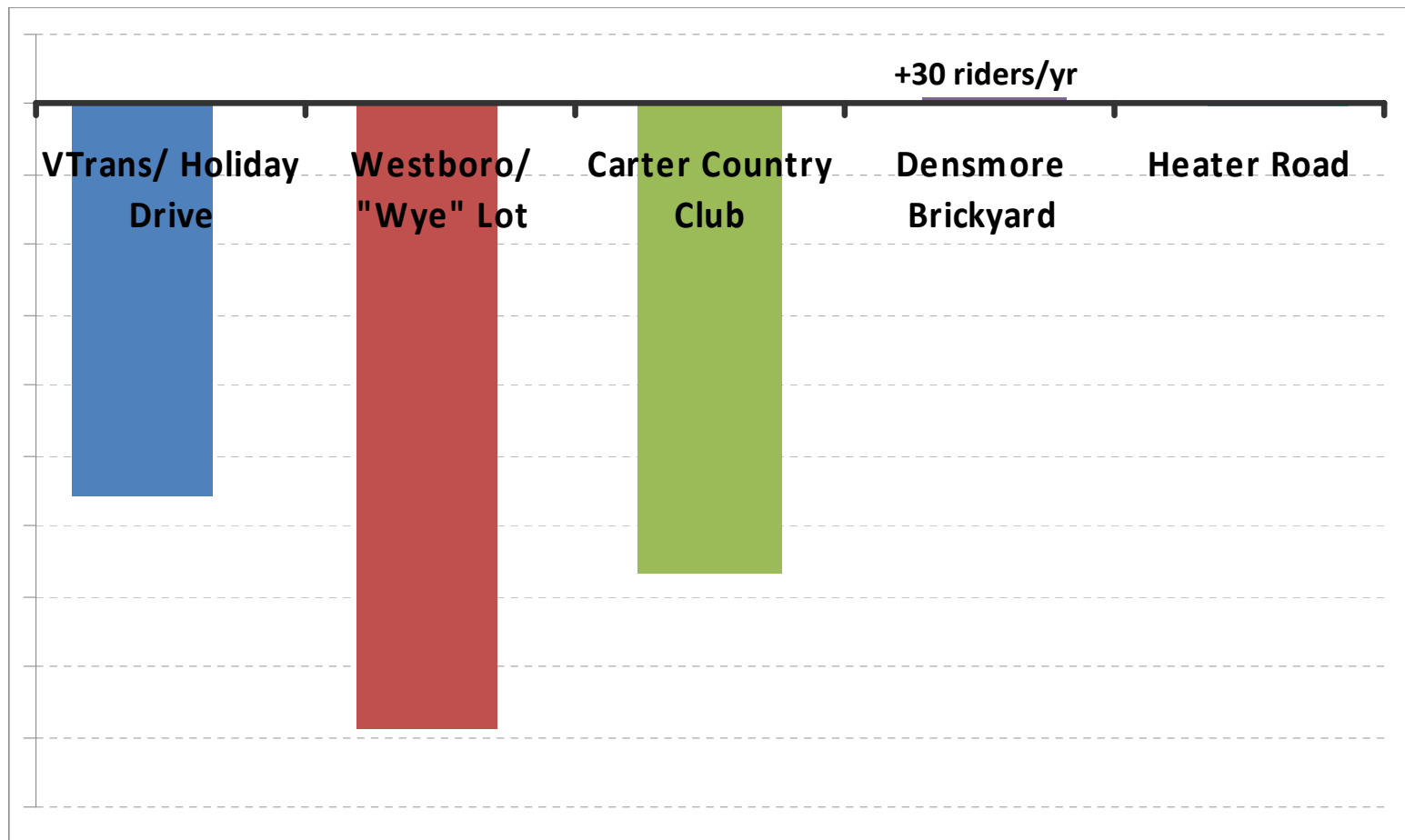


Congestion Reduction



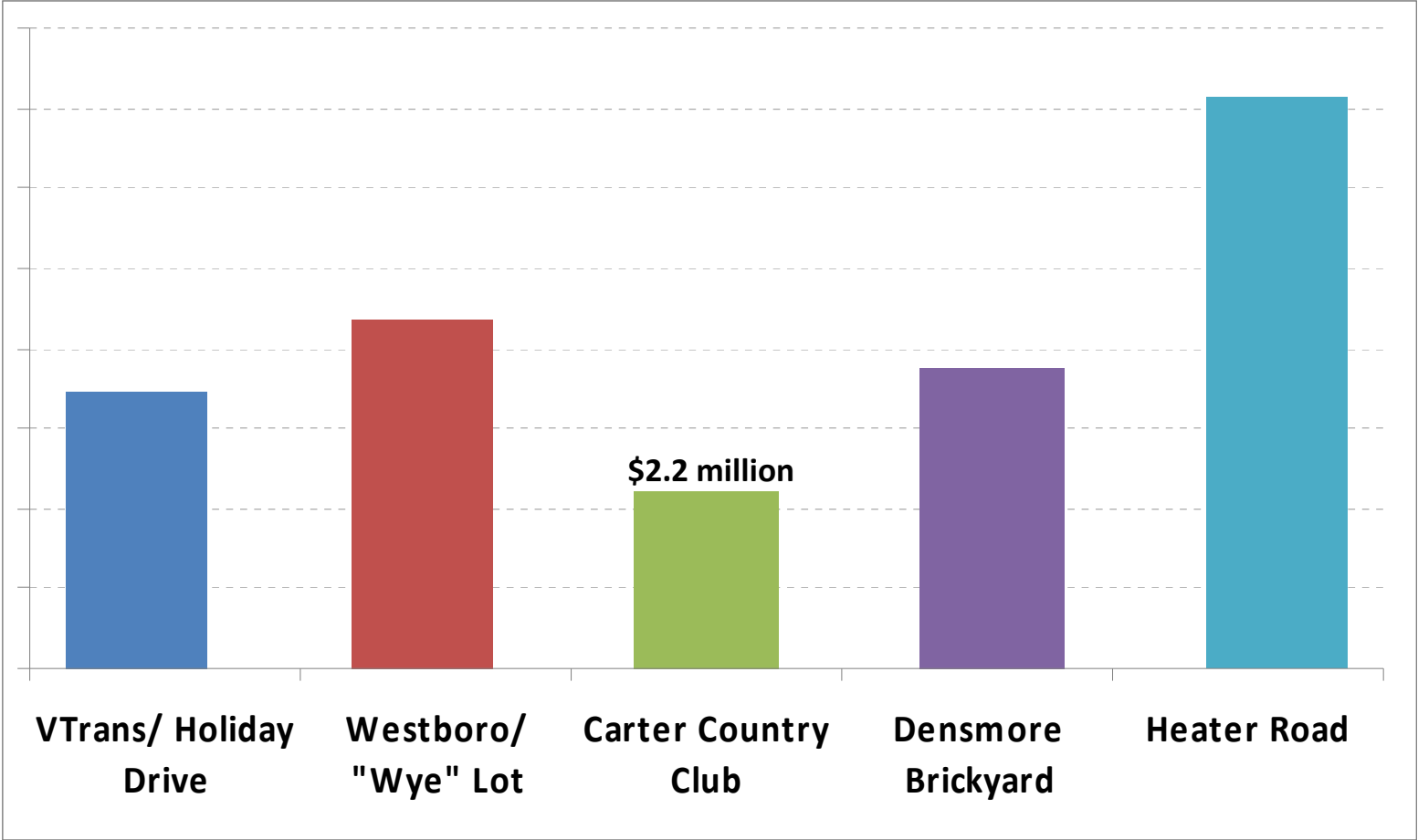
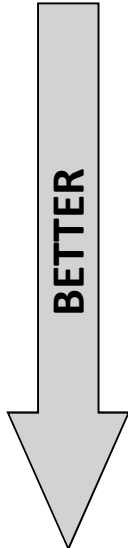
*Change in average delay/vehicle (seconds) during the AM and PM peak hour
(No Build vs. Build with traffic mitigation)*

Intercity Transit Ridership



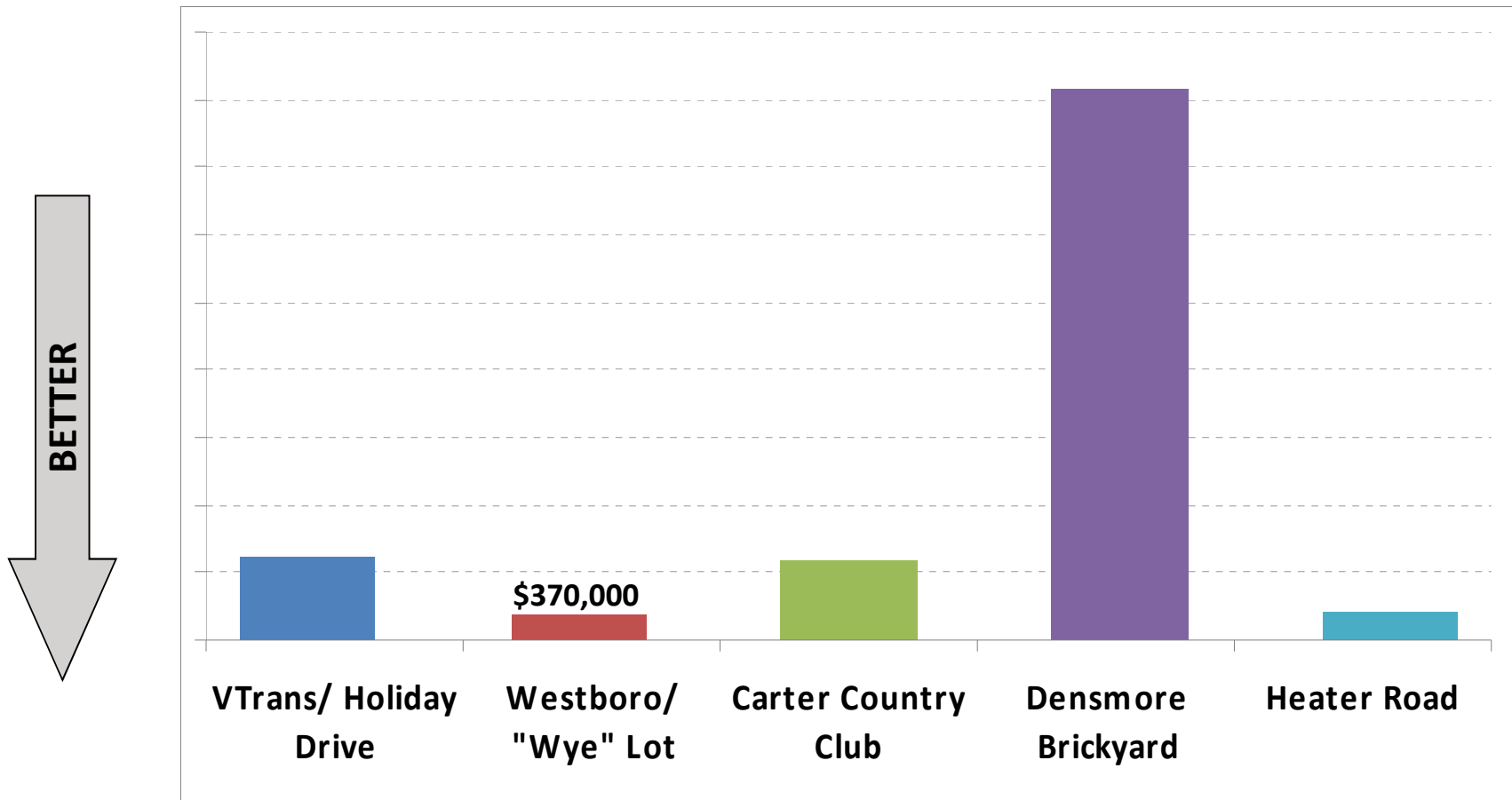
*Net change in intercity transit ridership
(based on on-board passenger surveys)*

Direct Site Costs



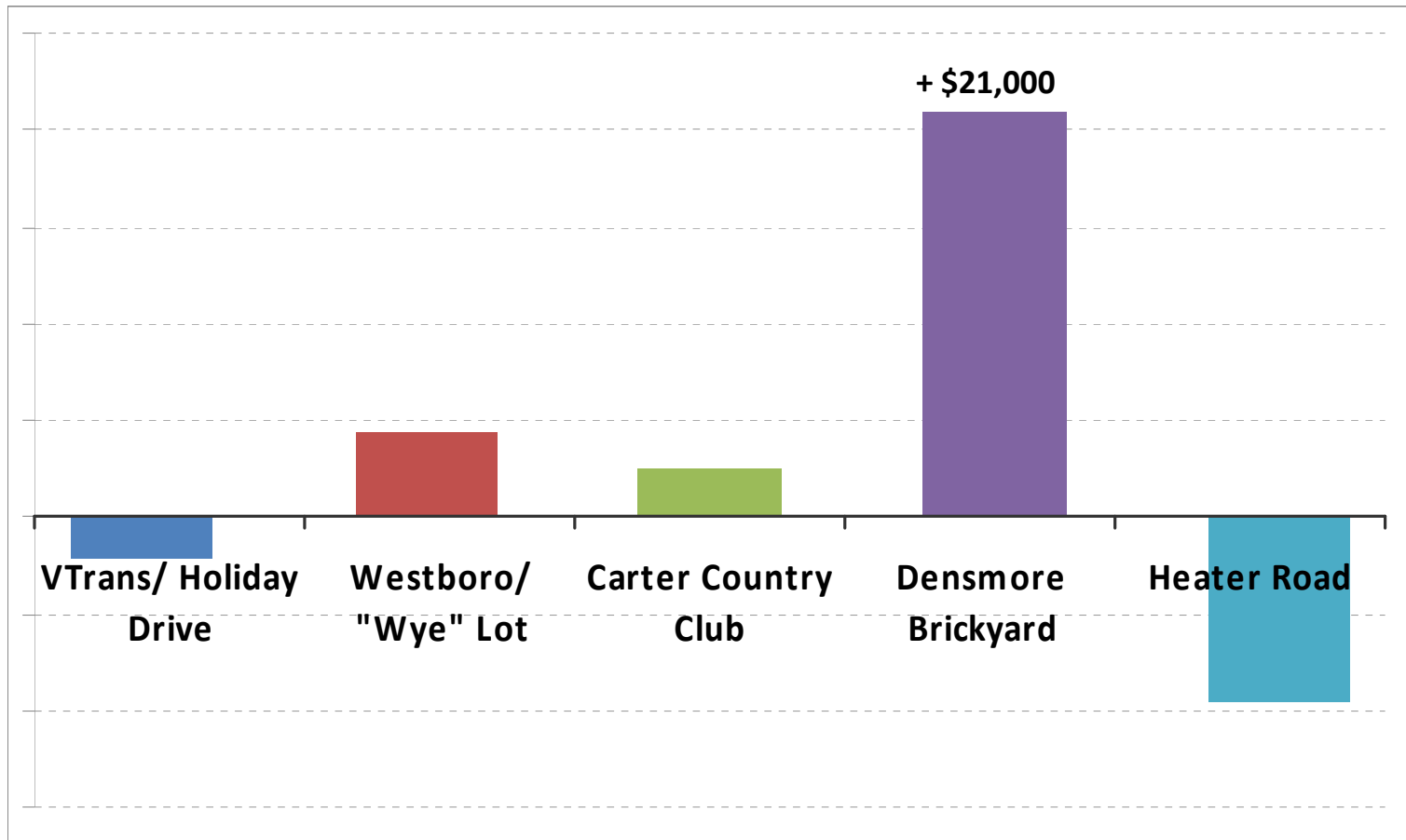
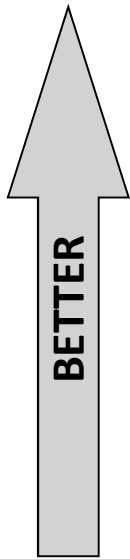
Costs associated with Site Acquisition and Site Preparation

Offsite Improvement Costs



Off-site improvement costs associated with highway, transit, and bike/ped improvements

Potential Impact on Local Tax Base



Annual Value of Municipal Revenues/Costs with Intermodal Facility vs. Likely Development

Next Steps

- ❑ **Public Meeting** – March 29, 2010 (*Lebanon Council Chambers*)
 - ❑ Presentation of Phase II Screening

- ❑ **Next PAC Meeting** – April 2nd or 9th??
 - ❑ Selection of Preferred Location

- ❑ **Refine Site Design, Cost Estimate & Investigate Permitting Needs**
 - ❑ April - May



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