



2010 Regional Park and Ride Needs Assessment in Two Rivers- Ottauquechee Region



**Two Rivers-Ottauquechee Regional
Planning Commission**

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1. Introduction

In 2009, the Two Rivers-Ottauquechee Regional Commission (TRORC) received an Energy Efficiency and Conservation Block Grant (EECBG) to create planning policies and recommendations for future transportation investments that promote the reduction of greenhouse gases (GHG) and vehicle miles travelled (VMT). TRORC conducted a region-wide park and ride needs assessment with the goal of identifying which existing facilities required expansion, and what locations would support the creation of new facilities.

The Vermont Agency of Transportation (VTrans) conducted a Statewide Park and Ride Study in 2004 that assessed priorities of existing facilities and needs of potential new lots. VTrans policies in several transportation plans: *“Park and ride lots are an effective approach for decreasing the use of single-occupant vehicles, and conserving fuel. VTrans uses the regional planning commissions as partners to identify needs and potential locations for park and rides”*¹ and *“are considered to be an effective method for reducing traffic congestion and decreasing the use of fossil fuels while minimizing air pollution 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”*² all support the provision of park and ride facilities to encourage more efficient use of existing systems and greater connectivity among public transportation.

The TRORC Regional Plan supports the provision of new and upgrading of existing park and ride facilities as illustrated by the following goals in the Plan:

- Increasing the number of park and ride lots better supports regional public transportation.
- In Vermont, park and ride usage is highest along interstate interchanges because of high traffic volumes and proximity to local road systems. These park and ride locations are important because they put people on buses before contributing to traffic congestion found in major employment centers.³
- Encourage and facilitate coordination between public transportation agencies and VTrans in construction of park and ride lots, and give higher priority to those located along interstate interchanges and existing bus routes.⁴

Park-and-ride facilities promote energy efficiency and conservation by providing an alternative to single-occupant vehicle travel and encouraging carpooling and public transportation. Benefits can include the following:

- Congestion mitigation;
- Reduction in single-occupant vehicle travel;

¹ 2007 VTrans Public Transportation Policy Plan, p.9, http://www.aot.state.vt.us/ops/PublicTransit/documents/PTPP/AOT-OPS-PT_PTPP_Chapter2.pdf

² 2009 Long Range Transportation Plan, p.22, <http://www.aot.state.vt.us/planning/Documents/Planning/LRTBPfinalMarch2009.pdf>

³ 2007 TRORC Regional Plan, p.73

⁴ 2007 TRORC Regional Plan, p.74

- Increase in ridesharing/carpooling;
- Increase in public transportation ridership;
- Lower demand for parking in destinations/employment areas;
- Reduced energy consumption; and,
- Reduced motor vehicle emissions.

2. Existing Lots Field Assessment

TRORC gathered existing attribute information about its seven State and four Municipal Park and Ride lots from VTrans's online database. The VTrans' 2004 Statewide Park and Ride Study included a Park and Ride Inventory Sheet (Figure 1 below) that was used for the park and ride lot assessment.

Figure 1

TRORC Park & Ride Lot Inventory Sheet

Lot: _____ **Municipal:** ___ **State:** ___

Location:(Town & Route) _____

Area: Length: _____ Width: _____

Size: (No. of spaces) _____

Handicap spaces: Yes _____ No _____ No. 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: _____
Off-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/Washroom: Yes: _____ No: _____
Transit: Yes: _____ No: _____

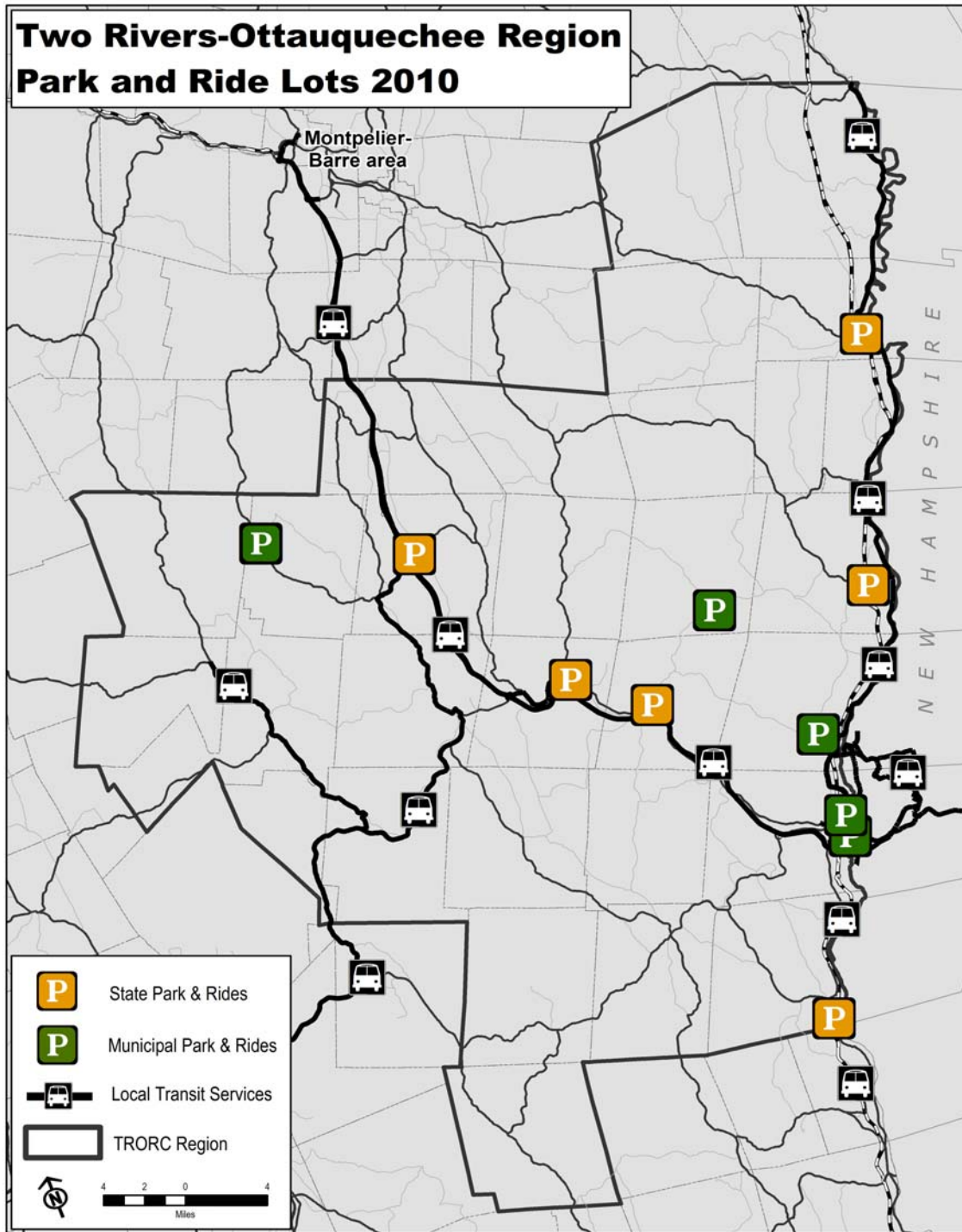
Landscaping:
Fencing: Yes: _____ No: _____
Trees/shrubs: Yes: _____ No: _____
Other: Yes: _____ No: _____

Security Devices:
Active: Yes: _____ No: _____
Passive: Yes: _____ No: _____

Comments: _____

The field assessment of all State and Municipal Park and Ride lots in TRORC region was conducted on April 6, 2010. Figure 2 below illustrates the Park and Ride locations in the region. The field assessment notes are summarized in the following chart (see Table 1 – Park and Ride Inventory and Assessment).

Figure 2



General Lot Assessments:

- There are a total of 351 State and Municipal Park and Ride spaces in TRORC region.
- In the last five years, four new Municipal lots were created as part of the VTrans Municipal Park and Ride program where Vermont Legislature provides funding to support local municipal facilities in an effort to reduce single-occupancy vehicle (SOV) numbers and GHG emissions.
- Of the 11 park and ride lots, 8 have public transit connections to either Stagecoach (4 state lots), Advance Transit (2 municipal lots) and Connecticut River Transit (1 state lot).
- Most lots do not offer amenities; newer lots such as Randolph and Hartford Exit 11 have bike racks, bus shelters, and sufficient lighting.

Individual Lot Assessments:

Bradford, I-91 Exit 16

This State lot is located directly off I-91 Exit 16 and offers 22 spaces with 1 handicapped space. This lot is the first pickup location for Stagecoach's River Route commuter route resulting in the lot frequently being at capacity.



Thetford, I-91 Exit 13



The Thetford State lot is directly off I-91 Exit 13 and offers 25 spaces with no handicapped designated spaces. There is no demarcation of parking spots on the gravel lot. Stagecoach provides the River Route commuter service at this location.

Strafford, Main St, VT132

The Strafford Municipal lot was created in 2008 where the old town garage storage used to be located. The lot offers 23 spaces with 1 handicapped space and is uniquely situated between two residences on Main St. Amenities offered include landscaping, a motion sensor light fixed at the rear wooden structure and a bicycle rack. No public transportation is offered at this site.



Norwich, Turnpike Rd



The Norwich Municipal lot is 1.5 miles from the I-91 Exit 14 just north of the Village. This lot was created in 2009 that is adjacent to a recreation field offering 30 spaces with 3 handicapped spaces. Amenities provided include a bus shelter, lighting and trash receptacles. Advance Transit's Brown Route stops at this lot.

Hartford, I-91 Exit 11

This is the second Hartford Municipal lot that is located off US5 in Wilder. This was created in 2009 and offers 40 spaces with 2 handicapped spaces. Amenities include a bus shelter, bicycle racks and connection to pedestrian paths. This location is also serviced by Advance Transit's Green Route.



West Braintree, VT12A Town Office



This is a new Municipal lot that was created in 2008 in a shared lot with the Town Hall along VT12A in West Braintree. The asphalt lot offers approximately 14 spaces, with 2 that are handicapped designated. Some of the amenities (telephone, trash receptacle, phone and restrooms) are available in the Town Hall building; however the building is not open during the day unless there is a scheduled event.

Randolph, I-89 Exit 4

This State lot is directly off Exit 4, I-89 and was reconstructed and expanded in 2008 with 89 parking spaces, 4 of which are handicapped. The facility is equipped with bus shelters, bike racks, landscaping, signage, traffic movement indicators and sufficient lighting. The upper parking surface is experimental porous concrete surface. Stagecoach offers commuter services north to Montpelier and south to the Upper Valley on I-89.



Royalton, VT14/VT110



This State lot is actually in South Royalton on VT14, about 5 miles off Exit 3, I-89. This lot is in walking proximity to the South Royalton village, and the Vermont Law School campus. This lot provides 20 spaces, of which none are handicapped. It is across from a gas station that provides some of the amenities (lighting, trash receptacles, phone, and restrooms). This lot is limited to expansion due to the restriction of being in between VT14 and the floodplains of the White River. This location currently lacks public transportation services.

Sharon, I-89 Exit 2

The Sharon State lot is directly off Exit 2, I-89 located at the edge of the Sharon village. It is lacking amenities but is across from the Town Office and school. This location provides 24 spaces with 1 handicap space and is frequently at capacity. Stagecoach's 89er commuter service to the Upper Valley stops at this location. The lot is restricted in property size and is limited in expansion opportunity.



Hartford, Main St, WRJ



This is one of two Municipal lots in Hartford. This lot is at the rear of a large parking lot off Main St in White River Junction. This lot offers 30 parking spaces with unknown number of handicap spaces and is located right downtown accessing amenities. The lot is not directly serviced by public transportation however; the Advance Transit Orange Route travels through downtown. This location is also used for long term parking for commuters using Amtrak service.

Hartland, I-91 Exit 9

This State lot is directly off Exit 9 on I-91 and offers 38 parking spaces, 2 of which are handicapped. General amenities are lacking. The rear of the lot was expanded with a gravel surface in 2005. This is the last lot north before reaching the Upper Valley area and is heavily used by both Vermont and New Hampshire residents. The Connecticut River Transit offers a commuter service from Springfield to Lebanon/Hanover stopping at this location; however the lot lacks space for a sufficient bus turnaround.



The Park and Ride Trip Analysis (Table 2) summarizes lot usage, based upon annual facility occupancy surveys and interviews with Stagecoach Transportation, Advance Transit and Connecticut River Transit staff. It appears that most users of the park-and-ride facilities do so in order to ride commuter services to and around the Upper Valley. The lot users not taking the bus are likely to be sharing a ride with one or more persons. For the purpose of uniformity in analysis, Dartmouth-Hitchcock Medical Center (DHMC) was selected as the major employer to calculate the average weekly total trip mileage to major employment center. The commuting distance from each park and ride lot to and from DHMC was the base of the analysis.

Estimated savings for each bus rider boarding at each facility is illustrated in Table 2. These calculations are based on assumptions that the lot has maximum usage and includes miles from each facility to DHMC, 22⁵ mile per gallon vehicles and \$2.73⁶ per gallon fuel cost. Several online calculators were used for this analysis as indicated in the footnotes. Savings for ridesharing would be similar.

The environmental benefits of park-and-ride facilities are challenging to quantify as there are many variables and data limitations. However, Table 2 was compiled to estimate the significant benefit of these facilities for the average user. The typical user of the five park-and-ride lots along I-89 lives in towns radiating from the Interstate and commutes either south to the Upper Valley (i.e. DHMC, VA Hospital, Dartmouth College or other employers in the Lebanon, NH area) or north to the Montpelier-Barre area. From I-89 Exit 2 to Exit 4, commuters will have annually reduced between 9,700 to 19,700lbs of CO₂, 54,600 to 110,500 VMTs and saved \$1,500 to \$3,200 in commuting costs.

The typical user of the six park-and-ride lots along I-91 lives along the Connecticut River valley and commutes to the Upper Valley. From I-91 Exit 9 to Exit 16, commuters will have annually reduced between 2,500 to 12,700lbs of CO₂, 35,100 to 71,500 VMTs and saved \$400 to \$2,000 in commuting costs.

Looking at each Park and Ride lot with full capacity usage in annual savings, it is evident to see the drastic reduction of total VMTs (nearly 20 million) in the TRORC region with just over a half million dollars of commuting costs saved. Randolph is the leading facility with potentially 8.9 million reduced VMTs since it is one of the furthest facilities from the Upper Valley and that its capacity is more than twice of most lots in the region. The smallest facility in Braintree with 10 spaces still potentially could save \$32,000 in commuting costs. The important element is that any new park and ride lot with a minimum of 10 spaces that has a commuting distance of 50 miles per day will offer each user an annual savings of \$1,900.

⁵ Source: <http://www.10percentchallenge.org>

⁶ Source: <http://www.connectingcommuters.org/about/commute-calculator>

Table 2

Park and Ride Lot Trip Analysis

Lot	Lot Attributes			Trip Attributes		Per Lot User Savings						Park and Ride Lot Savings				
	Location	total no. of spaces	avg. daily bus riders	avg. car fuel economy ^[1] (mpg)	avg. weekly total trip mileage to employment centers	gallons of fuel saved each week	fuel cost saved each week	weekly commute trips (VMTs saved)	total annual VMT reduced (miles)	pounds of CO ₂ saved each year ^[1]	annual commuting costs saved ^[2]	weekly commute trips (VMT saved)	total annual VMT reduced (miles)	pounds of CO ₂ saved each year ^[1]	annual commuting costs saved ^[2]	
Existing	Braintree	VT12A	14	0	22	425	19.3	\$52.74	2,125	110,500	19,700	\$3,185	29,750	1,547,000	275,800	\$44,594
	Randolph	I-89, Exit 4	89	4	22	385	17.5	\$47.78	1,925	100,100	17,800	\$2,885	171,325	8,908,900	1,584,200	\$256,801
	Royalton	VT14/VT110	20	0	22	260	11.8	\$32.26	1,300	67,600	12,000	\$1,948	26,000	1,352,000	240,000	\$38,959
	Sharon	I-89, Exit 2	24	9	22	210	9.5	\$26.06	1,050	54,600	9,700	\$1,572	25,200	1,310,400	232,800	\$37,740
	Hartford	WRJ, S. Main St	30	0	22	75	3.4	\$9.31	375	19,500	3,500	\$562	11,250	585,000	105,000	\$16,859
	Hartford	I-91, Exit 11	40	3	22	70	3.2	\$8.69	350	18,200	3,200	\$524	14,000	728,000	128,000	\$20,966
	Hartland	I-91, Exit 9	40	22	22	185	8.4	\$22.96	925	48,100	8,600	\$1,386	37,000	1,924,000	344,000	\$55,440
	Norwich	Turnpike Rd	30	4	22	55	2.5	\$6.83	275	14,300	2,500	\$413	8,250	429,000	75,000	\$12,398
	Strafford	VT132	23	0	22	200	9.1	\$24.82	1,000	52,000	9,200	\$1,499	23,000	1,196,000	211,600	\$34,486
	Thetford	I-91, Exit 13	25	5	22	135	6.1	\$16.75	675	35,100	6,200	\$1,013	16,875	877,500	155,000	\$25,326
	Bradford	I-91, Exit 16	22	22	22	275	12.5	\$34.13	1,375	71,500	12,700	\$2,061	30,250	1,573,000	279,400	\$45,350
TOTAL		357			2,275	103.4	\$282.31	11,375	591,500	105,100	\$17,050	392,900	20,430,800	3,630,800	\$588,919	
Potential	<i>New^[a]</i>		10		22	250	11.4	\$31.02	1,250	65,000	11,600	\$1,867	12,500	650,000	116,000	\$18,673
	<i>Royalton</i>	<i>I-89, Exit 3</i>	10		22	295	13.4	\$36.61	1,475	76,700	13,600	\$2,210	14,750	767,000	136,000	\$22,100
	<i>Hartford</i>	<i>I-89, Exit 4</i>	10		22	85	3.9	\$10.55	425	22,100	3,900	\$638	4,250	221,000	39,000	\$6,376
	<i>E Corinth</i>	<i>VT25</i>	10		22	340	15.5	\$42.19	1,700	88,400	15,700	\$2,548	17,000	884,000	157,000	\$25,477
	<i>Bridgewater</i>	<i>VT100A/US4</i>	10		22	295	13.4	\$36.61	1,475	76,700	13,600	\$2,210	14,750	767,000	136,000	\$22,100
TOTAL		50			1,265	57.5	\$156.98	6,325	328,900	58,400	\$9,473	63,250	3,289,000	584,000	\$94,727	
GRAND TOTAL		407			3,540	160.9	\$439.28	17,700	920,400	163,500	\$26,523	456,150	23,719,800	4,214,800	\$683,646	

Trip Attribute Assumptions

^[1] Avg. car fuel economy based upon source: <http://www.10percentchallenge.org>

^[2] \$2.73 per gallon fuel cost source: <http://www.connectingcommuters.org/about/commute-calculator>

^[a] Generic new lot averaging 10 spaces with commuters traveling 50 miles daily

3. Potential Park and Ride Lots

With already 11 park and ride lots in the region, TRORC is continuously looking to build upon and expand the region's satellite park and ride network. The second component of the inventory assessment is to identify locations for potential new park and ride lots. Two major criteria were identified to indicate locations that could potentially become an official lot: a) the site is currently being used as an informal, unofficial park and ride lot; b) the location has a potential for use based on regional commuting data.

Additional criteria indicating feasibility were identified based on a similar Park and Ride Assessment completed by Southern Windsor County Regional Planning Commission (SWCRPC) in 2004. Ten feasibility criteria with assigned point values were selected to identify new locations. These include:

- a) Present Ownership: Public 2pts, Private 1pt.
- b) Vehicle Capacity: >10: 3pts, 5-10: 2pts, <5: 1pt.
- c) Existing Surface Type: Paved: 2pts, Unpaved: 1pt.
- d) Existing Use: Used informally now: 2pts, potential: 1pt.
- e) Average Annual Daily Traffic (AADT): 0-3000: 1pt, 3001-6000: 2pts, 6000+: 3pts

(Traffic volume was evaluated based the most current AADT figures for the generalized areas from VTTrans Traffic Research Section⁷.)
- f) Visibility: Good: 3pts, Fair: 2pts, Poor: 1pt.
- g) Topography: Flat: 2pts, Sloped: 1pt.
- h) Safety: Good: 3pts, Fair: 2pts, Poor: 1pt.
- i) Transit Proximity: on fixed route: 3pts, within 1/4mi fixed route: 2pts, not on transit route: 1pt
- j) Settlement Proximity: within village center: 3pts, walk/bike distance: 2pts, rural area: 1pt.

No currently used informal park-and-ride sites were identified. Four potential sites were identified however the specific locations are not specified within the report. It is noted that all four sites would not be brand new stand alone lots but would potentially co-habitat with existing property owners. There is no funding to acquire any new sites at this time. These properties would need to have a collaborative agreement with private owners if determined to be viable. With the ten feasibility criteria used as guidance, the following locations were identified for general evaluation purposes only.

Royalton, I-89 Exit 3 (19 points) - Although there is an existing lot in South Royalton on VT14 and VT110 that is considered the Exit 3 lot on I-89, there has been discussion for the need to create another lot right off the Exit 3 Interchange. Many travelers using the lots along the Interstate would prefer a lot directly off the Interstate for convenience. They would be less likely to travel an additional five miles to

⁷ <http://www.aot.state.vt.us/Planning/Documents/TrafResearch/Publications/pub.htm>

the South Royalton lot where it is not serviced by public transportation. Stagecoach provides a commuter route on I-89 from Randolph to the Upper Valley. Instead of the route traveling along VT14 to South Royalton lot, the route instead, picks up passengers in Bethel, then returns to I-89 and continues its stops to Exit 2 Sharon Park and Ride. Stagecoach also has a commuter route from Vermont Law School north on I-89 to Montpelier area. The South Royalton lot has a catchment area from Chelsea, Tunbridge and South Royalton. A new lot at Exit 3 would provide a greater travel catchment area from Bethel, Stockbridge, Barnard, Chelsea, Tunbridge and Royalton.

Bridgewater, VT100A & US4 (17 points) – US4 is a major east-west commuting corridor between Rutland and White River Junction and a park and ride lot would be a great asset to the corridor. There's been discussion of public transportation services along US4 and the park and ride lot would make a logical stop. Bridgewater is at the center of the corridor and would provide a commuting catchment area from Barnard, Pomfret, Woodstock, and Plymouth.

East Corinth, VT25 (17 points) – The northern region of TRORC currently has one park and ride lot in Bradford that is frequently at capacity. Another location along VT25 would provide a catchment area from Topsham and Corinth commuters. There are no public transportation services currently available along VT25.

Stockbridge, VT107 & VT100 (17 points) – VT107 is a similar east-west corridor towards the Quintown area (Stockbridge, Pittsfield, Rochester, Hancock and Granville) that connects with VT100. This area is entering the Green Mountain ranges and is more rurally populated, however the VT107/VT100 junction is a significant catchment area of traffic heading west to connect to US4 towards Rutland, east towards the I-89 interstate and north up VT100 towards the Green Mountains through the Quintown area.

4. Implementation from the 2004 Statewide Park & Ride Study

Table 3 illustrates the recommended priority actions on each Park and Ride lot from the 2004 Statewide Park and Ride Study. Notes regarding the resulting implementation of each park and ride are discussed in Recommendations below.

Table 3

<i>Two Rivers – Ottawaquechee Regional Commission:</i>		2010 Status
<i>1) Randolph near I-89 Exit 4</i>	<i>Upgrade/Expand Yes</i>	Completed
<i>2) Royalton near I-89 Exit 3</i>	<i>New Yes</i>	To Be
<i>3) Bradford near I-91 Exit 16</i>	<i>Expand</i>	To Be
<i>4) Thetford near I-91 Exit 14</i>	<i>Upgrade</i>	Completed
<i>Upper Valley – Lake Sunapee Regional Planning Commission:</i>		
<i>1) Hartland near I-91 Exit 9</i>	<i>Expand Yes</i>	Completed
<i>2) Norwich near I-91 Exit 13</i>	<i>New</i>	Completed
<i>3) Hartford near I-91 Exits 10 and 11</i>	<i>New Yes</i>	Partial Completion
<i>4) US 4 corridor between Rutland and Hartford</i>	<i>New</i>	Incomplete

5. Recommendations

The following recommendations are based on the above analysis and with the TRORC's Transportation Advisory Committee. In the annual prioritization of regional transportation projects, the creation or upgrading of Bradford, Hartford, Hartland and Royalton Park and Ride lots are identified as top priorities. The first six lots discussed address the actions listed from the 2004 Park and Ride Study along with current recommendations.

Hartland, I-91 Exit 9 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 (UVLSRPC) number one priority for Park-and-Rides in the region. Temporary expansion is planned for the 2004 season with permanent construction to follow.*

In 2005, the Towns of Hartland, Hartford and Norwich parted with the UVLSRPC and merged with TRORC. Since then, the lot has been informally expanded with a gravel section in the rear to address capacity issues.

Recommendation: Improvements should include expanding, paving & providing amenities (lighting, shelter); provide adequate bus circulation and bicycle racks. Improvements to the Hartland Exit 9 park-and-ride lot are programmed into VTrans FY 2011 Capital Budget.

Hartford, I-91 Exit 10 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.*

This project has been implemented with a lot developed in 2009 in Wilder.

Recommendation: No improvements at this time with this new facility.

Randolph, I-89 Exit 4 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.*

This priority action was successfully completed in 2008 with 89 spaces.

Recommendation: No improvements at this time with this new facility.

Royalton, I-89 Exit 3 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.*

This priority continues to remain one of TRORC's top priorities and TRORC has been collaborating with VTrans.

Recommendation: Continue collaborating with VTrans and Town on location, design and construction of facility.

Bradford, I-91 Exit 16 CMG PARK(33): An adjacent parcel has recently become available and VTrans is looking to purchase it with plans for the Park and Ride expansion. The Town of Bradford and TRORC has been supportive in this move for the future expansion of the lot.

Recommendation: Improvements should include expansion of lot, adequate space for bus circulation and bus shelter, and bicycle racks.

US 4 Corridor P&R Lot: At this time, it is not an official VTrans project. The potential new park and ride lot was discussed in the previous section.

Recommendation: Research and collaborate with VTrans and Town on possible locations for a facility.

Sharon, I-89 Exit 2: The Town of Sharon has expressed great interest in finding a resolution to expand the lot. Other potential locations for a new Municipal lot outside of the village have not yet been addressed.

Recommendation: Improvements should include providing a bicycle rack, and bus shelter. TRORC and the Town should continue to collaborate with VTrans in search for a resolution on the limited capacity of the lot.

West Braintree, VT12A:

Recommendation: No improvements at this time with this new facility.

South Royalton, VT14/VT110:

Recommendation: Improvements should include designating a handicapped space and adding a bicycle rack. As discussed in the Individual Lot Assessment section, the Town had inquired about expanding however, the lot is restricted by VT14 and the White River. The Town should continue collaborating with VTrans on a resolution for expansion.

Strafford, Main St:

Recommendation: No improvements at this time with this new facility, there is sufficient space and amenities provided (lighting, landscaping, and bicycle rack).

Hartford, Main St, WRJ:

Recommendation: Improvements should include repainting space lines and add lighting to increase safety.

Hartford, I-91 Exit 11, Wilder:

Recommendation: No improvements at this time with this new facility.

Norwich, Turnpike Rd:

Recommendation: No improvements at this time with this facility.

Thetford, I-91 Exit 13:

Recommendation: Improvements should include designating a handicapped space, resurface the lot, improve the fencing posts and provide additional lighting.