The Mt. Greylock Reservation Transit Feasibility Study

Claudia Iannelli & Alex Park

Land Acknowledgement

It is with gratitude and humility that we acknowledge that we are working and gathering on the ancestral homelands of the Mohican people, who are the indigenous peoples of this land.

Despite tremendous hardship in being forced from here, today their community resides in Wisconsin, and is known as the Stockbridge-Munsee Community.

We pay honor and respect to their ancestors past and present as we commit to building a more inclusive and equitable space for all.

Overview

- Project Background
- Project Goals
- Timeline
- Data Collection
- Updates
  - Council Meeting
  - Case Studies
  - Interviews
- Follow-up w/ Clients
- Outreach
- Final Proposal

Project Background

Background Information

- Visitor Traffic Flow
- Illegal Parking
- Sub-optimal Visitor Experience

Project Goals

- Client Goals for Project
- Plan & Timeline

Client Goals

Traffic Management

Optimize Travel Time & Safety of Visitors

Desired Conditions

Assess Visitors' Experience Through Surveys and Visiting Peak

Implement Solutions

Analyze Research & Report Findings

Plan & Timeline

Ramblefest
Oct. 11th

Data
Collection
Oct. 22th

Advisory
Council
Oct. 28th

Pt. 1) Case Studies,
Interviews, &
Outreach

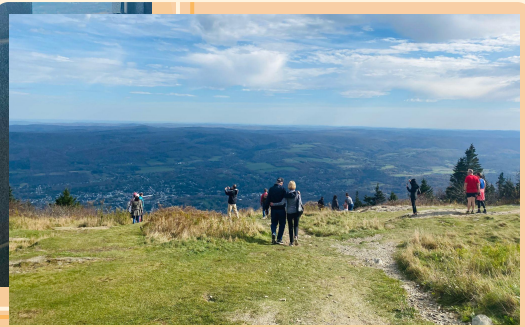
Pt. 2) Case Studies,
Interviews, &
Outreach

Data Collection

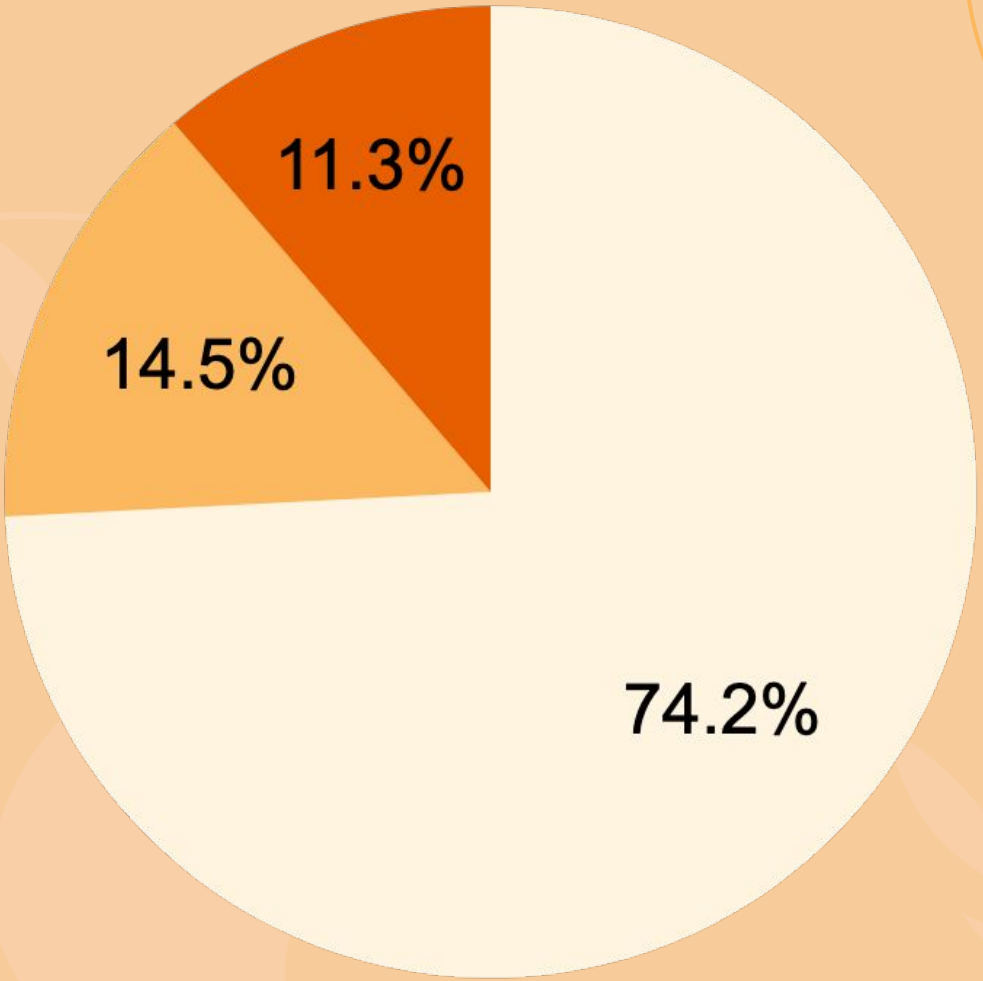
In Person Survey

Visitor Experience Survey

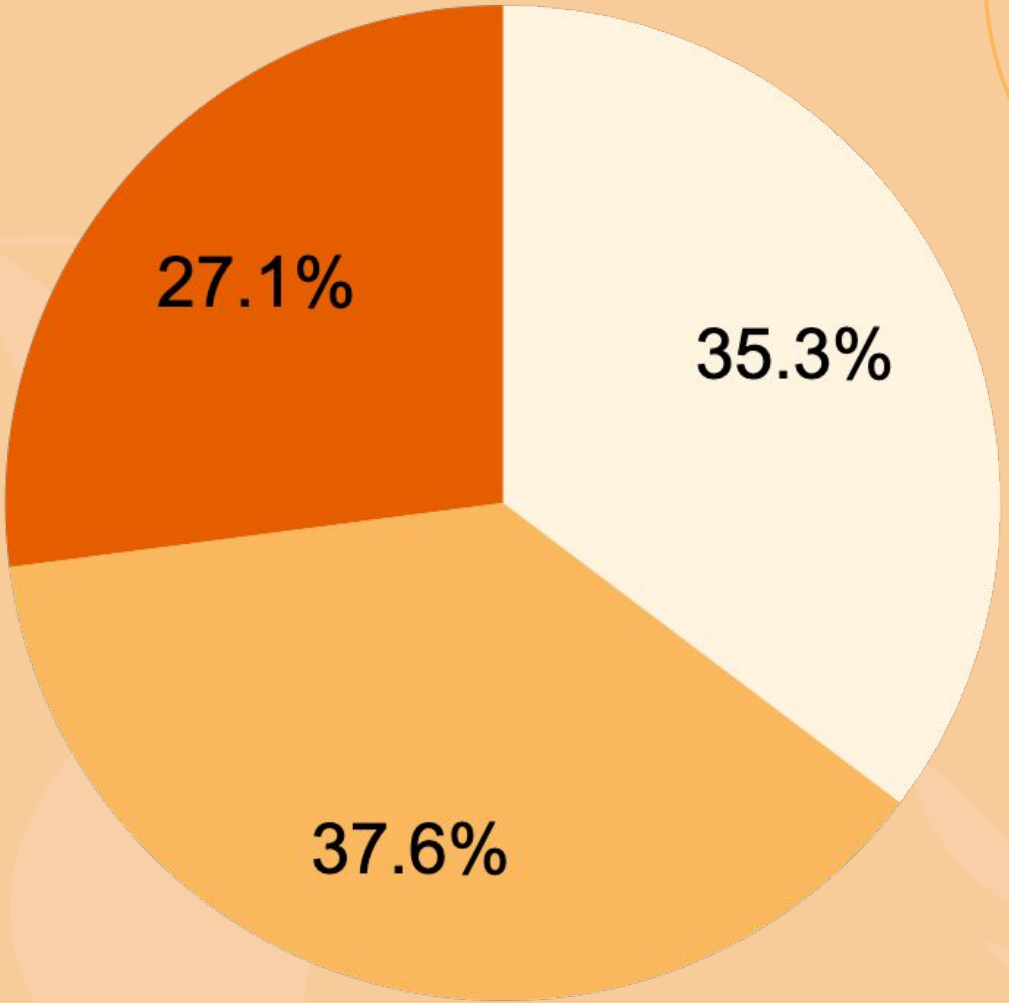
1. Is today your first time visiting Mount Greylock?
    a. If not, how many times do you visit a year
2. Why did you decide to visit today over other times?
3. How many people are traveling with you?
4. Where are you traveling from today? (zip code)
5. Do you know which road you took up the mountain
    a. Rockwell (Route 7/ Lanesborough)
    b. Notch (North Adams/ Williamstown)
6. If you hiked, what trail did you come up?
    a. Are you planning to return on the same route?
    b. As a hiker, how has your experience been affected by all these cars?
7. How long was your drive up?
8. How long do you plan on staying?
9. We realize traffic is an issue during peak season, how has this affected your experience at all on a scale of 1-5?
   (1=not all, 5=will not drive up again this time of year)
10. Any suggestions on how we can improve traffic?
    a. Shuttle from bottom
    b. More parking lots at summit or base
    c. Appointment slots for visiting



Traffic Management: Feedback



Road Use*



Main Takeaways

- Great support for shuttle
- Pretty equal road usage to the top
- Hikers did not mind traffic as much as drivers

Research Updates

- Council Meeting
- Case Studies
- Interviews

Council Meeting

- October 28th, Mt. Greylock Advisory Council Meeting
  - Support engaging shuttle service
  - Include DCR Interpreted Services
    - Help visitors find meaning in the natural and cultural resources of DCR's facilities
    - Create job opportunities

Case Studies

- Franconia Notch State Park
- Triple Crown Area Transit Feasibility Study
- New York Adirondacks High Peaks Region Shuttle Feasibility Study

Franconia Notch State Park Transit Report

Grafton County, New Hampshire

Summary and Takeaways

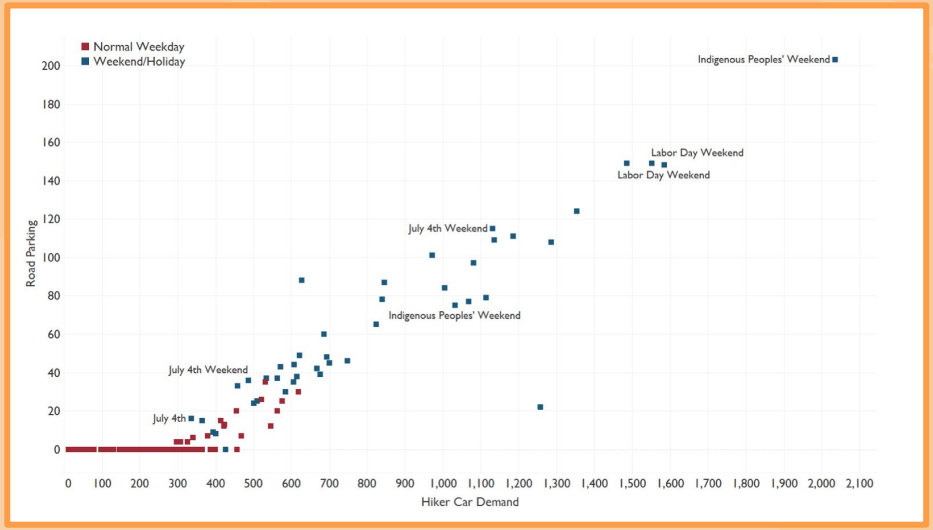
Background:

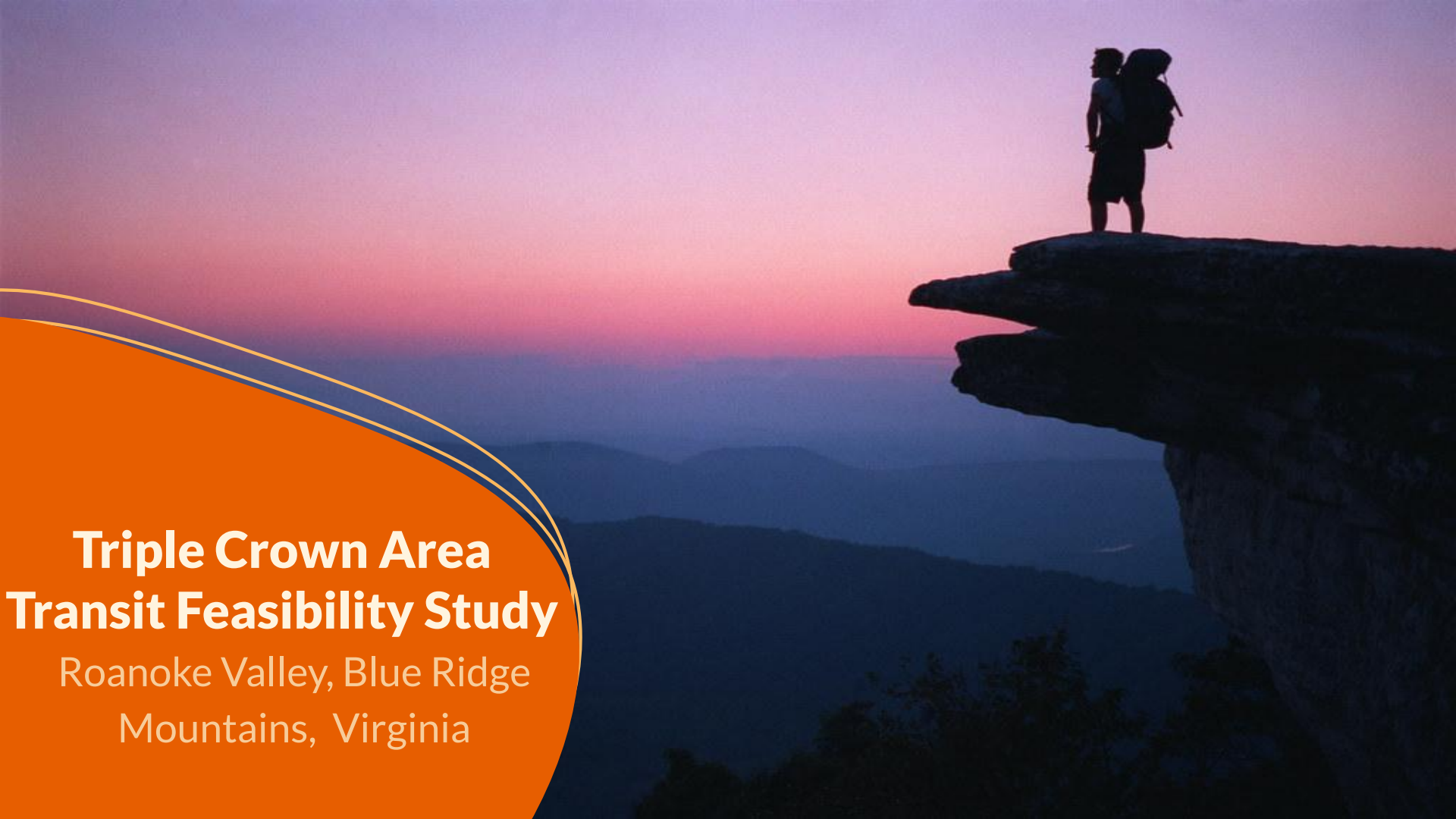
Safety **Efficiency**

Prevent parking on shoulders, Lot safety

Methods and Takeaways:

- Web-Based Park Visitor Survey
- Rider Survey Feedback Card
- Car Counter Data
- Location Based Service Data





Triple Crown Area Transit Feasibility Study

Roanoke Valley, Blue Ridge Mountains, Virginia

Summary and Takeaways

Background:

- Triple Crown trailheads are, at present, accessible only by car
- Too much congestion

Takeaways:

- Timing of Shuttle Headways
- Duration of Shuttle Operation
- Capacity of Shuttle Bus
- Rate of Turnover
- Cost Estimation

Note: Example of rejected proposal for shuttle service

Adirondack High Peak Region Shuttle Service Report

Adirondack Mountains, New York

Findings and Takeaways

Scenario 1

- Feasible pilot shuttle line
  - Route 73
- Existing Infrastructure
- Staggered Shuttle Times

Scenario 2

- “Hub and Spoke”
- Requires Construction of New Infrastructure

Scenario 3

- Economic Growth Potential
- Connection to Lake Placid
- Mass MoCA

Electrification and our Takeaways

Appendix E

- Electrification of Shuttle Fleet
- Initiate with Diesel
- Understand and Mitigate Obstacles before Transition
- Scott Lian

Takeaways

- Least Expensive, Usually most Feasible
- Estimate of Operational Costs
- Address Potential Future Changes, i.e. Electrification

Interviews

- Travis Crayton
- Scott Lian
- Benjamin Rasmussen
- Heather Richardson

Travis Crayton

Project Lead
Triple Crown

Advice:

- **Investment in data collection**
- **quantify the problem**

Reinforced:

- Car Counter
- More signage

Takeaways:

- Focus on multiple proposals for a grant
- Data collection strategies

F. Scott Lian

General Engineer,
DOT Volpe

Advice:

- **Difficulty Implementing Shuttle Service**
  - **Acquire Equipment**
  - **Market and Advertise**
- **Difficulties in Electrifying Shuttle Service**

Reinforced:

- Desire to partner with outside shuttle companies

Ben Rasmussen

Public Lands Lead
U.S. DOT Volpe

Advice:

- Data Collection
  - Draft Existing Conditions report
- Parking Lot Analysis
  - intuVision
  - LotSpot
- Pre-recorded Shuttle Guide

Reinforced:

- The Necessity of increased Data Collection

Heather Richardson

Community Planner
U.S. DOT Volpe

Advice:

- Depending on Vehicle size, operator may need a CDL
  - Over 15 person Capacity
- Metropolitan Planning Council may rent Car Counters
  - TRAFx sells for $2,500

Reinforced:

- Partnership with existing bus service

Follow up w/ Clients

Follow-up w/ Cosmo Catalano

Conversation:

Budgeting

- Spring Hearing
- Form

Time Slots

- Bascom Lodge
  - Parking policy

Shuttle Parking Lot

- Mass Moca
- Base of Greylock
- Direction of drivers?

Takeaways:

- Outreach:
  - Bascom Lodge
- Shuttle Lot Location

Follow-up w/ Travis Clairmont

Conversation:

Shuttle

- Feasible to charge for shuttle
- Travis Experience: Rockwell
- Our Study: Notch
  → Car counter
- Dufour: operation costs of a part-time shuttle

Website

- Impossible to get an emergency bulletin
- One person w/ access

Legislation & Ticket writers

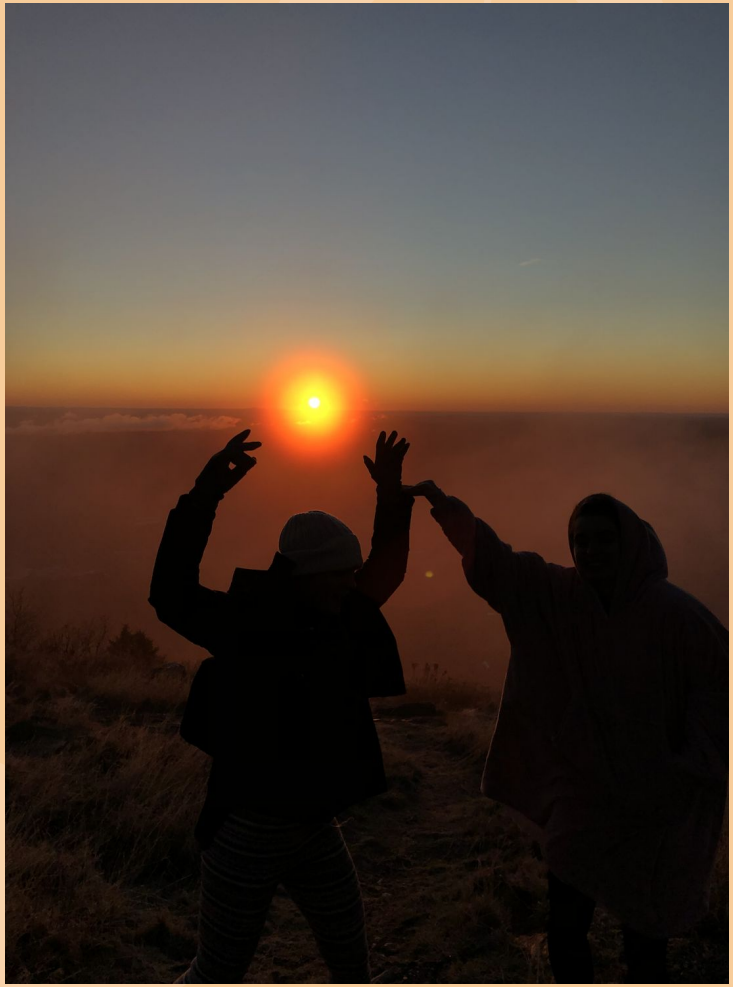
Passes: Membership/Senior/Vet Passes

Signage Route 2 & Route 7

Takeaways:

- Outreach:
  - Dufour
  - Mass Highways
- Website Platform

Exploration of Shuttle Service Feasibility



Dufour Tours and Shuttle Parking

Cost Analysis

- 1 ton Shuttles
- $75/hour
- $900 per weekend per bus
- 16 passenger limit
    - Multiple b/c of limit

Parking Options

- Mass MoCA
- Notch & Rockwell

Cost Benefit Analysis

0 = worst
3 = best

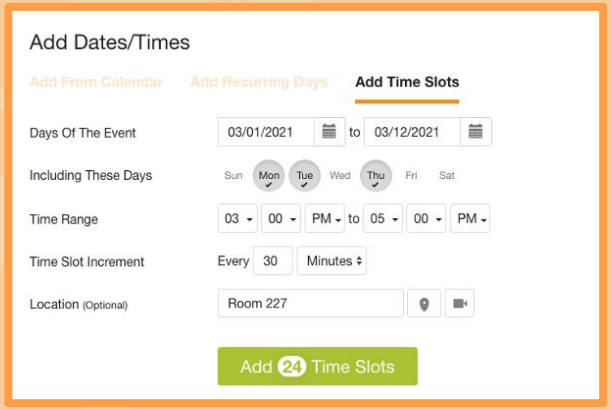
Potential Recommendations	Envi: Energy	Envi: Land Use	Social / Equity	Cost	Public Opinion	Safety	Feasibility	Total
Website Updates	3	3	2.5	3	3	3	3	20.5
Vehicle Video Surveillance	2.5	3	n/a	3	3	3	3	20.5
Wait Time Sign	2.5	3	3	3	3	3	3	20.5
Car Counter	3	3	n/a	2	3	3	3	20
Shuttle Bus From Base (On each Road)	**2**	**3**	**2.5**	**1.5**	**2.5**	**2.5**	**2.5**	**16.5**
Reservation Slots	3	3	1.5	3	1	3	1.5	16
EV Bus from Base (2)	2	3	2	1	2.5	2.5	1	14
Mass MoCA	0	3	3	1	2	2	2	13
Repaved Conduit for EV	3	2	2	0	3	3	0	13
Gondola	3	1.5	2	0	3	3	0	12.5
Tram	3	0.5	2	0	3	3	0	11.5
Extra Parking (at summit)	1	1	2	0.5	2	2	1	6.5

Final Proposals

- Primary Proposals
- Secondary Proposal
  - Part A
  - Part B

Primary Proposals

- **Signage**
  - Wait Times
- **Website**
  - Access/Emergency Bulletins
- **Reservation Slots**
  - Phased
- **Ticketing**
  - Increase Capability



Secondary Proposal

Part A

- Shuttles on Each Road
  - Single Stop (summit)
  - Parking at Base
  - Road Closure + Incentives
- $1,800 per weekend for one shuttle per road
  - 6 hour days
  - 9am - 3pm
- Close roads

Part B

- Data Collection
  - Shuttle Capacity is a concern
  - Peak Visitation Season
  - Visitor Flow
- Car Counting Technology
- Parking Lot Surveillance


Thank you!
Questions or Suggestions?