

Communities working together to meet Chittenden County's transportation needs

Bryan Davis Peter Keating ...and you!





Where we are going...

Chittenden County Metropolitan Planning Organization

Background
Transportation
CCMPO
Biking/Walking
Rationale – what the people want
Benefits
Projects/Options/Examples

Transportation Legislative History ...in brief

1991 – Intermodal Surface Transportation Efficiency Act (ISTEA)

- develop a "National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."
- Dedicated bike/ped coordinator
- Enhancementts Program

Transportation Legislative History continued...

- 1998 Transportation Equity Act for the 21st Century (TEA-21)
 - called for integrating all modes of transportation cars, trains, trucks, buses, ferries, walking and biking – into a single, efficient and "seamless" transportation system. It mandates greater local control over transportation funding decisions through MPOs

 2005 – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

- Continued funding as in TEA-21
- Included bike/ped pilot program: 4 communities receive \$25 million...EACH! \
- Established Safe Routes to Schools Program

2009 – ???



CCMPO

Established in 1983 Originally served 9 towns; now all 18 Structure:





Key Products

Metropolitan Transportation Plan

- 20-year vision of region's transportation
- Updated every 5 years

Transportation Improvement Program

- 4-year agenda of projects
- Updated annually

Unified Planning Work Program

- planning activities of the CCMPO staff, its member agencies and other transportation and planning agencies
- Updated annually



Sooo... what do we do??

~\$3 million annual budget

- Bike/Ped
- **Transit**
- Rail/Freight/Trucking
- Air quality
- Land use/Transportation modeling
- Traffic signals
- Road Safety
- Corridor planning
- Small communities
- Traffic data collection/analysis
- Public involvement



How do we spend all that money?



Note: Certain projects included in the categories Function and Performance Preservation, Bridge Preservation and Capacity include bike/pedestrian facilities not included in the Bike/Pedestrian category.

CCMPO Transportation Improvement Program, FY 08-11



Bike/Ped Issues Who cares?!

- Nearly 50% of all trips are 3 miles or less
- More than \$75 billion spent annually on road projects; less than \$1 billion spent on bike/ped
- Bicyclists and pedestrians represent 14% of all traffic fatalities



Current Conditions

Carpool $11^{0}/_{0}$ Walk 6.5% 76% Drive alone 1.5%Ride transit 0.5% Bike $4^{0}/_{0}$ Work at home

2000 US Census, Journey to work data, Chittenden County



Current Conditions

- "Cow paths" along Route 7 in Colchester
- All CCTA buses have 2-bike racks on the front, ~ 17,000 per year
- Model green bike lanes on Route 2 often covered in sand







Energy Impacts of Transportation

- Biking and walking are the most energy efficient forms of transportation
- As is widely reported, US
 citizens comprise 5% of the
 world's population but consume
 25% of the world's oil
- More than 50% of greenhouse gas emissions in VT are due to the transportation sector





Importance Rankings: General Priorities



Perceived Influences on Transportation Behavior

Best Opportunities	Percent Agree
Would walk more	73-89%
Would bus more	64%
Higher driving costs = fewer trips	63%
Job can be done from home	29%

Biggest Barriers	Percent Agree
Car is only way	65-68%
Support for higher gas tax	30-45%

The Trends

- Vehicle miles has doubled in 20 years in Vermont
- Chittenden County is close to becoming "nonattainment" area for air quality
- Walking is decreasing, obesity is rising



BRFSS, 1985 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)





BRFSS, 1986 (*BMI ≥30, or ~ 30 lbs. overweight for 5′ 4″ person)





BRFSS, 1987 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 1988 (*BMI ≥30, or ~ 30 lbs. overweight for 5′ 4″ person)





BRFSS, 1989 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)





BRFSS, 1990 (*BMI ≥30, or ~ 30 lbs. overweight for 5′ 4″ person)



No Data	<10%	10%–14%
---------	------	---------

BRFSS, 1991 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



No Data <10%	10%–14	15%–19%
--------------	--------	---------

BRFSS, 1992 (*BMI ≥30, or ~ 30 lbs. overweight for 5′ 4″ person)



No Data <10%	10%–14	15%–19%
--------------	--------	---------

BRFSS, 1993 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)





BRFSS, 1994 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



No Data	<10%	10%–14	15%–19%
---------	------	--------	---------

BRFSS, 1995 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



No Data	<10%	10%–14	15%–19	}%
---------	------	--------	--------	-----------

BRFSS, 1996 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



15%-19%

No Data

<10%

10%-14

BRFSS, 1997 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 1998 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 1999 (*BMI ≥30, or ~ 30 lbs. overweight for 5′ 4″ person)



No Data	<10%	10%–14	15%%	≥20%
---------	------	--------	------	------

Obesity Trends* Among U.S. Adults BRFSS, 2000 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



Obesity Trends* Among U.S. Adults BRFSS, 2001 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



(*BMI \geq 30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 2003 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 2004 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 2005 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



BRFSS, 2006 (*BMI ≥30, or ~ 30 lbs. overweight for 5' 4" person)



Eaters' Evolution from Prehistoric to Pre-diabetic



Illustration from Economist Magazine 12/13/03



Bike/Ped Projects

Update Bike/Ped Plan
Sidewalk Grant Program
Safe Routes To School
Way to Go! Week
Corridor Plans
Data Collection



Innovative Strategies

- Safe Routes To School helps kids walk and bike to school
- Focuses both on education as well as infrastructure improvements
- Offers our kids independence and a healthy lifestyle







Innovative Strategies

- Way To Go! is the area campaign to encourage alternative commuting
- More than 1,000 people pledged to "try a new way" to work in 2005
 - Nearly 2,000 participants in 2007
 - Saved 243,000 pounds of CO2







So What??

What does 243,000 pounds of CO2 look like?

24 passenger cars driven for one year



256 barrels of oil

Electricity for 14 households for one year

How many are 1,881 people?

About the same population as Huntington, Vermont



How far is 283,000 miles?

More than 11 times around the earth

100 trips from NY to LA





Innovative Strategies

CATMA's Bike / Walk Program that provides \$10/month gift certificate to staff that walk and bike at least 2 days a week

> Unlimited Access transit access provided to UVM and Champlain College. May be expanded to St. Michael's College.





Current Recommendations

Adults

- At least 30 minutes a day of moderate activity, at least 5 days a week.
- Can be in 10 minute segments
- Elementary-Age Children
 - Accumulate 60 minutes of activity on all or most days of the week

Health Benefits of Walking

- 3 hrs/wk of brisk walking (3mph) reduced heart disease risk in women by 35-40%
- Older adults who walked at least 4 hrs/week were 31% less likely to be hospitalized for heart disease or stroke.
- Women who walked at least 1 hr/wk reduced risk of CHD by 50%.





Design options

Chittenden County Metropolitan Planning Organization



Planning for a range of facilities

- Sidewalks
- Bike lanes
- Shared-use paths
- Crosswalks
- Amenities:
 - benches
 - bike racks
 - bus shelters
 - bike racks on buses



A rush hour commuter







Which would you choose?











Before



Proposed Crosswalks



Route 2

This?





Route 2

Or this?







Crossing Islands







Who planned this?

Chicanes



Roundabout



Not a roundabout



Resources

www.ccmpo.org
www.localmotion.org
www.vtbikeped.org
www.burlingtonbikecouncil.org
www.burlingtonwalks.org
Blogs
Youtube

Change in Average Vehicle Characteristics, 1981-2003 (in %)

