Chittenden County Metropolitan Planning Organization

Communities working together to meet Chittenden County’s transportation needs

Bryan Davis
Peter Keating
…and you!
Where we are going...

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

  - 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

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

- **2009 – ???**
Established in 1983

Originally served 9 towns; now all 18

Structure:

- Board of Directors
- Executive Committee
- Transportation Advisory Committee
- Executive Director
- Staff
- Consultants
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?

CCMPO FY2008-2011 TIP: Funding Uses FY08-FY11

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.
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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpool</td>
<td>11%</td>
</tr>
<tr>
<td>Walk</td>
<td>6.5%</td>
</tr>
<tr>
<td>Drive alone</td>
<td>76%</td>
</tr>
<tr>
<td>Ride transit</td>
<td>1.5%</td>
</tr>
<tr>
<td>Bike</td>
<td>0.5%</td>
</tr>
<tr>
<td>Work at home</td>
<td>4%</td>
</tr>
</tbody>
</table>

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
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

- Preserving the condition of existing infrastructures: 72%
- Improved bike/walk facilities: 46%
- Highway initiatives: 41%
- Expanded public transportation service: 40%
- Incentives to use transportation alternatives: 35%
- Improved safety: 30%
- Minor highway efficiency projects: 24%

Percent of respondents choosing as #1, #2 or #3.
## Perceived Influences on Transportation Behavior

<table>
<thead>
<tr>
<th>Best Opportunities</th>
<th>Percent Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would walk more</td>
<td>73-89%</td>
</tr>
<tr>
<td>Would bus more</td>
<td>64%</td>
</tr>
<tr>
<td>Higher driving costs = fewer trips</td>
<td>63%</td>
</tr>
<tr>
<td>Job can be done from home</td>
<td>29%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Biggest Barriers</th>
<th>Percent Agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car is only way</td>
<td>65-68%</td>
</tr>
<tr>
<td>Support for higher gas tax</td>
<td>30-45%</td>
</tr>
</tbody>
</table>
The Trends

- Vehicle miles has doubled in 20 years in Vermont
- Chittenden County is close to becoming “non-attainment” area for air quality
- Walking is decreasing, obesity is rising
Obesity Trends* Among U.S. Adults

BRFSS, 1985

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1986

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1988

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1989

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1990

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1991

(*BMI $\geq$ 30, or $\sim$ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1992

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1993

(*BMI ≥30, or ~30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1994

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1995

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 1996

(*BMI ≥30, or ~30 lbs. overweight for 5’4” person)
Obesity Trends* Among U.S. Adults

*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person

BRFSS, 1997

The map shows the obesity trends among U.S. adults as of 1997, based on BMI (body mass index) criteria. The color coding indicates the percentage of adults considered obese in each state:

- **No Data**
- **<10%**
- **10%-14%**
- **15%-19%**
- **≥20%**

The states are color-coded according to these categories, with darker shades indicating higher percentages of obesity.
Obesity Trends* Among U.S. Adults

BRFSS, 1998

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults
BRFSS, 1999
(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
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)
Obesity Trends* Among U.S. Adults

BRFSS, 2002

(*BMI ≥ 30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 2003

(*BMI $\geq 30$, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 2004

(*BMI ≥30, or ~30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

BRFSS, 2005

(*BMI ≥30, or ~ 30 lbs. overweight for 5’ 4” person)
Obesity Trends* Among U.S. Adults

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
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
Yikes!
Which would you choose?
Proposed Crosswalks
Route 2

This?
Route 2

Or this?
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 %)

- Acceleration
- Horsepower
- Weight
- Fuel Economy