

A Twenty-Year Vision for Transportation in Chittenden County

A SYNOPSIS OF CHITTENDEN COUNTY'S 1997 LONG-RANGE TRANSPORTATION PLAN

In 1997, the Chittenden County Metropolitan Planning Organization, the County's federally-mandated transportation planning agency, endorsed and adopted a **multimodal transportation plan** that takes us to the year 2013. This Plan was the culmination of **several years' work with the public, transportation interests, local communities, and transportation planners**, and represents a response both to these interests and to federal and state requirements. This brief document provides our residents and policy-makers with a summary overview of the key goals, strategic investments, and benefits embodied in the Plan.

THE VISION FOR CHITTENDEN COUNTY'S TRANSPORTATION SYSTEM

- *Our twenty-year transportation plan emphasizes safety, efficiency, and accessibility for all residents and visitors, while at the same time accounting for the importance of our natural world and cultural heritage.*
- *Our plan supports dense community centers that mix residential and commercial development to facilitate mass transportation and offers basic services accessible by means other than private, single-occupancy, vehicles. Transportation services are, in these developments, more energy efficient, cost effective, and foster a sense of community.*
- *Our transportation system is truly multimodal - offering people viable alternatives for traveling to desired destinations. The system includes simple and efficient transition between transportation modes.*

GOALS OF THE TWENTY-YEAR CHITTENDEN COUNTY TRANSPORTATION PLAN

- *Ensure our limited financial resources are used in the most cost-effective manner.*
- *Ensure the mobility of people and goods by implementing systematic maintenance programs, and transit capacity improvements. Congestion management programs designed exclusively to increase highway capacity for single-occupancy vehicles should be undertaken only when no better alternative can be found.*
- *Use investment in transportation infrastructure to improve the economic and environmental sustainability of the region by supporting existing and planned growth centers.*
- *Decrease automobile and truck dependency by offering sustainable transportation alternatives.*

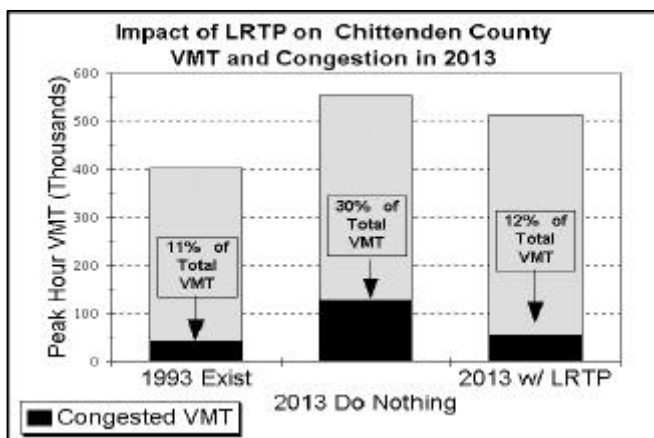
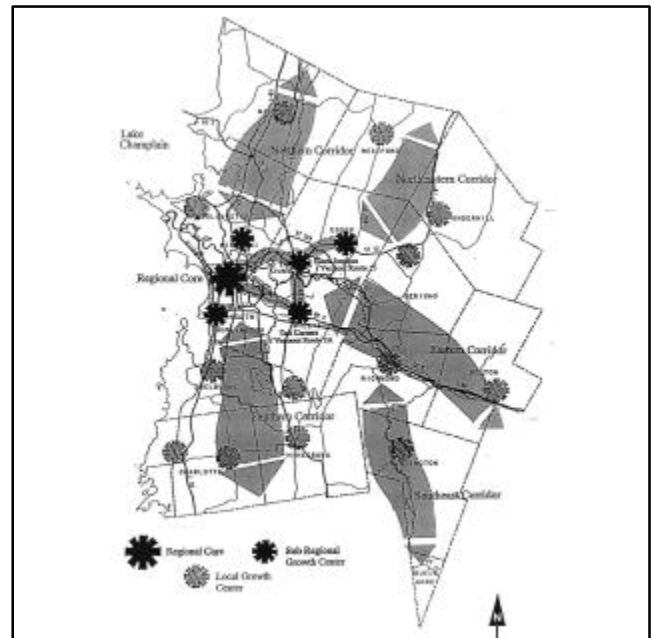
THE 1997 PLAN'S INVESTMENT STRATEGY MOVES US TOWARD OUR GOALS

- **Maintenance First** – Preserve our existing road, rail and transit systems in good operating condition.
- **Safety** – Fix areas identified as high accident locations and perform system maintenance with safety enhancements in mind.
- **Growth Center Based Land Use and Intermodal Nodes** – Improve efficiency by tying our transportation investments to the implementation and facilitation of growth centers and expanding intermodal opportunities.
- **Public Transportation** – Help the region meet its goal of increased transit use by enhancing levels of service, enlarging the service area, and developing other public transportation modes such as rail.
- **Bicycle and Pedestrian Access** – Provide facilities that will increasingly allow bicyclists and pedestrians safe and efficient movement.
- **Roadway Efficiency Improvements/Transportation System Management** -- Implement lower cost efficiency improvements - signal progression, access management, roundabouts, and neighborhood traffic calming – to limit need for construction of new highway capacity.
- **Key Highway Improvements** – Make key highway capacity investments – for example, the Champlain Parkway, Shelburne Road, Riverside Avenue, the Lime Kiln Bridge, and Circumferential Highway – whose need is not addressed by efficiency improvements.
- **Goods Movement and Freight** - Encourage modal alternatives to truck transport and improve the efficiency of major arterials to improve the flow of goods movement.
- **Transportation Demand Management** - Encourage programs - especially at large employment sites - that better manage transportation demand, including variable work hours, incentives for car poolers, subsidizing transit passes and guaranteed ride home programs.

THE RESULT -- A TRANSPORTATION SYSTEM THAT ADDRESSES LONG-TERM MOBILITY AND ACCESSIBILITY NEEDS

A PLAN BASED ON GROWTH CENTERS & TRANSPORTATION CORRIDORS

The 1997 Plan is **truly multimodal** – integrating all transportation modes such as transit, bicycles, non-motorized modes, and automobiles – and embodies future investment strategies in the context of a **transportation system focused on established County Growth Centers and broad transportation corridors** in which the movement of people and goods occurs.

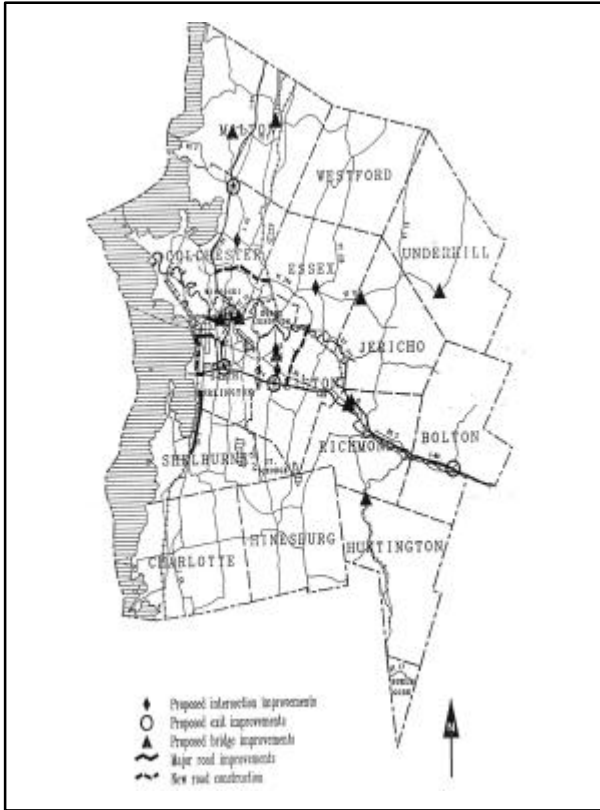


A PLAN THAT CONTROLS CONGESTION & ENSURES MOBILITY

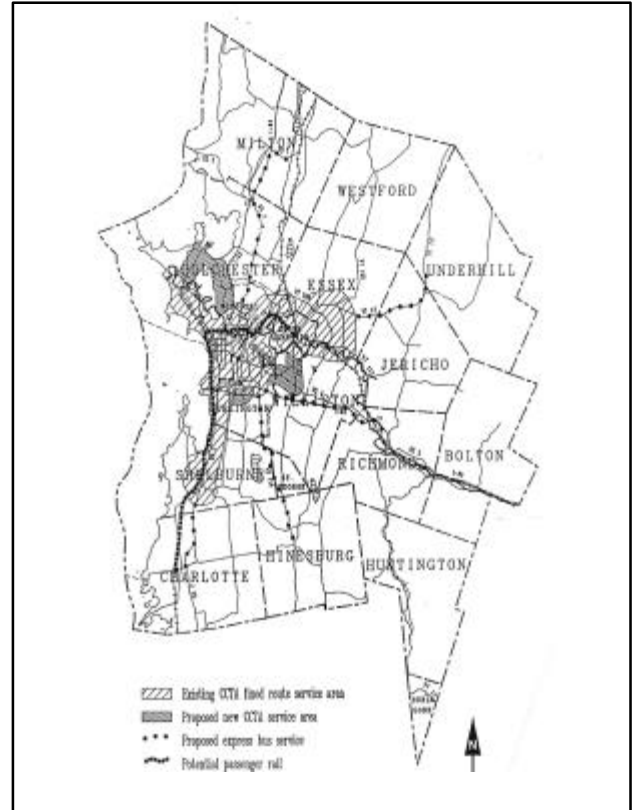
Making the strategic investments embodied in the Plan will **control growth in County-wide traffic congestion** while serving our **long-term mobility and accessibility needs**.

1997 CHITTENDEN COUNTY LONG-RANGE TRANSPORTATION PLAN

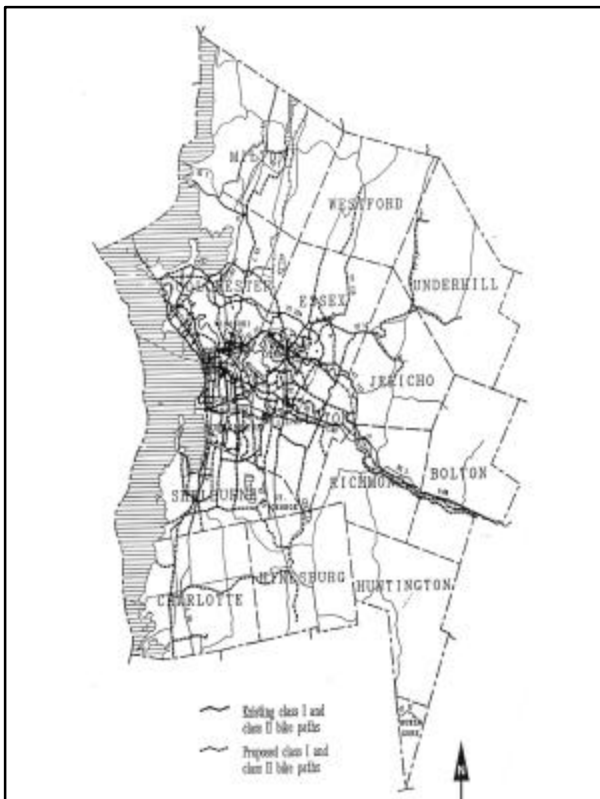
KEY MULTIMODAL INVESTMENTS



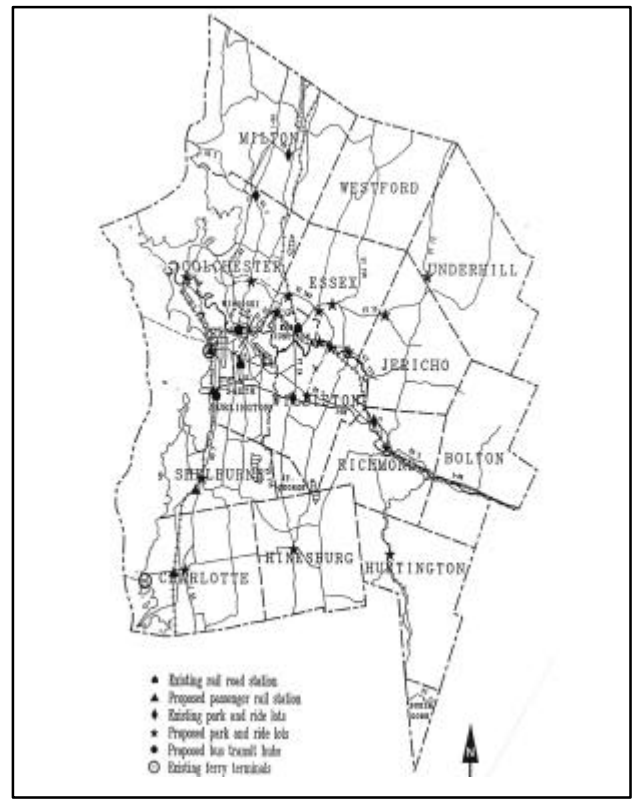
HIGHWAY PROJECTS



TRANSIT PROJECTS



BICYCLE AND PEDESTRIAN PATHS

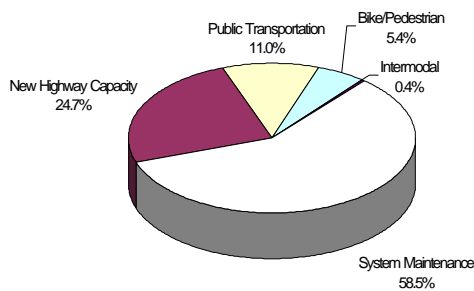


INTERMODAL FACILITIES

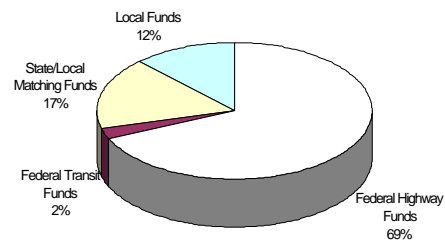
PAYING FOR THE PLAN – NO MORE “WISH-LISTS”

Since 1991, federal law has required urban areas like Chittenden County to plan and program transportation improvements **within the constraints of “fiscal reasonableness;”** in other words, the transportation planning process must prioritize investments and actions within a limited financial resource environment. The CCMPO therefore developed a strategy for financing the transportation investments in the Plan based on cooperative projections of long-term fiscal resources from federal, state, and local sources. The charts below depict a summary of the Plan’s 20-year financial investment strategy.

**PROJECTED USES OF FISCAL RESOURCES
THROUGH 2013**



**PROJECTED SOURCES OF FISCAL RESOURCES
THROUGH 2013**



- ***The 1997 Plan budgets about \$20 million per year, or \$410 million through the year 2013, to achieve key Chittenden County transportation investment priorities.***

Chittenden County Metropolitan Planning Organization

The Chittenden County Metropolitan Planning Organization (CCMPO) is the federally-mandated agency that plans, prioritizes, and coordinates the use of federal transportation funds in Chittenden County. The CCMPO’s mission is to ensure the implementation of a multi-modal transportation plan that facilitates achieving regional transportation priorities and meets all the requirements mandated by federal and state transportation laws.

The CCMPO is made up of key elected and appointed officials from each of Chittenden County’s 18 municipalities, as well as the Regional Planning Commission, Vermont Agency of Transportation, the Chittenden County Transportation Authority, Burlington International Airport, and the U.S. Department of Transportation. Representatives of the rail, freight movement, and special needs communities also participate directly in the CCMPO process. All of these municipalities, agencies, and interests work together in a comprehensive, continuing, and cooperative process to meet the metropolitan area’s critical transportation needs.

Communities working together to meet Chittenden County’s transportation needs