



*CCMPO Metropolitan  
Transportation Plan Update*


*Existing Conditions  
Assessment:  
Themes and  
Implications*

**Steering Committee**  
February 6, 2001



*Themes and Directions*

- Arterial Roadways
- Public Transportation
- Pedestrian & Bicycle Accommodation
- Land Use and Transportation
- Regional View



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### *Arterial Roadways*

- Arterials are only 17% of County road mileage, yet carry 67% of all VMT
- 65% of Arterials have “Fair” or worse sufficiency ratings
- Arterial congestion growing faster than population or employment
- Travelers increasingly seeking cut-through and bypass routes on neighborhood and residential streets



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### *Public Transportation*

- Public transit in Chittenden County carries over 2 million riders per year (CCTA, SSTA, CATS)
- Existing public transit structure has helped temper decline in region’s transportation functionality stemming from increasingly dispersed land uses
- Public transit service area and frequencies inadequate for non-driving segments of population (low income, seniors, youngsters)
- Public transit service expansion most effective when coordinated with overall land use and transportation policies



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### *Pedestrian and Bicycle Accommodation*

- County has 435 miles of sidewalk & 42 miles of multi-use paths/bike lanes, with more coming
- Most paths are recently built and currently in good condition
- Some sidewalks need significant repair/reconstruction
- Community support for non-motorized facilities is substantial (fix existing **AND** build new)



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### *Land Use and Transportation*

- Between 1982 and 1997, amount of developed land in County almost doubled
- Most recent land development in County is on non-forested lands at suburban-rural fringe
- Automobile increasingly the only viable means of transportation with current development patterns
- Growth Center-based land use and development policies can directly affect travel patterns and facilitate more efficient transportation investments



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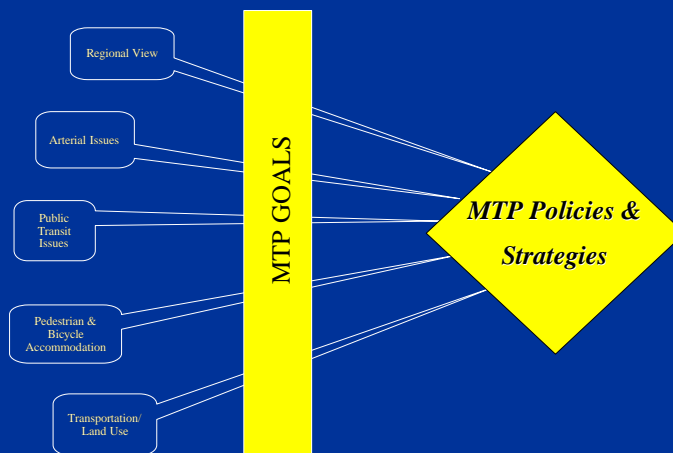
### *Regional View*

- Many transportation facilities, regardless of locale or ownership, serve regional needs
- Region's economic vitality borne on back of transportation system (all modes)
- "Regional View" is essential for making high-return transportation and land use investment decisions



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### *Policy Framework for Considering Trends & Directions*



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*Other Issues/Questions and Answers*



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