

2009-2014

Joint Institution Parking Management Plan

“Recognizing the unique ability of the institutions to manage their own parking resources in a comprehensive and creative way”

Comprehensive Development Ordinance, City of Burlington, Article 8, Sec.8.3.1

Champlain College, Fletcher Allen Health Care & the University of Vermont



Prepared by the Campus Area Transportation Management Association with assistance from Resource Systems Group



January 2009



INTRODUCTION

This CATMA Joint Institutional Parking Management Plan (JIPMP) is compiled with the assistance of Resource Systems Group (RSG) and as per Article 8 of the City of Burlington Comprehensive Development Ordinance as adopted in January 2008.

The JIPMP is for the CATMA member institutions and contains the individual, five year IPMPs for Champlain College, Fletcher Allen Health Care, and the University of Vermont. The final Chapter 4 provides annual, updated information for each institution as well as details of CATMA's programs and services. Chapter 4 serves as the annual report that is the basis of and supportive of the JIPMP and will be updated and submitted each year per Article 8.

The IPMPs follow the outline of Article 8 of the Burlington Comprehensive Development Ordinance, which establishes the requirements for 1) off-street parking throughout the city, 2) bicycle parking, and 3) institutional parking management plans. At times, the IPMPs quote the Ordinance directly for clarity; this is represented by italicized text.

METHODOLOGY

Each IPMP considers the impacts of each institution's future projects expected to be built during the next five years, or by 2014. The IPMPs calculate and compare three parking numbers: 1) inventory, 2) supply requirement (per Table 8.1.8-1 of the Ordinance), and 3) peak demand. (Estimating peak demand, which is based on annual CATMA survey data, checks to see if an institution's parking needs are comparable to the Ordinance's supply requirements. Institutions can then plan their parking inventories and demand management accordingly.)

1. The parking inventory is the actual number of existing spaces for an institution. This number does not include leased buildings and their associated parking, nor does it include buildings outside of Burlington. Leased parking facilities in and outside of Burlington are included because they act as off-site intercept lots for vehicles that would otherwise demand on-site parking. Future or planned parking inventory is an estimate of the inventory in five years and accounts for the number of spaces that expect to be eliminated or constructed with a project. The planned inventory is only an estimate and does not reflect measures that an institution may ultimately decide to take in order to increase the inventory.
2. The supply requirement is based on the relevant building metrics from the institution applied to Table 8.1.8-1, and includes the projects planned to be built by 2014.
3. Peak parking demand estimates are based on the number of constituents associated with an institution, how many of them are likely to be on site during the peak time of the week, and their auto mode share (including single occupancy vehicles and carpools) as indicated by annual CATMA survey results. Peak parking demand is based on the number of constituents projected to be with the institution in 2014.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

If parking demand is greater than inventory, reducing demand through transportation demand management (TDM) is a preferable solution to simply adding supply (by constructing or leasing more parking) to meet demand. This is especially true because an abundance of parking encourages people to drive more.

Through CATMA, members have access to a menu of TDM programs, such as carpool/vanpool incentives, mass transit subsidies, bike/walk incentives, and an emergency ride home program. CATMA also



EXECUTIVE SUMMARY

conducts annual employee and student surveys of its member institutions to collect valuable data and measure the success of the TDM programs.

In addition, each of the institutions has developed a program to manage their parking inventories. These programs require the institution's constituents to obtain or purchase a parking permit and direct where they are allowed to park. Since assigned parking locations may be less than ideal for a driver, the combination of disincentive (permit prices, inconvenience) and incentive (CATMA programs) often shifts the would-be driver to an alternative mode of transportation.

TDM measures are described for each institution within their respective chapters

HIGHLIGHTS AND CONCLUSIONS

Chapter 1 - Champlain College

Highlights and conclusions from Champlain College's IPMP are summarized below:

- The planned inventory for Champlain in 2014 is 912 parking spaces.
- The supply required by the Ordinance for the campus in 2014 is 1,456 to 1,699 parking spaces.
- The 2014 peak parking demand estimate is 1,007 parking spaces.
- An additional 95 spaces are needed for the inventory to meet demand. Since the Ordinance supply requirement is greater than demand (by 449 to 692 spaces) accommodating this number would create an excess supply.
- Champlain College's long-term strategy is to have a car-free core campus. Transitioning commuter students to residential and moving parking off-site are ways in which this vision will be achieved.

Champlain College will continue to pursue TDM to mitigate its parking demand. Champlain also has the option to lease additional spaces at an off-site facility

Chapter 2 - Fletcher Allen Health Care (FAHC)

Highlights and conclusions from Fletcher Allen's IPMP (specifically, the Medical Center Campus and the University Health Center (UHC) Campus) are summarized below:

- The planned on-site parking inventory for the Medical Center Campus is 2,048 spaces in 2014; the planned on-site inventory for the UHC Campus is 515 spaces in 2014.
- There are 715 off-site parking spaces available for the Medical Center Campus; there are 130 off-site spaces for the UHC Campus.
- The supply required by the Ordinance in 2014 is 2,608 parking spaces at the Medical Center Campus and 301 spaces at the UHC Campus.
- The 2014 parking demand estimate for the Medical Center Campus is 3,180 on-site and off-site parking spaces. The demand estimate for the UHC Campus is 359 on-site and off-site spaces.
- The combined parking shortfall for the Medical Center Campus and UHC Campus is 131 spaces. This shortfall is less than the 150 spaces held open for turnover.
- The city and Act 250 permits for the Renaissance Project granted approval for a maximum of 2,094 on-site parking spaces at the Medical Center.
- The effectiveness of Fletcher Allen's TDM programs is shown in single-occupancy vehicle (SOV) mode share as reported by CATMA survey responses. The "without shuttle" category represents vehicles that travel directly to their final destination and

EXECUTIVE SUMMARY

use on-site parking, and in 2008 was 33.3% and 40.6% for the Medical Center Campus and the UHC Campus, respectively. The “with shuttle” category is for vehicles that park at a satellite/offsite facility and ride a shuttle to the Medical Center Campus or UHC Campus. 2008 CATMA survey data for this group indicates mode shares of 19.4% and 9.4%, respectively.

Fletcher Allen will continue to pursue TDM to mitigate its parking demand.

Chapter 3 - University of Vermont (UVM)

Highlights and conclusions from UVM’s IPMP are summarized below:

- The planned inventory for UVM in 2014 is 5,155 parking spaces.
- The supply required by the Ordinance for the campus in 2014 is 10,646 to 11,056 parking spaces.
- The 2014 peak parking demand estimate is 3,968 parking spaces. Compared to the expected parking inventory this suggests a surplus of 1,187 spaces.
- Although UVM’s parking inventory does not meet the Ordinance’s supply requirement, the inventory is more than enough to accommodate the estimated peak parking demand with unused parking inventory evident. Moreover, UVM manages this excess supply through its parking program to prevent an increase in parking demand.

UVM will continue to pursue TDM to mitigate its parking demand.

Chapter 4 - CATMA January 2009 Annual Report

- The Chapter 4, CATMA January 2009 Annual Report, is per Article 8 of the Burlington Comprehensive Development Ordinance, PART 3., Sec. 8.3.3 Institutional Parking Management Plans and is an annual report regarding employment, enrollment, existing parking spaces, vehicle permits, vehicle fleets, and parking demand reduction specific to the CATMA member institutions: Champlain College, Fletcher Allen Health Care and the University of Vermont.
- The CATMA January 2009 Annual Report uses statistics indicative of the Fall 2008 academic semester (November and December), which historically has a higher demand on parking and transportation infrastructure.
- Along with the 2008 data specific to each institution, this chapter contains information regarding the Transportation Demand Management (TDM) programs and services that CATMA has developed for its members institutions. Additionally, data from the CATMA annual employee and student surveys is included. This survey data verifies CATMA’s collective, award winning TDM programs that clearly substantiate our reduced demand for parking.

EXECUTIVE SUMMARY

TABLE OF CONTENTS

CHAPTER 1 – CHAMPLAIN COLLEGE

8.1 General Requirements1-1
8.2 Bicycle Parking 1-11
8.3 Institutional Parking Plans 1-12
Attachment 1-19

CHAPTER 2 – FLETCHER ALLEN HEALTH CARE (FAHC)

8.1 General Requirements2-1
8.2 Bicycle Parking2-9
8.3 Institutional Parking Plans2-9
Attachment 2-18

CHAPTER 3 – UNIVERSITY OF VERMONT (UVM)

8.1 General Requirements3-1
8.2 Bicycle Parking3-9
8.3 Institutional Parking Plans3-9

CHAPTER 4 – CATMA JANUARY 2009 ANNUAL REPORT

Champlain College – Fall 20084-1
Fletcher Allen Health Care – Fall 20084-7
University of Vermont – Fall 2008 4-13
Campus Area Transportation Management Association – Fall 2008 4-23
Attachments..... 4-39
ARTICLE 8: PARKING *Comprehensive Development Ordinance*, City of Burlington
CATMA 2008 Joint Parking Inventory



TABLE OF CONTENTS CHAPTER 1 – CHAMPLAIN COLLEGE

8.1 GENERAL REQUIREMENTS 1

 Sec. 8.1.1 Purpose..... 1

 Sec. 8.1.2 Applicability..... 1

 Sec. 8.1.3 Parking Districts 1

 Sec. 8.1.4 Existing Structures 1

 Sec. 8.1.5 Existing Structures - Change or Expansion of Use 2

 Sec. 8.1.6 Existing Structures: Exemption in Downtown District 2

 Sec. 8.1.7 Non-conforming Residential Structure 2

 Sec. 8.1.8 Minimum Off-Street Parking Requirements 3

 Sec. 8.1.9 Maximum Parking Spaces 5

 Sec. 8.1.10 Off-Street Loading Requirements. 5

 Sec. 8.1.11 Parking Dimensional Requirements 5

 Sec. 8.1.12 Limitations, Location, Use of Facilities 5

 Sec. 8.1.13 Parking for Disabled Persons 6

 Sec. 8.1.14 Stacked and Tandem Parking Restrictions..... 7

 Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans 7

8.2 BICYCLE PARKING 11

8.3 INSTITUTIONAL PARKING PLAN 12

 Sec. 8.3.1 Intent 12

 Sec. 8.3.2 Applicability..... 12

 Sec. 8.3.3 Institutional Parking Management Plans 12

 Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans..... 18

 Sec. 8.3.5 Review and Approval of Applications for Future Development..... 18

ATTACHMENT 19



CHAMPLAIN COLLEGE



LIST OF TABLES

Table 1: Campus Building and Parking Inventory2
Table 2: Minimum Off-Street Parking Requirements.....4
Table 3: Off-Site Parking Facilities6
Table 4: Summary of Shuttle/Transit Ridership.....14
Table 5: Parking Permit Costs for 2008-09 Academic Year.....17
Table 6: Parking Fine Amounts for the 2008-09 School Year18

LIST OF FIGURES

Figure 1: Public Transit within 800 feet of Champlain College.....10
Figure 2: 2014 Peak Parking Demand Estimate (assumed to be weekday 12PM-1PM) by User Group13
Figure 3: Champlain College Parking Zones16
Figure 4: Allowed and Restricted On-Street Parking in the Vicinity of Champlain College.....19



CHAMPLAIN COLLEGE



ARTICLE 8: PARKING

This Article of the Burlington Comprehensive Development Ordinance establishes the requirements for off-site parking throughout the city. It also includes parking for bicycles and requirements for institutional parking management plans.

This chapter is Champlain College's Institutional Parking Management Plan (IPMP).

Italicized text represents language quoted directly from the Ordinance.

8.1 GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

Section is hereby acknowledged.

Sec. 8.1.2 Applicability

Section is hereby acknowledged.

Sec. 8.1.3 Parking Districts

Champlain College is located in a Shared Use Parking District.

Sec. 8.1.4 Existing Structures

In addition to the properties that it owns, Champlain College leases building spaces and parking facilities in and around Burlington. The leased buildings in Burlington are acknowledged in the Attachment to this chapter (40 Sears Lane, 212 Battery and 215 South Prospect), but they are not included in the campus parking inventory (Table 1) nor in the parking requirement calculations (Section 8.1.8).¹ The leased parking facilities are included in the campus parking inventory because they have been leased specifically to provide additional parking and transportation demand management (TDM) to the campus.

The 173 on street parking spaces adjacent to Champlain College are not included in the formal parking inventory or associated calculations.

As shown in Table 1, the Champlain College parking inventory includes 493 on site spaces and 438 off site spaces, for a total of 931 spaces.

¹ This is because the landlords have permits specific to their properties and are assumed to be in compliance. There are 22 total spaces at these leased buildings, as detailed in the Attachment to this chapter.

CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN - JANUARY 2009

CHAMPLAIN COLLEGE

Table 1: Campus Building and Parking Inventory

Existing Building Inventory	Primary Use	GFA	Dormitories # of beds	# of parking spaces
396 Main	Residential	8,801	36	20
Adirondack House	Residential	3,600	24	0
Advising and Registration Center (ARC)	Administrative	4,371	0	13
Aiken Hall	Academic	13,983	0	0
Bader Hall	Residential	8,140	21	0
Bankus Hall	Residential	10,432	44	0
Cannon / Perry House and Guest House	Vacant	10,100	0	2
Carriage House	Residential	2,376	15	0
Cushing Hall	Residential	9,092	30	15
Durick Hall	Administrative	4,036	0	3
Eagles Club	Vacant	17,325	0	30
East/Shillhammer House	Residential	7,836	29	42
Foster Hall	Academic/Administrative	7,008	0	0
Freeman Hall	Academic	11,992	0	0
The Gallery	Academic	633	0	0
Ireland (Center for Global Business and Technology)	Academic/Administrative	24,390	0	0
Goodhue Coolidge House	Administrative	4,054	0	3
Hauke Family Campus Center	Academic/Residential (Dining)	37,877	0	26
Hill Hall	Residential	9,203	41	8
IDX Student Life Center	Athletic/Residential (Dining)	49,939	0	5
Jensen Hall	Residential	8,772	43	9
Joyce Learning center	Academic	20,483	0	0
Levi Smith/Lakeview House	Residential	18,000	81	0
Lyman Hall	Residential	8,550	43	18
Main Street Suites	Residential	31,932	55	28
McDonald Hall	Residential	10,922	51	0
Miller Information Commons	Academic	29,860	0	0
North House	Residential	5,402	21	10
Pearl Hall	Residential	10,874	50	0
President's House	Residential	3,487	0	2
Rowell Hall	Residential	9,421	56	41
Rowell Annex	Administrative	2,882	0	0
Sanders Hall	Residential	9,716	39	12
Skiff Hall	Administrative	12,493	0	61
Skiff Shed	Academic	3,354	0	0
South House	Residential	12,608	51	13
Summit House	Residential	15,271	45	29
West House	Administrative	3,718	0	4
Whiting Hall	Residential	9,975	47	99
Wick	Academic/Administrative	5,265	0	0
<i>TOTALS</i>		478,173	822	493

Parking Facilities Leased by Champlain College			# of parking spaces
Perkins Pier parking lot	Parking		185
Gilbane parking lot	Parking		200
Pecor parking lot	Parking		53
Subtotal			438
<i>Total Campus Parking Spaces</i>			931

Sec. 8.1.5 Existing Structures - Change or Expansion of Use

The parking requirements for all planned projects are addressed in Section 8.1.8.

Sec. 8.1.6 Existing Structures: Exemption in Downtown District

Section does not apply.

Sec. 8.1.7 Non-conforming Residential Structure

Section does not apply.



Sec. 8.1.8 Minimum Off-Street Parking Requirements

The required campus parking can be calculated using two approaches: 1) using the College's gross floor area (GFA) applied to Table 8.1.8-1's Post-Secondary School category; or 2) using a composite of the GFA of non-dormitory buildings (applied to Table 8.1.8-1's Post-Secondary School category) and the number of dormitory beds (applied to Table 8.1.8-1's Residential Use-Dormitory category). Table 2 provides the minimum parking requirements for the existing campus and future projects using these two approaches. Net changes in GFA and parking are shown for future projects.

The Eagles Club is located in the Downtown District and will be permitted as Residential Use: Multi-Unit Attached Dwelling Unit (1 parking space per dwelling unit) using the planned number of apartment-style units. When purchased, the Ethan Allen Club will also be permitted as such, although it is located in a Neighborhood District which requires 2 parking spaces per dwelling unit. The Eagles and Ethan Allen Clubs' parking requirements are calculated in their respective districts in the composite approach described above. The GFA approach calculates both these properties as Shared Use District: Post Secondary School.

Given these approaches, the parking requirement for the campus in 2014 would be 1,456 to 1,699 spaces.

Spinner Place is not included in the parking analysis because it is a leased property in Winooski. It may be helpful to note, however, that Spinner Place has 74,517 square feet of residential space, comprising 272 beds. While there is no official Champlain College parking at Spinner Place, students can arrange to park there on an individual basis. In October 2008, the building manager at Spinner Place reported that 110 students rent parking spaces there.

CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN - JANUARY 2009

CHAMPLAIN COLLEGE

Table 2: Minimum Off-Street Parking Requirements

Existing Building Inventory	Primary Use	GFA	Dormitories # of beds	Apartment- style housing # of units	# of parking spaces
396 Main	Residential	8,801	36		20
Adirondack House	Residential	3,600	24		0
Advising and Registration Center (ARC)	Administrative	4,371	0		13
Aiken Hall	Academic	13,983	0		0
Bader Hall	Residential	8,140	21		0
Bankus Hall	Residential	10,432	44		0
Cannon / Perry House and Guest House	Vacant	10,100	0		2
Carriage House	Residential	2,376	15		0
Cushing Hall	Residential	9,092	30		15
Durick Hall	Administrative	4,036	0		3
Eagles Club	Vacant	17,325	0		30
East/Shillhammer House	Residential	7,836	29		42
Foster Hall	Academic/Administrative	7,008	0		0
Freeman Hall	Academic	11,992	0		0
The Gallery	Academic	633	0		0
Ireland (Center for Global Business and Technology)	Academic/Administrative	24,390	0		0
Goodhue Coolidge House	Administrative	4,054	0		3
Hauke Family Campus Center	Academic/Residential (Dining)	37,877	0		26
Hill Hall	Residential	9,203	41		8
IDX Student Life Center	Athletic/Residential (Dining)	49,939	0		5
Jensen Hall	Residential	8,772	43		9
Joyce Learning center	Academic	20,483	0		0
Levi Smith/Lakeview House	Residential	18,000	81		0
Lyman Hall	Residential	8,550	43		18
Main Street Suites	Residential	31,932	55	14	28
McDonald Hall	Residential	10,922	51		0
Miller Information Commons	Academic	29,860	0		0
North House	Residential	5,402	21		10
Pearl Hall	Residential	10,874	50		0
President's House	Residential	3,487	0		2
Rowell Hall	Residential	9,421	56		41
Rowell Annex	Administrative	2,882	0		0
Sanders Hall	Residential	9,716	39		12
Skiff Hall	Administrative	12,493	0		61
Skiff Shed	Academic	3,354	0		0
South House	Residential	12,608	51		13
Summit House	Residential	15,271	45		29
West House	Administrative	3,718	0		4
Whiting Hall	Residential	9,975	47		99
Wick	Academic/Administrative	5,265	0		0
TOTALS		478,173	822		493

Parking Facilities Leased by Champlain College				# of parking spaces
Perkins Pier parking lot	Parking			185
Gilbane parking lot	Parking			200
Pecor parking lot	Parking			53
Subtotal				438
Total Campus Parking Spaces				931

PARKING REQUIREMENT SUMMARY: EXISTING CAMPUS		Parking Requirement	
GFA Approach	Total GFA (2 spaces / 1,000 sqft)	478,173	956
Composite Approach	Dormitory Beds** (1 space / 2 beds)	822	411
	Non-Dormitory GFA	267,250	535
Total Spaces			946

Table 2 continued on next page



Table 2 continued

Planned Projects*		Net New Square Footage	Dormitories # of beds	Apartment-style housing # of units	Net # of parking spaces
Perry Hall (Spring 2009)	Administrative/Academic	17,800	0		-16
Res Quad (Spring 2010)	Residential	101,095	320		-157
Eagles Club** (Spring 2011)	Residential	75,175	210	55	30
Hauke Addition (Spring 2011)	Campus Transit Hub	38,300	0		14
Ethan Allen Club** (Spring 2011)	Residential	136,000	340	90	110
308 Maple (Spring 2012)	Residential	3,000	13	3	0
	Planned Project Subtotal	371,370	883	148	-19
	Existing Campus Subtotal	478,173	822	0	931
Totals Existing Building Inventory + Leased Parking + Planned Projects		849,543	1,705		912

PARKING REQUIREMENT SUMMARY: 2014 CAMPUS		Parking Requirement	
GFA Approach	Total GFA (2 spaces / 1,000 sqft)	849,543	1,699
Composite Approach	Dormitory Beds** (1 space / 2 beds)	1,705	809
	Non-Dormitory GFA	323,350	647
	Total Spaces		1,456

* The numbers used here are for planning purposes only and reflect assumptions made to estimate parking needs.

** In the composite approach, the Eagles Club parking requirement is calculated according to the Downtown District and number of apartment-style housing units (Residential Use: Multi-unit attached dwelling unit (1 parking space per DU)). Likewise in the composite approach, the Ethan Allen Club parking requirement is calculated according to the Neighborhood District and number of apartment-style housing units (Residential Use: Multi-unit attached dwelling unit (2 parking spaces per DU)). 308 Maple is calculated the same way in the Shared Use District (Residential Use: Multi-unit attached dwelling unit (1 parking space per DU)).

Main Street Suites was permitted as a dormitory, not apartment-style housing, so it is not counted as such.

Sec. 8.1.9 Maximum Parking Spaces

Champlain College’s parking inventory does not approach the maximum.

Sec. 8.1.10 Off-Street Loading Requirements.

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.11 Parking Dimensional Requirements

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site parking facilities:

In compliance with the Comprehensive Development Ordinance, Champlain College has moved approximately half of its parking offsite.¹ As described in Section 8.1.4 Table 1, Champlain College has a total of 931 parking spaces, including the off-site facilities described below. On-street parking spaces are not included in the campus inventory.

¹ Referring to Institutional Core Campus Overlay Districts, Section 4.5.2 states that “parking should be very limited and generally provided offsite.” CDO page 4-56. This is emphasized for Champlain College specifically on page 4-57: “this core campus would be expected to be dominantly pedestrian-oriented, with all but the most essential parking provided off-site.”



CHAMPLAIN COLLEGE

Table 3: Off-Site Parking Facilities

Parking Facilities Leased by Champlain College	# of parking spaces
Perkins Pier parking lot	185
Gilbane parking lot	200
Pecor parking lot	53

(b) Downtown Street Level Setback:

Does not apply to Shared Use District.

(c) Front Yard Parking Restricted:

Section is hereby acknowledged.

(d) Shared Parking in Neighborhood Parking Districts:

Does not apply to Shared Use District.

(e) Single Story Structures in Shared Use Districts:

Section is hereby acknowledged.

(f) Joint Use of Facilities:

There is potential for overestimating the number of required parking spaces given the use categories provided in Table 8.1.8-1 of the Ordinance. There is a Special Residential Use for Dormitories as well as a Non-Residential Use for Post-Secondary Schools. The square footage of dining halls and student centers are enumerated within this latter category. However, these uses are heavily patronized by residential students who walk to the building and do not generate a demand for parking, and whose parking demand has already been accounted for (under Special Residential Use for Dormitories).

To avoid the task of determining which campus functions might be considered residential and which are non-residential, we have kept the composite approach of the analysis in Section 8.1.8 strictly to dormitory and non-dormitory buildings. This is a conservative approach that leads to an overestimate of the number of required parking spaces.

(g) Availability of Facilities:

Section is hereby acknowledged.

(h) Compact Car Parking:

This section will be taken into account during the planning and design of projects.

Sec. 8.1.13 Parking for Disabled Persons

These requirements will be taken into account during the planning and design of projects.



Sec. 8.1.14 Stacked and Tandem Parking Restrictions

Champlain College does not anticipate using such facilities.

Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans

A Parking Management Plan shall include, but not be limited to:

(a) A calculation of the parking spaces required pursuant to Table 8.1.8-1:

See Section 8.1.8.

(b) A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.

Addressing Parking Needs

- As of December 2008, Champlain College is planning to lease another 140 parking spaces at the Gilbane lot. If required, the College will lease or construct additional parking to address a deficit.
- The table below summarizes Champlain College’s planned/proposed campus projects for the 2014 time horizon.

Perry Hall (Spring 2009)	Administrative/Academic
Res Quad (Spring 2010)	Residential
Eagles Club** (Spring 2011)	Residential
Hauke Addition (Spring 2011)	Campus Transit Hub
Ethan Allen Club** (Spring 2011)	Residential
308 Maple (Spring 2012)	Residential

- Perry Hall will be proposed as the Champlain College “Welcome Center,” housing a visitors’ center and the offices of Admissions, Advising, Financial Aid, and the Registrar. Perry Hall is a property treasured by Champlain College and the City, and as a result of the master plan, Champlain College has agreed to preserve the almost 3 acres of green space in the rear lawn as a show piece of the campus and Hill Section neighborhood.

Employees at Perry Hall will not be new employees. They currently work at Skiff Hall and will be relocated to Perry. They will park in off site facilities or use alternative modes of transportation supplied through CATMA.

- The Hauke Addition will serve as a transit hub for the campus. This facility will increase transit use as it provides a safe and comfortable place to wait for a CCTA bus or Spinner Place/parking shuttle. The hub will include a GPS system (currently in use on campus) to alert riders how far away the next bus is. This information is available from electronic mobile devices such as cell phones.
- Four of the six planned projects are residential facilities (Res Quad, Eagles Club, Ethan Allen Club, and 308 Maple). Transitioning commuter students into residential students is expected to decrease Champlain College’s transportation impacts at the core campus. If a residential student brings a car to campus, it must be parked off site at the Gilbane lot which is served by a shuttle.
- Res Quad is planned for the area bound by Skiff Hall, Lakeview House, Coolidge House and McDonald and Whiting Halls. This project is expected to involve a net loss of 157 parking spaces on the core campus, which will be mitigated by securing more off site spaces. In addition, the



CHAMPLAIN COLLEGE

residential use of this project means that students who live there will either not bring a car to campus or will park off site.

- The Eagles Club is located on the northeast corner of Maple and St. Paul Streets. Champlain College currently operates a shuttle along Maple Street between the core campus and the Perkins Pier lot. Students who reside at the Eagles Club will be able to travel to/from campus on this shuttle. The walk from Eagles Club to core campus is approximately 2,600' or ½ mile. A total of 60 parking spaces (30 existing + 30 new) is planned for Eagles Club.
- The Ethan Allen Club is located on College Street between South Union Street and Hungerford Terrace. The walk from the Ethan Allen Club to core campus is approximately 2,200' (less than ½ mile). 110 parking spaces are planned to be built with this project.
- Champlain College will continue its membership with CATMA to provide attractive transportation alternatives such as RidesWork (a confidential carpool matching service), CCTA transit subsidies, the Bike/Walk Rewards program, and the Emergency Ride Home Program.
- Champlain College will maintain its parking management program. The strategy of moving parking from the campus core to off site facilities will continue.
- Champlain College's vision is to have a car-free core campus. Transitioning commuter students to residential and moving parking off-site are ways in which this vision will be achieved.

Comprehensive Development Ordinance: Article 8-Parking

Article 8 of the Ordinance states that its purpose is to ensure that there is adequate parking to serve the property. The planned parking inventory and the recommended management strategies discussed in this plan are likely to mitigate the parking demand estimated in Section 8.3.3b.

Another purpose of Article 8 is to protect the users of adjoining properties from nuisances associated with parking. To mitigate parking impacts on neighbors, half of Champlain's parking inventory is located off site in the Gilbane, Pecor, and Perkins Pier lots. The Champlain Master Plan encourages future development to locate parking underneath new buildings.

Finally, Article 8 encourages strategies to reduce traffic congestion and encourage the use of transportation alternatives. RSG's 2007 *Evaluation of Champlain College's Parking Program* demonstrates the effectiveness of Champlain's parking program at mitigating traffic in the area as well as increasing transit use through the Unlimited Access program.

Municipal Development Plan: Chapter V-Transportation System Plan

A key part of the Municipal Development Plan's vision for Burlington is that land use and transportation decisions be considered together.¹ Champlain's effort to house more of its students and reduce the number of daily vehicle trips to campus is an example of a coordinated transportation-land use decision.

Champlain has erected bus shelters with GPS technology showing bus arrivals to encourage transit use. Further, one of the projects included in this plan under the five-year timeframe is a campus transit hub, to include wireless internet service, indoor bike storage, and a café. These initiatives show support for the Municipal Development Plan's strategies to "use technology to improve service and coordination," "focus on the consumer," and "enhance design of transit facilities."²

(c) *An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:*

¹ Municipal Development Plan, page V-1.

² Municipal Development Plan, page V-2.

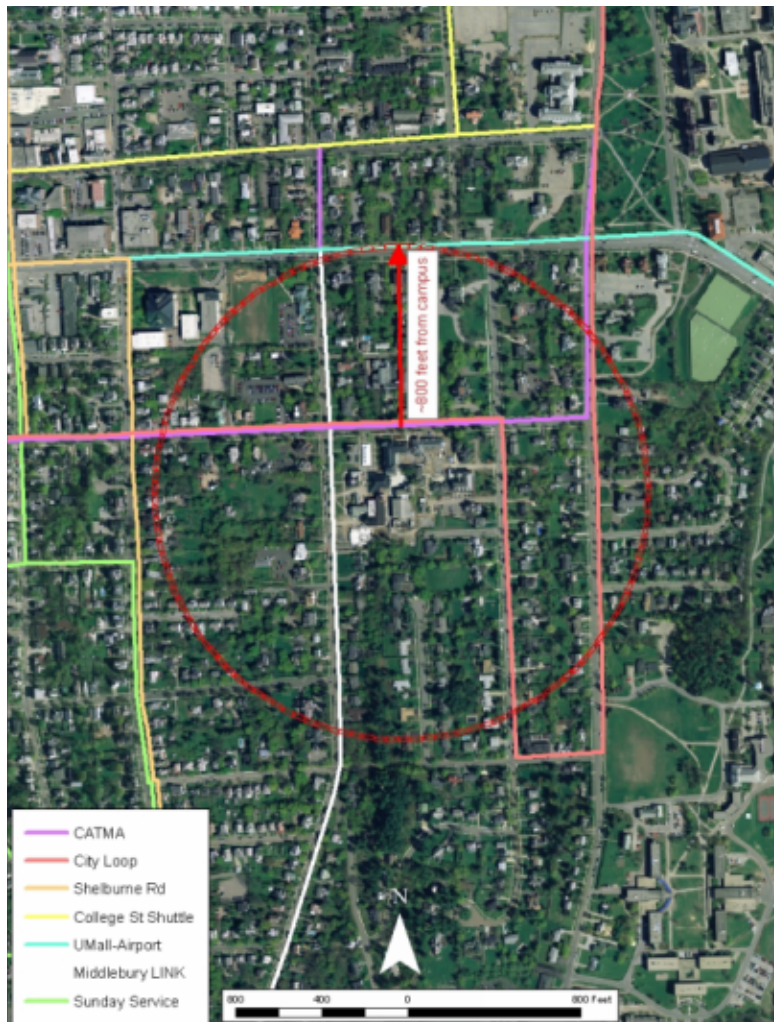


CHAMPLAIN COLLEGE

1. *Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;*
See Section 8.3.3a.
2. *Anticipated parking demand by time of day and/or demand by use;*
See Section 8.3.3b.
3. *Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;*
Does not apply.
4. *Availability and frequency of public transit service within a distance of 800-feet.*
Champlain's location affords it access to several CCTA routes within approximately 800 feet of the campus (Figure 1):
 - Route #1-University Mall/Airport: half-hour headways during peak weekday periods
 - Route #6-Shelburne Road: half-hour headways during peak weekday periods
 - Route #8-City Loop: 15-minute headways during morning peak hours; half-hour headways at other times
 - Route #30-CATMA: 15-minute headways, except between 10:00AM and 1:30PM when there are 30-minute headways
 - Route #76-Middlebury LINK Express: two trips in each direction in the morning and evening on weekdays

CHAMPLAIN COLLEGE

Figure 1: Public Transit within 800 feet of Champlain College



5. *A reduction in vehicle ownership in connection with housing occupancy, ownership, or type;*

- As Champlain transitions from a commuter campus to one that houses 90% of its students, there will be an associated shift in transportation. CATMA survey results indicate that the percentage of residential Champlain students who bring a car to Burlington for the semester is decreasing: 80.6% of residents brought a car in 2003, while 35.6% did so in 2008.¹
- Through CATMA, a CarShare Vermont pod is located on the Champlain campus. The non-profit carsharing organization launched in December 2008, and two vehicles are located in this pod. One shared car is estimated to replace 7 to 20 privately-owned cars on the road. Therefore, vehicle ownership is estimated to decrease by an additional 14 to 40 cars. As demand warrants, Champlain will support expansion of this pod by adding vehicles.

¹ CATMA Student Spring Transportation Survey, 2008 data.

CHAMPLAIN COLLEGE

(d) *Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:*

A parking management program	X
Membership in CATMA	X
A telecommuting program	X*
Implementation of a car-share program	X
Development or use of a system using offsite parking and/or shuttles	X
Implementation of public transit subsidies for employees	X
Shifting commuter students to residential students	X
* There is not a formal campus-wide telecommuting program, but telecommuting is available in certain departments.	

Champlain College received a waiver of 143 spaces from the Burlington Development Review Board in their 2002 Condition of Approval for the Main Street residential application. According to the previous Ordinance, up to a 50% waiver can be granted due to unique use times, shared/dual use, use of alternate transportation modes, and the adoption of a traffic management plan for one or more uses. All of these waiver conditions apply in the case of Champlain College.

Champlain College buildings front on several Burlington city streets that have on street parking. These include Main Street, Summit Street, South Willard Street, and Maple Street. The on street spaces are not included within the College’s parking inventory; however, the College’s parking management program recognizes on street spaces within the zonal parking permit system the College administers. The existence of 173 on street parking spaces immediately proximate to campus buildings is one reason the DRB granted the 143-space parking waiver in its January 2, 2002 decision (shared/dual use and unique use times associated with an institution).

As noted in Section 8.1.12 (f), there is potential for overestimating the number of required parking spaces given the use categories provided in Table 8.1.8-1 of the Ordinance. To avoid the task of determining which campus functions might be considered residential and which are non-residential, we have kept the composite approach of the analysis in Section 8.1.8 strictly to dormitory and non-dormitory buildings. This is a conservative approach that leads to an overestimate of the number of required parking spaces.

Champlain’s long term strategy is to move all non-essential vehicles (vehicles that are not emergency, delivery or related to the Physical Plant) off of the core campus to create a car-free pedestrian environment. To accomplish this, Champlain will work to develop park and ride lots to intercept traffic that would otherwise travel to campus.

8.2 BICYCLE PARKING

Champlain College supports the bicycle mode in several ways, including:

- Encouraging its constituents to bicycle to work through the CATMA Bike/Walk Rewards Program;
- Including indoor bike storage in the proposed Campus Transit Hub;



CHAMPLAIN COLLEGE

- Providing shower facilities to its bicycling constituents;
- Providing bicycle parking in the form of racks; and
- Working with Local Motion to raise campus awareness of bicycling.

8.3 INSTITUTIONAL PARKING PLANS

Sec. 8.3.1 Intent

Section is hereby acknowledged.

Sec. 8.3.2 Applicability

Section is hereby acknowledged.

Sec. 8.3.3 Institutional Parking Management Plans

In addition to the requirements of Sec. 8.1.15 above, an Institutional Parking Management Plan shall include the following:

- (a) *Information specifying the proposed number of students (full-time, part-time, commuter, on-campus, off-campus, and continuing education), faculty and staff (full-time and part-time), patients and visitors being served by the institution and anticipated over the ensuing five-year period.*

Projections in the Campus Master Plan estimate that in Fall 2014 there will be:

- **2,000 Full-Time Traditional Undergraduate Students**
- **25 Part-Time Traditional Undergraduate Students**
- 10 Full-Time Online Students
- 50 Part-Time Online Students
- 260 Study Abroad Students
- 356 Graduate Students (All Online)
- **56 Full-Time Center for Online and Continuing Education (COCE) Students**
- 90 Full-Time COCE Online Students
- **460 Part-Time COCE Students**
- 620 Part-Time COCE Online Students
- **320 Full-Time Faculty/Staff**
- **191 Part-Time Faculty/Staff (including Adjunct and Head Resident)**

Of these constituents, only those highlighted in **Bold** text are accessing the Burlington campus.

- (b) *An analysis of the anticipated parking demand by user group, time of day and/or demand by use;*

Figure 2: 2014 Peak Parking Demand Estimate (assumed to be weekday 12PM-1PM) by User Group¹

	#	Peak % on Campus	Auto Ownership/Mode Share	Parking Demand
Residents-long-term vehicle storage	1823	100%	36%	649
Commuters Outside 1/2 Mile of Campus	613	30%	72%	135
Commuters Within 1/2 Mile of Campus	105	100%	15%	16
Total	2541			800
	#	Peak % on Campus	Mode Share	Parking Demand
Full Time Faculty/Staff	320	90%	64%	182
Part Time Faculty/Staff *	191	6%	64%	7
Total	511			190
				Parking Demand
			Visitors	5
			Champlain Vehicles	12
				17
			Total Peak Parking Demand	1007
			Off Street Parking Supply	912
			Net Surplus/Shortfall	-95

* Most Part Time Faculty/Staff do not work during the peak period. For example, adjunct professors who teach evening classes are not on campus during the peak period of 12PM-1PM.

(c) Information specifying the number and composition of the institution’s vehicle fleet, where these vehicles are regularly kept, and designated “service vehicle-only” parking;

- Champlain College has 12 vehicles in its fleet:
 - 8 for Physical Plant,
 - 2 for Campus Public Safety,
 - 2 for Student Activities.
- Thirteen spaces in the Cushing/Pearl parking lot are designated as “service vehicle only” parking. Additionally, there are two reserved spaces in the Skiff parking lot.
- During working hours, these vehicles are frequently located at the Physical Plant at 40 Sears Lane to pick up supplies or run errands, and otherwise can be found on campus.

(d) Programs, policies, or incentives used to reduce or manage the demand for parking which may include but are not limited to:

1. Policies which restrict and/or prohibit the bringing of vehicles to the institution for various users or groups of users;

- Beginning in 2006, Champlain secured residential leases for students at Spinner Place in Winooski. In Fall 2008, there were 276 students living there. Champlain also holds classes at the new Emergent Media Center in Winooski, staffed by four employees. Through Mountain Transit, Champlain provides a frequent shuttle between these Winooski facilities and the core campus in Burlington for these students and faculty/staff. When the shuttle is not running, Spinner Place residents can use their CATMA Commute Smart card to get a free cab ride between Spinner and campus. This program helps to reduce the greenhouse gas emissions that would be produced by operating empty shuttle buses during the off-peak hours.
- In 2006, Champlain adopted CATMA’s unlimited access program to allow Champlain affiliates free access to the CCTA and CCTA-Link transit services with their Champlain identification.

¹ The mode splits used here reflect “drive alone” and “carpool/vanpool” mode shares from the Spring 2008 Annual CATMA Student Transportation Survey and Fall 2008 Annual CATMA Employee Transportation Survey, respectively.



CHAMPLAIN COLLEGE

- In 2006, Champlain partnered with IPARQ, a national parking management company, to facilitate permit sales and improve parking fine collections.
- In 2006, Champlain relocated 45 full time employees from core campus offices to offices located on Battery Street. These employees park their cars at Perkins Pier and can travel to the core campus as needed on the Perkins Pier shuttle.
- In 2006, Champlain relocated the Physical Plant and associated equipment (vehicles, tools, etc.) to 40 Sears Lane. Physical Plant employees park their cars at 40 Sears Lane and use the campus’ service vehicle fleet throughout the day.

2. Programs to encourage the use of public transit, walking and bicycling;

To encourage the use of alternative transportation modes, the College will continue:

- to regulate parking through its parking program;
- its membership in CATMA for access to TDM programs and services;
- to influence commuter mode choice through the Sustain Champlain initiative. Sustain Champlain educates the campus constituency about their environmental impacts which may influence their choices when it comes to driving to campus;
- to work with Local Motion and Walking Workgroup to encourage these modes;
- Table 4 summarizes the number of Champlain students and employees that have ridden CCTA buses via the Unlimited Access Program and CATMA Express shuttle (which includes trips to the Gilbane parking lot). Transit use at Champlain has grown from 5,600 riders in 2003 to over nearly 26,000 in 2008.

Fluctuations in ridership from year to year reflect changes in service. In the fall of 2006, Champlain College began to house students at Spinner Place in Winooski. To accommodate their need to get to main campus, the CATMA Express route was extended to Spinner Place. But in Fall 2007 and Fall 2008, shuttle service between Champlain’s main campus and Spinner Place was provided by Mountain Transit and those ridership numbers are not included in the Fall 2007 and Fall 2008 data.

Table 4: Summary of Shuttle/Transit Ridership (source: CATMA)

Ridership: School Year Total - September Through April

	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
CATMA Express Shuttle - CCTA Rte. 30*	5,656	4,916	4,743	26,165	6,249
Unlimited Access Program**	<i>Initiated fall 2006</i>			13,716	19,623
GRAND TOTAL	5,656	4,916	4,743	39,881	25,872

* Also includes rides on CCTA Rte. 13

** Includes local trips (except on Rte. 13 & 30) and all LINK Express routes

Ridership: Fall Average (Sept-Nov)

	Fall 2003	Fall 2004	Fall 2005	Fall 2006	Fall 2007	Fall 2008
CATMA Express Shuttle - CCTA Rte. 30*	1,062	660	611	4,414	773	978
Unlimited Access Program**	<i>Initiated fall 2006</i>			1,861	2,426	3,445
GRAND TOTAL	1,062	660	611	6,275	3,199	4,423

* Also includes rides on CCTA Rte. 13

** Includes local trips (except on Rte. 13 & 30) and all LINK Express routes



CHAMPLAIN COLLEGE

- In addition to the CATMA Express and Unlimited Access program, Champlain’s Perkins Pier shuttle has grown from 14,534 riders during the 2004-2005 academic year (its initial year of operation) to over 21,000 riders during the 2007-2008 year.

3. Implementation of a parking permit system to allocate parking throughout the system.

The Champlain College parking program implemented 2003 was modeled after other established CATMA parking programs. The program manages on site core campus parking, on-street parking, and off site satellite parking serviced by shuttles to and from the core campus. As shown in Figure 3, there are 8 parking zones: 6 on site and 2 off site.

Key elements of Champlain College’s parking policy¹ are as follows:

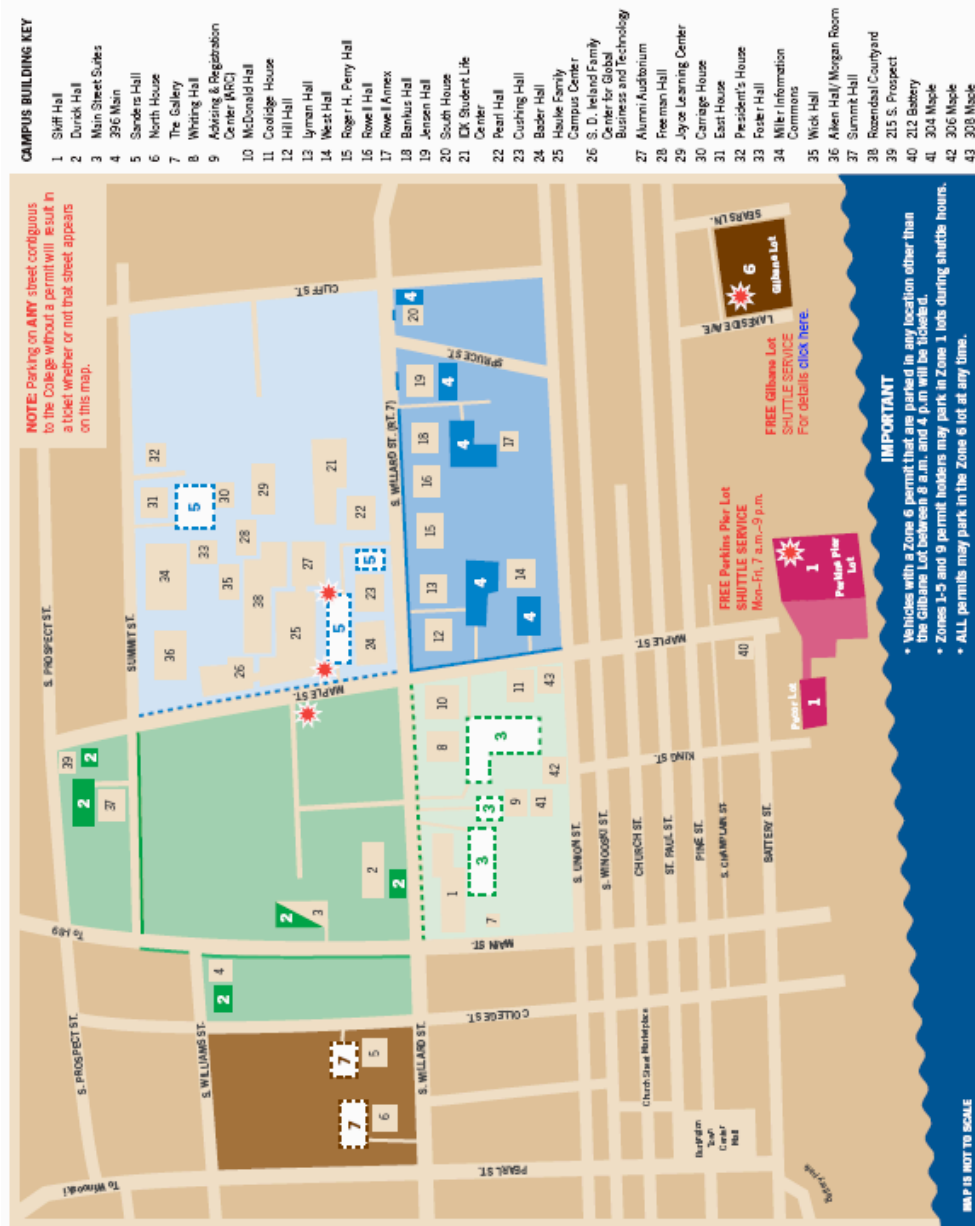
- All vehicles (student, faculty, staff, and vendor) must be registered with the College Safety and Parking Office and have properly displayed permits. Vehicles must be parked in the zone for which they have been permitted.
- One permit may be issued per person.
- Parking space is not guaranteed.
- Residential students must park in the Zone 6 (Gilbane) lot. Zone 6 (Gilbane) permits are free, but vehicles must be registered. The CATMA shuttle provides free service between the Gilbane lot and the Champlain campus. When the shuttle is not running, students can use their CommuteSmart cards for a free cab ride between the Gilbane lot and campus.
- Regardless of the permit held, no student, faculty or staff may park on adjacent city streets from 12:30AM to 6:00AM. Overnight parking is available in the Zone 6 (Gilbane) lot.
- Visitors to the Admissions Office are free to park in any available, non-reserved parking space.
- Guests are strongly encouraged to park in off-site areas. In special circumstances, College guests may apply for a limited-time guest pass.
- Faculty, staff, and students are permitted to park in any zone on campus after 4 PM on Friday until 8 AM on Monday.

¹ A copy of Champlain College’s current parking policy can be found at <https://my.champlain.edu/public/parking/>



CHAMPLAIN COLLEGE

Figure 3: Champlain College Parking Zones



Zone # / Permit Color	Lot Category	Building/ Parking Area*
1	Faculty/Staff, Student/Visitor	Perkins Pier/Theater Lots FREE SHUTTLE SERVICE Mon-Fri 7 a.m.-9 p.m.
2	Faculty/Staff, Commuters	56 Sumner, 396 Main, 381 Main Street, Durick Hall, 215 S. Prospect ON STREET: Sumner (Main-Maple), Main (Sumner-South Willard)
3	Faculty/Staff, Commuters	Whiting/McDonald Staff Hall, Couridge House, ARC (Admin/Registration) (Reserved and Visitors ONLY) ON STREET: South Willard (Maple-Maine)
4	Faculty/Staff, Commuters	Hill/Lyman Halls, Jensen/Rowell Halls, South Hall, West Hall ON STREET: Main (S. Union-S. Willard), South Willard (Maple-Cliff, ONLY as shown on map)
5	Faculty/Staff, Commuters	East Hall/MCC, Hauke Center/Bader Hall, Cushing Hall ON STREET: Maple (S. Willard-Sumner)
	Residential	FREE Gilbane Lot For details click here.
7	Residential, Special Needs	Sanders Hall, North Hall
9	Evening Students	Zones 1 & 6 during shuttle hours, Any lot after 4 p.m. weekdays

* Parking lots on the map are indicated by the colors of each zone as noted above. The symbol at 381 Main Street indicates a parking garage.

- On-street permitted parking is noted by a line that corresponds with each zone's color and style.
- Campus buildings are numbered according to the key to the right of the map.
- Shuttle pick-up locations are noted by a star.



CHAMPLAIN COLLEGE

The costs of parking permits by user group are shown in Table 5. Parking costs are highest for on site campus parking. Off site parking is free to residential and commuting students, faculty, and staff.

Table 5: Parking Permit Costs for 2008-09 Academic Year

Faculty and Staff Permit Prices (per semester)

Full-time	\$100
Part-time	\$50
Perkins Pier (Zone 1)	FREE
Gilbane (Zone 6)	FREE

Student Permit Prices (per semester)

Commuter

Full-time	\$100
Part-time	\$50
Perkins Pier (Zone 1)	FREE
Gilbane (Zone 6)	FREE
Evening Students (Zone 9): may park in Zone 1 or 6 during shuttle hours or any available lot after 4PM	FREE

Resident

Zone 7-Special Needs	\$100
Gilbane (Zone 6)	FREE

(e) *Implementation of a monitoring, compliance and enforcement system to measure and ensure compliance with the plan.*

- Champlain College has allocated the following resources to enforce and implement the college’s parking plan:
 1. Assistant Director of Campus Public Safety and Parking- 85% of time on parking management, administration, education, enforcement and appeals. Dedicates 2 weeks per semester to permit sales.
 2. Assistant Director of Campus Public Safety and Security- 15% of time running license plates with Burlington Police, record keeping, and spread sheeting.
 3. Work Study Students- 10-15 hours per week doing data entry.
 4. Student Accounts staff- add tickets marked as ‘collection transfer’ to student bills.
 5. Contract Parking Officer – responsible for daytime parking enforcement. Hours 7:30 AM to 4:00 PM Monday through Friday. This parking officer monitors college parking lots and adjacent on-street parking areas, writes tickets and coordinates towing from Champlain College lots. The officer on duty from Champlain College’s campus security is available to assist the parking officer during tows. Additionally, the parking officer receives assistance from other staff in the parking office.
 6. Temporary Employee – 2 weeks a semester to assist in data management and permit sales.

There are also several employees who meet twice per month as the Appeals Committee to adjudicate student appeals.

Champlain College devotes approximately \$850,000 annually (in the form of staff salaries, transportation consultant fees, parking lot leases, CATMA dues, transit subsidies, and shuttle operations) to the issue of parking. In contrast, revenue collected from parking fines for the 2007-2008 academic year was approximately \$44,000.

- In addition to the allocated staff members, Champlain has partnered with IPARQ, a national parking management firm which facilitates permit sales and allows the College to track overdue fines, encumber them to a student’s college bill and potentially block student registration when they exceed \$100. During the first year of IPARQ implementation, the amount of collected fines increased 62%, communicating to Champlain constituents the validity of campus parking tickets.



CHAMPLAIN COLLEGE

- Table 6 lists the various situations that warrant a parking ticket being issued and the amount of the fine. Parking tickets may be presented in person to the vehicle’s owner, placed on the vehicle’s windshield, or mailed.

Table 6: Parking Fine Amounts for the 2008-09 School Year

Infraction	Fine* (1st Offense)	Fine* (subsequent)
Parking on grass/sidewalks, in non-permitted zone or outside white lines	\$25	All fines doubled
Improper permit placement	\$25	
Unregistered vehicle	\$50	
Handicap zone, fire lane	\$50	
Use of unauthorized permit	\$100	

*Towing charges are in addition to these fines.

- While many of the streets adjacent to Champlain College permit unrestricted parking as zoned by the Burlington Department of Public Works, Champlain College imposes additional parking policies related to affiliate parking on these streets. Affiliates are permitted to park on street in the following areas provided that they have been issued an appropriate parking permit by the college:
 - on South Willard between Main St. and Cliff,
 - on Maple St. between S. Union and Summit,
 - on Summit St. between Main St. and Maple St., and
 - on Main Street between Summit and S. Willard.

Figure 4 below shows areas where on-street parking is prohibited to Champlain College affiliates regardless of a permit being issued or not. Some of these streets, such as Cliff and Spruce St. are designated “Resident Only” parking, while others have “No Parking” restrictions posted. Champlain College patrols these streets daily and records license plates of suspected Champlain affiliates. License plates are checked by Champlain College’s Security Supervisor at the Burlington Police Department. Tickets are issued if the vehicle is registered to an affiliate of Champlain College. Using this process, Champlain has found that 7% of vehicles parked on street by Champlain’s campus (14 out of 202 license plates over a two week period in September 2008) were registered to Champlain affiliates but did not have a campus parking permit.

Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans

Section is hereby acknowledged.

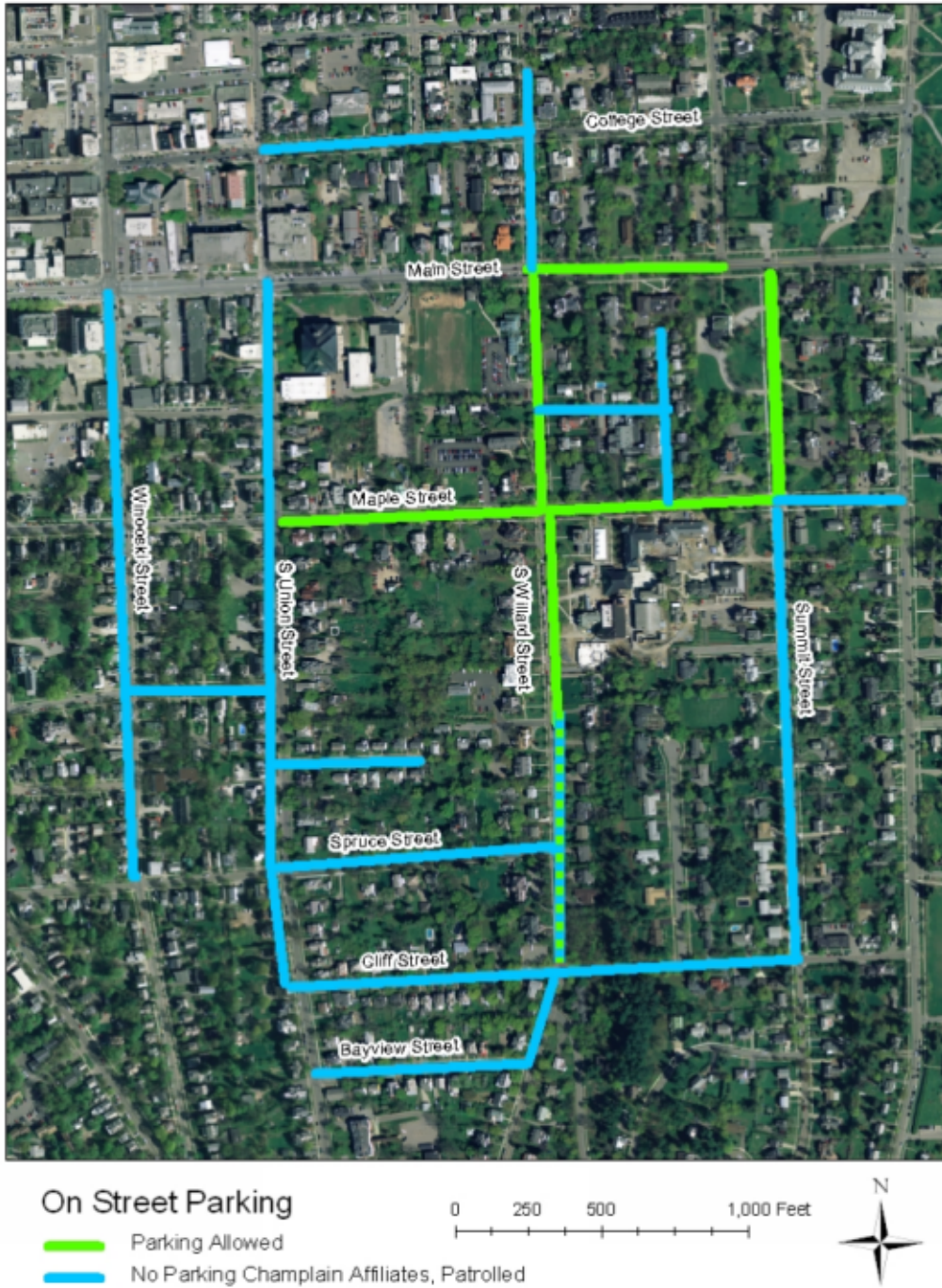
Sec. 8.3.5 Review and Approval of Applications for Future Development

Section is hereby acknowledged.



CHAMPLAIN COLLEGE

Figure 4: Allowed and Restricted On-Street Parking in the Vicinity of Champlain College



ATTACHMENT

Properties Leased by Champlain College		GFA	Dormitories # of beds	# of parking spaces
40 Sears Lane	Physical Plant	1,500	0	15
212 Battery Street	Administrative	12,000	0	10
215 South Prospect	Residential	9,249	50	7



CHAMPLAIN COLLEGE



TABLE OF CONTENTS CHAPTER 2 – FLETCHER ALLEN HEALTH CARE

8.1 GENERAL REQUIREMENTS 1

 Sec. 8.1.1 Purpose..... 1

 Sec. 8.1.2 Applicability..... 1

 Sec. 8.1.3 Parking Districts 1

 Sec. 8.1.4 Existing Structures 1

 Sec. 8.1.5 Existing Structures - Change or Expansion of Use 3

 Sec. 8.1.6 Existing Structures: Exemption in Downtown District 3

 Sec. 8.1.7 Non-conforming Residential Structure 3

 Sec. 8.1.8 Minimum Off-Street Parking Requirements 3

 Sec. 8.1.9 Maximum Parking Spaces 3

 Sec. 8.1.10 Off-Street Loading Requirements. 4

 Sec. 8.1.11 Parking Dimensional Requirements 4

 Sec. 8.1.12 Limitations, Location, Use of Facilities 4

 Sec. 8.1.13 Parking for Disabled Persons 5

 Sec. 8.1.14 Stacked and Tandem Parking Restrictions..... 5

 Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans 5

8.2 BICYCLE PARKING 9

8.3 INSTITUTIONAL PARKING PLANS..... 9

 Sec. 8.3.1 Intent 9

 Sec. 8.3.2 Applicability..... 9

 Sec. 8.3.3 Institutional Parking Management Plans 9

 Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans 15

 Sec. 8.3.5 Review and Approval of Applications for Future Development..... 15

ATTACHMENT 18





LIST OF TABLES

Table 1: Approximate Medical Center Campus Gross Square Footage by Function1
Table 2: Current and Post-Radiation Oncology Medical Center Campus and UHC Campus Parking Inventories ..2
Table 3: Fletcher Allen Minimum Off-Street Parking Requirements3
Table 4: Current Off Site Parking Facilities.....4
Table 5: Fletcher Allen Staff10
Table 6: Parking Demand Estimate for Medical Center Campus for 201411
Table 7: Parking Demand Estimate for UHC Campus for 2014.....12
Table 8: SOV Use at Fletcher Allen (source: 2008 CATMA Annual Employee Transportation Survey)14

LIST OF FIGURES

Figure 1: CCTA Routes8
Figure 2: On-Street Parking Restrictions.....13

FLETCHER ALLEN HEALTH CARE



ARTICLE 8: PARKING

This Article of the Burlington Comprehensive Development Ordinance establishes the requirements for off site parking throughout the city. It also includes parking for bicycles and requirements for institutional parking management plans.

This Institutional Parking Management Plan (IPMP) is for the Medical Center Campus and University Health Center (UHC) Campus at Fletcher Allen. In addition to sites in Burlington, Fletcher Allen has facilities in South Burlington, Winooski, Colchester, Williston, Essex, Milton, and Berlin.

The space that Fletcher Allen leases from the University of Vermont for the UHC Campus is included in this chapter rather than the UVM chapter.

Italicized text represents language quoted directly from the Ordinance.

8.1 GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

Section is hereby acknowledged.

Sec. 8.1.2 Applicability

Section is hereby acknowledged.

Sec. 8.1.3 Parking Districts

The Fletcher Allen Medical Center Campus and University Health Center (UHC) Campus are located in a Shared Use Parking District.

Sec. 8.1.4 Existing Structures

The Medical Center Campus is licensed for 580 patient beds and bassinets. Since the number of staffed or occupied beds may vary, the number of licensed beds is used as the basis for this plan since it is a maximum and invariable number that leads to a conservative estimate.

To account for the diverse healthcare functions provided by Fletcher Allen, an effort has been made to distinguish between hospital/in-patient uses and medical office/out-patient uses. While there is not a precise method to distinguish between these uses and the square footage associated with each, a reasonable estimate is made in Table 1.

Table 1: Approximate Medical Center Campus Gross Square Footage by Function

Hospital GSF	773,043
Medical Offices GSF	656,722
Educational GSF	51,620

The outpatient facilities and medical offices at UHC Campus, which Fletcher Allen leases from UVM, comprise 150,696 net sq. ft.. Fletcher Allen also owns 2,644 square feet at 112-114 Colchester Avenue in Burlington, which are included in the calculation of required parking spaces.



FLETCHER ALLEN HEALTH CARE

In addition to the properties that it owns, Fletcher Allen leases building spaces and parking facilities in and around Burlington. The leased buildings in Burlington are acknowledged in the Attachment to this chapter, but they are not included in the parking inventory nor in the parking requirement calculations (Section 8.1.8).¹ The leased parking facilities are included in the parking inventory because they have been leased specifically to provide additional parking and transportation demand management (TDM) to Fletcher Allen. These 982 spaces are described in the off site inventory in Section 8.1.12 (a).

Table 2 summarizes existing parking spaces and includes leased parking facilities that are adjacent to the Medical Center Campus or UHC Campus and are therefore considered on site. After completion of the Radiation Oncology project (described in Section 8.1.15 (b)), there will be a total of 2,563 spaces available: 2,048 at the Medical Center Campus and 515 at the UHC Campus. On-street parking spaces are not included in the inventory.

Table 2: Current and Post-Radiation Oncology Medical Center Campus and UHC Campus Parking Inventories

	Spaces available for use (Fall 2008)	Spaces available after Radiation Oncology Project
<u>Medical Center Campus</u>		
ACC Garage	1,239	1,226
McClure Garage	317	317
South Lot	491	491
(including spaces leased to UVM (66) and Hope Lodge (6))		
Patrick Loading Dock	11	11
ACC Loading Dock	36	22
ER Lot	47	47
Total On-Site	2,141	2,114
<i>Spaces leased to UVM</i>	<i>66</i>	<i>66</i>
TOTAL Medical Center Campus	2,075	2,048
<u>UHC Campus</u>		
Lot A (Horseshoe)	47	47
Lot B (Patient)	178	178
Lot D (Employees)	197	197
Pearl Street lot	35	35
Taft School (leased)	58	58
TOTAL UHC Campus	515	515
ON SITE TOTAL, UHC + Medical Center	2,590	2,563

The actual number of parking spaces in the Medical Center Campus and UHC Campus inventories fluctuates in response to operational changes. For example, Fletcher Allen has elected to take 19 parking spaces out of service in the Ambulatory Care Center (ACC) garage to improve pedestrian access. Yet these spaces might be reinstated if other conditions change. While the inventory is dynamic, the maximum of 2,094 spaces at the Medical Center Campus remains. Fletcher Allen uses Transportation Demand Management (TDM) to dynamically manage its on site parking demand so that it can be comfortably met by the actual parking inventory at a given time.

The Institutional Core Campus (ICC) Overlays described in Section 4.5.2 of the Ordinance acknowledges the different needs of Fletcher Allen compared to other Hill Institutions:

¹ This is because the landlords have permits specific to their properties and are assumed to be in compliance.



FLETCHER ALLEN HEALTH CARE

The Fletcher Allen Health Care MCHV Campus (ICC-FAHC) allows for an increased development scale and intensity than would typically be found in the adjoining and underlying districts to support continued growth and expansion of the state’s academic medical center. As a regional tertiary-level care facility, on site parking is expected to play a larger role than otherwise would be expected for other institutional campus overlays in order to accommodate the needs of patients and visitors.¹

Sec. 8.1.5 Existing Structures - Change or Expansion of Use

Section does not apply.

Sec. 8.1.6 Existing Structures: Exemption in Downtown District

Section does not apply.

Sec. 8.1.7 Non-conforming Residential Structure

Section does not apply.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

City and Act 250 permits for the Renaissance project granted approval for a maximum of 2,094 parking spaces at the Medical Center Campus. Table 3 shows the parking requirements for the Medical Center Campus and UHC Campus.

Table 3: Fletcher Allen Minimum Off-Street Parking Requirements

Shared Use District		
Medical Center Campus		
580 beds	Ordinance Requirement for Hospital Use: 2 parking spaces per patient bed	1,160 parking spaces required
672,499 sq.ft.*	Ordinance Requirement for Office-Medical: 2 parking spaces per 1,000 sqft GFA	1,345 parking spaces required
51,620 sq.ft.	Ordinance Requirement for School, Post-Secondary: 2 parking spaces per 1,000 sqft GFA	103 parking spaces required
* Includes Radiation Oncology Unit Expansion		
UHC Campus		
150,696 sq.ft.	Ordinance Requirement for Office-Medical: 2 parking spaces per 1,000 sqft GFA	301 parking spaces required
TOTAL		2,910

Sec. 8.1.9 Maximum Parking Spaces

Fletcher Allen’s current on site parking inventory noted in Section 8.1.4 does not approach the maximum number of parking spaces. In addition, the city and Act 250 permits for the Renaissance Project granted approval for a maximum of 2,094 parking spaces at the Medical Center Campus, as noted in Section 8.1.8.

¹ Comprehensive Development Ordinance, page 4-56.



FLETCHER ALLEN HEALTH CARE

Sec. 8.1.10 Off-Street Loading Requirements.

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.11 Parking Dimensional Requirements

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off Site Parking Facilities:

With the exception of Fanny Allen, the off site parking facilities used by Fletcher Allen are leased from other entities. However, these spaces are critical to intercepting traffic that would otherwise travel to the Medical Center Campus or UHC Campus, but are not included in the 2,563 space inventory described in Section 8.1.4. There are 715 spaces in the off site parking facilities for the Medical Center Campus and 130 for the UHC Campus, as shown in Table 4. On-street parking spaces are not included in the inventory.

Table 4: Current Off Site Parking Facilities

Satellite Lots for Medical Center Campus
(all leased except for Fanny Allen)

General Dynamics*	160
Champlain Mill	350
UVM Centennial (for Medical Center Campus)	50
Fanny Allen Campus	155
TOTAL Off Site for Medical Center Campus	715

* Assuming that 10% of the 200 General Dynamics spaces are for UHC Campus, 10% for downtown Burlington, and 80% for Medical Center Campus.

Satellite Lots for UHC Campus
(all leased)

General Dynamics*	20
UVM Centennial (for UHC Campus)	110
TOTAL Off Site for UHC Campus	130

* Assuming that 10% of the 200 General Dynamics spaces are for UHC Campus, 10% for downtown Burlington, and 80% for Medical Center Campus.

(b) Downtown Street Level Setback:

Section is hereby acknowledged.

(c) Front Yard Parking Restricted:

Section is hereby acknowledged.

(d) Shared Parking in Neighborhood Parking Districts:

Does not apply to Shared Use District.



(e) Single Story Structures in Shared Use Districts:

Section is hereby acknowledged.

(f) Joint Use of Facilities:

Section does not apply.

(g) Availability of Facilities:

Section is hereby acknowledged.

(h) Compact Car Parking:

Section is hereby acknowledged.

Sec. 8.1.13 Parking for Disabled Persons

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.14 Stacked and Tandem Parking Restrictions

Section is hereby acknowledged.

Fletcher Allen provides an optional valet parking service for its patients and visitors. This service is available at the main entrance Monday through Friday between 6AM and 5PM. Cars can be retrieved with the valet until 9PM. There are currently 11 spaces in the Ambulatory Care Center (ACC) underground garage and 45 spaces in the South Lot designated for valet parking.

Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans

A Parking Management Plan shall include, but not be limited to:

(a) A calculation of the parking spaces required pursuant to Table 8.1.8-1.

See Section 8.1.8.

(b) A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.

Addressing Parking Needs

- Fletcher Allen plans to construct one project within the 2014 horizon: the Radiation Oncology Unit expansion.¹ This project is expected to break ground in Spring 2009 and comprise 23,133 square feet. The new building will be located adjacent and immediately east of the Ambulatory Care Center’s East Pavilion. Fletcher Allen has received a Certificate of Need for this project.

¹ See 9 October 2008 RSG memo entitled *Traffic and Parking Impacts Associated with FAHC’s Proposed Oncology Expansion* for more detail.



FLETCHER ALLEN HEALTH CARE

The proposed site for the new Radiation Oncology Unit structure will displace 46 spaces from an existing parking lot and the ACC garage. However, a new 19-space parking area will be constructed adjacent to the proposed facility for a net loss of 27 spaces. This reduction is considered temporary because Fletcher Allen is committed to maintaining the current permitted allotment of 2,094 spaces.

The future peak parking demand of the Radiation Oncology Unit is 13 spaces, an increase of 2 spaces from the current peak parking demand of 11. Based on current usage patterns, there is sufficient capacity in the ACC garage to accommodate this increased demand plus any relocation of parking demand from vendors that currently park in surface parking on the site of the future Radiation Oncology building.

Peak hour trip generation associated with the Radiation Oncology project will occur outside of the normal commuting peak hours on the adjacent street network. The peak hour of trip generation for the facility is anticipated to be 10-11AM, where a maximum of 6 additional vehicle trips is estimated.

- Fletcher Allen will continue to use TDM programs and services provided by CATMA to manage its parking demand. CATMA programs are described in more detail in Section 8.3.3d.
- Beyond the 2014 planning horizon is the In-Patient Bed Replacement Project. This project, discussed in the Fletcher Allen Health Care Conceptual Master Plan, does not involve an expansion, but rather a replacement of existing beds. Therefore no new growth is associated with this project.

Comprehensive Development Ordinance: Article 8-Parking

Article 8 of the Ordinance states that its purpose is to ensure that there is adequate parking to serve the property. The planned parking inventory and the recommended management strategies discussed in this plan are likely to mitigate the parking demand estimated in Section 8.3.3b.

Another purpose of Article 8 is to protect the users of adjoining properties from nuisances associated with parking. To mitigate parking impacts on neighbors, Fletcher Allen utilizes off site parking at intercept facilities as described in Section 8.1.12 (a).

(c) An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:

1. *Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;*
See Section 8.3.3a.
2. *Anticipated parking demand by time of day and/or demand by use;*
See Section 8.3.3b.
3. *Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;*
4. *Availability and frequency of public transit service within a distance of 800-feet.*

Figure 1 shows CCTA routes in Burlington.

The Medical Center Campus is served by the following CCTA routes:

- Route #2-Essex Junction: 15-minute headways
- Route #11-College Street Shuttle: 15-minute headways between 7:15AM and 6:00PM
- Route #30-CATMA: 15-minute headways except between 1:30 and 2:30, when there are 30 minute headways

FLETCHER ALLEN HEALTH CARE

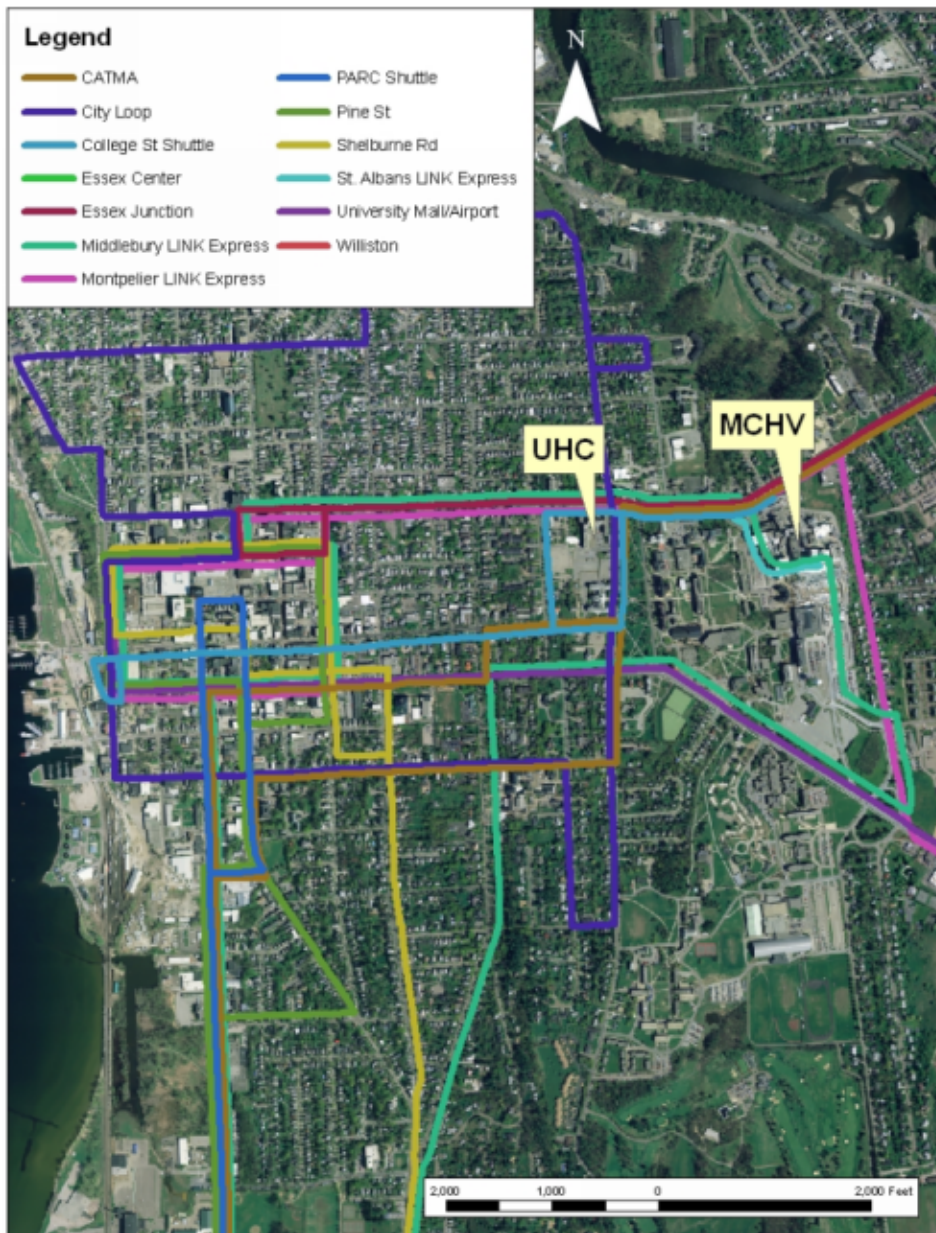
- Route #76-Middlebury LINK Express: two trips in each direction in the morning and evening on weekdays
- Route #86-Montpelier LINK Express: four trips in each direction in the morning and evening on weekdays
- Route #96-St. Albans LINK Express: two trips in each direction in the morning and evening on weekdays

UHC Campus is served by:

- Route #8-City Loop: 15-minute headways during AM peak periods and half-hour headways during PM peak periods on weekdays
- Route #11-College Street Shuttle: 15-minute headways between 7:15AM and 6:00PM
- Route #30-CATMA: 15-minute headways except between 10:15 and 2:45, when there are 30 minute headways

FLETCHER ALLEN HEALTH CARE

Figure 1: CCTA Routes



5. *A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,*

Section does not apply to Fletcher Allen.

6. *Any other information established by the administrative officer as may be necessary to understand the current and project parking demand.*

(d) *Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future, which may include but are not limited to:*

A parking management program	X
Participation in CATMA	X
A telecommuting program	X*
Implementation of a car-share program	**
Development or use of a system using offsite parking and/or shuttles	X
Implementation of public transit subscriptions for employees	X
*Telecommuting is available in certain departments, such as Radiology and Pathology.	
**Fletcher Allen continues to evaluate the benefits of carsharing for its needs.	

8.2 BICYCLE PARKING

Fletcher Allen supports the bicycle mode in several ways, including:

- Encouraging its constituents to bicycle to work through the CATMA Bike/Walk Rewards Program;
- Investing in the local and regional bicycle networks: for example, Fletcher Allen widened the sidewalk along Colchester Avenue between East Avenue and Mansfield Avenue to interconnect with UVM bike paths. The sidewalk along Beaumont Drive is 10’ wide in order to function as a shared use path.
- Providing shower facilities to its bicycling constituents: The Security Department maintains a list of shower locations at the Medical Center Campus that are available for staff use. When Security staff receive inquiries about shower locations, they describe the various locations and suggest the one that best meets the employee’s needs.
- Providing bicycle parking in the form of racks and making an effort to locate such parking in covered areas. There is parking for 94 bicycles located at several entrances of the Medical Center Campus.

8.3 INSTITUTIONAL PARKING PLANS

Sec. 8.3.1 Intent

Section is hereby acknowledged.

Sec. 8.3.2 Applicability

Section is hereby acknowledged.

Sec. 8.3.3 Institutional Parking Management Plans

In addition to the requirements of Sec. 8.1.15 above, an Institutional Parking Management Plan shall include the following:



FLETCHER ALLEN HEALTH CARE

(a) Information specifying the proposed number of students (full-time, part-time, commuter, on-campus, off-campus, and continuing education), faculty and staff (full-time and part-time), patients and visitors being served by the institution and anticipated over the ensuing five-year period.

As shown below in Table 5, there are currently 6,242 employees (including full-time, part-time, per diem, and non-paid staff) at the Medical Center Campus and UHC Campus.

Table 5: Fletcher Allen Staff

	Medical Center	University Health Center (UHC)
Full-time		
Day Shift	2,313	437
Evening Shift	307	19
Night Shift	394	7
Unidentified Shift	165	37
	3,179	500
Part-time		
Day Shift	521	82
Evening Shift	139	11
Night Shift	88	2
Unidentified Shift	16	8
	764	103
Total Employees by Site	3,943	603
Per Diem	674	
Non-Paid Staff (volunteers, retired physicians, etc.) all at Medical Center	1,022	
Total Medical Center + UHC + Per Diem + Non-Paid Staff	6,242	

The Radiation Oncology project described in Section 8.1.15b is the only expansion within the five-year timeframe. The Oncology Department has been working a second shift (evening hours) to accommodate demand from patients. The expanded facility will enable oncology services to be delivered within one shift during normal operating hours, and is therefore not likely to hire additional staff. The future peak parking demand of the expanded facility is estimated to increase the current peak parking demand by 2 spaces.¹

(b) An analysis of the anticipated parking demand by user group, time of day and/or demand by use;

Table 6 and Table 7 estimate parking demand. As a healthcare institution, Fletcher Allen has a unique peak parking situation which does not provide an accurate snapshot of its parking demand. The peak period is assumed to be between 2:00 and 3:30, when the day and evening employees overlap during the shift change. Because of the necessary overlap in shifts for healthcare professionals, the parking demand spikes briefly at this peak time.²

¹ See 9 October 2008 RSG memo entitled *Traffic and Parking Impacts Associated with FAHC's Proposed Oncology Expansion* for more detail.

² To manage the peak demand during the shift change, Fletcher Allen holds 150 parking spaces at the Medical Center in the ACC Garage open for turnover so that employees arriving at work will be able to easily find a space. Operational experience has shown that 150 spaces is an appropriate amount of spaces to accommodate turnover. In addition, the Fletcher Allen peak parking demand takes place during the off peak traffic hours of the adjacent roadway network.



FLETCHER ALLEN HEALTH CARE

Instead of estimating the peak during the shift change, we have estimated the secondary peak, when the highest number of day shift employees are typically on site and patient visits are at their daily peak. While this is not the spike that occurs between 2:00 and 3:30, it is a conservative estimate of the parking demand that is more typical of the rest of the day.

Based on discussion with the Fletcher Allen Automotive Services department, the majority of the vehicle fleet (discussed below in Section 8.3.3 (c)) do not take up regular parking spaces; they are either parked in a loading dock or they are at other Fletcher Allen sites (not UHC Campus or the Medical Center Campus) during the peak time. It is the policy of the Automotive Services department to park vehicles in areas that will not take up a regular parking space unless absolutely necessary, and then only for a very brief period. To be conservative, approximately half of the fleet vehicles are including in the parking demand estimates. The actual number of parking spaces consumed by fleet vehicles at one time is likely to be closer to ten.

Table 6: Parking Demand Estimate for Medical Center Campus for 2014

	#	Peak % On Site ¹	Auto Mode Share ²	Parking Demand
Full Time Employees (Day + Unidentified shifts)	2,478	94%	61%	1,422
Part Time Employees (Day + Unidentified shifts)	537	57%	61%	187
Per Diem & Non-Paid Staff Medical Center Campus only	1,607	57%	61%	559
Daily Out Patients ³	2,063	16%	90%	297
In Patients ³	447	100%	15%	67
Daily Visitors ³	358	16%	90%	51
Total	6,685			2,583
			Fleet Vehicles	25
			Surplus Spaces for Turnover ⁴	150
			Total Peak Parking Demand	2,758
			On Site Parking Supply	2,048
			Parking at Intercept Facilities ⁵	715
			Net Surplus/Shortfall	5

¹ The peak % on site is a best estimate since the Medical Center Campus is open on weekends, unlike UHC. Peak % for Out Patients is based on Figure 5 of the Health Care and the University of Vermont, and is assumed to be the same for visitors. This estimate conservatively assumes that 100% of the physical beds will be occupied by In Patients.

² Per 2008 CATMA survey results for Fletcher Allen; "Auto Mode Share" includes the "Drive Alone" and "Carpool" mode shares.

³ Out patient data for the Medical Center Campus is based on Table 6 of the 2000 RSG study, *Joint Proposals for Fletcher Allen Health Care and the University of Vermont*. The number of In Patients is based on the physical beds rather than the 580 licensed beds, since not every licensed bed will be occupied every day. It is assumed that 80% of the In Patients will have visitors over the course of the day. Auto mode shares for these groups are best estimates based on day-to-day observations.

⁴ Fletcher Allen holds 150 spaces open for turn-over in the ACC garage so that people can easily find a parking space.

⁵ As shown in Section 8.1.12a.

FLETCHER ALLEN HEALTH CARE

Table 7: Parking Demand Estimate for UHC Campus for 2014

	#	Peak % On Site ¹	Auto Mode Share ²	Parking Demand
Full Time Employees (Day + Unidentified shifts)	474	92%	64%	277
Part Time Employees (Day + Unidentified shifts)	90	72%	64%	41
Per Diem & Non-Paid Staff UHC Campus only	89	72%	64%	41
Daily Out Patients ³	286	60%	90%	154
Total	939			514
			Fleet Vehicles	5
			Total Peak Parking Demand	519
			On Site Parking Supply	515
			Parking at Intercept Facilities ⁴	130
			Net Surplus/Shortfall	126

¹ Peak % On Site for employees is based on CATMA survey results. Peak % for Out Patients is a best estimate based on 2008 Fletcher Allen records.

² Per CATMA survey results for Fletcher Allen; "Auto Mode Share" includes "Drive Alone" and "Carpool" mode shares.

³ Out patient data for UHC Campus is based on Fletcher Allen records for 2008.

⁴ As shown in Section 8.1.12a.

(c) Information specifying the number and composition of the institution’s vehicle fleet, where these vehicles are regularly kept, and designated “service vehicle-only” parking;

Fletcher Allen has 54 vehicles in its fleet. By nature of their uses (facilities management, security, transport services, etc.), these service vehicles are constantly changing locations depending on the needs of the Fletcher Allen facilities. The vehicles travel to and from locations in Burlington, South Burlington, Fanny Allen in Colchester, and other sites throughout the day. Of these, 30 are used by the Medical Center Campus or UHC Campus in Burlington and are often parked in designated loading zones. While there is no designated service vehicle parking, 30 spaces are included in the parking demand calculations to estimate spaces that may be taken up by fleet vehicles. This is a conservative estimate, as it is unlikely that all 30 Medical Center Campus/UHC Campus vehicles would take up parking spaces at the same time.

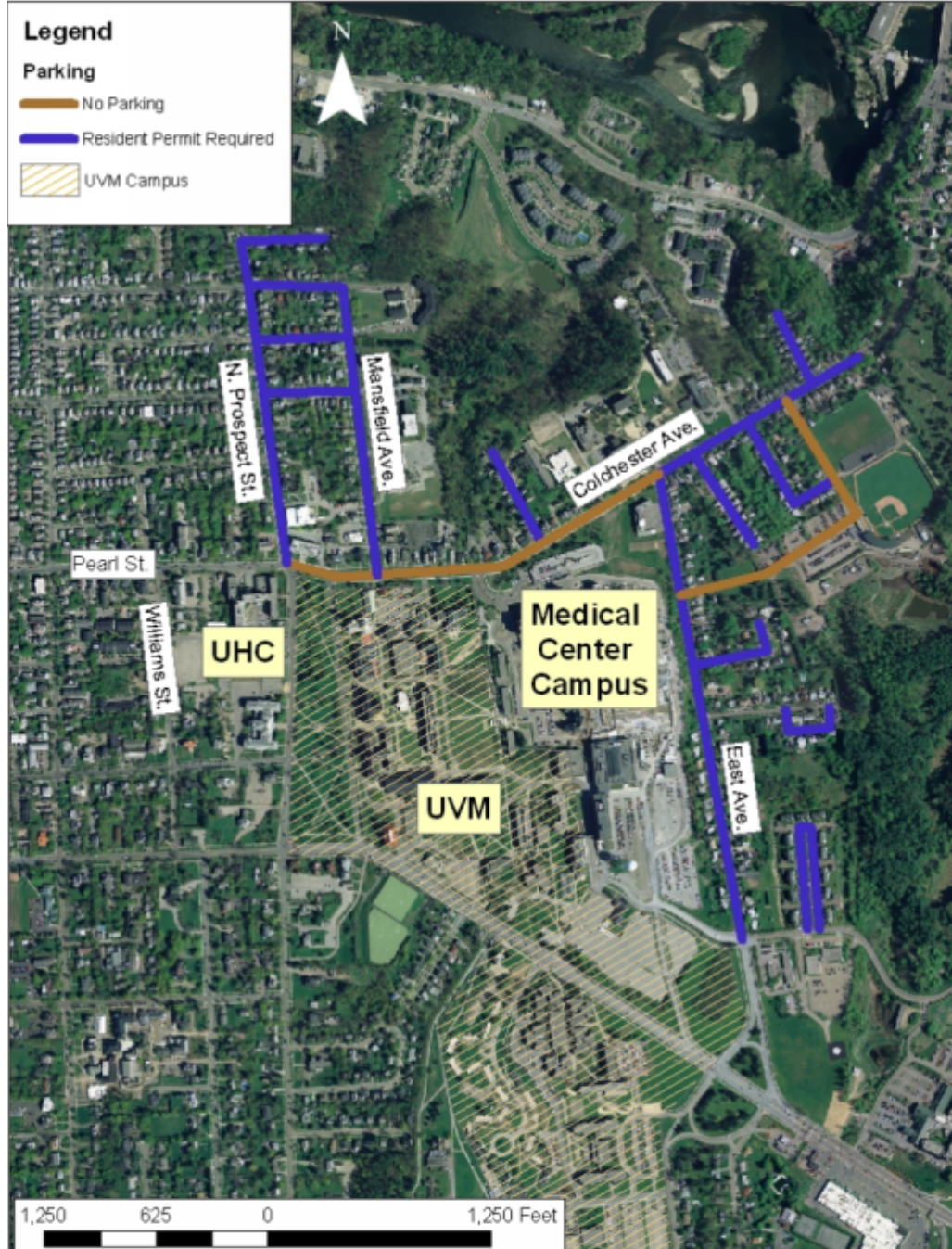
(d) Programs, policies, or incentives used to reduce or manage the demand for parking which may include but are not limited to:

1. Policies, which restrict and/or prohibit the bringing of vehicles to the institution for various users or groups of users;

- The parking plan aims to reduce parking demand by making alternative modes of transportation more attractive. For example, during peak periods, convenient on site parking assignments are limited to senior staff, physicians, residents, and those with “Business Needs” permits. Remaining staff is required to park in a satellite lot served by a shuttle or use an alternative transportation mode. Fletcher Allen and CATMA offer incentives to encourage alternatives that are discussed below.
- The Medical Center Campus is bound by UVM on two sides and by city streets on the other two sides. The map in Figure 2 shows that most of the neighborhoods to the north and east of the Medical Center Campus require a resident parking permit for on street parking. Part of Colchester Avenue and University Road are signed “No Parking.” Williams Street to the west of UHC Campus is not signed and does not restrict parking.



Figure 2: On-Street Parking Restrictions



2. Programs to encourage the use of public transit, walking and bicycling;

To encourage the use of alternative transportation modes, Fletcher Allen will continue:¹

- to regulate parking through its parking program;

¹ These programs satisfy most of the items in Article 10 of the July 26, 2000 Planning Commission Decision.

FLETCHER ALLEN HEALTH CARE

- to encourage carpooling through incentives: registered carpoolers with two or more participants obtain the following:
 - \$0.50 gas coupons for each registered person in a vehicle.
 - Vehicles with two or more occupants may park on site. (Participants must register with Fletcher Allen and must be Fletcher Allen employees who work on the same campus.)
 - Emergency Ride Home Program with CommuteSmart card
 - CATMA’s Rideswork- carpool matching service
 - Monthly drawing for a gift certificate to a downtown Burlington restaurant

As of December 2008, Fletcher Allen has 156 registered carpools at the Medical Center Campus and 21 registered carpools at the UHC Campus, consisting of 359 participants.

- to use the CATMA Bike/Walk Reward Program. As of December 2008, 315 employees at the Medical Center Campus were registered in this CATMA program.
- to work closely with CCTA to facilitate bus access to the Medical Center Campus. Fletcher Allen widened the intersection and entrance road from Colchester Avenue to accommodate buses, and also expanded the College Street Shuttle Route to serve Fletcher Allen employees traveling between downtown and the UHC Campus and Medical Center Campus.
- Fletcher Allen also provides discounted CCTA bus passes for its staff:
 - Local CCTA Service- Fletcher Allen subsidizes 50% of fare
 - CCTA LINK Express- Fletcher Allen subsidizes 25% of fare
 - Payroll deduction is available
 - Passes obtained at the Fletcher Allen Security Office
 - Monthly and 10-trip passes available
- Last year (July 2007 to June 2008), over 55,000 rides on the CATMA Express Shuttle were attributable to Fletcher Allen employees.
- The effectiveness of the above programs is shown in single-occupancy vehicle (SOV) mode share as reported by CATMA survey responses (Table 8). The “without shuttle” category represents vehicles that travel directly to their final destination, and has ranged from about 25% to 41% for both the Medical Center Campus and UHC Campus in recent years. The “with shuttle” category is for vehicles that park at a satellite/offsite facility and ride a shuttle to the Medical Center Campus or UHC Campus. This group ranges from about 20% to 36%. The “drive alone” category is the total of the “with” and “without shuttle” groups. As the year 2008 data appears to break with the trends established by the previous three years, future surveys will be needed to determine whether it is an anomaly or represents a shift in trends. These results differ slightly from those previously reported because they do not include UVM employees located at Fletcher Allen.

Table 8: SOV Use Direct to Fletcher Allen (source: 2008 CATMA Annual Employee Transportation Survey)

	Drive to Medical Center Campus and Park On Site	Drive to UHC Campus and Park On Site
2005	26.9%	28.3%
2006	24.8%	33.7%
2007	26.0%	34.9%
2008	33.3%	40.6%

3. Implementation of a parking permit system to allocate parking throughout the system.

The Fletcher Allen parking program manages demand for on site parking through the use of incentives and off site satellite parking served by shuttles.



FLETCHER ALLEN HEALTH CARE

Key elements of the Fletcher Allen parking policy are as follows:

- All Fletcher Allen staff and affiliates who wish to park their vehicles in a Fletcher Allen controlled parking lot must register their vehicles with the Security Department at the Medical Center Campus.
 - All vehicles parked at the Medical Center Campus or in any Medical Center Campus satellite lot must display a current Fletcher Allen parking permit.
 - Vehicles must be parked only in the lot designated by the permit.
 - One permit may be issued per person. Only the registered employee may park in their assigned lot; permits may not be loaned.
 - A limited number of “Business Needs” permits are available to staff who use their personal vehicles to frequently come and go from the Medical Center Campus for business reasons. The number of Business Needs permits issued varies based on parking space availability at the Medical Center Campus.
 - Affiliates are only allowed to park in the lot while they are working or on official Fletcher Allen business. Parking in the lot to attend school or other non-work related functions is not permitted.
- (e) Implementation of a monitoring, compliance and enforcement system to measure and ensure compliance with the plan.*
- Fletcher Allen Security issues a \$10 fine for each violation of the parking regulations.
 - Repeat offenders will have their car towed at their expense. If necessary, a listing of the violations will be forwarded to their immediate supervisor for corrective action and will serve as documentation for the next annual performance appraisal. Future parking in Fletcher Allen parking lots may be denied.
 - People who violate the carpool program rules will get a 30 day suspension from the carpool privileges and incentives for their first violation. A second violation will result in complete revocation of carpool privileges and incentives.

Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans

Section is hereby acknowledged.

Sec. 8.3.5 Review and Approval of Applications for Future Development

Section is hereby acknowledged.

The permit condition summary¹ provided below brings forward past projects to assist in future planning efforts.

Amended Air Pollution Control Permit #AP-90-064a, dated May 9, 2000

Condition 2: “Fletcher Allen shall notify the Agency within 30 days after the completion of construction of parking facility...”

¹ Provided by David G. White & Associates.

FLETCHER ALLEN HEALTH CARE

STATUS: This condition has been fulfilled. This Air Pollution Control Permit for indirect sources is a joint permit for Fletcher Allen together with the University of Vermont. On behalf of the two institutions, CATMA provides all required reporting to the state. The report with the required information above was filed in March 2004.

Planning Commission Decision – Dated July 26, 2000

Article 10: "Implementation of the following TDM measures with the additional condition that prior to the issuance of the first phase's zoning permit, the applicant shall provide a 5-year plan with annual benchmarks for each measures subject to review and approval by staff:

- 1) Control single-occupancy vehicle (SOV) use, by limiting on site parking supply
- 2) Target new park & ride and expand TDM program;
 - a) Budget at least an additional \$200,000.00 per year for Fletcher Allen specific TDM measures, over and above what Fletcher Allen already spends to support CATMA, the College Street shuttle, and existing Fletcher Allen specific programs;
 - b) Provide shuttle supplemented with new carpool and employer-based vanpool incentives from current and new locations, such as General Dynamics, Pet Boat, RT 127, Exit 17, and RT 2 corridor;
 - c) Encourage increased CCTA ridership with new bus stop locations and facilities and add subsidy for 10-ride pass;
 - d) Investigate linking Fanny Allen with CCTA Essex Route;
 - e) Work with CCTA to provide staff use of Fletcher Allen identity cards as CCTA bus passes;
 - f) As of 2005, provides at least 75 extra, off site parking spaces in addition to the 500 needed, and encourage employees to use them, despite availability of on site spaces;
 - g) Continue discussions with UVM about building a parking garage at Gutterson, with CATMA coordinating the effort;
 - h) Encourage increased walking and bicycling to work with new routes through the site, as well as new covered bike racks, storage, and lockers at employees entrances;
 - i) Establish employee subsidized or owned vans to be provided to employees for vanpools;
 - j) Establish "Commuter Choice" program enabling employees to take advantage of the recent tax code changes regarding direct employer subsidies for carpools, vanpools and transit;
 - k) Increase marketing/awareness of current and new TDM programs with weekly drawings, payroll inserts mailings, new employee orientation, Benefits Fair, employee handbook, and vehicle registration;"

STATUS: A 5-year TDM plan, prepared by CATMA, dated March 12, 2001, was submitted to the City prior to release of the first zoning permit for the Renaissance project. Fletcher Allen continues to work with CATMA to manage parking and implement the above TDM strategies. While specific TDM measures may vary from time to time due to employee demand, effectiveness of programs and other operational considerations, Fletcher Allen's TDM programs have proven to be highly effective. The most telling measure is the overall use of Single Occupancy Vehicles (SOVs) by employees to arrive at the Medical Center Campus. The principle goal of a 2001 agreement with FAHC's Ward One neighbors was to reduce the use of SOVs by employees arriving at the Medical Center Campus. At that time, 40% was the target for 2005. Employee surveys conducted by CATMA show that in 2005 the goal had been far exceeded with only was 29.5% of employees arriving via SOVs. By 2007 this was further reduced to 27.4%.

Planning Commission Decision 7/26/00 Article 6.1.10 (d) 5: "Recommend continuation of valet services at the new parking garage."

STATUS: The valet parking program has continued since the opening of the ACC and has been very successful. Since the program is free for handicapped individuals, about 80% of the vehicles parked by valet staff are handicapped patients and visitors. It is a great parking alternative for handicapped individuals and others who find it difficult to self park.

ZBA Decision – Dated July 28, 2000

Condition 8: “If an annual Joint Institutional Parking Plan filed by the applicant **after issuance of a certificate of occupancy** for the project fails to demonstrate that the applicant has met its parking demands for the year, the **applicant shall provide a written report for review and approval** by the Development Review Board. This report shall: (i) provide a plan to supply the deficient spaces within a reasonable period of time as determined by the Development Review Board, and/or (ii) commit the applicant to additional mitigation measures, including but not limited to additional Transportation Demand Management measures, which will reduce the demand for off site employee parking spaces to not more than the number of committed spaces; failure to obtain Development Review Board approval of or to submit the written report, or to implement any mitigation measures proposed in the report shall be a violation of these conditions of approval and of the conditional use approval.”

STATUS: CATMA continues to provide reports to fulfill this condition. To date, Fletcher Allen has fully met its parking demand using a mix of TDM, combined with on-site and off-site parking. The Institutional Parking Management Plan, to which this is attached, is intended to replace previously submitted reports.

Condition 11: “The applicant shall annually review the situation with staff, in consultation with the Department of Public Works and the Fire Marshall, regarding increased congestion resulting from additional intersections, curb cuts and crossings on the proposed Beaumont Avenue – Mary Fletcher Drive – Emergency Room Access Drive route and potential conflicts with ambulances. The applicant shall then propose appropriate mitigation measures to reduce congestion, such as possibly installing traffic and pedestrian control signals. Such mitigation measures shall be subject to review and approval by staff in consultation with the Department of Public Works.”

STATUS: Fletcher Allen is not aware of any material conflicts for ambulances along Beaumont Avenue, Emergency Drive and Mary Fletcher Drive. Although there has not been a formal review with Planning & Zoning staff, FAHC meets with the Fire Marshall regularly and ambulance conflicts have never been an issue. The hospital is considering requesting the removal of this condition.

Act 250 LUP 4C0506-11 – Dated March 5, 2001

Condition 33: (f) “The cycle length of signals on the Main Street / Williston Road corridor (including the intersection of Williston Road and Sheraton Drive) shall be extended from the 75-second cycle length currently in operation to a longer cycle length, and the signal timing along the corridor shall be coordinated. The new timing plan may include different signal cycle lengths, phasing and/or coordination for different times of day. This work shall proceed in two phases: 1) by mid-2001, the Permittees, in cooperation with the City of Burlington Department of Public Works, shall develop and implement new timing programs based on existing traffic counts, and **2) six months following issuance of the final Certificate of Occupancy, the Permittees shall conduct a new coordinated signal system study, including new traffic counts, and implement the signal cycle, phasing and coordination recommendations of that study, in cooperation with the City of Burlington Department of Public Works, as set forth in Exhibit 117.**”

STATUS: Four timing plans of the Main Street/Williston Road intersection were prepared by Resource Systems Group and provided to Department of Public Works. Control of the traffic lights is at the sole discretion of DPW.

FLETCHER ALLEN HEALTH CARE

Condition 36: “The Permittees shall submit monitoring studies at the I-89 Exit 14 southbound off-ramp upon completion of the mitigation measures set forth in condition #32 above, in accordance with Vermont Agency of Transportation recommendations set forth in Exhibit #108. If the mitigation measures have not relieved the portion of the queuing problem which can be attributed to the project’s traffic generation, the Commission reserves the right to hold a hearing to study the necessity of further mitigation at this intersection.”

STATUS: Since issuance of this permit, the state reconstructed the intersection by widening the southbound off-ramp and installing a traffic signal.

ATTACHMENT

Summary of Burlington Properties Other than UHC Campus and Medical Center Campus

Location	Occupancy	Property Type	SF
184 Pearl St. Burlington VT	Residential Care	Leased	3,500
199 Main Street, 2nd Floor, Burlington VT	Medical Offices	Leased	5,000
371 Pearl Street, Burlington, VT	Administrative Offices	Leased	7,021
Court House Plaza, Burlington, VT	Medical and Administrative Offices	Leased	3,800
95 St. Paul Street Suite 220	Administrative Office	Leased	2,331
1 Burlington Square, Burlington, VT	Admin. Office/Data Center	Leased	43,530

Total SF **65,182**



TABLE OF CONTENTS CHAPTER 3 – UNIVERSITY OF VERMONT

8.1 GENERAL REQUIREMENTS 1

 Sec. 8.1.1 Purpose..... 1

 Sec. 8.1.2 Applicability..... 1

 Sec. 8.1.3 Parking Districts 1

 Sec. 8.1.4 Existing Structures 1

 Sec. 8.1.5 Existing Structures - Change or Expansion of Use 2

 Sec. 8.1.6 Existing Structures: Exemption in Downtown District 2

 Sec. 8.1.7 Non-conforming Residential Structure 2

 Sec. 8.1.8 Minimum Off-Street Parking Requirements 2

 Sec. 8.1.9 Maximum Parking Spaces 4

 Sec. 8.1.10 Off-Street Loading Requirements. 4

 Sec. 8.1.11 Parking Dimensional Requirements 5

 Sec. 8.1.12 Limitations, Location, Use of Facilities 5

 Sec. 8.1.13 Parking for Disabled Persons 6

 Sec. 8.1.14 Stacked and Tandem Parking Restrictions..... 6

 Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans 6

8.2 BICYCLE PARKING 9

8.3 INSTITUTIONAL PARKING PLANS..... 9

 Sec. 8.3.1 Intent 9

 Sec. 8.3.2 Applicability..... 10

 Sec. 8.3.3 Institutional Parking Management Plans 10

 Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans 17

 Sec. 8.3.5 Review and Approval of Applications for Future Development..... 17



UNIVERSITY OF VERMONT



LIST OF TABLES

Table 1: Summary of Campus Building Inventory (source: UVM)2
Table 2: Planned Projects by 20143
Table 3: Minimum Off-Street Parking Requirements for 20144
Table 4: 2014 Campus Constituency Projections10
Table 5: 2014 Peak Parking Demand Estimate (assumed to be weekday 12PM-1PM) by User Group.....10
Table 6: UVM Unlimited Access Ridership13
Table 7: Parking Permit Costs for 2008-09 Academic Year.....16
Table 8: Parking Fine Amounts for the 2008-09 School Year17

LIST OF FIGURES

Figure 1: CCTA Routes within 800 feet of UVM 8
Figure 2: UVM Parking Eligibility Map12
Figure 3: UVM Parking Map15



UNIVERSITY OF VERMONT



ARTICLE 8: PARKING

This Article of the Burlington Comprehensive Development Ordinance establishes the requirements for off-site parking throughout the city. It also includes parking for bicycles and requirements for institutional parking management plans.

This Institutional Parking Management Plan (IPMP) focuses on the Main Campus of the University of Vermont in Burlington. The Colchester Research Campus and Fort Ethan Allen are not considered in this plan. The University Health Center (UHC) on the corner of Pearl and South Prospect Streets is leased to Fletcher Allen, and is addressed in that institution's IPMP.

Italicized text represents language quoted directly from the Ordinance.

8.1 GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

Section is hereby acknowledged.

Sec. 8.1.2 Applicability

Section is hereby acknowledged.

Sec. 8.1.3 Parking Districts

The University of Vermont (UVM) is located in a Shared Use Parking District.

Sec. 8.1.4 Existing Structures

This inventory does not include sites that UVM leases from other entities, such as Redstone Student Apartments or Centennial Court Faculty/Staff Apartments.

UNIVERSITY OF VERMONT

Table 1: Summary of Campus Building Inventory (source: UVM)

Accessory Buildings	Total Bld Count	PRIMARY BUILDING USAGE	GROSS SQFT
0	2	MIXED USES: Acad/Admin/Student Support	211,967
6	72	ACADEMIC/RESEARCH: *	1,717,386
15	33	ADMINISTRATION:	474,762
9	17	ATHLETICS	432,272
		RESIDENTIAL: **	
0	1	Academic	33,227
0	4	Dining +	195,625
1	5	Rental - Non-Student	14,091
0	5	Central Campus	158,115
0	13	Redstone Campus	406,723
0	10	Trinity Campus	98,045
0	12	University Heights Campus	616,745
1	50	TOTAL RESIDENTIAL	1,522,571
2	21	STUDENT SUPPORT	579,789
33	195	GRAND TOTAL	4,938,747

* Includes Rubenstein Laboratory located at the Burlington waterfront (14,507 GSF).

** All Residential Facilities are owned by the University. This does not include Redstone Student + Residential Dining facilities are all located south of Main Street; University Heights houses three for a total of 127,596 GSF and Redstone Campus houses one for a total of 68,029 GSF.

Included in this building inventory is the Trinity Campus, which UVM acquired in 2002.

Sec. 8.1.5 Existing Structures - Change or Expansion of Use

The parking requirements for all planned projects are addressed in Section 8.1.8.

Sec. 8.1.6 Existing Structures: Exemption in Downtown District

Section does not apply.

Sec. 8.1.7 Non-conforming Residential Structure

Section does not apply.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

The table below summarizes projects that may be built by 2014 and makes assumptions to estimate approximate square footage and associated employment. This is a conservative estimate since it includes all projects that could be built within the 2014 timeframe; not all projects will be developed or pursued by then. These figures are added to the existing campus facilities described in Section 8.1.4 to calculate minimum parking requirements per the Ordinance.



Table 2: Planned Projects by 2014

Building Projects	Administration/Academic		Residence Halls	Change in Parking Spaces
	sqft	Faculty/Staff	Beds	
Engineering Quad ¹	18,000	33	0	0
Library Expansion ¹	19,500	35	0	0
Jeffords Hall/Plant Sciences ²	97,000	40	0	-126
Aiken Center ³	2,000	0	0	0
On Campus Housing ⁴	160,000	0	563	60
Campus Life: Center for Health and Wellbeing ⁵	35,329	0	0	0
Campus Life: Fitness Center ⁵	97,000	0	0	0
Campus Life: Multipurpose Event Center (2,000 seats) ^{5,6}	113,690	0	0	-35
Campus Life: Aquatic Center ⁵	46,500	0	0	0

¹ Faculty/staff based on 550 sqft/employee.

² Faculty/staff consistent with Phase 1 analysis and University Commons Traffic Impact Study.

³ Assumes decompression, therefore no additional employees.

⁴ 400 beds of the on campus housing would be apartment-style. For planning purposes, it was assumed there would be 400 sq.ft. per bed, 4 beds per apartment, and that half of the parking demand would be accommodated on site. The remaining 163 beds are due to returning McAuley Hall to a residential hall and do not include a change in square footage.

⁵ Per the Executive Summary of the October 2008 UVM Campus Life Task Force II "Draft Report-Analysis, Recommendations, and Implementation Strategies."

⁶ Per page 3 of the October 2008 UVM Campus Life Task Force II "Draft Report-Analysis, Recommendations, and Implementation Strategies." The expanded facility will have 6,500 seats and Gutterson will decrease by 2,000 seats to 2,500 seats. The report says that "It is not anticipated that two major events would take place simultaneously in both the new Multipurpose Event Center and Gutterson." Therefore, the net increase is effectively 2,000 seats. Square footages from page 4: Outline Programming.

The required campus parking can be calculated using two approaches: 1) using the University's gross floor area (GFA) applied to Table 8.1.8-1's Post-Secondary School category; or 2) using a composite of the GFA of non-dormitory buildings (applied to Table 8.1.8-1's Post-Secondary School category), the number of beds or apartment units¹ (applied to Table 8.1.8-1's Residential Use category), and the number of seats for the Campus Life Multipurpose Event Center (applied to Table 8.1.8-1's Recreational Facility). Table 3 provides the minimum parking requirements for the campus in 2014 (existing campus facilities + planned projects in Table 2) using these two approaches.

¹ As noted in Section 8.1.4, the inventory does not include leased properties, such as Redstone Student Apartments or Centennial Court Faculty/Staff Apartments.



UNIVERSITY OF VERMONT

Table 3: Minimum Off-Street Parking Requirements for 2014

Existing + Planned Projects

Shared Use District

Total Campus GFA Approach

5,527,766 sq.ft.	Ordinance Requirement for School, Post-Secondary: 2 parking spaces per 1,000 sqft GFA	11,056 parking spaces required
TOTAL		11,056

Composite Approach: Beds + Non-Dormitory GFA + Recreational Facility

5,328 beds	Ordinance Requirement for Dormitory: 1 parking space per two beds	2,664 parking spaces required
100 units	Ordinance Requirement for Multi-Unit Attached Dwelling Unit: 1 parking space per unit	100 parking spaces required
3,731,505 sq.ft.	Ordinance Requirement for School, Post-Secondary: 2 parking spaces per 1,000 sqft GFA	7,463 parking spaces required
2,000 seats	Ordinance Requirement for Recreational Facility: 1 parking space per four seats	500 parking spaces required
TOTAL		10,727

The draft report which outlines the planning concepts for the Multipurpose Event Center notes that:

The projected events for the new facility range from 54 per year to 111 per year. The projected seating capacities for the expanded facility are 6,500 fixed seats in the new Multipurpose Event Center and a reduction from 4,500 seats in Gutterson to approximately 2,500 seats. The total seating capacity could range between 9,000 and 10,500 seats. It is not anticipated that two major events would take place simultaneously in both the new Multipurpose Event Center and Gutterson. A more likely scenario would include a hockey game in the Multipurpose Event Center and recreation or varsity practice in Gutterson. Based on the projected event scenarios and seating capacities it is projected that there will be no significant impact to parking or traffic patterns in the vicinity of the complex.¹

Since the current capacity at Gutterson is 4,500 seats and the capacity of the new Multipurpose Event Center will be 6,500 seats, and major events at both facilities will not be scheduled for the same time, the effective increase in seating will be 2,000. Due to the nature and frequency of special events, these are accommodated differently than regular parking. Parking and Transportation Services implements special operating procedures for parking and circulation for these events.

Sec. 8.1.9 Maximum Parking Spaces

The UVM parking inventory of 5,130 spaces, noted below in Section 8.1.12 (a), does not approach the maximum number of parking spaces.

Sec. 8.1.10 Off-Street Loading Requirements.

These requirements will be taken into account during the planning and design of projects.

¹ October 2008 UVM Campus Life Task Force II "Draft Report-Analysis, Recommendations, and Implementation Strategies," Planning Concept, page 3.



Sec. 8.1.11 Parking Dimensional Requirements

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site Parking Facilities:

There are 5,130 spaces in the UVM parking as reported in Chapter 4. Since the Jeffords Hall/Plant Sciences building (Section 8.1.8) is currently under construction, this inventory includes the loss of 126 spaces associated with this project as well as spaces consumed by construction staging.

The inventory is divided into Main (central), Proximate, and Peripheral areas and are designated by color, as will be discussed in Section 8.3.3-3.

UVM leases 170 spaces to Fletcher Allen and the American Red Cross:

- Fletcher Allen – at Centennial: 50 spaces for the Medical Center and 110 spaces for UHC
- American Red Cross at Centennial: 10 spaces

(b) Downtown Street Level Setback:

Does not apply to Shared Use District.

(c) Front Yard Parking Restricted:

Section is hereby acknowledged.

(d) Shared Parking in Neighborhood Parking Districts:

Does not apply to Shared Use District.

(e) Single Story Structures in Shared Use Districts:

Section is hereby acknowledged.

(f) Joint Use of Facilities:

There is potential for overestimating the number of required parking spaces given the use categories provided in Table 8.1.8-1 of the Ordinance. There is a Special Residential Use for Dormitories as well as a Non-Residential Use for Post-Secondary Schools. The square footage of dining halls and student centers are enumerated within this latter category. However, these uses are heavily patronized by residential students who walk to the building and do not generate a demand for parking, and whose parking demand has already been accounted for (under Special Residential Use for Dormitories).

To avoid the task of determining which campus functions might be considered residential and which are non-residential, we have kept the composite approach of the analysis in Section 8.1.8 strictly to dormitory and non-dormitory buildings. This is a conservative approach that leads to an overestimate of the number of required parking spaces.

(g) Availability of Facilities:

Section is hereby acknowledged.



UNIVERSITY OF VERMONT

(h) Compact Car Parking:

Section is hereby acknowledged.

Sec. 8.1.13 Parking for Disabled Persons

These requirements will be taken into account during the planning and design of projects.

Sec. 8.1.14 Stacked and Tandem Parking Restrictions

UVM does not anticipate using such facilities.

Sec. 8.1.15 Waivers from Parking Requirements/Parking Management Plans

A Parking Management Plan shall include, but not be limited to:

(a) A calculation of the parking spaces required pursuant to Table 8.1.8-1:

See Section 8.1.8.

(b) A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.

Addressing Parking Needs

As shown in Table 2 (Section 8.1.8), the biggest impact on parking is expected to occur with the Plant Sciences project, currently under construction. The project involves a net loss of 126 parking spaces, which will be absorbed by excess capacity at the Gutterson Garage, which “is typically about 300 to 400 spaces under capacity during peak class times” and is served by a CATS shuttle to access core campus.¹

The Campus Life project is anticipated to result in a net loss of 35 spaces, which can also be absorbed by excess capacity in the Gutterson Garage. Special event parking is managed by Parking and Transportation Services. The remaining projects listed in Table 2 are not expected to impact parking.

To address general campus parking needs, UVM will maintain its parking management program as well as continue to work with CATMA to provide attractive transportation alternatives.

Comprehensive Development Ordinance: Article 8-Parking

Article 8 of the Ordinance states that its purpose is to ensure that there is adequate parking to serve the property. The demand estimated in Section 8.3.3b is lower than the Ordinance parking requirements plus there is excess capacity at facilities such as Gutterson Garage. Therefore, the planned parking inventory and transportation demand management strategies are expected to mitigate future parking demand.

Finally, Article 8 encourages strategies to reduce traffic congestion and encourage the use of transportation alternatives. UVM’s longstanding relationship with CATMA shows its commitment to reducing traffic congestion and encouraging use of alternatives.

¹ 12/12/07 memorandum entitled *UVM Plant Sciences Traffic and Parking Impacts* from RSG to Burlington DPW.



Municipal Development Plan: Chapter V-Transportation System Plan

A key part of the Municipal Development Plan’s vision for Burlington is that land use and transportation decisions be considered together.¹ During the development of the 2006 UVM Campus Master Plan, a new policy was adopted to move parking to the periphery of campus and develop “faculty/staff housing (through public/private partnerships) close to campus so that these residents can walk/bike/shuttle to their workplace, thus reducing parking demand on campus.”²

The Municipal Development Plan’s emphasizes using “technology to improve service and coordination,” “focus on the consumer,” and “enhance design of transit facilities.”³ By locating a CarShare Vermont pod on campus, UVM is demonstrating use of the latest technology and adding amenities to better serve its constituents. Carsharing complements other modes as it encourages people to commute via an alternative while having a private vehicle at their disposal during the day. It is expected that carsharing will have a significant impact on the University’s transportation system.

(c) *An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:*

1. *Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;*
See Section 8.3.3a.
2. *Anticipated parking demand by time of day and/or demand by use;*
See Section 8.3.3b.
3. *Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;*
Does not apply.
4. *Availability and frequency of public transit service within a distance of 800-feet.*

UVM is served by the following CCTA routes:

- Route #1-University Mall/Airport: half-hour headways during peak weekday periods
- Route #2-Essex Junction: 15-minute headways
- Route #8-City Loop: 15-minute headways during AM peak periods and half-hour headways during PM peak periods on weekdays
- Route #11-College Street Shuttle: 15-minute headways between 7:15AM and 6:00PM
- Route #30-CATMA: 15-minute headways except between 10:13AM and 2:43 PM, when the headways are 30 minutes
- Route #76-Middlebury LINK Express: two trips in each direction in the morning and evening on weekdays
- Route #86-Montpelier LINK Express: four trips in each direction in the morning and evening on weekdays
- Route #96-St. Albans LINK Express: two trips in each direction in the morning and evening on weekdays

¹ Municipal Development Plan, page V-1.

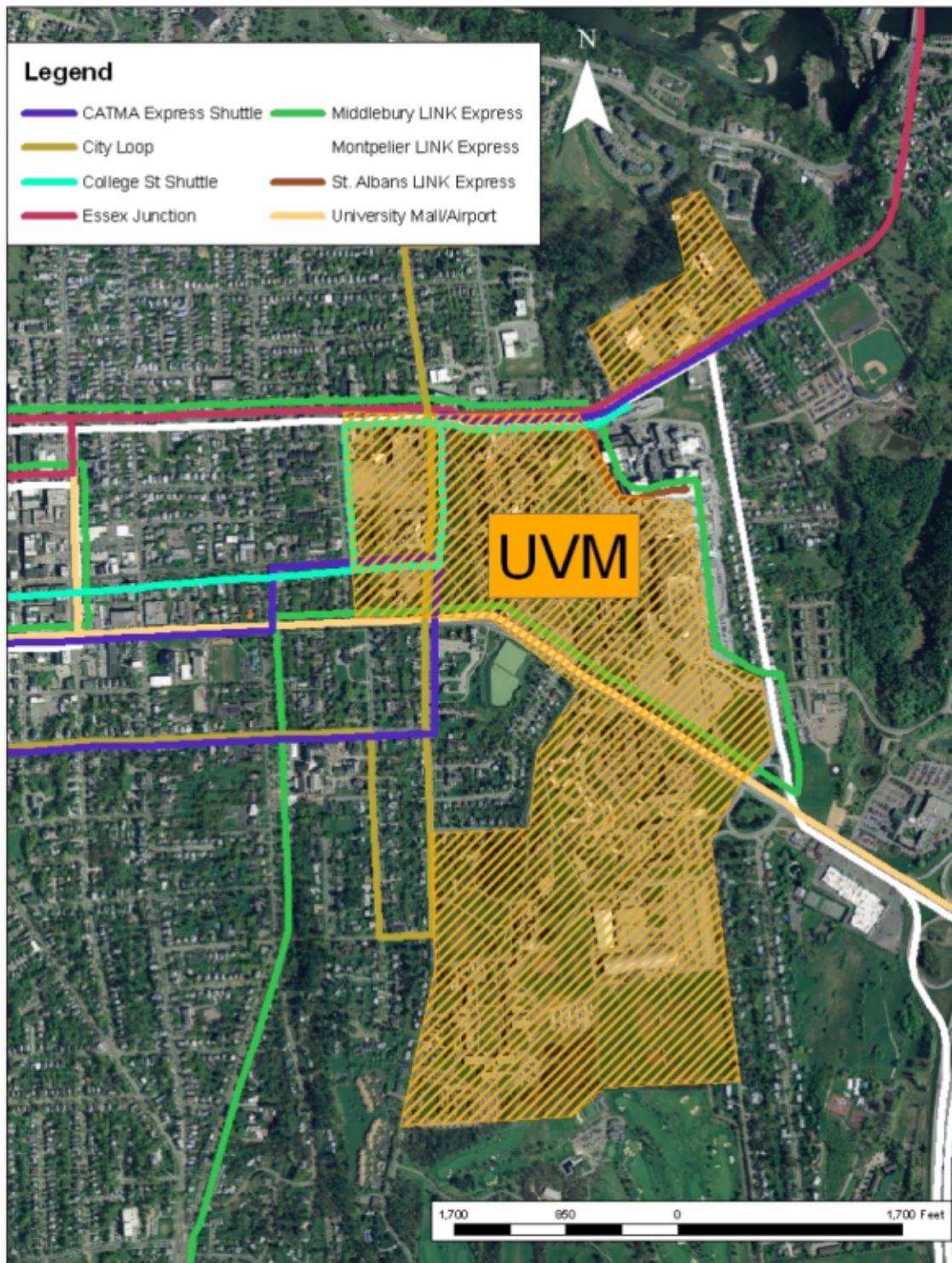
² 2006 UVM Campus Master Plan, page 82.

³ Municipal Development Plan, page V-2.



UNIVERSITY OF VERMONT

Figure 1: CCTA Routes within 800 feet of UVM



5. *A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,*
- CATMA survey results indicate that the percentage of residential UVM students that bring a car to Burlington for the semester is decreasing: 50.7% of residents brought a car in 2003, while 25.0% did so in 2008.¹
 - Through CATMA, a CarShare Vermont pod has been located on the UVM campus. The non-profit carsharing organization launched in December 2008, and two vehicles are located in this pod. One shared car is estimated to replace 7 to 20 privately-owned cars on the road. Therefore, vehicle ownership is estimated to decrease by an additional 14 to 40 cars.
- (d) *Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:*

A parking management program	X
Membership in CATMA	X
A telecommuting program	X*
Implementation of a car-share program	X
Development or use of a system using offsite parking and/or shuttles	X
Implementation of public transit subscriptions for employees	X
* There is not a formal campus-wide telecommuting program, but telecommuting is available in certain departments.	

8.2 BICYCLE PARKING

UVM supports the bicycle mode in several ways, including:

- Encouraging its constituents to bicycle to work through the CATMA Bike/Walk Rewards Program;
- Investing in the local and regional bicycle networks;
- Providing shower facilities to its bicycling constituents; and
- Providing bicycle parking in the form of racks.

8.3 INSTITUTIONAL PARKING PLANS

Sec. 8.3.1 Intent

Section is hereby acknowledged.

¹ CATMA Annual Student Transportation Survey, Spring 2008.

UNIVERSITY OF VERMONT

Sec. 8.3.2 Applicability

Section is hereby acknowledged.

Sec. 8.3.3 Institutional Parking Management Plans

In addition to the requirements of Sec. 8.1.15 above, an Institutional Parking Management Plan shall include the following:

- (a) *Information specifying the proposed number of students (full-time, part-time, commuter, on-campus, off-campus, and continuing education), faculty and staff (full-time and part-time), patients and visitors being served by the institution and anticipated over the ensuing five-year period.*

Approximately 12,100 students and 3,400 faculty/staff are projected for 2014 as shown in Table 4. The projected 2014 On-Campus Housing Capacity is 5,565 beds in Burlington.¹

Table 4: 2014 Campus Constituency Projections

2014 Projection	
Undergraduates	9,460
Graduates (including Certificates)	1,563
Medical Students	464
<i>Total Students</i>	<i>11,487</i>
Full-time Staff	1,983
Part-time Staff	159
Full-time Faculty	953
Part-time Faculty	273
<i>Total Faculty/Staff</i>	<i>3,368</i>

Projections are per February 2008 and are currently being revised.

- (b) *An analysis of the anticipated parking demand by user group, time of day and/or demand by use;*

When the parking impacts of the projects described in Section 8.1.8 are applied to the existing 5,130 parking inventory, the planned 2014 inventory is 5,155, as shown below in Table 5.² Compared to the estimated demand for 3,865 spaces, there is expected to be a surplus of 1,290 parking spaces.

¹ Not including capacity at Redstone Student Apartments or Centennial Court Faculty/Staff Apartments.

² Since the Jeffords Hall/Plant Sciences building (Section 8.1.8) is currently under construction, the 5,130 space inventory includes the loss of 126 spaces associated with this project as well as spaces consumed by construction staging.



CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN – JANUARY 2009

UNIVERSITY OF VERMONT

Table 5: 2014 Peak Parking Demand Estimate (assumed to be weekday 12PM-1PM) by User Group¹

	#	Peak % on Campus*	Auto Ownership/Mode Share**	Parking Demand
Residents-Long-Term Vehicle Storage***	3,758	100%	25%	939
Commuters Outside 1/2 Mile of Campus	3,228	20%	52%	333
Commuters Within 1/2 Mile of Campus	2,137	100%	5%	105
Total (less Freshmen)	9,122			1,377
	#	Peak % on Campus*	Auto Mode Share**	Parking Demand
Full Time Faculty/Staff	2,936	93%	59%	1,612
Part Time Faculty/Staff	432	81%	59%	205
Total	3,368			1,818
				Parking Demand
				Visitors 432
				Fleet Vehicles 238
				670
				Total Peak Parking Demand 3,865
				Off Street Parking Supply 5,155
				Net Surplus/Shortfall 1,290

* Per 2008 Annual CATMA Transportation Survey responses.

** Per CATMA survey data. "Auto Mode Share" includes "Drive Alone" and one half of the "Carpool" mode shares.

*** Freshmen are prohibited from bringing a car to campus. Therefore, 'Resident vehicles' assumes that 25% of undergraduates are freshmen and will not contribute to parking demand.

Number of Resident, Commuters Outside 1/2 mile and Commuters within 1/2 mile of Campus are based on CATMA survey responses.

(c) Information specifying the number and composition of the institution's vehicle fleet, where these vehicles are regularly kept, and designated "service vehicle-only" parking;

- UVM owns or leases a total of 238 vehicles.
- Service vehicle spaces are not reserved. Most UVM service vehicles are kept at their respective department location and use building accesses provided for service/vendor vehicles as needed during day.

(d) Programs, policies, or incentives used to reduce or manage the demand for parking which may include but are not limited to:

1. Policies which restrict and/or prohibit the bringing of vehicles to the institution for various users or groups of users;

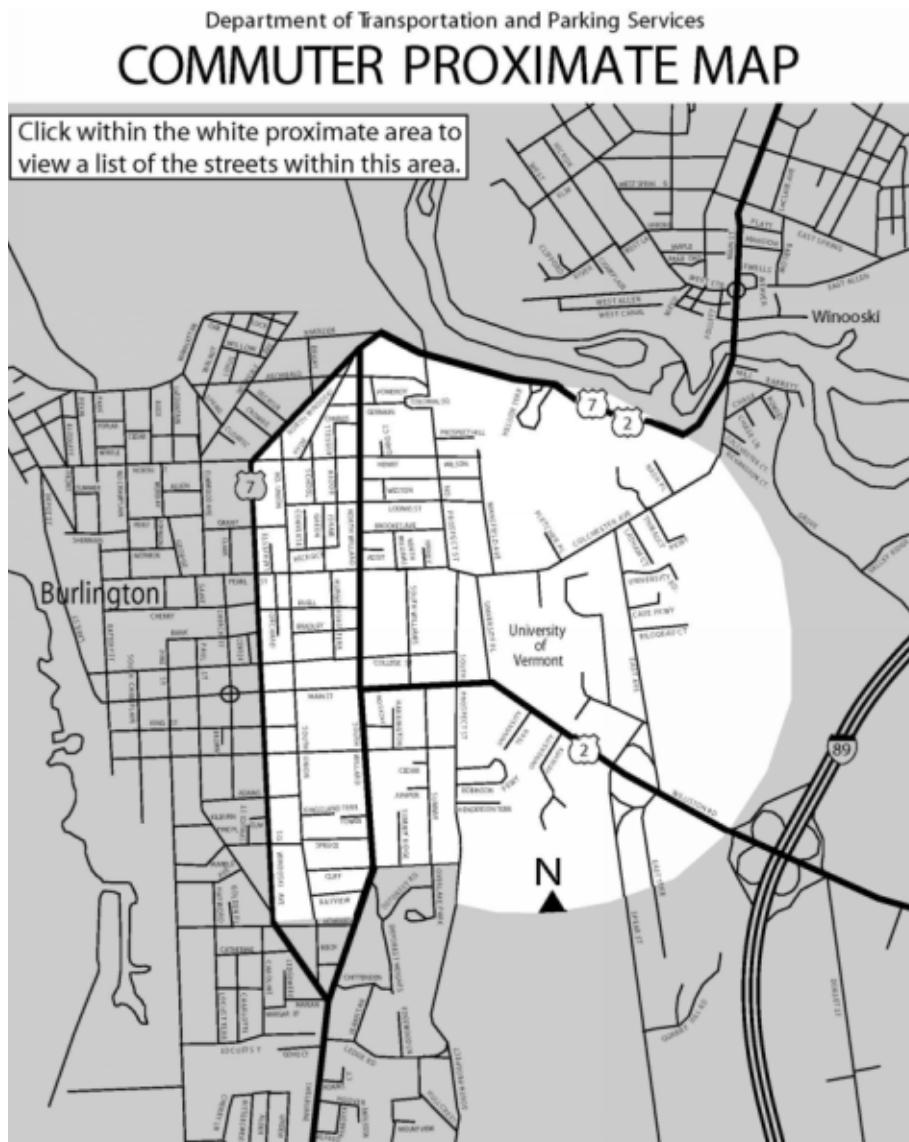
- Parking permits are priced to regulate demand in core areas. Permits in core areas are twice as expensive as permits in outer areas. Off-site permits are free.
- Only faculty/staff can park in core areas during the daytime.
- Spaces in core areas are assigned based on seniority.
- First-year residential students are prohibited from bringing a car to campus. Residential students in general are discouraged from bringing a car to campus through permit pricing: residential parking permits are roughly 70% more expensive than commuter student permits.
- Students who live within a specified distance of campus are ineligible for daytime campus parking, as shown in Figure 2 below.

¹ The mode splits used here reflect "drive alone" and "carpool/vanpool" mode shares from Appendix B & Appendix C of the 2008 JIPR.



UNIVERSITY OF VERMONT

Figure 2: UVM Parking Eligibility Map



2. Programs to encourage the use of public transit, walking and bicycling;

To encourage the use of alternative transportation modes, the University will continue:

- to regulate parking through its parking program;
- to use CATMA’s menu of programs and services, including;
 - Subsidizing CCTA services through CATMA’s unlimited access program to allow University affiliates free access to transit with their UVM identification. Detail as to annual UVM ridership is provided below in Table 6.

Fluctuations in CATMA Express Shuttle ridership reflect changes in service for UVM students residing at Spinner Place in Winooski. During the 2006-2007 academic year, the CATMA Express route was extended to Spinner Place to serve the students living there.

Table 6: UVM Unlimited Access Ridership¹

	Local Trips	Montpelier LINK Trips	Richmond LINK Trips	Middlebury LINK Trips	Franklin LINK Trips	CATMA Express Shuttle	Total UVM Boardings
July '05 to June '06	177,027	6,841	1,130	3,850	3,853	10,709	203,410
July '06 to June '07	185,066	7,287	1,552	4,297	5,263	19,438	222,903
July '07 to June '08	213,707	9,575	2,358	5,396	7,275	9,479	247,790

- As of December 2008, there are 56 UVM carpools with 149 participants registered with CATMA. Incentives to carpool include the Emergency Ride Home Program, free parking permits for carpools (the more participants a carpool has, the higher value the parking permit is), and participation in CATMA's Rideswork carpool matching service.
- There are 446 UVM employees registered in the CATMA Bike/Walk Reward Program; individuals who commit to walking or biking to and from campus at least three days a week are eligible.
- Individuals registered with CATMA who commute using an alternative transportation mode at least two days each week can obtain a CommuteSmart card to get a free taxi ride for the Emergency Ride Home Program. Registered participants are included in monthly drawings for local restaurant gift certificates.
- UVM supports the CATMA PARC Express shuttle to the General Dynamics parking facility off Pine Street.
 - to operate the CATS shuttle system to improve circulation within the campus and serve peripheral parking areas; and
 - to further the UVM bikeway network and management.

The 2006 UVM Campus Master Plan outlines strategies to develop a pedestrian campus and manage parking, as shown in this excerpt:

This is the long term vision for the University's parking system and realization of a pedestrian campus. The University will continue to explore innovative approaches and solutions to effectively address the needs for campus parking while relocating parking from the core campus to the periphery and/or off-campus.

Future parking spaces that will need to be retained within the campus core will be accommodated in structured parking and limited smaller surface lots, where possible and appropriate. Co-locating service spaces is desirable to reduce future spaces, while visitor and handicapped parking will be retained in the core parking areas. The overall intention will be to move the parking spaces removed from each District into the peripheral parking area nearest to that District.

In order to achieve the goal of a pedestrian campus and accommodate the future parking, the University needs to consider the following potential strategies:

- ***Decreasing core parking numbers in applicable districts through the following methods:***
 - ***revisiting student parking policy and numbers by district;***
 - ***adding in new parking in small scale lots where possible or appropriate within the district or at the edge of the district;***
 - ***placing the shortfall in peripheral lots; and/or***
 - ***reconsidering visitor/service handicapped parking locations and numbers.***
- ***The University will continue to use and expand as intensively as possible Transportation Demand Management (TDM) approaches.***

¹ A large increase in ridership occurred for the July 2006 to July 2007 period for the Express Shuttle. This is due to the CATMA Express Shuttle extending its route to Spinner Place for that year to serve the Champlain College and UVM students living there.



UNIVERSITY OF VERMONT

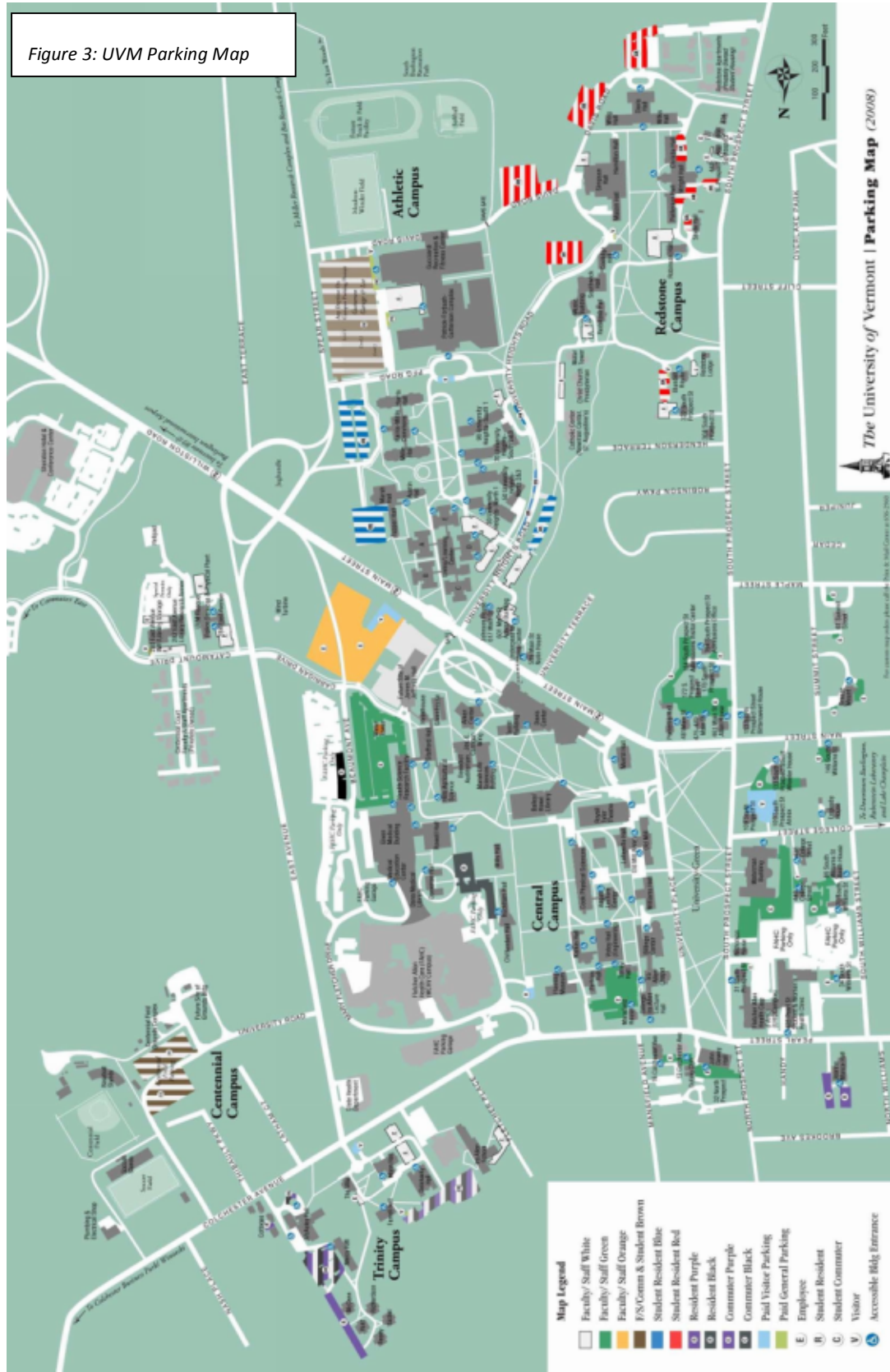
- *The University will need to further develop and expand the peripheral lots. This is the critical core element of the future parking distribution and location strategy. The future shuttle system routes will need to be modified to serve the peripheral lots.*
- *Work with the appropriate local, state and regional entities to continue to use and further develop the regional intercept lots similar to what is currently occurring at the Lakeside facility (Gilbane). Regional transit in the long term should serve these lots and the University in a coordinated manner.*
- *Further develop faculty staff housing (through public/private partnerships) close to campus so that these residents can walk/bike/shuttle to their workplace, thus reducing parking demand on campus.*
- *Address how to best manage student parking to include:*
 - *identify which students are allowed to have cars;*
 - *consideration of long term car storage options; and*
 - *placement of student cars in peripheral lots.*
- *It is also important to note that as the University expands into external campuses or leased spaces elsewhere in the Greater Burlington area or regionally, parking demand on Main Campus may be consequently reduced.¹*

3. Implementation of a parking permit system to allocate parking throughout the system.

UVM's parking program regulates parking demand through market pricing: inner core area parking requires the most expensive permit, while off-site parking is free. As shown in **Error! Reference source not found.**, there are 12 parking zones.

¹ 2006 UVM Campus Master Plan, page 82.





CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN - JANUARY 2009

UNIVERSITY OF VERMONT

Table 7 shows the costs of parking permits for the areas shown in the map above.

Table 7: Parking Permit Costs for 2008-09 Academic Year

Employee Permit Types	Fee
Green	
Affiliate	\$329
Affiliate 30-Day	\$41
White	
Affiliate	\$247
30-Day Affiliate	\$31
Orange / Brown	
Affiliate	\$165
30-Day Affiliate	\$21
Off-Site	
Pre-Tax Payroll Deduction	FREE
Affiliate	FREE
30-Day Affiliate	FREE
Occasional Use (No Full Time Permit)	
	Pack of 9 or 12 permits FREE
Brown, Orange (Peripheral)	Additional Per Permit \$2.00
White (Proximate)	Additional Per Permit \$2.75
Green (Main)	Additional Per Permit \$4.00

Student Permit Types	Fee
Residents	
30-Day Black, Blue, Purple, and Red	\$55
Resident Temp - one semester Black, Blue, Purple, and Red (Valid August 1, 2008 - May 17, 2009)	\$165
Commuter & Graduate Students	
Silver - Off-Site (Valid August 18, 2008 - May 17, 2009) (commuter students)	FREE
30-Day Brown	\$19
30-Day Gold (evening)	\$12
30-Day Purple	\$29
Gold - Evening (Valid August 18, 2008 - May 17, 2009)	\$69
Brown - Day & Evening (Valid August 18, 2008 - May 17, 2009)	\$115
Brown - Day & Evening (Valid August 18, 2008 - June 30, 2009)	\$128
Purple - Day & Evening (Valid August 18, 2008 - May 17, 2009)	\$176
Purple - Day & Evening (Valid August 18, 2008 - June 30, 2009)	\$196
Medical Student 1st & 2nd Year	
Brown - Day & Evening (Valid August 18, 2008 - May 17, 2009)	\$115
Brown - Day & Evening (Valid August 18, 2008 - June 30, 2009)	\$128
Purple - Day & Evening (Valid August 18, 2008 - May 18, 2009)	\$176
Purple - Day & Evening (Valid August 18, 2008 - June 30, 2009)	\$196
Medical Student 3rd & 4th Year	
Black - Day & Evening (Valid May 17, 2008 - May 17, 2009)	\$329
30-Day Black	\$27
Medical Students Transition 2nd to 3rd Year	
Purple upgrade to Black (Expires May 17, 2009) per month	\$8
Brown upgrade to Black (Expires May 17, 2009) per month	\$15
30-Day Black (Expires June 30, 2009)	\$27

In addition to designated permit parking areas, there are three types of meters on campus:

- Gray-domed meters: designated for visitors during specified times.
- Yellow-domed meters: limited to 30 minutes.
- Green-domed meters: limited to two-hours.



(e) *Implementation of a monitoring, compliance and enforcement system to measure and ensure compliance with the plan.*

Table 8 lists the various situations that warrant a parking ticket being issued and the amount of the fine. UVM Transportation and Parking Services issued 10,430 parking citations in FY 2007; half of these were for parking on campus without a permit.¹

Table 8: Parking Fine Amounts for the 2008-09 School Year

Violation	Fine
Parked overtime at meter	\$10
Permit not displayed	\$30
Parked in restricted area	\$30
Parked without valid permit	\$50
Driving on grass/walks	\$50
Fire lane/roadway	\$80
Handicap	\$80
Use of unauthorized permit	\$80*
Falsifying information	*
Disregarding traffic signs	*
Damaging, destroying, or illegally activating parking gates	*
Possessing/damaging/altering signs, markings, or signal devices	*

*Referred to Campus Police Services

Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans

Section is hereby acknowledged.

Sec. 8.3.5 Review and Approval of Applications for Future Development

Section is hereby acknowledged.

¹ Source: <http://www.uvm.edu/tps/parking/?Page=stats.html&SM=subpi.html>.

UNIVERSITY OF VERMONT



TABLE OF CONTENTS - CHAPTER 4 - CATMA

INTRODUCTION4-1

CHAMPLAIN COLLEGE - FALL 20084-1

 Sec. 8.3.3 (a) Employment 4-1

 Sec. 8.3.3 (a) Enrollment 4-1

 Sec. 8.3.3 (b) Parking Demand - Existing Spaces 4-1

 Sec. 8.3.3 (b) Parking Demand - Vehicle Permits..... 4-3

 Sec. 8.3.3 (c) Vehicle Fleet..... 4-4

 Sec. 8.3.3 (d) Programs, Policies, and Incentives 4-4

 Sec. 8.3.3 (e) Monitoring, Compliance and Enforcement Systems 4-6

 Attachments

FLETCHER ALLEN HEALTH CARE - FALL 20084-7

 Sec. 8.3.3 (a) Employment 4-7

 Sec. 8.3.3 (b) Parking Demand - Existing Spaces 4-8

 Sec. 8.3.3 (b) Parking Demand - Vehicle Permits..... 4-9

 Sec. 8.3.3 (c) Vehicle Fleet..... 4-10

 Sec. 8.3.3 (d) Programs, Policies, and Incentives 4-11

 Sec. 8.3.3 (e) Monitoring, Compliance and Enforcement Systems 4-12

 Attachments

UNIVERSITY OF VERMONT - FALL 20084-13

 Sec. 8.3.3 (a) Employment 4-13

 Sec. 8.3.3 (a) Enrollment 4-13

 Sec. 8.3.3 (b) Parking Demand - Existing Spaces 4-13

 Sec. 8.3.3 (b) Parking Demand - Vehicle Permits..... 4-16

 Sec. 8.3.3 (c) Vehicle Fleet..... 4-16

 Sec. 8.3.3 (c) Garages 4-20

 Sec. 8.3.3 (d) Programs, Policies, and Incentives 4-21

 Sec. 8.3.3 (e) Monitoring, Compliance and Enforcement Systems 4-22

 Attachments



CATMA 2009 ANNUAL REPORT

CAMPUS AREA TRANSPORTATION MANAGEMENT ASSOCIATION - FALL 2008 ...4-23

Sec. 8.3.3 (a) Employment and Enrollment..... 4-23

Sec. 8.3.3 (b) Parking Demand Existing Spaces 4-23

Sec. 8.3.3 (d) Programs, Policies, and Incentives 4-23

ARTICLE 8: PARKING Comprehensive Development Ordinance, City of Burlington

CATMA 2008 Joint Parking Inventory

Attachments



INTRODUCTION

Chapter Four is the **CATMA 2009 Annual Report** and will continue to be updated and published on an annual basis. The **CATMA 2009 Annual Report** continues to be representative of our ongoing development of our shared transportation and parking resources. The **CATMA 2009 Annual Report** uses statistics indicative of the Fall 2008 academic semester (November and December), which historically has a higher demand on parking and transportation infrastructure. The **CATMA 2009 Annual Report** is per Article 8 of the Burlington Comprehensive Development Ordinance, PART 3; Sec. 8.3.3 Institutional Parking Management Plans and is an annual report regarding employment, enrollment, existing parking spaces, vehicle permits, vehicle fleets, and parking demand reduction specific to the CATMA member institutions: Champlain College, Fletcher Allen Health Care and the University of Vermont.

Along with the 2008 data specific to each institution, this chapter contains information regarding the Transportation Demand Management (TDM) programs and services which CATMA has developed for our members institutions. Additionally, data from both our annual employee and students surveys is included. This survey data verifies our collective award winning TDM programs that clearly substantiate our reduced demand for parking.

CHAMPLAIN COLLEGE - FALL 2008

Sec. 8.3.3 (a)

Employment

Champlain College employs a total of 554 individuals. This includes 297 full-time and 257 part-time employees.

Enrollment

The College’s headcount for Fall, 2008 enrollment is as follows:

Full-time	2096
Part-time/ Continuing Education (Figure includes Distance Learning Students).....	770
Total	2866

It must be noted that of the 2096 Full-time students, 50 are online only and do not come to campus. 37 are at study abroad sites.

In addition, the 770 Part-time students include 390 who are online only and do not come to campus as well as 134 who are graduate students and never come to campus.

Sec. 8.3.3 (b)

Parking Demand

Existing Spaces

The breakdown of existing parking as submitted in Champlain College’s Master Plan (August 1990) has been updated to reflect current availability. Champlain College’s parking inventory is 931; this includes 438 off-site leased spaces and 493 on-site spaces.



CATMA 2009 ANNUAL REPORT

The specific breakdown by area is as follows:

2008

Off-Site Leased Parking Facilities

Perkins Pier.....	185
Gilbane.....	200
Pecor.....	53
Total	438

Off-street Campus (College owned)

Coolidge lot.....	3
Cushing/Pearl lot.....	15
Durick lot.....	3
Eagles' Club	30
East House	42
Hauke Center lot.....	26
Hill lot	8
Jensen lot.....	9
Lyman lot.....	18
North lot.....	10
Rowell lot.....	41
President's house.....	2
Sanders lot.....	12
South House	13
West Hall	4
Whiting/McDonald lot.....	99
Skiff lot	61
56 Summit St. lot.....	29
Caretaker Cottage (Cannon).....	2
195 So. Willard.....	13
396 Main.....	20
381 Main.....	28
SLC (IDX).....	5
Total	493

Total All Categories.....931



Additional parking spaces associated with leased buildings including 15 spaces at 40 Sears Lane, 10 spaces at 212 Battery Street, and 7 spaces at 215 South Prospect Street are not included in the campus parking inventory nor in the parking requirement calculations.

There are an additional 173 on-street parking spaces contiguous to Champlain College property, which may be used by Champlain College affiliates, but these are not included in the total spaces we claim as inventory.

Vehicle Permits

All vehicles parked at Champlain College must display a valid parking permit. Permits are valid until December 31, 2008 and must be renewed each semester. Residential students are allowed to have cars only if they qualify for permits based on work needs or medical needs.

The Fall 2008 breakdown of permits at Champlain College is as follows:

Day Time Commuters	494
Resident Permits	243
Faculty/Staff.....	344
Total Permits	1081

The % of faculty/staff who have registered their vehicles is higher than it appears because of the 554 employees, we have 56 who teach online only and are never on site. Currently, 48 employees are in the Guaranteed Ride Home Program, having registered with CATMA as using a mode other than drive alone to commute to campus on a regular basis. Of these 48, 30 are registered in the Bike/Walk Reward Program.

The College demonstrably has sufficient space for the number of permits issued and in addition:

1. A significant number of Champlain College employees and commuter students register cars to receive a permit for occasional use; however, they typically walk to the campus, ride bicycles, join carpools, or are dropped off by others. In addition, the College has been able to move more than 50 employees to off campus locations at 40 Sears Lane and 212 Battery Street and the Champlain Mill to reduce vehicle trips to the core campus. This includes all of the Physical Plant vehicles, which had been parked on campus until last year.
2. The need for visitor spaces is not consistent with actual visits to the campus. Most visitors to the campus come to our Admissions Office, and it is rare to have more than three or four interviews scheduled at the same time.
3. In the fall of 2003, CATMA entered into an agreement with GP Burlington South, L.L.C. to lease a portion of the property on Lakeside Ave., in Burlington consisting of 200 parking spaces. Currently, Champlain College utilizes these spaces as part of their off-site inventory. These spaces are our secure overnight lot, where our resident students must park their cars during the week. Additionally, faculty and staff can park in the general parking area at Gilbane by requesting a Gilbane parking permit. Shuttle service from the Gilbane lot to the Hill is provided by CCTA through an agreement between CCTA and CATMA. The parking and shuttle at Gilbane are provided at no cost to Champlain constituents; however shuttle riders must show a Champlain ID and swipe it through the farebox on the shuttle to ride for free.
4. It should also be noted that as of 11/15/08, 165 of our permits are day permits for Perkin's Pier and another 175 are assigned to the Gilbane lot. In both cases, these vehicles are mostly off campus during the 8am-4pm time period. The campus workers who are outsourced, such as Sodhexo employees, are issued permits to the Pier to minimize their impact on the Hill.



CATMA 2009 ANNUAL REPORT

Sec. 8.3.3 (c)

Vehicle Fleet

The Champlain College Physical Plant has 12 vehicles that are owned or leased for department use as follows:

- 2001 Chevy van - 7 passengers (owned)
- 2001 Chevy van - 7 passengers (owned)
- 2006 Chevy dump truck (leased)
- 1997 GMC pickup (owned)
- 1996 GMC Pickup (owned)
- 2001 Chevrolet cargo van (owned)
- 2005 Chevrolet pickup (owned)
- 2003 Jeep Liberty (owned)
- 2006 Chevrolet Pickup (owned)
- 2006 Chevrolet 1500 Pickup
- 2007 Chevrolet 2500 Pickup (leased)
- 2008 Pontiac Torrent

Sec. 8.3.3 (d)

Programs, Policies, and Incentives

Champlain College, as a part of the permit application submitted to the City of Burlington and to the District 4 of Act 250 District Commission, developed a parking plan that was implemented for the fall 2003 term. This parking management plan was patterned after other established CATMA parking programs. It incorporates off-site, satellite parking, issuance of parking permits, imposition of fees for parking permits, and the development of parking zones tied to each of three permit types: on-campus parking lots, on-street parking and off-site parking. Not everyone is permitted to park within the core campus. Champlain College now has 200 spaces for overnight parking at the Gilbane lot. We continue to require all residential students with vehicles to park them off campus at the Gilbane site and access the College by shuttles that serve this area. To encourage use of this lot, we expanded the existing CATMA-PARC Express shuttle with Mountain Transit shuttles scheduled from 9pm to 12pm Monday through Thursday and added a Saturday and Sunday shuttle from 9am-6pm so students can return their vehicle to the lot prior to Monday mornings. This also includes shuttle coverage to Spinner Place in Winooski by Mountain Transit Monday through Friday, starting at 7am. To better serve our students and reduce our carbon footprint, we issue Commute Smart cards through CATMA to all students living at Spinner Place and to those who have registered to park their car at the Gilbane lot. The Commute Smart card allows these students to arrange for taxi service between the Champlain College campus and Spinner Place and between the Gilbane lot the Champlain College campus whenever the CCTA and Mountain Transit shuttles are not running.

To encourage the use of Perkins Pier satellite lots, the College provides a shuttle bus from Perkins Pier to the Campus Center regularly throughout weekdays. Hours of operation have been expanded to meet user needs. Ridership on the shuttle from Perkins Pier to the College has continued to increase. From 2005-06 to 2006-07 the increase was a notable 31%. In all, this

service eliminated more than 23,000 vehicle trips to the 'Hill' area in 2006-07 and more than 53,000 for the period 2004-2007. 2007-2008 proved to be the second best year we have ever had adding another 21,141 riders for a total of more than 74,000 riders since 2004.

Champlain Parking Demand Reduction

After a very successful one-month pilot of the CATMA Unlimited Access program in April 2006, Champlain College joined the program with the start of the fall 2006 semester. The CATMA Unlimited Access program is a partnership between CCTA and CATMA, which offers FREE bus rides on all CCTA routes to all faculty, staff, employees and students. All Champlain College faculty, staff and employees as well as residential and commuter students can now ride any CCTA bus for FREE by showing the bus driver their Champlain College ID, then swiping the ID through the fare box card reader on the bus.

The Unlimited Access Program is part of CATMA's and its members' efforts to reduce the number of vehicles on the "Hill". It was our hope that with the implementation of Unlimited Access Program at Champlain College, employees and students would consider leaving their cars at home and take the bus to work, to class, to shop, to eat, or simply to do errands.

This generous action on the part of the College eliminated almost 15,000 vehicle trips into the greater Burlington area over the first 10 months of the program. Based on the tremendous success of this program, the College continued to offer it during the 2007-2008 school year to promote transit use among our faculty and staff. The success of this program continued with almost 20,000 rides over that time period. A tremendous success and one we will continue to promote.

In recognition of the fact that Champlain College students residing at Spinner Place would require efficient transport to the main campus, the College now provides shuttle service from Spinner Place to the main campus through a contract with Mountain Transit. The College continues its association with CCTA through the auspices of CATMA to provide shuttle service between the Gilbane shuttle lot and the main campus. From September 2006 through May 2007 these services accounted for more than 26,000 shuttle rides to campus. From September 2007 through July 2008 we saw ridership increase to 52,319 persons. Another tremendous success.

To continue to encourage our students to ride the shuttles, Champlain College partnered with CCTA to build and install 2 new bus shelters on Maple Street to protect our shuttle riders from winter weather. We also introduced a GPS tracking system during the Fall of 2007 that allows students to determine when the next bus will be coming and increased ridership accordingly.

Through CATMA, Champlain College now hosts a pod location for CarShare Vermont. The new nonprofit car sharing organization officially launched in the Burlington area in December 2008. The Champlain College pod houses two Subaru Imprezas. There are five additional pod locations in the city of Burlington. Two Subaru Imprezas are also located on the University of Vermont campus and there are four Toyota Priuses at other locations in the city. Membership in CarShare Vermont is open to anyone over the age of 18, with some restrictions.

In May of 2008, Champlain College won the Chittenden County Metropolitan Planning Organization's Way to Go! Challenge for the Large Employer category. "More than 100 employers and schools competed to achieve the highest participation rates... 'Way to Go' is a collaborative effort of the Way to Go Partners which includes the Chittenden County Metropolitan Planning Organization, CCTA, Lake Champlain Committee, Local Motion, CATMA, VTrans, and the Alliance for Climate Action, 10% challenge."

(Source: <http://www.ccmppo.org/newsroom/releases/20080603.html>)

In September of 2007, Champlain College was designated one of the Best Workplaces for CommutersSM by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT). Best Workplaces for CommutersSM, a voluntary partnership program designed to cut traffic congestion and traffic-related air pollution, recognizes employers



CATMA 2009 ANNUAL REPORT

that provide environmentally friendly commuter benefits to employees. Through Champlain College’s membership in the Campus Area Transportation Management Association (CATMA) the private College is able to offer an array of benefits, including Unlimited Access, that help their employees pursue environmentally friendly and cost-effective commuting strategies. Offering these commuter benefits identifies Champlain College as an organization committed to reducing pollution, commuting costs, traffic congestion, and employee stress caused by single-occupant vehicle commuting. Champlain College joins two other CATMA members, Fletcher Allen Health Care and the University of Vermont, along with CATMA on the list as Best Workplaces for CommutersSM.

As a member of CATMA, the College participates in “RidesWork”, a confidential carpool matching service and the Emergency Ride Home program, which provides a free taxi ride home in an emergency to everyone registered with CATMA as an alternate commuter. Also through CATMA, the College’s students and employees can ride on the University of Vermont’s off-campus evening loop (CATS) buses at no charge. This has provided Champlain College affiliates with free and reliable access to the University of Vermont campus as well as the Burlington downtown area.

Other CATMA incentives include the Bike/Walk Bucks Reward Program. All faculty and staff of Champlain College who agree to bike or walk to and from work at least three days a week on a consecutive basis are eligible for the program. A complete description of all the CATMA TDM programs and services, which are available to Champlain College constituents, can be found in the CATMA section of this chapter. The College continues to encourage the use of bicycles during warm months and has daytime storage rack space for employee and student bicycles.

Sec. 8.3.3 (e)

Monitoring, Compliance and Enforcement Systems

The Champlain College security staff monitors all campus lots. Patrols are made randomly to deter vandalism, assist motorists, and to ensure that all parking regulations are enforced. On Street patrols of contiguous streets are also performed regularly. Additionally, Champlain College provides security at the Gilbane lot from dusk to midnight weeknights when classes are in session.

We continue increased patrols of the streets contiguous to our campus core in support of the normal patrol activities of the Burlington Police Department, and they are contacted immediately if a vehicle is spotted parked in a “Residents Only” area or is blocking the driveway of a neighbor. We have also continued ticketing Champlain College affiliated vehicles that are left on street overnight by running their license plates through the police department and then matching the address of the owner with our records.

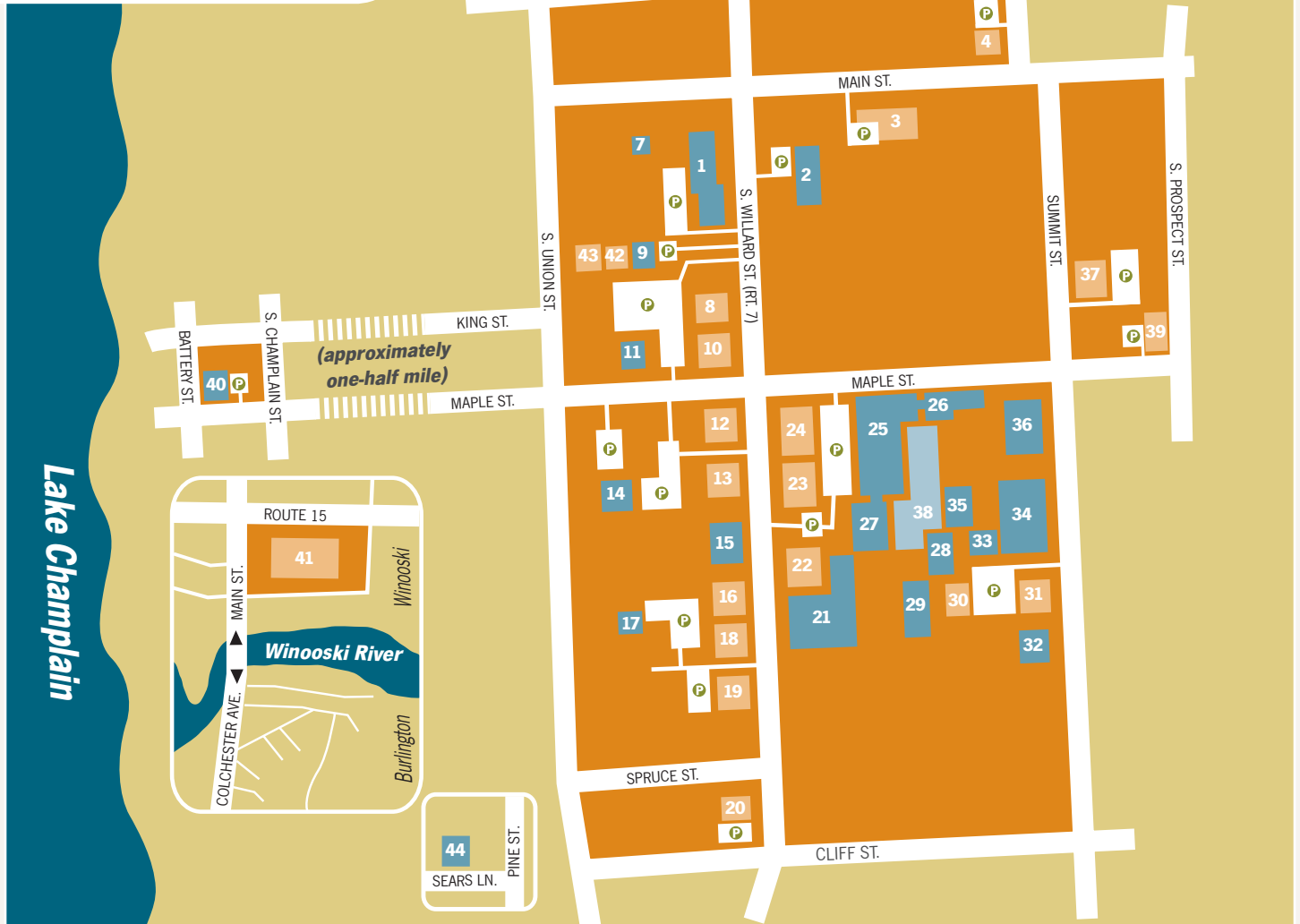
Our Security officers have been diligent about enforcing the new regulations. As a result, we continue to see improvement in the levels of voluntary compliance as our community adapts to our new rules and regulations.

Beginning in the Fall semester of 2006, Champlain College partnered with a nationally known ticketing management company called IPARQ. We purchased the necessary software to automate much of the collection function including the ability to turn unpaid tickets over to Student Accounts. Those tickets are now added to student bills making it impossible to avoid paying a valid ticket. This investment has increased collections of tickets during the 2006-07 school year by 63% to \$57,390.00. During the 2007-08 school year, we collected \$44,175.00 bringing our 2-year total to \$101,565.00. The previous best 2 years we ever had in collections prior to this was the 2004-2006 period, when we collected \$56,000.00.





CHAMPLAIN COLLEGE



Campus building key

ACADEMIC BUILDINGS

- | | | | | | |
|----|--------------------------------------|----|---|----|----------------|
| 9 | Advising & Registration Center (ARC) | 21 | IDX Student Life Center | 1 | Skiff Hall |
| 36 | Aiken Hall | 29 | Joyce Learning Center | 14 | West Hall |
| 27 | Alumni Auditorium | 34 | Miller Information Commons | 35 | Wick Hall |
| 11 | Coolidge House | 15 | Perry Hall | 40 | 212 Battery |
| 2 | Durick Hall | 32 | President's House | 44 | Physical Plant |
| 33 | Foster Hall | 17 | Rowell Annex | | |
| 28 | Freeman Hall | 38 | Rozendaal Courtyard | | |
| 7 | The Gallery | 26 | S.D. Ireland Family Center for Global Business and Technology | | |
| 25 | Hauke Family Campus Center | | | | |

RESIDENCE HALLS

- | | | | |
|----|--|----|------------------|
| 34 | Bader Hall | 16 | Rowell Hall |
| 18 | Bankus Hall | 5 | Sanders Hall |
| 30 | Carriage House | 20 | South House |
| 23 | Cushing Hall | 41 | Spinner Place |
| 31 | Schillhammer Hall | 37 | Summit Hall |
| 12 | Hill Hall | 8 | Whiting Hall |
| 19 | Jensen Hall | 39 | 215 S. Prospect |
| 13 | Lyman Hall | 42 | Adirondack House |
| 3 | Main Street Suites and Conference Center | 43 | Lakeview Hall |
| 10 | McDonald Hall | 4 | 396 Main Street |
| 6 | North House | | |
| 22 | Pearl Hall | | |

(continued from front page)

after 4 p.m. or in Zone 1 and 6 lots during shuttle hours. There is no charge for students to park in the Gilbane lot at any time.

ZONE PERMITS Permits are issued by zone depending on enrollment or employment status with the College, taking into account special needs. Fees may be paid in full at registration or, in the case of faculty and staff, by payroll deduction.

PLACEMENT Affix the decal to the lower left-hand corner of the front windshield. Decals must be clearly visible through the front windshield.

REPLACEMENT PERMITS Notify the Safety and Parking Office immediately if your permit is lost or stolen. Log on to ThePermitStore.com to request a replacement permit. Once a replacement permit is ordered, the old permit is no longer valid. There is a \$10 processing fee for replacement permits.

REFUNDS If you withdraw (or cease College employment) within five days of receiving your permit, 100% of the permit cost will be refunded provided you return your permit by mail to ThePermitStore.com and permanently remove your vehicle from the campus.

PERMITS ARE NOT TRANSFERABLE Remove your permit from your vehicle if you sell it or otherwise transfer ownership. Log on to ThePermitStore.com to change or update your vehicle information. Permits may not be transferred to other individuals or used on vehicles not registered for that permit.

Violations

CITATIONS Citations may be presented to the owner/operator in person, placed on the vehicle windshield or mailed. It is possible to receive a citation for more than one infraction at a time. **APPEALS MUST BE MADE WITHIN 15 DAYS OF TICKET ISSUE**, and may be made online at www.scapepy.com. After 30 days all outstanding fines will be submitted to Student Accounts and will be added to individual bills until settlement. Once fines have been submitted for collection in Student Accounts you will no longer be able to appeal the ticket and a \$25 administrative fee will be added.

TOWING Cars with unpaid tickets or that have not been registered with the College may be towed without further warning. Chaplain faculty, staff, students and affiliates parked outside of Chaplain College zones may also be towed.

Infraction	Fine* (Last Officer)	Fine* (Subsequent)
Parking on grass/sidewalks, in non-permitted zone or outside white lines	\$25	All Fines
Improper permit placement	\$25	Doubled
Unregistered vehicle	\$50	
Handicap zone, fire lane	\$50	
Use of unauthorized permit	\$100	

* Fines change are in addition to these fines. New fines must be paid in full in order to receive a new parking permit, online course registration, receive a transcript or be awarded a degree.

08-0168_05/08_2500



CHAMPLAIN COLLEGE

PARKING PROGRAM AND REGULATIONS



Campus Public Safety

865-5403

Durick Hall
Monday - Friday 8:00 a.m. - 4:00 p.m.

For the most up-to-date policy information, go to: www.champlain.edu.

Champlain College is located in a residential neighborhood in the heart of Burlington. This means that parking on campus and surrounding streets is extremely limited. In an effort to make the most efficient use of our limited parking spaces on campus and to maintain the good relations we enjoy with our neighbors, Champlain has developed a strict campus parking policy that applies to everyone — students, faculty, staff and visitors.

General Regulations

ALL VEHICLES MUST BE REGISTERED All Champlain College students, faculty and staff must register their cars and park in their assigned zones. **Failure to park in your assigned zone—including city streets outside the parking zone map—will result in fines and/or towing.** Permits are issued by zone, and only those vehicles with a valid permit for a particular zone may park in that zone. For example, residential students with Zone 6 permits may not park in Zone 7 at any time.

PERMITS Permits must be properly displayed while in the College's assigned parking zones, including designated city streets. Vehicles not displaying the required permit will be cited for a fine and/or towed at the owner's expense. (See back panel for details about permits and citations.)

ONE PERMIT PER PERSON No faculty, staff or student can receive more than one permit. Only one registered car may be parked in College zones or designated parking areas at any one time.

PARKING SPACE IS NOT GUARANTEED From time to time, it is possible that no parking will be available in designated campus zones. In such cases, permit holders may park in Zone 1 or Zone 6 and use the free shuttle.

PARK BETWEEN WHITE LINES The only legal parking space in any College parking lot is between two white striped lines.

PROHIBITED AREAS Standard parking regulations apply to vehicles parked on campus. No vehicle may be parked in driveways, fire lanes, handicapped parking or reserved spaces (unless the operator has a permit for such spaces), non-designated parking spaces, on lawns or courtyards, or by blocking a legally-parked vehicle. Vehicles in violation will be towed at the owner's expense. Also note that College-affiliated parking is NOT permitted at any time on the following streets: Cliff, Spruce and South Union from Cliff Street to Maple Street.

RESIDENTIAL STUDENTS MAY NOT HAVE CARS ON CAMPUS OR PARK IN COLLEGE-OPERATED LOTS (except under special circumstances)

Residential students who require a car for employment or medical reasons will be issued a permit for parking in the off-campus Gilbane lot only (Zone 6). In cases of medical need, proof may be required in the form of a doctor's documentation. In cases of employment need, a letter from the employer stating the hours of work, plus a pay stub confirming hours worked, may be required for approval.

These exceptions will be reviewed on a semester basis or as individual circumstances change.

NO PARKING 12:30 A.M. TO 6 A.M. Regardless of the permit held, no student, faculty or staff may park on adjacent city streets from 12:30 a.m. to 6:00 a.m. Vehicles parked overnight in campus zones must be moved to their assigned zones by 8:00 a.m. Overnight parking is available in the Zone 6 (Gilbane) lot.

VEHICLES EQUIPPED WITH ALARMS that do not cease emitting intermittent or constant sound for a total of three minutes within any 15-minute period are strictly forbidden. Violators will be ticketed and towed.

VISITOR PARKING Visitors to the Office of Admission are free to park in any available, non reserved parking space. The parking area west of Skiff Hall is closest to the Office of Admission and temporary visitor permits may be obtained from Admission staff at that location.

How to Register Your Vehicle

Register your vehicle online by visiting the Champlain College website at www.champlain.edu and by following the iPark prompts.

Your permit will be mailed to your campus mailbox. If you do not have one it will be sent to the address you provided during registration.

NON-COMPLIANCE Failure of a student or employee to register a motor vehicle and/or comply with College parking policies may result in fines, towing charges and loss of permission to park a vehicle in College zones, as well as the possible loss of other privileges, suspension or dismissal. Failure to pay parking fines in a timely manner will affect students' financial standing with the college.

WAIVER OF LIABILITY Champlain College assumes no responsibility for the care or protection of any vehicle or its contents at any time it is operated or parked in campus zones. Any damage or theft involving the vehicle (interior or exterior) is the owner's responsibility.

Permits

PERMIT POLICY Students, faculty, staff and vendors who bring a vehicle to campus must register their vehicle with the Safety and Parking Office. Visitors should ask their campus contact for information about parking on campus.

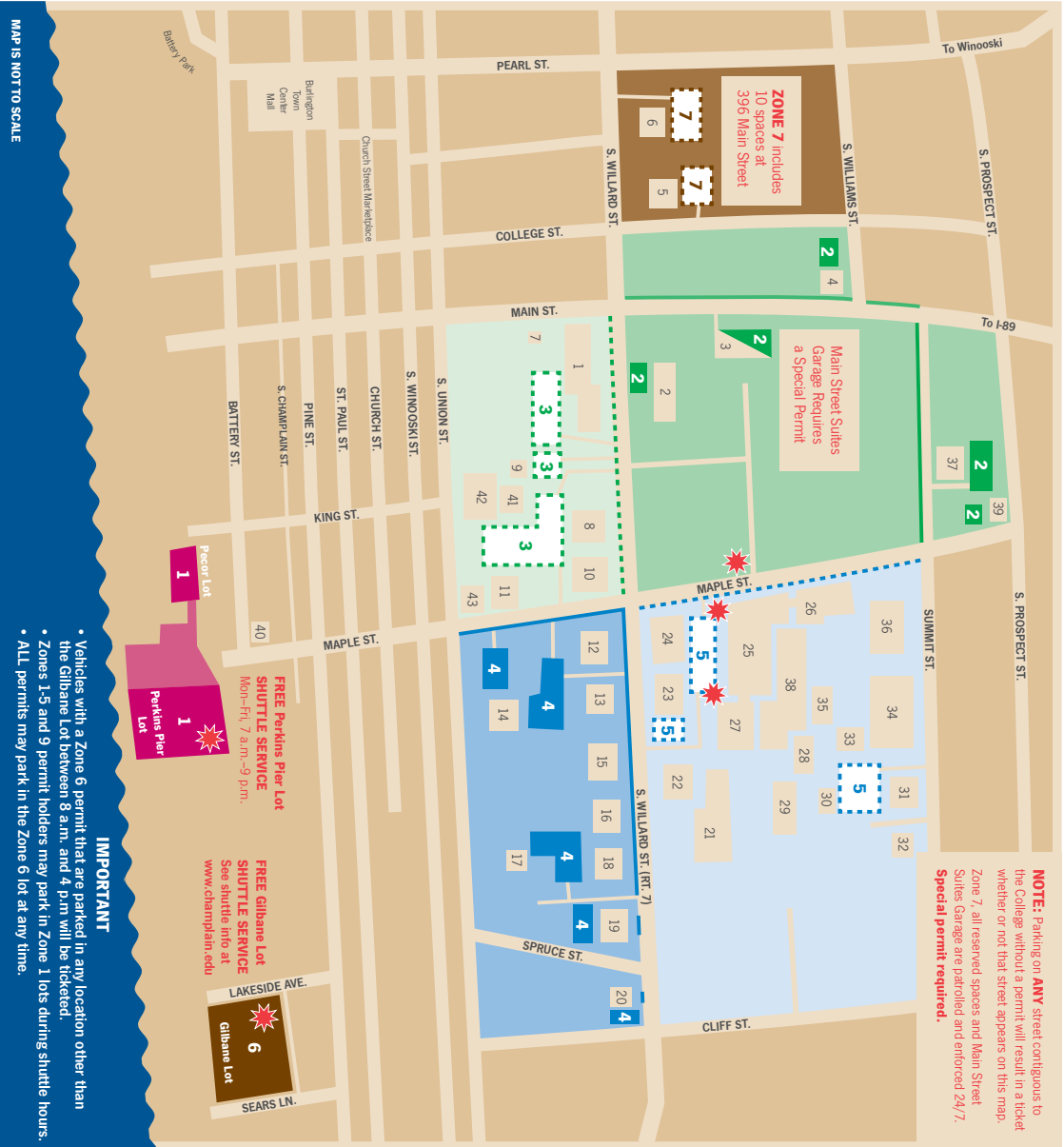
PERMIT FEES Permit fees are \$100/semester for full-time Faculty/Staff and Commuting Students, \$50/semester for part-time Faculty/Staff and Commuting students. Permit fees are \$100/semester for residential special needs permits. There is no charge for parking in qualified satellite lots. There is no charge for evening students to obtain a Zone 9 permit allowing them to park in any available lot (continued on back page)



Zone #/ Permit Color	Lot Category	Buildings/ Parking Areas*
----------------------------	-----------------	------------------------------

1	Faculty/Staff, Student/Visitor	Perkins Pier/Peor Lot FREE SHUTTLE SERVICE Mon-Fri, 7 a.m.-9 p.m.
2	Faculty/Staff, Commuters	56 Summit, 396 Main, 381 Main Street, Durick Hall, 215 S. Prospect ON STREET: _____ <i>Summit (Main-Maple), Main (Summit-Sand, Willard)</i>
3	Faculty/Staff, Commuters	Whiting/McDonald, Skiff Hall, Coolidge House, ARC (Advising/Registration) (Reserved and Visitors ONLY) ON STREET: _____ <i>South Willard (Maple-Main)</i>
4	Faculty/Staff, Commuters	Hill/Lyman Halls, Jensen/Rowell Halls, South Hall, West Hall ON STREET: _____ <i>Maple (S. Union-S. Willard) South Willard (Maple-Cliff) ONLY as shown on map)</i>
5	Faculty/Staff, Commuters	East Hall/MIC, Hanke Center/Bader Hall, Cushing Hall ON STREET: _____ <i>Maple (So. Willard-Summit)</i>
6	Residential	Gilbane Satellite Lot FREE SHUTTLE SERVICE See shuttle info at www.champlain.edu
7	Residential, Special Needs	Sanders Hall, North Hall 10 Spaces at 396 Main Street
9	Evening Students	Zones 1 & 6 during shuttle hours. Any lot after 4 p.m. weekdays

- Parking lots on the map are indicated by the colors of each zone as noted above. The symbol at 381 Main Street indicates a parking garage.
- On-street permitted parking is noted by a line that corresponds with each zone's color and style.
- Campus buildings are numbered according to the key to the right of the map.
- Shuttle pick-up locations are noted by a star.



- Vehicles with a Zone 6 permit that are parked in any location other than the Gilbane Lot between 8 a.m. and 4 p.m. will be ticketed.
- Zones 1-5 and 9 permit holders may park in Zone 1 lots during shuttle hours.
- ALL permits may park in the Zone 6 lot at any time.

IMPORTANT

CAMPUS BUILDING KEY	
1	Skiff Hall
2	Durick Hall
3	Main Street Suites
4	396 Main
5	Sanders Hall
6	North House
7	The Gallery
8	Whiting Hall
9	Advising & Registration Center (ARC)
10	McDonald Hall
11	Coolidge House
12	Hill Hall
13	Lyman Hall
14	West Hall
15	Roger H. Perry Hall
16	Rowell Hall
17	Rowell Annex
18	Banhus Hall
19	Jensen Hall
20	South House
21	IDX Student Life Center
22	Pearl Hall
23	Cushing Hall
24	Bader Hall
25	Haule Family Campus Center
26	S. D. Ireland Family Center for Global Business and Technology
27	Alumni Auditorium
28	Freeman Hall
29	Joyce Learning Center
30	Carriage House
31	East House
32	President's House
33	Foster Hall
34	Miller Information Commons
35	Wick Hall
36	Alken Hall/Morgan Room
37	Summit Hall
38	Rozendaal Courtyard
39	215 S. Prospect
40	212 Battery
41	Adirondack House
42	Lakeview Hall
43	308 Maple

MAP IS NOT TO SCALE

Parking at Champlain College

General Regulations

All vehicles must be registered All Champlain College students, faculty and staff must register their cars and park in their assigned zones. **Failure to park in your assigned zone—including city streets outside the parking zone map—will result in fines and/or towing.** Permits are issued by zone, and only those vehicles with a valid permit for a particular zone may park in that zone. For example, residential students with Zone 6 permits may not park in Zone 7 at any time.

Permits Permits must be properly displayed while in the College's assigned parking zones, including designated city streets. Vehicles not displaying the required permit will be cited for a fine and/or towed at the owner's expense.

One permit per person No faculty, staff or student can receive more than one permit. Only one registered car may be parked in College zones or designated parking areas at any one time.

Parking space is not guaranteed From time to time, it is possible that no parking will be available in designated campus zones. In such cases, permit holders may park in Zone 1 or Zone 6 and use the free shuttle.

Park between white lines The only legal parking space in any College parking lot is between two white striped lines.

Prohibited areas Standard parking regulations apply to vehicles parked on campus. No vehicle may be parked in driveways, fire lanes, handicapped parking or reserved spaces (unless the operator has a permit for such spaces), non-designated parking spaces, on lawns or courtyards, or by blocking a legally-parked vehicle. Vehicles in violation will be towed at the owner's expense.

Residential students may not have cars on campus or park in College-operated lots (except under special circumstances). Residential students who require a car for employment or medical reasons will be issued a permit for parking in the off-campus Gilbane lot only (Zone 6). In cases of medical need, proof may be required in the form of a doctor's documentation. In cases of employment need, a letter from the employer stating the hours of work, plus a pay stub confirming hours worked, may be required for approval. These exceptions will be reviewed on a semester basis or as individual circumstances change.

No parking 12:30 a.m. to 6 a.m. Regardless of the permit held, no student, faculty or staff may park on adjacent city streets from 12:30 a.m. to 6:00 a.m. Vehicles parked overnight in campus zones must be moved to their assigned zones by 8:00 a.m. Overnight parking is available in the Zone 6 (Gilbane) lot.

Over night parking [General Dynamics Lot]

[Open PDF Document](#)

Vehicles equipped with alarms that do not cease emitting intermittent or constant sound for a total of three minutes within any 15-minute period are strictly forbidden. Violators will be ticketed and towed.

Visitor parking Visitors to the Admissions Office are free to park in any available, non reserved parking space. The parking area west of Skiff Hall is closest to the Admissions Office and temporary visitor permits may be obtained from Admissions staff at that location.

Non-compliance Failure of a student or employee to register a motor vehicle and/or comply with College parking policies may result in fines, towing charges and loss of permission to park a vehicle in College zones, as well as the possible loss of other privileges, suspension or dismissal. Failure to pay parking fines in a timely manner will affect students' financial standing with the college.

Waiver of liability Champlain College assumes no responsibility for the care or protection of any vehicle or its contents at any time it is operated or parked in campus zones. Any damage or theft involving the vehicle (interior or exterior) is the owner's responsibility.

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) PDF
- [Shuttle Information](#)
- [Transportation Policy](#) PDF
- [Transportation Waiver Form](#) PDF
- [CATMA, CCTA & Other Programs](#)
- [Visitors & Misc. Information](#)

Parking at Champlain College

How to Register / Apply

All vehicles, including motorcycles (or any motorized vehicle), operating on campus must register no later than the first week of classes each semester.

Students, faculty, and staff may apply for parking permits by logging on to [ThePermitStore.com](#). When you reach "The Permit Store", enter **Champlain** as your parking destination. Students, faculty and staff will all be required to use the last 5 digits of their Datatel ID number during the registration process. Limited parking is available in Champlain College zones, therefore permits will be issued by zone on a first come first serve basis.

If you are paying by check or money order, your decal will not be mailed until the payment is received.

If you are paying by credit card, once you have entered your credit card information, you will receive a message that says "approved" – *this only means your credit card was accepted*, this does not mean your parking request was approved.

How to Order

When first visiting [ThePermitStore.com](#), the applicant will be asked to create a new account in the system. The process uses the applicant's email address as the account name and the applicant will create a password to access their account. Forgotten passwords can be retrieved at anytime as long as the applicant can receive emails at the address used to create the account.

The following information is needed to complete a campus parking permit purchase:



Personal Info – Name, Address, Email and College ID number.

Vehicle Info – Vehicle make, model, year, color, and license plate number.

Payment – Credit card, check or money order. Payroll deduction is also available for qualified faculty and staff.

If the application is approved a parking permit will be sent in the mail to your campus mail box or home address provided at registration if you do not have a campus box. It will be received in 2-3 business days (with exceptions for holidays and weekends).

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) 
- [Shuttle Information](#)
- [Transportation Policy](#) 
- [Transportation Waiver Form](#) 
- [CATMA, CTA & Other Programs](#)
- [Visitors & Misc. Information](#)

Parking at Champlain College

Permits

Permit policy Students, faculty, staff and vendors who bring a vehicle to campus must register their vehicle with the Safety and Parking Office. Visitors should ask their campus contact for information about parking on campus.

Permit fees Permit fees are \$100/semester for full-time Faculty/ Staff and Commuting Students, \$50/semester for part-time Faculty/ Staff and Commuting students. Permit fees are \$100/semester for residential special needs permits. There is no charge for parking in qualified satellite lots.

There is no charge for evening students to obtain a Zone 9 permit allowing them to park in any available lot after 4 p.m. or in Zone 1 and 6 lots during shuttle hours. There is no charge for students to park in the Gilbane lot at any time.

Zone permits Permits are issued by zone depending on enrollment or employment status with the College, taking into account special needs. Fees may be paid in full at registration or, in the case of faculty and staff, by payroll deduction.




Placement Affix the decal to the lower left-hand corner of the front windshield. Decals must be clearly visible through the front windshield.

Replacement permits Notify the Safety and Parking Office immediately if your permit is lost or stolen. Log on to [ThePermitStore.com](#) to request a replacement permit. Once a replacement permit is ordered, the old permit is no longer valid. There is a \$10 processing fee for replacement permits.

Refunds If you withdraw (or cease College employment) within five days of receiving your permit, 100% of the permit cost will be refunded provided you return your permit by mail to [ThePermitStore.com](#) and permanently remove your vehicle from the campus.

Permits are not transferable Remove your permit from your vehicle if you sell it or otherwise transfer ownership. Log on to [ThePermitStore.com](#) to change or update your vehicle information. Permits may not be transferred to other individuals or used on vehicles not registered for that permit.

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) 
- [Shuttle Information](#)
- [Transportation Policy](#) 
- [Transportation Waiver Form](#) 
- [CATMA, CTA & Other Programs](#)
- [Visitors & Misc. Information](#)

Parking at Champlain College

Violations

Citations Citations may be presented to the owner/operator in person, placed on the vehicle windshield or mailed. It is possible to receive a citation for more than one infraction at a time. APPEALS MUST BE MADE WITHIN 15 DAYS OF TICKET ISSUE, and may be made online at www.scapay.com. After 30 days all outstanding fines will be submitted to Student Accounts and will be added to individual bills until settlement. Once fines have been submitted for collection in Student Accounts you will no longer be able to appeal the ticket and a \$25 administrative fee will be added.

Towing Cars with unpaid tickets or that have not been registered with the College may be towed without further warning. Champlain faculty, staff, students and affiliates parked outside of Champlain College zones may also be towed.

Infraction	Fine* (1st Offense)	Fine* (Subsequent)
Parking on grass/sidewalks, in non-permitted zone or outside white lines	\$25	All Fines Doubled
Improper permit placement	\$25	
Unregistered vehicle	\$50	
Handicap zone, fire lane	\$50	
Use of unauthorized permit	\$100	

* Towing charges are in addition to these fines.

Note: Fines must be paid in full in order to receive a new parking permit, confirm course registration, receive a transcript or be awarded a degree.

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) PDF
- [Shuttle Information](#)
- [Transportation Policy](#) PDF
- [Transportation Waiver Form](#) PDF
- [CATMA, CCTA & Other Programs](#)
- [Visitors & Misc. Information](#)



BURLINGTON. VERMONT

TRANSPORTATION POLICY

Final 11/21/05

Objective of Champlain College Vehicle and Transportation Policy

The purpose of this policy is to clearly provide acceptable usage for all College owned vehicles in order to ensure the highest degree of safety attainable for our students, faculty, and staff.

Use College Vehicles for College Sponsored Activities:

College vehicles are available and can be reserved when available for use by authorized personnel and approved student organizations that are conducting official College business or are engaged in College sponsored activities. The vehicles are not available for personal use.

Authorized personnel and student organizations shall be defined as follows:

- a. All College faculty, administrators, and employees who may require vehicles for official College business or activities
- b. College students, with approval of Department Chairperson, who may require vehicles for purposes related to the academic programs of the college (student teaching, community service, etc.)
- c. College student organizations, approved by the Vice President for Student Services, who may require vehicles for recreational and entertainment activities.

Driving Safety Course for Approved Vehicle Use

Only those students, faculty and staff who successfully pass the Champlain College Driving Safety course will be permitted to drive Champlain College Vehicles. The program is offered twice during the academic year and is coordinated and scheduled through the Security Office. In addition,

- a. Each driver must provide a photocopy of his / her driver's license to the Security Office; the record check conducted by the Security Office must find a clean driving record; for students, two years' experience driving and a two year clean driving record is required.
- b. Drivers must successfully complete a written driver's examination.
- c. Drivers must successfully complete a driving skills aptitude test.
- d. Student drivers must be at least 20 years old.
- e. Student drivers are eligible to drive the van to and from their destinations that are in the local area defined as ***Chittenden County (excluding ski areas) or other pre-approved locations in Grand Isle and Addison counties.***

If any component of the Driver's Certification Program is not successfully completed, the individual will not be permitted to drive the College's vehicles.

Approval for driving all vehicles lasts for one school year. During the summer, each driver is subject to a license check. Upon verification of a clean driving record, approval will be extended for the upcoming school year.

Requests for College Vehicles

Requests for vehicles should be scheduled at least one week in advance. All students requesting the use of College-owned vehicles must obtain a **permission slip** from the approved Program Coordinator, Department Chair or club/program advisor. Reservations are generally on a first come, first serve basis; however, the College reserves the right to reserve, approve, or deny the use of College Vehicles as it sees fit in its sole discretion.

- a. The permission slip is to be completed in full.
- b. Students must present the permission slip to the Security Office Manager **before** commencing on the planned trip in order to insure availability of vehicle.

General Operating Parameters for College Vehicles

- a. Only approved, trained and certified students, faculty or staff may drive the vehicle.
- b. No driver shall transport more passengers in a vehicle than the vehicle is intended to transport. In most cases this is the same as the number of factory-installed seat belts.
- c. All trips must be College related or sponsored.

- d. All drivers will be provided a cell phone for travel, unless the driver maintains a personal cell phone. The phone is to remain on and in the driver's possession from the time the keys are picked up until they are dropped off.
- e. It is the responsibility of the organization sponsoring the trip to secure a trained and certified driver.
- f. Trip itinerary and roster must be provided to Campus Security prior to departure.

Driver Responsibilities:

- a. All drivers, upon completion of training and certification, will sign an agreement stating that they have read and understand the policies stated in this document.
- b. All drivers will provide the College with written notification of any and all changes to their state license status (i.e. the College is to be made aware of any speeding tickets, moving violations, or accidents involving the College driver).
- c. Each passenger must wear a seat belt.
- d. The driver may not operate a cellular phone while driving.
- e. No smoking or consumption of alcohol in the vehicle shall be permitted.
- f. No loud music or rowdy behavior that may distract the driver is permitted.
- g. The driver must follow all local and state laws.

- f. The driver must ensure the safety of all passengers.

- g. If an accident or other incident occurs which causes harm to College students, faculty, staff, or property, the driver should immediately call Campus Security 865-6465 days or 343-4242 evenings. This will bring about an investigation report.

- h. In the event of inclement weather, the following procedures must be followed:
 - 1. The Department Chairperson, program advisor, or approved student organization advisor will determine if the vehicle is to be used for that day or evening.
 - 2. If it is determined that the vehicle will not be operated, the trip must be cancelled.
 - 3. During the duration of the trip, it is the responsibility of the driver to determine if inclement weather necessitates changing return plans. In inclement weather it is expected that the return will be postponed and the driver will cease operation of the vehicle.

- i. The driver is responsible for the safety and behavior of passengers while in transit. The driver is financially responsible for any traffic or parking citations that he / she may receive.

- j. Employee violations will be reported to the Human Resources office and student violations will be reported to the College Disciplinary System. Violations of a serious nature involving operational safety or violation of laws (such as reckless driving and driving under the influence of intoxicants) could result in loss of the privilege to operate a College vehicle. The Office of Campus Safety will investigate complaints.

451124_v1: 1491-00003

TRANSPORTATION

ASSUMPTION OF THE RISK AND WAIVER

I _____, hereby acknowledge that it may be necessary for me to transport myself and/or others, or to use transportation not provided by Champlain College, in order for me to attend or participate in Champlain College activities/clubs/classes/events. I further acknowledge that there are risks inherent in using or providing such transportation for myself or others, such as (but not limited to), inclement weather and hazardous road conditions. I agree to assume the full risk and full responsibility for arranging transportation for said activities/clubs/classes/events, as well as the associated costs, in exchange for Champlain College granting me permission to participate in said activities/clubs/classes/events. I further acknowledge and agree that Champlain College shall not be responsible for any bodily injury to me, other students, or any third parties or any property damage that may result from my use of transportation not provided by Champlain College to attend Champlain College activities/clubs/classes/events or provision of such transportation by me to myself and/or others. I agree to defend, indemnify, and hold Champlain College, its trustees, agents, employees and affiliated entities harmless from any and all damages, including, but not limited to, bodily injuries and property damage that may arise from my transportation of myself and/or others to Champlain College activities/clubs/classes/events.

Name (please print) _____

Date _____

Signature _____

Signature of Parent or Guardian (if participant is under 18 years of age)

_____ Date _____

Parking at Champlain College

Visitor & Misc. Information

Visitor parking Guests of the College are strongly encouraged to park in off-site areas. In special circumstances, College guests may apply for a limited-time guest pass by contacting the Safety & Security Department Parking Office at 860-2705 – 865-5403 or by stopping at the office during regular business hours. Guest passes can also be obtained at the Security Office.

Weekend parking Faculty, staff and students are allowed to park in any zone after 4:00pm on Friday until 8:00am Monday morning. The college reserves the right to close these lots during certain times of the year to accommodate parking for campus events.

Parking for Break Periods Parking lots designated for student use are closed during break periods. Parking during these times is not available. Students living on campus over a scheduled break should contact the Safety and Parking Office to obtain instructions on where to park. This includes, but is not limited to, semester breaks and spring break.

Vehicle Breakdowns If you are parking in a Champlain College lot and experience car trouble please contact the UVM Motor Assistance at 656-8686. The UVM motor assistance will be able to assist in jump-starts and provide numbers to garages and locksmiths. UVM motor assistance reserves the right to refuse this courtesy to owners of vehicles who appear to be abusing it. Please be aware that UVM does not do jump starts for vehicles parked on the street.

Snow Emergency During various times throughout the year it may be necessary to close lots for snow removal. Parking will be allowed at the Gilbane Lot. Individuals are responsible for paying attention to weather conditions whether they are planning to use their vehicle or not. During these times, an announcement will be made through Head Residents, Resident Advisors or Area Coordinators, campus phone and/or College website. Vehicles found in the areas designated to be cleared may be ticketed or towed. Please also observe Burlington City snow removal procedures. The City will tow vehicles parked on the road during a snow ban without prior warning.


Vehicle Safety Tips

- * Always lock your vehicle, even if you plan to be away from it for only a minute.
- * When you park your car, do not leave valuables in plain sight.
- * If you will be returning to your vehicle after dark, try to park under a light or near a building.
- * When driving, keep your doors locked.
- * If you believe that you are being followed, do not drive to your parking area, drive to a place where there are many people & call the local authorities.
- * Report all unusual circumstances to the Safety and Parking Office or Campus Security immediately.

Important Phone Numbers

- * Life Threatening Emergencies: 9-1-1
- * Champlain College Security: 865-6465
- * Burlington Police: 9-1-1
- * Burlington Fire Department: 9-1-1
- * Champlain College Safety and Parking Office: 865-5403
- * UVM Motor Assistance: 656-8686

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) 
- [Shuttle Information](#)
- [Transportation Policy](#) 
- [Transportation Waiver Form](#) 
- [CATMA, CTA & Other Programs](#)
- [Visitors & Misc. Information](#)

Parking at Champlain College

CATMA, CCTA & Other Programs

Help is Here to Make Your Commute to Work/Campus Easier On You And Your Wallet!

Introduction

With the price of gas these days along with society's concern for the environment and the growing traffic congestion and parking situation, there has been an increasing interest and need for employers and commuters to seek other transportation options other than driving alone to work -- riding a bike, walking, carpooling, telecommuting or taking the bus.

The Campus Area TMA (a.k.a. CATMA) and Champlain College provide employees and students with programs, services and incentives encouraging and enabling people to choose alternate travel modes to get TO and FROM work/class.

CATMA was established in 1992 as a formal association of Fletcher Allen Health Care, Champlain College, the University of Vermont and the American Red Cross to jointly plan, manage and share transportation and parking resources. It is a collective mission of CATMA members to provide safe, convenient and economical transportation and parking solutions to the institutions and health care organizations located in a shared common area known as "The Hill" or the Campus District.

Bike/Walk Reward Program

Employees receiving salary and benefits from Champlain College are eligible to participate and register in CATMA's award winning Bike/Walk Reward program. This program rewards employees who bike and/or walk TO AND FROM work at least three times a week for two four week blocks with a \$15 gift card. You can choose a gift card from either GGP, which can be redeemed at many shops, stores & restaurants downtown, or a gift card for City Market, Merrill's Roxy Cinema or Borders Bookstore.

When you register for this program, CATMA will send you a "welcome packet" which includes a Bike/Walk Bucks Reward Card. There are two 4-week blocks listed on the card, and you write in the dates that you bike or walk TO AND FROM work. When you complete the required weeks, simply return the card to CATMA via intercampus mail, and we'll send you your requested \$15 gift card with another blank Bike/Walk card. The program is flexible in that you can participate on a 4-week basis as it fits with your schedule and cooperative weather!

All Bike/Walk program participants are automatically enrolled in CATMA's Emergency Ride Home Program, a FREE taxi ride home in the event of an emergency, including a breakdown of your bicycle!

Confidential Carpool Matching Service – RIDESWORK – 656-RIDE

RIDESWORK is a free, confidential carpool matching service personally provided by CATMA staff. CATMA's database includes people who are interested in finding a carpool partner(s) as well as existing carpools who are accepting additional members. CATMA's database is unique in that it consists of employees who are employed and commuting to "the hill" area only.

CATMA's website has current RIDESWORK listings updated regularly, so if you're interested in carpooling, check it out. The ads are listed under various cities and towns, so you can quickly view ads from the town and/or park & ride closest to you. For confidentiality purposes, your name is not listed in the ad, only your CATMA member number.

If you are interested in joining a carpool or seeking additional members, simply register online at www.uvm.edu/~catma or call CATMA at 656-RIDE. In addition to advertising on our website, once you register with CATMA, your "carpool ad" will be listed in CATMA's periodic TRANSPORTATION NEWSLETTER, a publication distributed to employees at CATMA's member institutions.

All carpool participants who register with CATMA are also covered by the Emergency Ride Home program.

Here are a few reasons why you might consider carpooling: fewer vehicles on the road meaning a less congested highway and "hill" area; better air quality; a chance to enjoy the view; relaxing while someone else drives; meeting new people; and saving all that gas and money!

Unlimited Access "Free Bus Ride" Program

All Champlain College faculty, staff and students can ride any CCTA bus anytime, anywhere, including the LINK Express routes for FREE. Just show the bus driver your ID then swipe it through the fare box card reader. If you need to take more than one bus to get to your destination, YOU MUST ask the driver for a transfer before you leave the bus.

Keep in mind that all Champlain College employees who are riding the bus on a regular basis qualify for CATMA's Emergency Ride Home program. This is a FREE taxi cab ride home in the event of an emergency on a day you took the bus (up to \$50/ride). You must register with CATMA as a bus rider in order to use this program.

There are CCTA Bus Map & Guides that provide you with specific route and schedule information. You can pick up a Bus Guide at various Champlain College campus locations; at www.cctaride.org or at CATMA.

Emergency Ride Home Program

This FREE Emergency Ride Home Program is available only to employees who don't drive alone to work, and either carpool, vanpool, ride with a family member, bike, walk or take the bus. You MUST register with CATMA as an alternate commuter in order to receive this FREE emergency taxi ride. Once you register, you will receive a "welcome packet" from CATMA which includes a Commute Smart Card with your name, employer and CATMA Member Number.

If an emergency arises on a day that you used an alternate commute mode, you simply call the cab company directly to make your emergency ride arrangements. **You MUST have your CATMA Commute Smart Card to show the cab driver.** The Emergency Ride Home program will pay up to \$50 of the fare (approximately 40 miles), so you will be responsible for any additional charges, including the tip, so it's good to keep some extra cash with you.

Monthly Drawings

Every month, CATMA does FOUR drawings of two \$15 certificates and two \$10 certificates to either Three Tomatoes, VT Pub & Brewery or Penny Clause Cafe. The winners are selected from everyone registered with CATMA as an alternate commuter.

REGISTRATION AND INFORMATION

CATMA, 150 Colchester Avenue, Suite 1, Burlington
www.uvm.edu/~catma
 Email: catma@uvm.edu
 802-656-RIDE

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#) PDF
- [Shuttle Information](#)
- [Transportation Policy](#) PDF
- [Transportation Waiver Form](#) PDF
- [CATMA, CCTA & Other Programs](#)
- [Visitors & Misc. Information](#)

Parking at Champlain College

Shuttle Information

The Champlain College Perkins Pier Shuttle and the CATMA Gilbane/Gilbane Overnight Parking are essential to the success of the College's parking policy.

Perkins Pier

To minimize your "wait time", The Perkins Pier Shuttle runs on a continuous loop from the Pier to Cushing Hall Monday through Friday 7:00am until 9:00pm during the academic year. The shuttle will stop at Cushing Hall East entrance.

[Open PDF Document](#)

Bus Passenger Shelter

A bus shelter is available on the east side of Cushing Hall to service people waiting for the shuttle. It will be open from 7:00am until 9:00pm Monday through Friday.

[Open PDF Document](#)

CATMA Shuttle Express

[Open PDF Document](#)

CATMA Parc/Champlain College Shuttle to Gilbane Lot

CCTA service from the Gilbane lot to MCHV and back will operate via Maple Street from 5am-9pm, Monday –Friday. Service will be augmented by Mountain Transit from 9pm- midnight Mon-Weds and 9pm-1am on Thursday and Friday. Mountain Transit service will include stops at Spinner Place and Sanders Hall during these time periods.

Champlain College Spinner Place Shuttles

From 9am-1am Saturday and Sunday service will be provided by Mountain Transit from Gilbane to Champlain to spinner Place and back.

[Spinner Place & Late Night/Weekend schedule information.](#)

There are a number of other programs available too!

[CATMA, CCTA & Other Programs Available >>](#)

[Home](#)

- [How to Register /Apply](#)
- [General Regulations](#)
- [Permits](#)
- [Violations / Appeals](#)
- [Campus Map & Zones](#)
- [Shuttle Information](#)
- [Transportation Policy](#)
- [Transportation Waiver Form](#)
- [CATMA, CCTA & Other Programs](#)
- [Visitors & Misc. Information](#)



Car Free Champlain Day

Thursday, January 31, 2008



*Your Chance to Make a Difference - Leave Your Car at Home
Save Money - Reduce Traffic on Campus - Improve Air Quality*

During the week of January 28, 2008, Champlain College will participate in a nationwide educational initiative called **Focus the Nation**. On **Car Free Champlain Day**, students, faculty and staff are encouraged to try using alternative means of transportation.

- **BUS** - Did you know that CCTA operates local routes in Burlington, Essex Center, Essex Junction, Shelburne, South Burlington, Williston, Winooski and three express routes to Middlebury, Montpelier & St. Albans? AND with your Champlain College ID, you can ride any CCTA route, including the three LINK routes, 24/7 for FREE! CCTA Bus Map & Guides are available at the Student Resource Center in Hauke and online at www.cctaride.org. Stop by at the campus tabling events listed below and we'll help you figure out how to get to Champlain by bus.
- **SHUTTLE** - Did you know you can always park for FREE and ride a FREE shuttle from the Gilbane lot off Lakeside Ave. or Perkins Pier? On Jan. 31st, you can try this option. If you decide to continue, you'll need to get a parking permit from Champlain College. Take the CATMA Express Shuttle operated by CCTA if you park at Gilbane. Take the Perkins Pier Shuttle operated by Mountain Transit if you park at Perkins Pier. Routes and schedules are on the Champlain website at https://my.champlain.edu/public/parking/shuttle_information.html.
- **CARPOOL** - For **Car Free Champlain Day**, Champlain College has set up a special Rideshare Board where you can go to look for someone to carpool with. Go to <http://creator.zoho.com/vtgreencampus/champlaincollege/form/1/>. If you decide to continue carpooling or want to find a carpool, CATMA provides a free confidential carpool matching service. You can register online at www.uvm.edu/~catma using the Signup button. On **Car Free Champlain Day**, there'll be a special "Carpools Only" parking lot on campus at the McDonald/Whiting lot. You must have 3 or more people in the carpool to park here on the 31st.
- **BIKE, WALK, SKI** - If weather permits, try walking or biking to campus on the 31st. Employees of Champlain College, who commit to continue to bike or walk (skiing counts too) to and from work at least three days every week, can earn rewards through CATMA's Bike/Walk Program.
- **EMERGENCY RIDE HOME** - If you leave your car at home on the 31st and then need to get home in an emergency, you can call Yellow Cab at 862-3300 for a free cab ride. Just show your Champlain College ID and sign a voucher. If you're an employee using an alternate mode of transportation to get to work on a regular basis, sign up for CATMA's Emergency Ride Home Program.

Check out the **Sustain Champlain wiki** at <http://sustainchamplain.pbwiki.com> for a list of events. Between talks, workshops, webcasts, expos, demonstrations, and films, there is something for everyone. For more information on all the incentives & programs offered through CATMA, visit www.uvm.edu/~catma or call the CATMA RidesWork office a 656-RIDE.

Need More Information?

Stop by the CATMA table in the IDX Student Life Center

- Tues., Jan. 22, 9-11am
- Wed., Jan. 23, 1-3pm
- Mon., Jan. 28, 1-6pm


Sustain Champlain
<http://sustainchamplain.pbwiki.com>
802-860-2760

Focus the Nation at Champlain College

Jan. 27 - 31st, 2008

Finding Solutions for Global Warming

Brought to you by Sustain Champlain, the Champlain Environmental Club, the Center for Service & Civic Engagement, and Champlain Student Government Association.

For more information, check out <http://sustainchamplain.pbwiki.com>

<p>Mon., Jan. 28th</p> <p><i>"Climate Change: How We Can Be Part of the Solution?"</i></p> <p>A "Focus the Nation" Keynote Address given by Bill McKibben</p> <p>Middlebury College Scholar-in-Residence 3: 30 pm, Alumni Auditorium.</p> <p>Also includes a presentation of Champlain's already existing sustainability initiative presented by Champlain's David Provost</p> <p>Film: <i>Who Killed the Electric Car?</i> 8:30 pm, Alumni Auditorium</p>				
<p>Tues., Jan. 29th</p> <p>Register to Vote and EAT FREE ICECREAM from Ben & Jerry's at the Voter Registration Drive and Sustainability Expo 4 - 6:30 pm, Fireside Lounge</p> <p>Film: <i>Escape from Suburbia</i>, 8:30 pm Alumni Auditorium</p>				
<p>Wed., Jan. 30th</p> <p>Be a part of the National Solution! Join colleges and universities across the country for a live webcast. 8 pm, Hauke Lounge.</p>				
<p>Thurs. Jan.31st</p> <p><i>Champlain is going CAR FREE!</i></p> <ol style="list-style-type: none"> 1. Take the Bus: it's free on CCTA with a Champlain ID 2. Carpool: find a ride using the Champlain Rideshare board on the Sustain Champlain Wiki http://www.cctaride.org/ 3. Park at a Satellite Lot & take the Shuttle up the hill. We'll be running double the shuttles to make it easier for you! 				
<p>Thurs. Jan.31st Cont.</p> <p><i>Learning More IS Doing Something.</i></p> <p><i>Deliberative Dialogue, "The Energy Problem",</i> Facilitated by Doug Tetrault and Nancy Cathcart 6:30 pm, Alumni Auditorium</p> <p><i>Sustainable Travel</i>, Peggy O'Neill and Lynda Reid of the Office of Study Abroad; 10-11 am, GBTC 112</p> <p><i>Just How Big Are We?</i> <i>Measuring Champlain College's, and Your, Carbon Footprint</i>, with Greg Strong (Spring Hill Solutions) and Zach Mangione (VT Campus Energy Group) 4 - 5 pm, MIC 305/6</p> <p><i>Politicians, Policy, and the Presidency: a Comparison of the Climate Change and Environmental Policies of the 2008 Presidential Candidates</i>, with Prof. Elaine Young 11 - 12:30, MIC 305/6</p>				

Everything You Need To Know About FREE Overnight Off-site Parking And The FREE Shuttle At The General Dynamics/Gilbane PARC Lot

Where is the Overnight Parking lot?

The General Dynamics/Gilbane PARC overnight parking lot is located on Lakeside Ave. off Pine St. in Burlington. See the directions below.

Where do I park?

Look for the "Permit Parking Only" sign. Parking is in the first four rows north of the Jersey barriers (in front of the City of Burlington PARC & Ride lot).

Do I need a permit?

Permits for the General Dynamics/Gilbane Lot are **FREE!** You must register your car online via www.champlain.edu for a Zone 6 permit. **All vehicles without a permit will be ticketed and/or towed.**

How do I get back and forth between the lot and Campus?

TAKE A FREE SHUTTLE with your Champlain College ID!

On Mon. - Fri. from 5:00am until 9:00pm,

Ride the FREE CATMA Express Shuttle, which is operated by CCTA. Just show the bus driver your Champlain College ID then swipe it through the fare box card reader. Late night and weekend service is operated by Mountain Transit.

Champlain Late Night - Weekend Shuttle Run

- Mon. - Thurs. from 9:10pm until 12 Midnight
NO FRIDAY EVENING SERVICE
- Sat. - Sun. 9:00am until 6:00pm
NO WEEKEND EVENING SERVICE

The Champlain shuttle runs in a continuous loop from the General Dynamics to Cushing Hall, Sanders Hall, Spinner Place, Cushing Hall, General Dynamics.

Can I park on campus during the weekend?

Yes, you may park on campus from 4:00pm on Friday - 8:00am on Monday.

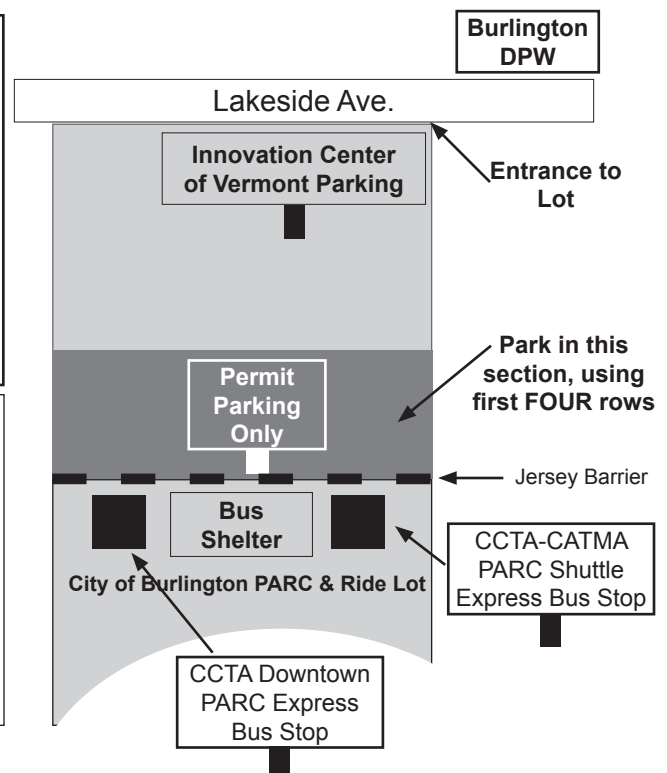
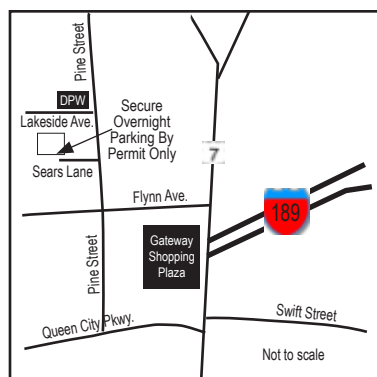
What if an emergency arises and I need my car when the shuttle isn't running?

All students who register for a Zone 6 permit will be covered in the CATMA Emergency Ride Program and be issued a **Commute Smart Card**. The card contains instructions on how to get a FREE taxi ride to your car when the shuttle is not running.

CATMA Express Shuttle route & schedule appear below. For Late Night & Weekend schedule see Spinner Place Shuttle Map.

Directions to the General Dynamics/Gilbane PARC Shuttle Lot

**ROUTE &
SCHEDULE
EFFECTIVE
FALL 2008**



Turn from Pine St. onto Lakeside Ave. (The Burlington Dept. of Public Works is on the corner.) The entrance to the General Dynamics PARC lot is on the left. Proceed to the area indicated on the map. Look for the sign "Permit Parking Only". You must have a **Residential Zone 6 Permit**. All cars without the proper permit will be towed. Parking is in the first four rows. Go to the **CCTA/CATMA PARC Shuttle Express Bus Stop** for the bus to Champlain College.

For more information on **Parking At Champlain College**, go to the web site @ www.champlain.edu. Use Campus Information: **Parking On Campus** link.

CATMA Shuttle Express Monday - Friday Fall 2008

General Dynamics PARC Lot ①	Maple/Willard ②	Maple/S. Prospect ③	Edmunds School ④	FAHC UHC ⑤	FAHC MCHV ⑥	UHC ⑤	Waterman ⑦	Maple/Willard ②	General Dynamics PARC Lot ①
5:00			5:09	5:12	5:15	5:18			5:30
5:15			5:24	5:27	5:30	5:33			5:45
5:30			5:39	5:42	5:45	5:48			6:00
5:45			5:54	5:57	6:00	6:03			6:15
6:00			6:09	6:12	6:15	6:18			6:30
6:15			6:24	6:27	6:30	6:33			6:45
6:30			6:39	6:42	6:45	6:48			7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:33	7:34	7:37	7:45
7:30	7:36	7:37		7:43	7:45	7:48	7:49	7:52	8:00
7:45	7:51	7:52		7:58	8:00	8:03	8:04	8:07	8:15
8:00	8:06	8:07		8:13	8:15	8:18	8:19	8:22	8:30
8:15	8:21	8:22		8:28	8:30	8:33	8:34	8:37	8:45
8:30	8:36	8:37		8:43	8:45	8:48	8:49	8:52	9:00
8:45	8:51	8:52		8:58	9:00	9:03	9:04	9:07	9:15
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30
9:15	9:21	9:22		9:28	9:30	9:33	9:34	9:37	9:45
9:30	9:36	9:37		9:43	9:45	9:48	9:49	9:52	10:00
10:00	10:06	10:07		10:13	10:15	10:18	10:19	10:22	10:30
* 10:15	-	-	-	-	10:30	-	-	-	10:45
10:30	10:36	10:37		10:43	10:45	10:48	10:49	10:52	11:00
* 10:45	-	-	-	-	11:00	-	-	-	11:15
11:00	11:06	11:07		11:13	11:15	11:18	11:19	11:22	11:30
* 11:15	-	-	-	-	11:30	-	-	-	11:45
11:30	11:36	11:37		11:43	11:45	12:48	11:49	11:52	12:00
* 11:45	-	-	-	-	12:00	-	-	-	12:15
12:00	12:06	12:07		12:13	12:15	12:18	12:19	12:22	12:30
* 12:15	-	-	-	-	12:30	-	-	-	12:45
12:30	12:36	12:37		12:43	12:45	12:48	12:49	12:52	1:00
* 12:45	-	-	-	-	1:00	-	-	-	1:15
1:00	1:06	1:07		1:13	1:15	1:18	1:19	1:22	1:30
* 1:15	-	-	-	-	1:30	-	-	-	1:45
1:30	1:36	1:37		1:43	1:45	1:48	1:49	1:52	2:00
2:00	2:06	2:07		2:13	2:15	2:18	2:19	2:22	2:30
2:30	2:26	2:27		2:43	2:45	2:48	2:49	2:52	3:00
2:45	2:51	2:52		2:58	3:00	3:03	3:04	3:07	3:15
3:00	3:06	3:07		3:13	3:15	3:18	3:19	3:22	3:30
3:15	3:21	3:22		3:28	3:30	3:53	3:55	4:00	4:10
3:30	3:36	3:37		3:43	3:45	4:08	4:10	4:15	4:25
3:45	3:51	3:52		3:58	4:00	4:23	4:25	4:30	4:40
4:00	4:06	4:07		4:13	4:15	4:38	4:40	4:45	4:55
4:15	4:21	4:22		4:28	4:30	4:53	4:55	5:00	5:10
4:30	4:36	4:37		4:43	4:45	5:08	5:10	5:15	5:25
4:45	4:51	4:52		4:58	5:00	5:23	5:25	5:30	5:40
5:00	5:06	5:07		5:13	5:15	5:38	5:40	5:45	5:55
5:15	5:21	5:22		5:28	5:30	5:53	5:55	6:00	6:10
5:30	5:36	5:37		5:43	5:45	6:08	6:04	6:15	6:25
5:45	5:51	5:52		5:58	6:00	6:03	6:25	6:30	6:40
6:00	6:06	6:07		6:13	6:15	6:18	6:19	6:22	6:30
6:15	6:21	6:22		6:28	6:30	6:33	6:34	6:37	6:45
6:30	6:36	6:37		6:43	6:45	6:48	6:49	6:52	7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:53	7:55	8:00	8:10
7:30	7:36	7:37		7:43	7:45	8:08	8:10	8:15	8:25
7:45	7:51	7:52		7:58	8:00	8:23	8:25	8:30	8:40
8:00	8:06	8:07		8:13	8:15	8:38	8:40	8:45	8:55
8:15	8:21	8:22		8:28	8:30	8:53	8:55	9:00	9:10
8:30	8:36	8:37		8:43	8:45	9:08	9:10	9:15	9:25
8:45	8:51	8:52		8:58	9:00	9:23	9:25	9:30	9:40
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30

CATMA Express Shuttle Route Map

This is an Express bus, boarding ONLY at the stops listed in the schedule.



Champlain Late Night - Weekend Shuttle

The Champlain College Late Night & Weekend shuttle will run in a continuous loop between Gilbane-Champlain-Spinner-Champlain-Gilbane.

• **Mon - Thurs.** 9:10pm - 12 midnight every 40 min.
THIS SERVICE DOES NOT OPERATE ON FRIDAY EVENINGS

• **Sat. - Sun.** 9:00am - 6:00pm every 40 min.
NO WEEKEND EVENING SERVICE

Late Night and Weekend Shuttle only runs when

PLEASE NOTE

All students with a Gilbane Parking Permit and/or residing at Spinner Place are covered by the Emergency Ride Program and should have received a **COMMUTE SMART CARD**. This will provide you with a free cab ride between the Gilbane lot, Champlain College and Spinner Place **ONLY** when the shuttle is not running.

Champlain College is in session. Boarding by Champlain College ID. Questions? Call 865-5403.

Champlain ID - Ride FREE!

Remember, your Champlain College ID gets you a **FREE** ride on all CCTA bus routes - including the 3 LINK Express routes: Montpelier, Middlebury and St. Albans. A complete schedule of CCTA bus routes can be found on the CCTA web site at www.cctaride.org.

All CCTA buses are equipped with bike racks. Questions? Call CATMA at **656-RIDE (7433)**.

* Note: These buses leave PARC lot and travel to Pine/Bank St. before stopping at MCHV, returning on the same route.

Ride the Free CATMA Shuttle Express



All CATMA Employees & Students
Looking for a better way to get to school or work?
Just take the **CATMA Shuttle Express!**

Express shuttles run from the General Dynamics/Gilbane PARC lot on Lakeside Ave. to the Fletcher Allen Health Care ACC Entrance with stops at Champlain College, UVM, & UHC.

All employees and students of the CATMA institutions, the American Red Cross, Champlain College, Fletcher Allen Health Care, and the University of Vermont WITH A VALID ID, can ride the shuttle for FREE. UVM and Champlain College need to swipe their ID through the fare box card reader on the buses. Red Cross and Fletcher Allen must show their ID to the bus driver.

Additionally, you can park for FREE at the General Dynamics/Gilbane PARC lot between Lakeside Ave. and Sears Lane, Burlington by getting a parking permit from your employer.

Shuttles run every 15 minutes during peak commute times. Employees parking at the General Dynamics/Gilbane PARC lot and riding the shuttle receive all the benefits of the CATMA Emergency Ride Home program including a FREE taxi cab ride in an emergency and a chance every month to win gift certificates to local restaurants.

It's easy! Register with your institution and receive a FREE permit to park at the General Dynamics/Gilbane PARC Shuttle lot. At the American Red Cross call Monica Mello at 658-6400 x3224. At Champlain College register online at www.champlain.edu for a zone 6 permit. At FAHC call 847-2812. At the University of Vermont call 656-8686.

Remember, your Champlain College and UVM IDs get you a FREE ride on all CCTA bus routes - including the 3 LINK Express routes servicing Montpelier, Middlebury and St. Albans. American Red Cross employees can purchase discounted passes by calling CATMA at 656-RIDE. FAHC employees can purchase monthly and ten-ride passes at a discounted rate through the MCHV Security Office. A complete schedule of CCTA bus routes can be found on the CCTA web site at www.cctaride.org. All CCTA buses are equipped with bike racks.



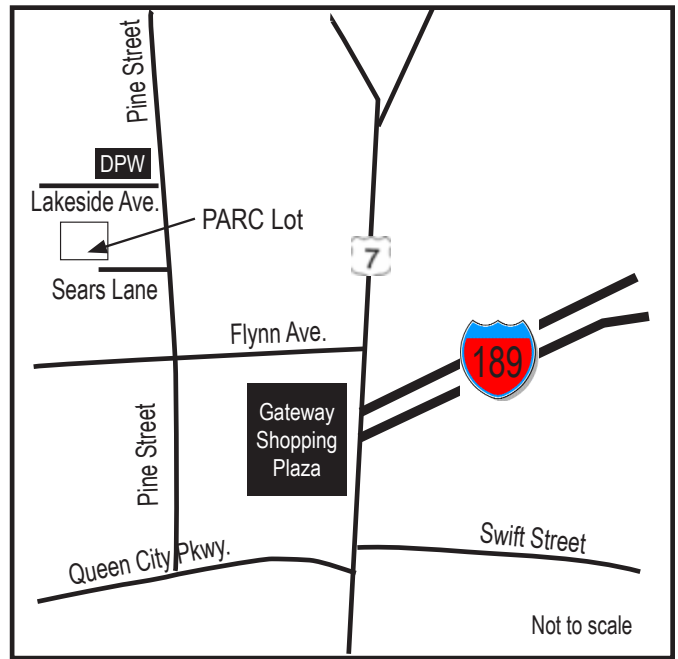
Direction to the General Dynamics/Gilbane PARC Shuttle lot, route map and a shuttle timetable are below. Register on line with CATMA at www.uvm.edu/~catma for the Emergency Ride Home program. Need more information? Call CATMA @ 656-RIDE (7433).



CATMA Shuttle Express Monday - Friday Fall 2008

General Dynamics PARC Lot ①	Maple/Willard ②	Maple/S. Prospect ③	Edmunds School ④	FAHC UHC ⑤	FAHC MCHV ⑥	UHC ⑤	Waterman ⑦	Maple/Willard ②	General Dynamics PARC Lot ①
5:00			5:09	5:12	5:15	5:18			5:30
5:15			5:24	5:27	5:30	5:33			5:45
5:30			5:39	5:42	5:45	5:48			6:00
5:45			5:54	5:57	6:00	6:03			6:15
6:00			6:09	6:12	6:15	6:18			6:30
6:15			6:24	6:27	6:30	6:33			6:45
6:30			6:39	6:42	6:45	6:48			7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:33	7:34	7:37	7:45
7:30	7:36	7:37		7:43	7:45	7:48	7:49	7:52	8:00
7:45	7:51	7:52		7:58	8:00	8:03	8:04	8:07	8:15
8:00	8:06	8:07		8:13	8:15	8:18	8:19	8:22	8:30
8:15	8:21	8:22		8:28	8:30	8:33	8:34	8:37	8:45
8:30	8:36	8:37		8:43	8:45	8:48	8:49	8:52	9:00
8:45	8:51	8:52		8:58	9:00	9:03	9:04	9:07	9:15
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30
9:15	9:21	9:22		9:28	9:30	9:33	9:34	9:37	9:45
9:30	9:36	9:37		9:43	9:45	9:48	9:49	9:52	10:00
10:00	10:06	10:07		10:13	10:15	10:18	10:19	10:22	10:30
* 10:15	-	-	-	-	10:30	-	-	-	10:45
10:30	10:36	10:37		10:43	10:45	10:48	10:49	10:52	11:00
* 10:45	-	-	-	-	11:00	-	-	-	11:15
11:00	11:06	11:07		11:13	11:15	11:18	11:19	11:22	11:30
* 11:15	-	-	-	-	11:30	-	-	-	11:45
11:30	11:36	11:37		11:43	11:45	12:48	11:49	11:52	12:00
* 11:45	-	-	-	-	12:00	-	-	-	12:15
12:00	12:06	12:07		12:13	12:15	12:18	12:19	12:22	12:30
* 12:15	-	-	-	-	12:30	-	-	-	12:45
12:30	12:36	12:37		12:43	12:45	12:48	12:49	12:52	1:00
* 12:45	-	-	-	-	1:00	-	-	-	1:15
1:00	1:06	1:07		1:13	1:15	1:18	1:19	1:22	1:30
* 1:15	-	-	-	-	1:30	-	-	-	1:45
1:30	1:36	1:37		1:43	1:45	1:48	1:49	1:52	2:00
2:00	2:06	2:07		2:13	2:15	2:18	2:19	2:22	2:30
2:30	2:26	2:37		2:43	2:45	2:48	2:49	2:52	3:00
2:45	2:51	2:52		2:58	3:00	3:03	3:04	3:07	3:15
3:00	3:06	3:07		3:13	3:15	3:18	3:19	3:22	3:30
3:15	3:21	3:22		3:28	3:30	3:53	3:55	4:00	4:10
3:30	3:36	3:37		3:43	3:45	4:08	4:10	4:15	4:25
3:45	3:51	3:52		3:58	4:00	4:23	4:25	4:30	4:40
4:00	4:06	4:07		4:13	4:15	4:38	4:40	4:45	4:55
4:15	4:21	4:22		4:28	4:30	4:53	4:55	5:00	5:10
4:30	4:36	4:37		4:43	4:45	5:08	5:10	5:15	5:25
4:45	4:51	4:52		4:58	5:00	5:23	5:25	5:30	5:40
5:00	5:06	5:07		5:13	5:15	5:38	5:40	5:45	5:55
5:15	5:21	5:22		5:28	5:30	5:53	5:55	6:00	6:10
5:30	5:36	5:37		5:43	5:45	6:08	6:04	6:15	6:25
5:45	5:51	5:52		5:58	6:00	6:03	6:25	6:30	6:40
6:00	6:06	6:07		6:13	6:15	6:18	6:19	6:22	6:30
6:15	6:21	6:22		6:28	6:30	6:33	6:34	6:37	6:45
6:30	6:36	6:37		6:43	6:45	6:48	6:49	6:52	7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:53	7:55	8:00	8:10
7:30	7:36	7:37		7:43	7:45	8:08	8:10	8:15	8:25
7:45	7:51	7:52		7:58	8:00	8:23	8:25	8:30	8:40
8:00	8:06	8:07		8:13	8:15	8:38	8:40	8:45	8:55
8:15	8:21	8:22		8:28	8:30	8:53	8:55	9:00	9:10
8:30	8:36	8:37		8:43	8:45	9:08	9:10	9:15	9:25
8:45	8:51	8:52		8:58	9:00	9:23	9:25	9:30	9:40
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30

Directions to the General Dynamics/Gilbane PARC Lot



Turn from Pine St. onto Lakeside Ave. (The Burlington Dept. of Public Works is on the corner.) The entrance to the General Dynamics PARC lot is on the left. Proceed to the area indicated on the map. Please display your parking permit. Go to the **CCTA/CATMA PARC Shuttle Express Bus Stop**.

Champlain Late Night - Weekend Shuttle

The Champlain College Late Night & Weekend shuttle will run in a continuous loop between Gilbane-Champlain-Spinner-Champlain-Gilbane.

- **Mon - Thurs.** 9:10pm -12 midnight every 40 min.
- THIS SERVICE DOES NOT OPERATE ON FRIDAY EVENINGS**
- **Sat. - Sun.** 9:00am - 6:00pm every 40 min.
- NO WEEKEND EVENING SERVICE**

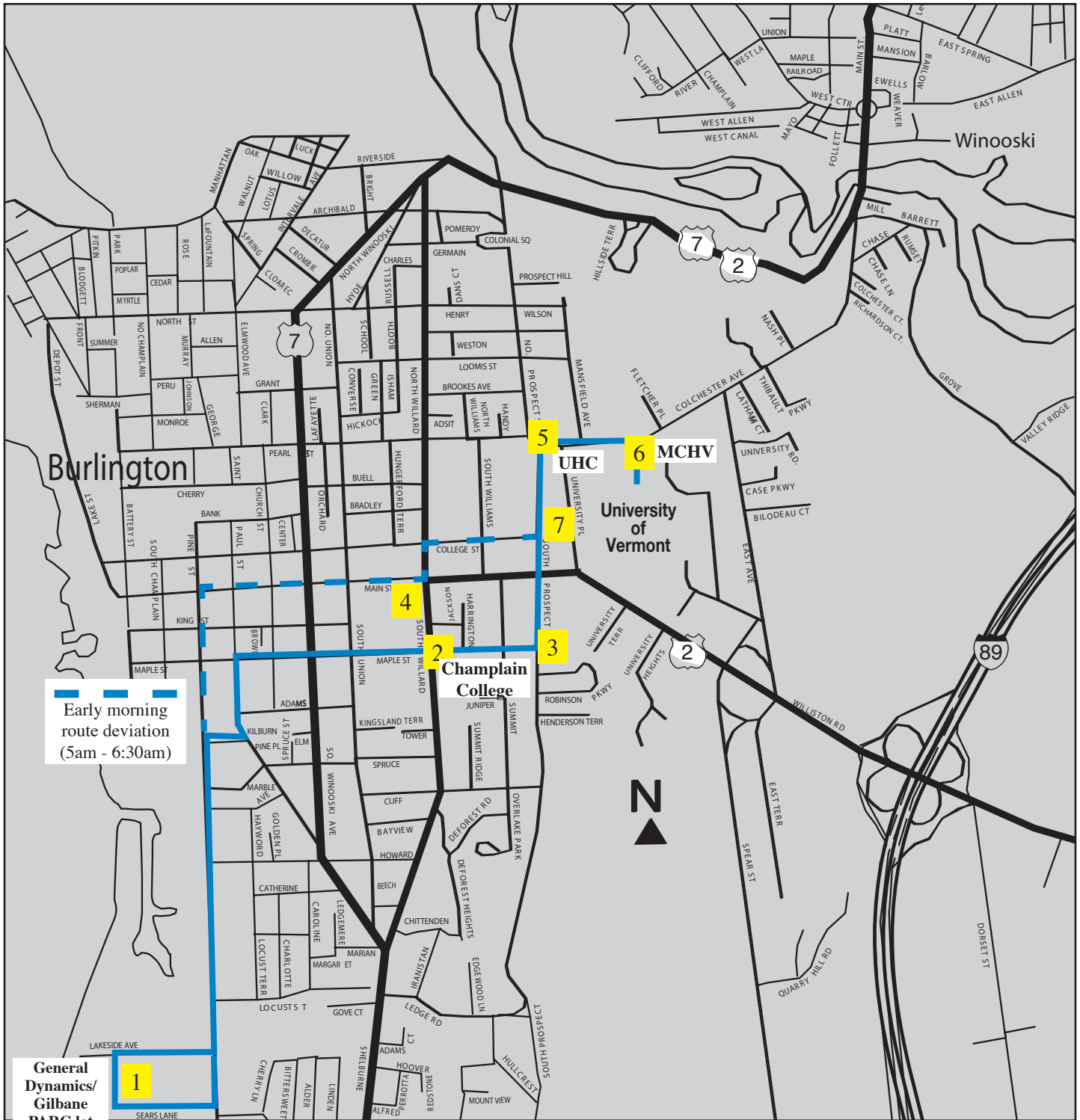
PLEASE NOTE

All students with a Gilbane Parking Permit and/or residing at Spinner Place are covered by the Emergency Ride Program and should have received a **COMMUTE SMART CARD**. This will provide you with a free cab ride between the Gilbane lot, Champlain College and Spinner Place **ONLY** when the shuttle is not running.

Shuttle only runs when Champlain College is in session. Boarding by Champlain College ID. Questions? Call 865-5403.

* Note: These buses leave PARC lot and travel to Pine/Bank St. before stopping at MCHV, returning on the same route.

CATMA General Dynamics/Gilbane PARC lot to FAHC MCHV Shuttle Route Map Fall 2008



Early morning route deviation (5am - 6:30am)

General Dynamics/Gilbane PARC lot

1

5 UHC

6 MCHV

7

University of Vermont

4

Champlain College

3

Monday - Friday Schedule

- 5:00am - 9:30am every 15 min.
- 9:30am - 2:30pm every 30 min.
- 2:30pm - 9:00pm every 15 min.

This is an EXPRESS bus, boarding only at the stops shown above. This shuttle is operated by CCTA and runs year round Monday - Friday. Champlain College Faculty, Staff & Students ride FREE by showing and swiping their College ID.

Questions? Call CCTA @ 864-0211 or Champlain College Security @ 865-5403. For Late Night & Weekend Service see: [Spinner Place Shuttle](#).

Spinner Place Winooski Falls Shuttle Service

FALL
2008

It's an easy trip to the Champlain College campus. Just jump on the **Mountain Transit Spinner Place/Champlain College Shuttle** and we'll have you there in no time!

Best of all, the shuttle is **FREE** to all Champlain College faculty, staff and students. Just show the bus driver your Champlain College ID when you board the bus and you're on your way.

Frequent shuttles run:

Monday - Thursday 7:00AM - 12:00 Midnight

Friday 7:00AM - 6:00PM

Saturday & Sunday 9:00AM - 6:00PM

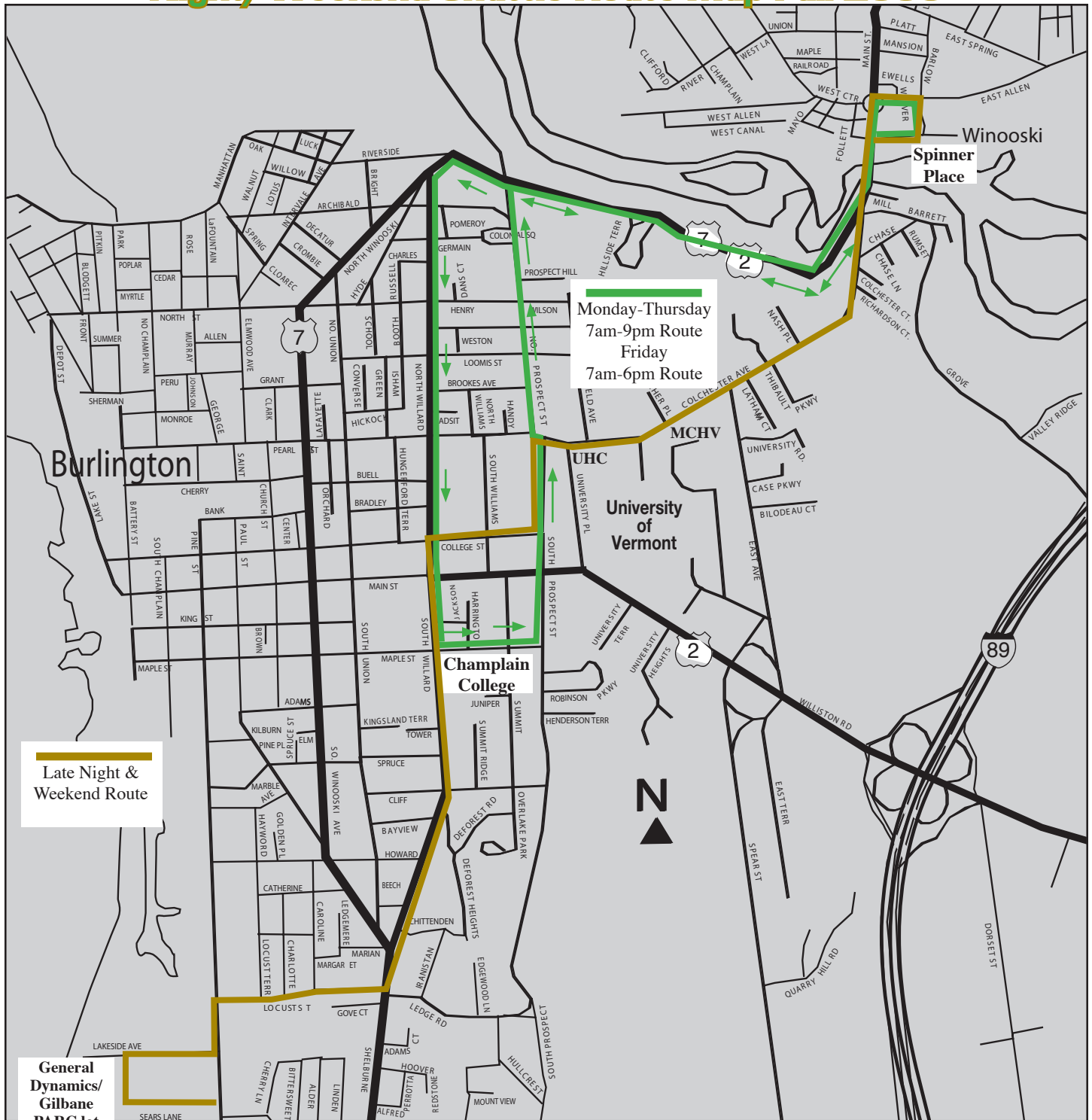
Forget about a car and dealing with traffic and parking. Just jump onto the shuttle. Then sit back, relax, catch up on your reading or sleep, and meet your Spinner Place Champlain College student neighbors!



This service is provide to you by Champlain College and Mountain Transit. See Shuttle Route Map and schedule below. Questions? Call 865-5403.



Mountain Transit Champlain College - Spinner Place & Late Night/Weekend Shuttle Route Map Fall 2008



Monday-Thursday
7am-9pm Route
Friday
7am-6pm Route

Late Night & Weekend Route

General Dynamics/
Gilbane
PARC lot

Monday - Friday Schedule
7:05am-9:00pm ONLY operates between Spinner Place and Champlain College
7:05am - 8:35am every 30 min.
8:55am - 3:25pm every 15 min.
3:25pm - 9:00pm every 30 min.
FRIDAY SERVICE STOPS AT 6:00PM

Late Night & Weekend Schedule
• Mon. - Thurs. 9:10pm until 12:00 midnight - every 40 minutes
THIS SERVICE DOES NOT OPERATE ON FRIDAY EVENINGS
• Saturday - Sunday 9:00am until 6:00pm - every 40 minutes
NO WEEKEND EVENING SERVICE

This shuttle is operated by Mountain Transit and ONLY RUNS when Champlain College is in session. Boarding by Champlain College ID.
Check the display boards in the bus shelters at Champlain College and at Spinner Place lobby for up-to-minute schedule. Questions? Call 865-5403.

Mountain Transit Champlain College - Spinner Place & Late Night/Weekend Shuttle Fall 2008

Spinner Place/Champlain College Monday - Friday 7:05am - 9:10pm		
Spinner Place	Champlain College	Spinner Place
7:05A	7:20A	7:35A
7:35A	7:50A	8:05A
8:05A	8:20A	8:35A
8:35A	8:55A	9:10A
8:55A	9:10A	9:25A
9:10A	9:25A	9:40A
9:25A	9:40A	9:55A
9:40A	9:55	10:10A
9:55A	10:10A	10:25A
10:10A	10:25A	10:40A
10:25A	10:40A	10:55A
10:40A	10:55A	11:10A
10:55A	11:10A	11:25A
11:10A	11:25A	11:40A
11:25A	11:40A	11:55A
11:40A	11:55A	12:10P
11:55A	12:10P	12:25P
12:10P	12:25P	12:40P
12:25P	12:40P	12:55P
12:40P	12:55P	1:10P
12:55P	1:10P	1:25P
1:10P	1:25P	1:40P
1:25P	1:40P	1:55P
1:40P	1:55P	2:10P
1:55P	2:10P	2:25P
2:10P	2:25P	2:40P
2:25P	2:40P	2:55P
2:40P	2:55P	3:10P
2:55P	3:10P	3:25P
3:10P	3:25P	3:40P
3:40P	3:55P	4:10P
4:10P	4:25P	4:40P
4:40P	4:55P	5:10P
5:10P	5:25P	5:40P
5:40P	5:55P	6:10P
*6:10P	*6:25P	*6:40P
*6:40P	*6:55P	*7:10P
*7:10P	*7:25P	*7:40P
*7:40P	*7:55P	*8:10P
*8:10P	*8:25P	*8:40P
*8:40P	*8:55P	*9:10P
*This Service Will Not Operate Friday Evenings		

Spinner Place/Gilbane Evening Service - MONDAY-THURSDAY				
Spinner Place	Champlain College	Gilbane Lot	Champlain College	Spinner Place
9:10P	9:20P	9:30P	9:40P	9:50P
9:50P	10:00P	10:10P	10:20P	10:30P
10:30P	10:40P	10:50P	11:00P	11:10P
11:10P	11:20P	11:30P	11:40P	11:50P
11:50P	12:00M			
<u>This Service Will Not Operate Friday Evenings</u>				

Spinner Place/Gilbane Weekend Service - SATURDAY & SUNDAY				
Spinner Place	Champlain College	Gilbane Lot	Champlain College	Spinner Place
9:00A	9:10A	9:20A	9:30A	9:40A
9:40A	9:50A	10:00A	10:10A	10:20A
10:20A	10:30A	10:40A	10:50A	11:00A
11:00A	11:10A	11:20A	11:30A	11:40A
11:40A	11:50A	12:00N	12:10P	12:20P
12:20P	12:30P	12:40A	12:50P	1:00P
1:00P	1:10P	1:20P	1:30P	1:40P
1:40P	1:50P	2:00P	2:10P	2:20P
2:20P	2:30P	2:40P	2:50P	3:00P
3:00P	3:10P	3:20P	3:30P	3:40P
3:40P	3:50P	4:00P	4:10P	4:20P
4:20P	4:30P	4:40P	4:50P	5:00P
5:00P	5:10P	5:20P	5:30P	5:40P
5:40P	5:50P			6:00P

PLEASE NOTE

All students residing at Spinner Place are covered by the Emergency Ride Program and should have received a **COMMUTE SMART CARD**. This will provide you with a free cab ride between Champlain College and Spinner Place **ONLY** when the shuttle is not running.

IF YOU DID NOT RECEIVE A COMMUTE SMART CARD, PLEASE CONTACT THE CATMA RIDESWORK OFFICE @ 656-RIDE (7433).

This shuttle ONLY RUNS when Champlain College is in session. Boarding by Champlain College ID.

Check the display boards in the bus shelters at Champlain College and at Spinner Place lobby for up-to-minute schedule.
See Route Map below. Questions? Call 865-5403.

Campus Area Transportation Management Association
Connecting You With Transportation Choices

SPINNER PLACE



Getting back and forth from Campus or just around town shouldn't be a struggle.

Help Is On The Way!

Spinner Place Lobby
Tuesday - September 2, 2008
9:00am - 2:00pm

- Stop by and enter your name into a drawing for some great prizes including a Burton Backpack.
- Get information and discounted memberships for the new Winooski YMCA!

Whether you're trying to get downtown, to the University Mall, Burlington Airport, or just to and from campus, we can help.

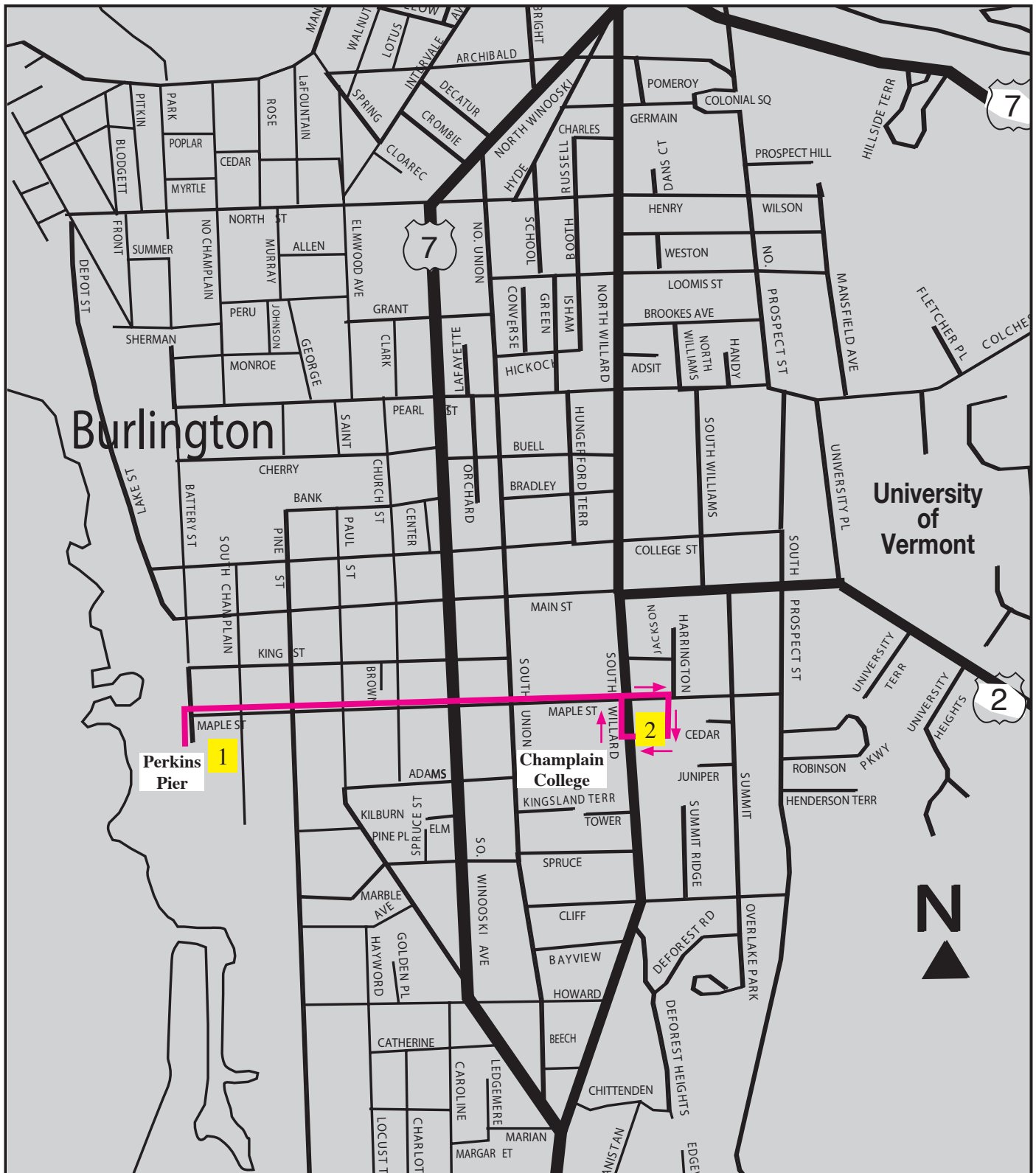
Pick up shuttle schedule for Spinner Place, CCTA Bus Map and Guides, and walking & biking maps.



Champlain College has earned the EPA's designation as a Best Workplace for CommutersSM
Questions? Call Champlain College at 865-5403 or CATMA's RidesWork office at 656-RIDE (7433).



Champlain College Perkins Pier Shuttle Route Map Fall 2008



Perkins Pier - Monday through Friday 7:00am until 9:00pm during the academic year

To minimize your "wait time", the **Perkins Pier Shuttle** runs on a continuous loop from the Pier to Cushing Hall. The shuttle will stop at Cushing Hall East entrance. **This shuttle is operated by Mountain Transit and ONLY RUNS when Champlain College is in session. Boarding by Champlain College ID. Questions? Call 865-5403.**

FLETCHER ALLEN HEALTH CARE - MCHV AND UHC CAMPUSES AND DOWNTOWN BURLINGTON

Sec. 8.3.3 (a)

Employment

Fletcher Allen Health Care employs a total of 5,447 individuals associated with the Burlington campuses. The majority of these employees are assigned to the MCHV campus, the UHC Campus, and One Burlington Square, which are all located in the City of Burlington. There are an additional 1,022 non-paid staff, all at the MCHV campus. The breakdown is as follows:

PAID EMPLOYEES

	<u>MCHV</u>	<u>UHC</u>	<u>Downtown Burlington*</u>
<u>Full-time</u>			
Day Shift	2,313	437	216
Evening Shift	307	19	3
Night Shift	394	7	3
FT Un-ID'd Shift	165	37	0
	3,179	500	222
<u>Part-time</u>			
Day Shift	521	82	5
Evening Shift	139	11	0
Night Shift	88	2	0
PT Un-ID'd Shift	16	8	0
	764	103	5
TOTAL EMPS BY SITE	3943	603	227

Total FT & PT Emps All Sites: 4,773

Per Diem All Sites: 674

5,447

Unidentified Shift employees are most likely day-shift

* Downtown Burlington numbers include One Burlington Sq. and Corporate Plaza



CATMA 2009 ANNUAL REPORT

NON-PAID STAFF

(all at MCHV Campus)

Physicians with Privileges	220
(including Visiting/Consulting Physicians)	
Retired Physicians	129
<u>Volunteers</u>	<u>673</u>
TOTAL NON-PAID STAFF	1,022

Sec. 8.3.3 (b)

Parking Demand

Existing Spaces

MCHV Campus

ACC Garage.....	1,239
McClure Parking Garage.....	317
South Lot (Does Not include UVM Spaces).....	425
Patrick Loading Dock.....	11
ACC Loading Dock.....	36
<u>E.R. Lot.....</u>	<u>47</u>
(2 handicap)	
Total MCHV On-Site.....	2,075

There are an additional 66 spaces in the South Lot which are currently leased to UVM.

UHC Campus

Lot A (Horseshoe).....	47
(27 handicap)	
Lot B (Patient)	178
Lot D (Employee Lot)	197
Pearl St. (Employee Lot)	35
<u>Taft School (Leased)</u>	<u>58</u>
Total UHC On-Site	515



Satellite Lots Off-site Parking

General Dynamics*	200
Champlain Mill*	350
UVM Centennial (for MCHV)	50
UVM Centennial (for UHC)	110
Wyndham Garage	80
1 Burlington Square (handicap)	6
Corporate Plaza	31
<u>Fanny Allen Campus</u>	<u>155</u>
Total Satellite Off -site	982

* = Leased Parking Spaces for MCHV, UHC, One Burl. Sq. and Corporate Plaza

Vehicle Permits

The current breakdown of vehicle permits issued by MCHV is as follows:

ACC Permits	243
McClure Residents, Nurse Practitioners, Phys Assistants, Midwives	718
Physicians (ACC permits)	807
Carpools (359 participants)	156
Groups	
Business Needs	106
Fanny Allen Shuttle Lot (MCHV Staff)	603
Special Needs	6
Fanny Allen Rotating Shift (MCHV Staff)	545
Champlain Mill Day	665
Champlain Mill Rotators	394
General Dynamics	428
General Dynamics Rotators	437
UVM Catamount Day	103
UVM Catamount Rotators	23
South Lot	492
<u>Evening/Night</u>	<u>1,476</u>
Total Vehicle Permits	7,202



CATMA 2009 ANNUAL REPORT

All employee vehicles must display a current FAHC parking permit for the parking lot to which they are assigned. The permits are color coded to quickly identify the shift the registered employee is assigned to work and the lot the employee is to park in. The lots are patrolled by the FAHC Security staff.

At the FAHC UHC campus, 85% of all parking involves patient and public parking. Employee parking on-site is not routinely available. Only the most senior staff and those employees who use their vehicles for business or who carpool (2 persons minimum) is permitted to park on-site on any given day. All other employees must use satellite parking facilities at Centennial. (All Physicians are allowed to park on-site). Additionally, FAHC employees continue to park in the Gilbane lot off Lakeside Ave and ride the CATMA PARC Express shuttle to One Burlington Square, UHC and MCHV.

Sec. 8.3.3 (c)

Vehicle Fleet

FAHC owns and/or leases 52 vehicles and 2 trailers:

No	Year	Make	Model	Serial Number
1	1990	John Deere	770 Tractor	M00770A004614
2	1992	Ford	F250	1FTHF26H7PLB23622
3	1992	John Deere	770 Tractor	M0770A115554
4	1995	Ford	E350	1FDKE37H05HB04138
5	1995	GMC	Top Kick	1CGDG6H1P8SJ502562
6	1995	Isuzu	Truck	JALB4B1K5S7012162
7	1995	Chevrolet	Equinox	2CNDL73F156207301
8	1996	Chevrolet	Pickup	2GCEC19W7T1157155
9	1997	Ford	F250 Truck	1FTHF26A1VEA51759
10	1998	GMC	Dump Truck	1GDJK34B3WF031429
11	1999	Dodge	W/C Van	2B71B31Z2XK517556
12	1999	Chevrolet	Pickup	1GCGK24R6XR707641
13	1999	Plymouth	Voyager	2P4GP25R5XR451689
14	2000	Dodge	Caravan	2B4FP25B4YR530644
15	2000	GMC	C6500	1GDJ7H1E415502946
16	2000	Dodge	BR 3500	2B5WP35Z5YK143199
17	2001	Dodge	Ram Van	2B5WB35Z01K556735
18	2001	Dodge	Ram Van	2B7JB21Z711K508196
19	2001	Subaru	Legacy Outback	4S3BH675116649410
20	2002	John Deere	Trailer	431FS142021000286
21	2002	Ford	Van	1FDXE45F32HB23554
22	2002	Ford	Ambulance	1FDXE45F12HB28784
23	2002	Ford	Ambulance	1FDXE45F82HB23548
24	2003	GMC	Pick up	1GHTK24U63111634
25	2003	Subaru	Legacy Outback	4S3BH806X37619845
26	2004	Toyota	Highlander	JTEEP21A640001143
27	2004	GMC	C7500	1GDJ7C1EX4F516246
28	2004	Ford	Paratransit Van	1FTNE24L34HA36411
29	2005	Subaru	Legacy Outback	4S4BP86C054311427
30	2005	Ford	Truck	1FTPW14585KF01822
31	2005	Mitsubishi-Fuso	FE-145	JL6BBE1S05K006657



No	Year	Make	Model	Serial Number
32	2005		Trailer	40LFB10105P114026
33	2006	John Deere	Tractor	LV3520H260205
34	2006	Toyota	Sienna Van	5TDZA23C76S555300
35	2006	Toyota	Sienna Van	5TDZA23C16S516721
36	2006	Toyota	Sienna Van	5TDZA23C56S563640
37	2006	Toyota	Sienna Van	5TDZA23C96S533282
38	2006	Toyota	Sienna Van	5TDZA23C06S572732
39	2006	Toyota	Sienna Van	5TDZA23C06S570141
40	2006	Toyota	Sienna Van	5TDZA23C56S576128
41	2006	Toyota	Sienna Van	5TDZA23C66S578759
42	2006	Toyota	Sienna Van	5TDZA23C76S585042
43	2006	Toyota	Sienna Van	5TDZA23C56S582141
44	2007	Audi	A6 Avant	WAUKH74F97N036627
45	2007	Subaru	Legacy Outback	4S4BP63C576302044
46	2007	Subaru	Legacy Outback	4S4BP63C076304865
47	2007	Ford	Escape	1FMCU59H57KB59310
48	2007	Chevrolet	Express Cargo	1GCGG25V771145552
49	2007	Ford E450	Cargo Van	1FDXE45P27DB01066
50	2007	GMC	C7500	1GDJ7C1G87F410061
51	2008	GMC	1 Ton	1GTHK34K48E121171
52	2008	INTL	Ambulance	1HTMRAAL98H576434
53	2008	INTL	Ambulance	1HTMRAAL08H576435
54	2008	Honda	CRV	JHLRE48758C053033

Sec. 8.3.3 (d)

Programs, Policies, and Incentives

FAHC is concerned about increasing parking needs, and has implemented a number of actions and programs to provide positive incentives to help reduce parking demand.

Since the early 1980's, CCTA busses on the Burlington/Essex Route have passed through FAHC's MCHV campus. To facilitate bus access, MCHV widened the intersection and entrance road from Colchester Ave. and Hospital Dr. to service bus passengers. The CCTA buses on the Burlington/Essex route, the CATMA General Dynamics route, the College Street Shuttle route and the three LINK Express routes all stop at the ACC entrance. Since spring 1995, FAHC has subsidized the cost of CCTA bus passes for employees choosing to ride the bus. FAHC offers the 50% subsidy on both monthly passes and ten-ride tickets good on all CCTA bus routes, except the LINK Express routes. Currently, FAHC subsidizes all the LINK Express routes; Middlebury, Montpelier, and St. Albans at 25%. Passes and ten-ride tickets are sold to affiliates at the security offices on the MCHV and UHC campuses. Payroll deduction is available. Current participation in the CCTA subsidy program averages approximately 44 per month for the monthly passes and 80 per month for 10-ride tickets for the regular route service and 7 monthly and 63 10-ride passes for the LINK routes. Additionally, FAHC offers a 25% subsidy for the Champlain Ferry. Currently, monthly passes on the Ferry average 94 for a car/driver and 24 walk-ons.

Carpooling has occurred for a number of years at FAHC. Although there was a decrease in the number of participants registered with FAHC, CATMA reports an increase in the number of Fletcher Allen employees registered with them as carpoolers. These individuals are not included in our number, as they carpool with non-FAHC employees and therefore do not qualify for the FAHC incentives. They do however qualify for the incentives provided through CATMA including the Emergency Ride Home Program. Through CATMA, FAHC participates in "RidesWork", a free,



CATMA 2009 ANNUAL REPORT

confidential carpool matching service. Carpool listings and registration forms appear on the CATMA web site where they are updated regularly. FAHC carpools with at least two occupants may park on-site in the MCHV South lot, on-site at UHC or they can park in the satellite lot of their choice. FAHC continues to offer 50¢ gas coupons for each registered FAHC employee on a day that they carpool with other FAHC employees. Also worth noting, there was an increase in the sale of bus and ferry passes, with a significant increase in the 10-ride bus passes for both local and LINK routes.

In May of 2001 FAHC, through CATMA, began a Bike/Walk Reward Program. All FAHC employees who commute to MCHV, UHC, or One Burlington Square are eligible to join. Participants who commit to walking or biking to and from work at least three days a week can register in the program. At the end of each month, CATMA invoices FAHC for the number of \$15.00 gift certificates issued to FAHC employees. As of the end of October 2007, FAHC has reimbursed CATMA for gift certificates totally \$62,050.00. The Bike/Walk program, along with all the other TDM programs offered through FAHC and CATMA, lead to the EPA's placing FAHC on the first-ever list of **New England's Best Workplace for Commuters** in October 2003. FAHC received this designation by meeting a National Standard of Excellence. The designation spotlights employers that are committed to reducing traffic and air pollution and improving quality of life for their commuters. Starting in October 2006, the oversight and funding for the Bike/Walk Program moved to the FAHC Wellness Department. This move reflects the strong tie created between CATMA and our Wellness programs. In August 2006, CATMA and FAHC were honored with a first prize in the Association for Commuter Transportation (ACT) International Award. ACT annually honors outstanding achievements and recognizes significant contributions made by individuals and organizations to commuter transportation management. The nomination submitted: **Partnership Campaign: Connecting Commuting Alternatives and Wellness**, highlighted the partnership established between FAHC's Wellness department and CATMA and the positive results from that partnership. A complete description of all the CATMA TDM programs and services, which are available to FAHC constituents, can be found in the CATMA section of this Plan.

Fletcher Allen continues to take part in the annual Way-to-Go Commuter Challenge. For the May 2008 event, Fletcher Allen set a goal to get 350 employees to participate, up from the 191 who registered to participate in 2007. The final number of Fletcher Allen registrants for 2008 was 398, which won Fletcher Allen the award for the largest percent of employees participating in the Major Employee category.

In 1996, FAHC entered into an agreement with CCTA and the City of Burlington to expand the route of the College Street Shuttle so that it services FAHC employees at One Burlington Square and runs through both the UHC and the MCHV campuses. This increase in service benefits both our constituents and staff in their need to travel between campuses.

FAHC periodically provides updates and publicizes the various parking demand reduction programs to in-house constituencies through a number of methods, including in-house TV, *Fletcher Allen Sun*, Employee Parking Guide, Policy and Procedure Manual, and the Employee Handbook.

Sec. 8.3.3 (e)

Monitoring, Compliance and Enforcement Systems

All parking lots are patrolled by the FAHC Security Staff.



FLETCHER ALLEN HEALTH CARE

MCHV Campus Parking Plan

Revised 1/29/07

Section 1 INTRODUCTION

There are a limited number of patient, visitor, and staff parking spaces at the MCHV Campus. During peak parking hours, the parking demand far exceeds the number of parking spaces available.

The parking systems and regulations described below are intended to safely maximize the use of our available parking spaces and at the same time allow for flexibility to meet the continuously changing parking demand at the MCHV Campus.

Your cooperation and understanding are essential to help reduce the parking pressures felt by our patients and their families.

Section 2 VEHICLE REGISTRATION

All Fletcher Allen staff and affiliates who wish to park their vehicles in a Fletcher Allen controlled parking lot must register their vehicles with the Security Department at the MCHV Campus.

Security Department Office Hours – The Security Office at the MCHV Campus is open between the hours of 8:00 am - 4:00 pm, Monday through Friday. (After Normal Business Hours: Security staff are available within the MCHV complex 24 hours a day. Call 847-2812 to meet with a Security Office and obtain a vehicle registration form.)

New Employees and Employees Transferred to MCHV from other Campuses - Make arrangements to register your vehicle within five (5) days of employment or transfer.

Registration Period – All vehicles are registered as frequently as required by the Security Department. If necessary, an expiration date is displayed on the permit.

New Shift Assignments – Staff who permanently change work shifts are responsible for obtaining the appropriate parking permit for their shift assignment.

Section 3 PARKING PERMITS

Permit Required - All Fletcher Allen staff and affiliate vehicles parked at the MCHV Campus or in any MCHV Satellite Campus lot must display a current Fletcher Allen parking permit as described below.

Rearview Mirror Hang Tags – *One hang tag is issued to each registered person* regardless of the number of vehicles the person owns and registers. The hang tag is to be hung from the rear view mirror so the printing faces the outside of the vehicle. The removable hang tag allows the operator to move the permit from one registered vehicle to another. The tags are color coded and individually numbered to quickly identify the shift the employee is assigned to work and the parking lot the vehicle is assigned to park.

Display of Permits – The hang tag is to be hung from the rear view mirror so the printing faces the windshield.

Temporary Day Permits - Are available to staff on the day shift who “forget” their parking permit. The temporary permit may be obtained at the Security Office at the MCHV Campus.

“Emergency On Call” Permits – Many departments have been issued “Emergency On Call” parking permits for staff who are “on call” and may be called in for an emergency situation. Staff who are called in for an emergency may park in the Emergency Department parking lot for the initial phase of the emergency. Once the emergency situation has been resolved, the person called in must move their vehicle from the Emergency Department parking lot to their assigned parking area.

Note: Special on call parking in the Emergency Department does not include staff with “On Call” parking permits who are called in to work an entire shift because of a staff coverage.

Temporary Hang Tags (Yellow paper) – These tags are issued to people who require special parking assignments for a short period of time or to people who obtain a parking assignment in an area that the existing permits do not address. These permits are individually numbered and must be signed the Director of Security or the MCHV Campus Security and Parking Coordinator.

Business Needs Permits – A limited number of Business Needs permits are available to staff who use their personal vehicles to frequently come and go from the MCHV Campus for business reasons. The number of Business Needs permits issued varies based on parking space availability at the MCHV Campus. Once the maximum number of Business Needs permits has been issued, the Security Office will establish a list of staff requesting a Business Needs parking. Additional permits will be issued to staff on the waiting list as parking spaces become available. “Business Needs Waiver Forms” are available at the MCHV Campus Security Office. (Note: Approval Signatures: Must be obtained from the employee’s Vice President and the Chief Operating Officer before a business need is approved at the MCHV Campus.)

Property of Fletcher Allen – All parking permits are the property of Fletcher Allen Health Care and must be surrendered at the request of the Security Department.

Colors and Numbering – All hang tags are color coded and sequentially numbered. The color indicates the parking assignment (on-site lot or satellite lot) and the individual number is used to quickly identify the owner of the vehicle in the event of an emergency.

Section 4 PARKING REGULATIONS

The parking regulations described below are intended to maximize the parking spaces at the MCHV Campus. In addition to these regulations, staff assigned to park in a UVM satellite lot must abide by UVM parking regulations.

- Park in only one parking space.
- Park only in the lot designated for your parking permit and only in an identified parking spaces, unless instructed to park elsewhere by Security personnel.
- Comply with all signs designed to regulate parking and facilitate the flow of traffic.
- Park in the lot only while you are working or on official Fletcher Allen business. *Parking in the lot to attend school or other non-work related functions is not permitted.*
- The parking permit may not be “loaned” to other employees, friends, or family members. Only the registered employee may park in their assigned parking lot.
- During winter months, a Winter Parking Ban is in effect. On the MCHV Campus, there is no overnight parking in the South Lot or on the top level of the McClure Parking Garage.
- Notify Security if your vehicle will be left in a parking lot for more than 24 hours (Overnight or long term parking for vacations, conferences, field trips, etc is not permitted. Security staff will instruct you on the best parking location for these long term parking activities.)
- Employees may only register and park vehicles that fit within one space. Oversize vehicles, trailers, and R.V.’s are not permitted.
- When driving, pedestrians will be given the right of way. Operators who drive in a careless and negligent manner may lose the privilege of parking on Fletcher Allen property or in a FAHC satellite parking lot.

- Fletcher Allen Health Care is not responsible for theft, vandalism, or damage to vehicles or their contents while the vehicle is parked or operated on Fletcher Allen property or in a FAHC satellite parking lot. We encourage motorists to lock their vehicles at all times and store valuables in such a way that they can not be seen from outside the vehicle.
- Proximity Cards – many of the parking lots at the MCHV Campus are controlled by card access.
 - Individually Numbered – The cards are individually numbered and assigned to an individual user or group of users that is identifiable by the card number.
 - Not to be Shared – Individually assigned proximity cards are not to be loaned to others.
 - Lost or Stolen – Lost or stolen cards will be reported to the Security Department immediately. (Note: There is a \$6.00 charge for lost or stolen proximity cards.)

Section 5 PARKING PENALTIES

Fines - Vehicles parked or operated on Fletcher Allen property in violation of the parking regulations will be assessed a ten-dollar (\$10.00) fine for each violation. The fine may be paid at the cashier's counter of the Business Office on the MCHV Campus (ACC, Level 3) or the employee may have the fine deducted through payroll deduction.

Repeat Offenders – Motorists who repeatedly violate Fletcher Allen parking regulations will be subject to the following actions:

- Their vehicle will be towed from Fletcher Allen property at the vehicle owner's expense.
- If necessary, a listing of the violations will be forwarded to their immediate supervisor for corrective action and will serve as documentation for the next annual performance appraisal.
- Future parking in Fletcher Allen parking lots may be denied.

Towing - All vehicles parked in violation of the regulations set forth in this brochure are subject to being towed without notice at the vehicle owner's expense. Violations that warrant immediate tow include:

- Vehicles parked contrary to a verbal instruction issued by a Security Officer attempting to control the flow of traffic or efficiently park vehicles.
- Vehicles parked in Fire Lanes or obstructing fire hydrants.
- Vehicles parked in such a way they block or impede the continuous flow of pedestrian or vehicular traffic.
- Unauthorized vehicles parked in handicap spaces.
- Vehicles that have been identified as repeat offenders.
- Vehicles violating the Winter Parking Ban during snow removal periods.
- Abandoned vehicles that have been parked for three or more days.
- Unauthorized vehicles parked in specially marked parking spaces (Examples: Hope Lodge, Special Needs, and other parking spaced marked for special parking).
- An unauthorized vehicle parked in an area that is filled to its capacity.
- Vehicles parked blocking the Emergency Department Ambulance bay or parked in spaces reserved for ambulances.
- Vehicles registered to staff who remove the hanging permit to park in an unauthorized parking area in an attempt to escape detection.

APPEALS - Motorists wishing to appeal a fine or tow must notify the Security Department in person or in writing within five (5) calendar days of the violation. If an appeal is not received within five days of the violation, the violation will be recorded and future violations will result in the vehicle being towed from Fletcher Allen property at the owner's expense. The appeal process is as follows:

- 1) Discuss the appeal with the MCHV Campus Security and Parking Coordinator at the MCHV Security Office. If the appeal can not be resolved during this discussion, a written appeal will be submitted to the Director of Security.
- 2) The Director of Security will review the appeal and contact the employee to discuss the violation. If resolution can not be obtained at this level, the Director of Security will document his findings and forward the appeal to the Vice President of Hospital Services.
- 3) The Vice President of Hospital Services will make the final decision in the matter.

Section 6

PARKING SPACE ASSIGNMENTS

As previously stated, there are a limited number of parking spaces at the MCHV Campus. Approximately 1,000 parking spaces a day are required to meet patient and visitor parking needs of the campus. The remaining 1,100 parking spaces at the MCHV Campus are utilized by staff, volunteers, community physicians, vendors, and other non-patient visitors. Overflow parking is accommodated in off-campus satellite parking lots.

On-Site Parking Assignments – Parking permits for parking in on-site parking lots are issued as follows:

- All evening and night shift staff.
- All attending physicians and residents.
- Administration – Chief Executive Officer, Chief Operating Officer, Senior Vice Presidents, and Vice Presidents.
- Staff with “Business Needs” waivers.
Note: A limited number of Business Needs permits will be issued. Once the maximum number of Business Needs permits are issued a waiting list will be established and additional permits will be issued as parking space becomes available. (See Section 3 for more information on Business Needs parking)
- Day shift staff who work hours when shuttle services are not operating.
- Senior day shift staff (based on date of hire)
Note: The number of senior day shift staff permitted to park on-site may fluctuate based on inpatient and outpatient activity. *When it becomes necessary to reassign staff from on-site lots to satellite lots, the least senior staff holding on-site parking permits will be reassigned to a satellite parking lot.*

Satellite Parking Assignments – *Whenever possible, satellite parking assignments will be made based on the employee's date of hire, home address, and direction of travel to and from the MCHV Campus.* When this is not immediately possible, the employee's name will be placed on a waiting list and reassignment to the preferred satellite lot will occur as parking spaces become available.

Section 7

PARKING LOT USES

South Lot (421 spaces) – This parking area is controlled by a card access system and is designated parking for staff with seniority and car poolers.

Emergency Department Parking Lot (47 spaces) - The parking lot outside the Emergency Department is reserved for patients who require emergency medical treatment, physicians responding to treat patients in the E.R., staff displaying an on-call hang tag, ambulances, and law enforcement vehicles.

McClure Parking Garage (322 spaces) - The parking garage is controlled by a card access system and is designated parking for Residents, Administrators, Business Needs, and special medical needs. In addition, a portion of the surface parking lot on the west side of the McClure garage is designated motorcycle parking during the motorcycle season.

ACC Parking Garage (1284 underground parking spaces) – This parking area is controlled by parking booth attendants and access card readers. It is a pay parking lot (hourly rates) for patients and visitors and a non-pay parking area for authorized physicians and staff. (Note: Staff may not pay to park in the ACC parking garage during scheduled working hours. During working hours all staff must park in their assigned parking area.)

Satellite Parking Lots – Various satellite parking lots are utilized to supplement the MCHV Campus parking needs. The satellite lots are serviced by shuttle systems that transport staff to and from the lots throughout the day. These lots are:

- Champlain Mill (300 spaces – MCHV staff)

- Centennial Parking Lot (133 spaces – UHC, and Trinity Campus staff)
- Fanny Allen Satellite Lot (155 Fletcher Allen spaces- MCHV staff)
- General Dynamics Lot (200 spaces – MCHV, UHC, and 1BSQ staff)
- UVM Catamount West (67 spaces – MCHV staff) Note: Walking lot - no shuttle service to this lot.

Section 8 PARKING ALTERNATIVES

Fletcher Allen Health Care offers incentive programs designed to encourage alternative means of transportation to and from the MCHV Campus. (Contact the Fletcher Allen Security Department (8472812) for the most up to date information.) These programs include:

Car Pooling – Registered car poolers with two or more participants obtain the following incentives:

- .50 cent gas coupons for each registered person in a vehicle.
- Vehicles with two or more occupants may park on-site in the South Lot.
- Taxi vouchers are available for car poolers who must leave work because of an emergency or for those who miss their ride home because of work related reason.
- Guaranteed Ride Home Program – Available through the CATMA (Campus Area Transportation Management Association). Call 847-0223.
- Rides Work – Match car pooling needs through CATMA publication, “RidesWork”. Call 847-0223.

Discount Bus Coupons – CCTA bus passes at discounted prices for Fletcher Allen staff:

- **Local CCTA Service** - 50% off – Fletcher Allen subsidizes 50% of local fees for Fletcher Allen staff.
- **CCTA Link Express** – 25% off - Fletcher Allen subsidizes 25% of local fees for Fletcher Allen staff.
- Payroll deduction available.
- Passes obtained at the MCHV Campus Security Office.
- Monthly and 10 Trip passes are available for most CCTA programs.

Section 9 CATMA

Fletcher Allen Health Care is a member of the Campus Area Transportation Management Association (CATMA). Members of CATMA include Champlain College, the City of Burlington, Fletcher Allen Health Care, Trinity College, the University of Vermont, and the American Red Cross.

Fletcher Allen Health Care
Security Services
847-2812

****Parking permits are issued to employees based on date of hire. They are non-transferable and intended only for the use of the holder. Any violations of this policy may result in the loss of parking privileges.****

Fletcher Allen Health Care.....Automobile Registration Form

Last Name:	First Name:	MI:
Local Address:	City/Town:	Zip:

Employee ID Number: _____ **Social Security Number:** _____
 (This is the 4 or 5 digit number that can be found on your paycheck) **OR** _____

Employee Information (Paid by FAHC)	Non- Employee Information (Not Paid by FAHC)
<p><i>Date of Hire:</i> _____ / _____ / _____</p> <p><i>Working at which Campus?</i></p> <p>Fanny MCHV UHC IBS Trinity Other</p> <p><i>Department:</i> _____</p> <p><i>Location:</i> _____</p> <p>Phone # _____ Pager # _____</p> <p><i>Immediate Supervisor:</i> _____</p> <p><i>Employee Status:</i></p> <p>Full Time Part Time Per Diem</p> <p>Fellow Resident Midwife CRNA</p> <p>Attending Physician Physician Assistant</p> <p>Nurse Practitioner Traveler - also complete this section →</p> <p><i>Assigned Hours:</i></p> <p>_____ am/pm to _____ am/pm</p> <p>_____ am/pm to _____ am/pm</p> <p>_____ am/pm to _____ am/pm</p> <p>I will be working the day shift for orientation: YES NO</p> <p>I will be working weekends: YES NO</p>	<p><u>Attending Physician</u></p> <p>Office Location: _____</p> <p>Phone # _____ Pager # _____</p> <hr/> <p><u>Student Information</u></p> <p>School: _____</p> <p>Program: _____</p> <p>Ending Date: _____</p> <p>Shift Hours: _____</p> <p>FAHC Contact Person: _____</p> <hr/> <p><u>Other Non-Employees</u></p> <p>Affiliation: _____</p> <p>Department Your Working In: _____</p> <p>Department Phone Number: _____</p> <p>Shift Hours: _____</p> <p>Ending Date: _____</p>

Hang Tag #: _____ Tag Prefix: _____ Campus: _____
 Additional Tag# _____ Tag Prefix: _____ Campus: _____

	Vehicle # 1	Vehicle # 2	Vehicle # 3
Make:			
Model:			
Color:			
Plate #:			
State:			

Severe Weather Emergency: Please place an X in the box, if you have a four wheel drive vehicle and would be willing to assist with transportation needs in a severe weather emergency.
 Home phone number: _____

I agree to abide by the parking regulations established at each of the FAHC Campuses. I understand that I am responsible for penalties (fines) obtained for violating these regulations. I also understand that repeat violations or serious violations will result in my vehicle being towed from Fletcher Allen property.

Signature: _____ Date: _____

Please notify FAHC Security (847-2812) of any changes to this information. Thank You!

FLETCHER ALLEN HEALTH CARE
Security Services

REGISTRATION UPDATE FORM

Today's Date: _____

Employee Name: _____ Date of Hire: _____

Employee ID Number: _____ or Social Security #: _____

New Vehicle: Make _____ Model _____
Color _____ Plate# _____ State _____

Vehicle you would like taken off your registration: _____

*****SECURITY USE*****

Original Hanging Decal Issued: _____

New Hanging Decal Issued: _____ Reason: _____

Fletcher Allen Health Care.....Security Services
Business Needs Waiver Form – MCHV Campus

Description: “Business Needs” parking permits are issued to employees who come and go frequently throughout the day and in cases where the operation of the employee’s department will suffer as a result of the employee’s normal parking assignment.

Approval Signatures: Approval signatures must be obtained from 1) the Director of the employee’s department, 2) the Vice President responsible for the employee’s department, and 3) the Chief Operating Officer.

Employee Information:

Name:	Employee ID Number:
Department:	Department Phone Number:
Immediate Supervisor:	Supervisor’s Phone Number:

I need a Business Needs parking permit for the MCHV Campus because:		
Current Parking Assignment:	Desired Parking Assignment:	
I will need the permit from:	Start Date:	End Date:

Vehicle Information:

	Vehicle 1	Vehicle 2	Vehicle 3
Make:			
Model:			
Plate #:			
Plate State:			

Review Signatures:

1) Director of Department - signature:	Director of Department – please print name
2) Vice President - signature:	Vice President – please print name

Complete the above sections and return to the Fletcher Allen Security Office, MCHV Campus

*****Do not write below this line*****

Security Comments:			
Security Signature:	Date:	COO Signature:	Date:

IDENT	Sec53
Type of Document:	Policy
Type of Policy:	Dept
Applicability:	Secu
Sponsor's Dept:	Secu
Title of Sponsor	Director
Title of Approving Official:	VP Hospital Services
Date Released (Published):	September 9, 2008
Next Review Date	September 9, 2011



SUBJECT: Car Pooling Policy

PURPOSE:

This policy is intended to outline the Fletcher Allen Car Pool Program. The policy describes the process for registering a car pool group, the incentives available to car pool participants, and the enforcement of the program.

POLICY STATEMENT:

Car pooling benefits employees, the organization, the community, and the environment. The employee benefits by reducing travel costs, the organization benefits by reducing parking demand, the community benefits by reduced traffic, and the environment benefits by reduced vehicle emissions.

All Fletcher Allen employees are encouraged to car pool or use public transportation. Fletcher Allen, in coordination with the Campus Area Transportation Management Association (CATMA), has developed incentives for selected Fletcher Allen campuses to encourage car pooling. These incentives are designed to reduce parking demand and traffic congestion during peak periods of the business day.

Fletcher Allen car pool incentives are available at the following locations:

- The Medical Center Campus (day and evening shifts)
- The UHC Campus (day shift)
- The Fanny Allen Campus (day and evening shift)
- One Burlington Square (day shift)

PROCEDURE:

A. Registration:

1. All car pool participants must register with Security to be eligible for car pool incentives.
2. All car pool participants must be FAHC employees who work on the same campus. *
3. Car pool participants may only register with one car pool group.
4. **Car Pool Registration Form** - One car pool registration form must be completed and signed by each member of the car pool group. The forms are available in the Security office and will include the employee's name, work information, and vehicle information.

Important – The car pool group is responsible for keeping the car pool registration form information up-to-date. As car pool group participants are added or dropped from the group, the registration form must be updated at the Security Office. Unregistered

passengers in a car pool vehicle do not qualify as car pool participants.

5. **Non-Car Pool Parking Assignment** - All car pool participants will be issued an individual parking assignment for parking on days that they are not car pooling. A parking hang tag will be issued indicating this individual non-car pool parking assignment.
6. **Car Pool Parking Assignment** - Security staff will issue one car pool hang tag and a car pool parking assignment to the car pool group. The car pool hang tag must be displayed from the car pool vehicle's rearview mirror when the car pool vehicle is parked in the assigned car pool parking lot (parking lot choices by campus are listed below).

NOTE: Your carpool parking permit must be displayed over your individual parking permit. (ie. Fanny Allen, General Dynamics, Champlain Mill, South Lot).

7. **Car Pool Hang Tag Display** - The car pool hang tag will be displayed from the vehicle's rearview mirror in front of the employee's individual hang tag. The car pool tag should be displayed in such a way that the printing is visible from outside the windshield.
8. **Parking Hang Tags are Nontransferable** - Individual hang tags and car pool hang tags are nontransferable and may not be "loaned" or transferred to anyone else.
9. **Entering and Exiting Car Pool Assigned Parking Lots** - At least two registered car pool group members must be in the vehicle when the car pool vehicle enters and exits the assigned car pool parking lot. Non-registered passengers in a car pool vehicle do not qualify as car pool passengers. (Note: This requirement is closely monitored by Security staff.)

B. Medical Center Campus - Parking Incentive for Car Pool Groups:

10. **Parking Assignment for the Car Pool Group** - The registered car pool groups may park on-site in the South Lot or they can park in the satellite parking lot of their choice. Satellite parking lots include: Champlain Mill, Centennial Field (no shuttle service provided) General Dynamics, and the Fanny Allen Campus.
11. **South Lot Parking** - There are two gated entrances and exits to the South Parking Lot. The gate at the south end of the lot will be used by all car pool groups. Each car pool group will be issued one proximity card to access and exit the South Parking Lot. (Remember - Two registered car pool members must be in the car pool vehicle as the vehicle enters and exits the South Parking Lot.)
12. **Important** - Remember, there must be two or more car pool group participants in the vehicle when the car pool vehicle displaying the car pool hang tag enters and exits the South Parking Lot. If you are driving alone (not car pooling), you must park at your assigned individual non-car pool parking lot assignment.

C. UHC Campus - Parking Incentive for Car Pool Groups:

13. Registered car pools may park on-site with two or more participants in the vehicle when they enter and exit the parking lot. Car pools also have the option to park at the satellite parking lot of their choice. These lots include: Champlain Mill, Catamount West (there is not a shuttle running to and from this lot) General Dynamics, and the Fanny Allen Campus.
14. **Important** - Remember, there must be two or more car pool group participants in the vehicle when the car pool vehicle displaying the car pool hang tag enters and exits the UHC Parking Lot. If you are driving alone (not car pooling), you must park at your assigned individual non-car pool

parking lot assignment.

D. Fanny Allen Campus – Parking Incentive for Car Pool Groups

15. All employees (including car pool groups) park on-site in parking lots 2 or 3.

E. One Burlington Square – Parking Incentive for Car Pool Groups

16. Car pool parking for One Burlington Square is at General Dynamics.

F. Other Car Pool Incentives – All Car Pool Groups

17. **Gas Coupons** - Car pool groups earn .50 cents a day for each car pool participant in the vehicle. A gas card is issued to each car pool group to record gas credits earned. Each box on the card represents a .50 cent gas credit. Car pool participants date and initial each box to indicate the days they car pooled to work. (Example: On a day that there are three car pool participants in the vehicle, three boxes would be dated and initialed, which would represent a credit for \$1.50 in gas). When all the boxes have been dated and initialed, the card is mailed or delivered to the MCHV or UHC Security Office to obtain two \$5.00 gas coupons. The gas coupons may be redeemed at Dave's Williston Road Citgo.

Important – Gas coupons must be signed before they are redeemed at Dave's Williston Road Citgo. Change will not be given for gas coupons that do not total the amount of gas purchased, so if the gas purchased totals \$7.00 and you give the attendant \$10.00 in gas coupons, you will not receive \$3.00 in change or credit.

18. **CATMA's Guaranteed Ride Home Program** – Through the Campus Area Transportation Management Association all car pool participants are eligible for the Guaranteed Ride Home Program:

Car pool participants are guaranteed a ride home in the following cases:

- a. A participant is left behind because the driver had to leave early.
- b. A rider has to leave because of a sick child.
- c. A rider has to leave because they are ill.
- d. A rider is asked to work later than initially scheduled.

Security staff will issue each car pool group participant a CATMA Guaranteed Ride Home pamphlet. Each participant must complete the CATMA Guaranteed Ride Home registration form and mail it to the CATMA Office at 150 Colchester Ave, Burlington, VT. CATMA will mail each participant a COMMUTE SMART CARD which is to be presented to a taxi driver, if a ride home is needed (instructions are located on back of the card).

19. **CATMA's Monthly Drawing** for a Gift Certificate to a Downtown Restaurant – The names of all Fletcher Allen registered car pool participants will be submitted to CATMA and added to the names of car pool participants from other CATMA organizations. Once a month CATMA draws a name from all car pool participants. The name drawn is given a gift certificate for a downtown restaurant.

G. Enforcement:

20. The car pool program is monitored very closely by the Fletcher Allen Security Department and other employees throughout the organization. Car pool violations will result in the following penalties:

First Violation – 30 day suspension of car pool privileges and incentives. (Note: This penalty may be increased to a complete revocation of car pool privileges and incentives, if the violation is flagrant or the car pool driver has a history of other Fletcher Allen parking violations.)

Second Violation – Complete revocation of car pool privileges and incentives.

Important – The intention of the car pool program is to reduce the number of vehicles parked at Fletcher Allen. Parking a vehicle at a Fletcher Allen satellite lot and riding together from the satellite parking lot to a car pool parking lot does not qualify as car pool group and does not meet car pool guidelines and will be considered a violation of the program.

H. Other Transportation Alternatives:

21. CCTA Local Bus Service - FAHC offers discounted city bus passes. Contact the Security office for more details, 847-2812.
22. CCTA Link Express Service - FAHC offers discounted Montpelier Link bus passes. Contact the Security office for more details, 847-2812.
23. CATMA Bike/Walk Program - A gift certificate incentive is offered to FAHC bikers and walkers. Contact CATMA for more details, 656-RIDE.
24. CATMA Car Pool Matching - CATMA also offers a list of drivers/riders in the community looking for others to car pool with. Your name and information can also be added to this list.

* NOTE: Car pool participants who are not FAHC employees would not qualify for all the incentives offered through FAHC.

MONITORING PLAN: N/A

DEFINITIONS: N/A

RELATED POLICIES:

<http://venus.fahc.org/xpedio/groups/public/documents/fapolicy/secu00006.pdf>
Parking Enforcement Policy

<http://venus.fahc.org/xpedio/groups/public/documents/fapolicy/sec00008.pdf>
Towing Policy

REFERENCES: N/A

REVIEWERS:

Charlie Zea, Security/Parking Coordinator - MCHV
Steve Theriault, Security/Parking Coordinator - UHC/FA

OWNER'S NAME:

Jack Conry, Director of Security, Safety, and parking

FLETCHER ALLEN HEALTH CARE

Security Services

Carpool Number: _____

Car Pool Registration

Proximity Card Number: _____

Employee #1

Employee #2

Name: _____

Name: _____

Department: _____

Department: _____

Campus: _____

Campus: _____

Intercampus Mailing Address:

Intercampus Mailing Address:

Shift: _____

Shift: _____

Vehicle:

Vehicle:

Make/Model: _____ / _____

Make/Model: _____ / _____

Plate#: _____ / _____

Plate#: _____ / _____

Employee #3

Employee #4

Name: _____

Name: _____

Department: _____

Department: _____

Campus: _____

Campus: _____

Intercampus Mailing Address:

Intercampus Mailing Address:

Shift: _____

Shift: _____

Vehicle:

Vehicle:

Make/Model: _____ / _____

Make/Model: _____ / _____

Plate#: _____ / _____

Plate#: _____ / _____

Please Read and Sign Below

I have received a copy of the FAHC Car Pool Parking Policy and I agree to abide by the regulations therein. I understand that I am responsible for penalties acquired as a result of these policies.

Employee #1: _____ Date: _____

Employee #2: _____ Date: _____

Employee #3: _____ Date: _____

Employee #4: _____ Date: _____

Fletcher Allen Health Care Security Services

On-site parking for car pool participants will now be in the:

SOUTH LOT

See the back of this sheet for this location. Please hang your car pool parking permit and your individually assigned parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card. See the information below regarding proximity cards.

Proximity Card

Using the Card – Hold the card about 2” from the card reader at the parking lot entrance.

This card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Important – Your card is unique. It tracks your access throughout the parking lot, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact the Security.....847-2812

SAMPLE

ATTENDING
PHYSICIAN

Fletcher Allen Health Care
Parking Permit
Lot C
ACC Garage

PARKING
PERMIT
F- 1808

PHYSICIAN
HANGING
PERMIT

SAMPLE

Fletcher Allen Health Care
Parking Permit
South Lot



ON-SITE
HANGING
PERMIT

SAMPLE



CAR POOL
HANGING
PERMIT

SAMPLE



ROTATING SHIFTS

HANGING
PERMIT

General Dynamics Parking and Shuttle Information

Parking Permit: Please hang the General Dynamics permit from your rear view mirror so the printing faces the windshield.

*General Dynamics is for day shift parking, Monday-Friday. Weekend day shift parking is on-site in Lot B, holiday day shift parking is on-site in Lot A or Lot B.

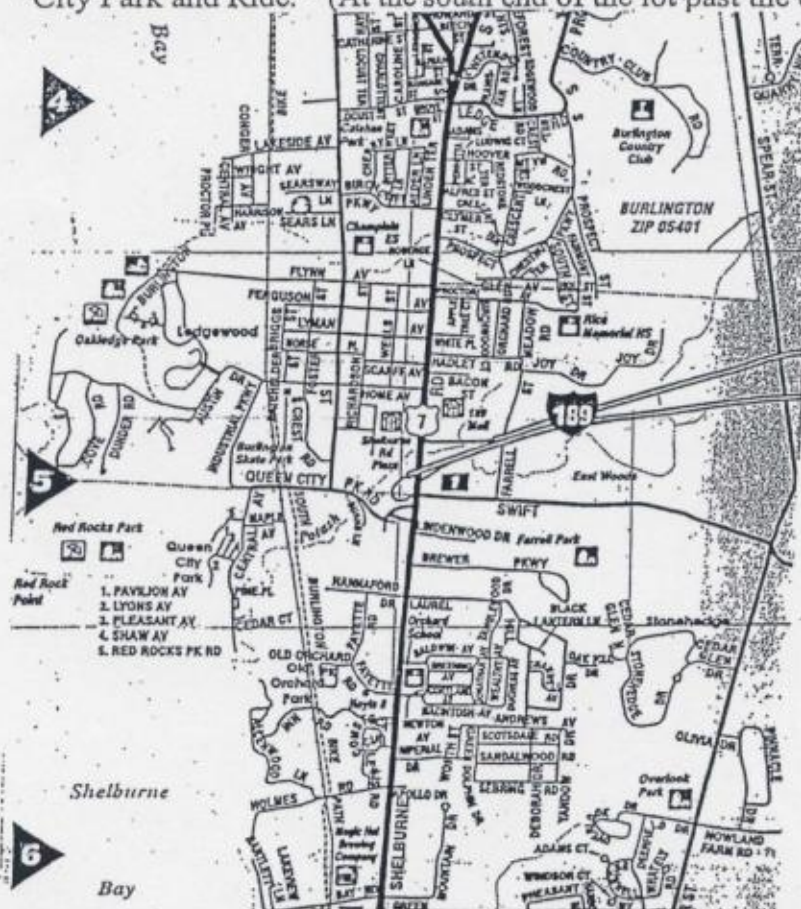
*If you indicated on your parking registration form that you rotate shifts, your parking decal you have been issued also covers the evening and night shifts. Evening parking is on-site in Lot A or B, night shift parking is on-site in the parking garage (see map).

Shuttle Service: See schedule on the reverse side.

You must show your FAHC ID to ride the shuttle for free.

Location: Lakeside Avenue, Burlington

Directions: Turn from Pine Street onto Lakeside Avenue. The entrance to the General Dynamics parking lot is on the left. Watch for signage and park in the area labeled "City Park and Ride." (At the south end of the lot past the concrete jersey barriers.)



Thank you for your assistance! Security Services 847-2812

Champlain Mill Garage Parking and Shuttle Information

Parking Permit:

Please hang the Champlain Mill garage parking permit from your rear view mirror so the printing faces the windshield.

*Champlain Mill is for day shift parking, Monday-Friday. Weekend and holiday day shift parking is on-site in Lot C (the ACC underground garage).

*If you indicated on your parking registration form that you rotate shifts, your parking decal you have been issued also covers the evening and night shifts. Evening and night shift parking is on-site in Lot C (the ACC underground garage).

Access Card:

The Champlain Mill Garage parking area is gate controlled. An access card is enclosed with your parking permit. This card has an anti-pass back feature which means the card must have been read as an "in" (enter) in order to be used as an "out" (exit). If you see someone experiencing problems with their card to enter the garage do not use your card to enter because then your card will not work to let you in (because it was read as an "in" the next read must be an "out").

If you do a rotating shift, this access card is in addition to your FAHC proximity card, it is not a replacement – the mill card will NOT get you into Lot C (the ACC underground garage).

If for some reason you forgot your card (or you experience problems with your card) you would need to park at the Fanny Allen Campus, not on-site in Lot C (the ACC underground garage).

Location:

Access the parking area from Rt. 15 to Abenaki Way, to Winoosik Falls Way, or from Main Street to Winoosik Falls Way.

Directions:

Park in any level of the garage (the parking garage is **SEVEN LEVELS**), but do not park in spaces designated for customer parking, VSAC parking, any area designated as "no parking", etc. Take the elevator to the 2nd level to access the shuttles.

Shuttle Service:

See attached schedule.

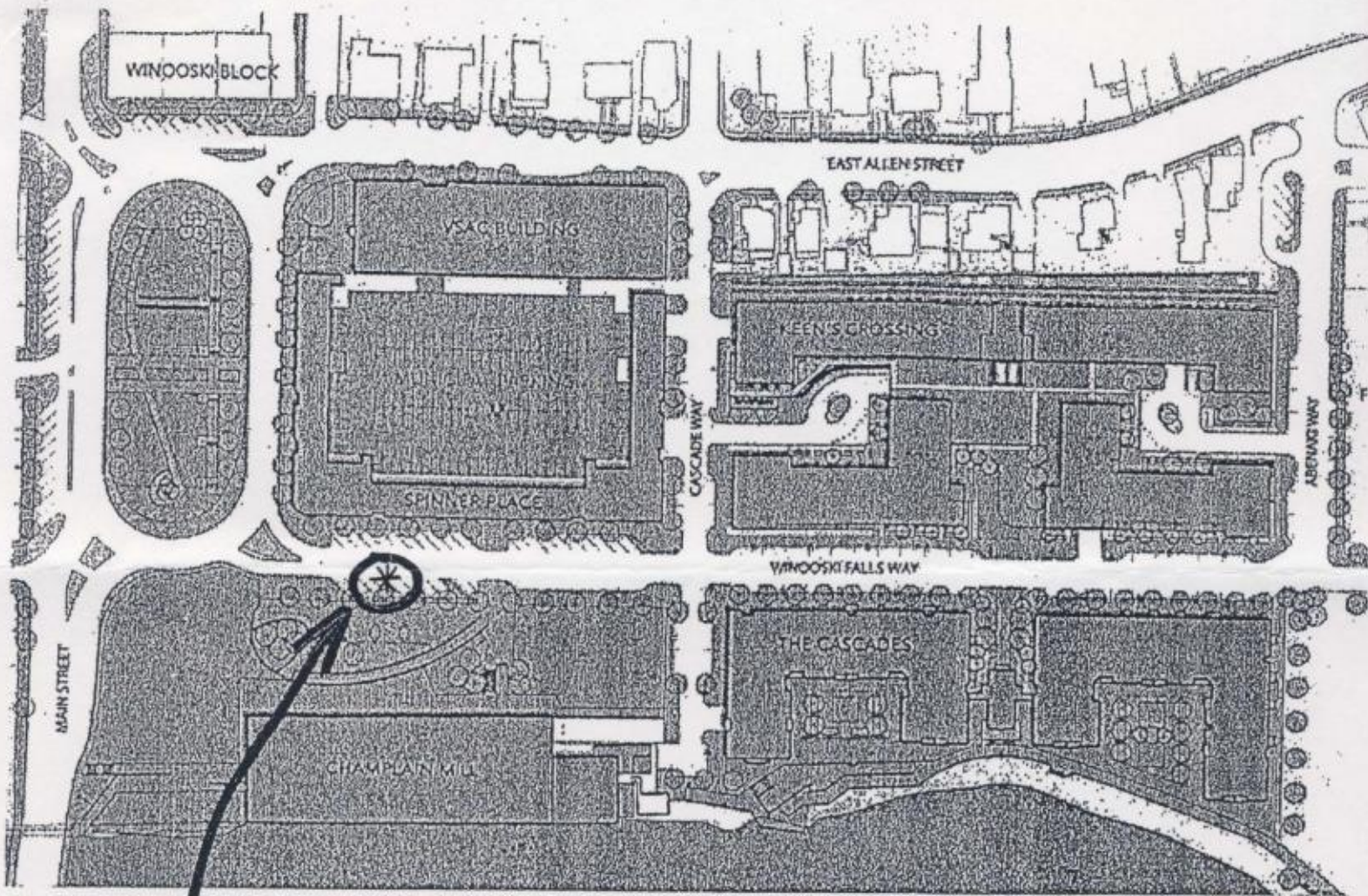
Shuttle Stop/Pick Up at the Mill:

The Fletcher Allen shuttle will drop off and pick up at the designated bus stop on Winoosik Falls way.

Shuttle Stop/Pick Up at FAHC:

The shuttles for this parking lot will pick up and drop off at the McClure entrance.





Fletcher Allen Staff Parking at the Champlain Mill

New Bus Stop Location

Starting Monday, December 12, 2007

The managers of the Champlain Mill have designated a new bus stop location for Fletcher Allen busses. The new location is located as diagramed. The bus stop signs will be moved to the new location on Monday, December 10, 2007.

Thank you for your cooperation and understanding!

Security Service, 847-2812

7Champlain Mill Shuttle Schedule (April 14, 2008)

Morning Busses - # 7			Mid Morning - Van Service - Vans A, B, & C				Evening Busses - # 7	
Departs Lot	Departs MCHV		Fanny Allen (FAH) - Champlain Mill (CM) - MCHV		MCHV - Champlain Mill (CM)		Departs MCHV	Departs Lot
Early Morning			Departs FAH	Departs CM for MCHV	Departs MCHV	Departs CM for MCHV		
Bus 1	4:30 AM	4:45 AM	9:00 AM	9:05 AM	9:15 AM	9:20 AM	Bus 1	5:05 PM
Bus 2	4:45 AM	5:00 AM	9:15 AM	9:20 AM	9:30 AM	9:35 AM	Bus 2	5:20 PM
Bus 1	5:00 AM	5:15 AM	9:30 AM	9:35 AM	9:45 AM	9:50 AM	Bus 1	5:35 PM
Bus 2	5:15 AM	5:30 AM	9:45 AM	9:50 AM	10:00 AM	10:05 AM	Bus 2	5:50 PM
Bus 1	5:30 AM	5:45 AM	10:00 AM	10:05 AM	10:15 AM	10:20 AM	Bus 1	6:05 PM
Bus 2	5:45 AM	6:00 AM	10:15 AM	10:20 AM	10:30 AM	10:35 AM	Bus 2	6:20 PM
Morning			10:30 AM	10:35 AM	10:45 AM	10:50 AM	Bus 1	6:35 PM
Bus 1	6:00 AM	6:15 AM	10:45 AM	10:50 AM	11:00 AM	11:05 AM	Bus 2	6:50 PM
Bus 2	6:10 AM	6:25 AM	11:00 AM	11:05 AM	11:15 AM	11:20 AM	Bus 1	7:05 PM
Bus 3	6:20 AM	6:35 AM	11:15 AM	11:20 AM	11:30 AM	11:35 AM	Bus 2	7:20 PM
Bus 1	6:30 AM	6:45 AM	11:30 AM	11:35 AM	11:45 AM	11:50 AM	Bus 1	7:35 PM
Bus 2	6:40 AM	6:55 AM	11:45 AM	11:50 AM	12:00 PM	12:05 PM	Bus 2	7:50 PM
Bus 3	6:50 AM	7:05 AM	12:00 PM	12:05 PM	12:15 PM	12:20 PM	Bus 1	8:05 PM
Bus 1	7:00 AM	7:15 AM	12:15 PM	12:20 PM	12:30 PM	12:35 PM	Bus 2	8:20 PM
Bus 2	7:10 AM	7:25 AM	12:30 PM	12:35 PM	12:45 PM	1:00 PM	Bus 1	8:35 PM
Bus 3	7:20 AM	7:35 AM	12:45 PM	12:50 PM	1:05 PM	1:20 PM	Bus 2	8:50 PM
Bus 1	7:30 AM	7:45 AM	1:00 PM	1:05 PM	1:15 PM	1:30 PM	Bus 1	9:05 PM
Bus 2	7:40 AM	7:55 AM	1:15 PM	1:20 PM	1:35 PM	1:50 PM	Bus 2	9:20 PM
Bus 3	7:50 AM	8:05 AM	1:30 PM	1:35 PM	1:45 PM	2:00 PM		
Bus 1	8:00 AM	8:15 AM	1:45 PM	1:50 PM	2:00 PM	2:05 PM		
Bus 2	8:10 AM	8:25 AM	Leave MCHV @ 2:00 pm - Drop off at Fanny @ 2:15 pm					
Bus 3	8:20 AM	8:35 AM						
Bus 1	8:30 AM	8:45 AM						
Bus 2	8:40 AM	8:55 AM						
Bus 3	8:50 AM	9:05 AM						
Bus 1	9:00 AM							

New AM Schedule.....Starting Monday, April 14, 2008 three busses will operate during the AM peak hours.

Note: All times are estimates and may be affected by traffic congestion in the community.

1.....Fanny Allen Shuttle Schedule

New afternoon hours starting Monday, June 9, 2008

Morning Busses - # 1			
	Departs	Stops at	Departs
	Fanny Allen	Champ Mill	MCHV
Bus1	4:15 AM	None	4:30 AM
Bus 2	4:30 AM	None	4:45 AM
Bus1	4:45AM	None	5:00 AM
Bus 2	5:00AM	None	5:15 AM
Bus1	5:15 AM	None	5:30 AM
Bus 2	5:30 AM	None	5:45 AM
Bus1	5:45 AM	None	6:00 AM
Bus 2	6:00 AM	None	6:15 AM
Bus1	6:15 AM	None	6:30 AM
Bus 2	6:30 AM	None	6:45 AM
Bus1	6:45 AM	None	7:00 AM
Bus 2	7:00 AM	None	7:15 AM
Bus1	7:15 AM	None	7:30 AM
Bus 2	7:30 AM	None	7:45 AM
Bus1	7:45 AM	None	8:00 AM
Bus 2	8:00 AM	None	8:15 AM
Bus1	8:15 AM	None	8:30 AM
Bus 2	8:30 AM	None	8:45 AM
Bus1	8:45 AM	None	9:00 AM

Mid Morning - Van Service - Vans A & B					
Fanny Allen - Champlain Mill - MCHV					
	Departs		Departs		Departs
	FAH	Champ Mill	MCHV	Champ Mill	Champ Mill
Van A	9:00 AM	9:05AM	9:15 AM	9:20 AM	9:20 AM
Van B	9:15 AM	9:20 AM	9:30 AM	9:35 AM	9:35 AM
Van A	9:30 AM	9:35 AM	9:45 AM	9:50 AM	9:50 AM
Van B	9:45 AM	9:50 AM	10:00 AM	10:05 AM	10:05 AM
Van A	10:00 AM	10:05 AM	10:15 AM	10:20 AM	10:20 AM
Van B	10:15 AM	10:20 AM	10:30 AM	10:35 AM	10:35 AM
Van A	10:30 AM	10:35 AM	10:45 AM	10:50 AM	10:50 AM
Van B	10:45 AM	10:50 AM	11:00 AM	11:05 AM	11:05 AM
Van A	11:00 AM	11:05 AM	11:15 AM	11:20 AM	11:20 AM
Van B	11:15 AM	11:20 AM	11:30 AM	11:35 AM	11:35 AM
Van A	11:30 AM	11:35 AM	11:45 AM	11:50 AM	11:50 AM
Van B	11:45 AM	11:50 AM	12:00 PM	12:05 PM	12:05 PM
Van A	12:00 PM	12:05 PM	12:15 PM	12:20 PM	12:20 PM
Van B	12:15 PM	12:20 PM	12:30 PM	12:35 PM	12:35 PM
Van A	12:30 PM	12:35 PM	12:45 PM	12:50 PM	12:50 PM
Van B	12:45 PM	12:50 PM	1:00 PM	1:05 PM	1:05 PM
Van A	1:00 PM	1:05 PM	1:15 PM	1:20 PM	1:20 PM
Van B	1:15 PM	1:20 PM	1:30 PM	1:35 PM	1:35 PM
Van A	1:30 PM	1:35 PM	1:45 PM	1:50 PM	1:50 PM
Van B	1:45 PM	1:50 PM	2:00 PM	2:05 PM	2:05 PM
Van B	Leave MCHV @ 2:00 pm - Drop off at Fanny @ 2:15 pm				

Evening Busses - # 1				
	Departs	Stops at	Departs	
	MCHV	Champ Mill	Fanny Allen	
Bus 1	2:20 PM	None	2:35 PM	
Bus 2	2:35 PM	None	2:50 PM	
Bus 1	2:50 PM	None	3:05 PM	
Bus 2	3:05 PM	None	3:20 PM	
Bus 1	3:20 PM	None	3:35 PM	
Bus 2	3:35 PM	None	3:50 PM	
Bus 1	3:50 PM	None	4:05 PM	
Bus 2	4:05 PM	None	4:20 PM	
Bus 1	4:20 PM	None	4:35 PM	
Bus 2	4:35 PM	None	4:50 PM	
Bus 1	4:50 PM	None	5:05 PM	
Bus 2	5:05 PM	None	5:20 PM	
Bus 1	5:20 PM	None	5:35 PM	
Bus 2	5:35 PM	None	5:50 PM	
Bus 1	5:50 PM	None	6:05 PM	
Bus 2	6:05 PM	None	6:20 PM	
Bus 1	6:20 PM	None	6:35 PM	
Bus 2	6:35 PM	None	6:50 PM	
Bus 1	6:50 PM	None	7:05 PM	
Bus 2	7:05 PM	None	7:20 PM	
Bus 1	7:20 PM	None	7:35 PM	
Bus 2	7:35 PM	None	7:50 PM	
Bus 1	7:50 PM	None	8:05 PM	
Bus 2	8:05 PM	None	8:20 PM	
Bus 1	8:20 PM	None	8:35 PM	
Bus 2	8:35 PM	None	8:50 PM	
Bus 1	8:50 PM	None	9:05 PM	
Bus 2	9:05 PM	None	9:20 PM	

Note: All times are estimates may be affected by traffic congestion in the community.



South Lot

Lot C
ACC Underground Garage

McClure Garage

**Fletcher Allen Health Care
Security Services**

Your parking assignment at the MCHV Campus is the:

LOT C
(ACC underground garage)

See the back of this sheet for directions to this location. Please hang your parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have).

Parking is on the purple level ONLY.

**Proximity Card
Senior Staff**

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

	Your new proximity card is enclosed
	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

Important – Your card is unique. It tracks your access throughout the facility, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact Security.....847-2812

Fletcher Allen Health Care Security Services

Your parking assignment at the MCHV Campus is the:

LOT C
(ACC underground garage)

See the back of this sheet for directions to this location. Please hang your parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have).

Parking is on the green and purple level ONLY.
The orange and blue levels are reserved for patient and visitor parking.

Proximity Card Attending Physicians

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

<input type="checkbox"/>	Your new proximity card is enclosed
<input type="checkbox"/>	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

<input checked="" type="checkbox"/>	ACC Garage....Required - park in the bottom two levels of the ACC garage (green & purple levels). The top two levels of the ACC garage are for patient and visitor parking.
<input checked="" type="checkbox"/>	South Lot (north and south entrances)

Important – Your card is unique. It tracks your access throughout the facility, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact Security.....847-2812

**Fletcher Allen Health Care
Security Services**

Your parking assignment at the MCHV Campus is the:

LOT C
(ACC underground garage)

See the back of this sheet for directions to this location. Please hang your parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have).

Parking is on the green and purple level ONLY.

The orange and blue levels are reserved for patient and visitor parking.

**Proximity Card
Evening and Night Shift Staff**

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

	Your new proximity card is enclosed
	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

X	ACC Garage – from 10:00 am to 1:00 am, seven days a week. If you are working a day shift, please park in your assigned satellite parking location. Required - park in the bottom two levels of the ACC garage (green & purple levels). The top two levels of the ACC garage are for patient and visitor parking.
---	---

Important – Your card is unique. It tracks your access throughout the facility, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact Security.....847-2812

Fletcher Allen Health Care Security Services

If you are a non-senior rotator you have been assigned a satellite parking location for your Monday-Friday day shift.

Evening and Night shift parking is on site in Lot C; see the back of this sheet for directions to this location. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have).

NOTE: Weekend and holiday day shift parking is on-site in Lot C. During this time only, take a ticket when you enter and when you leave you will be instructed to print your name on the ticket and to show your FAHC ID.

Parking is on the green and purple level ONLY.
The orange and blue levels are reserved for patient and visitor parking.

Proximity Card Non-Senior Rotating Staff

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

	Your new proximity card is enclosed
	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

X	ACC Garage – from 10:00 am to 1:00 am, seven days a week. If you are working a day shift, please park in your assigned satellite parking location. Required - park in the bottom two levels of the ACC garage (green & purple levels). The top two levels of the ACC garage are for patient and visitor parking.
---	---

Important – Your card is unique. It tracks your access throughout the facility, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact Security.....847-2812

**Fletcher Allen Health Care
Security Services**

Your parking assignment at the MCHV Campus is the:

LOT C
(ACC underground garage)

See the back of this sheet for directions to this location. Please hang your parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have).

Parking is on the purple level ONLY.

**Proximity Card
Senior Staff**

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

	Your new proximity card is enclosed
	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

Important – Your card is unique. It tracks your access throughout the facility, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact Security.....847-2812

Fletcher Allen Health Care Security Services

Your parking assignment at the MCHV Campus is the:

SOUTH LOT

See the back of this sheet for directions to this location. Please hang your parking permit from your rear view mirror so the permit information faces the windshield. This parking lot will be controlled by an electronic gate so you have been issued a proximity card (or access for this lot has been added to the proximity card you currently have). See the information below regarding proximity cards.

NOTE: If you rotate, evening and night shift parking is in Lot C.

Proximity Card – Senior Staff

Parking Lot Access

Proximity Card – The enclosed card will allow access to selected electronically controlled parking gates at the Medical Center Campus.

<input type="checkbox"/>	Your new proximity card is enclosed
<input type="checkbox"/>	Access has been given to your existing card

Using the Card – Hold the card about 2" from the card reader at the parking lot entrance.

- If the card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.
- If the card is not programmed for the parking area, the gate will not lift - the card is not programmed for that particular parking lot.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Parking Permit – Display your Fletcher Allen hanging parking permit whenever you are parking in a Fletcher Allen parking lot.

The enclosed proximity card will access the following parking lots at the Medical Center Campus:

<input checked="" type="checkbox"/>	South Lot (north and south entrances)
<input type="checkbox"/>	Senior Rotating Staff – Lot C after 10:00 am

Questions or Concerns - Please contact the Security.....847-2812

**Fletcher Allen Health Care
Security Services**

EMERGENCY ON-CALL PARKING

Parking

EMERGENCY on-call parking will be in **LOT C** (the ACC underground parking garage). See the back of this sheet for the location of this lot. Park on the green or purple levels **ONLY**.

Lot C is controlled by an electronic gate; access to this lot has been added to your proximity card (if you don't have a card, a card has been enclosed). This card **MUST** be used when entering and exiting the garage, **DO NOT** take a ticket.

**On-call parking will no longer be in the ED parking lot.

Permit

Please hang your on-call parking permit and your individually assigned parking permit from your rear view mirror so the permit information faces the windshield. **BOTH PERMITS MUST BE DISPLAYED.**

The on-call parking permit is used for patient **EMERGENCY call in **ONLY**. This pass is not intended for employees that are called in due to a staffing shortage. Parking for this would be in your assigned parking location.

****Parking is ONLY permitted in Lot C when called in for Emergency On-Call, if you are found to be in violation you may be subject to being ticketed and towed.**

**Fletcher Allen Health Care
Security Services**

POST SHIFT ON CALL

Parking

Parking for Post Shift On-Call is in **LOT C** (the ACC underground parking garage). See the back of this sheet for the location of this lot. Parking is on the green or purple levels ONLY.

Lot C is controlled by an electronic gate; access to this lot has been added to your proximity card (if you don't have a card, a card has been enclosed). This card **MUST** be used when entering and exiting the garage, **DO NOT** take a ticket.

****Parking is ONLY permitted in Lot C when taking IMMEDIATE Post Shift On-Call, if you are found to be in violation you may be subject to being ticketed and towed.**

Permit

Please hang your Post Shift On-Call parking permit and your individually assigned parking permit from your rearview mirror so the permit information faces the windshield. **BOTH PERMITS MUST BE DISPLAYED.**



SPECIAL REQUEST FOR PARKING Due to Medical Condition

The information you provide, including medical information, regarding any parking accommodation request will be shared only with those individuals involved in the determination, coordination and facilitation of parking accommodation. FAHC requires the completion of this form, including the physician note stating the reason for your special parking request before it can be processed by Security Services. Security will review your physician's note & base your restriction for parking on the information provided by your physician. Attach additional pages, as needed, from your health care provider regarding this request for parking.

Employee must complete the following: (PLEASE PRINT CLEARLY)

Employee Name:	Job Title:
Date of Hire:	Current Parking Assignment:
Department:	Supervisor/Manager's Name:
Work Address: Campus:	Work Phone & Home Phone:

Employee: Please list below the specific reason for which you are requesting special parking. Please attach the completed physician's note, by a provider treating you for the condition for which you are requesting an accommodation, detailing your restriction.

Employee's Signature: _____ **Date:** ___/___/___

Manager Signature: _____ **Date:** ___/___/___

- Yes No This employee's limitation creates work restrictions.
- Yes No Manager believes a parking location that provides door-to-door service (or close to) that is serviced by a handicap "kneeling" bus would meet this parking request.
- Yes No Manager believes that a parking location, that although not serviced by a shuttle bus but is within walking distance, would meet this parking request.
- Yes No Manager believes only up-close, on-site parking would meet this parking request.

Return to: **Security Services**

Fletcher Allen Health Care, 111 Colchester Avenue, Burlington, VT 05458
-or-
MCHV Campus, Engineering 401

Special parking requests will be fulfilled in most cases with an off-site parking location and door-to-door shuttle service, in some cases a parking location will be assigned that is serviced by a handicapped "kneeling" bus. ACC special permits are assigned on a very limited basis per the discretion of Security Services.

Security Services 802-847-2812

Please note:

Applications that are submitted without proper documentation will be delayed or denied consideration.



SPECIAL REQUEST FOR PARKING
Due to Medical Condition

PHYSICIAN NOTE

Physician must complete all sections below completely:

Form with fields for Employee Name, Physician Name, Employee DOB, Physician Beeper or Phone, Job Title, and checkboxes for Primary Care Provider and Specialist/Service.

A. Yes No This patient is actively under my direct care and supervision for treatment of the condition for which s/he is requesting special parking accommodations.

B. Briefly describe condition: [Handwritten text area]

C. Date condition began: [Handwritten date]
Expected end date of condition: [Handwritten date]

D. Limitation:
Cannot climb on high step shuttle
Unable to lift arms up over head
Cannot walk long distances
Shuttle issue:
Other issue:

E. Does this employee's condition create work restrictions: Yes No
If yes, please describe:

F. Date of upcoming surgery (if applicable):
Date of previous surgery if applicable:

G. Physician recommends the following to meet the patient's parking request due to their medical restrictions:
A parking location that provides door-to-door service...
A parking location, although not serviced by a shuttle bus...
Only up-close, on-site parking would meet this request.

Physician Signature: [Handwritten signature]

DO NOT WRITE BELOW THIS LINE – SECURITY USE ONLY

Security

Final Accommodation Determination: Approval Denial

The following parking designation has been granted:

_____ From / / To / / .

Date: _____ Time: _____ Signature: _____ Print Name: _____

A copy of this determination has been sent to employee **Date:** / /

Fletcher Allen Health Care Security Services

Medical Needs parking will now be in:

LOT C
(Acc Parking Garage)
Or
the McClure Parking Garage

See the back of this sheet for the parking locations. Please hang your Medical Needs parking permit and your individually assigned parking permit from your rear view mirror so the permit information faces the windshield.

These parking lots will now be controlled by an electronic gate so you have been issued a proximity card. See the information below regarding proximity cards.

Proximity Card

Using the Card – Hold the card about 2” from the card reader at the parking lot entrance.

This card is programmed to lift the gate for the parking lot, the green light will flash and the gate will lift.

Anti-Pass Back Feature – The parking lot gates have an anti-pass back feature, which requires that the card used to enter a parking area be used to exit the same parking area before it will allow access again. This prevents someone from using the card, parking in a parking lot, and handing the card to someone else to use.

Important – Your card is unique. It tracks your access throughout the parking lot, so do not lend the card to anyone.

Lost or Stolen Cards – Report lost or stolen cards immediately to the Security Office.

Replacement Card - There is a \$6.00 charge for a replacement card.

Questions or Concerns - Please contact the Security.....847-2812

UNIVERSITY OF VERMONT

Sec. 8.3.3 (a)

Employment

The University of Vermont employs 3,313 individuals. The total staff number of 2,140 includes 1,987 full-time and 153 part-time employees. The total faculty number of 1,173 includes 958 full-time faculty, 215 part-time instructors. Additionally, there are 960 clinical professors primarily in the College of Medicine. College of Medicine faculty now include Residents, Interns and Clinicians who are part of the expanded medical care plan of BCBS and Fletcher Allen, not all of these individuals are located on campus.

Enrollment

The full time equivalent students for the academic year 2008-2009 fall semester is as follows:

Undergraduate	9,829
Graduate & Certificate	882
Medical Students.....	453
<u>Non-degree Cont. Education.....</u>	<u>430</u>
Total	11,594

Slightly more than half of graduate students are part-time, attending classes which are offered after 4:00 p.m. and evenings, or at off campus locations, to accommodate students' employment schedules and transportation constraints.

Sec. 8.3.3 (b)

Parking Demand

Existing Spaces

The University's on campus parking inventory is now 5,130 spaces, including parking for University affiliates, visitors, service and delivery vehicles, and designated handicap drivers.

The current capacity figures exclude parking located at the University Farm and Bio-Research complexes on Spear St. Also excluded in the capacity listing are small garages located within the defined Burlington boundary of the campus. The parking lot capacities are shown as follows:

Lot	Faculty / Staff	H'icap	Leased	Open	Comm Student	Resident Student	Short Term	Univ Bus	Visitor	Grand Total
109 College Street 12/16 Colchester Avenue	14	1						3	56	60
146 South Williams	12	1						1		13
178 South Prospect	3									3
280 East Avenue	6	2			4		1	7		20
284 East Avenue	56	1					1	3		61
31 South Prospect	4									4
322 South Prospect	12	1								13



CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN - JANUARY 2009

CATMA 2009 ANNUAL REPORT

Lot	Faculty / Staff	H'icap	Leased	Open	Comm Student	Resident Student	Short Term	Univ Bus	Visitor	Grand Total
34 South Williams	4	1								5
438 College Street	5	1								6
460 South Prospect	3									3
466 South Prospect	5									5
601 Main Street	19	3								22
61 Summit	7									7
70 South Williams	37	1					1			39
86 South Williams	6	1						1		8
Admissions	25	2								27
Ag Engineering Meters									22	22
Agricultural Engineering	384									384
Aiken								2		2
Allen House	112	4					2			118
Bailey Howe North		5					2	12		19
Bailey Howe South		3								3
Beaumont Lot					66					66
Billings								2		2
Bittersweet		1								1
Blundell East		1			2	31		1		35
Blundell West	8									8
Cage Heating	9									9
Catamount East			174							174
Catamount West					82					82
Catamount West Fac/Staff	26							2		28
Centennial	120			87						207
Chittenden Buckham										
Wills		2				82	3		2	89
Christie		1				18	1	3		23
Church Lot	15									15
Compound	76									76
Coolidge		1			2		5	2		10
Cottages		1				9				10
Davis		1				79		6		86
Davis Center Oval		6					10			16
Delahanty	42									42
Dewey	39	2						1		42
Fleming		1							13	14
Fletcher Place	10	1								11
Given	282	5						7		294
Grassemount	23	1						2		26
Gutterson Bottom Garage	6				243					249
Gutterson Bottom Surface				177						177
Gutterson Fac/Staff	61	8						10		79
Gutterson Meters					32				2	34
Gutterson Middle Garage					328					328



Lot	Faculty / Staff	H'icap	Leased	Open	Comm Student	Resident Student	Short Term	Univ Bus	Visitor	Grand Total
Gutterson Middle Surface				88						88
Gutterson Upper Garage									327	327
Gutterson Upper Surface				36						36
Gutterson Zamboni Area		2						1		3
Harris West		2								2
Harris/ Millis						122	1	2		125
Hills		2					1	5		8
Hunt		1				41		1		43
Jeanne Mance		1				48	1	1		51
Lafayette/Old Mill Living/Learning Fac/ Staff	42	2					1	2		5
Mann North	3	5						4		9
Mann South								2	4	6
Marsh Life Science Marsh/Austin/Tupper		2								2
Mason		3						5		118
Mcauley		1				108	2	1		6
Mercy	5	1				10	1	4		12
Morrill		5				69	3	4		79
Music	19	2					1	4		12
PFG Circle		13						1	4	23
Robinson	40	2								18
Simpson						97	4	2		42
Simpson Faculty/ Staff	7									103
Slade						8	1	1		7
Southwick		1				81		4		10
Stafford Roadway		10						7		86
U-Heights North	37									17
U-Heights North two								4		37
U-Heights South						56				4
U-Heights South Three	4	2					2	1		56
U-Heights Street North	6									9
University Height Street South						21				6
Upper Lot	6				104				2	21
Villa	7									112
Votey	118	8					3	5		7
Waterman	167	8					2	13		134
Wheeler	53	1						1		190
Wing						95	1	2		55
Wright/Patterson		2				11	2	2		98
Grand Total	1945	144	174	388	863	986	56	142	432	5130



CATMA 2009 ANNUAL REPORT

Vehicle Permits

The number of vehicle permits issued by the University is

Faculty/Staff	2,500
Students.....	2,010
Contracted	455
Total Permits	4,965

American Red Cross/FAHC Contract Spaces

The University has agreements for leasing spaces to the American Red Cross and Fletcher Allen Health Care. Spaces leased by institutions as follows:

American Red Cross at Centennial	10
FAHC - at Centennial.....	160
Total Contract Spaces	170

Our efforts to reduce parking demand, possibly along with the economic recession, reduced the number of permits sold in relation to the eligible population. In the student population alone, we realized close to a 20% decrease in purchase patterns (from just over 20% to just over 16%). The faculty and staff pattern saw an approximate 5% decline. Though this follows a five year trend, the recent drops were significant. Indeed, many of our colleagues from across the country report a similar pattern. In our calculation at the end of this document regarding parking needed over time, we are assuming the permit purchase rate returns to its past pattern of around 20% of students.

Sec. 8.3.3 (c) Vehicle Fleet

* Indicates Alternate Fuel Vehicle

The University of Vermont owns or leases a total of 238 vehicles (in the city of Burlington)

Plate #	Year	Make	Plate #	Year	Make
230A	2008	ORION VII TRANSIT BUS WHITE*	ACW652	1997	INGERSOLL RAND COMPRESSOR UNIT
236A	2008	ORION VII TRANSIT BUS WHITE*	ACW726	2008	CHEVROLET EXPC CARGO VAN WHITE
A338	2006	ORION BUS WHITE*	ADD350	1992	CHEVROLET 4X4 PICKUP
A339	2006	ORION BUS WHITE*	ADH562	2001	GMC SONOMA TRUCK BLUE
A38113	1965	ARNOLD BOAT TRAILER	ADH678	1998	MAZDA PICKUP TRUCK GREEN
AAD730	1974	INTERNAT'L RACK	ADN575	1999	CHEVROLET DUMPTRUCK RED
AAE485	1989	VOLVO DUMPTRUCK	ADN576	1999	CHEVROLET DUMPTRUCK RED
AAH773	2003	FREIGHTLINER TRUCK WHITE	AEH114	1993	CHEVROLET PICKUP GREEN
ACW173	1997	FORD E250 CARGO VAN GREEN	AEL585	1999	GMC P/U 4X4
ACW234	2005	CHEVROLET C15 PICK UP TRUCK GREEN	AER514	2006	CHEVROLET EXPC VAN WHITE
ACW235	1997	DODGE CLUBCAB PICKUP RED	AER515	2001	GMC SAVANA VAN GREEN
ACW236	1996	FORD E250 CARGO VAN BLUE	AET105	1993	FORD E250 CARGO VAN



Plate #	Year	Make
AET106	1993	FORD E250 CARGO VAN
AFS736	1999	MGS INC. TRAILER FOR PORTABLE GEN
AFS984	2008	FORD F150 PICKUP TRUCK WHITE
AFW455	1993	FORD TRUCK 4X4
AGB169	1994	FORD F350 CARGO TRK WHITE
AGB543	1994	FORD E250 VAN
AGB546	1994	FORD E250 VAN
AGB547	1999	GMC P/U 4X4
AGF733	1994	FORD E350 TRUCK WHITE
AGL699	2004	CHEV SILVERADO TK PK WHITE
AGL973	2005	PACE V-NOSE AUTO CARRIER VFA8524
AGN842	2006	CHEV SILVERADO WHITE
AHB429	1995	FORD F150 PICKUP
AHB430	1995	FORD F150 PICKUP
AHB785	1995	GMC 4X4 PICKUP MAROON
AHG415	2004	CHEV SILVERADO PU CK25903 WHITE
AHG416	2006	CHEV SILVERADO WHITE
AHG670	2005	HUDSON UTILITY TRAILER
AHK711	1995	FORD F250 PICKUP RED
AHK836	1995	CHEVROLET SPORTSVAN GREEN
AHL459	1995	FORD ECONOLINE VAN WHITE
AHL460	1995	FORD F150 PICKUP RED
AHN755	2001	CHEVROLET PICKUP SILVERADO
AHN759	1992	CHEVROLET PICKUP GREEN
AHN760	1988	CHEVROLET
AHN761	1990	CHEVROLET PICKUP C20 RED
AKC103	1996	IHC DUMPTRUCK GREEN
AKG928	2006	EZ LOADER TRAILER GREY
AKY832	1996	CHEVROLET ASTRO VAN WHITE
ALD674	1989	FORD CHERRY PICKER WHITE
ALD675	1997	FORD E350 TRUCK 4X4 RED
ALF121	1998	DODGE CARGO VAN
ALF591	2005	GMC SAVANA HD WHITE
ALF768	1997	DODGE CARGO VAN GREEN

Plate #	Year	Make
ALG126	1996	FORD F150-PICKUP
ALN393	2000	CHEVROLET HI-CUBE TRUCK/White
ALN395	1999	DODGE CARGO VAN GREEN
ALN396	1997	FORD E250 CARGO VAN/GREEN
ALN397	1981	IHC STAKE/DUMP TRUCK
ALN399	2007	CHEVROLET SILVERADO PU W/ DUMP BODY
ALN400	1999	GMC TRUCK W/SERVICE BODY
ALN403	2000	CHEVROLET PICKUP
ALN404	1997	FORD E250 CARGO VAN
ALN405	1979	GMC VAN GREEN
ALN406	1988	CHEVROLET/1 TON
ALN407	2000	FORD VAN BLUE
ALN409	1997	FORD 1/2 TON PICKUP BLACK
ALN416	1997	CHEVROLET 3/4 TON 4X4 TRUCK RED
ALN417	1998	CHEVROLET-3/4 TON P/U/GRAY
ALN419	1991	FORD PICKUP E350 BLUE
ALN507	2002	CHEVROLET ASTRO VAN WHITE
ALN509	1988	FORD CLUB E350 BLUE
ALN543	1998	CHEVROLET 3/4 TON CARGO VAN
ALW916	2006	CHEVROLET UPLANDER BEIGE
ALY286	1997	FORD F250 3/4 TON PICKUP
AMB630	1985	CHEVROLET TK PK TAN
AME754	1986	GMC PICKUP SILVER
AMT874	1997	FORD E250 CARGO VAN GREEN
AMX813	1998	GMC CAB/CHASSIS W/BOX WHITE
AMX862	1998	CHEVROLET 3/4TON CARGO VAN WHITE
AMX863	1998	CHEVROLET 3/4TON CARGO VAN BROWN
AMX887	1998	CHEVROLET HI-CUBE TRUCK WHITE
AND142	1997	FORD E250 CARGO VAN
ANR514	2005	DODGE CARAVAN 4DR SXT MID-NIGHT BLUE
ANW190	1998	CHEVROLET-1/2 TON P/U GREY
ANW192	1998	CHEVROLET 3/4 TON P/U WHITE
APK553	1999	CHEVROLET TRUCK-ONE TON
APK629	1999	CHEVROLET P/U 4X4 SILVERADO GRAY



CATMA JOINT INSTITUTIONAL PARKING MANAGEMENT PLAN – JANUARY 2009

CATMA 2009 ANNUAL REPORT

Plate #	Year	Make
APM660	1998	DODGE CARGO VAN WHITE
APN733	1998	CHEVROLET 3/4TON CARGO VAN BROWN
ASD774	1999	DODGE CARGO VAN
ASD847	1999	DODGE CARGO VAN
ASK929	1999	FORD E250 CARGO VAN
ATB827	2000	FORD RANGER 4X4 P/U TK GREEN
AWY215	2001	INTERNATIONAL SA475 CC WHITE
AXM388	2001	FORD 450 TRUCK WHITE
AYS303	2009	FORD E350 12-PASSENGER VAN WHITE
AYS304	2009	FORD E350 VAN 12-PASSENGER RED
BAH365	2003	CHEVROLET K15 TRUCK DARK GREEN
BAW727	2002	GMC SAFARI VAN
BBN349	2001	TOYOTA RAV4
BCS649	2004	CHEVROLET C15 PICKUP (SILVER-BIRCH)
BCX434	2005	CHRYSLER TOWN & COUNTRY MINI-VAN RED
BDB251	2004	FORD TRUCK WHITE
BDM860	1992	CHEV HORSE VAN WHITE
BDN838	2004	FORD F150 TRUCK KING CAB WHITE
BDX604	1998	FORD RANGER TK PK GREEN
BEA958	2002	FORD EC3 BU GREEN
BEF478	2002	FORD CLUB WAGON DARK GREEN
BEG502	1995	FORD E250-CARGO VAN BLUE
BEG503	1995	FORD E250-CARGO VAN BLUE
BEM503	1995	FORD WINDSTAR WHITE
BER292	2005	CHEV CK25903 SILVERADO PU TK BLACK
BEY121	1999	FORD E350 PASSENGER VAN GREEN
BFG659	2006	CHEV COLORADO PU W/CLUB CAB SILVER
BFG691	2006	CHEV EXPRESS CARGO WHITE
BFW322	2006	FORD E350 12-PASSENGER VAN BLUE
BGK565	2006	FORD TK VN WHITE 8-CYL W/BOX BODY
BGS100	2003	BLUEBIRD BUS WHITE
BGS102	2004	BLUE BIRD BUS WHITE
BGS103	2005	BLUE BIRD BUS WHITE
BGS104	2005	BLUE BIRD BUS WHITE

Plate #	Year	Make
BGS105	2000	BLUEBIRD BUS WHITE
BGS106	2000	BLUEBIRD BUS WHITE
BGS487	2008	HONDA RIDGELINE TRUCK WHITE
BGS776	2006	CHEVROLET PICKUP SILVER
BGS794	2006	CHEV TK WHITE CG33503 EXPRESS CUTA
BHB689	1997	SUBARU LEG STATION WAGON GREEN
BHE471	2003	DODGE CW R15 (1500 QUAD) PU WHITE
BKG317	2007	INTERNATIONAL TK C&C WHITE
BLM981	2008	TOYOTA TACOMA ACC CAB 4X4 INDIGO BL
BMS789	2005	CHEVROLET SILVERADO 1500 TK
BMT961	2000	DODGE CARAVAN
BMY146	1996	FORD E250 CARGO VAN SILVER
BNR414	2003	CHEVROLET EXPRESS PASS VAN DGR
BNR417	2003	CHEVROLET ASTRO VAN WHITE
BNR418	1999	CHEVROLET VENTURE BLUE
BNR421	2003	CHEV EXPRESS 15-PASS VAN DGR
BNR422	1991	FORD VAN-15 PASSNGER RED
BNR424	1999	PLYMOUTH VOYAGER PURPLE
BNR427	1997	FORD HI-CUBE TRUCK GREEN
BNR428	2008	HONDA ELEMENT 5DR 2WDLX BLUE
BNR431	2002	SUBARU FORESTER S WHITE
BNR750	2003	DODGE NEON WHITE 4D
BPP492	2006	DODGE CARAVAN GRAND SILVER
BPP715	2001	DODGE CARGO VAN
BPX867	1997	CHEVROLET ASTRO VAN TAN
BTB231	1999	DODGE CARAVAN
BTP624	2007	NISSAN SENTRA 4D SILVER
BWB517	2008	CHEVROLET EXPP VAN GREEN
BXW147	1998	HONDA CIVIC 3DR CX SILVER
CAS394	1998	DODGE CARAVAN-7 PASSENGER MAR
CBR760	1999	FORD 15 PASSANGER VAN
CEN672	1999	DODGE VAN-15 PASSENGER GRAY
CGW604	1999	DODGE CARAVAN-7 PASSENGER GREEN
CLR554	2000	FORD E150 CARGO VAN WHITE



Plate #	Year	Make
CMB764	2005	FORD E350 VAN WHITE 8CYL
CPE862	2000	DODGE RAM VAN WHITE
CRL675	1999	FORD TAURUS SEDAN
CRL676	2005	FORD E350 VAN WHITE 8CYL
CTX539	2003	CHEVROLET IMPALA 4D SILVER
CXD662	2008	HONDA CIVIC SEDAN 4-DR BLUE
CXS475	2001	FORD CROWN VICTORIA WHITE
DAK983	1998	CHEVROLET ASTRO VAN SILVER
DBA398	2002	TOYOTA PRIUS HYBRID 4D GREEN
DBS807	2002	VW PASSAT GREEN
DDM901	2002	CHEVROLET ASTRO VAN WHITE SUBARU IMPREZA L 4DR SEDAN
DEH424	1998	WHITE
DFC228	2002	GEM 825 P4 WHI ELEC
DFC229	2002	GEM 825 P2 WHI ELEC*
DFC230	2002	GEM 825 P2 WHI ELEC*
DFC231	2002	GEM 825 P4 WHI ELEC*
DFC232	2002	GEM 825 P4 WHI ELEC*
DFC233	2002	GEM 825 P4 WHI ELEC*
DFC234	2002	GEM 825 P4 WHI ELEC*
DFC235	2002	GEM 825 P4 WHI/RED ELEC*
DFC236	2002	GEM 825 P4 WHI ELEC*
DFC408	2003	CHEVROLET IMPALA WHITE
DFE764	1997	SUBARU IMP SW WHITE SUBARU LEGACY OUTBACK SW
DGB167	1997	WHITE
DLH498	1997	THOMAS BUS WHITE
DMA512	2003	FORD WINDSTAR MINIVAN GREEN
DMA513	2003	FORD 4D FOCUS SEDAN GRAY
DNE534	1997	THOMAS BUS WHITE
DNX995	2004	FORD FOCUS 4D GREY
DPE481	1999	GMC SUBURBAN 4X4 V8 BLUE
DPG500	2005	SUBARU FORESTER 4DR GOLD
DSK294	2005	DODGE GRAND CARAVAN (BLUE)
DTL849	2005	TOYOTA PRIUS 1224 HYBRID 4
DWC599	2005	FORD E350 VAN WHITE

Plate #	Year	Make
DYC654	2004	VW PASSAT SD 4D BLUE
EAB310	2006	CHEV EXPRESS 12-PASSENGER VAN BLACK
EAB311	2006	CHEV EXPRESS 12-PASSENGER VAN GREEN
EAB355	2006	CHEVROLET TRAILBLAZER UT GREEN
EBW447	2007	TOYOTA PRIUS 4-D SILVER
ECA833	2006	TOYOTA SCION-XB WHITE 4W CHEVROLET MALIBU SEDAN SILVER- TONE
EDE426	2007	
EDY211	2005	TOYOTA ECHO
EEX848	2003	SUBARU FORESTER SW WHITE
EY323	2000	SUBARU STATION WAGON WHITE
EFA369	2007	SUZUKI XL7 CRANBERRY
EFL321	2004	SUBARU FORESTER SW WHITE
EFL335	2007	FORD CVC 4D WHITE
EFL336	2007	FORD CVC 4D WHITE
EGF969	2006	SAAB MODEL 9-3 4D
EHK328	2003	SUBARU LEGACY SW GREEN
EHX408	2007	CHEVROLET MALIBU GOLDWING
EHX409	2007	CHEVROLET MALIBU GOLDWING
EHX537	2008	CHEVROLET EXPRESS VAN RED CHEVROLET TRAILBLAZER SUV
EHX551	2008	SILVER
EHX574	2008	CHEVROLET EXP SV WHITE CHEVROLET TRAILBLAZER SUV
EHX612	2008	WHITE
ELT174	2007	FORD EXPLORER 4-DR BLACK 8-CYL FORD CROWN VICTORIA POLICE
ELT283	2008	CRUISER
EMW307	2007	NISSAN SENTRA 4D SILVER
ENN506	2000	SUBARU LEGACY L SW NAVY BLUE
EPD324	1999	TOYOTA SNA SV PEARL 6CYL
EPL620	2007	TOYOTA PRIUS 4H WHITE (HYBRID)
EPX133	2008	FORD CROWN VICTORIA WHITE
ESC548	2008	FORD TAURUS BLACK
ESF162	2008	HONDA ELEMENT 4W 4CYL BLUE
ESG751	2008	SUBARU IMPREZA SW GRAY
ESL507	2008	FORD TAURUS 4D SILVER
ESR132	2008	FORD FOCUS TS 4D SILVER



CATMA 2009 ANNUAL REPORT

Plate #	Year	Make
ETC677	2009	TOYOTA MATRIX 5-DR SILVER 4-C
ETD610	2008	GMC ENVOY 4W GRAY
ETL880	2008	DODGE SPRINTER VAN WHITE
ETL993	2008	DODGE SPRINTER VAN WHITE
ETN891	2008	DODGE SPRINTER 3500SHC VAN

Plate #	Year	Make
ETT893	2002	SUBARU FORESTER 4W WHITE
GM149	2006	HARLEY DAVIDSON POLICE MOTOR-CYCLE
S11699	1995	CHEVROLET WRECKER GREEN
UVMR1	2006	FORD F350 W/CUST CRUSADER AMBULANCE
UVMR2	2000	FORD AMBULANCE WHITE

Garages

The University of Vermont uses a total of 34 storage and vehicle garages located in Burlington as listed below:

<u>Building Name</u>	<u>Locations</u>
<i>(Storage Garages)</i>	
Pomeroy Garage	491 Main Street
Dewey Garage	8 North Prospect Street
178 South Prospect Street	178 South Prospect Street
194 South Prospect Street	194 South Prospect Street
194 South Prospect Street	194 South Prospect Street
460 South Prospect Street	460 South prospect Street
466 So. Prospect Street Barn	466 So. Prospect Street
466 So. Prospect Street Barn	466 So. Prospect Street
474 South Prospect Street	474 South Prospect Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
BRC Feed Storage Barn	657 Spear Street
AG Science Storage	Williston Road
AG Science Storage	Williston Road
AG Science Storage	Williston Road
AG Science Storage	Williston Road
AG Science Storage	Williston Road
CFC Grounds	Centennial Field
CFC Garage Pump	Centennial Field
CFC Grounds Garage	Centennial Field
CFC Baseball Stands	Centennial Field
CFC Baseball Stands	Centennial Field
CFC Baseball Stands	Centennial Field
284 East Avenue	284 East Avenue
86 South Williams Garage	86 South Williams Garage
Englesby Garage	112 South Williams Street
34 South Williams Garage	34 South Williams Street
151 South Prospect Garage	151 South Prospect Street
308 South Prospect Street	308 South Prospect Street
322 South Prospect Street	322 South Prospect Street
448 South Prospect Street	448 South Prospect Street



Sec. 8.3.3 (d)

Programs, Policies, and Incentives

The following is a list of programs the University uses. Most are through the CATMA office, though the occasional use program is part of the University's effort to support other CATMA programming.

Unlimited Access: The University fully subsidizes CCTA and the Link system through CATMA's Unlimited Access Program, a partnership between CCTA and CATMA. Ridership consistently reaches 30,000 rides per month, representing a greater than 20% increase over same month last year data. This Unlimited Access Program, along with all the other TDM programs offered through UVM and CATMA, lead to the EPA's continuing designation of UVM as one of **New England's Best Workplace for Commuters**. UVM received this designation by meeting a National Standard of Excellence. The designation spotlights employers that are committed to reducing traffic and air pollution and improving quality of life for their commuters. UVM also placed second in our category for trip avoidance during the local "Way to Go" week in May, 2008.

Carpool: Currently, the University has 56 registered carpools, with 149 participants, a slight increase over last year. There are additional UVM employees who are carpooling, but not included in our number, as they carpool with non-UVM employees and therefore do not qualify for the UVM incentives. Many are registered with CATMA, as they do qualify for the incentives provided through CATMA, including the Emergency Ride Home Program. As incentive to rideshare, carpools with three or more participants receive one free hangtag for Green Zone parking. Carpools with two or more participants receive one free Peripheral hangtag. These hangtags are transferable among the pool members. All members of the pool also receive a free permit for Off-site lots. Participation in the joint "RidesWork" program, a free confidential carpool matching service through CATMA, expands potential carpool membership. Carpool listings and registration forms appear on the CATMA web site and are updated regularly.

Occasional Use Parking Permits: The University began issuing occasional use parking permits in the Spring of 2008 as a pilot program, and formalized the offering in the fall of 2009. This allows program participants one free day of parking per month and a discounted rate per day, depending upon the parking zone. This program encourages the use of CATMA programs by allowing participants access to parking as needed. We have 108 persons registered to date and continue to promote the program.

CarShare Vermont: In the winter of 2009, the University, through CATMA will host two vehicles on campus as part of the CarShare Vermont initiative. UVM plans to provide preferred access to these vehicles to all members of our community who join the program. This program is open to students as well as faculty and staff. An active registration drive will occur in January.

Bike/Walk: Anyone who commits to walking or biking to and from work at least three days a week on a consecutive basis, can register in the CATMA Bike/Walk Bucks Reward program. We currently have 80 regular participants taking advantage of the program. As of the end of October 2008, UVM has reimbursed CATMA for 6,113 gift certificates totaling \$65,340.

Emergency Ride Home: Anyone who registers with CATMA as using a commute mode other than the single occupancy vehicle (S.O.V.) at least two days a week is issued a Commute Smart Card, which will provide a free taxi ride home in an emergency. Once registered in the Emergency Ride Home program, all registrant's names are included in the monthly drawings for gift certificates to downtown Burlington restaurants. A complete description of all the CATMA TDM programs and services, which are available to UVM constituents, can be found in the CATMA section of this Plan.

Bike Ways: Bicycle use is encouraged with the establishment of UVM's bikeway network and management. Additionally, the University continues to take a leading role in the region facilitating



CATMA 2009 ANNUAL REPORT

new bikeway construction by offering right-of-way licenses over University property wherever possible.

Off Campus Parking/ CATMA PARC Express: The University continues to participate in funding the CATMA PARC Express service to the General Dynamics parking facility, further supporting the concept of satellite parking with express service to the institutions. Satellite parking is critical to reducing both parking demand and traffic issues in the hill area of the city.



The University of Vermont

Transportation and Parking Services

Occasional Use Parking Permit Program

Goal:

To provide incentives for individuals who choose alternate transportation, yet need to park on campus occasionally. This program is intended for eligible commuting students.

Program Details:

Commuter Students:

Eligible students who wish to park on campus occasionally may do so by purchasing daily permits. Undergraduates, Graduate Students, Medical Students, Certificate Program, and Continuing Education commuter students who live outside the Commuter Proximity Map may purchase a permit valid in Commuter Brown parking area at \$1.50. Third and Fourth year Medical students may purchase a permit valid in the Commuter Black parking area at \$3.00 if space is available in this area.

Definitions

Student refers to all persons who are enrolled or pre-registered at the University. UVM students who simultaneously become associated with the University in any manner as employees or consultants will retain the status of student, as far as campus vehicle registration is concerned, unless exempted from this rule by Parking Services.

Procedures

Obtaining occasional use permits:

Eligible students may obtain a permit by coming to our office at McAuley Hall, 250 Colchester Avenue. Payments for permits can be made by cash, check, or CAT\$cratch.

Sorry, we do not accept debit/credit cards and do not apply to student accounts.

Use of permits:

The customer is responsible for filling in the "expires" area of the permit with the date the permit is being used with an indelible marker provided by Transportation and Parking Services. These permits are valid only in the area as indicated in writing on the front of the permit. Any use of permits for purposes other than intended, or failure to fill in an expiration date, may result in a violation being issued or may result in the loss of eligibility for this program.

Links

1. <http://www.uvm.edu/tps/parking/?Page=parttimestu.html&SM=submenustudent.html#suplinks>

The University of Vermont

Transportation and Parking Services

2

I. Parking Regulations:

All parking regulations are in effect 24 hours a day, seven days a week.

- a. All faculty, staff and students must properly display their valid University of Vermont permit while parked in any University parking area 7:00am to 6:00pm, Monday through Friday. Student residential areas require permits 24 hours a day, 7 days a week.
- b. Faculty, staff, students and visitors will be held responsible for all parking citations involving their vehicles, any vehicle that they operate on campus property, or any vehicle displaying a permit assigned to them.
- c. Vehicles shall not be parked in roadways, lawns or other non-designated areas. The University, having marked approved spaces, is under no obligation to mark all areas where parking is prohibited.
- d. Vehicles parked in handicap or service and delivery spaces without the appropriate permit will be cited and in some cases towed.
- e. Parking in designated loading zones and yellow-domed meters is limited to 30 minutes.
- f. Willfully falsifying information in any transaction or using a counterfeit permit, including permits reported "lost" or "stolen", shall constitute a violation, will be referred to Police Services and may result in suspension of parking privileges. Students may be subject to the University judicial process.
- g. Unauthorized removal, attempting to remove, possession of, tampering with or damaging campus traffic signs or parking gates will be referred to Police Services. Students may be subject to the University judicial process.
- h. Individuals who repeatedly violate the University's parking regulations, and thus show a serious lack of consideration for others, may forfeit their use of campus parking facilities.
- i. Parking permits are the property of the University of Vermont. Permits are not transferable to another user and may not be remanufactured, resold, altered or photocopied under any circumstances. Individuals violating this regulation will be referred to Police Services.

II. Traffic Regulations (Enforced by Police Services³):

- a. Faculty, staff and students are expected to know and comply with state motor vehicle laws and traffic ordinances of the City of Burlington.
- b. The maximum speed limit is 25 miles per hour on all campus roads and drives, and 10 miles per hour in all parking areas.
- c. Pedestrians will be given the right-of-way at all crosswalks.
- d. Driving motor vehicles on campus walkways, lawns, shuttle routes or areas not specifically designated as a roadway is prohibited and subject to a fine and replacement/repair costs.
- e. Operators of motor vehicles shall comply with traffic signs (yield, stop, etc.) or the direction of a Police or Transportation and Parking Services Officer.
- f. The University of Vermont assumes no responsibility for damage to, theft from or theft of any vehicle parked on University property. Motor vehicle accidents that occur on the UVM campus should be reported to Police Services.

III. Enforcement:

Parking and traffic regulations are enforced using a system of warnings, citations, and/or towing.

- a. **Citations:** Traffic citations may either be presented to the owner/operator, placed on the vehicle's windshield, or in special circumstances be mailed to the registrant.

<u>Violation</u>	<u>Fine</u>
Parked Overtime at meter	\$10
Permit Not Displayed	\$30
Parked in a Restricted Area	\$30
Parked Without a Valid Permit	\$50
Driving on Grass/Walks	\$50
Fire Lane/Roadway	\$80
Handicap	\$80
Use of Unauthorized Permit	\$80*
Falsifying Information	*
Disregarding Traffic Signs	*
Damage, Destroy, or Illegally Activating Parking Gates	*
Possessing/Damaging/Altering Signs, Markings, or Signal Devices	*

* refer to Police Services³

- b. **Towing Vehicles:** The Departments of Transportation and Parking Services and Police Services have the authority to remove, by towing, any motor vehicle from University property when found:
1. Parked in a designated handicap space without proper authorization;
 2. Displaying a fraudulent or unauthorized parking permit;
 3. As a habitual offender parked in violation of the University's Parking Rules and Regulations;
 4. Parked in an area that is not designated as parking;
 5. Impeding access/operation of emergency vehicles or snow removal;
 6. Abandoned three or more days without valid state registration;
 7. On University property in violation of restrictions imposed in writing by the Director of Transportation and Parking Services or his/her designee.
 8. When safety or nuisance conditions warrant, such as leaking gas, or fluids that may be harmful to the environment or a faulty car alarm causing a disturbance.

The owner/operator of the vehicle will be held liable for the cost involved in the removal and storage, except when legally parked vehicles are removed during an emergency. In such case, the removal will be at no expense to the owner/operator.

Any Vehicle that is towed under the University's towing guidelines may be assessed the minimum tow fee when attachment occurs. Attachment is defined as the boom or flat bed of the tow vehicle being in physical contact with the wheels of the vehicle to be towed. Individuals must obtain a vehicle release form from Transportation and Parking Services, Monday through Friday, 7:30 AM to 4:00 PM. All other times individuals may contact Police Services in order to

retrieve their vehicle from the tow company. All towing and storage fees will be the responsibility of the owner/operator.

IV. Appeals:

Individuals wishing to appeal a citation and/or tow must initiate a formal request for appeal within ten (10) business days following the issuance of the citation. Appeals concerning suspension of privileges must be submitted within ten (10) business days following receipt of written notification of suspension.

Appeals are initiated by submitting a written appeal to the Transportation and Parking Services Office or via the [web](#)⁴. Transportation and Parking Services will review the appeal and respond to the appellant with an email of notification. The decision of Transportation and Parking Services may be appealed to the Traffic Board of Appeals unless otherwise noted.

The Traffic Board of appeals was created to hear appeals from students, faculty, staff, and visitors who have received citations. During the academic year, the Board holds regular meetings to hear all appeals not previously settled by Transportation and Parking Services. Appeals for citations during the summer months are heard the following academic year.

The Traffic Board of Appeals is composed of faculty members (appointed by the Faculty Senate), staff members (appointed by the Staff Council) and students (appointed by the Student Government Association). These members elect a chairperson from the faculty or staff. Three board members shall constitute a quorum. On any given appeal, an appointment will be scheduled and an individual will be given one opportunity to appear before the Board. The decision of the Board is final on all appeals.

Contact us: Parking@uvm.edu⁵

Links

1. <http://www.uvm.edu/tps/parking/?Page=rules.html&SM=subpi.html#supplinks>
2. [./rules_files/filelist.xml](#)
3. <http://www.uvm.edu/~police/>
4. <http://www.uvm.edu/tps/parking/?Page=appeals.html&SM=subpi.html>
5. <mailto:parking@uvm.edu>

University of Vermont Department of Transportation and Parking Services
250 Colchester Ave. - Burlington, VT 05405 - (802) 656 - 8686 - uvm.edu/tps
2008 - 2009 Handicap Parking Application

Last Name of Handicap Plate/Tag Holder:

First Name & MI

Address of Handicap Plate/Tag Holder:

Address _____

City _____ State _____ Zip Code _____

Email _____ Phone _____

Date of Birth: _____

(MM) (DD) (YYYY)

HANDICAP PLATE/TAG INFORMATION: TAG PLATE

State Of Issuance

-

Date of Expiration: _____ Permanent Temporary

(MM) (DD) (YYYY)

University of Vermont Department of Transportation and Parking Services
250 Colchester Ave. - Burlington, VT 05405 - (802) 656 - 8686 - uvm.edu/tps
2008 - 2009 Faculty/Staff Parking Permit Application

UVM Issued ID. Number

- -

Last Name

First Name & MI

LOCAL ADDRESS OR CAMPUS ADDRESS

Address _____

City _____ State _____ Zip Code _____

Email _____ Phone _____

Vehicle #1

-

State

Vehicle #2

-

State

Make _____

Color _____ Year _____

Style (circle one) 2D 3D 4D SW PU VN MC CV

Plate Type (choose one)

Passenger Car Truck Motorcycle

Make _____

Color _____ Year _____

Style (circle one) 2D 3D 4D SW PU VN MC CV

Plate Type (choose one)

Passenger Car Truck Motorcycle

Check here to be placed on the Green Permit waitlist

- Emeriti or Retired
- Green
- White
- Orange / Brown
- Silver (Off-Site) -- FREE
- Compound
- Occasional Use (No Full time Permit) -- Initial Permits FREE
- Additional Permits -- Brown/Orange (peripheral) Additional per permit- --\$2.00
- Additional Permits -- White (proximate) Additional per permit- --\$2.75
- Additional Permits -- Green (main) Additional per permit- --\$4.00
- Carpool -- Carpool Partners _____

Please read the following paragraph carefully before signing below. Signing this document constitutes your legal signature and binding agreement to the terms set forth below.

By signing below I understand that I am responsible to know and comply with the University's Traffic and Parking Rules and Regulations as well as the process of appeals for citations incurred. I also understand that the above permit is for the sole use of the individual to whom it is registered, cannot be resold, photocopied or remanufactured, and is not transferable to any individual or any vehicles other than those registered above. I also understand it is my responsibility to return or exchange my permit should my employment status at the University change or end. I irrevocably elect to have my University compensation reduced via pre-tax payroll deduction each pay period at the rate in effect for the parking permit zone and type assigned to me, if applicable. I understand I am responsible for all parking citations issued to any vehicle registered to me. I also understand that by signing below I am authorizing the University to process a payroll deduction for any delinquent parking fines or permit fees that are sixty days past due. I understand, in accordance with University policy, correspondence from TPS will be sent to my UVM email account.

Signature: _____

Date: _____

Permit # _____

Fee _____

Cash ___ Payroll ___

Check _____

Issued By _____

Issue Date _____

Exp. Date _____

Group _____

**University of Vermont Department of Transportation and Parking Services
250 Colchester Ave. - Burlington, VT 05405 - (802) 656 - 8686 - uvm.edu/tps
2008 - 2009 Student Parking Permit Application**

UVM Issued ID. Number

Last Name

First Name & MI

LOCAL ADDRESS OR CAMPUS ADDRESS

Address _____

City _____ State _____ Zip Code _____

Email _____ Phone _____

Vehicle #1

License Plate

State

-

Make _____ Year _____

Color _____

Style (circle one) 2D 3D 4D SW PU VN MC CV

Plate Type (choose one) Passenger Car Truck Motorcycle

REGISTERED OWNER INFORMATION:

NAME: _____

ADDRESS: _____

CITY, STATE _____

EMAIL OR PHONE: _____

RELATIONSHIP TO DRIVER: _____

Vehicle #2

License Plate

State

-

Make _____ Year _____

Color _____

Style (circle one) 2D 3D 4D SW PU VN MC CV

Plate Type (choose one) Passenger Car Truck Motorcycle

REGISTERED OWNER INFORMATION:

NAME: _____

ADDRESS: _____

CITY, STATE _____

EMAIL OR PHONE: _____

RELATIONSHIP TO DRIVER: _____

- Resident -- \$330.00 (Academic Year)
- Commuter Brown -- \$115.00 (Academic Year)
- Commuter Purple -- \$176.00 (Academic Year)
- Gold (after 3:30pm only) -- \$69.00 (Academic Year)
- Silver (Off-Site) -- FREE
- Medical Student -- 3rd & 4th year (Black) -- \$329.00 (Academic Year)

Please read the following paragraph carefully before signing below. Signing this document constitutes your legal signature and binding agreement to the terms set forth below.

- **I understand** I am responsible to know and comply with the University's Traffic and Parking Rules and Regulations as well as the process of appeals for citations incurred. I understand I am responsible for all parking citations issued to any vehicle registered to me.
- **I state** that all information provided is accurate (Relationship and Registered Owner) and I am eligible to register these vehicles as per University Parking Rules & Regulations.
- **I understand** the assigned permit is for the sole use of the individual to whom it is registered, cannot be resold, photocopied or remanufactured, and is not transferable to any individual or any vehicles other than those registered above. I understand the consequence for this violation is referral to UVM Police Department and the Center for Student Ethics & Standards.
- **I understand** I am authorizing the University to bill my University Catscratch Account or subsequent payment will be forthcoming; in accordance to the payment method chosen. I understand, in accordance with University practice, correspondence from TPS will be sent to my UVM email account.

Signature _____ Date: _____

Permit # _____
Fee _____
Cash ___ CATcard ___
Check _____
Issued By _____
Issue Date _____
Exp. Date _____
Group _____

DBP09-0085

EXPIRES:

The University of Vermont Department of Transportation and Parking Services

DEPARTMENT BUSINESS PERMIT

VALID FOR 2 HOURS ONLY

AUTHORIZED:

HOME:

DEPARTMENT:

SIGNED:

SVPO9-0131

EXPIRES:

The University of Vermont Department of Transportation and Parking Services

SERVICE VEHICLE

AUTHORIZED:

HOME:

DEPARTMENT:

SIGNED:

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8



Rydin Decal - 800-448-1991 - www.rydindecal.com - R8



UVO9-0021

EXPIRES:

The University of Vermont Department of Transportation and Parking Services

UNIVERSITY VEHICLE

DEPARTMENT:

SIGNED:

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
OFF-SITE SILVER
 EXP. 5/31/09
OS09-0038
 Property of UVM • Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
AFFILIATE ORANGE
 EXP. 5/31/09
AO09-0062
 Property of UVM • Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
AFFILIATE BROWN
 EXP. 5/31/09
AB09-0094
 Property of UVM • Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
EMERITI GREEN
 EXPIRES 5/31/09
RG09-0488
 PROPERTY OF UVM

University of Vermont
UV-129
 Property of UVM

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
AFFILIATE WHITE
 EXP. 5/31/09
AW09-0093
 Property of UVM • Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009

 The UNIVERSITY of VERMONT
AFFILIATE GREEN
 EXP. 5/31/09
AG09-0043
 Property of UVM • Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R9

2009
 *The* UNIVERSITY of VERMONT
COMMUTER PURPLE
 EXP. 5/17/09
CP09-0108
 Property of UVM * Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R9

2009
 *The* UNIVERSITY of VERMONT
COMMUTER EVENING
 EXP. 5/17/09
CE09-0127
 Property of UVM * Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009
 *The* UNIVERSITY of VERMONT
FACULTY/STAFF GREEN
 EXP. 5/31/09
EG09-1332
 Property of UVM * Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009
 *The* UNIVERSITY of VERMONT
FACULTY/STAFF COMPOUND
 EXP. 5/31/09
EC09-0085
 Property of UVM * Not Transferable

2009
 *The* UNIVERSITY of VERMONT
FACULTY/STAFF ORANGE
 EXP. 5/31/09
EO09-0451
 Property of UVM * Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8

2009
 *The* UNIVERSITY of VERMONT
FACULTY/STAFF WHITE
 EXP. 5/31/09
EW09-0479
 Property of UVM * Not Transferable

Rydin Decal - 800-448-1991 - www.rydindecal.com - R8



Rydin Decal - 800-448-1991 - www.rydindecal.com - R9



Rydin Decal - 800-448-1991 - www.rydindecal.com - R9



EXPIRES _____
PERMIT NO. **T-34527**
PROPERTY OF UVM

Rydin Decal - 800-448-1991 - www.rydindecal.com - RB

2009



The
UNIVERSITY
of **VERMONT**

FACULTY/STAFF
BROWN

EXP. 5/31/09

EB09-0091

Property of UVM * Not Transferable

The University of Vermont

Transportation and Parking Services



University of Vermont Transportation Services

CATS provides safe and convenient shuttle service for students, staff, faculty, and visitors. CATS supports alternatives to driving, helping to reduce the number of vehicles traveling on city streets and parking in lots at the center of campus. CATS buses are run by either bio-diesel or Compressed Natural Gas. The CATS system is handicapped accessible.

Looking for a CATS Bus?

[Click here for the Cats Shuttle Holiday Schedule for Semester Break](#)

Click on the following links for route maps, times tips on riding the CATS Shuttles:

ROUTE	PRIMARY STOPS (See maps for complete listing of bus stops.)
On Campus Route (WDW to Trinity) Day Time Service	Redstone Campus, Athletic Campus, Davis Center, Main Campus, Trinity Campus
Redstone Express Day Time Service	Redstone Campus, UVM Offices along South Prospect, Main Campus, Waterman
Weeknight On Campus Route & Weekend Daytime Route (WDW to Trinity)	Redstone Campus, Athletic Campus, Davis Center, Main Campus, Trinity Campus
Weeknight Off Campus Route (WDW to Trinity to Downtown)	Redstone Campus, Athletic Campus, Davis Center, Main Campus, Trinity Campus, Jeanne Mance, Willard Street, North Street, Rite Aid, Kinkos
Weekend Evening and Late Night Route	Redstone Campus, Athletic Campus, Davis Center, Main Campus, Trinity Campus, Jeanne Mance, Willard Street, South Union, Rite Aid, Kinkos
Patrick Gym Route	Patrick Gym, Athletic Campus, Davis Center, Main Campus

What you need to know –

On Campus Route (WDW to Trinity) Day Time Service

Update as of October 13, 2008



The **On Campus bus route** will now go from WDW to Trinity. The route will run as follows:

- Monday through Friday from 7:20 am through 6:30 pm.
- Service is provided at 10 minutes intervals as follows:

Leave	Heading	Times	Actual / Approx.
WDW	North	on the 0's (:00 :10 :20 :30 :40 :50)	Actual
Coolidge	North	on the 2's (:02 :12 :22 :32 :42 :52)	approx.
Patrick Gym	North	on the 3's (:03 :13 :23 :33 :43 :53)	approx.
Harris Mills	North	same as Patrick Gym	approx.
Living / Learning / University Heights	North	on the 4's (:04 :14 :24 :34 :44 :54)	approx.
Davis Center West Door / Bailey Howe / Royall Tyler / Lafayette (best stop for Waterman)	North	on the 6's (:06 :16 :26 :36 :46 :56)	approx.
Billings / Ira Allen (best stop for Jeanne Mance)	North	on the 8's (:08 :18 :28 :38 :48 :58)	approx.
Trinity (Mercy)	South	on the 5's (:05 :15 :25 :35 :45 :55)	Actual
Kalkin / Votey / CBW	South	on the 9's (:09 :19 :29 :39 :49 :59)	approx.
Cook / Bailey Howe / Lafayette	South	on the 0's (:00 :10 :20 :30 :40 :50)	approx.
Marsh Life Science / CBW	South	on the 1's (:01 :11 :21 :31 :41 :51)	approx.
Hills / Given / HSRF	South	same as Marsh	approx.
Davis Oval	South	on the 2's (:02 :12 :22 :32 :42 :52)	approx.
Living Learning / University Heights	South	on the 4's (:04 :14 :24 :34 :44 :54)	approx.
Harris Millis / Gutterson Garage	South	on the 5's (:05 :15 :25 :35 :45 :55)	approx.
Coolidge	South	on the 7's (:07 :17 :27 :37 :47 :57)	approx.

TIPS TO GETTING WHERE YOU WANT TO GO FAST

Use your cell phone for the time.

If you are on main campus and want to go directly to Trinity, take the north bound bus on the University place stops (Davis West Door and Billings)

If you are on Main campus and want to get to Redstone, take the south bound bus on the road adjacent to the CBW green (Kalkin / Votey, Cook, Davis Oval)

Leave yourself time on the high volume routes that start at WDW before the 9:00 am MWF class, the 9:20 and 10:40 TTh class.

Please arrive a few minutes early for times that are marked approx.

If you are at Redstone, please see the Redstone Express schedule for additional service.

You can ride back as far as Patrick Gym on the Patrick Gym route

What you need to know –
Redstone Express Day Time Service
 Update as of October 13, 2008



The **Redstone Express** bus route runs Monday through Friday from 7:45 am through 3:45 pm at 15 minutes intervals as follows:

Leave	Heading	Times	Actual / Approx.
Coolidge (Redstone Circle)	North	:00, :15, :30, :45	Actual
Continuing Education (On Demand)	North	:03, :18, :33, :48	approx
Davis Center West Door / Bailey Howe / Royall Tyler / Lafayette	North	:05, :20, :35, :50	approx.
Billings / Ira Allen	South	:06, :21, :36, :51	approx.
Waterman	South	:10, :25, :40, :55	approx.
Last trip leaves Redstone Circle at 3:45pm			

TIPS TO GETTING WHERE YOU WANT TO GO FAST

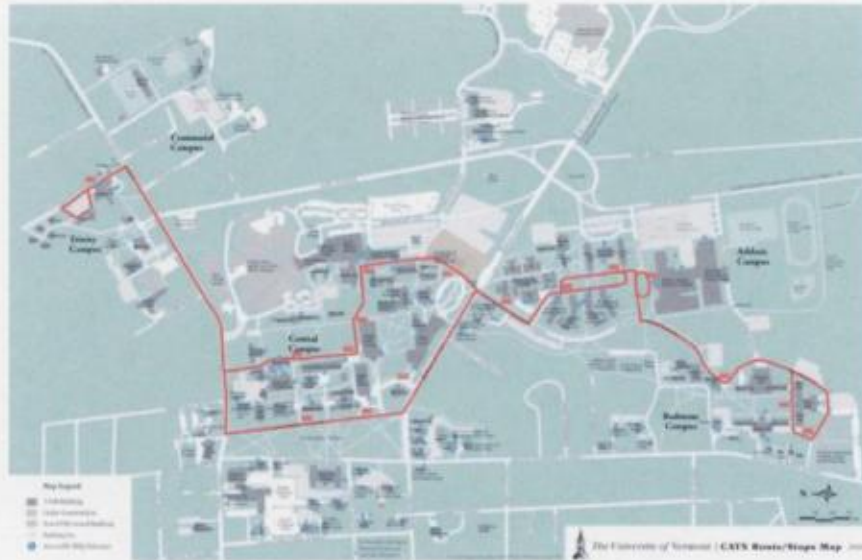
Use your cell phone for the time.

Leave yourself time on the high volume routes before the 9:00 am MWF class, the 9:20 and 10:40 TTh class.

Please arrive a few minutes early for times that are marked approx.

If you are at Redstone, please see On Campus schedule for additional service

What you need to know –
**Weeknight On Campus Route & Weekend Daytime
 Route (WDW to Trinity)**
 Update as of October 13, 2008



The **On Campus Evening bus route** will run from WDW to Trinity on 30 minute intervals from 6:15 pm through 11:45 am Monday through Thursday. The **Weekend Daytime bus route** runs on 30 minute intervals from 11:30 am – 6:30 pm Saturday and from 11:30 am through 9:30 pm on Sunday.

Leave	Heading	Times	Actual / Approx.
WDW	North	:15, :45	Actual
Coolidge	North	:17, :47	approx.
Patrick Gym	North	:18, :48	Actual
Harris Mills	North	same as Patrick Gym	approx.
Living / Learning / University Heights	North	:19, :49	approx.
Davis Center West Door / Bailey Howe / Royall Tyler	North	:21, :51	approx.
Billings / Ira Allen	North	:23, :53	approx.
Trinity (Mercy)	South	:30, :00	Actual
Kalkin / Votey / CBW	South	:34, :04	approx.
Cook / Bailey Howe / Lafayette	South	:35, :05	approx.
Marsh Life Science / CBW	South	:36, :06	approx.
Hills / Given / HSRF	South	same as Marsh	approx.
Davis Oval	South	:37, :07	Actual
Living Learning / University Heights	South	:39, :09	approx.
Harris Millis / Gutterson Garage	South	:40, :10	approx.
Coolidge	South	:42, :12	approx.
Last bus leaves the Library at 11:46 Monday-Thursday			

TIPS TO GETTING WHERE YOU WANT TO GO FAST

Use your cell phone for the time.

If you are on main campus and want to go directly to Trinity, take the north bound bus on the University place stops (Davis West Door and Billings)

If you are on Main campus and want to get to Redstone, take the south bound bus on the road adjacent to the CBW green (Kalkin / Votey, Cook, Davis Oval

Please arrive a few minutes early for times that are marked approx.

The Off Campus bus will follow the same route from WDW to Trinity. Returning from Trinity, the bus will go down town and back to Redstone.

What you need to know –

Weeknight Off Campus Route (WDW to Trinity to Downtown)

Update as of October 13, 2008



The **Off Campus evening bus route** will run from WDW to Trinity through downtown on 30 minute intervals from 6:30 pm through 12:00 am (last loop begins) Sunday through Thursday.

Leave	Heading	Times	Actual / Approx.
WDW	North	:00, :30	Actual
Coolidge	North	:02, :32	approx.
Patrick Gym	North	:03, :33	Actual
Harris Mills	North	same as Patrick Gym	approx.
Living / Learning / University Heights	North	:04, :34	approx.
Davis Center West Door / Bailey Howe / Royall Tyler	North	:07, :37	approx.
Billings / Ira Allen	North	:08, :38	approx.
Trinity (Mercy)	South	:10, :40	Actual
Jeanne Mance	South	:14, :44	approx.
Pearl and Willard	South	:15, :45	approx.
North Willard and North	South	:17, :47	approx.
North and North Winooski	South	:18, :48	approx.
Rite Aid	South	:20, :50	approx.
Kinkos	South	:22, :52	approx.
Return via Maple Street with stops on demand			
Last bus leaves the Library at 12:07 for Off campus service			

TIPS TO GETTING WHERE YOU WANT TO GO FAST

Use your cell phone for the time.

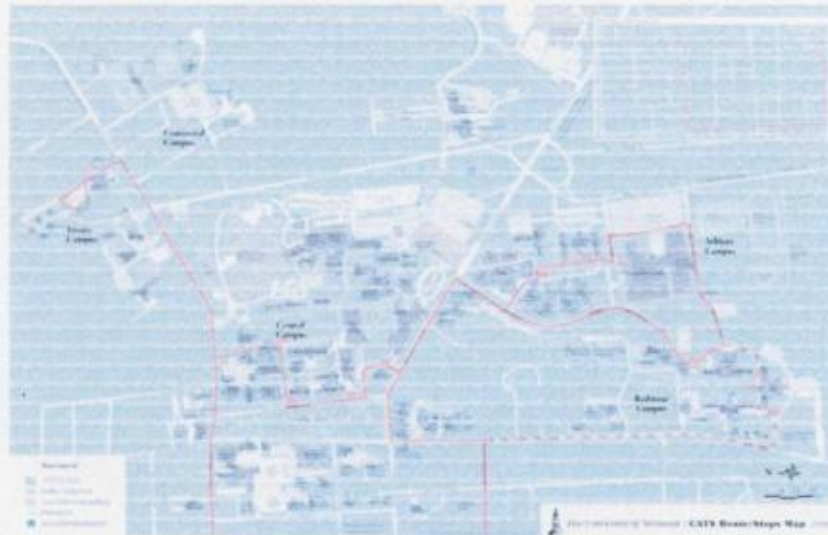
If you are on main campus and want to go directly to Trinity, take the north bound bus on the University place stops (Davis West Door and Billings)

If you are on Main campus and want to get to Redstone, both the On-Campus and Off-Campus buses will take you there.

Please arrive a few minutes early for times that are marked approx.

The Off Campus bus will follow the same route from WDW to Trinity as the On-Campus. From Trinity, the bus will go down town before returning to WDW. Travel times to WDW with either bus are the same from most points on campus.

What you need to know –
Weekend Evening (WDW to Trinity to Downtown)
 Update as of October 13, 2008



The **Off Campus bus route** will run from WDW to Trinity through downtown on 30 minute intervals from 6:30 pm through 10:00 pm Friday and Saturday. (see Late Night schedule for additional weekend service).

Leave	Heading	Times	Actual / Approx.
WDW	North	:00, :15, :30, :45	Actual
Coolidge	North	:02, :17, :32, :47	approx.
Patrick Gym	North	:03, :18, :33, :48	Actual
Harris Mills	North	same as Patrick Gym	approx.
Living / Learning / University Heights	North	:04, :19, :34, :49	approx.
Davis Center West Door / Bailey Howe / Royall Tyler	North	:07, :22, :37, :52	approx.
Billings / Ira Allen	North	:08, :23, :38, :53	approx.
Trinity (Mercy)	South	:10, :25, :40, :55	Actual
Jeanne Mance	South	:14, :29, :44, :59	approx.
Pearl and Willard	South	:00, :15, :30, :45	approx.
North Willard and North	South	:02, :17, :32, :47	approx.
North and North Winooski	South	:03, :18, :33, :48	approx.
Rite Aid	South	:05, :20, :35, :50	approx.
Kinkos	South	:06, :21, :36, :51	approx.
Return via Maple Street with stops on demand			
Switch to Late Night Schedule for further service			

TIPS TO GETTING WHERE YOU WANT TO GO FAST

Use your cell phone for the time.

If you live at CBW, Use the Billings / Ira Allen stop

Please arrive a few minutes early for times that are marked approx.

The Off Campus bus will follow the same route from WDW to Trinity. Returning from Trinity, the bus will go down town.

Weekend Late Night

See Weekend Evening map

The **Late Night bus route** will run from WDW to Trinity through downtown on 10 minute intervals from 10:00 pm through 2:30 am Friday and Saturday.

Leave	Heading	Times	Actual / Approx.
From 10:00 – 12:30			
Coolidge	North	10:10, 10:30, 10:50, 11:10, 11:30, 11:50, 12:10, 12:20	Actual
Additional Coolidge stops if room is available		10:03, 10:23, 10:43, 11:03, 11:23, 11:43, 12:03, 12:23	approx
Living / Learning / University Heights	North	10:00, 10:20, 10:40, 11:00, 11:20, 11:40, 12:00, 12:20	Actual
Additional Living / Learning / University Heights stops if room is available		10:13, 10:33, 10:53, 11:13, 11:33, 11:53, 12:13	approx
Davis Center West Door / Bailey Howe / Royall Tyler	North	On the 7's from 10:07 until 12:27	approx.
CBW @ Billings / Ira Allen	North	On the 9's from 10:09 to 12:29	approx.
Trinity (Mercy)	South	On the 10's from 10:10 to 12:20	Actual
Jeanne Mance	South	On the 4's from 10:14 to 12:24	approx.
Pearl and Willard	South	On the 5's from 10:15 to 12:25	approx.
Rite Aid	South	On the 7's from 10:17 until 12:27	approx.
Kinkos	South	On the 8's from 10:18 until 12:28	approx.
From 12:30 – 2:30			
Coolidge	North	12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15	Actual
Living / Learning / University Heights	North	12:33, 12:48, 1:01, 1:18, 1:33, 1:48, 2:03, 2:18	Actual
Davis Center West Door / Bailey Howe / Royall Tyler	North	12:37, 12:52, 1:07, 1:22, 1:37, 1:52, 2:07, 2:22	approx.
CBW @ Billings / Ira Allen	North	12:39, 12:54, 1:09, 1:24, 1:39, 1:54, 2:09, 2:24	approx.
Trinity (Mercy)	South	12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30	Actual
Jeanne Mance	South	12:35, 12:50, 1:05, 1:20, 1:35, 1:50, 2:05, 2:20, 2:35	approx.
Pearl and Willard	South	12:36, 12:51, 1:06, 1:21, 1:36, 1:51, 2:06, 2:21, 2:36	approx.
Rite Aid	South	12:40, 12:55, 1:10, 1:25, 1:40, 1:55, 2:10, 2:25, 2:40	approx.
Kinkos	South	12:41, 12:56, 1:11, 1:26, 1:41, 1:56, 2:11, 2:26, 2:45	approx.
Return via Maple Street with stops on demand			
Last bus leaves Coolidge at 2:15, Trinity at 2:30 and Rite Aid at 2:45			

TIPS TO GETTING WHERE YOU WANT TO GO FAST

Use your cell phone for the time.

If you live at CBW, Use the Billings / Ira Allen stop

Please arrive a few minutes early for times that are marked approx.

What you need to know –
Patrick Gym Day Time Service
 New as of October 13, 2008



The Patrick Gym Bus route runs Monday through Friday from 7:15 am through 10:00 am at 15 minutes intervals as follows:

Leave	Heading	Times	Actual / Approx.
Patrick Gym	North	:00, :15, :30, :45	Actual
Harris Mills	North	same as Patrick Gym	approx.
Living / Learning / University Heights	North	:02, :17, :32, :47	approx.
Davis Center West Door / Bailey Howe / Royall Tyler / Billings	North	:04, :19, :34, :49	approx.
Kalkin / Votey / CBW	South	:06, :21, :36, :51	approx.
Cook / Bailey Howe / Lafayette	South	:08, :23, :38, :53	approx.
Marsh Life Science / CBW	South	:09, :24, :39, :54	approx.
Hills / Given / HSRF	South	:10, :25, :40, :55	approx.
Davis Oval	South	:11, :26, :41, :56	approx.
Living Learning / University Heights	South	:13, :28, :43, :58	approx.
Harris Millis	South	:14, :29, :44, :59	approx.
Last trip leaves Patrick at 9:45am, returns to Patrick at 10:00am			

TIPS TO GETTING WHERE YOU WANT TO GO FAST


- Use your cell phone for the time.
- Leave yourself time on the high volume routes before the 9:00 am MWF class, the 9:20 and 10:40 TTh class.
- Please arrive a few minutes early for times that are marked approx.
- You can also take the On Campus bus to all locations

CAMPUS AREA TRANSPORTATION MANAGEMENT ASSOCIATION (CATMA) - FALL 2008

Sec. 8.3.3 (a)

Employment and Enrollment

The CATMA member institutions employ a total of 9,451 individuals. Additionally, student population is 15,071 students. See breakdown by institution below.





CATMA Members Breakdown Fall 08

- Employees Within the City of Burlington

– American Red Cross	137
– Champlain College	554
– Fletcher Allen Health Care	5,447
– University of Vermont	<u>3,313</u>
Total	9,451
- Student Population on Campus

– Champlain College	3,477 *
– University of Vermont	<u>11,594</u>
Total	15,071
- Patient Visits Per Year - 750,000





* This number differs from the enrollment number as it represents the number of students who actually attend classes on the Burlington campus.

Sec. 8.3.3 (b)

Parking Demand

Existing Spaces

Please refer to CATMA 2008 Joint Parking Inventory found at the end of this chapter.

Sec. 8.3.3 (d)

Programs, Policies, and Incentives

The Campus Area Transportation Management Association (CATMA) is a private, membership-



CATMA 2009 ANNUAL REPORT

based, nonprofit organization whose members include: the American Red Cross, Champlain College, Fletcher Allen Health Care and the University of Vermont. Established in 1992, CATMA's founding premises included a joint mission to plan and manage parking and transportation in ways that better coordinate land use and therefore lessen the environmental impacts on the community.

CATMA's Board Resolution

The CATMA institutions have always been committed to a Transportation Demand Management (TDM) strategy that move as much parking off the "Hill" as possible. Acting on the February of 2002 CATMA Board of Directors resolution, we have established the southerly strategically located parking facility at the former General Dynamics property off Pine Street on Lakeside Avenue with express shuttle service to our member institutions' work sites. In the spring of 2008, through a partnership with the State of Vermont, we added an additional off-site parking option at the Department of Motor Vehicles lot at 1193 North Ave. in Burlington's New North End. Although this lot is not served by a shuttle, the CCTA North Ave. bus route runs right by this facility. Parking at both locations is free for CATMA institution members, but a Hang Tag is required. Additionally, CATMA, on behalf of the institutions, continues to pursue parking facilities to the north and to the east, which will also be served by shared shuttles to the "Hill".

Comprehensive Strategy

Over the years, CATMA's comprehensive strategy of transportation system management (TSM) and extensive transportation demand management (TDM) programs have resulted in significant reductions in the single occupancy vehicle mode (SOV) to our campuses. CATMA's workplace TDM initiatives include the programs and services listed here.

CATMA TDM Programs

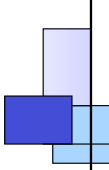
Bike/Walk Rewards Program

Bike/Walk Bucks Reward Program was launched in May 2001 as an incentive for people to bike or walk to and from work. At the same time, the program has contributed considerable money into our local economy. Not only has the program helped change people's habits as to their commute mode, it also exposes people to the many wonderful stores and restaurants located in downtown Burlington. By rewarding participants for biking or walking to and from work with gift certificates redeemable at stores in the downtown Burlington area, we've created a new pool of people shopping locally. This program, which started with 17 participants, now has over 870 people registered with an average of 120 people participating regularly each month. As of December 31, 2008, CATMA has issued over \$121,000 in gift certificates.

In January 2007, the **Bike/Walk** program was revamped. The program now requires participants to bike or walk to and from work at least three days a week for two 4-weeks blocks. CATMA provides each participant with a **Bike/Walk Bucks Reward Card** on which to record the dates they bike and/or walk. After turning in their completed card to CATMA, participants are sent a \$15.00 reward of their choice. Choices include gift certificates to either Borders Bookstore, City Market, Merrill's Roxy Cinema or SKIRACK. These changes were implemented to keep the program affordable for the institutions and to reduce the workload on the CATMA office staff. Additionally, by requiring participants to bike or walk three days a week, the majority of their commuting is now by a mode other than drive alone and they are truly alternate commuters. Employees can complete the two four-week Bike/Walk program blocks and earn the accompanying rewards as often as they choose.

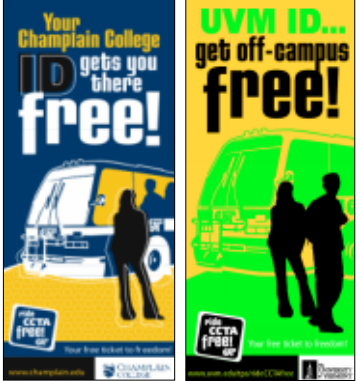
Bike/Walk participants along with everyone registered in the **Emergency Ride Home** program, are entered into monthly drawings for gift certificates to downtown Burlington restaurants. The






CATMA TDM Programs & Services

- Bike/Walk Incentive Program - May 2001
- Unlimited Access on Mass Transit/Transit Subsidies
UA = UVM Jan. 2003, Champlain Sept. 2006
- Emergency Ride Home Program (2x month, 8x year, \$60/trip)
- Carpool Incentives
- A Joint Confidential Ridesharing Program (RidesWork)
- Staggered Work and Class Scheduling
- Pedestrian Walkways & Bikeway System
- Flex-time policies
- Telecommuting
- 21 Shuttle Vehicles Jointly Managed with over 2 Million Boardings Per Year




1




CATMA Program Results

12/31/08

- Bike/Walk Bucks Reward Program (Began May 2001)
 - 120+ active participants/month
 - Over **\$121,000** in gift certificates redeemable in downtown Burlington
- Alternate Commuter Monthly Awards
 - 346 winners - **\$4,325** in gift certificates to local restaurants (began Oct. 2000)



Above photo courtesy of Local Motion

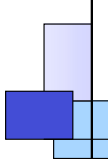

1

CATMA 2009 ANNUAL REPORT

tremendous success of CATMA's **Bike/Walk Bucks Reward** Program resulted in the Burlington Business Association presenting CATMA with the Burlington Business Association Member of the Month award in November 2002.

In April 2003, CATMA was congratulated for the great work we've done to promote Transportation Demand Management programs. At the Association for Commuter Transportation (ACT) Patriot Chapter New England TDM Conference and Awards Luncheon held at the World Trade Center in Boston, CATMA was chosen as the recipient of the TDM Creative Excellence - Private Sector award for our Bike/Walk program. In September 2003, our Bike/Walk program was selected as a "silver" award winner for the Award of Excellence - 2003 ACT National Award Nominee in the category: Creative Excellence.



In February 2004, CATMA's Bike/Walk Bucks Reward Program was featured in "Creating Active Communities, Ten Case Studies of Programs and Partnerships", a report published by the Rails-to-Trails Conservancy. The Rails-to-Trails Conservancy received a grant from the Robert Wood Johnson Foundation in order to help make a connection between physical activity, community design and public health. Part of the grant was used to produce a "best practices" report highlighting projects, partnerships and policies that improve a community's physical activity levels, and which other communities may wish to emulate. The Campus Area Transportation Management Association's (CATMA's) Bike/Walk Bucks Reward Program was one of ten case studies of programs and partnerships showcased in the report "Creating Active Communities, Ten Case Studies of Programs and Partnerships". The publication highlighted a variety of approaches used to encourage physical activity, which could spark ideas and perhaps be replicated in communities across the country. Our Bike/Walk programs continues to be mentioned in various newspaper and magazine articles including the Burlington Free Press and Bike Culture magazine.



CATMA TDM Program Participants

12/31/08

- **Emergency Ride Home**
 - 1,917 currently registered
 - FY 08 • 58 people, total expense 3,114.60
- **Bike/Walk Program**
 - 877 currently registered
- **Registered Carpoolers with CATMA**
 - Currently over 344 actively carpooling
- **Looking to Join, Start, or Willing to Add New Members to a Carpool**
 - Currently 79 listings in CATMA Database




1


CATMA Program Results

11/30/08

Unlimited Access Program - Champlain College

Date	Average trips/month	Number of Individuals Using Service	
April 2006 (Pilot Program)	1,526	About 250	
Fall 2006 (Sept-Nov) Include Spinner Place Shuttle	6,274	Used by over 550 individual riders/month	
Fall 2007* (Sept-Nov)	3,200	Used by over 491 individual riders/month	
Fall 2008* (Sept-Nov)	4,423 - 38% increase over 2007	Used by over 657 individual riders/month - 34% increase over 2007	

*Does NOT include Spinner Place Shuttle Ridership in 2007 or 2008




1

CATMA Program Results

11/30/08

Unlimited Access Program - University of Vermont

Date	Average trips/month	Number of Individuals Using Service	
Jan-April 2003 (Pilot Program)	5,549	Data Not Available	
Fall 2003 (Sept-Nov)	9,314	Data Not Available	
Fall 2004 (Sept-Nov)	15,777 - 69% increase in ridership over Fall 03	Data Not Available	
Fall 2005 (Sept-Nov)	20,786 - 32% increase in ridership over Fall 04	Used by over 2,500 individuals/month	
Fall 2006 (Sept-Nov)	22,819 - 10% increase in ridership over Fall 05 and 145% increase over fall 2003	Used by 2,846 individuals/month	
Fall 2007 (Sept-Nov)	24,150 - 5.8% increase in ridership over fall 06 and 197% increase over fall 2003	Used by over 3,373 individuals/month	
Fall 2008 (Sept-Nov)	30,028 - 24% increase over fall 2007 and 323% over fall 2003	Used by over 3,875 individuals/month	




CATMA 2009 ANNUAL REPORT

Unlimited Access Program

In January 2003, CATMA and the Chittenden County Transportation Authority (CCTA) signed an **Unlimited Access Agreement**. This agreement provides a means for CATMA to provide unlimited access to existing CCTA public transit services to employees, faculty, students and staff of some or all CATMA member institutions. Initially, only the University of Vermont and the CATMA office offered unlimited access to their employees, faculty, and students. On August 28 2006, Champlain College joined the program. The American Red Cross and FAHC offer a 50% transit subsidy (excluding the LINK routes, which varies by institution). We continue to explore the opportunity for the other CATMA institutions to join the **Unlimited Access Program**.

Since offering unlimited access to the employees, faculty, and students of Champlain College and UVM, we have seen a dramatic increase in ridership numbers on CCTA. (See slides for year-over-year comparisons.) The steady increase in ridership has led to an increase in available parking spaces for both UVM and Champlain College and an increase in federal dollars to CCTA. Our Unlimited Access partnership with CCTA differs from other programs around the country, which charge a set fee for every employee and/or student regardless of their transit use. We pay only for actual rides taken. CCTA invoices CATMA monthly at a contracted rate per ride. CATMA pays the invoice and back bills UVM and Champlain College. Part of the success of this program can be attributed to an extensive marketing campaigns jointly developed by CATMA, CCTA, Champlain College and UVM. One product of this effort was a tri-fold brochure, which was developed by a group of UVM students. During the spring semester of 2004, CATMA and CCTA worked directly with the group as they designed the "UVM ID... get off-campus free!" brochure. A similar brochure was developed for Champlain College. A "How To Ride" map and guide was also developed along with a poster for both UVM and Champlain College. Additionally, articles continue to appear in UVM and Champlain College publications and CATMA tables at both institutions throughout the year. Information is available on the CATMA, CCTA's, Champlain College and UVM's web sites and

CATMA Unlimited Access Ridership FY 08

Unlimited Access Ridership - FY08								
FY/08	Champlain			UVM			Total Ridership	Total Cost of Service
	Local Routes	LINK	Champlain Cost for Service	Local Routes	LINK	UVM Cost for Service		
Jul-07	996	230	\$1,521.36	10,196	1,573	\$13,377.60	12,995	\$14,898.96
Aug-07	1,159	225	\$1,657.26	15,244	1,702	\$18,146.88	18,330	\$19,804.14
Sep-07	2,108	319	\$2,783.52	22,088	2,148	\$25,584.48	26,663	\$28,368.00
Oct-07	2,329	265	\$2,788.74	22,188	2,151	\$25,671.60	26,933	\$28,460.34
Nov-07	2,015	244	\$2,455.02	18,766	1,984	\$22,167.00	23,009	\$24,622.02
Dec-07	1,556	242	\$2,035.44	14,459	1,641	\$17,446.86	17,898	\$19,482.30
Jan-08	2,518	278	\$2,993.40	18,790	2,048	\$22,317.48	23,634	\$25,310.88
Feb-08	2,072	301	\$2,664.72	23,949	1,089	\$26,375.22	27,411	\$29,039.94
Mar-08	2,497	287	\$2,989.62	19,766	2,074	\$23,244.84	24,624	\$26,234.46
Apr-08	2,339	253	\$2,773.26	22,129	2,565	\$26,731.62	27,286	\$29,504.88
May-08	1,883	340	\$2,319.06	13,461	2,502	\$18,731.66	17,579	\$20,407.14
Jun-08	2,186	220	\$2,526.84	12,671	2,415	\$17,880.30	17,272	\$20,407.14
Total	23,658	2,974	\$29,508.24	213,707	21,477	\$257,675.54	263,634	\$286,540.20
							Cost/Ride	\$1.09



flyers and posters are continually distributed.

RidesWork Carpooling Program

CATMA maintains a confidential carpooling database. Our database contains information on both existing carpools and people who are interested in ridesharing. We are very careful to maintain strict confidentiality. Anyone interested in carpooling can fill out a form online or call the CATMA RidesWork office. Their information is entered into the database and we look for potential matches and personally contact the individuals to see if a match will work. We list “carpool wanted” ads on our web site, but again, those interested in a particular listing must call the CATMA office and we coordinate the match.

All carpoolers employed with a CATMA institution are covered under our **Emergency Ride Home program**. Additionally, their names are automatically entered into monthly drawings for gift certificates to local restaurants. We currently have over 1,900 people registered in our **Emergency Ride Home** program.

Emergency Ride Home Program

This FREE program is offered only to those who don't drive alone on a regular basis, either because they carpool, vanpool, ride with a family member, bike, walk, or take the bus.

Not having a car around for emergency trips home is one of the drawbacks for people who are considering alternate forms of commuting. To alleviate this worry, CATMA provides this program free of charge to anyone associated with its member institutions who use an alternate commute mode. Participants register with CATMA as an alternate commuter and are issued a **CATMA Commute Smart Card**.

If an emergency arises on a day that an alternate commute mode was used, the member can call L&L Transit, Yellow Cab for a free taxi ride home. The Emergency Ride Home program will pay up to \$60 of the fare (approximately 40 miles). Participants are allowed to use the emergency ride home up to twice a month and eight times in a twelve month period.

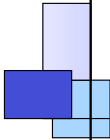
The Emergency Ride Home program is also available to the Champlain College students who are living at Spinner Place. These students are also issued a CATMA Commute Smart Card which is valid for the semester. They are allowed to use the program any time the Spinner Place Winooski Falls shuttle is not operating for a ride from the college campus back to Spinner Place. Additionally, as all resident students at Champlain College who bring a car are required to park it at the Gilbane lot (except on weekends) they are also issued a Commute Smart Card. They can use the taxi service to get between the Gilbane lot and campus when the CATMA Express shuttle is not running. Champlain College reimbursed CATMA for all taxi rides taken by their students.

CATMA Express Shuttle

In the fall of 2002, CATMA formed a partnership with CCTA for the purpose of running the **CATMA Express Shuttle**. This shuttle route was first established to provide CATMA institution employees and students with express shuttle service between the General Dynamics/Gilbane lot at Lakeside Ave. and their institution. CATMA institution employees and any student who is permitted to bring a car to school, can park for free at the General Dynamics PARC lot by registering with their institution to receive a hang tag. They can ride the CATMA Express shuttle at no charge. Employees of the American Red Cross and FAHC must show the bus driver their ID. Champlain College and UVM employees and students must swipe their ID through the fare box card reader on the bus.

The shuttle runs every 15 minutes, Monday through Friday from 5:00am to 9:00pm with limited stops at Champlain College, UVM, UHC and MCHV. This shuttle is open to the public who pay the regular fare of \$1.25/ride. CCTA invoices CATMA monthly at an hourly rate and provides ridership numbers broken out by institution. CATMA then back bills each institution for their pro rata share of the monthly fee.






CATMA Program Results

11/30/08


CATMA Express Shuttle

- Fall (Sept/Oct/Nov) 02 Average = 2,345
- Fall (Sept/Oct/Nov) 03 Average = 6,795
- Fall (Sept/Oct/Nov) 04 Average = 6,979
- Fall (Sept/Oct/Nov) 05 Average = 7,794
- Fall (Sept/Oct/Nov) 06 Average = 11,619*
- Fall (Sept/Oct/Nov) 07 Average = 6,965
- Fall (Sept/Oct/Nov) 08 Average = 7,345

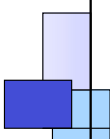


Above photo courtesy of CCTA

*General Dynamics/Gilbane to MCHV, expanded to Winooski Falls/Champlain Mill from Sept 06-April 07




1



CATMA Express Shuttle Ridership FY 08

FY/08	CATMA Express Shuttle Ridership - FY08					Total CATMA Shuttle Boardings	Total Cost of Service
	Red Cross	Champlain	Fletcher Allen		UVM		
			CATMA Express	PARC South			
Jul-07	9	53	4,438	567	397	5,464	\$29,445.86
Aug-07	6	48	4,737	618	646	6,055	\$32,250.23
Sep-07	7	607	3,904	582	1,052	6,152	\$26,641.50
Oct-07	10	890	5,132	646	1,117	7,795	\$32,250.23
Nov-07	9	823	4,724	436	956	6,948	\$29,445.86
Dec-07	10	580	3,878	191	602	5,261	\$28,043.68
Jan-08	15	758	4,982	301	905	6,961	\$33,534.42
Feb-08	13	729	5,304	271	1,114	7,431	\$32,010.13
Mar-08	8	1,011	4,954	318	899	7,190	\$32,010.13
Apr-08	6	851	4,764	455	853	6,929	\$33,534.42
May-08	9	181	4,378	399	485	5,452	\$32,010.13
Jun-08	4	196	4,594	325	453	5,572	\$32,010.13
Total	106	6,727	55,789	5,109	9,479	77,210	\$373,186.72
						Cost/Ride	\$4.83



1

The General Dynamics/Gilbane lot gives the employees and students of the CATMA institutions an opportunity to park off the Hill, therefore avoiding the cost of parking, traffic congestion, and hassle of finding parking up on the Hill. In FY/08, boardings on the CATMA Express averaged 6,434 a month.

Best Workplace for CommutersSM

One of the side benefits to all the transportation demand management (TDM) programs we offer is that CATMA, Champlain College, Fletcher Allen Health Care and the University of Vermont have all been named as Best Workplaces for CommutersSM.

Best Workplaces for CommutersSM is an innovative program that provides qualified employers with national recognition and an elite designation for offering outstanding commuter benefits. Employers that meet the National Standard of Excellence in commuter benefits—a standard created by the U.S. Environmental Protection Agency—can get on the list of Best Workplaces for Commuters. In October 2003, the EPA announced the first ever “2003 New England’s Best Workplaces for CommutersSM” list. Both Fletcher Allen Health Care and the University of Vermont names appeared on the first list. In November 2004, CATMA was named to the list and Champlain College received the designation in September 2006.

Champlain College and UVM qualified under the primary benefit due to their participation in CATMA’s Unlimited Access Program. FAHC qualified by using a combination of transit subsidy, carpool coupon program, walking/biking program subsidies, and for having a large number of full time employees working compressed schedules. Each institution was able to list over 12 categories in the supporting benefits list, including being a member of a Transportation Management Association (TMA) and due to the Transportation Demand Management (TDM) programs offered by both the institutions and CATMA. Significant credit was also given for the Bike/Walk Program. Best Workplaces for CommutersSM demonstrates that alternatives to drive-alone commuting, such as transit, carpools, and teleworking are economically beneficial, yielding value to workers, employers, and our environment.

CarShare Vermont

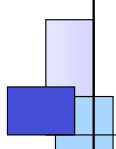
CarShare Vermont, a new nonprofit organization, officially launched in the Burlington area in December 2008. CATMA, on behalf of its member institutions, is partnering with **CarShare Vermont** to provide car pod locations on the campuses of Champlain College and the University of Vermont. There are two pod locations on the Champlain campus and two on UVM, all of which house Subaru Imprezas. There are four additional pod locations, which have Toyota Priuses in the city of Burlington, giving members a total of eight cars to choose from.

Car-sharing is a practical, easy, and fun way to reduce car dependence, increase mobility, and improve the health of our community and environment. **CarShare Vermont** gives members affordable and easy access to a network of vehicles that can be reserved 24/7 for as little as 15-minutes or as long as wanted. **CarShare Vermont** is a key piece to developing a full suite of transportation choices for CATMA members and the community as an alternative to driving alone.

Way To Go Commuter Challenge

CATMA continues to be very active in the planning and executing of the annual **Way To Go Commuter Challenge**. This week-long event is an opportunity for employers, businesses, organizations and communities to encourage people to explore options for healthy, environmentally friendly and cost-effective transportation. By carpooling, taking the bus, biking, walking or telecommuting and “curbing the car” participants dramatically reduce their personal contribution to air and water pollution, save money and improve their health and well-being. By encouraging people to try an alternative to driving alone during Way To Go, we hope many will continue seeking alternatives to driving solo.






Way To Go! Commuter Challenge

	2005		2006		2007		2008	
	Total Sign Ups	Number not already registered as Alternate Commuter	Total Sign Ups	Number not already registered as Alternate Commuter	Total Sign Ups	Number not already registered as Alternate Commuter	Total Sign Ups	Number not already registered as Alternate Commuter
Champlain College	5	2	12	4	12	6	53	33
Fletcher Allen Health Care	99	49	166	72	191	65	398	265
University of Vermont	209	142	149	54	261	81	260	122

2006 - UVM received 1st Place for the Major Employer Category
 FAHC Honorable Mention
 2007 - UVM received 1st Place for the Major Employer Category
 2008 - FAHC received 1st Place for the Major Employer Category
 Champlain College received 1st Place for the Large Employer Category
 UVM Honorable Mention



CATMA Survey Data

One of the ways we gather information on the success of our TDM programs, is through information gathered from our Annual Transportation Surveys. We survey the employees of all the CATMA member institutions each fall and the students from Champlain College and UVM each spring. Data from CATMA's Employee and Student Transportation Surveys, including mode splits is included in this report. As you will note, our survey data continues to show positive trends in the reduction of the SOV rate of our employee. Similar shifts in modes can be seen in the student data as well. The **Unlimited Access Program** has contributed to these mode shifts.

On the survey question, "How satisfied are you with your college/university transportation experience thus far?", we have seen a steady improvement in the satisfied rate since first asking the question. The rise can be attributed to the efforts being made by both Champlain College and UVM as they fine tune their transportation programs and the significant success of the Unlimited Access Program along with all the other programs and services offered through the institutions and CATMA.

State of Vermont Pilot Program

In November of 2007, we received an inquiry from Jane Helmstetter, Field Director of the State of Vermont Agency of Human Services, about participating in CATMA's alternative commuter programs and services due to parking issues in downtown Burlington. We started meeting in December to map out a program and in May 2008, launched a 6-month pilot program. In November, we extended the pilot program for another six months. All programs and services offered to catma institution members (except subsidized transit) were opened to the state employees working in downtown Burlington. Between our kickoff event in May and November, we held several tabling events at the state building at 108 Cherry St.


Through partnering with the State, we were able to open a new intercept parking lot at 1193



CATMA Annual Transportation Survey Overall Satisfaction

How satisfied are you with your transportation experience/commute thus far?

		Very Satisfied	Somewhat Satisfied	Not Satisfied
Students				
	Spring 03	12.2%	53.4%	34.4%
	Spring 04	18.2%	58.4%	23.4%
	Spring 05	27.7%	58.6%	13.7%
	Spring 06	30.6%	58.1%	11.3%
	Spring 07	25.3%	62.6%	12.0%
	Spring 08	34.5%	57.3%	8.2%
Employees				
(No FAHC)	Fall 04	55.0%	41.4%	3.6%
	Fall 05	46.3%	44.2%	9.4%
	Fall 06	52.0%	39.5%	8.5%
	Fall 07	46.4%	45.0%	8.6%
	Fall 08	47.4%	44.7%	7.8%



1

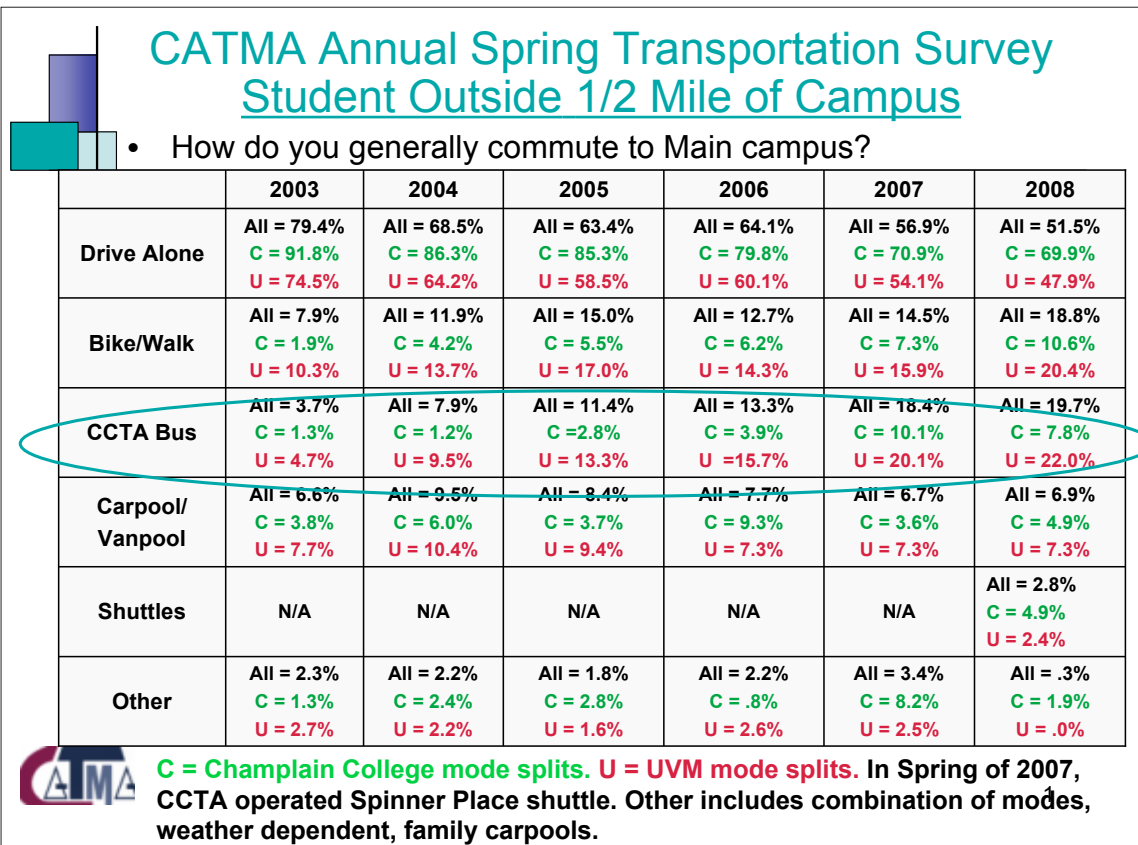
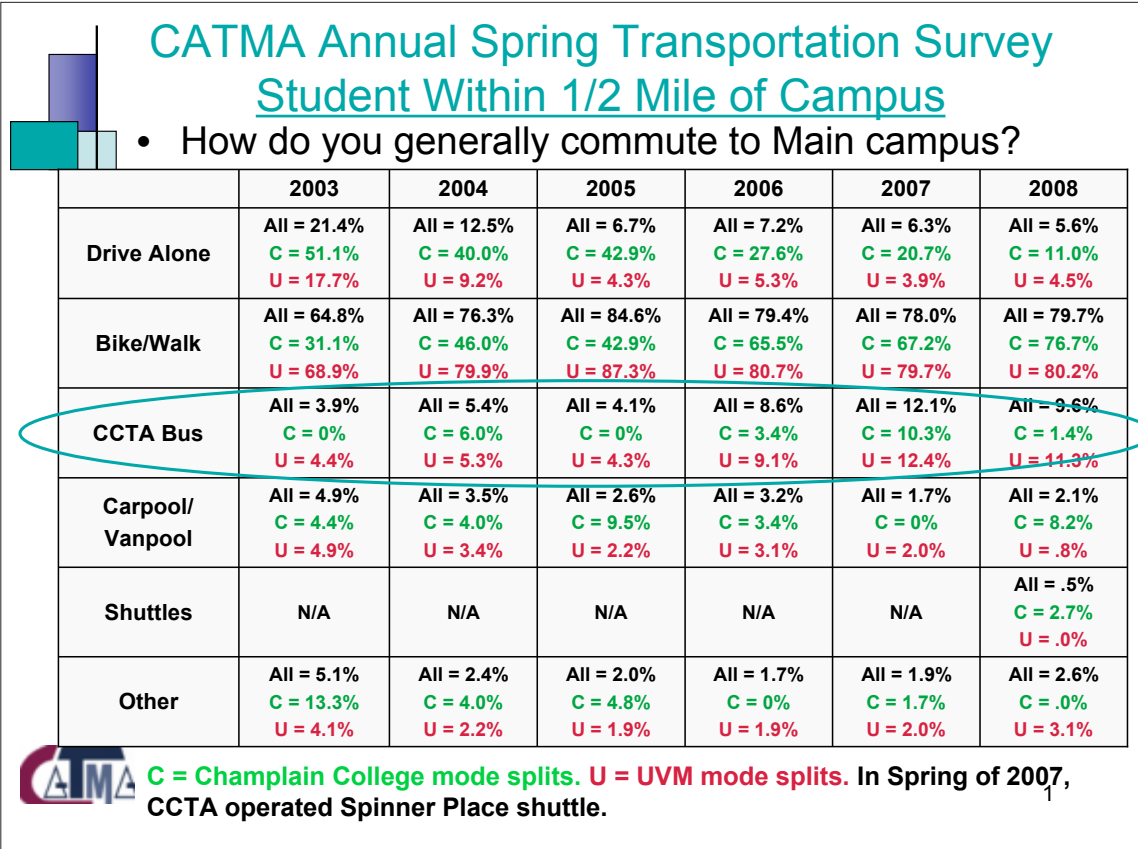
CATMA Annual Spring Transportation Survey Residential Student

- How do you generally commute to Main campus?

	2003	2004	2005	2006	2007	2008
Drive Alone	All = 5.2% C = 26.9% U = 2.1%	All = 1.6% C = 4.0% U = 1.1%	All = 1.6% C = 4.6% U = 1.1%	All = 1.0% C = 1.1% U = 1.0%	All = 1.8% C = 4.3% U = 1.3%	All = 1.1% C = 4.5% U = .4%
Bike/Walk	All = 64.8% C = 53.7% U = 66.4%	All = 75.1% C = 86.4% U = 72.4%	All = 79.0% C = 86.1% U = 77.8%	All = 80.6% C = 93.5% U = 77.6%	All = 72.7% C = 88.3% U = 69.4%	All = 72.9% C = 75.3% U = 72.5%
CCTA Bus*	All = 3.0% C = .0% U = 3.4%	All = 12.1% C = 1.7% U = 14.6%	All = 11.1% C = 4.6% U = 12.1%	All = 12.3% C = 1.6% U = 14.8%	All = 5.0% C = 5.3% U = 5.0%	All = 2.2% C = 4.0% U = 1.9%
Carpool/ Vanpool	All = 2.0% C = 6.0% U = 1.5%	All = .8% C = 1.7% U = 0.5%	All = .8% C = 1.9% U = 0.6%	All = .3% C = 1.1% U = 0.1%	All = .3% C = .5% U = 0.2%	All = .2% C = 1.0% U = 0.1%
Shuttle incl. Spinner Place Starting fall 2007	All = 20.9% C = .0% U = 23.9%	All = 8.7% C = 2.8% U = 10.1%	All = 6.6% C = .9% U = 7.6	All = 4.5% C = 0% U = 5.5%	All = 19.2% C = .5% U = 23.0%	All = 22.2% C = 13.4% U = 23.9%
Other	All = 4.1% C = 13.4% U = 2.7%	All = 1.8% C = 3.4% U = 1.4%	All = .9% C = 1.9% U = 0.8%	All = 1.3% C = 2.7% U = 1.0%	All = 1.1% C = 1.1% U = 1.1%	All = 1.4% C = 2.0% U = 1.3%

C = Champlain College mode splits. **U** = UVM mode splits. Note: Impact of Unlimited Access Program on Bus starting in 2004. In Spring 2007, Spinner Place Shuttle was a CCTA Bus. Additionally, in 2007 "Bus" mode was changed to "CCTA Bus" to help eliminate confusion.







CATMA Annual Spring Transportation Survey Resident Student Data

Did you bring a car with you this semester?


	2003	2004	2005	2006	2007	2008
Overall percent of Champlain College Resident students who brought a car	80.6%	51.4%	40.7%	37.4%	39.4%	35.6%
Overall percent of UVM Resident students who brought a car	50.7%	42.3%	31.7%	25.5%	24.4%	25.0%

1

CATMA Annual Fall Employee Transportation Survey

	Drove Alone	Carpool	Bus	Train	Bike/Walk	Tele-commute	Park & Ride	Bike & Bus	Other
2000	73.8% With Shuttle 17.3% W/O Shuttle 56.5%	11.5%	2.2%	-	5.2%	-			2.8%**
2001	69.1% With Shuttle 20.5% W/O Shuttle 48.6%	11.5%	3.0%	.9%	10.1%	-			3.8%**
2002	68.0% With Shuttle 20.6% W/O Shuttle 47.4%	12.2%	3.9%	.8%	9.5%	-			4.4%**
2003 Hill Only	64.8% With Shuttle 15.7% W/O Shuttle 49.1%	11.2%	4.5%*	-	13.5%	-			5.9%**
2004*** (No FAHC)	61.7% With Shuttle 5.3% W/O Shuttle 56.4%	12.5%	6.7%	-	14.9%	-			4.1%**
2005	59.1% With Shuttle 13.4% W/O Shuttle 45.7%	12.5%	10.4	-	12.8%	.1%			5.0%**
2006	54.1% With Shuttle 12.5% W/O Shuttle 41.6%	12.5%	13.3%	-	15.4%	.2%			4.5%**
2007	53.6% With Shuttle 10.7% W/O Shuttle 42.9%	12.2%	9.3%	-	12.6%	.0%	5.5%	0.7%	6.0%**
2008	52.6% With Shuttle 11.8% W/O Shuttle 40.8%	16.8%	8.8%	-	12%	.1%	5.4%	0.6%	3.6%**



CATMA 2009 ANNUAL REPORT

North Ave at the site of the DMV. Additionally, the state dedicated 10 spaces in the garage at 108 Cherry Street as Carpool only spaces. As of the end of December, we had 36 state employees registered with us as carpoolers, 30 registered as bus riders, 36 registered in the CATMA Bike/Walk program and a total of 88 registered in our Emergency Ride Home program. All of the above employees are also included in our monthly restaurant gift certificate drawings.

Since we had baseline survey data on the state employees from the Downtown Burlington Transportation survey conducted in November 2007, we included them in our CATMA Fall Employee Transportation Survey in 2008. After just seven months of offering our suite of TDM programs and services to the state employees we are able to see significant results. Drive only mode has gone from 77.9% in 2007 down to 64.2 % in 2008. Carpool went from 7.0% in 2007 up to 19.4% in 2008. Walk went from 4.9% in 2007 up to 6.7% in 2008. There was also an increase in bus ridership even without a subsidy. On the question “How satisfied are you with your commute”, we saw the very satisfied rate go from 33.2% in 2007 up to 41.8% in 2008. Those not satisfied dropped from 16.4% in 2007 down to only 7.9% in 2008.

We continue to explore a more permanent relationship with the State including their joining CATMA as an associate member.

Conclusion

CATMA’s TDM programs have received local, national, and international recognition. Both individuals and organizations continually call upon us for our expertise and guidance in the field of transportation demand management. We often accept invitations to speak at conferences and workshops. We continue to take an active role in local, regional and international committees and associations that specialize in commute options and solutions and work to create a more workable transportation system. These include: the Board and several committees within the Chittenden County Metropolitan Planning Organization, the Burlington Business Association and their Downtown Action Group and Marketing committee, the Vermont Rideshare Advisory Committee, CarShare Vermont, and an active roll in the Way To Go Commuter Challenge. Additionally, we continue to be involved in the Association for Commuter Transportation including Meredith Schuft, CATMA’s Marketing Director, serving as President of the ACT Patriot Chapter.

We continue to work to provide transportation choices to help make our employees’ commute easy on them, their wallet and the environment by creating programs, services and products that help reduce traffic congestion, increase mobility, improve air quality.





Implementing Effective TDM Measures

What Works Best for Vehicle Trip Reduction? Programs Which:

- Focus on information/promotion alone = -1.4%
- Provide enhanced alternatives (vanpools, shuttle buses) = 8.5%
- Focus on financial incentives and disincentives = 16.4%
- Combined enhanced alternatives with incentives/disincentives = 24.5%



*Commuter Choice Primer An Employer's Guide to Implementing Effective
Commuter Choice Programs, published by EPA*

1



Transit Cooperative Research Project (TCRP) B-4

- “ TDM programs implemented by employers are among the most successful and offer the greatest potential for significant results in certain areas.”



1



Campus Area Transportation Management Association Awards

*Burlington Business Association
Member of the Month - November 2002*

*ACT Patriot Chapter 2003 Transportation Demand Management Award
TDM Creative Excellence
Bike/Walk Bucks Reward Program*

*2003 ACT International Award
Award of Excellence
Creative Excellence - Silver Award Winner
Bike/Walk Bucks Reward Program*

*EPA Best Workplace for Commuters
Fletcher Allen Health Care - Oct. 2003
University of Vermont - Oct. 2003
CATMA - Nov. 2004
Champlain College - Sept. 2006*

*ACT Patriot Chapter 2005 Transportation Demand Management Award
TDM Creative Excellence
Unlimited Access Program*

*EPA Best Workplace for Commuters
2006 Race to Excellence
Silver Level Award*

*2006 ACT International Award
Award of Excellence
Creative Excellence - First Place Award Winner
CATMA and Fletcher Allen Health Care
Partnership Campaign: Connecting Commuting Alternatives and Wellness*

*2007 ACT International Award
Award of Excellence
Outstanding Service Award - Partnership - First Place Award Winner
Unlimited Access Program*

PLEASE POST

CATMA

Annual Employee
Transportation Survey Fall 2008

Coming In Mid November

Your Chance to Win One of Many Prizes
While Helping Shape the
Future of Commuting to Burlington!

- Watch your intercampus mail for a **bright yellow flyer** with instructions on how to participate in the Survey.
- Your responses to survey questions help us develop and evaluate commuting services and programs which benefit you and our institutions.
- And, you'll have a chance to win one of many prizes including gift certificates to local stores and restaurants!

Questions? Email us at CATMA@uvm.edu or call 656-RIDE.

This survey is sponsored by CATMA (Campus Area Transportation Management Association). Employees at the CATMA member institutions: the American Red Cross, Champlain College, Fletcher Allen Health Care and the University of Vermont and State of Vermont employees working in downtown Burlington will be invited to participate.



Connecting You With Transportation Choices!
www.catmavt.org



CATMA Annual Employee Transportation Survey Fall 2008



Complete the Online Survey and Have a Chance to Win One of Many Prizes, Including Gift Certificates to a Local Store or Restaurant!



To our valued colleagues,

We know you all share with us the importance of having adequate parking, easing traffic congestion, improving our air quality and preserving our environment. As each of our institutions move forward in planning for the next several years, we all have the opportunity to help influence the future of our region.

You have been selected to participate in the CATMA Annual Employee Transportation Survey Fall 2008, because you are an employee at one of the CATMA member institutions (the American Red Cross, Champlain College, Fletcher Allen Health Care and the University of Vermont) or a State of Vermont employee working in downtown Burlington. Your data gathered from this survey is valuable in assisting CATMA with developing and evaluating commuting services and programs which benefit you and the community. Whether you drive alone, bike, walk, carpool, take the bus to work, or telecommute, your responses to this survey help plan and improve future transportation, parking and landuse issues that impact the Burlington area. Please make every effort to complete this survey. You'll have a chance to win one of many prizes!

Thank you for your support, interest and participation.

Sincerely,

Dr. Melinda L. Estes, President & Chief Executive Officer, Fletcher Allen Health Care

Dave Finney, President, Champlain College

Daniel Mark Fogel, President, the University of Vermont

Jane Helmstetter, Field Director, Burlington District, AHS/FS State of Vermont

Susan Parmer, CEO, American Red Cross Northern New England

INSTRUCTIONS:

1. Log onto the CATMA web site at www.catmavt.org, click on the **CATMA 2008 SURVEY** link, and enter your randomly assigned, non traceable password which is:

2. If you do not have access to a computer, either at **WORK** or at **HOME**, please contact:

American Red Cross: contact Monica Mello @ 658-6400

Champlain College: contact your department head

Fletcher Allen: contact the CATMA office @ 656-RIDE

State of Vermont: contact Jane Helmstetter @ 651-1684

UVM: contact the CATMA office @ 656-RIDE

The survey takes about 10 minutes to complete. Once you complete the survey, your password will become void assuring survey accuracy. All information is confidential and will provide insight into travel patterns. Responses are used to advance commuting alternatives which best serve you and our institutions. At the end of the survey, enter additional comments and please remember to enter your name into the drawing.



American
RED CROSS



CHAMPLAIN
COLLEGE



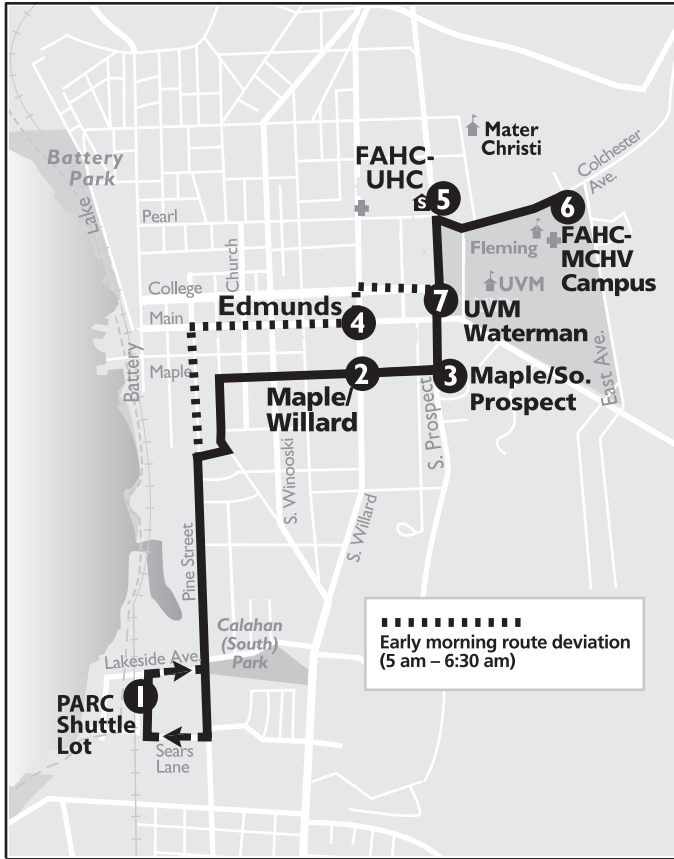
Fletcher
Allen



VERMONT



The
UNIVERSITY
of VERMONT



CATMA Shuttle

Open to the public. Regular fares apply. **FREE** for staff and students of the University of Vermont, Fletcher Allen Health Care, Champlain College, and the Red Cross.

Please show your ID to the driver as you board the bus. This is an express bus, boarding only at the listed stops.

The CATMA shuttle is easy and convenient for staff and students of the Hill Institutions.

Park in the General Dynamics lot, between Lakeside Avenue and Sears Lane.

Staff and students of the CATMA institutions who park at the General Dynamics lot must display a parking permit. A **FREE** parking permit is available by contacting CATMA at **847-RIDE**.

MONDAY-FRIDAY

	PARC Lot 1	Maple St./ Willard St. 2	Maple St./ S. Prospect 3	Edmunds School 4	FAHC UHC 5	FAHC MCHV 6	FAHC UHC 5	Waterman 7	Maple St./ Willard St. 2	PARC Lot 1
5:00	—	—	—	5:09	5:12	5:15	5:18	—	—	5:30
5:15	—	—	—	5:24	5:27	5:30	5:33	—	—	5:45
5:30	—	—	—	5:39	5:42	5:45	5:48	—	—	6:00
5:45	—	—	—	5:54	5:57	6:00	6:03	—	—	6:15
6:00	—	—	—	6:09	6:12	6:15	6:18	—	—	6:30
6:15	—	—	—	6:24	6:27	6:30	6:33	—	—	6:45
6:30	—	—	—	6:39	6:42	6:45	6:48	—	—	7:00
6:45	—	—	—	6:54	6:57	7:00	7:03	—	—	7:15
7:00	7:06	7:07	—	7:13	7:15	7:18	7:19	7:22	7:30	7:30
7:15	7:21	7:22	—	7:28	7:30	7:33	7:34	7:37	7:45	7:45
7:30	7:36	7:37	—	7:43	7:45	7:48	7:49	7:52	8:00	8:00
7:45	7:51	7:52	—	7:58	8:00	8:03	8:04	8:07	8:15	8:15
8:00	8:06	8:07	—	8:13	8:15	8:18	8:19	8:22	8:30	8:30
8:15	8:21	8:22	—	8:28	8:30	8:33	8:34	8:37	8:45	8:45
8:30	8:36	8:37	—	8:43	8:45	8:48	8:49	8:52	9:00	9:00
8:45	8:51	8:52	—	8:58	9:00	9:03	9:04	9:07	9:15	9:15
9:00	9:06	9:07	—	9:13	9:15	9:18	9:19	9:22	9:30	9:30
9:15	9:21	9:22	—	9:28	9:30	9:33	9:34	9:37	9:45	9:45
9:30	9:36	9:37	—	9:43	9:45	9:48	9:49	9:52	10:00	10:00
10:00	10:06	10:07	—	10:13	10:15	10:18	10:19	10:22	10:30	10:30
10:15	—	—	—	—	10:30	—	—	—	10:45	10:45
10:30	10:36	10:37	—	10:43	10:45	10:48	10:49	10:52	11:00	11:00
10:45	—	—	—	—	11:00	—	—	—	11:15	11:15
11:00	11:06	11:07	—	11:13	11:15	11:18	11:19	11:22	11:30	11:30
11:15	—	—	—	—	11:30	—	—	—	11:45	11:45
11:30	11:36	11:37	—	11:43	11:45	11:48	11:49	11:52	12:00	12:00
11:45	—	—	—	—	12:00	—	—	—	12:15	12:15
12:00	12:06	12:07	—	12:13	12:15	12:18	12:19	12:22	12:30	12:30
12:15	—	—	—	—	12:30	—	—	—	12:45	12:45
12:30	12:36	12:37	—	12:43	12:45	12:48	12:49	12:52	1:00	1:00
12:45	—	—	—	—	1:00	—	—	—	1:15	1:15
1:00	1:06	1:07	—	1:13	1:15	1:18	1:19	1:22	1:30	1:30
1:15	—	—	—	—	1:30	—	—	—	1:45	1:45
1:30	1:36	1:37	—	1:43	1:45	1:48	1:49	1:52	2:00	2:00
2:00	2:06	2:07	—	2:13	2:15	2:18	2:19	2:22	2:30	2:30
2:30	2:36	2:37	—	2:43	2:45	2:48	2:49	2:52	3:00	3:00
2:45	2:51	2:52	—	2:58	3:00	3:03	3:04	3:07	3:15	3:15
3:00	3:06	3:07	—	3:13	3:15	3:18	3:19	3:22	3:30	3:30
15 MINUTE SERVICE UNTIL 6:00 PM										
6:00	6:06	6:07	—	6:13	6:15	6:18	6:19	6:22	6:30	6:30
6:15	6:21	6:22	—	6:28	6:30	6:33	6:34	6:37	6:45	6:45
6:30	6:36	6:37	—	6:43	6:45	6:48	6:49	6:52	7:00	7:00
6:45	6:51	6:52	—	6:58	7:00	7:03	7:04	7:07	7:15	7:15
7:00	7:06	7:07	—	7:13	7:15	7:18	7:19	7:22	7:30	7:30
15 MINUTE SERVICE UNTIL 9:00 PM										
9:00	9:06	9:07	—	9:13	9:15	9:18	9:19	9:22	9:30	9:30

• After 6:00pm, CATMA buses stop at Bank & Pine before returning to the PARC lot.

Note: This bus only picks up at the bus stop in front of Edmunds during early morning hours.

Ride the Free CATMA Shuttle Express

Route
&
Schedule
FALL 2008

All CATMA Employees & Students
Looking for a better way to get to school or work?
Just take the **CATMA Shuttle Express!**

Express shuttles run from the General Dynamics/Gilbane PARC lot on Lakeside Ave. to the Fletcher Allen Health Care ACC Entrance with stops at Champlain College, UVM, & UHC.

All employees and students of the CATMA institutions, the American Red Cross, Champlain College, Fletcher Allen Health Care, and the University of Vermont WITH A VALID ID, can ride the shuttle for FREE. UVM and Champlain College need to swipe their ID through the fare box card reader on the buses. Red Cross and Fletcher Allen must show their ID to the bus driver.

Additionally, you can park for FREE at the General Dynamics/Gilbane PARC lot between Lakeside Ave. and Sears Lane, Burlington by getting a parking permit from your employer.

Shuttles run every 15 minutes during peak commute times. Employees parking at the General Dynamics/Gilbane PARC lot and riding the shuttle receive all the benefits of the CATMA Emergency Ride Home program including a FREE taxi cab ride in an emergency and a chance every month to win gift certificates to local restaurants.

It's easy! Register with your institution and receive a FREE permit to park at the General Dynamics/Gilbane PARC Shuttle lot. Employees of American Red Cross call Monica Mello at 658-6400 x3224. Champlain College register online at www.champlain.edu for a zone 6 permit. Fletcher Allen call 847-2812. UVM register online for a permit at www.uvm.edu/tsp/parking.

Remember, your Champlain College and UVM IDs get you a FREE ride on all CCTA bus routes - including the 3 LINK Express routes servicing Montpelier, Middlebury and St. Albans. American Red Cross employees can purchase discounted passes by calling CATMA at 656-RIDE. FAHC employees can purchase monthly and ten-ride passes at a discounted rate through the MCHV Security Office. A complete schedule of CCTA bus routes can be found on the CCTA web site at www.cctaride.org. All CCTA buses are equipped with bike racks.



Direction to the General Dynamics/Gilbane PARC Shuttle lot, route map and a shuttle timetable are on the reverse side. Register online with CATMA at www.uvm.edu/~catma for the Emergency Ride Home program.
Need more information? Call CATMA @ 656-RIDE (7433).



CATMA Shuttle Express Monday - Friday Fall 2008

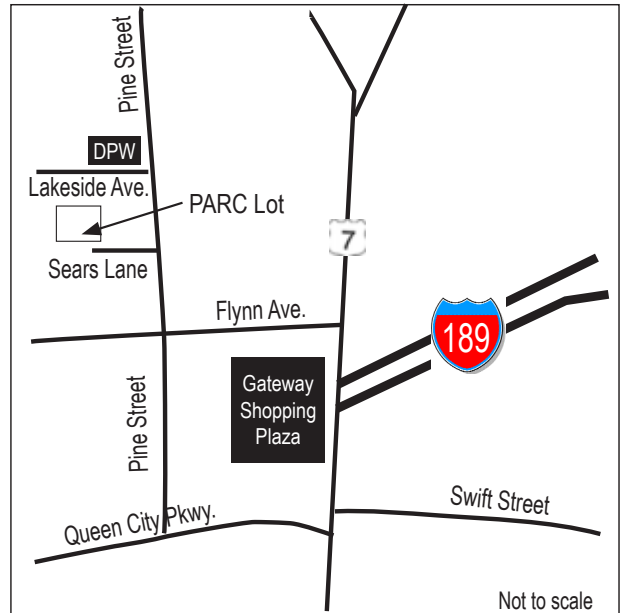
General Dynamics PARC Lot ①	Maple/Willard ②	Maple/S. Prospect ③	Edmunds School ④	FAHC UHC ⑤	FAHC MCHV ⑥	UHC ⑤	Waterman ⑦	Maple/Willard ②	General Dynamics PARC Lot ①
5:00			5:09	5:12	5:15	5:18			5:30
5:15			5:24	5:27	5:30	5:33			5:45
5:30			5:39	5:42	5:45	5:48			6:00
5:45			5:54	5:57	6:00	6:03			6:15
6:00			6:09	6:12	6:15	6:18			6:30
6:15			6:24	6:27	6:30	6:33			6:45
6:30			6:39	6:42	6:45	6:48			7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:33	7:34	7:37	7:45
7:30	7:36	7:37		7:43	7:45	7:48	7:49	7:52	8:00
7:45	7:51	7:52		7:58	8:00	8:03	8:04	8:07	8:15
8:00	8:06	8:07		8:13	8:15	8:18	8:19	8:22	8:30
8:15	8:21	8:22		8:28	8:30	8:33	8:34	8:37	8:45
8:30	8:36	8:37		8:43	8:45	8:48	8:49	8:52	9:00
8:45	8:51	8:52		8:58	9:00	9:03	9:04	9:07	9:15
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30
9:15	9:21	9:22		9:28	9:30	9:33	9:34	9:37	9:45
9:30	9:36	9:37		9:43	9:45	9:48	9:49	9:52	10:00
10:00	10:06	10:07		10:13	10:15	10:18	10:19	10:22	10:30
* 10:15	-	-	-	-	10:30	-	-	-	10:45
10:30	10:36	10:37		10:43	10:45	10:48	10:49	10:52	11:00
* 10:45	-	-	-	-	11:00	-	-	-	11:15
11:00	11:06	11:07		11:13	11:15	11:18	11:19	11:22	11:30
* 11:15	-	-	-	-	11:30	-	-	-	11:45
11:30	11:36	11:37		11:43	11:45	12:48	11:49	11:52	12:00
* 11:45	-	-	-	-	12:00	-	-	-	12:15
12:00	12:06	12:07		12:13	12:15	12:18	12:19	12:22	12:30
* 12:15	-	-	-	-	12:30	-	-	-	12:45
12:30	12:36	12:37		12:43	12:45	12:48	12:49	12:52	1:00
* 12:45	-	-	-	-	1:00	-	-	-	1:15
1:00	1:06	1:07		1:13	1:15	1:18	1:19	1:22	1:30
* 1:15	-	-	-	-	1:30	-	-	-	1:45
1:30	1:36	1:37		1:43	1:45	1:48	1:49	1:52	2:00
2:00	2:06	2:07		2:13	2:15	2:18	2:19	2:22	2:30
2:30	2:26	2:37		2:43	2:45	2:48	2:49	2:52	3:00
2:45	2:51	2:52		2:58	3:00	3:03	3:04	3:07	3:15
3:00	3:06	3:07		3:13	3:15	3:18	3:19	3:22	3:30
3:15	3:21	3:22		3:28	3:30	3:53	3:55	4:00	4:10
3:30	3:36	3:37		3:43	3:45	4:08	4:10	4:15	4:25
3:45	3:51	3:52		3:58	4:00	4:23	4:25	4:30	4:40
4:00	4:06	4:07		4:13	4:15	4:38	4:40	4:45	4:55
4:15	4:21	4:22		4:28	4:30	4:53	4:55	5:00	5:10
4:30	4:36	4:37		4:43	4:45	5:08	5:10	5:15	5:25
4:45	4:51	4:52		4:58	5:00	5:23	5:25	5:30	5:40
5:00	5:06	5:07		5:13	5:15	5:38	5:40	5:45	5:55
5:15	5:21	5:22		5:28	5:30	5:53	5:55	6:00	6:10
5:30	5:36	5:37		5:43	5:45	6:08	6:04	6:15	6:25
5:45	5:51	5:52		5:58	6:00	6:03	6:25	6:30	6:40
6:00	6:06	6:07		6:13	6:15	6:18	6:19	6:22	6:30
6:15	6:21	6:22		6:28	6:30	6:33	6:34	6:37	6:45
6:30	6:36	6:37		6:43	6:45	6:48	6:49	6:52	7:00
6:45	6:51	6:52		6:58	7:00	7:03	7:04	7:07	7:15
7:00	7:06	7:07		7:13	7:15	7:18	7:19	7:22	7:30
7:15	7:21	7:22		7:28	7:30	7:53	7:55	8:00	8:10
7:30	7:36	7:37		7:43	7:45	8:08	8:10	8:15	8:25
7:45	7:51	7:52		7:58	8:00	8:23	8:25	8:30	8:40
8:00	8:06	8:07		8:13	8:15	8:38	8:40	8:45	8:55
8:15	8:21	8:22		8:28	8:30	8:53	8:55	9:00	9:10
8:30	8:36	8:37		8:43	8:45	9:08	9:10	9:15	9:25
8:45	8:51	8:52		8:58	9:00	9:23	9:25	9:30	9:40
9:00	9:06	9:07		9:13	9:15	9:18	9:19	9:22	9:30

CATMA Express Shuttle Route Map

This is an Express bus, boarding **ONLY** at the stops listed in the schedule.



Directions to the General Dynamics/ PARC Lot



Turn from Pine St. onto Lakeside Ave. (The Burlington Dept. of Public Works is on the corner.) The entrance to the General Dynamics PARC lot is on the left. Proceed to the area indicated on the map. Please display your parking permit. Go to the **CCTA/CATMA PARC Shuttle Express Bus Stop**.

* Note: These buses leave PARC lot and travel to Pine/Bank St. before stopping at MCHV, returning on the same route.

Two FREE Off-site Parking Options With Incentives... Something To Think About

Park at the General Dynamics/Gilbane PARC lot on Lakeside Ave.
or the new intercept lot at 1193 North Ave. (DMV)

- **CARPOOL** from these lots and qualify for all the CATMA carpool incentives. Additionally, carpools with two or more State employees are guaranteed parking in the 108 Cherry Street garage.
- **BIKE OR WALK** to and from work and these locations at least three times a week and you can participate in the CATMA Bike/Walk Program.
- **TAKE A CCTA BUS.** Both the CATMA Express shuttle and CCTA PARC shuttle serve the General Dynamics/PARC Shuttle lot and CCTA's North Ave. route runs right by 1193 North Ave.

TAKE THE NEXT STEPS!

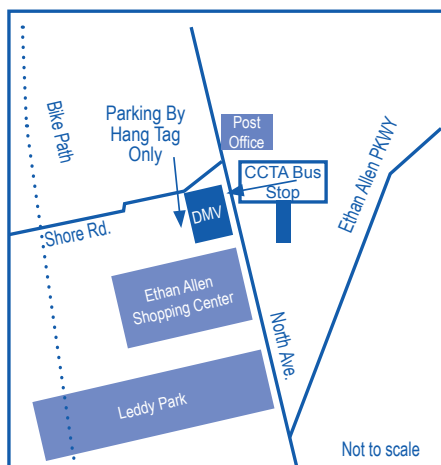
Step 1. You must register for a vehicle Hang Tag to park in either lot. State employees complete the form found on the BGS website at <http://www.bgs.state.vt.us//security/forms/BGS-SEC-parking-permit-form.pdf>. Then email the completed form to facilities@vdh.state.vt.us. Employees of Red Cross call Monica Mello @ 658-6400. Champlain College register online for a zone 6 permit at www.champlain.edu. Fletcher Allen call 847-2812. UVM register online for a permit at www.uvm.edu/tps/parking.

Step 2. If you carpool, bike, walk, or take the bus, register with CATMA online at www.uvm.edu/~catma using SIGN UP AND REGISTER button.

- Receive a Commute Smart Card for a FREE taxi ride back to your car (or home) in an emergency on a day you alternate commute.
- Your name will be entered into monthly drawings for gift certificates for local restaurants.

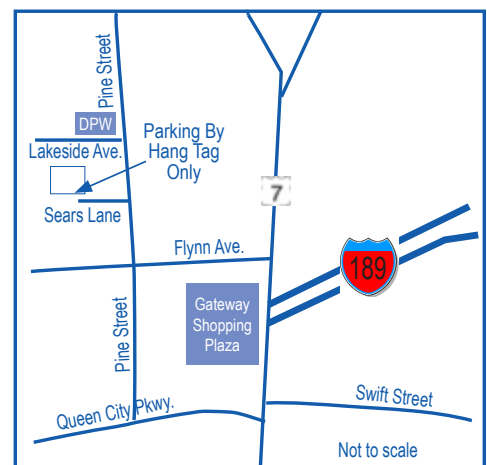
Directions to the 1193 North Ave. State of Vermont DMV Intercept Lot

Directions to 1193 North Ave. DMV lot: The DMV lot is located on North Ave. between the Ethan Allen Shopping Center and Shore Road. Enter the parking lot from the driveway to the right of the DMV building and proceed to the parking area behind the building. Look for the sign CATMA INTERCEPT PARKING. Park in this area. Please DO NOT park in the spaces along the building. You must display a Hang Tag from your employer to park here.



Directions to the General Dynamics/Gilbane PARC Shuttle Lot

Directions to General Dynamics/Gilbane PARC lot: Turn from Pine St. onto Lakeside Ave. (The Burlington Dept. of Public Works is on the corner.) Turn left into the lot opposite the General Dynamics building. (Sign reads: Innovation Center). Parking is in the back of the lot. Look for the CCTA bus shelter. You must display a Hang Tag from your employer to park here.



For additional information about CATMA's programs and services go to www.uvm.edu/~catma. Questions? Email CATMA at catma@uvm.edu or call the CATMA RidesWork office at 656-RIDE.



These programs are being offered to State of Vermont employees working downtown through a partnership between the State of Vermont and CATMA and to the employees of the CATMA member institutions.



Newsletter

November 2008

Volume 15, Issue 1

Connecting You With Transportation Choices

CATMA's Member Institutions:

- American Red Cross
- Champlain College
- Fletcher Allen Health Care
- University of Vermont

Partnership

- State of Vermont, downtown Burlington



150 Colchester Avenue, Suite 1
 Burlington VT 05401
 Ph: 802-656-RIDE
 Fax: 802-656-5571
 Email: catma@uvm.edu
www.catmavt.org

Annual Employee Transportation Survey

All employees at CATMA's member institutions and employees who work for the State of Vermont in downtown Burlington will receive a bright yellow flyer within the next couple of weeks requesting your participation in this survey. The flyer will include instructions on how to take the online survey and a random password required to take the survey. It takes less than 10 minutes to complete, and those who complete the survey have a chance to enter their name to win one of many prizes.

Your participation is much appreciated. The data we receive from this survey is valuable as we strive to improve and create commuting programs and services to benefit you, your employer and the community. The data also assists CATMA's member institutions in jointly planning and managing transportation and parking to support environmental stewardship, better coordinate land use and the master plan process of our institutions.

Newsletter

Highlights:

Employee Survey	1
Be Safe & Bright	1
Alternate Modes	2
Resources and	
Sidewalk Stencils	3
Restaurant Winners	4
Upcoming Events	4
Car Share Vermont	5
Additional News	5
Slow Down Save \$	5
Commuter Story	6
Organization	6

Daylight Savings Time Ends – Be Safe and Be Bright

When walking after dark, carry a flashlight, wear bright/ light colored clothing and wear reflective materials that outline your body. Allow extra time and distance for a vehicle in foul weather (rain or snow). Keep your umbrella and jacket hood from obstructing your view of approaching traffic. Cross in well-lit areas. Stand clear of buses, hedges, parked cars or other obstacles before crossing so drivers can see you. Bicyclists use your bike lights in the

daytime when it's cloudy. Bicyclists use reflective material to make your bike bright and visible. Look for automotive grade reflective tape at auto parts or hardware stores. It will stick to curved surfaces through many years of wet and salty winters. Attach it to your fenders and stick it on your helmet. A complete Bicycle Commuters Guide is available at www.aot.state.vt.us/progdev/documents/LTF/bicyclecommuterguide/vtbicyclecommuterguidefinal.pdf.

Blinkie reflectors are available at CATMA. Call or email CATMA if you'd like one, or stop by the CATMA office [call first].

Montpelier LINK Bus
Beginning 11/3/08 the 6:27am trip departing Montpelier will depart at 6:40am and will bypass Waterbury & Richmond Park & Ride. A 2nd bus will service those two stops at the usual times with both buses arriving in Burlington at the normal scheduled time.

Carpooling

Are you interested in carpooling and saving yourself money and stress, plus a chance to meet new friends? CATMA provides a Confidential Carpool Matching Service which is unique in that its database consists of employees on the Hill or who work in downtown Burlington. There are a lot of people looking for carpool partners from all parts of Vermont commuting into Burlington. Check out the carpool listings on CATMA's website. If you see a listing that matches your logistics, contact CATMA at 802-656-RIDE. Employees

who register with CATMA as an alternate commuter, including carpooling, will be enrolled in our Emergency Ride Home program [a FREE taxi ride home].

*Some carpool tips: meet with carpoolers before starting your carpool to exchange info and establish guidelines; determine your route; establish a method for reimbursing driving expenses; check with your employer for preferential parking & incentives for carpoolers; establish ground rules/policy; establish communication chain. Visit our website for additional tips.

Bus Riders

*The new CCTA Bus Map & Guide is out at various venues. It has a purple cover and is dated 10/13/08. All schedule and route information is also available online at www.cctaride.org.

*Bus Discount/Subsidies... are available for American Red Cross and Fletcher Allen Health Care. UVM and Champlain College faculty, staff and students ride for FREE. Simply show your valid ID to

the bus driver then swipe it through the fare box reader.

*Employees who ride the bus at least 2-3 days/week should register with CATMA for the Emergency Ride Home program and our monthly restaurant drawings.

*This winter, you'll be able to receive electronic alerts sent directly to your email whenever a CCTA bus is running late. Sign up to receive CCTA E-Alerts by sending an email to info@cctaride.org.

Wheels or Feet = \$

Employees who commit to biking and/or walking to AND from work at least 3 days week on a regular basis can receive a \$15 gift card to either City Market, Borders Bookstore, Ski Rack or Merrill's' Roxy Theater. Register for this program at www.catmavt.org, and you'll receive a

welcome packet, which includes a Bike-Walk card that you can record your biking/ walking dates on. When completed, send to CATMA via intercampus mail or stop by our office [call first] to redeem your card. We'll send you another Bike-Walk card, as this program is continuous.

Resources

A Trail Finder Tool can be found at www.localmotion.org/trails. Local Motion, located on the Burlington waterfront, whose mission is to promote bicycling, walking, running, inline skating and the facilities that make such travel safe, easy and fun, provides this Trail Finder. It is a FREE online resource for 77 walking, biking, hiking and mountain biking trails in Chittenden County. Residents, visitors and employees can get maps and directions, learn about trail features, and submit comments and photos.

To encourage the safe use of our roadways and trails, **Bike Safe** sponsors and local bike shops offer a **\$6 discount coupon** off a \$12 purchase of safety related items [helmets, lights, reflectors, reflective clothing. Call CATMA if you're interested in this coupon.

***Bicycle Benefits Stickers** are available for sale at the CATMA office for \$5 [cash only]. This program is a progressive bicycling program designed to reward individuals and businesses for their commitment to cleaner air, personal health and the use of pedaling energy in order to create a more sustainable community. Participation in this program requires you to purchase a sticker and adhere it to your bike helmet. You will receive a discount from various participating local businesses when you show your helmet/ sticker. For further information on this program and a list of participating businesses, visit www.bicyclebenefits.org.

*CATMA
celebrated its
15th anniversary
on April 7, 2007.*

Sidewalk Stencils in Burlington's City Center



Take note when you're down at Burlington's downtown district of the new sidewalk stencils in place. In mid-October, a group of bicycle and pedestrian advocates stenciled an 8 square block area around Church Street. The new stenciling improves pedestrian safety by giving bicyclists a friendly reminder of bicycle rules in the City Center and that sidewalks are for walking. [Photo courtesy of CCMPO]

Congratulations to our Recent Restaurant Winners

- Craig Pepin, Champlain College [bikes and/or walks]
- Charlie Nagelschmidt, Champlain College [bikes and walks]
- Michelle Thomas, FAHC-UHC campus [carpools]
- Christina McCaffrey, FAHC-MCHV campus [carpools]
- Leslie Ferrer, UVM [bus rider]
- Linda Collins, UVM [carpool]
- Mike Murray, State of Vermont downtown Burlington district [carpools]
- Leah Kittredge, State of Vermont downtown Burlington district [carpools]

Upcoming Events

The Chittenden County Metropolitan Planning Organization [CCMPO] will be holding a series of hands-on workshops to guide the **future of transportation** in Chittenden County. Pizza will be served.

Nov 12, 6-8:30pm at Burlington Unitarian Church, 152 Pearl St, Burlington

Nov 22, 10am-noon at Champlain Valley Expo, 105 Pearl St, Essex Junction

* * * * *

FREE Home Energy Saving Workshop. The public is welcome to attend any one of the following **FREE Button-Up Vermont** workshops, which focus on saving energy in homes, finding and sealing air leaks, energy efficiency actions people can take now, and where to find technical and financial resources to get started.

Nov 12, 6:30-9pm, Senior Ctr, Ferry Road, Charlotte

Nov 13, 6:30pm, Burlington City Hall, Contois Auditorium

The Vermont Agency of Transportation will hold public meetings on the draft **Long Range Transportation Business Plan**.

Nov 18, 5-6:30pm on Vt Interactive TV. Several sites around the state. Call 802-728-1455 or www.itlink.org.

Nov 19, 5-6:30pm at CCMPO main conference room, 150 Kimball Ave, Suite 206, South Burlington

Nov 20, 4-5:30pm at Tracey Hall in Norwich, corner of US5 & Main St

*What is TDM?
TDM is a suite of strategies that result in more efficient use of transportation resources. Broad categories of strategies include improved transportation options, incentives/disincentives to use alternate modes, and land use and parking management.*

Car Share Vermont



Next month, you will have an opportunity to enjoy the convenience and freedom of a car on demand at a fraction of the cost of owning one (or more than one). CarShare Vermont gives you easy access to a network of vehicles parked around Burlington that you can use whenever you want for as long as you like. You pay based on how much you drive—this saves you money and helps the environment. Whether you have errands to run, need a car for work, or want to get out of town for the weekend, CarShare Vermont can get you there. It's really that simple! CATMA, on behalf of its member institutions, has signed an agreement with CarShare Vermont, providing two vehicles at Champlain College and two vehicles at UVM. For further program details and membership information, visit www.carsharevt.org.

Additional News Items

*A new Randolph Park & Ride opened on October 21, off I89 at Exit 4. It has 85 spaces and contains a bus turn around and passenger waiting shelter. It replaced the 20-space gravel lot that historically had been located in the area, according to a news release from the Agency of Transportation.

*New complete guide to Shelburne Walking Cycling is available at http://shelburnepaths.jot.com/ShelburnePaths_2006V01.pdf

*The CCMPO & local partners held a press conference on October 20 at the Winooski roundabout to announce participation in the **national 2010 Campaign for Active Transportation**.

This Campaign aims to fund dozens of communities across the country with \$50 million each to promote trails, walking and biking for improved mobility. Full report available at http://www.railstotrails.org/newsandpubs/news/press/pressreleases/20081020_DC_ActiveTransportationReport.html.

Weekly Traffic Alerts and Snow Ban Alerts will be posted on CATMA's website at www.catmavt.org.

Slow Down and Save Money

Slowing down could make driving significantly cheaper. During the energy crisis of the 1970's a 55-mile per hour (mph) highway speed was instituted as a response to gas pumps running out of fuel. Today the most efficient speed remains in the 55 mph range. Although very unlikely that posted speeds will drop, making the decision to drive slower could save people a pretty penny. Driving fast affects your wallet so much that once you hit 60 mph on the highway, each additional 10 mph (70, 80, 90...) is equivalent to the price of gas rising by 54 cents a gallon. Roger Clark, a fuel economy engineer for General Motors says at highway speeds pushing air around takes up 40% of the vehicles energy. Drivers lose approximately 4 miles per gallon with each 10 mph jump in speed. [Source: CNN Money]

Share Your Commuting Story

We would like to provide this space to our members who would like to share their commuting stories. Your commute to work can be a lot of the same: get from point A to point B using a mode of car, transit/bus, bike or foot. However, sometimes an odd event might happen along the way that makes your ride extraordinary. Share your experiences and views on transportation challenges and solutions. Send your story to catma@uvm.edu.

CATMA

Board of Directors

David J. Provost,
Champlain College
William Ballard, UVM
Dawn LeBaron, FAHC

CATMA Staff

Bob Penniman
Meredith Schuft
Sandy Thibault
Heather Thibault

About Our Organization

In 1992 CATMA was formed to enable its members to share resources as well as jointly plan, develop and manage all transportation and parking programs, infrastructure and associated facilities. CATMA provides leadership and excellence in land use, permitting, and transportation demand management [TDM] programs. We have been at the forefront of TDM locally, statewide and nationally, providing commuter services and programs that have achieved significant reductions in traffic and improving our air quality.

Thank you to our Board of Directors and Committee members for their energy, time and support.

Thank you to our registered alternate commuter champions for reducing traffic in the Burlington area and for protecting our environment.

Happy Thanksgiving!

You are receiving this newsletter as a result of your membership with CATMA. If you would like to unsubscribe, send an email to catma@uvm.edu. If you would like to share our newsletter with a coworker who works at one of CATMA's member institutions, please forward it on to them or direct them to www.catmavt.org.

ARTICLE 8: PARKING

Introduction: This Article of the Burlington Comprehensive Development Ordinance establishes the requirements for off-site parking throughout the city. It also include parking for bicycles and requirements for institutional parking management plans.

PART 1: GENERAL REQUIREMENTS

Sec. 8.1.1 Purpose

It is the purpose of this article to:

- (a) Ensure there are adequate parking and loading facilities to serve the use or uses of the property;
- (b) Ensure that parking facilities are designed to provide proper circulation, reduce hazards to pedestrians, and protect the users of adjoining properties from nuisance caused by the noise, fumes, and glare of headlights which may result from the operation of vehicles parking off the street;
- (c) Reduce congestion in the streets and contribute to traffic safety; and
- (d) Encourage alternate modes of travel that will reduce dependence upon the single-occupancy automobile.

These regulations are enacted under the provisions of **24 V.S.A. Chapter 117**

Sec. 8.1.2 Applicability

No structure shall be erected or altered, or any use changed or established, unless or until the provisions of this Article have been met. No onsite parking shall be required or provided within the Urban Reserve District.

Sec. 8.1.3 Parking Districts

The demand for parking is highly dependent on the context within which a given use or structure is located. Factors such as proximity to other related uses, availability of public transportation, the density of land uses, and the ability to share parking with nearby uses are all factors which influence the demand for individual and dedicated off-site parking. For the purposes of this Article, the following three (3) Parking Districts as illustrated in **Map 8.1.3-1** are hereby created:

Article 8: Parking

(a) Neighborhood Parking District:

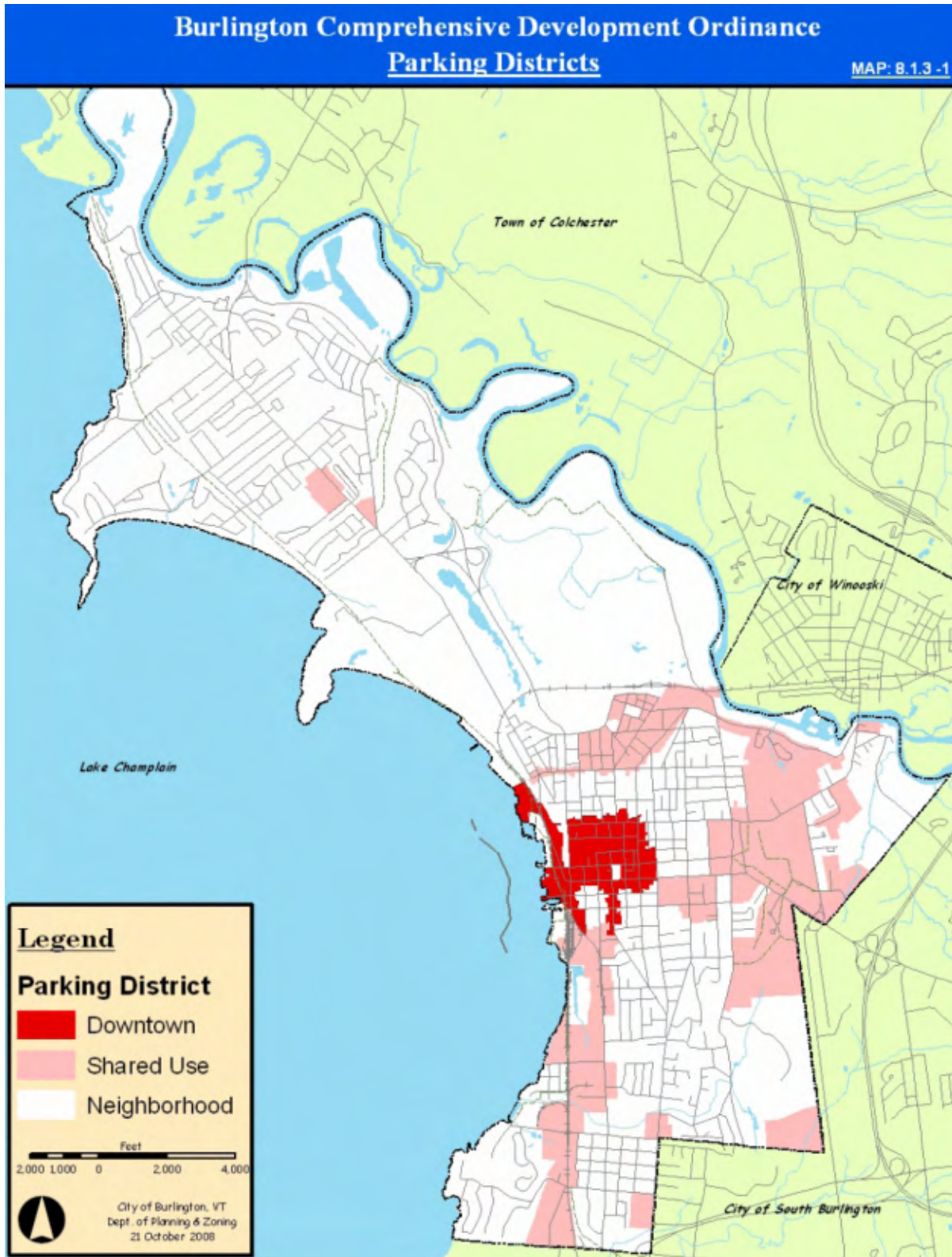
This parking district establishes the baseline of parking requirements throughout the city where the demand for offsite parking is largely dependent on the needs and characteristics of an individual site or land use.

(b) Shared Use Parking District:

This parking district reduces the requirements from the baseline standards recognizing that opportunities exist to share parking demand between related nearby land uses, and that travel to and between these uses may not be strictly automobile dependent.

(c) Downtown Parking District:

This parking district further reduces the requirements from the baseline standards recognizing that extensive sharing of parking demand between nearby land uses occurs; that a majority of travel to and between land uses is independent from an automobile; and that an array of public parking facilities and frequent transit service greatly reduces the need for independent parking for individual land uses.



Map 8.1.3 - 1 Parking Districts

Article 8: Parking

Sec. 8.1.4 Existing Structures

Any structure or land use lawfully in existence prior to the adoption of this ordinance shall not be subject to the requirements of this Article as long as the kind or extent of use is not changed, and provided further that any parking facilities now serving such structures shall not in the future be reduced below such requirements.

Sec. 8.1.5 Existing Structures - Change or Expansion of Use

Whenever there is an alteration or conversion of a structure or a change or expansion of a use which increases the parking requirements, the total additional parking requirements for the alteration, conversion, change, or expansion shall be provided in accordance with the requirements of this Article. A waiver may be requested pursuant to the provisions of **Sec. 8.1.15**.

Sec. 8.1.6 Existing Structures: Exemption in Downtown District

Any nonresidential use within a structure lawfully in existence prior to January 1, 2007 in any Downtown Parking District shall be exempt from the requirements of this Article when applying for a change to any other nonresidential use.

Sec. 8.1.7 Non-conforming Residential Structure

Where additions or conversions to existing residential structures within a Neighborhood or Shared Use Parking District add living space but do not add dwelling units, and such sites do not currently meet the parking standards of **Sec. 8.1.8**, one (1) parking space shall be provided for each additional room. Single detached dwellings shall be exempt from this requirement.

Sec. 8.1.8 Minimum Off-Street Parking Requirements

Parking for all uses and structures shall be provided in accordance with **Table 8.1.8-1**.

- (a) Where no requirement is designated and the use is not comparable to any of the listed uses, parking requirements shall be determined by the DRB upon recommendation by the administrative officer based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
RESIDENTIAL USES	Per Dwelling Unit except as noted		
Multi-unit attached dwelling units, studio units or 1-bedroom dwelling unit.	2	1	1
Single Family detached and Duplex	2	2	1
RESIDENTIAL USES - SPECIAL	Per Dwelling Unit except as noted		
Assisted Living	0.5	0.5	0.4
Bed and Breakfast (per room, in addition to single-family residence)	1	0.75	0.5
Boarding House (per two (2) beds)	1	0.75	0.5
Community House	1	0.75	0.5
Convalescent Home (per four (4) beds)	1	1	1
Dormitory (per two (2) beds)	1	1	1
Group Home (per two (2) beds)	1	1	1
Historic Inn (per room, in addition to single-family residence)	1	0.75	0.5
Sorority & Fraternity (per two (2) beds)	1	1	1
NON-RESIDENTIAL USES	Per 1,000 square feet of gross floor area (gfa) except as noted		
Adult Day Care (per two (2) employees)	1	1	1
Agricultural Use	None	None	None
Amusement Arcade	2	1	0
Animal Boarding/Kennel/Shelter	2.5	1.5	1
Animal Grooming (per grooming station)	1	1	0
Animal Hospitals/Veterinarian Office	3	2	1
Appliance & Furniture Sales/Service	2.5	1	1
Aquarium	1.3	1	1
Art Gallery	3.3	2.5	1
Auction Houses	3.3	2.5	1
Automobile & Marine Parts Sales	2.5	1.5	1
Automobile Body Shop	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay
Automobile Repair/Service	2 plus 1/bay	2 plus 1/bay	2 plus 1/bay
Automobile Sales – New & Used	2	2	1

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Bakery - Retail	2.5	2.5	1
Bakery - Wholesale	2	2	1
Bank, Credit Union	2.5	2	1
Bar/Tavern	4	3	None
Beauty/Barber Shop (per station/chair)	1	1	None
Bicycle Sales/Repair	2.5	1	None
Billiard Parlor (per game table)	1	1	None
Boat Repair/Service	2	2	1
Boat Sales/Rental	2	2	1
Boat Storage	3	2	1
Bowling Alley (per lane)	3	2	1
Building Material Sales	3.3	2.5	1
Café (per four (4) seats)	1	1	None
Camp Ground (per camping space)	1	1	1
Car Wash (stacking spaces per wash bay)	4	4	4
Cemetery	None	None	None
Cinema (per four (4) seats)	1	1	None
Club, Membership	3.3	2.5	1
Community Center	3.3	2.5	1
Community Garden (per ten (10) plots)	1	1	None
Conference Center	3	2	1
Contractor Yard (per 1,000 gfa of office space)	2.5	2	2
Convenience Store	3	2	1
Convention Center	n/a	3	2
Courthouse	n/a	3.3	2
Crematory (per FTE employee)	1	1	1
Crisis Counseling Center	4	3	1
Daycare - Home (6 children or less)	None	None	1 drop-off
Daycare - Large (Over 20 children) (per two (2) employees)	1 plus 1 per 5 children	1 plus 1 per 5 children	2 drop-off
Daycare - Small (20 children or less) (per two (2) employees)	1	1	1
Dental Lab	2	1	None

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Distribution Center (per 3,000 gfa)	1	0.75	0.75
Dry Cleaning Plant	1.3	1	1
Dry Cleaning Service	2.5	2	2
Film Studio	3.3	2.5	1
Fire Station (per apparatus)	2	2	1
Food Processing	1.3	1	1
Fuel Service Station (per employee/shift)	1	1	1
Funeral Home (per four (4) seats)	1	1	1
Garden Supply Store (per 1,000 gfa of retail area.)	3	2	1
General Merchandise/Retail	3	2	None
Grocery Store	3	2	None
Hazardous Waste Collection/Disposal (per two (2) employees on the largest shift)	1	1	n/a
Health Club	3	2	1
Health Studio	2	1	None
Hospitals (per patient bed)	2	2	2
Hostel (per two (2) beds)	0.5	0.5	None
Hotel/Motel (per room)	1	0.75	0.75
Laundromats (per washing machine)	1	1	None
Library	1.3	1	None
Lumber Yard (per 1,000 gfa of retail area.)	3	2	1
Machine Shop/Woodworking Shop	1.3	1	1
Manufacturing	1.3	1	1
Manufacturing - Tour Oriented	1.3, plus 3 per 1,000 gfa devoted to patron use.	1.3, plus 2 per 1,000 gfa devoted to patron use.	1
Marina (per berth)	0.5	0.5	0.5
Medical Lab	2	1	None
Micro-Brewery/Winery	3	2	1
Museum	1.3	1	1
Office - General	2	2	2
Office - Medical, Dental	3	2	1
Open Air Markets	None	None	None

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Operations Center - Taxi (per three (3) employees)	1	1	1
Operations Center - Truck/Bus (per 3,000 gfa)	1	0.75	0.75
Park (per playing area)	5	None	None
Parking Garage – Private	None	None	None
Parking Lot – Private	None	None	None
Performing Arts Center (per four (4) seats)	1	1	None
Performing Arts Studio	1	None	None
Pet Store	2.5	1	None
Pharmacy	3	2	1
Photo Studio	2.5	1	None
Photography Lab	1	1	None
Police Station	2.5	2	2
Post Office	1.3	1	1
Post Office - Local	2	2	None
Printing Plant	1.3	1	1
Printing Shop	2	2	None
Public Transit Terminal	1 per 200 gfa of public waiting space	1 per 200 gfa of public waiting space	None
Public Works Yard/Garage	None	None	None
Radio & TV Studio	2	2	2
Rail Equip. Storage & Repair	None	None	None
Recording Studio	1.3	1	1
Recreational Facility - Indoor (per four (4) seats)	1	1	0.5
Recreational Facility - Outdoor (per playing field)	15	10	None
Recreational Facility - Outdoor Commercial	Larger of 1 per 4 seats or 15 per playing field	Larger of 1 per 4 seats or 10 per playing field	1 per 6 seats
Recreational Vehicle Sales – New and Used	2	2	1
Recycling Center - Large above 2,000 gfa	None	None	None
Recycling Center - Small 2,000 gfa or less	None	None	None
Research Lab	2.5	2	2
Restaurant	4	3	None

Article 8: Parking

Table 8.1.8-1 Minimum Off-Street Parking Requirements			
	Neighborhood Districts	Shared Use Districts	Downtown Districts
Restaurant – Take-Out	4	3	None
Salon/Spa	4	4	2
School - Secondary (per Classroom)	7	5	2
School - Primary (per Classroom)	1.5	1.5	1.5
School - Trade/Professional	5	3	1
School, - Post-Secondary	2	2	2
Solid Waste Facility - Incinerator, Landfill, Transfer Station	None	None	None
Tailor Shop	2	1	None
Vehicle Salvage	None	None	None
Warehouse	0.5	0.35	0.35
Warehouse - Self Storage Facility	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces	1 per resident manager, plus 1 per 100 leasable storage spaces
Warehouse - Retail	3.3	2.5	2.5
Wholesale Sales	1.3	1	1
Worship, Place of (per four (4) seats)	1	1	1

Sec. 8.1.9 Maximum Parking Spaces

The total number of parking spaces provided in all parking districts shall not be more than 125% of the minimum number of spaces required for the Neighborhood Parking District for any given use as required in [Table 8.1.8-1](#). In no case shall the maximum number of required spaces be less than one (1) per unit of measurement (beds, units, 1000 gross sqft, etc.) for the use.

(a) **Exemptions:** The following shall reduce the maximum number of allowable spaces required by this section:

1. Structured Parking: Spaces provided within the footprint of a structure containing one or more other uses, including rooftop, at-grade, or below grade spaces shall not be counted towards the maximum, provided the floor area dedicated to parking is less than 50% of the total gross floor area of the structure;

2. Public Parking: Spaces provided and available for use by the public shall not be counted towards the maximum;

Article 8: Parking

3. Carpool, Vanpool, and Car-Share Parking: Spaces dedicated for vehicles participating in a carpool, vanpool, or car-share program shall not be counted towards the maximum. Such spaces shall be reserved for such use and be signed or marked accordingly; and,

4. Alternative Fueled Vehicle Parking. Parking spaces dedicated for vehicles operating on primarily alternative fuels including but not limited to electric, natural gas, and hydrogen shall not be counted towards the maximum. Such spaces shall be reserved for such use and be signed and/or the space painted with the words “Alternative Fueled Vehicles Only.”

5. Waiver of Maximum Parking Limitations. Parking in excess of the maximum parking limitation of this section may be waived by the DRB pursuant to the provisions of **Sec 8.1.15** with the following additional requirements:

- A. The applicant requesting the waiver shall also provide a peak demand parking study for two similar uses in the area; and,
- B. The following additional review criteria shall be addressed regarding how:
 - (i) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses;
 - (ii) The proposed development demonstrates that its design and intended uses will continue to support high levels of existing or planned transit and pedestrian activity; and,
 - (iii) The site plan indicates where additional parking can be redeveloped to a more intensive transit supportive use in the future.

Sec. 8.1.10 Off-Street Loading Requirements.

Outside of the Downtown Parking District, every structure constructed after the effective date of this ordinance and used for non-residential use shall provide sufficient space for the unloading and loading of vehicles. The adequacy of any proposed loading areas shall be considered as part of the site plan and traffic circulation review. Such loading areas shall have access to a public alley or a public street in such a way to minimize conflicts with the circulation of other vehicles and pedestrians, be screened from public view, and provide safe and effective access to the city’s street network.

Sec. 8.1.11 Parking Dimensional Requirements

The following standards in **Table 8.1.11-1** below shall be used to ensure safe, adequate, and convenient access and circulation. These standards shall be adhered to except in situations where a lesser standard is deemed necessary by the DRB due to site topography, location of existing or proposed structures, lot configuration, and/or the need to preserve existing trees and mature vegetation.

Article 8: Parking

Table 8.1.11-1 Minimum Parking Dimensions					
Angle of Parking Space	Width of Space	Length of Space	Width of Angled Space	Length of Angled Space	Minimum Back-Up Length
Standard Cars					
Parallel Parking	9.0'	22.0'	-	-	-
45° Angle	9.0'	20.0'	12.7'	20.5'	15.0'
60° Angle	9.0'	20.0'	10.4'	21.8'	18.0'
90° Angle	9.0'	20.0'	9.0'	20.0'	24.0'
Aisle width (one-way)	10'				
Aisle width (two-way)	20'				
Compact Cars					
Parallel Parking	8.0'	20.0'	-	-	-
45° Angle	8.0'	18.0'	11.2'	18.3'	13.0'
60° Angle	8.0'	18.0'	9.2'	19.8'	15.0'
90° Angle	8.0'	18.0'	8.0'	18.0'	20.0'

Sec. 8.1.12 Limitations, Location, Use of Facilities

(a) Off-Site parking facilities:

Except for single and two-family dwellings, required parking facilities may be located on another parcel of land as follows:

1. Neighborhood Parking District: No more than 50% of the total required parking shall be provided at a distance greater than 600 feet from the use it is intended to serve. For residential uses, a minimum of 1 space per unit shall be provided on-site.
2. Downtown and Shared use Parking Districts: Any off-site parking shall be provided within 1,000 feet of the use it is intended to serve unless such parking is provided as part of a Parking Management Plan pursuant to **Sec. 8.1.15** approved by the DRB.
3. The distance from the off-site parking to the associated use shall be measured in walking distance along a sidewalk or other pedestrian path separated from street traffic from the nearest parking space to the principle pedestrian entrance to the building housing the use. Such off-site parking shall not reduce the required parking for any other use utilizing the property on which it is located unless such shared use is

Article 8: Parking

approved by the development review board. The right to use the off-site parking must be guaranteed for the duration of the use as evidenced by a deed, lease, easement, or similar written instrument as may be approved by the City Attorney.

(b) Downtown Street Level Setback:

In order to maintain an active streetscape, any off-street parking occupying street level frontage in the Downtown Parking District shall be setback from the front property line in order to reserve street-level frontage for pedestrian-oriented uses.

(c) Front Yard Parking Restricted:

Required parking in all residential zoning districts shall not be located in a required front yard setback area abutting a public street, except alleys. This prohibition extends from the edge of the public right-of-way into the required front yard setback for the entire width of the property with the exception of a single access drive no more than eighteen feet (18') or less in width. The provisions of this subsection shall not be applicable during such times as when the winter parking ban pursuant to **Section 20-56 of the Code of Ordinances** is in effect. Where parking is provided outside the front yard setback, but either partially or entirely between the principle structure and the street, such parking shall be screened to the extent practicable from view from the public street.

(d) Shared Parking in Neighborhood Parking Districts:

In the event that a mix of uses occupy a single structure or parcel of land located in a Neighborhood Parking District, the total requirement for off-street parking shall be the sum for all individual uses unless it can be shown that the peak parking demands are offset and spaces can be shared (for example: retail and residential, or theater and office uses). In such cases the parking required must at least meet the requirements for Shared Use Districts.

(e) Single Story Structures in Shared Use Districts:

In the event that a single story structure is proposed to be located in a Shared Use District, the total requirements for off-street parking shall be calculated as for a Neighborhood Parking District. This provision does not apply to single story structures existing and occupied as of the effective date of this ordinance.

(f) Joint Use of Facilities:

The required parking for two (2) or more uses, structures, or parcels may be combined in a single parking facility if it can be shown by the applicant to the satisfaction of the DRB that the use of the joint facility does not materially overlap with other dedicated parking in such facility, and provided that the proposed use is evidenced by a irrevocable deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use acceptable to the city attorney.

(g) Availability of Facilities:

Required parking pursuant to this Article shall be available for parking of operable passenger vehicles used by residents, customers and employees only, and shall not be used for the storage or display of vehicles or materials. The distribution of parking spaces

Article 8: Parking

for any and all individual uses will be required to be arranged in such a way as to ensure optimal access and use by the patrons of such use(s).

(h) Compact Car Parking:

Compact parking spaces may be used in parking structures or lots. Up to fifteen (15%) percent of the total parking spaces in a parking garage may be designated for compact cars. Such spaces shall be signed or the space painted with the words “Compact Car Only.”

Sec. 8.1.13 Parking for Disabled Persons

Parking spaces for disabled persons shall comply with current the Americans with Disabilities Act guidelines and shall be at least eight feet (8') wide with an adjacent access aisle at least five feet (5') wide. Parking access aisles shall be part of an accessible route to the building or facility entrance. Accessible parking spaces shall be designated as reserved for the disabled by a sign showing the symbol of accessibility. Painting of the paved area for the dedicated parking spaces alone shall not be sufficient as the sole means of identifying these spaces.

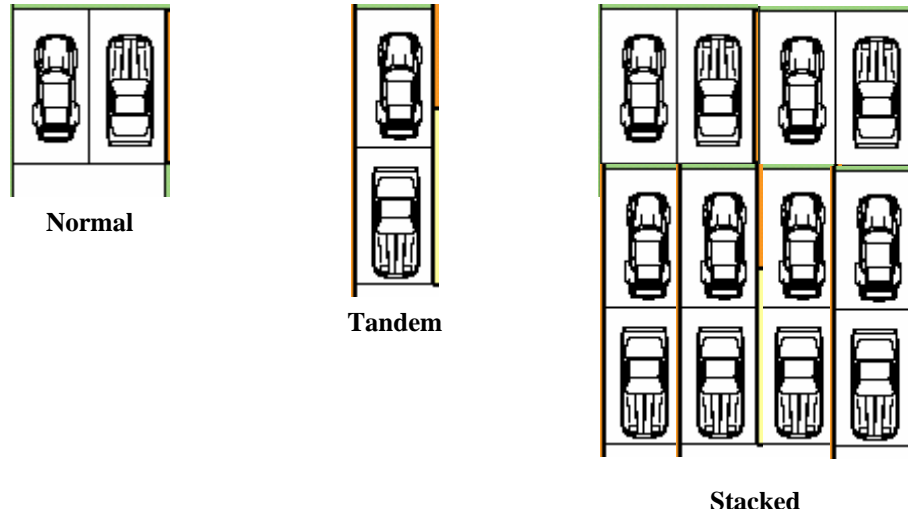
Sec. 8.1.14 Stacked and Tandem Parking Restrictions

Except as otherwise provided below, all parking facilities shall be designed so that each motor vehicle may proceed to and from the parking space provided for it without the moving of any other motor vehicle.

- (a) Stacked or valet parking may be allowed if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, a written guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation. The requirements for minimum or maximum spaces continue to apply for stacked parking.

Article 8: Parking

- (b) Tandem Parking may be allowed for single family detached dwelling units, accessory apartments, duplex dwelling units, and dedicated employee-only parking signed as such. In no case shall more than 4 parking spaces (2 pairs) in total be provided in tandem on any one lot.



Sec. 8.1.15 Waivers from Parking Requirements/ Parking Management Plans

The total number of parking spaces required pursuant to this Article may be reduced to the extent that the applicant can demonstrate that the proposed development can be adequately served by a more efficient approach that more effectively satisfies the intent of this Article and the goals of the municipal development plan to reduce dependence on the single-passenger automobile.

Any waiver granted shall not exceed fifty percent (50%) of the required number of parking spaces except for the adaptive reuse of a historic building pursuant to [Sec. 5.4.8](#) and ground floor retail uses in any Mixed Use district which may be waived by as much as one hundred percent (100%). Waivers shall only be granted by the DRB, or by the administrative officer pursuant to the provisions of [Sec. 3.2.7 \(a\)7](#).

In order to be considered for a waiver, the applicant shall submit a Parking Management Plan that specifies why the parking requirements of [Sec. 8.1.8](#) are not applicable or appropriate for the proposed development, and proposes an alternative that more effectively meets the intent of this Article. A Parking Management Plan shall include, but not be limited to:

- A calculation of the parking spaces required pursuant to [Table 8.1.8-1](#).
- A narrative that outlines how the proposed parking management plan addresses the specific needs of the proposed development, and more effectively satisfies the intent of this Article and the goals of the Municipal Development Plan.
- An analysis of the anticipated parking demand for the proposed development. Such an analysis shall include, but is not limited to:

Article 8: Parking

1. Information specifying the proposed number of employees, customers, visitors, clients, shifts, and deliveries;
 2. Anticipated parking demand by time of day and/or demand by use;
 3. Anticipated parking utilizing shared spaces or dual use based on a shared parking analysis utilizing current industry publications;
 4. Availability and frequency of public transit service within a distance of 800-feet.
 5. A reduction in vehicle ownership in connection with housing occupancy, ownership, or type; and,
 6. Any other information established by the administrative officer as may be necessary to understand the current and project parking demand.
- (d) Such a plan shall identify strategies that the applicant will use to reduce or manage the demand for parking into the future which may include but are not limited to:
1. A telecommuting program;
 2. Participation in a Transportation Management Association including methods to increase the use of mass transit, car pool, van pool, or non-auto modes of travel;
 3. Implementation of a car-share program;
 4. Development or use of a system using offsite parking and/or shuttles; and,
 5. Implementation of public transit subscriptions for employees.

Prior to any approval by the DRB pursuant to this section, the means by which the parking management plan will be guaranteed and enforceable over the long term, such as a contract, easement, or other means, and whether the city should be a party to the management contract or easement, shall be made acceptable to the city attorney.

PART 2: BICYCLE PARKING

Sec. 8.2.1 Intent

It is the intent of this subpart to:

- (a) Provide bicycle access to employment, commercial destinations, and other transportation alternatives;
- (b) Provide safe and adequate bicycle parking facilities that:
 1. Meet the demands of the use of the property;
 2. Reduce hazards to pedestrians;
 3. Enhance the visual quality of the city;

Article 8: Parking

4. Reduce the adverse impacts associated with the bicycle parking on parking meters, street trees, etc; and,
5. Encourage the use of bicycles as an alternative to motor vehicle transportation, thereby reducing traffic congestion, influencing modal split, and increasing the safety and welfare of residents.

Sec. 8.2.2 Provisions

Bicycle parking requirements shall apply to new development, building expansions, or occupancy changes requiring a zoning permit where automobile parking is required pursuant to **Part 1** of this Article.

Sec. 8.2.3 Existing Structures

Any expansion or change of use proposed for an existing structure where four (4) bicycle spaces or less would be required shall be exempt from providing those spaces.

Sec. 8.2.4 Joint Use of Bicycle Parking Facilities

Required bicycle parking spaces for two (2) or more adjacent uses or structures may be satisfied by the same parking facilities used jointly, provided that such right of joint use and maintenance is evidenced by a deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use, and that the facilities are within 200 feet of the building or parcel housing the use.

Sec. 8.2.5 Bicycle Parking Requirements

Bicycle parking for all uses and structures in all Parking Districts shall be provided in accordance with **Table 8.2.5-1**.

- (a) Where no requirement is designated, and the use is not comparable to any of the listed uses, bicycle parking requirements shall be determined by the DRB upon recommendation of the city's bicycle and pedestrian planner based upon the capacity of the facility and its associated uses.
- (b) When the calculation yields a fractional number of required spaces, the number of spaces shall be rounded to the nearest whole number.
- (c) Where bicycle parking is required, the minimum number of bicycle parking spaces provided at each site shall be two (2) and the maximum shall be fifty (50), not including long term parking.

Article 8: Parking

Table 8.2.5-1 Bicycle Parking Requirements			
	Specific Use	Long Term Spaces	Short Term Spaces
Per Square Feet of Gross Building Area, except as noted otherwise			
RESIDENTIAL			
Household Living	Multi unit	1 per 4 units	1 per 10 units
Group living	Elderly housing	1 per 10 units	1 per 10 units
	Fraternity, sorority, & dormitory	1 per 4 residents	1 per 8 residents
Temporary lodging	Hotel, motel, bed & breakfast, boarding house, campground	1 per 20 rooms/sites	2 per 20 rooms/sites
COMMERCIAL			
Office		1 per 5,000 sq. ft.	1 per 10,000 sq. ft.
	Medical, dental	1 per 5,000 sq. ft.	1 per 8,000 sq. ft.
Retail sales and service		1 per 20,000 sq. ft.	1 per 5,000 sq. ft.
	Auto, boat, motorcycle related sales, service and retail	1 per 30,000 sq. ft.	1 per 10,000 sq. ft.
	Restaurants, bars, taverns	1 per 10 employees	6% of occupancy load
INDUSTRIAL			
Industrial, manufacturing, production, and warehousing		1 per 20,000 sq. ft.	1 per 50,000 sq. ft.
PERMITTED PUBLIC/INSTITUTIONAL USES			
Colleges or Universities	Excluding dormitories	1 per 20,000 sq. ft.	3 per 5,000 sq. ft.
Daycare, except home		1 per 20,000 sq. ft.	1 per 10,000 sq. ft.
Schools	Grades 2-5	1 per 20,000 sq. ft.	2 per classroom
	Grades 6-12	1 per 20,000 sq. ft.	4 per classroom
Community Services	Museums, aquariums, libraries, community centers, municipal buildings, post office	1 per 20,000 sq. ft.	3 per 5,000 sq. ft.
Medical Center	Excluding medical or dental offices	1 per 10,000 sq. ft.	1 per 20,000 sq. ft.

Article 8: Parking

Table 8.2.5-1 Bicycle Parking Requirements			
	Specific Use	Long Term Spaces	Short Term Spaces
	Per Square Feet of Gross Building Area, except as noted otherwise		
Worship, places of		1 per 20,000 sq. ft.	1 per 40 seats
Recreation, government owned	Parks	Per DRB review	1 per 10 daily users
OTHER			
Terminal	Taxi/Bus/Passenger/ Ferry	As determined during Site Plan Review by DRB	As determined during Site Plan Review by DRB
Parking	parking lot, garage; public or private	4, or 5% of automobile spaces, whichever is greater	None

Sec. 8.2.6 Limitations

- (a) No bicycle parking spaces required by this standard shall be rented or leased to employees or residents residing at the location at which bicycle parking is required; however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.
- (b) Providing bicycle racks on the public right of way must be approved by the department of public works.

Sec. 8.2.7 Location & Design Standards

- (a) All bicycle parking facilities shall be installed in accordance with the department of public works "Bicycle Parking Guidelines."
- (b) Bicycle parking or a sign leading thereto shall be visible from the main entrance of the structure or facility.
- (c) Bicycle parking shall be visible, well lit, and as convenient to cyclists as auto parking.
- (d) Bicycle parking facilities shall provide sufficient security from theft and damage. They shall be securely anchored to the ground, shall allow the bicycle wheel and frame to be locked to the facility, and shall be in a location with sufficient lighting and visibility.
- (e) Bicycle parking facilities shall be visually compatible and of a design standard consistent with their environment and the development standards of **Art 6**.
- (f) Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.
- (g) Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.

Article 8: Parking

- (h) The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.
- (i) Bicycle parking racks and lockers shall be anchored securely.
- (j) Existing bicycle parking may be used to satisfy the requirements of this section provided the rack design is consistent with the department of public works “Bicycle Parking Guidelines.”

Sec. 8.2.8 Long Term Bicycle Parking

- (a) Long term bicycle parking shall:
 - 1. Protect bicycles from the weather;
 - 2. Provide secure storage that prevents theft of the bicycle and accessories; and,
 - 3. Be located in a well lit area.
- (b) Long Term bicycle parking requirements can be met in any of the following ways:
 - 1. A bicycle storage room;
 - 2. Bicycle lockers, pods, or lids;
 - 3. Lockable bicycle enclosure; or
 - 4. By certifying to the city’s bicycle and pedestrian planner that employees may store their bicycles within their workspace.
- (c) When long term parking is required, showers and changing facilities for employees shall be required in accordance with **Table 8.2.8-1**, except for parking garages, parking lots, and residential units, which are exempt from the requirements of this section. Shower and changing facilities shall be provided onsite or through an agreement for offsite use.

Table 8.2.8-1 Shower and Changing Facilities	
Required Long Term Spaces	Minimum Number of Required Shower and Changing Facilities
1-4	1
5-10	2
11-20	3
21+	4 plus one for each additional 15 Long Term spaces or part thereof

Sec. 8.2.9 Waivers from Bicycle Parking Requirements

- (a) Requests for reductions to bicycle parking requirements shall be made and documented separately from requests made for reductions in the automobile parking requirements.

Article 8: Parking

- (b) The requirements of **Sec. 8.2.5** may be reduced upon approval of the DRB based upon recommendation of the city's bicycle and pedestrian planner to the extent that the applicant can demonstrate the regulation is unnecessarily stringent due to:
1. The characteristics of the use, structure, or facility makes the use of bicycles unlikely;
 2. The characteristics of the site or area preclude the installation of bicycle parking; and/or,
 3. Results from a documented survey of bicycle parking use in similar situations.
- (c) For reductions granted due to the characteristics of a site or area, applicants must mitigate the loss of bicycle parking through contribution into the capital fund. The amount shall be equal to the cost required for installation of required bicycle parking.

PART 3: INSTITUTIONAL PARKING PLANS

Sec. 8.3.1 Intent

It is the intent of this part to:

- a. Ensure that city streets in nearby neighborhoods are not unfairly burdened by parking demands from post-secondary educational or medical institutions; and,
- b. Recognize the unique ability of institutions to manage their own parking resources in a comprehensive and creative way.

Sec. 8.3.2 Applicability

Each post-secondary educational or medical institution within the Institutional district shall provide off-street parking and loading facilities consistent with its needs according to the standards specified in this Article.

In order to accomplish the intent of this Part, each such institution, either individually or collectively, shall prepare, maintain, and monitor a comprehensive parking management plan for their respective campus or institution.

Sec. 8.3.3 Institutional Parking Management Plans

In addition to the requirements of **Sec. 8.1.15** above, an Institutional Parking Management Plan shall include the following:

- (a) Information specifying the proposed number of students (full-time, part-time, commuter, on-campus, off-campus, and continuing education), faculty and staff (full-time and part-time), patients and visitors being served by the institution and anticipated over the ensuing five-year period.

Article 8: Parking

- (b) An analysis of the anticipated parking demand by user group, time of day and/or demand by use;
- (c) Information specifying the number and composition of the institution's vehicle fleet, where these vehicles are regularly kept, and designated "service vehicle-only" parking;
- (d) Programs, policies, or incentives used to reduce or manage the demand for parking which may include but are not limited to:
 - 1. Policies which restrict and/or prohibit the bringing of vehicles to the institution for various users or groups of users;
 - 2. Programs to encourage the use of public transit, walking and bicycling;
 - 3. Implementation of a parking permit system to allocate parking throughout the system; and,
- (e) Implementation of a monitoring, compliance and enforcement system to measure and ensure compliance with the plan.

Sec. 8.3.4 Review and Approval of Institutional Parking Management Plans

Such a plan shall require review and approval by the DRB, after consultation with the planning commission, and after a public hearing. In order to approve a proposed Institutional Parking Plan, the DRB shall find:

- a. the proposed Institutional Parking Plan adequately serves existing and proposed development by the institution(s);
- b. the proposed Institutional Parking Plan more effectively meets the intent of this Article and the goals of the municipal development plan than would strict adherence to the underlying requirements of this Article.

Such a plan, if approved by the DRB, shall be applicable for a period not to exceed five (5) years, and may be amended as necessary pursuant to the requirements of this Part. The institution shall provide a report annually to the administrative officer regarding the implementation and performance of the approved plan.

Sec. 8.3.5 Review and Approval of Applications for Future Development

In reviewing any application for development from a post-secondary educational or medical institution within the Institutional district, the DRB shall find that the proposal is consistent with an approved Institutional Parking Plan.

Any development proposed by a post-secondary educational or medical institution within the Institutional Campus district that is found not to be consistent with an approved Institutional Parking Plan shall only be approved pursuant to the underlying parking requirements of **Parts 1 and 2** of this Article.

