CHAMPLAIN COLLEGE

University of Vermont

THE University of Vermont MEDICAL CENTER

Joint Institutional Parking Management Plan

2025 Annual Update

Prepared for: Burlington Planning Commission

Submitted by: CATMA

Date: May 20, 2025

CATMA

catmavt.org

Contents

List of Tables and Figures

Collective Summary

1. Introduction

The Joint Institutional Parking Management Plan (JIPMP) is submitted to the Planning Commission and Development Review Board to demonstrate current and anticipated parking demand for Burlington's "Hill" Institutions to meet the requirements set forth in Article 8 of the Comprehensive Development Ordinance. Burlington's "Hill" Institutions, comprised of Champlain College, University of Vermont (UVM), and University of Vermont Medical Center (UVMMC), are the founding members of the Chittenden Area Transportation Management Association (CATMA). CATMA has submitted the Joint Institutional Parking Management Plan and annual updates to the City of Burlington on behalf of the "Hill" Institutions since 2009. The current 2023-2028 JIPMP was approved by the Burlington Development Review Board on July 18, 2023.

This Annual Update is submitted to the City's Office of City Planning and Department of Permitting & Inspections by CATMA on behalf of its founding institutional members: Champlain College, the University of Vermont, and The University of Vermont Medical Center.

Joint Institutional Parking Management Plan 2025 Annual Update

Purpose

The JIPMP annual updates are intended to:

- Provide updated data to the approved 5-year JIPMP
- Demonstrate that the institutions are employing, maintaining, improving, and collaborating on transportation demand management (TDM) practices as outlined in the 5-year plan
- Demonstrate that the institutions are managing parking demand and resources holistically, based on updated enrollment, employment, and/or parking policy updates and supplying adequate parking facilities

Content

The 2025 JIPMP contains a narrative outlining updates to the approved 2023-2028 JIPMP, including a collective summary chapter highlighting the current parking conditions of each institution, on-street parking trends, transportation trends and TDM strategies.

There are also individual chapters for each institution (Champlain College, University of Vermont, and The University of Vermont Medical Center) which contain the following information:

- Current users, infrastructure, and development
- Status of building projects
- Updates on lot counts and on-street parking from the 2023-2028 JIPMP
- Institutional mode trends reported from the 2024 Fall CATMA Employee and Student Transportation Surveys
- Updates on institution specific TDM strategies

About CATMA

CATMA was established in April 1992 by the three "Hill" institutions in Burlington: Champlain College, University of Vermont, and the University of Vermont Medical Center. In January 2015, CATMA expanded to a regional Transportation Management Association (TMA) serving Chittenden

County with transportation demand management services, incentives, and programs. Its mission is to work with members and community partners to plan and manage safe, convenient, and economical transportation and parking options in ways that better coordinate land use and reduce environmental impacts. In addition to collective parking management among the Hill institutions, they have also invested in and committed to TDM strategies for 33 years. An overview and information on CATMA can be found at catmavt.org.

Transportation Management Associations (TMA)

TMAs are associations, organizations, or cooperatives that provide transportation services and education to businesses, property owners, residents, and employees in a defined geographic area, combining their efforts to expand transportation options and reduce program costs. They are not-for-profit collaborations of private and public sector entities working together towards common goals, such as congestion mitigation, transportation services and pollution reduction.

Transportation Demand Management (TDM)

The term 'transportation demand management' means the use of strategies to inform and encourage travelers to maximize the efficiency of a transportation system, leading to improved mobility, reduced congestion, and lower vehicle emissions, including strategies that use planning, programs, policies, marketing, communications, incentives, pricing, data and technology."[1]

[1] Definition as proposed by the Association for Commuter Transportation for federal law

2. Collective Institutional Summary

Each of the institutions' parking supply and demand are summarized within based on data gathered during the Fall of 2024. This assembled data informs the analysis that demonstrates the existing parking supply meets current demand for each institution.

In addition, information regarding the anticipated development and growth on each campus informs the anticipated parking supply and demand out to 2028. Future demand predictions and additional information can be found in the 2023-2028 JIPMP. The intent of the JIPMP, and parking management planning more generally, is to demonstrate the policies and programs that enable more efficient utilization of parking resources. For the institutions, this has and continues to entail many strategies employed collectively, through CATMA and agreements among the institutions, as well as individually, to best utilize resources given the transportation mobility and parking needs of each institution's population.

Peak Parking Demand

Two primary methods can be used to estimate the current and future peak parking demand for each institution: lot counts and survey data. These methods have been utilized previously and are referenced in the 2023-2028 JIPMP (pg. 17-18). As noted in previous JIPMP documents, there are limitations to both methods of estimating parking demand, however, it is reasonable to assume that these two methodologies provide low and high estimates to represent the "bookends" in understanding peak parking demand on campus.

Quarterly lot counts conducted consistently provide a ground truth during limited time windows (i.e. three days during peak periods at four times throughout the year) to demonstrate the utilization of the institutionally controlled lots. In 2024, we reduced the number of counts to three times a year. Although these time windows are targeted to capture peak times, it is recognized that this count data may slightly underestimate the typical peak parking demand as it only represents a limited time frame and may not capture peak parking demand due to variability. The peak of the utilization counts is used to represent peak parking based on lot counts.

Survey data provides samples from which estimates of peak parking demand can be derived based on user groups, mode trends, and other reported travel behaviors. This data summarizes typical patterns for different user groups but may not capture the daily variability that lot counts are able to, thus providing an overestimate of typical peak demand. The data collected from the CATMA Fall Transportation Survey is primarily utilized to forecast the Future Parking Demand (see Table 2.2 below) for each institution and demonstrates travel behavior trends. We have included a current peak parking demand based on 2024 Survey Data in Appendix C. An overview of Parking Demand Estimation provided by UVM Transportation Research Center can be found in 2020-2022 JIPMP, Appendix B which mentions the overestimate bookend the survey data represents.

The peak parking utilization counts conducted by the institutions since Fall 2019 are considered reliable given the frequency count schedule. The JIPMP Annual Updates will monitor future parking demand estimates with peak parking utilization counts.

Table 2.1 2024 and 2023 Parking Demand Summary for Champlain College, UVM, and UVMMC

	2024			2023		
	Champlain College [1]	UVM [2]	UVMMC [3]	Champlain College	UVM [4]	UVMMC
Current Conditions						
Potential Users	2,304	18,301	10,003	2,452	18,726	8,716
Peak Parking Utilization Counts	404	3,742	2,022	440	3,965	2,008
Total Parking Supply	560	5,110	2,500	642	4,956	2,500
Net Spaces Peak Utilization	156	1,368	478	202	991	492

1. *February 15, 2024, at noon was the peak utilization count based on 2024 count data for Champlain College.*
2. *February 13, 2024, at noon was the peak utilization count based on 2024 count data for UVM.*
3. *October 10, 2024, at 10am was the peak utilization count based on 2024 count data for UVM Medical Center.*
4. *UVM's 2023 Peak Utilization Count and Net Spaces has been corrected due to a calculation error.*

Table 2.2 Future Parking Demand Summary from 2023-2028 JIPMP for Champlain College, UVM, and UVMMC

Future Parking Demand Summary (2023-2028 JIPMP)			
	Champlain College	UVM	UVMMC
Future Conditions			
Potential Users	2,990	17,820	9,427
Total Peak Parking Demand (survey data)	992	4,988	2,145
Total Parking Supply	642	5,503	2,500
Net Spaces Peak Demand	-350	515	355

Collectively, the institution's parking supply meets parking demand based on the peak parking utilization according to count data.

Changes in Projected Growth

The Future Parking Demand Summary (Table 2.2) is based on data from the 2022 CATMA Survey and the projected growth estimated made at that time.

Note: Champlain College does not anticipate reaching the projected growth levels that would result in a net deficit of 350 parking spaces.

Trends and Patterns

Policy Shift

Updates to the Article 8 Ordinance were approved by City Council on January 9, 2023. These updates codify the shift away from parking minimums while adopting parking maximums, expanded transportation demand management, and updated institutional parking management plan requirements. It is important to note that with the amended ordinance moving away from parking minimums, the need for waiver requests when supply does not meet the minimum has been eliminated.

The 5-year JIPMP and annual updates will continue to demonstrate the current and anticipated parking supply and demand for each institution as well as the strategies employed to continue

towards more efficient utilization of parking resources including TDM strategies to minimize the amount of parking demand. This policy step towards the City's climate action goals is expected to be bolstered in the near term by the implementation of a Transportation Demand Management Action Plan, which will recommend the policy and regulatory framework for a comprehensive, citywide TDM program. Additionally, the City's update to its comprehensive plan - planBTV - as well as a citywide transportation plan, will further advance its climate objectives. Included in this reform will be an examination of the Institutional Parking Management Plan requirements and purpose and will likely result in a more holistic approach that foregrounds the institutions' TDM programs and capital planning.

Burlington will explore opportunities to advance an efficiency-based optimal parking strategy in an upcoming citywide transportation plan, to begin in 2025 and with completion expected by early 2027.

Survey Trends on Travel Behavior

CATMA administers a survey annually to track the longitudinal travel behavior trends. In Fall of 2024, CATMA conducted a survey of its membership, including the three Hill institutions. The survey revealed the drive alone rates for the institutional user groups, including employees, students within a half mile, and students greater than a mile from campus. It is noted that students within a short distance of their respective campus have the lowest drive alone rates. Within these distances, walking, biking, and campus transit modes meet the transportation demand effectively. Students with home locations outside of a mile radius of campus drive alone to campus at higher rates than their close to campus counterparts. Employees of each institution have varying drive alone rates, see Figures 2.1-2.3 below for trend data. In 2024, UVM expanded their Commuter Proximate Zone from a half-mile to one mile from main campus. As a result, off-campus student trend data are now disaggregated based on whether students live within or beyond one mile from campus.

Figure 2.1 Champlain College Drive Alone Mode Trend

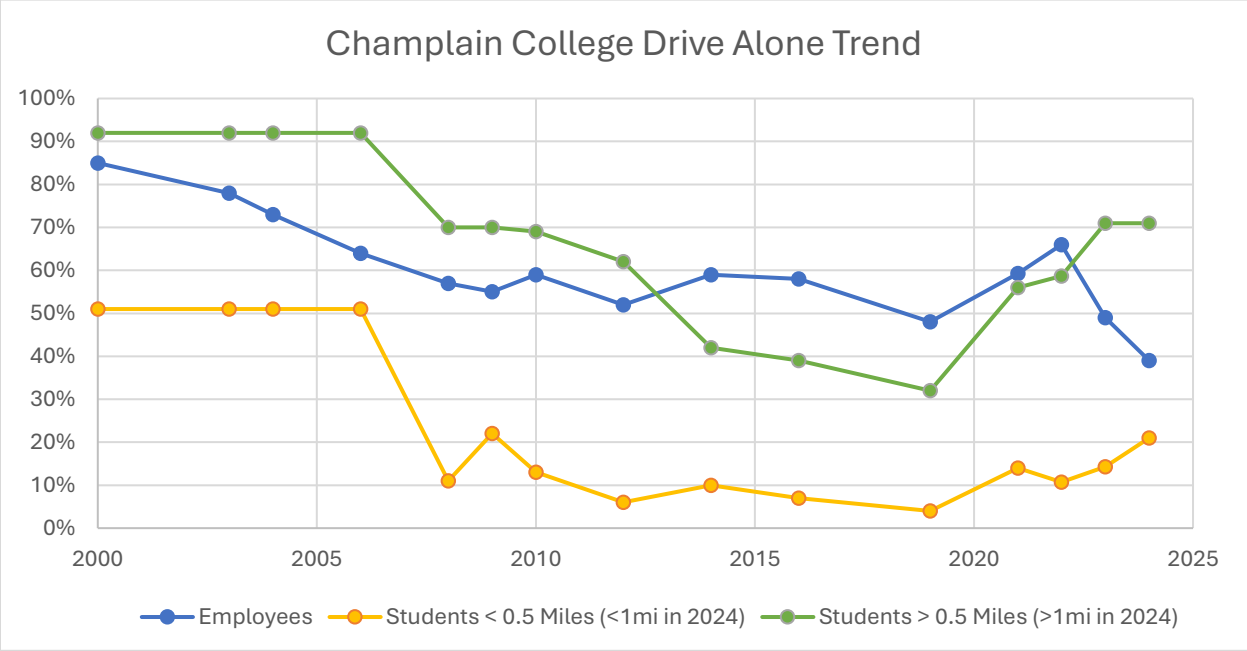


Figure 2.2 UVM Drive Alone Mode Trend

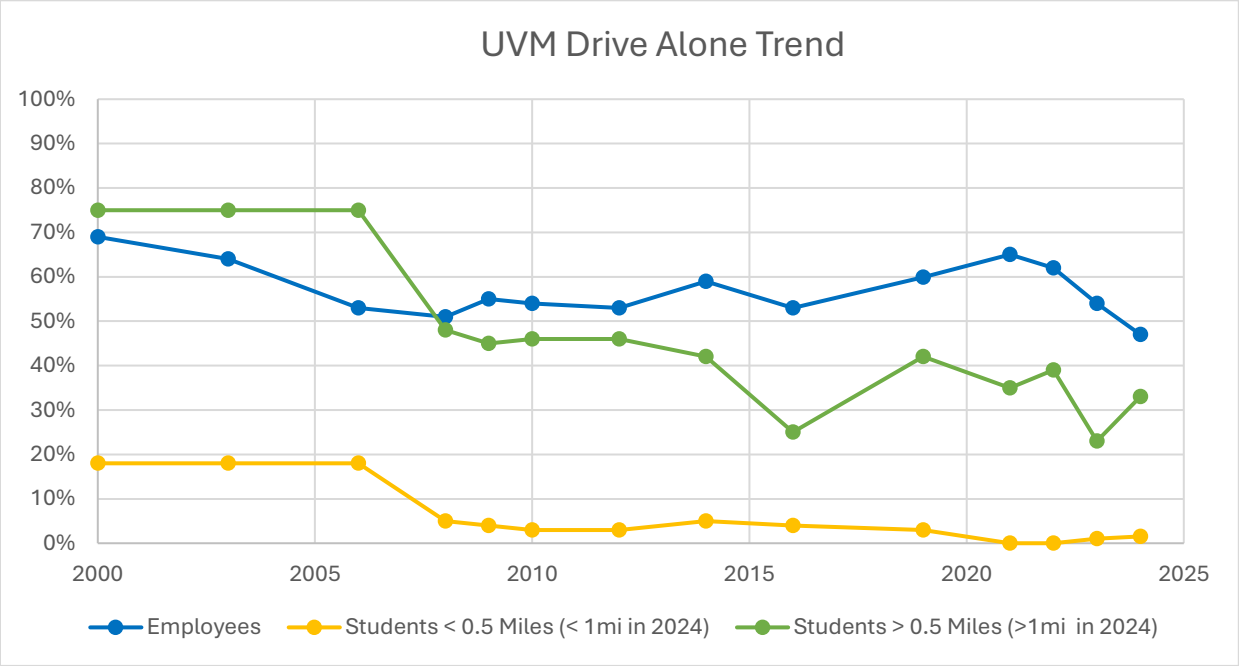
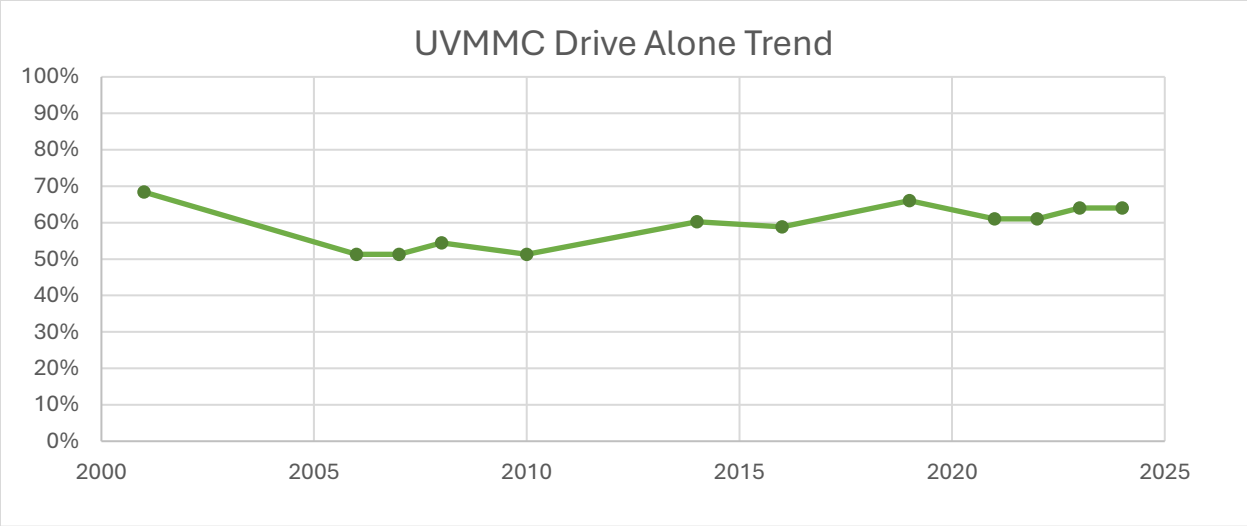


Figure 2.3 UVMMC Drive Alone Mode Trend

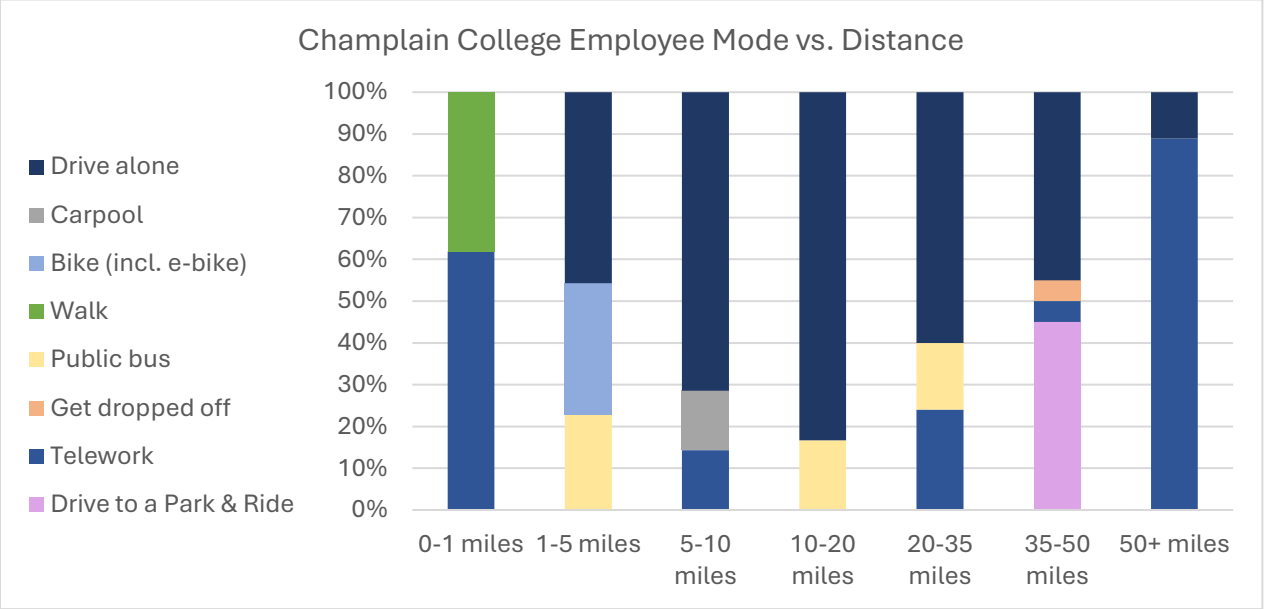


The 2024 CATMA Survey asked employee participants approximately how far away they live from where they work. For each institution, the rate of driving alone increases with distance. For UVM and Champlain College, telework becomes the primary mode for 50+ miles. For UVMMC, we see a range of 10-14% of public bus as a main mode across the range of distances from work. Additionally, for distances 10-20 miles and beyond, telework, carpool, and riding the bus are the popular alternatives to driving. Walking is most popular for those living within a mile of their work, and biking is most popular between the one mile and 5-mile range. It's important to recognize the current local and regional rental market, and how it may impact the overall mode trends for each institution. According to the City of Burlington's 2023 Housing Report, the vacancy rate in Chittenden County is well below the balanced rate and one-third of Burlington renters are severely

cost burdened. CATMA will continue to collect distance data moving forward to track distance and mode trends.

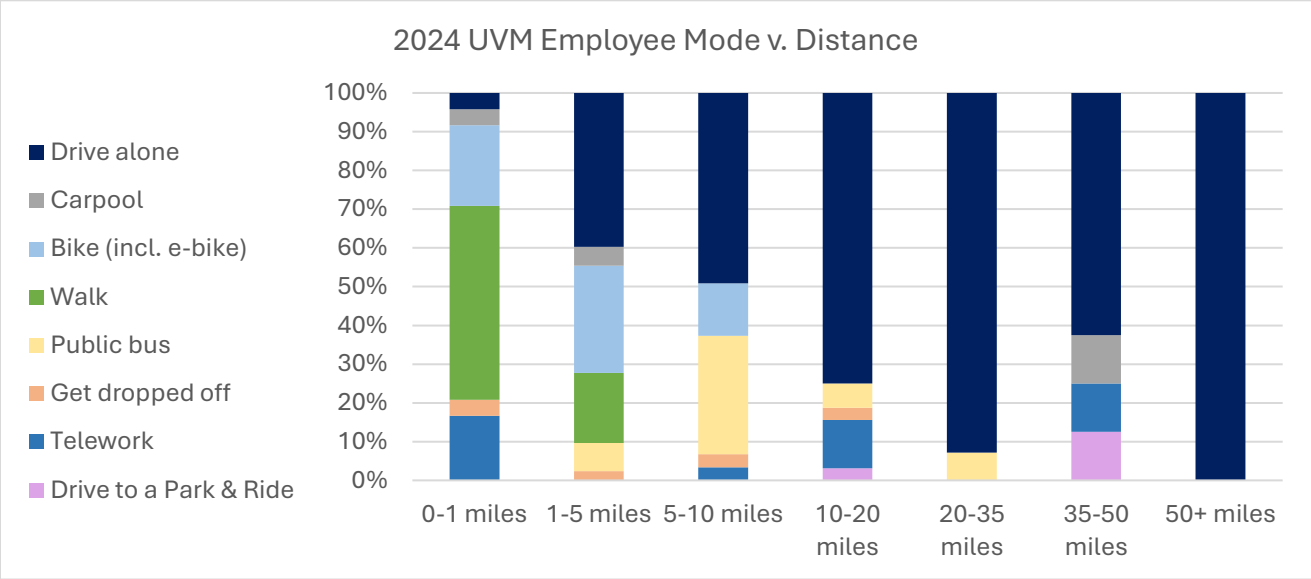
Primary Mode Relative to Commute Distance

Figure 2.4 Champlain College 2024 Employee Mode Split vs. Distance



In 2024, 14% more Champlain College employees reported teleworking as their primary commute mode compared to 2023. We can see that increase reflected in Figures 2.4 above as well across commute distances. Similarly, to 2023 data, the further employees live from their work, the more likely they are to drive alone. This rate peaks at commute distances of 10-20 miles, then begins to drop and telework increases. Additionally, employees living within 5 miles of work are using active transportation (bike and walk), beyond 5 miles active transportation as a primary mode is not present.

Figure 2.5 UVM 2024 Employee Mode Split vs. Distance



In 2024, based on the CATMA survey, 48% of UVM employees live within 5 miles of their worksite, a near 10% increase from 2023. Of the people that live within 5 miles of work, 31% of them drive alone, 25% of them walk to work, and 25% bike (including e-bike). In 2023, these numbers were 49%, 16%, and 10% respectively. The further an employee lives from their workplace, the more likely they are to drive alone as their primary commute. However, employees living 35-50 miles away opt to use carpool, telework, and park and rides more as their main mode compared to those living 20-35 miles or 50+ miles.

Figure 2.6 UVMMC 2024 Burlington Site Employee Mode Split vs. Distance

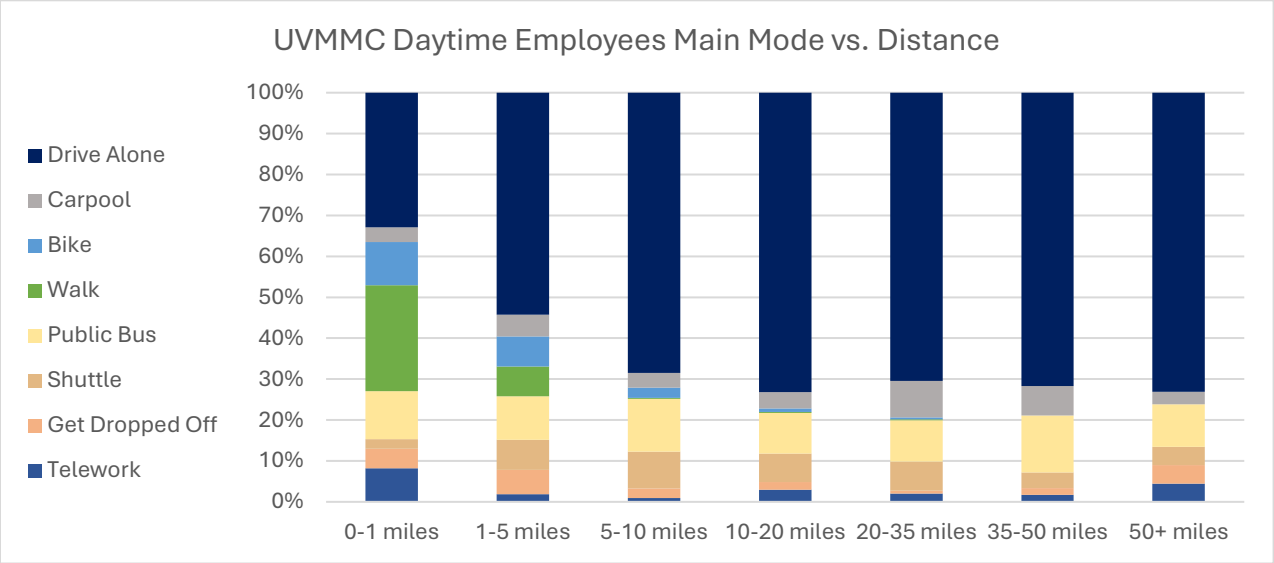


Figure 2.6 shows the mode split relative to distance for UVMMC's daytime employees at Burlington worksites. From this data, we can see that employees living farther than 5 miles drive alone more and use active transportation less. Employees that live within 1 mile of work tend to walk significantly more than anyone else. Compared to 2023, we are seeing a slight decrease in driving alone for employees that live within 5 miles of work, paired with a slightly higher rate of walking, and telework.

On-Street Parking Adjacent to Institutions

Table 2.7 On-Street Parking at Peak Times from CATMA Survey

	2024			2023		
	Champlain College[1]	**UVM**	**UVMMC**	**Champlain College**	**UVM**	**UVMMC**
Students	5.9%	2.8%	N/A	7%	2.1%	N/A
Employees	22%	3.5%	3.2%	12.5%	2.3%	1.6%

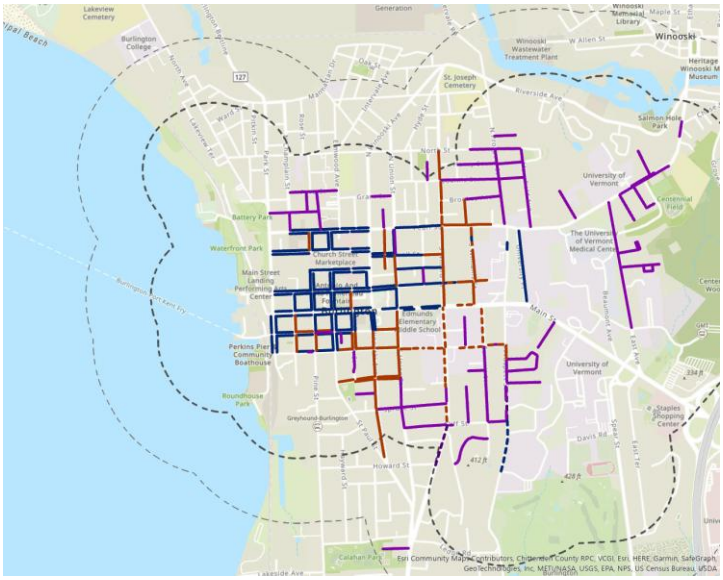
1. *The Champlain College Employee On-Street Parking has a 19% margin of error (MOE), which can be attributed to weighting and the unintentional amplification of certain responses.*

There are some institutional affiliates who park on-street in nearby neighborhoods during peak time according to the CATMA survey administered to users in the Fall of 2024. Table 2.7 demonstrates the percent of students and/or employees that drive and are parking on nearby streets during peak times. Additionally, the survey asks participants which streets they typically park on when they park on-street.

In February of 2024, the City of Burlington collaborated with the Chittenden County Regional Planning Commission to collect on-street parking counts in nearby neighborhoods in conjunction with the institutional parking counts conducted in past JIPMPs and annual updates. The counts have typically been conducted during daytime and nighttime hours (11am and 8pm) in the month of February on those streets identified by students and/or employees of the three institutions in the annual CATMA survey. Due to budget shortages as well as an upcoming City of Burlington Citywide Transportation Plan that will explore in detail the City's on-street parking resources, including

those typically studied in the JIPMP, as well as others where the institutions' students and staff may be parking on-street parking, counts were not conducted in 2025. The Citywide Transportation Plan will begin in spring 2025 and conclude in late 2026 or early 2027, with parking counts likely being conducted in the second half of 2025. As such, on-street parking counts for the JIPMP will next be conducted in February 2026.

In 2024, Champlain College employee and student survey participants both indicated that they primarily park on South Willard Street and Maple Street. UVM employee and student survey participants indicated that they park on Prospect Street, Willard Street, and Williams Street. UVMMC survey participants indicated that they park on Colchester Avenue, Summit Street, and North/South Prospect St. These streets in proximity to the campus areas are generally unregulated, making them free and open to public parking.



The on-street parking counts conducted in February 2024 are available for review in the 2024 Annual JIPMP Update (pg. 8).

3. Collective Highlights and TDM Strategies

CATMA plans, administers, and manages a comprehensive suite of Transportation Demand Management (TDM) strategies, programs and services for its founding institutions and associate members. This TDM programming is essential to influence, support and encourage sustainable mobility options rather than driving alone and reduce single occupancy vehicle use, greenhouse gas emissions, vehicle miles traveled (VMT), and traffic congestion. As demonstrated in the mode trend tables in each institutional chapter, even if these options may not be used as primary means of accessing the campuses, they present feasible alternatives to driving and parking on site that can infrequently or frequently be used to offset parking demand, among other co-benefits. The individual chapters delver further into the strategies on each campus regarding parking and TDM.

Transportation Demand Management

A comprehensive suite of TDM programs is essential to provide a commuter with accessibility to work, school and connectivity. Below is the suite of new and existing TDM programs, incentives, and services CATMA administers and manages for the institutions and its membership in 2024:

- Bike Share System and Discounts
- Bike/Walk Rewards Program
- Carpool and Vanpool Support Services
- CarShare Vermont Campus Program
- CATMA App (additional incentives, trip planning & event notices)
- Commuter Champion Prize Drawings
- Education, Awareness, and Outreach
- Guaranteed Ride Home
- Off-site Parking and Shuttles
- Transit Programs (i.e. Unlimited Access, subsidized fares)
- Trip Planning App

Off-Site Shared Parking and Shuttles

CATMA has a contract with Ride Your Bike, LLC for off-campus parking at 115 Lakeside Avenue lot. In 2024, the lease was 252 spaces of which UVM Medical Center utilized. UVM Medical Center also leases off-site parking at Technology Park and at UVM near the hospital.

Each institution operates or contracts shuttle services to best meet the needs of their respective populations. However, employees across the higher education institutions can utilize other institutions shuttles as needed, provided there is capacity for the institution's employees to utilize the service.

Green Mountain Transit (GMT)

Green Mountain Transit (GMT) offers many options for local and regional transit services for Champlain, UVM, and UVMMC affiliates. Local and some regional routes are available with stops on or close to each campus, with additional connections to the Downtown Transit Center for transfers to a broader range of destinations.

On May 20, 2024, GMT reinstated fares with a new fare system called GenFare Link. Although fares were free, Champlain College and UVM were committed to supporting GMT and continued to

provide an annual contribution and institutional support. CATMA's agreement with GMT provides a means for Champlain College and UVM affiliates to access existing local or regional public transit service (including ADA paratransit for qualifying individuals) at no cost, through the institutions annual contribution paid directly to GMT. Faculty, staff, and students with valid campus affiliation identification simply show the bus driver their ID, swipe or tap on farebox. Currently, affiliates at these institutions are not utilizing the new GenFare App, RideReady, due to technology challenges, therefore GMT provides the institutions with quarterly ridership reports. Once the GenFare App is implemented, the institutions will have access to a dedicated portal with live rider data for their affiliates.

Since July 2024, UVMMC employees are eligible for a 50% transit discount via payroll deduction using the Ride Ready App. UVMMC is working with CATMA and GMT, consistent with the recently executed Land Use MOU with the City of Burlington, to offer Unlimited Access bus passes to its employees effective Fall 2025.

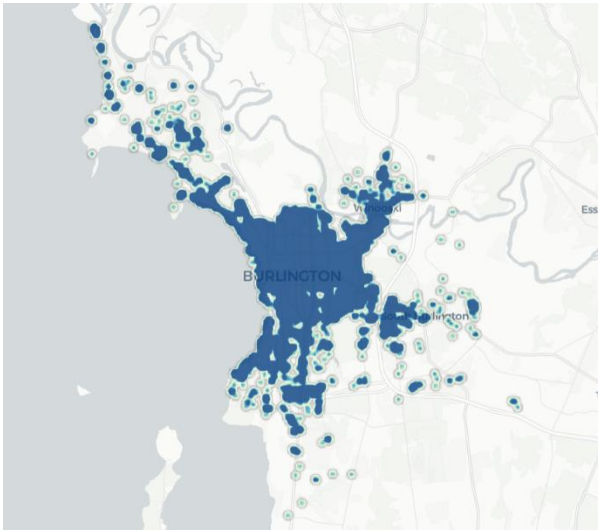
Below is a comprehensive list of bus routes that serve the hill institutions.

- #1 Williston
- #2 Essex Junction
- #5 Pine Street
- #6 Shelburne
- #8 Gold Loop
- #11 Airport
- #56 Milton Commuter
- #86 Montpelier LINK Express
- #96 St. Albans LINK Express
- ADA Complementary Paratransit Service (SSTA)
- Middlebury LINK (Tri Valley Transit)
- #116 Commuter (Tri Valley Transit)

Bike Share

CATMA along with Chittenden County regional partners launched an electric assist bikeshare system with Bird in July of 2023, after the previous Gotcha bikeshare system went defunct.

Figure 3.1 Heat Map of Start Trips in 2024



The Bird Electric Assist Bikeshare system consisted of approximately 200 electric-assist bikes that could be accessed throughout Burlington, South Burlington, Winooski, and the academic medical campus district from March-November 2024. The system offered a dynamic hybrid system of Nests and lock up zones. The cost was $1 to unlock the bike, .49c per minute for the duration of your trip and easily

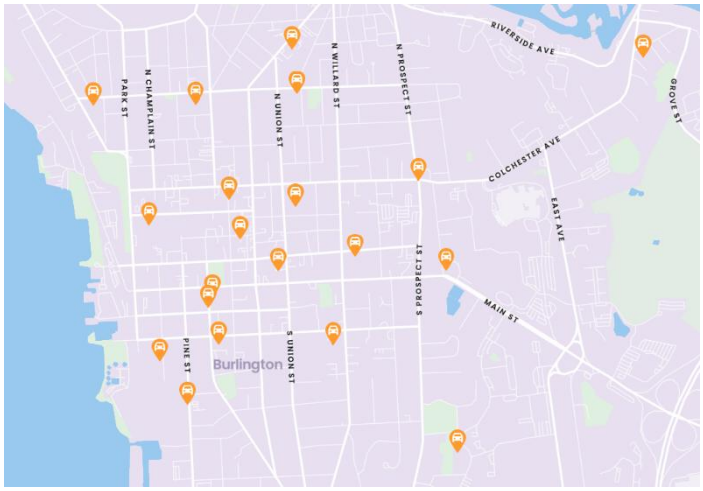
accessible through Bird's free mobile phone application with community-based pricing available. Employees and students at CATMA membership (Birchwood Terrace, City of Burlington, CCRPC, Champlain College, Seventh Generation, University of Vermont, and UVM Medical Center) with valid work/academic email address were eligible for a 20% discount per trip. Below is data from 2024 reflecting trips from the whole community, not just CATMA members.

Bird Data: March 2024 through December 2024

- 23,532 trips
- 31,121 miles traveled
- 1.25 miles per trips on average
- 10 minutes per trip on average

In mid-January 2025, Bird informed CATMA that the Bird bikes would not be returning to Chittenden County in Spring 2025 due to economics in a smaller market. CATMA will conduct a comprehensive assessment of previous bikeshare systems and convene regional partners in Summer 2025 to review data and operations of the systems which will inform the next iteration of a regional bikeshare system and timeline.

Carshare Vermont



CarShare Vermont is a local non-profit that aims to "provide an affordable, convenient, and reliable alternative to private car ownership." CarShare Vermont currently operates 27 vehicles that are shared by members throughout the Burlington area. UVM and Champlain College contribute funds directly to CarShare Vermont to support a Campus Program. Affiliates are eligible to participate in CarShare's subsidized Campus Plan. Of CarShare's current 900 members, approximately 14% are subscribed to the Campus Plan and do not have a permit to park on their respective campus. This plan provides a generous discount on annual membership and access to CarShare's lowest driving rates. There are additional campus affiliates that have membership through alternate rate plans (e.g. CarShare offers a free membership for income-eligible households). It is noted that campus affiliates regularly use all CarShare vehicles in service and not just those located at UVM and Champlain. CarShare Vermont contributes to a reduction in vehicle ownership and vehicle miles traveled among its members. According to its 2024 Member Survey, 85% of members reported that they got rid of or avoided buying a vehicle, and 44% reported walking and biking more since joining. It is estimated that for every vehicle CarShare Vermont puts in service, 15 privately owned vehicles are removed. This provides many communal benefits, including reduced demand for parking. See Appendix B for more information on Carshare Vermont.

Monitoring, Evaluating and Advancing Transportation Demand Management

CATMA and the "Hill" institutions work together to deliver a comprehensive suite of Transportation Demand Management strategies. These strategies aim to reduce traffic congestion and parking demand for the institutions on the "Hill" by encouraging and educating employees and students about alternative modes of transportation rather than driving alone.

The effectiveness of these strategies is measured by looking at the trends of surveyed mode splits, parking demand estimations, and lot utilization counts over time. A matrix of metrics was created in the 2023-2028 JIPMP to provide a tool to visualize the collective TDM strategies and demonstrate how the various programs perform, interact, and complement each other on an annual basis.
It is important to note that the mode split data in these tables represent survey respondents self-reported primary mode, or mode they use with the most frequency, even though many utilize multiple strategies to meet their transportation needs getting to and from each institution. For instance, someone that drives alone 3 days a week and teleworks 2 days a week would be overrepresented in the drive alone category and underrepresented in the telework category.

Table 3.1 Champlain College TDM Metrics

Champlain College						
	2024		2023		2022	
	Employees	Off Campus Students	Employees	Off Campus Students	Employees	Off Campus Students
Primary Mode Split [1]						
Drive Alone	39%	59%	47%	62%	66%	45%
Drive to a Park and Ride	7%	0%	0%	0%	0%	0%
Carpool	1%	0%	1%	2%	2%	1%
Walk/Wheelchair	7%	14%	10%	10%	7%	23%
Bike	8%	3%	12%	5%	8%	5%
Public Bus/Campus Shuttle	10%	15%	12%	14%	5%	7%
Telework	27%	0%	13%	N/A	8%	N/A
Other	1%	9%	5%	7%	4%	19%
Peak Parking Estimation and Counts						
Future Net Peak Parking Demand Estimation (Survey) [2]		-350		-350		-350
Net Spaces Peak Utilization (Lot Counts)		+156		+202		+215
Parking Permit Metrics [3]						
Total Number of Permits Issued in Fall Semester		755		781		793
Green Mountain Transit Data	May 2024-Dec 2024					
GMT Unlimited Access Ridership (# of rides) [4]		20,989		N/A		N/A
CATMA App/Agile Mile Metrics [5]	January 2024-Dec 2024		June 2023-Dec 2023			
Total Members		104		110		N/A
Active Participants		32		30		N/A
Active Participation Rate		31%		27%		N/A
Recorded Trips		6,965		4,193		N/A
Reduced VMTs		72,959		36,225		N/A
Reduced CO2 (tons)		31.9		15.8		N/A
Average Parking Spots Saved Per Week		13		14		N/A
Bike Walk Reward Users		62		13		38
% of Champlain Affiliates Using App		4%		4%		N/A
Guaranteed Ride Home [8]		4		0		N/A
CarShare Vermont [6]	January 2024-Dec 2024		October 2023-Dec 2023			
Carshare Vermont Campus Plan Membership		33		26	17	28
Trip Count		1,335		428		N/A
Miles Drive		33,192		12,455		N/A
Trip Duration (hours)		6,276		1,956		N/A
Bird Bikeshare [7]	March 2024-Dec 2024		July 2023-Dec 2023			
Unique Riders from Champlain College		101		96		N/A
Trips		82		80		N/A
Average Miles		1.06		1.51		N/A
Average Duration		8.21		9.74		N/A

1. *Mode Split data is from CATMA's 2022, 2023, and 2024 surveys.*
2. *Champlain College does not anticipate reaching the projected growth levels that would result in a net deficit of 350 parking spaces.*
3. *Permit data includes employee, residential students, and commuter students permits.*
4. *GMT Data represents May 2024-Dec 2024.*
5. *CATMA App Launched in June 2023.*
6. *Aggregate campus data was not provided until October 2023 when CarShare Vermont's software system was enhanced to allow a breakdown by specific school (UVM and Champlain College).*
7. *Bird Bikeshare launched in July 2023.*
8. *The Guaranteed Ride Home program offers CATMA members a free taxi ride home when they commute to work without their car.*

Table 3.2 University of Vermont TDM Metrics

University of Vermont						
	2024		2023 [1]		2022	
	Employees	Off Campus Students	Employees	Off Campus Students	Employees	Off Campus Students
Primary Mode Split						
Drive Alone	47%	19%	54%	20%	62%	30%
Drive to a Park and Ride	1%	0%	1%	0%	1%	0%
Carpool	4%	0%	4%	2%	4%	5%
Walk/Wheelchair	12%	35%	9%	40%	7%	34%
Bike (incl. e-bike)	16%	17%	8%	8%	5%	6%
Public Bus	12%	25%	11%	29%	6%	23%
Telework	5%	N/A	7%	N/A	7%	N/A
Other	4%	5%	5%	0%	9%	2%
Peak Parking Estimation and Counts						
Future Net Peak Parking Demand Estimation (Survey)		+515		+515		+515
Net Spaces Peak Utilization (Lot Counts)		+1,368		+1,718		+1,357
Parking Permit Metrics [2]						
Total Number of Permits Issued in Fall Semester [3]		7,982		7,586		5,861
Carpool Permits Issued	89	N/A	105	N/A	100	N/A
Green Mountain Transit Data						
GMT Unlimited Access Ridership (# of rides)		314,765		N/A		N/A
CATMA App/Agile Mile Metrics [4]	**January 2024-Dec 2024**		**June 2023-Dec 2023**			
Total Members		695		639		N/A
Active Participants		206		186		N/A
Active Participation Rate		30%		29%		N/A
Recorded Trips		40,994		23,932		N/A
Reduced VMTs		242,851		142,562		N/A
Reduced CO2 (tons)		103		62.3		N/A
Average Parking Spots Saved Per Week		76		76		N/A
Bike Walk Reward Users		220		86		262
% of UVM Affiliates Using App		3.70%		3.50%		N/A
CarShare Vermont [5]	**January 2024-Dec 2024**		**October 2023-Dec 2023**			
Carshare Vermont Campus Plan Membership		256		244	57	194
Trip Count		1,179		315		N/A
Miles Driven		34,755		10,502		N/A
Trip Duration (hours)		1,179		1,238		N/A
Bird Bikeshare [6]	**March 2024-Dec 2024**		**July 2023-Dec 2023**			
Unique UVM Members		574		426		N/A
Trips		425		1,185		N/A
Average Miles		1.03		1.13		N/A
Average Duration (minutes)		7.5		8.35		N/A

1. *The mode split for 2023 has been updated to reflect corrected weighting measurements. Please see Appendix A for more information.*
2. *GMT Data reflects May 2024-December 2024.*
3. *Permits don't include single day permits or occasional use permits.*
4. *CATMA App Launched in June 2023.*
5. *Aggregate campus data was not provided until October 2023 when CarShare Vermont's software system was enhanced to allow a breakdown by specific school (UVM and Champlain College).*
6. *Bird Bikeshare launched in July 2023.*
7. *The Guaranteed Ride Home program offers CATMA members a free taxi ride home when they commute to work without their car.*

Table 3.3 UVM Medical Center TDM Metrics

UVM Medical Center						
	2024		2023		2022	
	Main Campus	1 South Prospect	Main Campus	1 South Prospect	Main Campus	1 South Prospect
Primary Mode Split [1]						
Drive Alone	60%	83%	63%	78%	60%	72%
Carpool	6%	2%	6%	2%	6%	4%
Walk/Wheelchair	3%	2%	5%	4%	6%	3%
Bike	3%	0%	3%	0%	3%	1%
Public Bus	12%	3%	4%	3%	5%	3%
Telework	1%	8%	1%	9%	1%	12%
Other[2]	14%	1%	18%	4%	19%	5%
Peak Parking Estimation and Counts						
Future Net Peak Parking Demand Estimation (Survey)		+355		+355		+355
Net Spaces Peak Utilization (Lot Counts)		+478		+492		+559
Parking Permit Metrics [2]						
Total Number of Permits Issued in 2024		8,547		8,937		8,138
Carpool Permits Issued	160	N/A	520	N/A	427	N/A
Green Mountain Transit Data						
GMT Unlimited Access Ridership (# of employees) [3]		161		N/A		N/A
CATMA App/Agile Mile Metrics [4]	**Jan 2024 - Dec 2024**		**June 2023-Dec 2023**			
Total Members		552		491		N/A
Active Participants		163		128		N/A
Active Participation Rate		30%		26%		N/A
Recorded Trips		32,700		15,401		N/A
Reduced VMTs		103,532		51,655		N/A
Reduced CO2 (tons)		44.8		22.3		N/A
Average Parking Spots Saved Per Week		60		50		N/A
Bike Walk Reward Users		191		161		251
% of UVMMC Affiliates Using the App		6%		5%		N/A
Bird Bikeshare [5]	**March 2024 - Dec 2024**		**July 2023 - Dec 2023**			
Riders		16		11		N/A
Trips		55		82		N/A
Average Miles		1.04		8.20		N/A
Average Duration		8.1		5.16		N/A

1. *Mode split data is from the CATMA 2022, 2023, and 2024 surveys and represents all times not just peak time. Refer to Table 10.3 for UVMMC's Peak Parking Demand".*
2. *"Other" includes getting dropped off, motorcycle, skateboard, and rideshare.*
3. *GMT fares resumed in May 2024.*
4. *CATMA App Launched in June 2023.*
5. *Bird Bikeshare launched in July 2023.*
6. *The Guaranteed Ride Home program offers CATMA members a free taxi ride home when they commute to work without their car.*

4. Champlain College

Champlain College is a small, private, not-for-profit college in Burlington with sister campuses in Montreal, Canada and Dublin, Ireland. Champlain College prides itself on preparing students for top fields through career-oriented programming, earning accolades such as Princeton Review's "Top Schools for Game Design," the Broadcast Education Association's "Top Documentary Programs," and one of Niche.com's top 30 "Best Schools for Information Technology." Champlain College has been named "Most Innovative School" in the North seven years in a row by U.S. News & World Report's "America's Best Colleges."

Champlain College's main campus sits atop the hill overlooking downtown Burlington and Lake Champlain. The main campus is primarily concentrated between Main Street and Cliff Street to the north and south and Summit Street and South Union Street to the east and west. There are additional residence halls just north of Main Street and east of Summit Street as well as downtown apartments at the corner of St. Paul Street and Maple Street, four-tenths of a mile from the main campus. In addition, there are academic and facility buildings located approximately 1.3 miles from the main campus off Lakeside Avenue and Sears Lane.

Current Conditions

Users (Students, & Employees)

Champlain College is a small college with 1,670 students based on the Burlington campus, with 1,591students based abroad or online, making for 3,261 current enrollments. Champlain employs 551 staff members based on the Burlington campus. Champlain has 294 full-time employees, 257 part-time employees, and 83 contracted employees based in Burlington. In 2023, Champlain College employed 588 full-time and part-time employees, and had 1,786 students on campus.

Existing and Anticipated Infrastructure and Development

There are 49 buildings that provide Champlain College with 852,843 gsf of academic, administrative, residential, athletic, dining, and facility space across the campus. Recently, Champlain College audited their gross square footage and corrected discrepancies, resulting in an increase in GSF. Over half of the buildings are small residential halls with a total of 1,419 beds across all locations. These residential beds serve most students that are enrolled in on campus programming. The campus infrastructure includes 560 spaces for parking, serving the range of users that access the campus or reside on campus.

Table 4.1 Current GSF, number of buildings, residential beds, and parking supply for Champlain College.

Infrastructure	Existing[4]	Units
Number of Buildings	49	buildings
Gross Square Footage[1]	852,843	gsf
Residential Beds[2]	1,419	bed
Parking Supply[3]	560	spaces

1. Leased facilities do not contribute to the number of buildings or total GSF.
2. Residential beds in leased facilities included in total.
3. Parking spaces from leased facilities included.
4. Based on data from Fall 2024.

Project Updates

Below are updates from projects previously described in the 2023-2028 JIPMP.

Table 4.2 Champlain College Project Updates and Subsequent Change in Parking

Project Name	Change in Building Area	Associated Change in Parking	Est. Completion
Conversion of Aiken Hall to Res Hall	n/a	0	In construction
Career Center Addition	+4000	0	Not moving forward
Foster Hall Addition	+900	0	2028
New ITS Building	+31500	0	Not moving forward

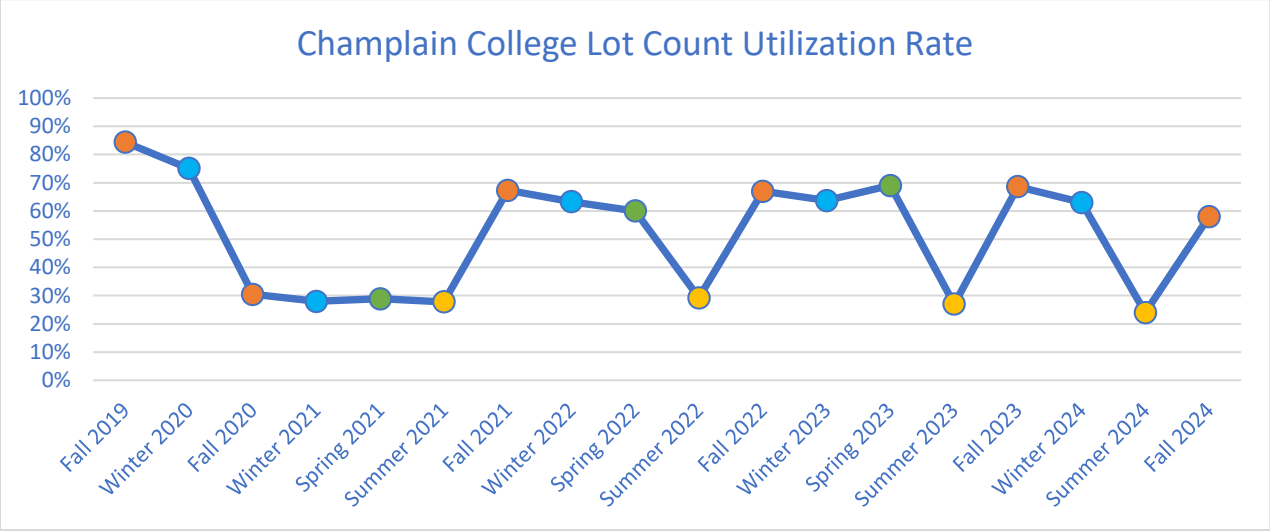
Parking Demand

The current and future projections of parking demand can be found in the 2023-2028 JIPMP. In this 5-year Plan, there was a projected future imbalance of parking demand and supply 5 years in the future. In the past year, Champlain's student population has not grown as rapidly as projected, which also modifies faculty and staff population. At this time, Champlain does not predict they will meet the number of users forecasted in the 2023-2028 JIPMP.

Parking Counts & Utilization

In the Fall of 2019 Champlain College in collaboration with CATMA began conducting quarterly lot counts to gain a better view of parking lot utilization over time. The maximum parking utilization was compared across the available data from previous peak period observations to demonstrate changes over time. The parking utilization trends in Figure 4.3 show a significant diminish in utilization through the Fall 2020 to Summer 2021, resulting in peak period utilization of about 30%. Starting in Fall 2021, utilization rebounded to a maximum peak of 67% in Fall 2021 and again in Fall 2022. Fall 2023 was the maximum for the year at 69%, and in Fall 2024 the maximum fell to 58%. In 2024, spring counts were omitted due to limited resources.

Figure 4.3 Peak Parking Utilization at Champlain College from Fall 2019 to Fall 2024.



Commute Trends & TDM Strategies

Commute Trends

- 39% of Champlain College employees drive alone as their primary commute mode.
    - This is a 7% decrease in drive alone rate compared to 2023.
    - According to US Census Data (2023), the Chittenden County drive alone rate is 60%.
- 27% of employee report teleworking as their primary commute mode.
    - This is a 14% increase from 2023 and a 19% increase from 2022.
- 21% of students who live within one mile of campus drive alone as their primary mode.
    - Previously, this value was measured as students living within a half mile and the drive alone rate in 2023 was 14%.
- 71% of students who live outside a mile of campus drive alone as their primary mode.
    - This is the same as 2023.
- These trends reflect all times, not just peak time. Refer to Table 10.1 for Champlain College's Peak Parking Demand.

Previously, it was reported that students were living farther away from campus than in years prior. This was attributed to isolating behaviors adopted during the COVID-19 pandemic and the current local and regional rental market. The vacancy rate in Chittenden County is well below the balanced rate and one-third of Burlington renters are severely cost burdened. Data from the 2023 CATMA survey saw a 15% increase from 2022 in students who live farther than 5 miles from main campus. In the 2024 CATMA survey, we see that number drop back down and subsequently, the off campus drive alone rate reduces. As for employees, there are significantly more that reported living further than 20 miles from work compared to last year. In 2023, 18% lived more than 20 miles away; in 2024, 48% live more than 20 miles from their work. As demonstrated previously in Figure 2.4, Champlain employees are more likely to telework when living beyond 20 miles from work.

Table 4.4 Employee mode split (2024) for Champlain College

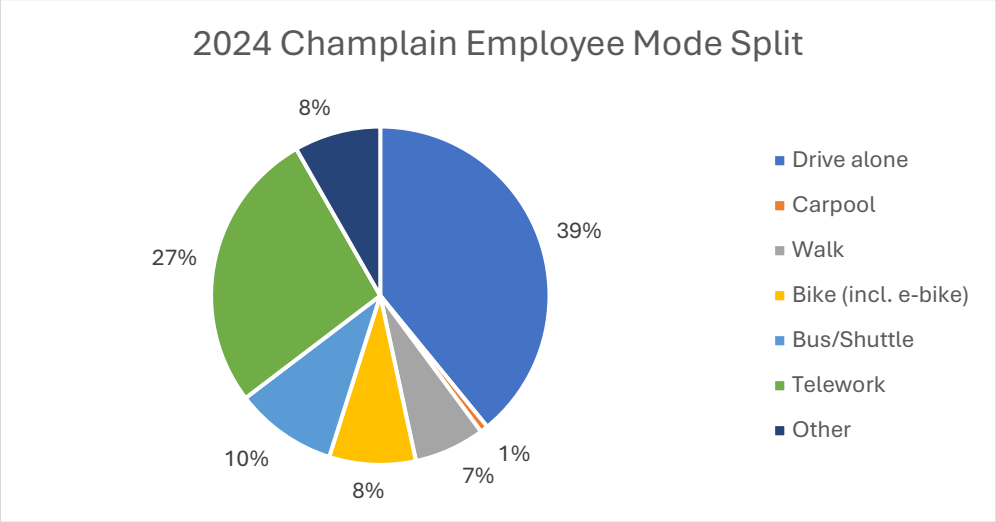
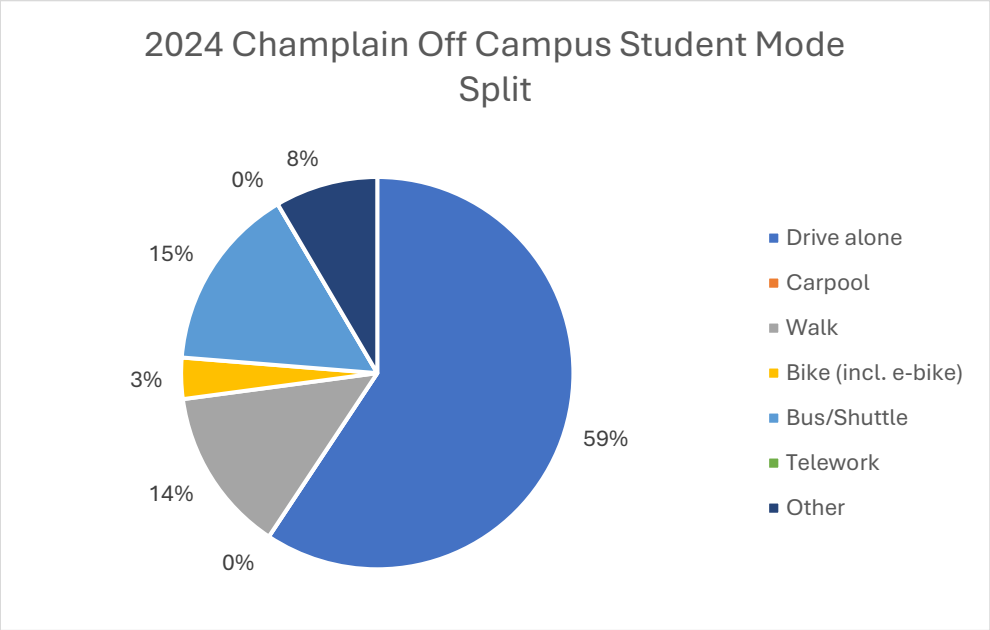
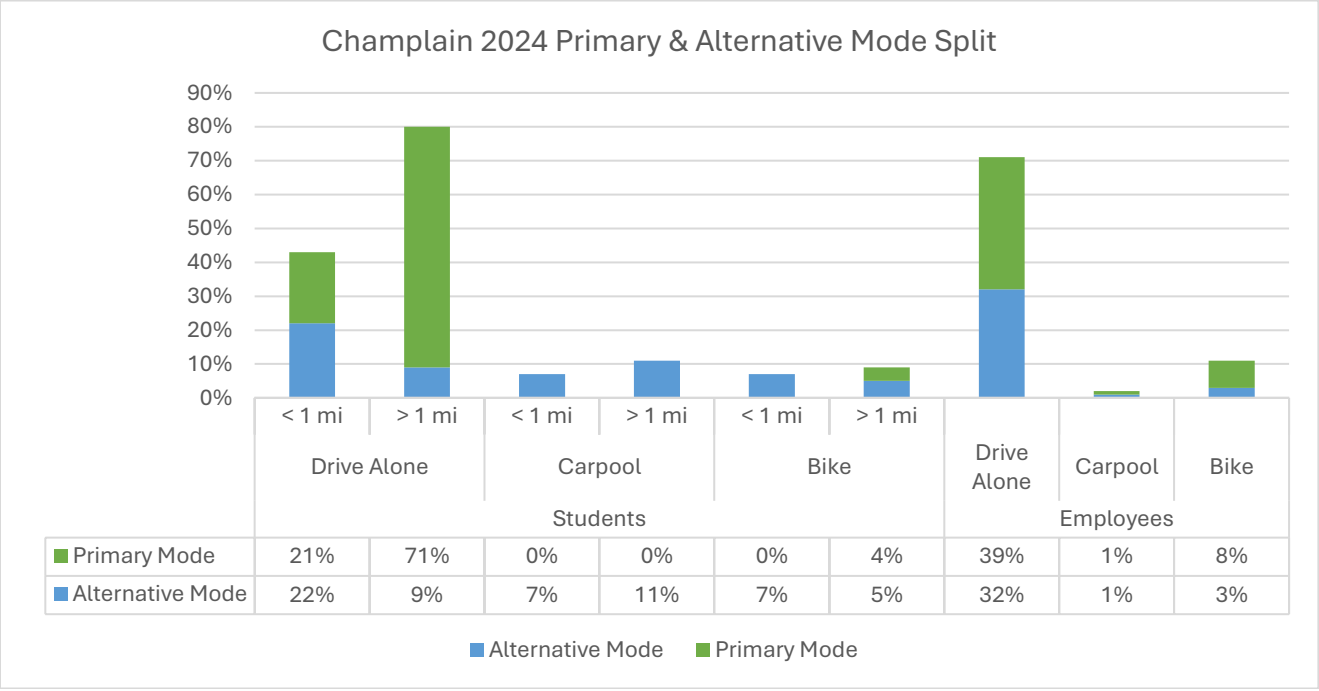


Table 4.5 Off-Campus Student mode split (2024) for Champlain College[1]



1. *The off-campus mode rates are collective rates between those living within and beyond a mile from campus. To see a breakdown of living distance and modes, refer to Table 4.6 below.*

Table 4.6 Mode split (2024) for Champlain employees and off-campus students (by distance of home from campus).[1,2]



	Students						Employees		
	< 1 mi	> 1 mi	< 1 mi	> 1 mi	< 1 mi	> 1 mi	Drive Alone	Carpool	Bike
	Drive Alone		Carpool		Bike				
Primary Mode	21%	71%	0%	0%	0%	4%	39%	1%	8%
Alternative Mode	22%	9%	7%	11%	7%	5%	32%	1%	3%

1. *Alternative modes are methods to commute to work that may be utilized once every so often but are not the primary commute mode.*
2. *Bike includes e-bikes for students and employees.*

Fleet

Champlain College has a total of 15 fleet vehicles on their campus in designated "Service Only" spaces. Four passenger vans are typically parked in Rowell and Cushing, and eleven pick-up trucks and facilities vehicles are typically parked in the Sears Lane lot near the facilities building. There are no current plans to grow the fleet.

TDM and Congestion Management Strategies

Telework

Champlain College provides an Interim Workplace Flexibility policy that was updated in December 2022. Workplace flexibility is an opportunity to support employees' safety, work life, along with their personal and family responsibilities while still supporting the College's need for coverage, efficiency, and productivity. The workplace flexibility assesses the job and employee's suitability prior to approving a work arrangement. This varies depending upon the employee's role and the specific nature of the work required. The work arrangement can be occasional, hybrid, or fully remote and approval is at the supervisor's discretion and must be reviewed with the functional area's Dean, Vice President, COO, or Provost.

Permits & Other Regulated Uses

Champlain College diligently monitors and enforces the parking plan through the year, with parking enforced 24 hours per day, 7 days per week. Further, every Champlain College affiliate, employees and students alike, are required to get a parking pass for their vehicle every semester. Lots on the main campus near academic buildings are either designated for main campus employees with an appropriate permit (i.e., Zone 1 permit holders) or pay per use on weekdays between 8 AM and 4 PM for appropriate permit holders. It is noted that the pricing is structured to be most expensive in the lots closest to the core of campus and in the highest demand, with lots further out becoming less expensive.

Champlain College made an agreement with the City of Burlington to allow a small number of locations where on-street parking is permitted for Champlain affiliates. It was agreed that all other streets on the "Hill" are prohibited to affiliate parking. Champlain College maintains parking enforcement to discourage misuse of on street parking around campus, as well as campus lots monitored and patrolled daily. The streets that are frequently utilized by college employees and students are streets that fall within 2 blocks of the campus. Affiliated vehicles can be ticketed in accordance with Champlain College's parking policy. The College issued 576 citations and 1,049 warnings during the 2023-2024 school year and 2024 summer programming. This is less than during the 2022-2023 school year and 2023 summer where there were a collective 1,960 citations and warnings given.

In the Fall of 2024, Champlain College issued 755 total permits—417 student permits, 315 employee permits, and 23 contractor permits. In 2023, the total number of permits issued was 781.

On-Campus Shuttles

There is free commuter parking at 175 Lakeside Avenue for Zone 1 permit holders. Champlain operates a free shuttle service seven days a week between Lakeside Campus, 194 Saint Paul Street, and Main Campus. All Zone 2 permit holders are automatically enrolled in CATMA's Guaranteed Ride Home program, which provides a free cab ride if the shuttles are not operating. All Zone 1 permit holders are also eligible to enroll. Locations of the Champlain shuttles can be

tracked in real-time providing up to date information to users via website or mobile app. In 2024, Champlain reduced its shuttle frequency from running every 9 minutes on off-peak weekdays to running every 20 minutes.

Table 4.7 Champlain campus shuttle schedule for Fall 2024.

Routes	Days	Times	Runs Every (Minutes)	# of Buses Running
Weekday Off-Peak	Mon - Fri	7am-5pm, 7pm-10pm	20	1
Weekday On-Peak	Mon-Fri	5pm-7pm	10	2
Weekend	Sat - Sun	10am - 8pm	20	1

Transit

In May 2024, Green Mountain Transit returned to their fare-based system since pausing in March 2020. While paused, Champlain College provided Green Mountain Transit with annual funding while fares were free to help support transit. Since the reinstatement of fares, Champlain College has been collaborating with GMT to provide the Champlain population free bus fare through an Unlimited Access program agreement via CATMA. Champlain College affiliates swipe their Champlain College IDs to ride the bus for free. Please refer to the TDM Matrix (Table 3.1) for 2024 Transit data, however, because of free fares, there is no data for 2023 or 2022 on ridership.

Bicycle Infrastructure, Parking and Bikeshare

Champlain College is recognized as a "Silver-level Bicycle Friendly University". Champlain employees and students have access to bike racks throughout campus as well as indoor bike storage in certain buildings. There are accessible showers on campus for those who bike. Bicycle pumps and other tools are located throughout campus. Champlain affiliates were eligible for a 20% discount on Bird bikeshare system.

Climate Plan

Sustain Champlain is the overarching campaign for Champlain College to integrate sustainability into the entire campus. Sustain Champlain focuses on institutions, operations, academics, and culture. Under their operations section they provide resources for transportation initiatives such as CATMA memberships, access to free rides on GMT buses, shower facilities for bicyclists, additionally locations to access bike parking, shuttle stops, and CarShare vehicles. In 2015, Champlain College revisited their Active Transportation Plan which sets out to reduce motorized vehicle use for Champlain affiliates, create an active transportation culture, decrease CO2 emissions, and create safe, functional, and environmentally friendly transportation options for employees and students.

5. University of Vermont

Founded in 1791, the University of Vermont has been a cornerstone of Burlington throughout the period following European settlement of the area, established prior to the founding of the City itself. The University is a medium sized public university and land grant institution that is considered a "Public Ivy." This designation is based on the strength of selective and rigorous undergraduate educational programming as well as renowned research. Known as UVM, or University of the Green Mountains in Latin, the University prides itself on being the ideal size to foster academic and research prominence while encouraging close faculty-student mentorships across all levels of study. The location of UVM as part of the fabric of Burlington and the state of Vermont, and in close proximity to Lake Champlain and the Green Mountains, enriches student educational experience and enables service to the state's communities through its land grant mission.

Current Conditions

Users (Students, & Employees)

The University of Vermont is the largest academic institution in the state with 14,476 total enrollments, up from 14,320 reported in the previous JIPMP. In Fall 2024, UVM had 11,743 undergraduate students, 1,713 graduate/certificate students, 487 medical students, and 533 non-degree continuing education students. Employment at UVM in Fall 2024 was 4,358 faculty and staff, 48 less employees than last year. In 2024, 3,693 are full-time employees and 908 part-time employees in Burlington, including 243 non-Burlington employees.

Existing & Anticipated Infrastructure and Development

There are 204 buildings and an additional 42 accessory buildings that serve the University, accounting for over 5.4M gross square footage. The buildings serve academic, research, residential, administrative, athletic, student support, facilities, and other purposes. Of these buildings, 70 support academic and research purposes and 51 support residential purposes. The residential buildings support 5,775 beds for students to reside on campus with an additional 618 beds for students and 164 beds for faculty and staff provided through third party partnerships.

Table 5.1 Current GSF, parking requirements, and parking supply for UVM.

Infrastructure	Existing[4]	Units
Number of Buildings	204	buildings
Gross Square Footage[1]	5,407,072	gsf
Residential Beds[2]	5,775	bed
Parking Supply[3]	5,110	spaces

1. Leased facilities do not contribute to the number of buildings or total GSF.
2. Residential beds in leased facilities included in total.
3. The existing parking supply does not include leased facilities, this includes 351 Pine Street
4. Based on data from Fall 2024

Parking Demand

The current and future projections of parking demand can be found in the 2023-2028 JIPMP and above on page 4.

Project Updates

In the 2024 Annual Update, projects that required status updates from the 2023-2028 JIPMP were listed. Table 5.2 is an updated list of projects and their corresponding changes. The Centennial Compound and Bioresearch Complex Parking hardscapes were finished in 2024, as projected. Additionally, there are projects that were previously identified that no longer have plans to move forward, including: the Votey Lot, the Torrey Hall Addition, the Colchester Research Facility Lot, and the Interfaith Center Parking Lot. Several other projects' completion times have been extended. See all changes to UVM projects from the 2023-2028 JIPMP in the table below. Please note, the Wheeler Lot project was not originally listed in the 2023-2028, nor the 2024 JIPMP Update, but has since been added through a March 2025 addendum to the 2023-2028 JIPMP.

In South Burlington, UVM partnered with third parties to lease 180 beds starting in August 2024, along with an additional 618 beds for graduate and medical students, faculty, and staff when the project is fully completed in 2025. Primarily the on campus residential beds are for first- and second-year undergraduate students, as they are generally required to live on campus.

Table 5.2 UVM projects and subsequent change in parking spaces

Project Name	Included in 2023-2028 JIPMP	Change in Building Area since Spring 2024	Associated Change in Parking	Est. Completion
Centennial Compound	Yes		40	Substantially complete
Bioresearch Complex Parking	Yes		153	Substantially complete
284 East Avenue	Yes		30	2026
Waterman	Yes	3,000	-10	2026
Votey Lot	Yes		-10	Not moving forward at this time
Torrey Hall Addition	Yes	2,860	-6	Not moving forward at this time
Future Student Housing[1]	Yes	100,000		2027
Future Additional Parking to Accommodate New Housing	Yes		200	2027
Colchester Research Facility Lot 1 Parking[2]	Yes		200	Not moving forward at this time
Interfaith Center Parking Lot	Yes		30	Not moving forward at this time
Future Student Housing[1]	Yes	150,000	-25	2028
Future Additional Parking to Accommodate New Housing	Yes		200	2028
Villa	Yes	-12,618	-7	2027
Future Compound Expansion	Yes		66	2027
Virtue Field Phase 3	Yes	5,000		2026
Guicciardi Student Fitness Center Expansion	No	TBD	TBD	2027
Living/Learning Outdoor Lab & Site Improvements	No		-1	2025

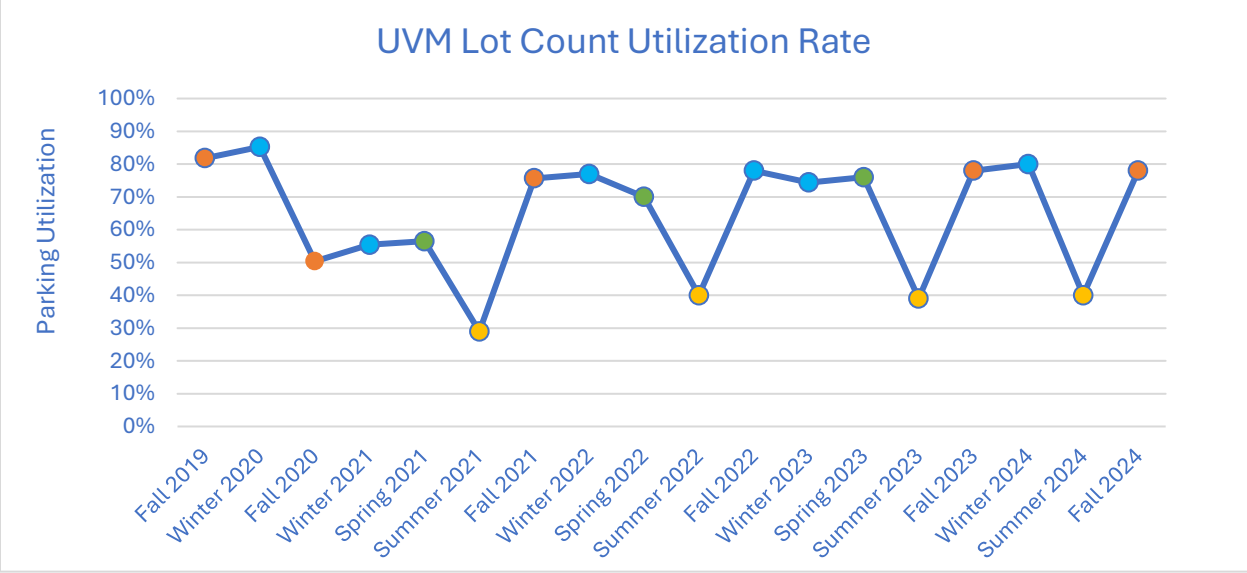
Wheeler Lot	Yes – As an Addendum		-3	2025

1. *UVM and the City of Burlington have engaged in a process to rezone Trinity Campus to enable the creation of additional student housing on campus. As of this report, the City Council has tabled the proposed rezoning language, and it is unclear whether housing at Trinity Campus will move forward. UVM is actively exploring options to increase student housing on Trinity and/or elsewhere. UVM is not in a position to discuss the other sites publicly at this time. None of the sites are associated with a project from the previous JIPMP to remove Coolidge Hall, which is not moving forward currently. The low end of range of potential gsf estimates was used for totaling change in area.*
2. *This facility is estimated to house between 200 and 400 parking spaces. Though it is off-site, it may impact on-campus demand depending on UVM policy.*

Lot Counts and Parking Utilization

In the Fall of 2019 UVM in collaboration with CATMA began conducting quarterly lot counts to gain a better view of parking lot utilization over time. As previously discussed, the peak parking demand was estimated using two methodologies: utilization counts and survey data. The parking supply for the campus is currently 5,110 spaces. Sites within the campus that UVM ground leases (and their associated parking spaces), such as Redstone Lofts, Redstone Commons, and Centennial Court Faculty/Staff Apartments, are not included in this total. All the counts conducted at UVM have not exceeded the mark of 90%, a metric that is widely used for the maximum effective capacity for off-street parking by planners at similar institutions across the country. In 2024, spring counts were omitted due to resources.

Table 5.3 Graph of parking utilization at UVM from Fall 2019 to Fall 2024



Unique Commute Trends & TDM Strategies

Commute Trends Based on 2024 Survey Data

In Fall of 2024, CATMA collaborated with UVM's Office of Institutional Research to identify best practices in weighting data. In doing so, CATMA has provided updated Fall 2023 data that reflects this weighting method. Please refer to the TDM Matrix (Table 3.2) for the updated 2023 data and Appendix A for more information on the weighting procedure.

Key Highlights

- 47% of UVM Employees report driving alone to work as their main mode; a decrease from 2023 of 54%.
    - According to US Census Data (2023), the Chittenden County drive alone rate is 60%
- 53% of all off-campus students use a mode of active transportation (walk and bike), take the campus shuttle or public bus as their main mode of transportation to campus.
- 33% of UVM students living more than a mile from the main campus report driving alone as their main mode.
- These trends reflect all times, not just peak time. Refer to table 10.2 for UVM's Peak Parking Demand.

Table 5.4 Employee mode split (2024) for UVM.

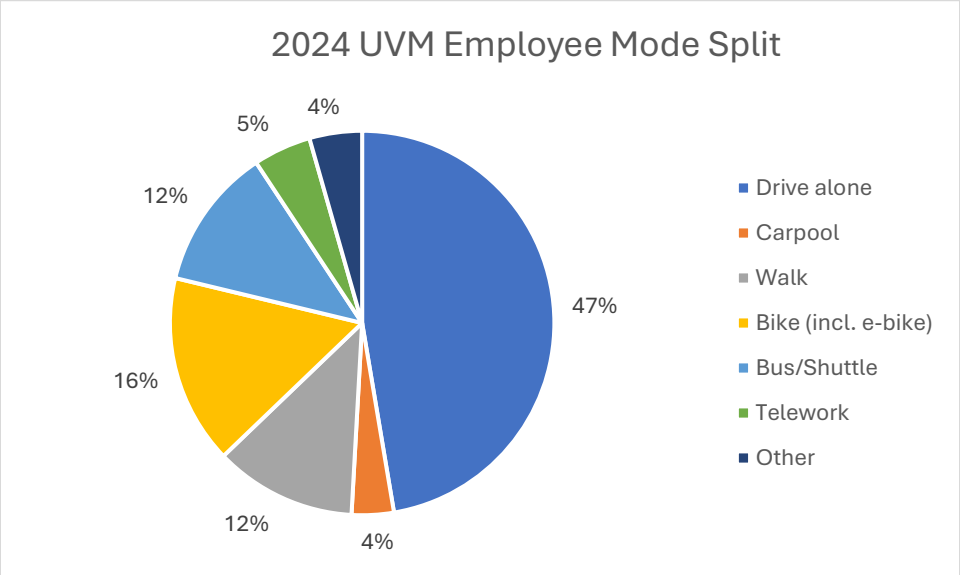


Table 5.5 Off-campus student mode split (2024) for UVM.

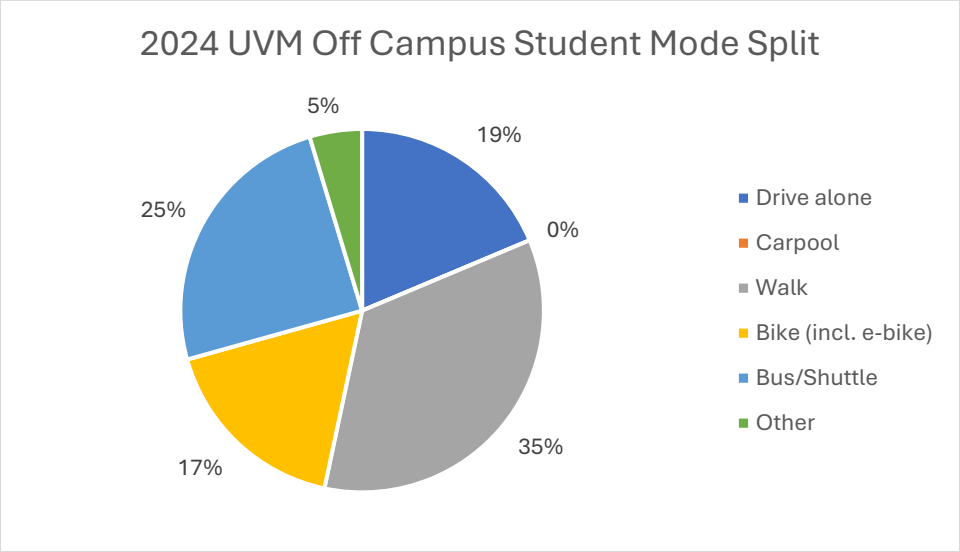
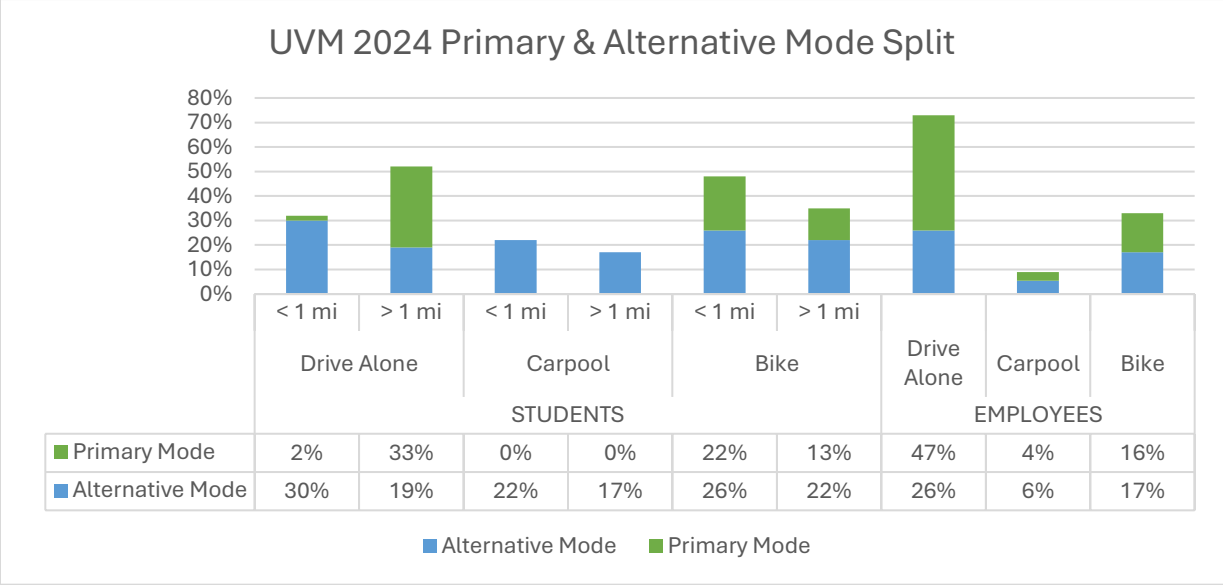


Table 5.6 Mode split (2023) for UVM employees and off-campus students (by distance of home from campus).[1,2]



	< 1 mi	> 1 mi	< 1 mi	> 1 mi	< 1 mi	> 1 mi	Drive Alone	Carpool	Bike
	Drive Alone		Carpool		Bike		STUDENTS		
							Drive Alone	Carpool	Bike
							EMPLOYEES		
Primary Mode	2%	33%	0%	0%	22%	13%	47%	4%	16%
Alternative Mode	30%	19%	22%	17%	26%	22%	26%	6%	17%

1. *Alternative modes are methods to commute to work that may be utilized once every so often but are not the primary commute mode.*
2. *Bike includes e-bikes for both students and employees.*

Fleet

UVM has 191 fleet vehicles that park overnight within the City of Burlington. At the close of 2024, a new procedure was implemented to incentivize fleet reduction, transition to electric vehicles, and overnight parking in UVM lots away from the core of campus. The university has designated "Service Vehicle Only" spaces for day use on the core of campus to facilitate day-to-day operational needs. Emergency response vehicles and UVM Buses are parked in or adjacent to the

Catamount West when not in use. CATS shuttle buses will transition to Bioresearch Complex in the future.

TDM and Congestion Management Strategies

Telework Policy

UVM offers flexible working arrangements and telework policies. Telework requests are reviewed on a case-by-case basis in the context of established and consistent guidelines. Telework requests are approved or denied at the discretion of the appropriate Dean, Vice President or Vice Provost and may be discontinued at any time at the University's sole discretion.

Permits & Other Regulated Uses

The University of Vermont provides clear guidance for all campus community members to follow regarding parking policies. It is mandatory that all UVM affiliates obtain a permit for their vehicles each semester. Permits are affiliated with specific parking zones.

First year students living in residential halls are prohibited from registering a vehicle for campus parking. The University has determined approved, eligible employment, documented medical needs, ROTC, and Equine to be the only exceptions. Students are required to take a parking permit course prior to receiving a parking permit. This course is designed to educate potential permit holders on the alternatives to and impact of driving alone.

UVM has enabled technology to assist their diligent efforts in monitoring and enforcing the parking plan on campus. UVM has implemented a virtual parking permit system that utilizes license plate reader technology. LPR equipped service vehicles monitor all the parking areas on campus routinely, identifying the vehicles parked on campus and whether they are parked appropriately given the permit type. As of July 2023, UVM implemented a new violation and fine structure that increased some of the fines.

In 2024, 8,236 citations were issued, 10% more than in 2023. The most common violations of parking with no valid permit ($50-$110), parking in a restricted area ($50-$110), or parking in an expired space ($25-$85). Fines increase for Habitual Offenders. These fines act as a significant deterrent to improper parking on campus. In addition to the daily monitoring, quarterly counts are conducted for a three-day period at every lot during peak times (i.e. intervals starting at 10AM, 12PM, and 2PM).

In the Fall of 2024, UVM issued 3,609 employee permits and 4,284 student permits, totaling 7,982 permits (not including single day or carpool permits). In 2024, the institution shifted from the occasional use permits to single day permits. UVM issued 89 carpool permits and 8,485 single day permits. Aside from the single day commuter permits, all student permits are sold for one semester at a time, and employee permits are sold for one year. In 2023, 7,586 permits were issued with a similar employee/student permit ratio.

UVM has expanded the proximate zone that determines student permit eligibility as a result of the new Catamount Run and Catamount East buildings. Previously, the zone was a half mile from the main campus and has since been expanded to one mile. Click here for the updated UVM Commuter Proximate Zone Map.

Transit

In May 2024, Green Mountain Transit returned to their fare-based system since pausing in March 2020. The University of Vermont has been collaborating with GMT to provide the UVM population free bus fare through an Unlimited Access program agreement via CATMA. For now, UVM employees and students show the bus drivers their UVM CatCard identification and UVM data is dependent on the drivers to manually record. There is no current mechanism to tap or scan a UVM ID. Please refer to the TDM Matrix (Table 3.2) for 2024 Transit data, however, because of free fares during COVID-19, there is no data for 2023 or 2022 on ridership.

On-Campus Shuttles

UVM provides an on-campus shuttle (CATS) for students that runs 7:30 am until 10:30 pm. On the weekdays, these shuttles generally run every 20 minutes between Redstone and Central campus, every 17 minutes on the on-campus route during the daytime and during the evening. The weekend service of the on-campus shuttle runs every 35 minutes in the evenings. Locations of the CATS shuttles can be tracked with the Real-Time CATS Shuttle Locations in the providing up to date information to users via website or Peak Transit app.

UVM also offers CATSride as a shuttle service on a first come, first serve basis. The intent of this shuttle service is to provide transportation between UVM sites within 10 miles of central campus. UVM employees and students can reserve a ride with the demand response-based service by scheduling in advance or can reach out directly to the shuttle for same day service. With the addition of Catamount East, located at 61 North Dorset Street in South Burlington, brand-new student housing opening August 2024, UVM is operating a shuttle from 7am-6pm between the new building, the Davis Center, and Patrick Gym on a 15-minute loop.

Table 5.4 CATS Shuttle Schedule

Routes	Days	Times	Runs Every (Minutes)	Buses Running
Redstone Express	Mon - Fri	7:40am - 4:40pm	20	1
Catamount Gold	Mon-Fri	7:20am-6:00pm	20	1
Daytime	Mon - Fri	7:30am - 6:30pm	17	2[1]
Evening	Mon - Thurs	6:15pm - 10:00pm	17	2
Weekend	Sat - Sun	4:30pm - 10:00pm	35	1
Off Campus	Mon-Sun	Until 11:00pm	See GMT Website for Schedule	

1. *Due to Staffing constraints, operated 2 buses Fall 2023, began operating 3 buses with start of Spring semester January 2024*

Bicycle Infrastructure, Parking and Bikeshare

UVM is the only university in Vermont recognized as a Gold-level Bicycle Friendly University as of November 2021 and is one of only 31 universities nationwide to carry this designation. UVM has bike racks located throughout campus, indoor bicycle parking and pumps in most residence halls, and three fix-it stations. UVM Bikes, a student club, operates a bike co-op on campus overseen by Transportation & Parking Service and Office of Sustainability advisors. The co-op leases bikes and offers bike mechanic services to UVM students and employees. In 2024, UVM affiliates were eligible for a 20% discount on Bird Bikeshare rides through its affiliation with CATMA.

Planning Studies

The University of Vermont has a dedicated commitment to sustainably and creatively planning transportation for the campus. UVM has undergone multiple planning studies which all have a goal of reducing the number of SOVs on campus. Studies include the UVM Active Transportation Plan (2017), the 2023-2040 Comprehensive Sustainability Plan, and the 2022-2032 Campus Plan.

Climate Plan

UVM released a 2023-2040 Comprehensive Sustainability Plan, integrating the goals related to academics, research, and planning for the University. UVM is also undertaking the largest electric vehicle charging investment from an employer in the State of Vermont, which includes plans for 57 new fleet electric vehicle charging ports and 69 new public charging ports.

6. University of Vermont Medical Center

The University of Vermont Medical Center (UVMMC) is designated as a Level I Trauma Center situated in an academic teaching and research hospital serving the Vermont and Northern New York region. The campus in Burlington is the hub of a large, integrated healthcare system in partnership with an extensive network of hospitals and healthcare facilities throughout the region. Partnership with the Larner College of Medicine and College of Nursing and Health Sciences at UVM enables training for the next generation of healthcare professionals and innovation through advancing research.

The UVMMC campus sits prominently on the hill in Burlington adjacent to the UVM core campus area. Founded in 1879, the original hospital was partially housed in the Mary Fletcher Hospital building that still sits on the site today. The hospital's campus has expanded significantly over the years, adding buildings and square footage to support the hospital's mission and growing role in serving the communities of Vermont and Northern New York.

Current Conditions

Users (Employees, & Patients)

UVM Medical Center employs a total of 6,981 individuals who are assigned to the Medical Center Campus, 1 South Prospect Street, and other Burlington sites. On any given day, 175 Volunteers are on campus who utilize visitor spaces if needed.

The UVMMC is a hospital with 580 licensed in-patient beds. In 2024, the average daily number of in-person appointments and procedures was 3,022 per day across the Medical Center Campus, 1 South Prospect, and other Burlington sites. In addition, there are 218 average daily telehealth visits. That accounts for over 770,665 in person appointments or procedures across the year and over 826,000 total visits. This holds steady from 2023, where UVMMC saw an average of 3,240 daily appointments and procedures (both in-person and telehealth) across Main Campus, 1 South Prospect, and other Burlington sites.

Telehealth

Telehealth continues to serve the patient population of the UVM Medical Center. With a significant rise in telehealth visits during the COVID pandemic, data from 2022 and 2023 indicate that this practice will continue to serve some baseline portion of visits that would otherwise be in person. For 2024, approximately 7% of appointments were served via telehealth, amounting to over 55,000 additional patient appointments over the year served without a need for patient transportation to or parking on campus. In 2023, 9% of appointments were served via telehealth.

Square Footage Requirements and Parking Supply

In 2024, the Medical Center transitioned to a new data management system that adjusted values of gross square footage, but it is not a result of additional space. The hospital now uses Archibus to track and store square footage information and the figures have been corrected in this report to include interstitial space. The Miller Building addition was the last increase in square footage. To view the previous data, check the 2024 JIPMP Annual Update. The Main Medical Center Campus has 840,673 gsf serving the hospital's in-patient units, 60,554 gsf serving educational purposes, and an additional 850,370 gsf serving other purposes. Satellite sites within Burlington account for

an additional 186,165 gsf of building space, with 1 South Prospect making up the majority of that area with 149,404 nsf[1]. The hospital's infrastructure is served by 3,785 parking spaces, with 2,500 of the spaces in on-site facilities including the ACC Garage, Emergency Room Lot, McClure Garage, South Lot, and 1 South Prospect. Off-site lots include 1,237 additional spaces with 48 spaces available at other off-site Burlington satellite facilities and the remaining at lots served by shuttle services. UVMMC is negotiating for +/-100 additional spaces at centennial in Fall 2025. An update on the progress of this project will be provided in the 2026 JIPMP.

Table 6.1 Current (2024) GSF, and parking supply available at UVM Medical Center (Medical Center Campus and 1 South Prospect).

	Medical Center Campus	1 South Prospect	Total
Total Square Footage	1,751,597gsf	149,404nsf	1,848,143sf
Hospital (In-Patient)	840,673gsf	-	-
Education and Other	910,924gsf	-	-
In-Patient Beds	580	-	580
Current Parking Supply			
On-Site[1]	2,043	457	2,500
Leased/Offsite Parking Supply	-	-	1,237

1. *Only on-site parking is counted towards parking supply.*

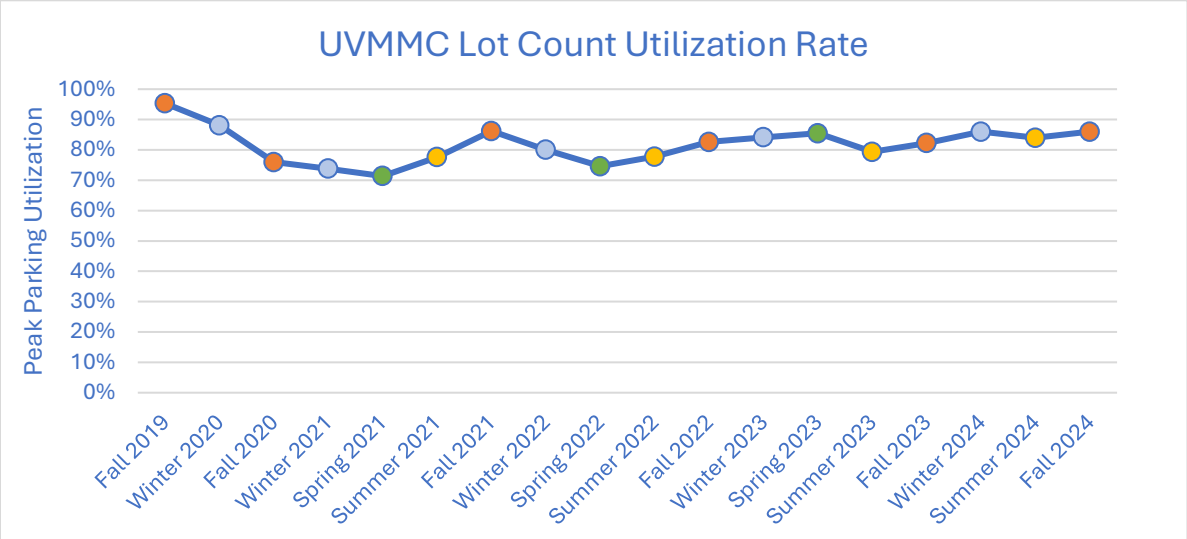
Demand and Future Conditions

For demand calculations and future conditions please see the 2023-2028 JIPMP.

Lot Counts and Parking Utilization

As previously discussed, the peak parking demand was estimated using two methodologies: utilization counts and survey data. The parking supply for UVMMC is currently 2,500 on-site spaces at Main Campus and 1 South Prospect. The maximum parking utilization was compared across the available data from previous peak period observations to demonstrate changes over time. In 2024, spring counts were omitted due to resources. The parking utilization trends in Table 6.2 demonstrate steady demand through the Fall 2020 to Fall 2024 period. Utilization has not returned above 90% peak utilization as observed prior to the COVID pandemic. The maximum peak utilization is most recently hovering in the low to mid-80% range.

Table 6.2 UVMMC Peak Parking Utilization Fall 2019 through Fall 2024



Unique Commute Trends & TDM Strategies

Commute Trends Based on 2024 Survey Data

Key Highlights

- The total drive alone rate for *all* Chittenden County UVMMC Employees is 64%. According to US Census Data (2023), the Chittenden County drive alone rate is 60%
  - For Main Campus employees, this rate is 60%, a 3% decrease from 2023.
  - For 1 South Prospect employees, this rate is 80%, a 2% increase from 2023.
- Overall, 5% of UVMMC employees carpool to work.
  - 12% of Main Campus employees have used carpool as a commute mode, while 6% use it as their primary mode.
  - At 1 South Prospect, 6% of employees have carpooled, with 2% using it as their main mode.
- The overall active transportation (walking, biking, e-biking) mode split remains the same from 2023 survey data.

Table 6.3 Collective mode split (2024) for UVM Medical Center employees in Chittenden County.

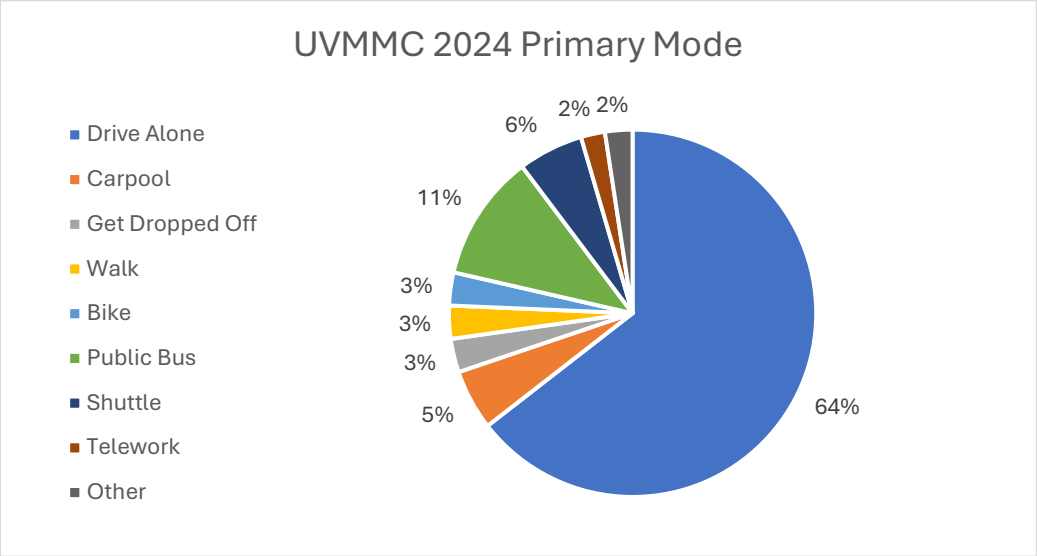
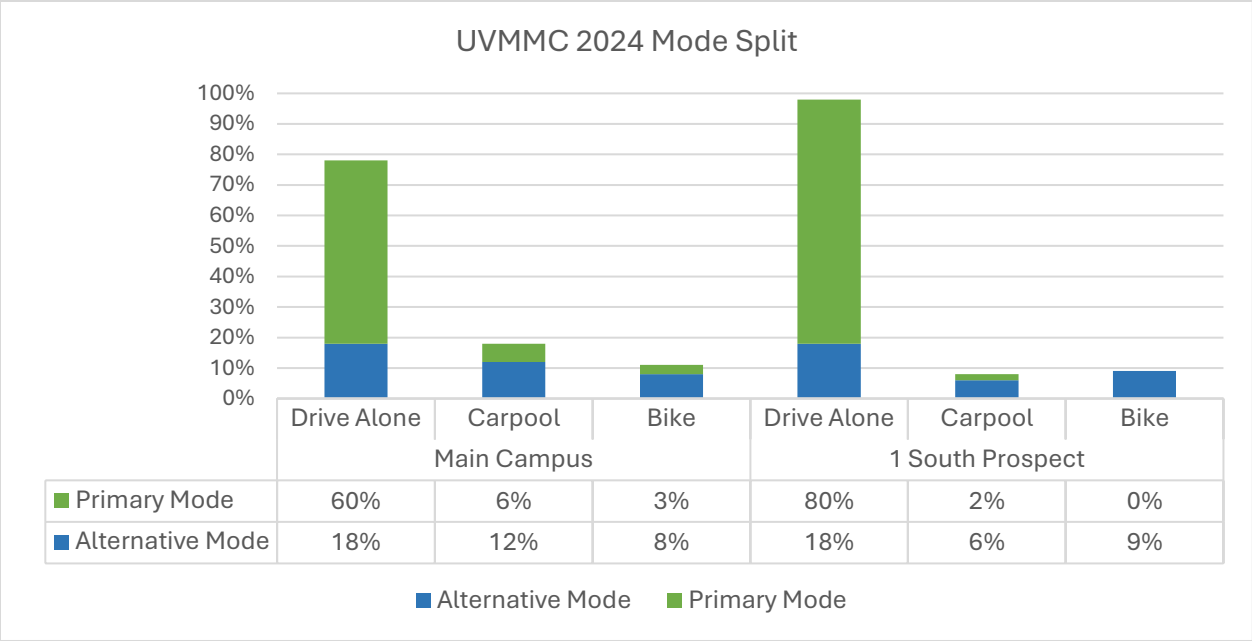


Table 6.4 Mode Split (2024) for UVM Medical Center Employees by Campus.



TDM and Congestion Management Strategies

Parking Restrictions & Permits

There are clear directions and information regarding parking locations and prices for UVMMC patients and visitors on the UVMMC website. For patients and visitors, on-site parking is available in a garage adjacent to the main campus with entrances to the hospital at each garage level. There is also curbside service including assistance to patients and valet parking service. Valet service is available for $8 per vehicle Monday through Friday from 6 AM to 5 PM, with the ability to retrieve vehicles until 9 PM. Patients or visitors with valid handicapped parking placard or plate displayed can park for free in the parking garage.

All UVMMC staff and affiliates who are permitted to park their vehicles in a UVMMC controlled parking lot must register their vehicle with the UVMMC Security Department. Parking Permits are issued and color coded based on parking assignment (on-site lot or satellite lot). The satellite lots include a free shuttle to the main campus. Generally on-site parking is limited to permits reserved for senior staff, physicians, residents, business needs, and medical needs. For on-call employees, parking is also available on site. In 2024, there were 3,331 permits issued for parking on-site of the 8,547 permits issued total. In 2023, 4,548 were issued for parking on-site of the 8,937 total permits.

Telework

UVMMC has a Remote and Hybrid Work Policy to increase employee engagement, job satisfaction, and expands workforce. By allowing remote work, UVM Medical Center expects to realize the efficiencies of decreased turnover, reduced office and parking space needs, and increased work productivity. There are several remote designations, On-site Flex (0-30%), Hybrid Flex (31-70%), Remote Flex (71-100%). The amount of time spent remotely is indicated by the numerical values.

Telehealth

Telehealth continues to serve some of the patient and visitor demand for parking on the Medical Center Campus. As previously discussed, telehealth visits represented approximately 7% of patient appointments and procedures for UVMMC based on 2024 figures.

Shuttles & Transit Services

For employees accessing the Medical Center Campus through off-site parking, UVMMC contracts with a bus company to serve the off-site lots with shuttle service. The shuttles serve AM and PM peaks with more frequency of service and more shuttle buses in circulation to serve start and end of shift transit. The off-site lots generally have between 59 and 76 shuttle runs per day serving trips between the hours of 4:15 AM and 9:20 PM. These two lots are in close proximity of the Medical Center Campus, with many users choosing to walk between parking and campus.

In May 2024, with GMT reinstating fares, UVMMC also reinstated its discounted local and regional bus transit program for employees which was in place for years, pre-COVID. With fare free transit in place, this subsidy has not been tracked through the pandemic. UVMMC continues to support subsidized ferry service for employees that reside in New York to utilize Lake Champlain Ferries for commuting purposes. In 2024, a total of 1091 monthly car and driver passes, and 151 passenger 10 ride passes were discounted through this program. That is a decrease of 57 car and drive passes, and an increase of 14 passenger 10 ride passes from 2023.

Table 6.5 UVMMC Shuttle Schedule

Shuttle Locations	AM Runs	Midday Runs	PM Runs	Total
Tech Park/Medical Center	20	11	28	59
Lakeside/Medical Center	20	11	28	59
Fanny Allen/Medical Center	19	22	29	70
Catamount/Medical Center	25	15	36	76

Bike Infrastructure, Parking and Bikeshare

Bike parking, in particular covered bike parking, is also an area receiving some attention from UVMMC. In October 2024, UVMMC unveiled the re-envisioned covered bike parking just outside of the McClure building to maximize the space available and accommodate more bike parking near a

key entrance of the facility. The new bike cage is a secure bike enclosure of 60 spots that has UVMMC employee badge access. This project is just one example of the multimodal enhancements taking place to better serve active or alternative modes of transportation to and from UVMMC. Additionally, in 2024 UVMMC employees were eligible for a 20% discount on Bird Bikeshare rides through its affiliation with CATMA.

Carpool Incentive

UVMMC has a robust and mature carpooling policy for employees with a strong incentive program. Employees who carpool are provided with the opportunity to park in more desirable parking lots, receive gas coupons, and utilize the guaranteed ride home program from CATMA. Employees who wish to carpool must register as a carpool group with the UVMMC Security Department. The carpool program issued 160 carpool permits for 377 participants in 2024. In 2023, there were 520 carpool permits for 879 participants.

Climate Plan

UVMMC is committed to reducing its carbon footprint and mitigating health issues caused by climate change. UVMMC has received recognition from local and national organizations for limiting onsite parking, encouraging carpooling, and providing incentives for use of public transit. Additionally, UVMMC has partnerships with CATMA, Burlington 2030, and Vermont Climate Pledge Coalition.

7. Conclusion

This JIPMP Annual Update demonstrates the ability of the Hill institutions collectively and individually to meet parking demand and track trends with the 5-year projected peak parking demand in conjunction with the efficacy of TDM strategies employed to mitigate parking demand. Champlain College, UVM and UVM Medical Center are jointly committed to continued progress on reducing drive alone and single occupant vehicles to their campuses as rooted in overarching climate goals and initiatives and as outlined in the approved 2023-2028 JIPMP.

Once the City of Burlington Transportation Options Study is complete, it is anticipated the next JIPMP annual update, and its content may be revamped with more focus on TDM.

8. Appendix A: Data Collection Methodology

Lot Counts

The institutions continue conducting lot counts three times a year for three days (Tuesday, Wednesday, and Thursday) and three times (10:00 AM, 12:00 PM, 2:00 PM) to support the 5-year and annual JIPMPs.

There are advantages and drawbacks to using lot counts or survey data to estimate demand. Though lot counts are an inexpensive method to calculate parking demand, they are also usually only representative of a limited time frame. This limitation means typical peak demand may not be captured due to variability (i.e. seasonal mode change, time-off, etc.), and may underestimate demand. Survey data may overestimate demand because it fails to capture daily variation seen in lot counts. However, survey data can break down demand by user group, understand different mode trends, and can forecast future demand patterns. For more information about the advantages and drawbacks of lot counts and survey data for estimating demand, please see the 2020-2022 JIPMP Appendix B which was provided by Jonathan Dowds formerly with UVM's Transportation Research Center.

Survey Administration

The 2024 CATMA Student and Employee Transportation Surveys were launched on October 2, 2024. The purpose of the survey is to collect data on transportation choices of employees and students to examine mode use trends, TDM effectiveness, and how residential location may impact these choices. The survey is a mix of close-ended (multiple choice) and open-ended questions for qualitative insight. In 2024, CATMA piloted a stratified outreach approach with UVM to help eliminate the need to weight data in order to reach the target strata ratios. For more information on weighting, see the *Survey Weighting* section below.

Direct solicitation emails were sent to employees and students with three reminders between survey launch and close (October 23, 2024). For Champlain College and UVM Medical Center, emails to take the survey to employees working at Chittenden County worksites. In the case of UVM, emails were sent to a random sample of 1,000 employees and 2,000 students. Through the new target outreach approach with UVM, survey reminders were sent only to those populations that were not meeting the target threshold.

Table A.8.1. *Overview of CATMA's 2024 Transportation Survey solicitation and responses.*

	Launch Date	Solicitation Total	Total Responses	Response Rate
Student Survey				
Champlain	10/2/2024	1,614	271	17%
UVM	10/2/2024	2,000	296	15%
Employee Survey				
Champlain	10/2/2024	881	132	15%
UVM	10/2/2024	1,000	227	23%
UVM Medical Center	10/2/2024	8,927	2,267	25%

Survey Weighting

With guidance from UVM's Office of Institutional Research (OIR), CATMA and UVM refined the weighting process and identified variables that could impact commute behavior:

- Employment status (faculty, staff)
- Employee and Student parking permit status (permit holders, no permit)
- Employee zip code (within Chittenden County, outside of Chittenden County)
- Student level (undergraduate, non-undergraduate)
- Student residence (on campus, off campus)

Using target outreach for the identified variables, we found the results to be successful. For both of our student surveys, all three variables (permit, student status, residence) were within our 5% threshold. For employee responses, locational data was within the threshold, however both permit status and employment status were outside of the threshold at a 10% difference. Thus, the 2024 UVM employee survey data has been weighted by permit status and employment status. The process of survey weighting is intended to reflect the target population and accounts for over or under-represented populations.

Champlain College and UVM Medical Center are both being weighted using the same methodology; with no target outreach conducted for these two institutions in 2024, which results in more drastic weighting. We plan to implement target outreach with the 2025 survey due to success with UVM.

University of Vermont 2023 Survey Data Correction

In August 2024, UVM's daily permit and occasional use permit data was included in the weighting process, and it was later discovered this led to an inflated variable due to its frequency of use. The occasional use permit (now replaced with a single day permit) could be used by one employee six times a year, while the daily permit could only be used for one day, inflating the total permit number over a given year. Because of this, it was decided that the daily permit and the occasional use permit would be opted out when calculating the ratio of permit holders. UVM's Fall 2023 data has been corrected in the TDM Matrix (Table 3.2) of the 2025 JIPMP Annual Update.

Margin of Error

The margin of error is the range within which a true value may be found given a certain confidence interval. All margins of error reported in the 2024 JIPMP are within a 95% confidence interval. The margins of error were calculated using the Complex Samples modules in SPSS and were found for the peak parking demand percent for each user group. For each of the institutions, the composite margin of error was found by summing the squares of each user group's margin of error and taking the square of root of the sum. Knowing the margin of error is useful, because within a 95% confidence interval, we can know the total parking demand for any institution is above or below a certain percentage of the estimated demand given.

Peak Parking Demand

Peak parking demand percentage is calculated by finding the time the most auto users are on each campus. For employees and off-campus students, auto users are either those who drive alone and half of those carpool as their main mode. For on-campus students, auto users are all individuals who own a car.

Table A.8.2. *Summary of peak parking demand on each campus as identified by the 2024 CATMA Employee and Student Transportation Surveys*.

Champlain College	Thursday	2:00 - 3:59 PM
UVM	Thursday	12:00 - 1:59 PM
UVM Medical Center	Monday	2:00 - 3:59 PM

9. Appendix B: CarShare Vermont Parking Demand Impacts

CarShare Vermont is a nonprofit organization that operates a car sharing service and delivers a range of programs aimed at reducing dependence on personal vehicles. It provides a neighborhood fleet of vehicles that can be used as needed, allowing its members to meet their mobility needs without the cost and responsibility of vehicle ownership. In addition to saving its members money, CarShare Vermont facilitates a dramatic reduction in vehicle ownership and therefore, reduces vehicle miles traveled and greenhouse gas emissions.

The impacts of car sharing on vehicle ownership, VMT, and GHG emissions have been consistently well documented by several independent academic researchers. Few studies, however, have focused explicitly on the impact of carsharing on parking demand except for a 2013 study of Ithaca CarShare[2] (Ithaca, NY) that attempted to understand how carsharing affected parking demand on campus at Cornell University and Ithaca College and in the community. The study concluded that Ithaca CarShare's carsharing program positively affected parking demand at the same ratio that it removed vehicles from the road, meaning that each Ithaca CarShare vehicle reduced parking demand by approximately 15 spaces. CarShare Vermont's program is very similar to Ithaca CarShare in scale, operation, service area, and impacts. Moreover, the rate at which vehicles are removed from the road is consistent.

In attempting to define the impact of its service on parking demand on and near the campuses, CarShare Vermont proposes a similar approach to Ithaca CarShare where demand is offset by about 15 spaces per CarShare Vermont vehicle based on the assumption that carsharing reduces the net number of vehicles needed to be parked, and these parking savings are primarily achieved near where members live or work (in the case of faculty and staff). A question remains as to how (or if) to adjust this calculation based on other factors. CarShare Vermont will continue to work with CATMA to refine this calculation but in the meantime, it maintains that its program effectively reduces demand for parking by up to 315 spaces citywide.

[2] Stasko, Timon. Buck, Andrew. Gao, H. Oliver. November 2013. "Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY." Carsharing in a university setting: Impacts on vehicle ownership, parking demand, and mobility in Ithaca, NY - ScienceDirect

10. Appendix C: Current Parking Demand Based on 2024 Survey Data

Table 10.1 Champlain College Current Peak Parking Demand

Champlain College			
User Group	**Number of Potential Users**	**Peak Parking Demand[1]**	
		% of Users	**Spaces**
Employees	634	37%	235
Off-Campus Students	389	42%	165
On-Campus Students	1,281	18%	230
Visitors			15
Fleet[2]			6
Peak Parking Demand			
Demand Based on Survey[3]			**651**
Utilization Based on Counts			**404**
Parking Supply			
Total Spaces[4]			**560**
Net Spaces Peak Utilization			
Peak Demand			**-91**
Peak Utilization			**156**

1. *Peak parking demand is calculated from data collected in the 2024 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Mondays 10a-12p).*
2. *Champlain has 15 fleet vehicles but estimates only ~40% attempt to park on campus at peak time.*
3. *Total peak parking demand based on 2024 survey data has a margin of error of ±139, or 22%. This MOE is reflective only of employees because students were not weighted in 2024. See Appendix A for survey weighting methodology.*
4. *Total Parking Supply does not include 145 on-street parking spaces in Designated Zones*

Table 10.2 University of Vermont Current Peak Parking Demand (2024)

UVM			
User Group	**Number of Potential Users**	**Peak Parking Demand[1]**	
		% of Users	**Spaces**
Employees	4,358	40%	1,744
Off-Campus Students[2]	8,153	15%	1,223
On-Campus Students	5,790	23%	1,332
Visitors			185
Fleet[3]			191
Peak Parking Demand			
Demand Based on Survey[4]			**4,675**
Utilization Based on Counts			**3,742**
Parking Supply			
Total Spaces			**5,110**
Net Spaces Peak Utilization			
Peak Demand			**435**
Peak Utilization			**1,368**

1. *Peak parking demand is calculated from data collected in the 2024 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Tuesdays from 2-4pm).*
2. *Off-Campus Students does not include Continuing Education students.*
3. *Fleet vehicles not located on Main Campus or in Burlington are not included in this count.*
4. *Total peak parking demand based on 2024 survey data has a margin of error of ±327, or 8% (an MOE decrease from 17%). This MOE is reflective only of employees because students were not weighted in 2024. See Appendix A for survey weighting methodology.*

Table 10.3 UVM Medical Center Current Peak Parking Demand (2024)

UVM Medical Center			
User Group	**Number of Potential Users**	**Peak Parking Demand[1]**	
		% of Users	**Spaces**
Medical Center Campus			
Employees	6,338	9%	539
Out-Patients[4]	2,510		**775**
In-Patients[4]			
Visitors[2]			**250**
Fleet			**11**
Subtotal			*1,575*
1 South Prospect			
Employees[3]	621	10%	62
Out-Patients[4]	512		**230**
Fleet			**10**
Subtotal			*302*
Other			
Employees	22	12%	3
Subtotal			*3*
Peak Parking Demand			
Demand Based on Survey[5]			**1,879**
Utilization Based on Counts			**2,022**
Parking Supply			
Total Spaces			**2,500**
Net Spaces Peak Utilization			
Peak Demand			**621**
Peak Utilization			**478**

1. *Peak parking demand is calculated from data collected in the 2024 CATMA Employee and Student Transportation Survey using the methodology described in Appendix A. "% of Users" consists only of car users who are on campus at peak time (Mondays from 2-4pm).*
2. *Average daily patient estimates are based on total annual in person and telehealth appointments and procedures by location for 2024 at the Medical Center and 1 South Prospect facilities. Patient and visitor parking is allocated to 50% of the parking supply on-site. Policies are in place should the patient parking demand exceed this supply.*
3. *Employees of 1 South Prospect assigned to Centennial have been allowed to park on-site due to suspended shuttle service.*
4. *Patient parking is allocated to 50% of the parking supply on-site. Policies are in place should the patient parking demand exceed this supply.*
5. *The peak parking demand has a margin of error of 2% or ±46 spaces.*