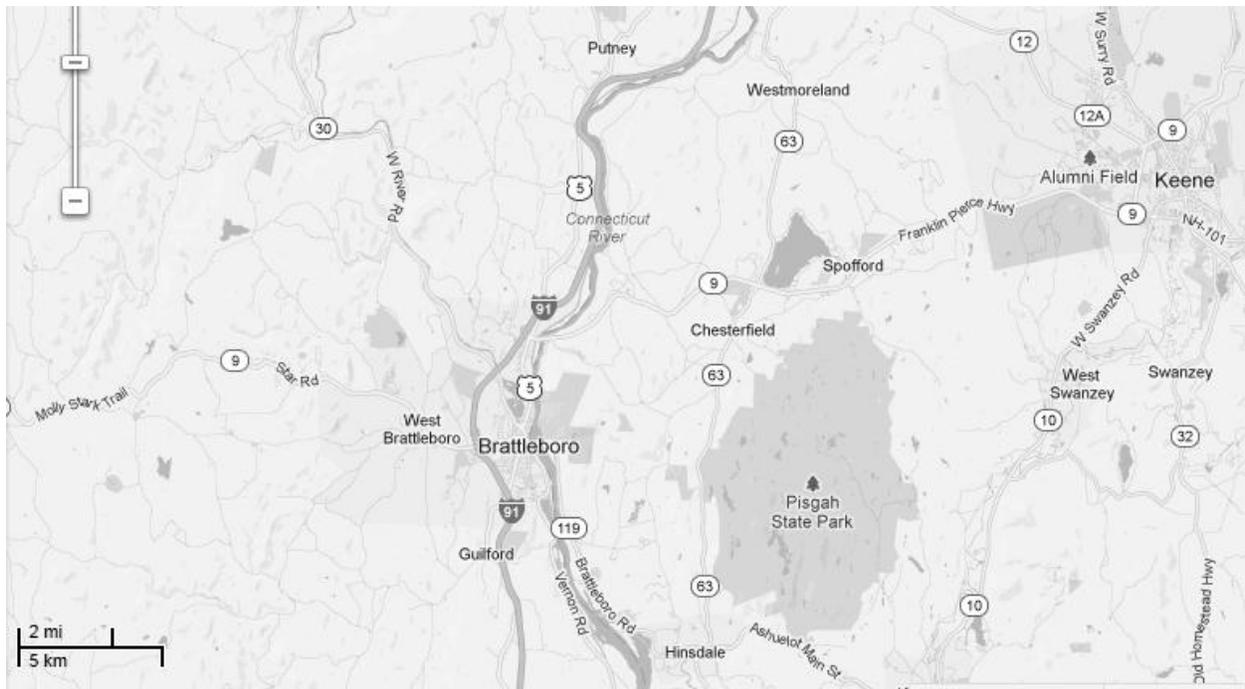


Windham County – Transportation Demand Highlights

- Brattleboro’s population triples during the work day – traffic congestion is a problem
- Many people commute from New Hampshire, where housing is cheaper, especially along the Keene-Brattleboro corridor
- Very low carpooling/vanpooling rates
- Two transit providers and an active bike-ped coalition
- This region tends to feel forgotten by the rest of the state – as if the real action is elsewhere.



Primary Local Transportation Stakeholders

- Windham Regional Commission
- Brattleboro Climate Protection
- United Way of Windham County
- Connecticut River Transit; Deerfield Valley Transit Authority
- Partners from across the river (NH)

Windham Region Mobility Study (Led by Windham Regional Commission)

- See reverse for project summary
- Effective in bringing together a broad base of community stakeholders
- *Challenge:* prioritizing next steps, coordinating grassroots leadership, tracking progress

Brattleboro Transportation Roundtable – engaging businesses around transportation alternatives

- Started three years ago with monthly meetings, led by Brattleboro Climate Protection
- Focused on Way-to-Go (held a challenge in May and October last year)
- *Challenge:* maintaining employer interest and engaging new employers

Overview of the Windham Region Mobility Study

Copied from a Windham Regional Commission press release in January 2013

Over the past year, WRC staff has been working on the Windham Region Mobility Study: Coordination of Transportation Services to Improve Mobility for All of the Windham Region's Residents. This Study came about through a collaborative effort among public transit providers, school supervisory unions, youth service organizations, institutions of higher education, human service agencies, non-profits, economic development agencies, and others. This diverse group of stakeholders came together to promote the common goal of increasing mobility in the Windham Region through the coordination and integration of current and future transportation services, including public transit and school buses.

The primary goal of this study was to identify opportunities to better coordinate, and integrate, transportation resources to improve efficiency and mobility, and to identify possible new transportation resources. In terms of vehicles used, these resources include buses and vans owned by the transit providers, as well as school buses, vans and buses owned by human service agencies, municipalities, private institutions, churches, nursing homes, and others. Existing resources also include miles traveled by these vehicles that could be more productive than they currently are (to be described in more detail later in this report). New resources include more funding from the federal or state government, from private foundations, or through in-kind donations from local partners.

The Study addresses the existing transportation resources, including public transit services, school bus transportation, higher education, human service and workforce transportation, and taxi services. It identifies the transit needs through the transit dependant population and through four stakeholder outreach meetings. The stakeholders included: transit providers, the school districts, the higher education institutions, human service agencies, health providers, non-profits, the workforce and economic development sector.

Based on information gathered from these outreach meetings and the demand for transit services, a number of coordination concepts were set-forth, to improve the overall regional coordination. The concepts include:

- Establishing new transit services along VT30 and improve existing service along US5.
- Utilize the school bus deadhead trips (this includes times when the school bus is empty, after dropping off kids, and returning to base).
- Establish a clearinghouse, where existing public transit, ride-share, van-pool, Greyhound, Amtrak etc...information can be accessed from one source.
- Coordinate a volunteer driver network (i.e. parents, CARES groups) to provide trips.
- Coordinating transportation with the Brattleboro Boys and Girls Club to allow more youth to attend the Teen Night (that happens every Friday night).
- The above coordination concepts became the five pilot projects (and the short-term recommendations) for the study. Over the next year the five Project Teams will be meeting and implementing the overall objective of this Study.