

VANPOOL

Description

Vanpools provide registered users (usually living or working in a similar area) with organized transit service in a van. Vanpools usually consist of five to fifteen riders that pay to commute for long distances into a city or to a transit stop. The driver typically counts as a passenger and has a free or discounted price.

Employers and local governments sponsor vanpools by providing incentives to employees for riding (e.g. vouchers for transit, subsidized costs, discounted parking). Third-party vanpool operators may be used to provide vans and administer the vanpool program.

In addition to relieving congestion, vanpools offer a much cheaper option to driving alone for commuters. Vanpools may use high-occupancy vehicle (HOV) lanes, which reduces trip time for passengers. These benefits reduce costs to employers by improving tardiness and lowering necessary parking.

Target Market

- Congested corridors where trip lengths are longer than 20 miles.
- Downtown or other activity centers.

Vanpooling works best in neighborhoods with relatively little transit service and job centers with inadequate parking. This service is best paired with managed lanes that allow vanpools, park-and-ride lots, and transit service.

How Will This Help?

- Reduce congestion by eliminating cars from the road.
- Relatively low cost for all involved: user, employer, and the vanpool sponsor.
- Lower auto emissions by removing cars from the road and allowing more efficient speeds.

Success Stories

- Dallas, Texas: Dallas Area Rapid Transit (DART) implemented a vanpool program consisting of 174 vans resulting in a reduction of about 35 million miles traveled.
- Phoenix, Arizona: Valley Metro has a vanpool program consisting of 380 vans. The program results in a reduction of about 55 million miles traveled.



Houston Metro

Cost:	●●○○○
Time:	Short
Impact:	Region
Who:	City/Private
Hurdles:	None

Implementation Issues

Vanpools can be quickly and inexpensively implemented by employers or other sponsors. However, an employee's scheduling changes can limit an employer's motivation to provide vanpool programs. Public agencies should encourage and facilitate these through incentives, subsidies, marketing, and regulation.