



**Chittenden County  
Metropolitan Planning  
Organization**

# **2008 Bicycle and Pedestrian Plan Update**

## **Preliminary Task Work Submission # 1**

January 30, 2008

Prepared by:



In conjunction with:



The following pages contain information that will be incorporated into the 2008 Bicycle and Pedestrian Plan Update. All information is current as of the date of submission and is intended for review and comment by the full CCMPO advisory committee. This submission is a working document. Feedback provided by the committee is encouraged and will be integrated into subsequent draft materials.

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## Draft Vision and Goals

### Vision: Chittenden County Bicycle & Pedestrian System

*“Chittenden County has a safe, convenient and accessible bicycle and pedestrian network that serves the non-motorized transportation needs of people of all ages and abilities. This network of sidewalks, bicycle lanes, roadway shoulders, and shared-use paths provides mobility between all communities in the County and with other transportation modes. The network provides a link to surrounding Counties, is consistent with VTrans bicycle and pedestrian planning efforts, and enhances the County’s natural environment, community character, and overall quality of life.”*

### Long-Range Goals & Objectives:

The following six goals provide guiding principles which establish a framework for enhancing Chittenden County’s pedestrian and bicycle system. Following each goal are objectives for how the goal may be accomplished.

#### **Goal #1: Continue to Build and Enhance the Regional Network of Bicycle and Pedestrian Facilities**

- Complete a network of bicycle and pedestrian facilities to create clear connections between all communities in Chittenden County by closing existing gaps in the system
- Modify the existing bicycle and pedestrian network to facilitate improved connectivity
- Construct off-road facilities where appropriate and link them with on-road facilities
- Provide a seamless transportation network that offers access and mobility for all transportation modes (bicycle, pedestrian, transit and motor vehicles), a concept referred to as ‘complete streets’

#### **Goal #2: Continue to Make Bicycling and Walking Safer Throughout the CCMPO Region**

- Improve behavior of cyclists, pedestrians, and motorists through education and enforcement of existing laws.
- Maintain on- and off-road pedestrian and bicycle facilities in good operating condition for their expected use.
- Enhance connectivity between different land uses, with direct connections to downtown and village centers.
- When identified, address as appropriate pedestrian and bicycle safety deficiencies in Vermont law.

**Goal #3: Ensure Facilities are Appropriately Planned and Designed**

- Ensure Americans with Disabilities Act (ADA) accessibility compliance
- Design facilities that are appropriate for all users of various ages, interests, and skill levels
- Work with the Chittenden County Regional Planning Commission (CCRPC) and municipalities to create a traveling environment that is an inviting, viable alternative to motorized travel by promoting smart land use and development principles
- Install necessary support facilities, such as bike racks and showers, at appropriate locations.
- Update this Plan at least every 5 years
- Develop a Bicycle Level-of-Service and Pedestrian Level of Service, or other similar appropriate measures, for use throughout the County.

**Goal #4: Enhance Community and Regional Acceptance of Bicycle and Pedestrian Facilities as a Transportation Mode**

- Work with citizens and municipalities to develop, plan, and implement local pedestrian and bicycle plans, projects, and programs which complement the regional and statewide efforts
- Provide pedestrian and bicycle planning, technical, educational, and financial assistance to local governments
- Fund planning, design and construction of pedestrian and bicycle projects and programs at a sustainable level

**Goal #5: Enhance Environmental Protection, Economic Vitality, and Healthy Lifestyle Efforts**

- Reduce fuel consumption, congestion, and tailpipe emissions by reducing per capita vehicle miles traveled (VMT) and increasing bicycle and walking trips throughout the region
- Encourage and enhance business development related to bicycle and pedestrian facilities and use
- Increase eco-tourism within the region by promoting travel via bicycle and pedestrian facilities
- Reduce employee expenses related to automobile use through increased bicycling and walking
- Promote bicycling and walking as active transportation modes that improve health and fitness
- Create a diversified transportation system that better meets the needs of individuals who cannot drive a motor vehicle due to age or ability
- Increase the frequency of personal interactions that help create a safer, more connected community and helps deter crime
- Promote sustainable smart growth land use in regional and municipal plans.

**Goal #6: Educate the Public and the Business Community on the Benefits of Bicycling & Walking**

- Encourage more Vermonters to walk and bicycle through programs and actions that promote a sustainable lifestyle, including:
  - Environmental benefits of walking and bicycling vs. driving
  - Positive health outcomes from increased use of bicycling and walking as transportation modes
  - Economic opportunities from increased bicycle and pedestrian traffic and bicycle tourism
- Encourage employer sponsored programs that advocate bicycling and walking integrated with the use of public transit, highlighting the potential related benefits including:
  - lower transportation costs
  - healthier employees
  - reduced health care costs for employers
  - A reduction in the corporate “carbon footprint”
- Create new, and enhance existing, partnerships with local, regional and state health organizations in an effort to increase physical activity through increased bicycling and walking

## Education & Encouragement Programs

The State of Vermont's Agency of Transportation's Bicycle and Pedestrian Vision Statement reads:

*The State of Vermont provides safe, convenient and accessible conditions for bicyclists and pedestrians of all ages and abilities. Bicycle, pedestrian and roadway networks provide mobility and links with other transportation modes, while complementing Vermont's natural environment, community character, and overall quality of life.*

The state plan lists a series of twelve objectives with numbers six and seven specifically focusing on education and encouragement programs:

**Objective 6. Educate pedestrians, bicyclists, and motorists about safe operating behavior.**  
**Objective 7. Encourage more Vermonters to walk and bicycle through programs and promotions.**

It is important to balance education and encouragement programs with engineering and infrastructure measures in order to create a successful Bicycle and Pedestrian Plan. The right combination of infrastructure and non-infrastructure programs is necessary to develop a safe and accessible environment for non-motorized travelers. Chittenden County has made great strides in building a network of sidewalks, bike lanes, and trails which has created a healthy walking and bicycling community. The County is the home of some of Vermont's most populated municipalities, and the City of Burlington has been recognized as a Bicycle Friendly Community by the League of American Bicyclists. The area continues to be a leader in bicycle and pedestrian planning for the State of Vermont and the northeastern United States.

The Chittenden County Bicycle and Pedestrian Plan was last updated in 2003. While the plan was comprehensive with regards to engineering and design elements, there was little reference to non-infrastructure programs. Chittenden County Education and Encouragement programs are designed to raise awareness of non-motorized travelers; connecting current and future pedestrians and cyclists to existing resources; educating them about their rights and responsibilities; and encourage residents to walk and bicycle more often.

The following section provides a list of programs that should be considered including potential partnerships with organizations outside of the MPO. The target audiences include drivers; current and potential (interested) cyclists and pedestrians; students, children and families; school personnel; and employees (through employer programs).

### **Existing education and encouragement efforts**

Chittenden County has a series of active supporters and programs currently in place which have produced a number of valuable educational materials aimed at bicyclists, pedestrians and motorists alike. In addition to the traditional partners promoting bicycling and walking, local municipalities are lending support through schools, municipal recreation committees and other programs which are discussed later in this report. With the current obesity epidemic in the United States and growing rates of asthma and diabetes, state and local health organizations are playing an ever-increasing role in promoting bicycling and walking programs.

Chittenden County includes a wide spectrum of people who can benefit from pedestrian improvements, including an active senior community, immigrant populations, visitors, tourists, students, employers, employees, and others. Sometimes providing improvements to the pedestrian environment is not enough. Encouraging people to walk can provide the invitation necessary to start a lifestyle change and the benefits that come with it.

The majority of programs identified in this report are for bicyclists. This reflects the lack of pedestrian advocacy groups in the region when compared to bicycle advocacy groups. There is an ongoing challenge in organizing pedestrian advocates and creating successful pedestrian programs given the difficulty of getting people to identify themselves as pedestrians. Despite the lack of pedestrian identification and advocacy, the vast majority of trips involve a walking element and it is important to include walking based education and encouragement programs to offer a complete bicycle and pedestrian plan.

### **Organizations**

1. **Local Motion:** Greater Burlington, VT 501(c)3 non-profit organization whose mission is to “promote bicycling, walking, running, inline skating and the facilities that make sure travel safe, easy and fun.” The organization seeks to improve personal health and the local economy by developing regional trails, promoting walkable communities, and fostering active lifestyles.  
([www.localmotionvt.org](http://www.localmotionvt.org))
  - Close the Gaps campaign with Google My Maps – bike commuters can post their routes on Google website
  - Secure bicycle parking (lockers) on Burlington bike path
  - Provide bike maps to users for free
  - Lake Champlain Bike Ferry
  - Informative website with links to maps and other resources

2. **Lake Champlain Bikeways:** “Promote bicycling throughout the Lake Champlain regions of New York, Vermont and Quebec for the purposes of increasing opportunities for bicycle recreation and transportation, improving the quality of life, enhancing the economic vitality, advocating for sustainable communities, encouraging healthy lifestyles, and raising public awareness and appreciation of inherent scenic, historic, cultural, natural and recreational resources throughout the area.” ([www.champlainbikeways.org](http://www.champlainbikeways.org))
  - Primarily a marketing initiative to promote bicycle tourism, offers route information and accommodation information
  - Installed Lake Champlain Bikeways signs on routes to promote and demarcate the route. Produces brochures with bike rides of different lengths and destinations along the way (The Chittenden County brochure is currently in the planning phase)
  
3. **Vermont Bicycle & Pedestrian Coalition:** Promote bicycling and walking in Vermont, emphasizing access, safety, and education. ([www.vtbikeped.org](http://www.vtbikeped.org))
  - *Share the Road* media campaign aimed at bikers, walkers, drivers, runners (radio PSAs, brochures, stickers, flyers, tabling, etc.)—2006, hoping to rerun PSAs in 2008
  - BikeSmart in local schools promotes “safe bicycling driving” (helmet, bright & tight clothes, ABC bike safety check, and basic rules of the road). The program runs in partnership with VTrans & VT Safe Kids. The program was used in the past but is not currently being used.
  - Bicycle Safety Fairs—simulates traffic situations for kids to learn bike safety rules. Program is ongoing as communities contact the Coalition, usually in spring
  - Outreach to groups such as those over 50, programming targeting that demographic to walk and bicycle, get active again, feel safer, get basic instruction e.g., “Boomer Bike Rides.”
  
4. **Cross Vermont Trail Association:** “To assist municipalities, recreation groups, and landowners in the creation and management of a four-season, multi-use trail across the state of Vermont for public recreation, alternative transportation, and awareness of our natural and cultural heritage.” ([www.crossvermont.org](http://www.crossvermont.org))
  - CVT Route Signage:
  - Public Outreach and Coordination
    - Develop a detailed series of three regional “CVT Trail Guides” covering the Champlain Valley, Central Vermont, and the Upper Valley.
    - Developing special events, such as National Trails Day, Group Rides, Volunteer Days to promote the CVT and to increase media attention and support for the trail.
    - Maintain and update Cross Vermont Trail website.
    - Solicits members to lead group bike rides

5. **Burlington Bicycle Council:** “The Burlington Bicycle Council is a citizens' advocacy organization working to promote the safe use of bicycles for transportation and recreation in Burlington, Vermont. The Council was created by the City of Burlington's Mayor's Office to serve as an advisory body to the Department of Public Works, representing the bicycling public in planning and developing bicycling facilities such as bike paths and bike lanes in Burlington.” ([www. burlingtonbikecouncil.org](http://www.burlingtonbikecouncil.org))
6. **Burlington Walking Work Group:** This is an ad hoc group, more information is still needed. See <http://burlingtonwalks.org/>
7. **The Vermont Center for Independent Living:** more information is still needed. See <http://www.vcil.org/>
8. **Fellowship of the Wheel (FOTW):** The mission of the Fellowship is to create and maintain mountain biking opportunities in the greater Chittenden County region of Vermont and promote advocacy and leadership in the trail riding community. The Bellaship is the women's society of FOTW and offers resources to female riders of all ages and abilities.

### **Bicycle Shops**

Some bicycle shops offer occasional clinics (such as flat fixing or gear shifting clinics) and/or group rides. Several shops host events and/or rides that are aimed at encouraging women cyclists.

### **Clubs and Racing Teams**

Several clubs have activities aimed at encouraging women riders and young racers. A few of these classes and rides are aimed at inexperienced riders, but most are designed for experienced road riders.

- Green Mountain Bicycle Club <http://www.thegmbc.com/Advocacy.shtml>
- University of Vermont Cycling Team <http://www.uvm.edu/~cycling/>
- VT Mountain Bike Association <http://www.vmba.org/>

### **Bicycle and Pedestrian Programs**

1. **Safe Routes to School (SR2S):** The program is intended to benefit children in primary and middle schools (K-8). Safe Routes to School (SR2S) is about kids walking and biking to school: regularly, routinely, and safely. SR2S integrates elements of transportation, economics, health and physical activity, environmental awareness and safety into one program. (<http://www.aot.state.vt.us/progdev/sections/ltf/srts/vtsrts.htm>)

- Coordination of activities in Chittenden County – “walking school buses,” “frequent walker punch cards,” “Walk to School Week” (Oct 2-6, 2007)
- Promoted Safe Routes to School at IBM's “Bring Your Kid(s) to Work Day,” “Free Cone Day” at Ben & Jerry's Burlington, and the “Step It Up” Rally at NRG in Hinesburg.
- Hinesburg: walking to school buses (kids earn tokens each time they walk to school to enter raffle for prizes), scheduled Traffic Safety Magic Show.



2. **Way to Go! Commuter Challenge:** “Way to Go” is an annual program encouraging the use of cheaper, healthier, and more earth friendly transportation alternatives through extensive public and business outreach. ([www.waytogovt.org](http://www.waytogovt.org))
  - The program’s goal is to change trip-making behavior in favor of less polluting and healthier alternatives.
  - The program provides information on carpooling, walking, biking, telecommuting, special transportation services through its web site and direct outreach to employers.
  - It also provides award incentives to encourage individual participation and an employer competition to recognize organizations/businesses that demonstrate the highest employee participation rates.
  - The WTG Partners include the Campus Area Transportation Management Association (CATMA) Chittenden County Metropolitan Planning Organization (CCMPO), Chittenden County Transportation Authority (CCTA), Lake Champlain Committee, Local Motion, the Alliance for Climate Action 10% Challenge, and VTrans.
3. **Bike Recycle Vermont:** Bike Recycle Vermont is a program to 1) provide mobility to resettled refugees and other low-income Vermonters by providing quality refurbished bicycles; 2) deliver job skills and bike repair training to adults and children with limited means or physical challenges; and 3) reduce the waste stream by diverting and rehabilitating bicycles destined for the landfill and recycling all metal and rubber components that are no longer usable. (<http://www.localmotion.org/bikerecycle/>)
4. **Bicycle Benefits:** Bicycle Benefits is a year-round sustainable bicycle program designed to reward individuals and businesses for their commitment to cleaner air, personal health, and use of pedaling energy in order to create more sustainable communities. Participating cyclists are identified by a sticker on their helmet and are rewarded through discounts and incentives from local businesses. There are

currently 29 businesses participating in this program in the Burlington area. ([www.bicyclebenefits.org](http://www.bicyclebenefits.org))

5. **Walk Smart/Bike Smart:** The VT Center for Health and Learning has developed a pedestrian and bicycle safety education program that teaches walking and bicycling safety to children in grades K-6. It places an emphasis on parental and community involvement in helping to give children the knowledge and skills to walk and bike safely in traffic. The curriculum is divided into two sections: a pedestrian safety program for K-2 and a bicycle safety program for students in grades 2-6. Key concepts and skills are grouped by topic headings and grades. ([www.healthandlearning.org/new.html](http://www.healthandlearning.org/new.html)) This education component was developed as part of VTrans' Safe Routes to School Program.

### **Additional Programs**

#### Chittenden County Bike & Pedestrian Summit

On Saturday May 12, 70 people from the area came together at the Chittenden County Pedestrian Bike Summit 2007. The group shared ideas on ways to improve and established priorities for infrastructure projects that would fill the gaps in the current pedestrian and bicycle network. Other discussion focused on the education and encouragement activities and their relation to the percentage of bicycling trips in the county.

#### LAB/LCI Programs

The League of American Bicyclists website lists two League Cycling Instructors with addresses in Chittenden County. It does not appear that either instructor has taught any courses in the recent past.

#### Girl Scouts and Boy Scouts

Cycling merit badges are a popular goal for many boy scouts in Chittenden County. To earn this badge, scouts must demonstrate knowledge of first aid, basic bicycle maintenance and repair, safe braking, flat repair, road skills and state cycling laws. They must also plan and complete two rides of 10 miles each, two rides of 15 miles each, two rides of 25 miles each, and one 50-mile ride.

Many local Girl Scout troops earn their Rolling Along Interest Award by participating in cycling activities.



*Girl scouts can earn a bicycling interest award*

### Complete Streets Policy and Programs

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. A good Complete Streets policy will lead to appropriate road treatments such as traffic calming measures, improved pedestrian crossing signage and timing, and better access for anyone who is mobility impaired. ([www.completestreets.org](http://www.completestreets.org))

Chicago Complete Streets Policy: [www.biketraffic.org/biketraffic/BT1106/complete.html](http://www.biketraffic.org/biketraffic/BT1106/complete.html)

### Walk Burlington

A number of communities have set up successful advocacy/resource groups to promote walking. Two good examples of such program are Walk Boston (MA) and Walk Arlington (VA). The groups work with the local municipalities and meet with public officials to make walking and pedestrian needs a basic part of the transportation discussion. The end goal is to encourage more people to walk more often. The City of Burlington or Chittenden County could develop a similar group which would organize and advocate for pedestrian needs

*Comment: The Burlington Walking Work Group works on pedestrian issues – [burlingtonwalks.org](http://burlingtonwalks.org) – need to add additional information.*

Walk Boston: [www.walkboston.org](http://www.walkboston.org)

Walk Arlington: [www.walkarlington.com](http://www.walkarlington.com)

### Pedestrian Awareness and Education Campaign

A public awareness and education campaign, through literature and public service announcements, can show Chittenden County residents the benefits of choosing walking for travel and recreation. Awareness campaigns should be done in conjunction with recently completed pedestrian improvements. Staff should consider integrating walking campaigns and education with other programs, such as Safe Routes to School Programs. Local municipality websites, along with the CCMPO and Local Motion websites should also be used as a tool to promote walking from the standpoint of a tourist destination.

The pedestrian awareness campaign should use many forms of media techniques such as printed advertisements, service announcements, events, contests, murals, and other attention getting, creative approaches that effectively change people's behavior and attitude toward walking.

### Sidewalk Strolls

Organized walks would be implemented for seniors at local centers. The goal of these events would be to generate interest in recreational walking for health reasons with the ultimate goal of promoting walking as a form of transportation.

### City Walk Tours

Walks would be organized for the general public in order to (1) showcase the destinations reachable by walking, (2) educate participants on walking as a mode of transportation and (3) promote walking as a healthy activity.

### ***Available Materials (January 2008):***

- *Vermont Bicycle Commuter Guide*  
(<http://www.aot.state.vt.us/progdev/Documents/LTF/BicycleCommuterGuide/VTBicycleCommuterGuideFinal.pdf>)
- *Vermont Share the Road Brochure*  
(<http://www.aot.state.vt.us/progdev/Documents/LTF/SharetheRoad%204-26-04.pdf>)
- *Burlington "Cycle the City Map"*  
(<http://www.champlainbikeways.org/documents/Cycle%20the%20City%202005%20FINAL.pdf>)
- *Island Line Trail Map*  
(<http://www.champlainbikeways.org/documents/2006%20IL%20Map%20Final.pdf>)

### ***Local Online Resources (January 2008):***

- Burlington Bicycle Council <http://www.burlingtonbikecouncil.org/>
- CCMPO Bike/Ped Program: <http://www.ccmpto.org/BikePed/>
- Local Motion Trail Finder: [www.localmotion.org/trails](http://www.localmotion.org/trails)
- Vermont Agency of Transportation Bike/Ped Program:  
<http://www.aot.state.vt.us/Bicycle.htm>
- Way to Go! Commuter Challenge information <http://www.waytogovt.org/>  
(Note: The button names on the website will be changing soon)
- Vermont Safe Routes to School Website:  
<http://www.aot.state.vt.us/progdev/sections/ltf/srts/vtsrts.htm>
- Lake Champlain Bikeways  
<http://www.champlainbikeways.org>

### **Facilities**

Local Motion Trailside Center Located next to the train station in the heart of Burlington's waterfront, Local Motion's Trailside Center promotes cycling, walking, running and in-line skating.

## **Public Safety & Enforcement**

It has been consistently shown in efforts across the country that programs created to improve the safety of pedestrians and bicyclists have the greatest success when supplemented by local law enforcement activities. In order to keep all road and trail users safe, a balanced approach which distributes attention to both motorized and non-motorized travelers is often the best course. It is often necessary to implement a training program or resource for law enforcement officials to fully educate them on the rights and responsibilities of bicyclists and pedestrians and their interaction with motor vehicle traffic.

### **Existing Enforcement Activities**

*STILL NEED LOCAL INFORMATION*

### **Law Enforcement Education Programs**

The program would work to improve communication between the public and Chittenden County law enforcement officers, as well as work to prioritize enforcement of bicycle and pedestrian safety laws. The best protection for bicyclists and pedestrians are motorists who are aware of the laws regarding bicyclist and pedestrian right-of-way and who respect those rights.

### **Strategies:**

1. Develop an educational program for officers to teach them about laws relating to bicyclists and how to properly enforce them.
2. Emphasize bicyclist and pedestrian right-of-way especially in high use zones through a combination of signage and enhanced enforcement
3. Conduct targeted enforcement of right-of-way violations that involve bicyclists and pedestrians, especially at crosswalks and intersections

### **Examples:**

1. **MassBike:** In 2002, the National Highway Traffic Safety Administration (NHTSA) awarded a grant to MassBike to develop a national program to educate police departments about laws relating to bicyclists. The program is intended to be taught by law enforcement officers to their peers as a stand-alone resource. The major objective of the program is to give law enforcement officers of all backgrounds the tools they need to properly enforce the laws that affect bicyclists. The program focuses on all police officers, including those who may not be interested in bicycling or who are not able to attend in-depth trainings. The program will also be useful to police departments who wish to do outreach to the bicycle community or other organizations.

- NHTSA is currently restructuring the program so that police can receive continuing education credit for completing it. ([www.massbike.org/police](http://www.massbike.org/police))
2. **League of Illinois Bicyclists (LIB):** In a program similar to that developed by MassBike, LIB has generated a series of education aids for law enforcement officials which include a powerpoint presentation and a video titled, “[Share the Road - Same Road, Same Rules, Same Rights.](#)” ([www.bikelib.org/enforcement/](http://www.bikelib.org/enforcement/))
  3. **Pedestrian Safety/Crosswalk Sting Operations:** In communities where motorists are not conditioned to yield to pedestrians in crosswalks, local law enforcement officers have set up crosswalk sting operations. These operations involve under-cover police officers entering the crosswalk to determine if motorists will stop and yield the right-of-way. There is a nearby police car to stop and cite any motorists who do not yield the right-of-way. Both motorists and pedestrian

Comment: *How about education targeting the cyclist and pedestrian on their responsibilities sharing space with motor vehicles?*

## Recommendation Alternatives

### Education and Encouragement Opportunities:

The following alternatives have been set up in a three tier system based on the ease and cost of implementation as well as the chronological development of some programs. It is understood that the CCMPO will not be responsible for all of the listed programs but could potentially play a coordinating role. A comprehensive education and encouragement effort within the county could include a number of the programs suggested below.

### Tier I (near term) recommendations

Chittenden County Walk - Bike Central Website	
Target	Current and potential cyclists
Primary agency	Local Motion with coordination from CCMPO
Partners	CCMPO Pedestrian and Bicycle Committee
Key elements	Resources, maps and map orders, safety, events, groups
Time frame	Ongoing
Cost	\$ - \$\$ (depending on design and scope)
Potential funding sources	Low cost; may not require outside funding
Sample programs	Vélo Québec website: <a href="http://www.velo.qc.ca/english/home.lasso">http://www.velo.qc.ca/english/home.lasso</a> , Bike Arlington website: <a href="http://www.bikearlington.com">http://www.bikearlington.com</a>

Chittenden County currently has numerous resources for bicyclists and pedestrians, and more services and resources are planned for the future. Many current or potential cyclists and pedestrians do not know where to find information about laws, events, maps, tips, and groups. CCMPO should develop a “one-stop shopping” website for non-motorized travelers. A potential name is Chittenden County Walk-Bike Central, though other names could be used.

The Chittenden County Walk-Bike Central website should contain:

- A list of all **related groups**, including clubs, advocacy groups, and racing teams
- Information about the CCMPO **Pedestrian & Bicycle Committee**, or BPAC (how to get involved, meeting times and dates, agendas and minutes)
- Information about **current projects and how to get involved** (e.g., public meetings, comment periods)
- **Maps and brochures** (links to online maps and brochures, where to find in person, and how to request mailed materials)
- Links to **laws and statutes** relating to bicycling and walking

- Links to all relevant **local jurisdictions and their bike contacts** (CCMPO, City of Burlington, Burlington Police Department, Chittenden County Sheriff's Office, etc.)
- Information about **events** (walks, rides, classes, volunteer opportunities)
- A list of **local bike shops**, including phone number and address
- Relevant **phone numbers** (hotlines for sidewalk issues, pothole repair, parking enforcement, bike rack installation request, etc.)

The website may also feature:

- Events calendar
- Request form for route planning assistance
- Message boards
- Blog featuring stories and news
- Photo galleries from events and submitted by readers
- Popular riding and walking routes

Note that these additional features may increase the cost to set up and maintain the website.

A one-stop website will not be difficult to set up, but it will only be successful if the site is both easy to use and updated regularly. All website content should be reviewed at least annually for accuracy.

The bicycle and pedestrian community can assist in keeping the site up to date. CCMPO should consider adding a standing agenda item for the BPAC to discuss the website in order to hear about new content that should be added or out-of-date content that should be updated or removed.

## Public Service Announcements

Target	General public
Primary agency	CCMPO
Partners	Vermont Bicycle and Pedestrian Coalition, Local Motion
Key elements	Awareness campaign with TV spots
Time frame	Late spring or early summer, 2008
Cost	\$ - \$\$\$ (depending on whether airtime is purchased or donated)
Potential funding sources	Local television stations (for donated airtime), traffic safety foundations and grant programs; hospitals and insurance companies
Sample programs	Bicycle Transportation Alliance “Decide to Ride” PSAs: <a href="http://www.bta4bikes.org/at_work/decidetoride.php">http://www.bta4bikes.org/at_work/decidetoride.php</a>

Public Service Announcements (PSAs) are an important part of creating awareness of bicycling and walking. They are an effective way to reach the general public and reinforce other education and outreach messages.

A well-produced PSA will be memorable and effective, but producing a good PSA from scratch is an expensive effort. In 2006 the Vermont Bicycle and Pedestrian Coalition created and aired a number of PSAs which could be tailored specifically to the Chittenden County area and reused.

The Bicycle Transportation Alliance (Portland, Oregon) has produced six high-quality PSAs that are available for rebroadcast at a reasonable cost. The 30-second spots were produced on film, not video, and cover the following messages:

- "What If?"* Encourages viewers to give bicycling and walking a try
- "Look Right, See Right"* Reminds drivers to look over their shoulder before changing lanes
- "See and be Seen"* Encourages cyclists and pedestrians to use lights and reflective material at night
- "Close Call"* Encourages both drivers and cyclists to stop at stop signs
- "Bike Lanes"* Reminds drivers that bike lanes are not for vehicle use
- "Wrong Way"* Reminds cyclists not to bicycle against traffic

It is recommended that CCMPO air one or more of these PSAs. Many television stations are willing to donate airtime for public service announcements. This would bring the cost down greatly and should be pursued.

*Comment:* *How often should PSA's run?*

### “Your Bike Resources” Sticker

Target	New bike owners
Primary agency	Local bike shops
Partners	CCMPO
Key elements	Bicycle resources sticker to be distributed with every new purchased bike.
Time frame	Ongoing
Cost	\$
Potential funding sources	Low cost; additional funding may not be necessary
Sample programs	None

Cyclists often are unaware of resources available to them, and jurisdictions are not sure how to reach these cyclists. The moment a bicyclist purchases a bike is an ideal time to provide them with more information to make cycling easier for them.

CCMPO should develop a removable sticker that lists bike resources and partner with local bike shops to distribute this sticker with every purchased bike. The bike owner can stick the resource sheet on their refrigerator, desk, etc.

The CCMPO “Your Biking Resources” stickers should include:

- The URL of the **Chittenden County Bike Central** website
- Instructions on how to request **maps and brochures**
- Phone numbers for local **bicycle coordinators**
- Relevant **phone numbers** (hotlines for pothole repair, parking enforcement, bike rack installation request, etc.)

If desired, additional stickers may be printed and distributed through other means as well (e.g., at transportation fairs, at public meetings, through local clubs and organizations, etc.).



*This removable sticker from Portland, OR lists resources for cyclists*

### Visibility Campaign: “Be Safe Be Seen”

Target	Cyclists (especially students and low-income bicycle commuters) and pedestrians
Primary agency	Police Departments, The University of Vermont
Partners	CCMPO, Local Motion, Green Mountain Bicycle Club, Vermont Bicycle and Pedestrian Coalition
Key elements	Media outreach, enforcement, bike light and reflective material giveaways or subsidies
Time frame	Fall, annually
Cost	\$\$ - \$\$\$ (depends on scope of program)
Potential funding sources	Bike shops (in-kind donations); transit agencies and local news outlets (donated ad space); traffic safety foundations and grant programs; hospitals and insurance companies
Sample programs	Portland’s “See & Be Seen” campaign: <a href="http://www.portlandonline.com/transportation/index.cfm?&amp;c=deibb&amp;a=bebfbj">http://www.portlandonline.com/transportation/index.cfm?&amp;c=deibb&amp;a=bebfbj</a> Dutch “Lights On” campaign: <a href="http://www.fietslichten.nl/">http://www.fietslichten.nl/</a>

While Vermont state law requires bicyclists to use lights at night, cyclists riding without lights are common in Chittenden County. Many cyclists, especially students, are unaware that lights are required by law, or they have not purchased or repaired lights. Research shows that cyclists who do not use lights at night are at much greater risk of being involved in bike-car crashes. For these reasons, increasing bicycle light usage and improving visibility for pedestrians at night is a top priority for Chittenden County. A successful effort will reduce crash risk for all non-motorized travelers at night or in low-light situations.

Every fall in the Netherlands, as days get shorter, a national “lights on” campaign reminds cyclists to use bicycle lights. This “lights on” campaign focuses several complementary strategies into a short time frame for maximum impact, pairing media messages (ads, posters, radio spots, and TV ads) with police enforcement of ‘fix it’ tickets. In the Washington, DC region, jurisdictions have been giving out free bike lights on popular bike commuting routes each fall, coinciding with the switch from daylight savings to standard time.

A similar visibility campaign is recommended for Chittenden County. This multi-pronged outreach effort should take place every September, as the days are getting shorter and as kids and university students are returning to school.



*This poster from Portland, OR uses simple graphics to communicate the importance of using bicycle lights*

The *Chittenden County Be Safe Be Seen* campaign should include the following elements:

- Well-designed **graphic ads**, to be placed on transit benches, transit vehicles, and local newspapers, as well as around UVM. Ad space may be purchased or donated. Small-format ads can be placed on bike handlebars as well if desired.
- Police **enforcement of bike light laws**. This enforcement will be most likely to result in behavior change if the cyclist is able to avoid penalty if they obtain a bike light. Ideally, the police would give a warning, explain the law, and then install a bike light on the spot. If this is not possible, the cyclist should receive a “fix it ticket” along with a coupon for a free or discounted light at a local bike shop; once the cyclist shows proof that they have purchased a bike light, their fine will be waived.
- **Partnership with local cycling and walking groups** to get the word out to their members and partners. These groups can be counted as campaign partners at no cost to them, enhancing the campaign’s credibility and community exposure. Groups should be supplied with key campaign messages to distribute with their constituents along with coupons for free or discounted bike lights and other reflective materials.
- **Earned media outreach**: CCMPO should distribute media releases with statistics about the importance of using bike lights, relevant legal statutes, and the campaign’s goal, timing, activities, and partners. If possible, a meeting with local media editorial boards should be sought.



*Every fall, Dutch cyclists receive many messages to use lights, including these bike hangers*

Depending on partners, volunteer capacity and interest, the *Chittenden County Visibility* campaign may also include the following:

- **In-school presentations** about “being seen,” including giveaways of reflective material and bike lights
- A **community bike light parade** with prizes
- **Discounts on bike lights** and reflective gear at local bike shops during September (publicized through the campaign outreach)
- Volunteers stationed at key intersections, trails, and on the UVM campus **who thank bicyclists using bike lights** and reward them with a small gift

## Share the Path Campaign

Target	All path users (especially cyclists)
Primary agency	CCMPO, local Parks and Recreation Departments/Recreation Path Committees
Partners	Local cycling clubs and groups, Local Motion
Key elements	Bell giveaway; maps and information; media outreach
Time frame	May/June 2008, or annually
Cost	\$\$
Potential funding sources	Local bike shops (in-kind donations); volunteer time contributions by local cycling groups; in-kind or time contributions by BPD
Sample programs	Portland Office of Transportation Share the Path brochure: <a href="http://www.portlandonline.com/shared/cfm/image.cfm?id=161457">http://www.portlandonline.com/shared/cfm/image.cfm?id=161457</a> Coalition for the Capital Crescent Trail, Montgomery County, MD <a href="http://www.cctrail.org">http://www.cctrail.org</a>

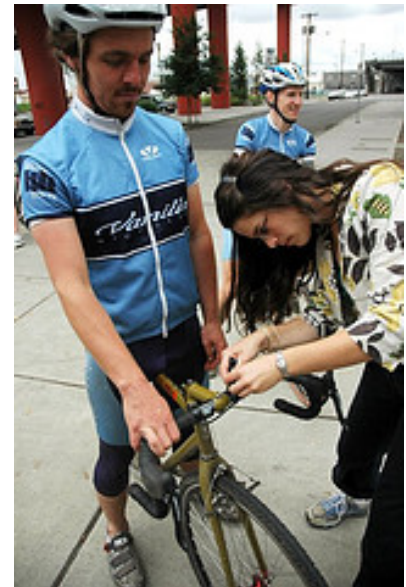
Many cities around the country are implementing “share the path” programs in response to concerns about conflicts between pedestrians and cyclists on shared-use paths. Chittenden County is home to numerous popular paths. A Share the Path program will encourage responsible path usage and creates community goodwill around bicycling.

It is recommended that CCMPO partner with Burlington Parks and Recreation to implement a Share the Path campaign. The campaign should include the following steps:

1. Develop a simple, clear **Share the Path brochure**; distribute through local bike shops and wherever bike maps are distributed.
2. Host at least one **bicycle bell giveaway** event on a popular shared-use path. A table should be set up with maps and brochures, and knowledgeable staff should be present to answer questions.

Volunteers and CCMPO/Local Motion staff can partner to hand out bells to cyclists. Signs (e.g., “burma shave” style signs), pavement chalk, and banners should be used to explain the event and give cyclists warning so they can stop and receive a bell. Volunteers should mount the bells on handlebars (BBB EasyFit bells are recommended because installation requires no tools: <http://www.bbbparts.com/products/accessories/others/bbb12.htm>).

3. CCMPO should do **media outreach** before the event; the bell giveaway will be a positive story about bicycling, and will provide good visual opportunities.



*Photo courtesy Jonathan Maus*

*Volunteers mount free bells on bikes in this Share the Path event*

### Safe Routes to School – Phase 1

Target	Parents, schoolchildren, administrators, city planners & engineers
Primary agency	CCMPO, Local Motion, and school districts
Partners	Parent groups at schools, school neighbors
Key elements	Bicycle and pedestrian audit of infrastructure at elementary schools. Recommended route maps.
Time frame	Spring & Fall 2008
Cost	\$\$
Potential funding sources	AOT Safe Routes to School grant funding; local, state or national health grants (e.g., Robert Wood Johnson Active Living by Design grants)
Sample programs	Portland Safer Routes to School Program: <a href="http://www.trans.ci.portland.or.us/saferoutes/">http://www.trans.ci.portland.or.us/saferoutes/</a>

Helping children walk and bicycle to school is good for children’s health and can reduce congestion, traffic dangers and air pollution caused by parents driving children to school. Robust Safe Routes to School programs address all of the “Five E’s” (Engineering, Education, Encouragement, Enforcement, and Evaluation). This program is currently in progress through the efforts of Local Motion with funds from the Vermont Safe Routes to School program.

CCMPO should work with Local Motion and Chittenden County school districts to continue to implement the first phase of a Safe Routes to School Program. This phase will use a walkabout (also known as a **bicycle and pedestrian audit**) to assess walking and biking conditions of streets adjacent to elementary schools. Parents, students, neighbors, and city planners and/or traffic engineers should be invited to join in the walkabout. Safety concerns, issues, and ideas should be recorded.



*Students participate in a walkabout to evaluate pedestrian conditions*

After the bicycle and pedestrian audit is conducted, **parent maps for each elementary school** showing recommended routes to reach school, along with high-traffic intersections and routes to avoid, should be produced and distributed.

As a final step, an **initial infrastructure improvement plan** should be produced for each elementary school, including cost estimates and a prioritized project list. This infrastructure improvement plan will serve as a blueprint for future investments, and can be used to apply for further grant funding.

## Tier II (medium term) recommendations

### UVM Bike Orientation

Target	UVM students, especially incoming freshmen
Primary agency	CCMPO and UVM
Partners	UVM Cycling Team and Local Motion
Key elements	Bicycle safety & promotion orientation for incoming freshmen and returning students. Classes & clinics, materials, social events and rides.
Time frame	September, annually
Cost	\$\$
Potential funding sources	UVM parking fees, TDM funding sources
Sample programs	Stanford University Bike Program: <a href="http://transportation.stanford.edu/alt_transportation/BikingAtStanford.shtml">http://transportation.stanford.edu/alt_transportation/BikingAtStanford.shtml</a>

University students are ideal candidates for bicycling outreach programs; many students live near campus and may not own a car or choose to drive. CCMPO should partner with The University of Vermont to promote bicycling to students at the beginning of the school year.

The UVM Bike Orientation should include:

- **Bike maps and information** provided to incoming and returning students at the beginning of the year through school information packets
- **Flat clinics, bike legal clinics, and guided rides**, advertised through flyers, email and bulletin boards, and campus newspaper
- **Information tabling** at campus events and prominent locations (e.g., bookstore, quad) during the first few weeks of school
- A **Bikes at UVM web page** with links and more information
- At-cost or low-cost **bike lights** sold at tabling events and through the campus bookstore

If desired, a “bike buddy” program may be implemented to match current cycling students with interested students. This can be a simple program where bicyclists wear a sticker that says “I bike to UVM, ask me how,” or a more elaborate program that matches bike buddies with interested students who live in their neighborhood for mentoring. A bike buddy program would increase the cost of the program.

### Adult Cycling Education Classes

Target	Current and potential cyclists, UVM students
Primary agency	CCMPO and Local Motion, Vermont Bicycle and Pedestrian Coalition
Partners	UVM, local Parks and Recreation Departments/Recreation Path Committees, Police Departments, LCIs
Key elements	Bicycle education class covering safety and skills to empower people to confidently use their bikes as transportation.
Time frame	Ongoing
Cost	\$\$ - \$\$\$ (depends on scope of program)
Potential funding sources	Transportation Enhancements, Bikes Belong grants
Sample programs	Washington Area Bicyclist Association Confident City Cycling Class: <a href="http://www.waba.org/events/education.php">http://www.waba.org/events/education.php</a> Bike New York Savvy Cyclist Class: <a href="http://www.bikennyork.org/education/classes/index.html">http://www.bikennyork.org/education/classes/index.html</a>

Many people are unaware of the vehicle and traffic laws that apply to riding a bicycle. By simply educating riders that riding with traffic (on the right side of the road) is the legal way to ride, it is possible to eliminate a common behavior which causes a significant share of bicycle-car collisions for adult cyclists. The Savvy Cycling and Confident City Cycling Classes address not only the rules of the road and safety tips but they also include a section for on-road riding and on-bike skills practice. The class can be expanded or produced as a series of classes which also cover bicycle commuting.

CCMPO should work with Local Motion, the VT Bicycle and Pedestrian Coalition and League of American Bicyclist Cycling Instructors to set up a schedule of classes available to the public throughout the course of the cycling season. The classes should cover a wide range of available time slots to encourage maximum participation. Local businesses may be interested in hosting a session specifically for their employees as part of a Way to Go! Program or Bike to Work Week.

Course Content could include:

- Adjusting the bike and helmet for a comfortable fit and performing a safety inspection
- Using your gear system
- Bike handling skills
- Rules of the Road
- Avoiding the Common Causes of Crashes
- Lane Positioning and signaling
- Useful Accessory Equipment

- Basic Bike Maintenance and Repair

### Bike to Work Month

Target	Current and potential cyclists
Primary agency	CCMPO, Local Motion
Partners	UVM, CCTA
Key elements	Publicize Bike to Work Month in May. Offer classes, rides and events. Promote in conjunction with the Way to Go! Commuter Challenge.
Time frame	May, annually
Cost	\$\$ - \$\$\$ (depending on scope and length of program)
Potential funding sources	Local businesses and bike shops (in-kind or cash support); hospitals and insurance companies; City of Burlington
Sample programs	Bay Area Bike to Work Day: <a href="http://www.bayareabikes.org/btwd/index.php">http://www.bayareabikes.org/btwd/index.php</a> Bike Commute Challenge (Oregon): <a href="http://www.bikecommutechallenge.com/">http://www.bikecommutechallenge.com/</a>

The Vermont Bicycle and Pedestrian Coalition hosts a *Bike to Work Week* in June and the annual Way to Go! Commuter Challenge encourages using alternative transportation. It is recommended that CCMPO work with Local Motion to support activities throughout the month of May, in recognition of National Bike to Work month. CCMPO can support Local Motion in Bike to Work Week activities by becoming an event sponsor, assisting with publicity, tabling, and providing materials (maps, brochures, and resource stickers).

CCMPO should take the lead in expanding Bike to Work activities to the full month of May, offering additional commute classes, weekly rides, presentations on bicycling for employees, and raffles or other incentives.

### **Tier III (long term) recommendations**

#### **UVM Bike Program**

Target	UVM students, faculty and staff
Primary agency	CCMPO, UVM
Partners	Student groups
Key elements	Attended bike parking; tools and stands; mechanic services; clinics.
Time frame	Ongoing
Cost	\$\$\$
Potential funding sources	UVM parking fees
Sample programs	UC Davis Bicycle Program: <a href="http://www.taps.ucdavis.edu/bicycle/">http://www.taps.ucdavis.edu/bicycle/</a>

The UVM Bike Program should provide:

- Attended bicycle parking
- Bicycle registration services
- Lockers and showers
- Mechanic services
- Tools and repair stands

The UVM Bike Program may also offer:

- No Interest Bike Loan
- Folding bicycle promotion
- Bicycle message board (e.g., to post bikes for sale)
- Cycling Links
- Bike flea market hosted at the beginning of the school year, or other used bicycle resale opportunities

## Youth Traffic Safety Education

Target	School-age children
Primary agency	CCMPO, school districts
Partners	Parent groups at schools, community volunteers
Key elements	In-school and/or after-school on-bike skills and in-classroom safety training
Time frame	Ongoing
Cost	\$\$\$
Potential funding sources	AOT Safe Routes to School grant funding; local, state or national health grants (e.g., Robert Wood Johnson Active Living by Design grants)
Sample programs	LAB's Kids I and Kids II curriculum: <a href="http://www.bikeleague.org/programs/education/courses.php#kids1">http://www.bikeleague.org/programs/education/courses.php#kids1</a> BTA's Bike Safety Education Program: <a href="http://www.bta4bikes.org/resources/educational.php">http://www.bta4bikes.org/resources/educational.php</a> Washington Area Bicyclists Association Biking for Kids Program: <a href="http://www.waba.org/bikingforkids/">http://www.waba.org/bikingforkids/</a>

Nearly every child in America can look forward to in-depth training before receiving a driver's license. Bicycles are also vehicles that are used on the roads, but most Americans do not receive any training about the rules of the road, how bicycles work, or how to ride a bicycle on the roadway. There is also an opportunity to include safe walking information in the education program which would focus on safe crossing behavior and the importance of visibility.

CCMPO should launch a comprehensive traffic education program for kids. Curriculum should cover:

- Safe walking activities
- Importance of visibility
- Rules of the road
- Right of way
- Road positioning
- On-bike skills lessons (braking, turning, steering)

At the time that this program is planned, CCMPO should decide whether to start a program from scratch, or modify an existing program. Two excellent model programs for bicycling information are the League of American Bicyclists' Kids I and



*Volunteers assist Swiss children through a bicycle skills course*

Kids II classes, and the Bicycle Transportation Alliance’s Bike Safety Education Program (see “sample program” links, above, for more information).

If the funding and the support exist for such a program, a fleet of bicycles could be maintained by a partner organization for use in the bicycling skills section. A common concern with on-bike education programs is that the bikes are often poorly maintained and adjusted and may not be safe for use. A well maintained, dedicated bike fleet could eliminate some of the safety issues and would enable children without bikes to participate in the program as well.

**Pilot Smart Trips program**

Target	Chittenden County residents who are interested in biking, walking and transit
Primary agency	CCMPO
Partners	Local Motion, Transit agencies, community volunteers
Key elements	Outreach to a target geographic area promoting biking, walking and transit usage.
Time frame	Program launch in late spring of selected year
Cost	\$\$\$
Potential funding sources	CMAQ (Congestion Mitigation/Air Quality) funds; federal flexible transportation; public transportation funds; hospitals and insurance companies, DOH funding sources; local, state or national health grants (e.g., Robert Wood Johnson Active Living by Design grants)
Sample programs	Portland Smart Trips program: <a href="http://www.portlandonline.com/transportation/index.cfm?c=ediab">http://www.portlandonline.com/transportation/index.cfm?c=ediab</a>

Smart Trips programs (also known as social marketing programs) are encouragement programs based on saturating geographic area with resources to help residents reduce drive-alone trips and increase biking, walking, transit and carpool trips. Smart Trips programs have demonstrated a lasting reduction in drive-alone trips; for example, in Portland, OR, target areas have experienced a 10% reduction in vehicle traffic.

Programs offer residents maps, brochures and other printed materials, classes, guided rides and walks, and other tools and programs that make bicycling, walking and transit usage a more inviting travel option compared to drive-alone trips.

Compared to infrastructure improvements, these programs are scalable, flexible, inexpensive, and site-independent. Once the program has been established for a specific geographic target area, it can be run with low start-up costs in other target areas.



*Maps and materials are delivered to interested residents by bike in this Smart Trips program*

This model, however, is unlikely to be successful in areas that have failed to make initial infrastructure investments sufficient to provide a functional bicycling, walking and transit network. It is most effective as an approach that leverages investments in infrastructure, not one that replaces those investments.

One of the strengths of the individualized marketing model is that it reaches every resident with an appealing invitation to participate, but then focuses the bulk of resources on those who identify themselves as interested. The many classes, rides, and activities continue to be publicized and open to all, so residents have multiple opportunities to opt into the program. This focus allows for both broad reach and strategic investment.

It is recommended that CCMPO implement a pilot Smart Trips program in a limited geographic area in Chittenden County (to be selected at time of program planning).

The program may include any of the following:

- Maps and brochures
- Classes, clinics, workshops
- Guided rides and walks
- Giveaways (coupons, cyclocomputers, etc.)
- Targeted outreach (e.g., Women on Bikes, Senior Strolls)
- Route planning help (bike, walking, or transit)

The exact program components and budget should be determined at time of program planning.

## Other possible recommendations

During the life of this plan, it is possible that community interest will develop in programs beyond the priority programs listed above. The following table lists some promising additional programs with more information.

Description	Link to sample program(s)
Bike-sharing program	<a href="http://www.commissionersam.com/node/2680">http://www.commissionersam.com/node/2680</a> <a href="http://www.washingtonpost.com/wp-dyn/content/article/2007/03/23/AR2007032301753.html">http://www.washingtonpost.com/wp-dyn/content/article/2007/03/23/AR2007032301753.html</a>
Bike kitchen	<a href="http://www.bikekitchen.org/">http://www.bikekitchen.org/</a> <a href="http://www.bicyclekitchen.com/">http://www.bicyclekitchen.com/</a>
Create-a-Commuter program	<a href="http://www.communitycyclingcenter.org/index.php/programs/create-a-commuter/">http://www.communitycyclingcenter.org/index.php/programs/create-a-commuter/</a>
Bike parking at events	<a href="http://www.sfbike.org/?valet">http://www.sfbike.org/?valet</a>
Adult skills classes	<a href="http://www.bikeleague.org/programs/education/courses.php">http://www.bikeleague.org/programs/education/courses.php</a> <a href="https://www.sfbike.org/?edu">https://www.sfbike.org/?edu</a> <a href="http://www.waba.org/events/education.php">http://www.waba.org/events/education.php</a>
Bicycle Brown Bag events	<a href="http://www.portlandonline.com/transportation/index.cfm?a=beicbi&amp;c=deibg">http://www.portlandonline.com/transportation/index.cfm?a=beicbi&amp;c=deibg</a>
Walking School Buses (stand-alone program or part of SR2S program)	<a href="http://www.walkingschoolbus.org/">http://www.walkingschoolbus.org/</a>
Bike Buddy program	<a href="http://bicycling.511.org/buddy.htm">http://bicycling.511.org/buddy.htm</a>
Family day/family biking classes	<a href="http://www.sfbike.org/?family_day">http://www.sfbike.org/?family_day</a> <a href="http://www.sfbike.org/?freedom">http://www.sfbike.org/?freedom</a>
Women on Bikes program	<a href="http://www.portlandonline.com/transportation/index.cfm?a=iibhg&amp;c=djdaa">http://www.portlandonline.com/transportation/index.cfm?a=iibhg&amp;c=djdaa</a> <a href="http://www.babesonbikes.org/">http://www.babesonbikes.org/</a>
I Share the Road campaign	<a href="http://www.isharetheroad.com/">http://www.isharetheroad.com/</a>
Seniors on Bikes program (Safe Routes to Senior Centers, Older Adult Three-Wheeled Bicycle Program)	<a href="http://www.portlandonline.com/transportation/index.cfm?c=eafeg">http://www.portlandonline.com/transportation/index.cfm?c=eafeg</a> <a href="http://www.portlandonline.com/transportation/index.cfm?a=bffbgh&amp;c=dheab">http://www.portlandonline.com/transportation/index.cfm?a=bffbgh&amp;c=dheab</a>
Breakfast on the Bridges / free bike safety check	<a href="http://www.shift2bikes.org/wiki/doku.php?id=bikefun:breakfast_on_the_bridges">http://www.shift2bikes.org/wiki/doku.php?id=bikefun:breakfast_on_the_bridges</a> <a href="http://bikeportland.org/2006/06/16/bike-gallery-does-free-repairs-for-commuters/">http://bikeportland.org/2006/06/16/bike-gallery-does-free-repairs-for-commuters/</a>
Ciclovias/Sunday parkways	<a href="http://www.healthystreets.org/pages/sunday_parkways.htm">http://www.healthystreets.org/pages/sunday_parkways.htm</a>
Bicycling Ambassadors	<a href="http://www.bicyclingambassadors.org/">http://www.bicyclingambassadors.org/</a>
Low Car Diet	<a href="http://www.flexcar.com/default.aspx?tabid=325">http://www.flexcar.com/default.aspx?tabid=325</a> <a href="http://www.carfreediet.com/">http://www.carfreediet.com/</a>
Bike Commute Challenge	<a href="http://www.bikecommutechallenge.com/">http://www.bikecommutechallenge.com/</a>
Downtown SmartTrips	<a href="http://www.portlandonline.com/TRANSPORTATION/index.cfm?c=edica">http://www.portlandonline.com/TRANSPORTATION/index.cfm?c=edica</a>

Any additional pedestrian information that can be added?

## **Preliminary Assessment of Implementation Progress Since 2003\***

### **Review of 2003 CCMPO Plan Tables & Other Information Sources**

#### **2003 CCMPO Plan Tables - Implementation Assessment**

**Submission 1**

**Draft 1/30/08**

<b>Table 2: Standard Bike/Ped TIP Projects 2002-2004</b>		<b>Status 2008</b>
Downtown Bike/Pedestrian Plan	Burlington	Completed
Flynn Theater Sidewalk/Lighting	Burlington	Status unknown
Route 127 Bike Path	Burlington	Completed
Charlotte Rec Trail	Charlotte	Completed
Blakely Rd Pedestrian Overpass	Colchester	Completed
VT Route 15 Bike Path (design/ROW)	Colchester/Essex Jct	Construction/Implementation after FY 2011
Hinesburg Sidewalk (formerly pathway)	Hinesburg	Construction/Implementation FY 2008
Jericho/Underhill Sidewalks	regional	In Process
Regional Recreational Trails	regional	Ongoing
West Main Street Sidewalks	Richmond	Completed
VT Route 2A multi-use path	Williston	Completed in 2003

<b>Table 3: TIP projects with bike/ped components 2002-2004</b>		<b>Status 2008</b>
Downtown Transit Center	Burlington	In Planning Stage
North Street Revitalization	Burlington	Completed
Riverside Ave	Burlington	Completed
South End Transit Center	Burlington	In Planning Stage
US 7 Rehabilitation	Charlotte	Planned for 2008
Lime Kiln Bridge	Colchester/S. Burlington	Completed
Regional Bridge and Maintenance Activities	regional	?
Shelburne Road Reconstruction	Shelburne/S. Burlington	Completed in 2006

<b>Table 4: Regional Network Implementation Status and Potential Costs</b>					
<b><u>Shared Use Paths</u></b>		<b>2003</b>		<b>2008</b>	
<b>Status</b>	<b>Miles</b>	<b>Estimate Costs (\$ millions)</b>	<b>Miles</b>	<b>Estimate Costs (\$ millions)</b>	
<b>Existing/Funded</b>	30	-			still under development
<b>Partial (Existing/Proposed)</b>	10	3.5			still under development
<b>Proposed</b>	76	35.3			still under development
<b>Total</b>	116	38.8		0	still under development
<b><u>On-Road Bicycle Facilities</u></b>		<b>2003</b>		<b>2008</b>	
<b>Status</b>	<b>Miles</b>	<b>Estimate Costs (\$ millions)</b>	<b>Miles</b>	<b>Estimate Costs (\$ millions)</b>	
<b>Existing/Funded</b>	18	-			still under development
<b>Partial (Existing/Proposed)</b>	54	14.2			still under development
<b>Proposed</b>	237	82.9			still under development
<b>Total</b>	309	97.1		0	still under development

<b>Other Information Sources - Implementation Assessment</b>		
<b>Table ____ : VT Agency of Transportation Bicycle and Pedestrian Program Projects**</b>		
<b>COMPLETED CONSTRUCTION PROJECTS or currently under CONSTRUCTION</b>		
<b>Shared Use Paths</b>		<b>Year Completed</b> (if applicable)
Burlington-Colchester Path bridge (560') and boardwalk (1700')	Burlington-Colchester	2004
Burlington Bike Path - Northern Connector	Burlington	2004
Essex - Old Colchester Rd. Bike Path	Essex	2003
VT 2A Transportation Path Sharon Dr. - River Cove Rd.	Williston	2003
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Essex Town Sidewalk	Essex	2006
Essex Sidewalk	Essex	2005
Winooski - Champlain Mill River Walkway	Winooski	2005
I-89, Exit 14 - Williston Rd. Green Bike Lanes	South Burlington	2003
<b>COMPLETED TECHNICAL ASSISTANCE PROJECTS</b>		
<b>Shared Use Paths</b>		
Path Feasibility Study		
Longmeadow - Webster Rd.	Shelburne	2003
River Cove Rd. - Essex Jct.	Williston	2003
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Milton - US Rte. 7 Checkerberry to Colchester Town Line	Milton	2006
<b>CONSTRUCTION PROJECTS UNDER DEVELOPMENT</b>		
<b>Pedestrian Facilities &amp; Sidewalks</b>		
Colchester Exit 16 Pedestrian and Landscape Improvements: Phase I	Colchester	In Process
Hinesburg Village Walkway	Hinesburg	In Process
Milton Rte. 7 Corridor Community Sidewalk	Milton	In Process
Williston - Circ. Highway Overpass	Williston	Delayed due to Circ Hgwy court ruling (2004)
Williston/IBM path	Williston	Delayed due to Circ Hgwy court ruling (2004)

\*\*Current as of January 8, 2008 - SOURCE: VT Agency of Transportation

Table ____ : CCMPO Sidewalk Program		
		Year Awarded
West side of Route 116	Hinesburg	2007
VT Route 15 between Sunset Drive & Essex Square Shopping Center (Engineering & design)	Essex	2007
Mt. Philo Road between Falls Road & Wild Ginger Lane (Engineering & Design)	Shelburne	2007
Connect existing sidewalks on Flynn Avenue and construct new sidewalk near entrance to Oakledge Park.	Burlington	2007
US Rt 7 LaPlatte River Bridge to Village ^	Shelburne	2006
US Rt 7 Checkerberry Village to Town Center	Milton	2006
Rt 2A near Taft Corners (Engineering & Design)	Williston	2005
US Rt 7 through I-89 Exit 16	Colchester	2005
^ Project is completed		
SOURCE: CCMPO		
This is a working document. Please inform WSA of any updates or corrections.		
*Information collected by WSA as of 1-25-2008, unless otherwise noted		

**Summary of Municipal Survey Results**

This is a working document. Please inform WSA of any updates or additions to the information presented here.

Pink denotes no response as of January 28

*Submission 1 DRAFT 1-30-08*

TOWN	a. Existing Programs for Bike/Ped SAFETY	b. Future Programs for Bike/Ped SAFETY	c. Existing programs for bike/ped as TRANSPORTATION	d. Future programs for bike/ped as TRANSPORTATION	e. Have own GIS data?	e. Data from CCRPC?
<b>Bolton</b>	none currently (formerly had bike safety rodeo, but volunteer left)	none planned	none-given rural, mountainous topography biking/walking for transportation is problematic	None planned	no	
<b>Burlington</b>	Burlington DPW and Burlington Bicycle Council (BBC) run Bike Safe advertisements on city buses in late spring and late summer. DPW and BBC have partnered with Local Motion and other stakeholders to create and distribute coupons for safety gear (helmets, lights, reflective clothing, etc.). Every other year, DPW runs TV and radio PSAs provided by FHWA's Pedestrian Safety Toolkit and Bike Safe TV ads from the BBC. We have also had success working with the Police Department to encourage enforcement of moving violations that could put bicyclists and pedestrians at risk. We also print and distribute safety materials/brochures at events. Early this year, DPW, the BBC, and Vermont Bicycle and Pedestrian Coalition held a Road I Bike Ed class from the League of American Bicyclists and we hope to make this an annual event. City Departments, the Burlington Walking Work Group, and community stakeholders have held several community walks where safety is discussed, although it is not the primary focus of the walks.	We hope to offer bike trainings (riding, maintenance, winter specific) for children and adults; group bike rides to teach adults how to safely and confidently ride on the road; and a more comprehensive safety campaign that would target and reach a wider audience; we would like to create a bike and possibly pedestrian "ambassador" program where volunteers could sign up to meet and ride/walk with others (sort of like a ride share program, but intended to give people more confidence and/or support to try biking and walking) and be community resources for safe riding/walking.	We offer free bike maps; monthly meetings of the BBC that are open to the public (with free pizza to encourage attendance); monthly meetings of the Burlington Walking Work Group that are open to the public; numerous bike shops offer bike clinics for year-round riding; DPW's website maintains a list of frequently asked questions that are intended to assist bicyclists, pedestrians, and drivers; all of the above safety programs are intended to encourage people to bike/walk for any trip; a bicycle parking requirement is proposed in the draft Zoning Ordinance, which was intended to provide adequate facilities for bicycle commuters; bicycle parking is installed annually; many businesses participate in the Bicycle Benefits program that offers discounts to bicyclists that present a Benefits sticker on their helmet (this also is a safety feature since cyclists are required to have their helmet to receive the benefit); several schools currently participate and others are interested in the Safe Routes to School program; bicycle lockers are available on the waterfront.	Install long-term bike parking downtown; develop a downtown TMA that provides incentives to walk or bike to work and provide assistance w/ incentives for biking & walking; include alternative transportation in education and outreach campaign materials; install more bike lanes and bike facilities to create a complete bike network; develop a proactive workplan for sidewalk improvements such that priority areas for pedestrian travel receive a higher ranking than other areas.	We do not have our bike or pedestrian facilities in GIS. We occasionally create maps of specific streets or areas where bike and/or pedestrian facilities exist if those areas are part of a larger discussion or part of a project. We do utilize the CCMPPO's mapping.	yes
<b>Charlotte</b>	not aware of any but school may provide programs	not aware of any but school may provide programs	not aware of any but school may provide programs	not aware of any but school may provide programs	no	yes
<b>Colchester</b>	The Colchester Parks and Recreation Department offers a bike camp in conjunction with the Colchester Police Department during one week in the summer. This camp instructs kids bike safety and etiquette.	none at this time	none at this time	none at this time	yes, Colchester Planning & Zoning Office	
<b>Essex</b>	The Police Department has held Bike Safety and Bike Registration clinics in the past. During the summer the Police Department has a bike patrol that focuses on parks and other public areas where there are kids. One of the goals of the patrols is to make sure that kids are operating their bikes properly.	At this time there are no plans to expand the existing programs that are being offered.	There are no specific programs that encourage bicycling as a means of transportation. Part of the development review process is to ensure new development includes bikepath/sidewalks or bike lanes. The Parks and Recreation Department has maps of the various bike paths available to those interested.	At this time there are no plans to expand the existing programs.	The Town employs a GIS coordinator that develops all the digital maps for the community.	
<b>Essex Jct</b>	Schools may have programs, municipality does not	Enrollment in SR2S is a goal	Infrastructure maintenance & expansion to support biking/walking and compact mixed-use land use	Participate in Way to GO! Week	yes	yes
<b>Hinesburg</b>	-SR2S at Hinesburg Community School (elementary) -Drivers Education classes via Town Recreation Dept.	nothing additional planned	no specific programs, just lots of efforts to create infrastructure and citizen committees working on walkability issues	none	yes	
<b>Huntington</b>	none	none	none	none	no	yes
<b>Jericho</b>	Pedestrian and bicycle safety is a component of Jericho Elementary School's Safe Routes to School Program.	see next question response	Jericho is currently encouraging bicycling and walking through transportation infrastructure improvements, including the installation of sidewalks, cross walks, and traffic calming measures in Jericho Corners, construction of sidewalk from the Jericho elementary school entrance to Griswold Street (also in Jericho Corners), and the construction of sidewalks and crosswalks in Jericho Center.	The Planning Commission is currently discussing potential improvements to the informal network of paths connecting Jericho Elementary School to surrounding neighborhoods, with the goal of creating safe pedestrian routes that allow children to access the school without walking on Rt. 15. The Planning Commission and DRB are also working to acquire easements for future pedestrian connections as part of development review.	Jericho keeps its own GIS data, but also utilizes the services of CCRPC and CCMPPO	yes

<b>Milton</b>	Recreation Dept. will be offering an adult bike riding program and an adult walking group. Both have informational components.  The Milton Family Practice is giving bike safety classes and every child a helmet.	none at this time	none at this time	Hope to have a recreational path for both recreational and commuter uses	no	yes
<b>Richmond</b>	Richmond Police Department bicycle helmet safety program at Richmond Elementary School (annual); recent improvements to signage at crosswalks and annual inspections of signs in these locations; "share the road" signs are installed at various locations; annual appointment of the Richmond Trails Committee to involve interested citizens in gaining support for town projects either through grant application letters of support or funding support	Working with Safe Routes to Schools citizens committee to identify and address bike/ped needs through SR2S School Travel Plan for Richmond and VTrans Enhancement Program, both programs rely on citizen participation to be successful, including public hearings and budget discussions or votes.	Maintaining existing sidewalks in good condition within the village area and trying to increase shoulder widths where possible on regional network routes as projects prepare for construction	Completing projects identified in the School Travel Plan, continue to hold annual walk to school events and support hike for hunger fundraising efforts; continuing to engage the SR2S participants in future educational and planning efforts to encourage walking to schools, monitoring compliance with the new Town Energy Conservation Policy as well as incorporating walk to school/work goals for the community within that policy and providing safe bike/ped access across the Winooski River at Bridge Street.	yes	yes
<b>S. Burlington</b>	Annually the Youth Services Crime Prevention Unit of The South Burlington Police Department and the South Burlington Recreation Department team up to offer and present programming on bike and helmet safety. We include programming for camps that teach formation riding and bicycle laws of the road. The Community Service Bike Patrol that works for us in the summer continues to offer training in this area with announcements and one on one contact in the community. Part of the bike patrol's role on the path is to promote and teach safety on the path. Our National Night Out displays also reflect this effort.	Enhancement of a bike obstacle course at National Night Out and Community Service Patrols, visits to local senior centers that use our nearby walking and biking paths to encourage use and awareness of safety issues. Also partnering with the schools on "Safe Routes to School" program.	The city offers yearly a Community Service Patrol to monitor the Bike paths for safety and awareness efforts for safe environments of our community bike and recreation paths. Our most recent map update reflects our interest in marking on-road bike lanes on major roads and connections. This was a major undertaking of the committee this past year to identify "transportation corridors" for bike transportation. We've also discussed ways we could work better with the business community to help promote this effort. We continue to work with the local DRB to make appropriate recommendations relative to this, and our goal is to have the Planning Commission adopt revisions to the map as part of the new "Official City Map". An additional item which comes to mind in regards to the promotion of bicycle and pedestrian options is from the schools. They have a "Walk Your Child to School Day" which I believe is part of a national program. They did it at the Chamberlin School this fall. The fire dept and police dept were present to walk and escort the kids, parents, and school personnel. News media also covered as to promote wellness.	Ongoing discussion with the Community Recreation Path Committee and the South Burlington Recreation Department is to enhance these and other ideas. Safety and expectation of safety on our bike ways and paths is a primary goal. Continued efforts to work with local businesses to offer bicyclists a discount are being discussed. Also, as our new "City Center" begins to take shape, our committee is very involved in making this a destination place for pedestrians and bicyclists. Part of our involvement in this effort is to assure that reasonable routes and access are provided, and bike racks and storage are readily available.	CCMPO has been extremely helpful in providing maps for our use. All GIS data and information was recently collected by one of our committee members, Rick Hubbard, through LocalMotion and was forwarded to CCMPO. The new maps with overlays are extremely helpful and will prove most useful with our continued efforts to make connections through the local review process and also provide the user with accurate and useful information, for either recreational riding, or as a transportation route.	yes
<b>Shelburne</b>	Pedestrian Education K-2nd grades Bike education 3-8th grades Surveys Safe Walk to School Day	Programs being planned as part of SR2S as of 10/07: Pedestrian education K-2 grade Bike education 3-8 grade Bike Rodeo Traffic Safety Magic Show Surveys Safety reinforcement/reminders (safety tip of the week, quarterly handouts, etc)  Non-SR2S event: Safe Walk to School Day	Pedestrian Education K-2nd grades  Bike education 3-8th grades  Surveys about parent/student attitudes on walking and statistics on travel behavior  Safe Walk to School Day	Programs being planned as part of SR2S as of 10/07: Pedestrian education K-2 grade Bike education 3-8 grade Bike Rodeo Traffic Safety Magic Show Surveys Safety reinforcement/reminders (safety tip of the week, quarterly handouts, etc)  Non-SR2S event: Safe Walk to School Day	Have data and share with CCRPC	
<b>St. George</b>						
<b>Underhill</b>	none at town level. Possibly some as part of driver's education course at the high school	no plans at this time	none at this time	undecided	no, because we do not have any designated paths at this time	na
<b>Westford</b>	received a SR2S grant	haven't thought about it	nothing other than SR2S	haven't thought about it	Yes, use some CCRPC data to create the maps	
<b>Williston</b>	too busy, will not be able to answer this until January 2008	too busy, will not be able to answer this until January 2008	too busy, will not be able to answer this until January 2008	too busy, will not be able to answer this until January 2008	too busy, will not be able to answer this until January 2008	too busy, will not be able to answer this until January 2008
<b>Winooski</b>						
Information collected by WSA as of 1-28-08						
For complete survey questions see Appendix A						
Submission 1: 1/30/08						

# CCMPO Bicycle & Pedestrian Facilities Map Update & Survey

## 1. Map Update Directions

On the attached map(s) please draw and label:

- **Newly completed** sidewalks, designated bicycle lanes, wide-paved shoulders appropriate for bicycle use and shared-use/recreational paths.
- **Newly proposed** sidewalks, designated bicycle lanes, wide paved shoulders appropriate for bicycle use and shared-use/recreational paths.

## 2. Survey Questions

(Use additional sheets of paper to answer these questions if necessary)

- a. What programs does your community provide to teach citizens (and/or drivers) about pedestrian and bicycle safety?
- b. What programs does your community hope to offer in the future to teach citizens (and/or drivers) about pedestrian and bicycle safety?
- c. What programs does your community provide to encourage bicycling and walking as a means of transportation (not just for recreation)?
- d. What programs does your community hope to offer in the future to encourage citizens to walk and bicycle as a means of transportation (not just for recreation)?
- e. Do you have your own digital (GIS) data showing bicycle and pedestrian facilities or do you rely on another agency/group (such as the Chittenden County Regional Planning Commission) for such information? If so, please list the agency/group.

**Thank you for taking the time to complete this map update exercise and survey!  
Please return map(s) & survey results to the address or e-mail below by November 15, 2007.**

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