

Appendix A

Existing Local Education and Encouragement Providers and Programs

Appendix A: Existing Local Education and Encouragement Providers and Programs

The following is a list of organizations in Vermont and Chittenden County who offer various programs that educate the public about bicycling and walking, and encourage the use of non-motorized transportation modes.

Local Motion (www.localmotion.org)

Local Motion is a membership-driven 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. Local Motion programs include:

Bike Recycle Vermont – a program that 1) provides refurbished bicycles to resettled refugees and other low-income Vermonters; 2) delivers job skills and bike repair training to adults and children with limited means or physical challenges; and 3) reduces the waste stream by diverting bicycles destined for the landfill and recycling metal and rubber components.

Safe Routes to School (SRTS) – a program helping children in participating primary and middle schools (K-8) walk and bike to school: regularly, routinely, and safely. SRTS integrates elements of transportation, economics, health and physical activity, environmental awareness and safety into one program. Local Motion is the contracted regional coordinator for this statewide program overseen by VTrans.

Trail Finder – an online interactive resource for maps, directions, and points of interest for trails in Chittenden County. The site includes comments and photos from users. Seventy trails have been mapped already. Municipalities and trail managers can update maps directly on the site. Partners: CCRPC, CCMPO, LC Bikeways, VT Recreation Trails Fund and trail managing entities.

Close the Gaps – a campaign to unite town sidewalks, paths and bike lanes into a seamless regional network for walking and bicycling. Local Motion works with community leaders, transportation planners and residents to identify and address gaps in the regional bike/pedestrian system. One component incorporates Google My Maps so that bike commuters can post their routes for others to see and use.

Causeway Bike Ferry – Local Motion is developing a passenger ferry service between Colchester Causeway Park and Allen Point in South Hero across a 200’ gap on a former railroad causeway. The ferry currently operates weekends in August on a demonstration basis and by private charter. Infrastructure improvements are planned to enable daily service. This is a specific program of the Close the Gaps effort described above.

Trailside Center – a information hub on the Burlington Bike Path. The Trailside Center is open daily through the summer and fall to provide outdoor enthusiasts with

free maps, referrals, safety tips, bike and blade rentals, and advocacy information. Secure bike lockers are available on site.

Other Local Motion activities include:

- An informative website on a variety of topics relevant to non-motorized transportation and advocacy
- Island Line Trail development in neighboring Grand Isle County
- Discounts from local businesses for those using alternative transportation and for Local Motion members
- Partner in the “Way to Go!” Commuter Challenge

Lake Champlain Bikeways (www.champlainbikeways.org)

The mission of Lake Champlain Bikeways is to 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.

Lake Champlain Bikeways is primarily a marketing initiative to promote bicycle tourism. They offer route information and accommodation information along the Lake Champlain Bikeway in Vermont, New York, and Quebec. Recently their efforts have included installing signs to promote and demarcate the route. They also produce brochures with bike rides of different lengths and information about destinations along the way, and plan to publish a brochure for Chittenden County in the near future.

Vermont Bicycle & Pedestrian Coalition (www.vtbikeped.org).

The mission of the Vermont Bicycle & Pedestrian Coalition is to promote bicycling and walking in Vermont, emphasizing access, safety, and education.

Some of their activities include:

- Share the Road media campaign aimed at bikers, walkers, drivers, runners (radio PSAs, brochures, stickers, flyers, tabling, etc.)
- A “Bike Driver Checklist” sticker for bicycles that offers clothing and safety tips.
- 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
- Bicycle Safety Fairs that simulate traffic situations for kids to learn bike safety rules. Interest communities contact VBPC for this program
- Outreach to groups such as those over 50, programming targeting that demographic to walk and bicycle, get active again, feel safer, get basic instruction, for example, “Boomer Bike Rides”

Cross Vermont Trail Association (www.crossvermont.org)

The mission of the Cross Vermont Trail Association is “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.”

Their activities include:

- Developing and posting CVT Route Signage
- Public Outreach and Coordination
- Developing a detailed series of three regional “CVT Trail Guides” covering the Champlain Valley, Central Vermont, and the Upper Valley
- Organizing 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
- Soliciting members to lead group bike rides

Burlington Bicycle Council (www.burlingtonbikecouncil.org)

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.”

Burlington Walking Work Group (<http://burlingtonwalks.org/>)

The Burlington Walking Work Group is an ad hoc group devoted to making Burlington a walkable city.

The group’s goals are to:

- Make Burlington’s streets and sidewalks safer
- Educate and engage residents, public agencies, and officials on the need for a more pedestrian-friendly environment
- Promote walking as a fun, healthy, accessible transportation and recreation alternative
- Ensure that as Burlington grows or changes, it remains a pedestrian-oriented city
- Increase funding for pedestrian planning, projects, and activities
- Make Burlington the most walkable city in the Northeast

Their activities include providing comments on State and local bicycle and pedestrian policies and local transportation projects. They hold monthly meetings, organize walking events, and provide information on pedestrian-related meetings happening around the County.

Fellowship of the Wheel and Bellaship (<http://www.fotwheel.org/>)

The mission of Fellowship of the Wheel 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. Bellaship is the women’s society of FOTW and offers resources to female riders of all ages and abilities. They organize rides for women, offer clinics on topics such as bike maintenance and skill building.

Green Mountain Bicycle Club (<http://www.thegmbc.com/Advocacy.shtml>)

The Green Mountain Bicycle Club is the oldest bicycle club in the State. They coordinate a number of activities for bicycle advocacy and education such as:

- Working with the Vermont Bicycle and Pedestrian Coalition to revamp the state driver's manual in 2001 to include more information about bicycle safety and awareness
- Maintain a website where people can post suggested bike routes to avoid busy roads
- Organizes group rides of different difficulty levels
- Organized discounts for members at bicycling related stores and service
- Wrote a proposed guide for the State of VT Department of Motor Vehicles and the Vermont Agency of Transportation to use as the official Share the Road guide.

Campus Area Transportation Management Association (CATMA) (www.catma.org/)

CATMA manages the transportation needs of institutions located in Burlington's Campus District. The Campus District is an area of less than one square mile that is home to the American Red Cross, Champlain College, Fletcher Allen Health Care (FAHC) and the University of Vermont and State Agricultural College UVM). Together these institutions have over 9,000 employees, more than 13,500 enrolled students and more than 700,000 patient visits per year.

CATMA offers numerous programs to help employees of its member institutions use transportation modes other than single occupancy vehicles, including a Bike/Walk Bucks Reward Programs. Eligible participants register to walk or bike between home and work at least 3 days a week for two 4-week blocks. The blocks are tracked on a punch card. Once the punch card is complete participants may choose from a variety of prizes each worth \$15.

CATMA also offers free emergency rides home to employees who use alternative modes of transportation to get to and from work, including walkers and cyclists.

Another incentive program is employees can register with CATMA's RideWorks program to be entered in a monthly prize drawing. Participants must walk, bicycle, or use another alternative transportation mode twice a week to enter.

Chittenden County Transportation Authority (CCTA) (www.cctaride.org/)

CCTA is the only transit authority in the State of Vermont. CCTA's mission is "to promote and operate safe, convenient, accessible, innovative and sustainable public transportation services in the Chittenden County region that reduce congestion and pollution, encourage transit oriented development and enhance the quality of life for all." CCTA's Bikes on the Bus program encourages people to make multi-modal trips using the bus and their bikes. All buses are equipped with easy to use bicycle racks on the front.

ADDITIONAL ORGANIZATIONS

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.

- University of Vermont Cycling Team <http://www.uvm.edu/~cycling/>
- VT Mountain Bike Association <http://www.vmba.org/>

OTHER BICYCLE & PEDESTRIAN PROGRAMS

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)

The program's goal is to change trip-making behavior in favor of less polluting and healthier alternatives. It does this by providing information on carpooling, walking, biking, telecommuting, special transportation services through its web site and direct outreach to employers. It also gives award incentives to encourage individual participation and an employer competition to recognize organizations/businesses that demonstrate the highest employee participation rates.

The Way to Go! 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.

Bicycle Benefits: (www.bicyclebenefits.org)

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. Other states that have communities participating in Bicycle Benefits are Colorado, Massachusetts, Utah, New York, and British Columbia, Canada.

Walk Smart/Bike Smart (www.healthandlearning.org/new.html)

The Vermont 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. This education component was developed as part of VTrans' Safe Routes to School Program.

Mall Walkers (www.umallvt.com/mall_walker.html)

The University Mall in South Burlington, along with the Governor's Council on Fitness, Fletcher Allen Health Care, the United Way of Chittenden County and Champlain Initiative offers the Mall Walker program. The purpose is to promote physical fitness by providing a safe, climate-controlled environment for people to walk in. The mall opens at 6:00 am for walkers Monday through Saturday, and at 7:00 am on Sundays. Optional membership in the Mall Walkers program is free and members receive a packet containing a mileage log/rewards card and a brochure explaining the benefits of walking. Also, as members reach certain walking distance milestones they can get prizes such as mugs and pedometers.

There is also an annual mall walker appreciation day where members can get a complimentary breakfast, free blood pressure screenings, and other health information.

Chittenden County Bike & Pedestrian Summit

(www.ccmpto.org/BikePed/summit2007.html)

On Saturday May 12, seventy 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 (www.bikeleague.org/)

The League of American Bicyclists website lists four LCI instructors in Chittenden County, at least one of whom has taught courses within the past year. Information about upcoming courses is not posted on the Bike League website; interested persons should contact the instructors directly.

Girl Scouts and Boy Scouts (www.bicyclinglife.com/SafetySkills/teachingscouts.htm)

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.

Appendix B
Municipal Survey Questionnaire & Results

Appendix B: Municipal Survey Questionnaire & Results

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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Appendix B: Municipal Survey Questionnaire & Results

TOWN	Existing Programs for Bike/Pedestrian SAFETY	Future Programs for Bike/Pedestrian SAFETY	Existing programs for Biking/Walking as a TRANSPORTATION mode	Future programs for Biking/Walking as a TRANSPORTATION mode	Have own GIS data?	Data from CCRPC?
Bolton	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	yes
Burlington	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.	None at this time	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 work plan 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 CCMPO's mapping.	yes
Charlotte	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
Colchester	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	
Essex	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 bike path/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.	
Essex Jct	Schools may have programs, municipality does not	Enrollment in SRTS is a goal	Infrastructure maintenance & expansion to support biking/walking and compact mixed-use land use	Participate in Way to GO! Week	yes	yes

Hinesburg	~SRTS 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	
Huntington	None	None	None	None	no	yes
Jericho	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 CCMPO	yes
Milton	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
Richmond	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/pedestrian needs through SRTS 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 SRTS 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/pedestrian access across the Winooski River at Bridge Street.	yes	yes

<p style="text-align: center;">South Burlington</p>	<p>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.</p>	<p>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.</p>	<p>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 are 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 the event to help promote the idea as a gas saving measure as well as to promote wellness.</p>	<p>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.</p>	<p>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 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.</p>	<p>yes</p>
<p style="text-align: center;">Shelburne</p>	<p>Pedestrian Education K-2nd grades Bike education 3-8th grades Surveys Safe Walk to School Day</p>	<p>Programs being planned as part of SRTS 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)</p> <p>Non-SRTS event: Safe Walk to School Day</p>	<p>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</p>	<p>Programs being planned as part of SRTS 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)</p> <p>Non-SRTS event: Safe Walk to School Day</p>	<p>Have data and share with CCRPC</p>	

Underhill	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	no
Westford	Received a Safe Routes To School grant	Haven't thought about it	Nothing other than SRTS	Haven't thought about it	Yes, use some CCRPC data to create the maps	yes

The CCMPO was unable to obtain responses from Saint George, Williston, and Winooski in time for inclusion in this Plan Update.

Appendix C

Additional Education & Encouragement Program Ideas





Appendix C: Additional Education & Encouragement Program Ideas

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

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

Appendix D

Funding Sources for Transportation Projects in Chittenden County

Cat.	Program	Agency	Contact	Type	Use	Funding Source	Local Match	Eligibility	Application Deadline	Remarks
 HIGHWAY	Town Highway Grants	VTrans	Gil Newbury District 5 DTA 802-655-1581 or Ernest Englehardt District 8 DTA 802-524-5926	Annual allocation based on miles of Class 1,2, and 3 roads	Highway & bridge improvement, maintenance, construction and bicycle routes	State	None	Class 1,2 and 3 Town Highways	None; distribution made quarterly	Must complete an annual town plan. May be used to maintain recreation paths.
	Town Highway Class 2 Roadway Program	VTrans	Gil Newbury District 5 DTA 802-655-1581 or Ernest Englehardt District 8 DTA 802-524-5926	Grant distributed by the DTA	Resurfacing and reconstruction	State and Local	30% or 20% if inventory is complete	All Class 2 Town Highways	March	Grant amounts limited to \$150,000 per project
	Municipal Park and Ride Program	VTrans	Wayne Davis Local Transportation Facilities Project Supervisor 802-828-5609	Competitive grant	Develop small municipally owned and maintained park and ride facilities	State	None required	Near state highways	July	~\$250,000 available statewide
	Hazard Mitigation Grant Program	FEMA	Ray Doherty 802-241-5258	Competitive grant	Any project that prevents future loss due to natural disaster	Federal	25%	Project must be within designated disaster area	Varies	Must have an approved and adopted mitigation plan to be eligible
	Transportation, Community, and System Preservation Program	FHWA	Chris Jolly Planning and Programming Engineer 802-828-4572	Discretionary grant	Planning, implementation and research projects	Federal	20% non-federal match	Congestion relief, safety	Subject to federal appropriations process	Application must be submitted by VTrans on behalf of municipality
	Better Backroads Program	Northern VT Resource Conservation and Development Council	Jarrold Becker Northern Vermont RC&D 802-828-4583	Competitive grant	Road inventory and capital budget planning, correction of road related erosion problems	Federal (EPA), State and Local	25%	No restrictions	Mid-October	Maximum grant is \$4,000 for capital budget; \$7,000 for erosion correction
 BRIDGES	Town Highway Bridge Program	VTrans	Michael Hedges Structures Program Manager 802-828-3877	Managed by VTrans	Major rehabilitation or reconstruction	Federal, State and Local	10% for replacement; 5% for rehabilitation	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	Usually initiated by VTrans	Must be on Federal Aid system and CCMP TIP
	Town Highway Structures Program	VTrans	Gil Newbury District 5 DTA 802-655-1581 or Ernest Englehardt District 8 DTA 802-524-5926	Grant distributed by DTA	Bridge maintenance, preservation or repair	State and Local	10% or 20% if inventory is complete	Any structure with a span >6 feet on a Class 1,2, or 3 town highway	January	Maximum of \$150,000 per project
	Adaptive Use Bridge Program	VTrans	Sue Scribner 802-828-3615	Contract between State and municipality	Rehabilitation of historic metal truss bridges for adaptive re-use (bike/ped)	Federal, State and Local	20%	No restrictions. Subject to site approval by adaptive reuse committee	None	If federal funds are used, must be on CCMP TIP
 BICYCLE & PEDESTRIAN	Enhancement Grants	VTrans	Curtis Johnson Enhancement Coordinator 802-828-0583	Competitive Grant	Bike & Pedestrian facilities, scenic easements, landscaping, many options	Federal and Local	20% minimum	Projects evaluated relative to Federal criteria	Due in Aug. to MPO for prioritization	Must be on CCMP TIP
	CCMPO Sidewalk Program	CCMPO	Peter Keating Senior Transportation Planner 802-660-4071 X14	Competitive Grant	Sidewalk design and construction	Federal and Local	20%	Municipality must be applicant	May/June	\$250,000 available for county annually
	Safe Routes to School Educational Program	VTrans	Jon Kaplan Bike/Ped Coordinator 802-828-0059	Competitive Grant	Education and outreach	Federal	None	Any K-8 School	Varies	Must be on CCMP TIP; funds available biennially
	Safe Routes to School Infrastructure Program	VTrans	Jon Kaplan Bike/Ped Coordinator 802-828-0059	Competitive Grant	Infrastructure	Federal	None	Any K-8 School	August	Must be on CCMP TIP; funds available biennially
	Recreation Trails Grant Program	Dept. of Forests, Parks and Recreation	Sherry Winnie Rec Trails Program Administrator 802-241-3690	Competitive Grant	Maintenance, restoration and construction of recreational trails	Federal, State and Local	20%	Almost any trails project on public or private land	February	If federal funds are used, must be on CCMP TIP
 GENERAL INFORMATION	CCMPO Transportation Improvement Program	CCMPO	Christine Forde Senior Transportation Planner 802-660-4071 X13	Annual county-wide program developed in cooperation with VTrans	All modes	Federal, State and Local	0 to 20%	All projects must be eligible for federal funding	Projects submitted in Jan. Adopted in July. Amended as required	Projects must also be in the VTrans Capital Program
	Local Transportation Facilities Program	VTrans	Al Neveau LTF Program Manager 802-828-3588	Contract agreement with VTrans allowing municipality to manage projects	Preservation, rehabilitation or reconstruction projects	Federal, State and Local	10 to 20%	All projects must be eligible for federal funding	Ongoing	Must have completed scoping
	Unified Planning Work Program	CCMPO	Michele Boomhower CCMPO Executive Director 802-660-4071 X15	Discretionary	Any transportation planning project	Federal, State and Local	80% Fed., 10% State, 10% Local	Federally eligible planning activity	February	Budgeted for ~\$2 million per year
	State Infrastructure Bank	VTrans & Vermont Economic Development Authority	Vermont Economic Development Authority 802-828-5627	Loan	Any transportation project that is eligible for federal funds	Federal, State and Local	20% down	Any transportation project that is eligible for federal funds	Ongoing	Must have revenue source to pay back loan

FUNDING SOURCES for TRANSPORTATION PROJECTS

In Chittenden County, Vermont



ACRONYMS

AADT:	Average Annual Daily Traffic (vehicles per day)
ANR:	Agency of Natural Resources
FEMA:	Federal Emergency Management Agency
CCMPO:	Chittenden County Metropolitan Planning Organization
DTA:	VTrans District Transportation Administrator
LTF:	VTrans Local Transportation Facilities Program
EPA:	Environmental Protection Agency
SR2S:	Safe Routes to School Program
TIP:	Transportation Improvement Program
VTrans:	Vermont Agency of Transportation

Chittenden County
Metropolitan Planning Organization
30 Kimball Avenue Suite 206
South Burlington, VT 05403

Phone: 802-660-4071
Fax: 802-660-4079
Web: www.ccmpto.org
Email: info@ccmpto.org

Appendix E
2008 Sidewalk Network

Appendix F

Public Comments on the Bicycle and Pedestrian Plan Update

Appendix F: Public Comments on the Bicycle & Pedestrian Plan Update

March 13, 2008

CCMPO Bicycle & Pedestrian Plan First Public Meeting Notes

- Introduction by Peter Keating, CCMPO
- Powerpoint presentation of results from Submission #1 by Jim Donovan and Sandra O’Flaherty. (WSA)
- Comments/Discussion on presentation:
 - Dave Jacobowitz is an LCI instructor and has taught some courses—may want to mention that in report
 - Champlain Bikeways suggested mentioning on-road riding in the vision—bikes acting as vehicles
 - Suggestion to add maintenance to goal #3: fog lines, sweeping debris from shoulders, etc. or at least establish who is responsible to do the maintenance
 - Emphasize connecting existing trails to fill gaps in network, “Close the Gaps” campaigns
 - Comment that road lines need to be better maintained, in-pavement reflectors on bad curves, beef up shoulders, particularly on Dorset St, Williston Rd, and Route 15 and around University and Blue Malls. “Find the biggest inertia points”
 - There should be bicycle access to the circ
 - Ian Stokes—Richmond Trails Cmte—is there sufficient information on usage especially in corridors?
 - Usage from cars, buses, bike and ped could shed light on resource allocation, is money being spent fairly? Would more money in certain areas change usage patterns?
 - Not much data for bike/ped usage, but good information on cars. CCMPO is doing a lot to collect more bike/ped data at intersections and on shared use paths—trying to build the database. The need for more bike/ped usage data is recognized. Currently, more is likely spent per capita on bike, but bike use is low because facilities are not good. As conditions improve, this may change, and perhaps funding would equalize.
 - Green Mountain Bike Club commented that they do more than just racing. They also do advocacy, track miles of people commuting to work and stores by bicycle, and other education efforts
 - Discussion on Roundabouts (in Winooski specifically, but also in general):
 - Lou Bresee brought up the Winooski roundabout, asked if it is ok to ride in it. He thought it was and others agreed
 - Many agreed that the Winooski Bridge is in poor condition, scary to ride on.
 - The fact that the roundabout is on a hill can be a challenge for cyclists, and the steep slope of Colchester Ave hill is dangerous
 - Bicycle lane ends before reaching roundabout, inexperienced bicyclists are unsure what to do.
 - Goal #4 is a central goal, the other goals flow out of it, so make it more central
 - Bill Simonetti—So Burlington—lack of pavement marking and signage or inappropriate signage (ends abruptly etc) doesn’t tell riders what to do, should address this. Need better system and instruction at shared-use intersections with designated turning lanes. Where should cyclists go in these situations?
 - Who are the goals for? Answer: All member communities and the CCMPO itself. They are made to mesh with the Statewide goals.

- Consistent signage throughout the county, especially in the Burlington Metro Area would be helpful
- Law enforcement—the driver’s manual was updated with bike/ped rules in 2001, but this only reaches new drivers, not older drivers
- How can enforcement be increased? Enforcing traffic laws in car/bike or car/ped crashes. Reporting these crashes? Underreporting is common. Need to cross reference other sources such as police and ER records. State is trying to do more about this
- Need equal enforcement of traffic laws among both motorists and bike/ped so there is mutual respect.
- More bike accidents are caused by poor road conditions than crashes(?) Address this issue through maintenance.
- Bike/Ped Coalition has online tool to report bad road conditions
- Crosswalks need better enforcement. Cars don’t stop for pedestrians despite signage
- What is CCMPO’s role in implementing the recommendations?
- How can we implement the most recommendations for the least amount of money? This will be part of the implementation plan.
- Could survey municipalities to create an inventory of dangerous locations for bike/ped.
- Peter K. facilitated mapping exercise—a few comments received. Consult maps for specific comments.

Comments from the first public meeting were addressed through Submission #2 and the draft Plan Update which was presented at the Final Public Meeting on August 7, 2008.

August 7, 2008
CCMPO Bicycle & Pedestrian Plan
Final Public Meeting Notes and Responses to Comments

The meeting had approximately 15 attendees and was filmed by the local public access channel.

Mr. Keating (CCMPO) provided an introduction and summary of the plan update process. Ms. Sandra O’Flaherty (WSA) conducted a presentation of the plan update, recommendations and next steps.

Questions & Comments from participants:

- 1) Non-motorized travel is the focus of this document. There should be a section on motorized travel being permitted on regional trails and bicycle lanes (i.e. mopeds, Segway, etc).
Response: This is a valid, but separate issue, and is not within the scope of the bicycle and pedestrian plan.
 Vision Statement – There should be a sentence or two on having “well educated and courteous users”
Response: A second paragraph has been added to the vision statement to include this.
- 2) Goal 3 should include a statement about the importance of maintaining facilities
Response: Maintenance is included in Goal #2 as a safety issue.
- 3) Cost Estimates – Maybe a cost range should be shown in the document. The use of 2006 cost estimates with a 10% addition seems low.
Response: The cost estimates in the Plan Update are preliminary order of magnitude cost estimates. These have been calculated in 2006 dollars (the most recent information available) with a 10% addition to account for inflation. These estimates have been created without the benefit of a survey and during times of highly fluctuating raw material costs. Final costs could change significantly based on raw material costs at the time of construction and once the design is refined with the benefit of a survey.

- 4) Is there any estimate of the benefits realized by creating these enhancements and elements (i.e. tourism value, health, etc)? The routes should be publicized more – a regional map should be published.
Response: The State of Vermont is conducting a study to quantify the economic and environmental benefits of investments in pedestrian and bicycle projects and programs. Local Motion is also studying the economic benefits of the Burlington Bike Path trail and tourism impacts. Creating a regional bicycle map has been added as an implementation strategy under the Education and Encouragement section.
- 5) Is there an estimate of the mileage in the region that has adequate roadway shoulder width for bicycling? Consider looking at the proportion of adequate vs. inadequate shoulder widths.
Response: The CCMPO is exploring how to create a more robust database on shoulder width on the regional network.
- 6) Review the language in the plan to see if there can be more of a priority for local (non-state) roads.
Response: This is a regional plan. Local projects should be completed at the local level. The CCMPO is available to advise municipalities on how to build facilities and how to get a discussion for bicycle and pedestrian facilities started within the community.
- 7) Can tips about how local municipalities can get funding be added? They have a vested interest in getting this work done and should be encouraged to do so. Need to state that in this plan at the state level, the support of the schools and state, from health and safety agencies, is necessary.
Response: Tips on local funding methods are in section 5.4.3.
- 8) Can the rationale of these improvements be summarized in an appendix through the use of 5 or 6 success stories.
Response: This is beyond the scope of the Plan Update but would be a good marketing tool and may be considered in the future.
- 9) Concerned about the outer, rural, areas because the existing system, bicycle paths, bike lanes, public transit facilities such as bus shelters, is inadequate to support a significant increase...such as if ridership keeps growing due to gas prices.
Response: The plan addresses this concern generally in Goals #1 and #3 but does not dictate where the improvements specifically should be made.
- 10) Need to encourage employers to encourage employees to use public transit and bicycles/sidewalks.
Response: The Pilot Smart Trips recommendation in section 4.2.3 has been revised to target businesses as well as residents. This objective is also included in goal #6 and as part of the Way to GO! Commuter Challenge on page 70.
- 11) Loop Around the Lake Status – There are about 1500 map requests annually. The loop is approximately 300 miles, with 27 theme loops. La Route Verte in Canada is a fantastic example of what can be done.
- 12) Has VTrans considered placing secure bike storage (lockers) at bus stations and park and ride lots?
Response: Goal #3 has been updated to include bicycle lockers as part of the “necessary support facilities.”
- 13) Implementation is geared toward the growth centers, which makes sense, but it should also focus on connections to schools, even if they are not in the growth centers.
Response: The third bullet under Section 5.6 Facility Placement has been revised to say “Town Centers, designated Growth Areas, and other regional destinations.”
- 14) Sidepath law is mentioned in the document – this has been repealed and should be removed.
Response: The Sidepath law was repealed in 2003 and reference to it was removed from the Plan.
- 15) The CCMPO sidewalk inventory, even if older, should be added to this document as an appendix.
Response: This map was updated as part of this plan and is now included as Appendix E. Data for Burlington sidewalks is unavailable.
- 16) Is there any funding available to increase attention on the bicycle – automobile relationship?
Response: A Share the Road Campaign has been added to section 4.2.2 to address this issue.
- 17) Who manages multi-jurisdictional projects? Plan should call for municipalities to figure out the answer to this question.

Response: A sentence has been added in section 3.4.3 to explain that one municipality must agree to be the leader on such projects, or the municipalities may request that CCMPO staff serve as the project lead.

18) Chapin briefly summarized the comments from Local Motion's 3-page letter. It was noted that the study team has received this and will take it under advisement.

19) In the Town of Underhill, there are popular bicycling areas that have roads in very poor condition. Can the MPO and local groups advocate to the municipal board for the improvement of roadway conditions for bicyclists? All that is needed is 3' shoulders on all roads and the condition is much safer than what exists now.

Response: This is a local issue and does not fall under the scope of the Plan update. CCMPO does consult with local boards on how to deal with these issues and municipalities are encouraged to seek assistance from the CCMPO.

20) Add more to recommendations on transportation and landuse integration. Eg: Act 250 considers automobile trips generated by a new development, what about bicycle trips generated?

Response: The CCMPO encourages that multimodal transportation needs be considered in all development review processes at both the local and state levels.

21) A follow-up study should be "where is a path needed" and it should focus on three topic areas:

- a. Pathways to schools
- b. Pathways for commuting
- c. Pathways for recreation

Response: Pathways to schools should be considered at the local level through Safe Routes to School and municipalities themselves. Pathways for commuting does apply on a regional level and has been done by the CCMPO. Pathways for recreation should also be done at the local level. CCMPO does consult with local boards on how to deal with these issues and municipalities are encouraged to seek assistance from the CCMPO.