

The Power of People-Powered Transportation

Why invest in walking and bicycling?
Consider the wide range of benefits they offer:

- **Reduced congestion.** Walking and biking improve traffic flow by reducing the number of cars on the road.
- **Increased use of transit.** When facilities improve, people can more easily walk or bike to transit stops.
- **Economic vitality.** Sidewalks support local economies by bringing consumers to businesses.
- **Safer neighborhoods.** Walking and biking encourage personal interaction among local residents and deter crime.
- **Cleaner environment.** As the number of motorized vehicles decreases, the amount of air pollution also decreases.
- **Energy efficiency.** With fewer motor vehicle trips, less fuel is consumed.
- **Better health.** Walking and biking improve physical fitness, reduce disease risk, relieve stress, and improve mental health.
- **Personal savings.** Alternative transportation reduces expenses for individuals and households.
- **Social equity.** Walking and bicycling expand personal mobility for those who are unable to drive.



Chittenden County
Metropolitan Planning
Organization

30 Kimball Avenue
Suite 206
South Burlington, VT
05403-6825

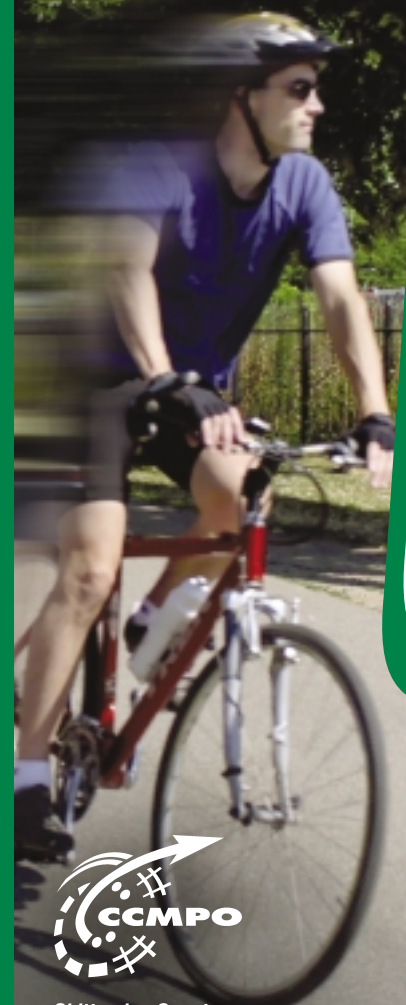
📞 802.660.4071
📧 802.660.4079

www.ccmpto.org
info@ccmpto.org

Communities working together to meet
Chittenden County's transportation needs

Move it!

The Future of
Biking and Walking
in Chittenden
County



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PATHWAYS TO Better Biking and Walking

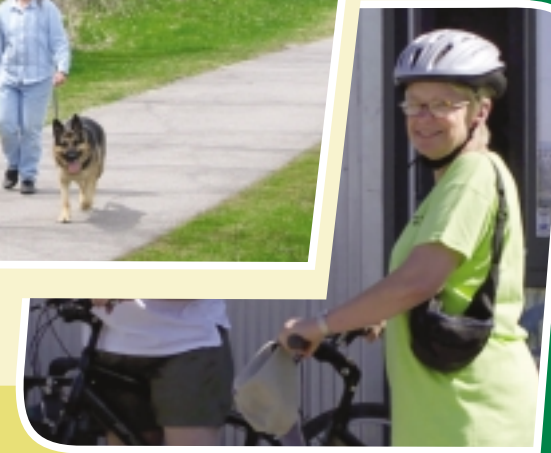
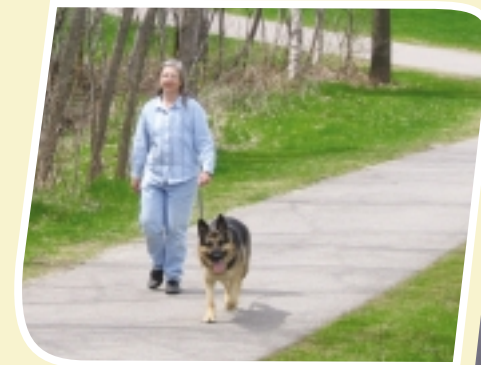
Many people enjoy biking and walking in Chittenden County. Now the CCMPO has joined with the state and federal governments to increase the use of these healthy transportation alternatives while improving their safety.

What makes shared-use paths, bike lanes, and sidewalks most useful to bikers and walkers? Transportation planners try to make them:

- Convenient to access at both ends of a trip.
- Attractive and easy to maintain.
- Connected to communities and major activity centers.
- Connected to other forms of transportation, such as buses, trains, ferries, and parking facilities.

With these goals in mind, the CCMPO has recommended development of 309 miles of on-road bicycle facilities and 117 miles of shared-use paths. An annual investment of approximately \$1.5 million for standalone bike/ped facilities (about 3 percent of average annual transportation expenditures), along with the inclusion of new bike/ped facilities with all road and bridge projects, will enable the plan to be completed over the next 25 years.

In a recent survey, county residents rated bicycle and pedestrian facilities among their highest transportation priorities. (Only safety improvements and system maintenance rated higher.) The countywide bike/ped network recommended by the CCMPO is designed to meet the needs and desires of walkers and bike riders in the years ahead.



ABOUT THE CCMPO

Established in 1982, the CCMPO is a federally funded but locally controlled agency that plans, prioritizes, and coordinates the use of about \$30 million in annual, federal, state, and local transportation funds for Chittenden County and its 18 municipalities. We also solicit and encourage public input in the planning process.

Come attend our public meetings. Share your views on alternative transportation and other issues. Get involved in planning. You'll help build a path to the improvements you want in the years ahead.

PROPOSED Bike-Pedestrian Network for Chittenden County

▲ Proposed Bike/
Pedestrian Bridge

STATUS OF PATH

— Existing/Funded

— Proposed

VERMONT



Connections, mostly on-road, between town centers. Here, Westford links to Milton and Essex.



A dense network of on- and off-road paths running north/south and east/west through the region's urban core.

Safe off-road facilities linking rural and urban areas. Here the proposed Champlain Path will connect Charlotte to the Burlington Bike Path.

Additional pavement width provided for bicyclists and walkers when roads, such as the Richmond/Hinesburg Road, are reconstructed.



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Note:

Sidewalks, essential elements in any pedestrian network, are not included in this map because they are considered primarily local (rather than regional) areas of concern. However, the Regional Bike-Pedestrian Plan will identify all existing and proposed sidewalks, and suggest ways to prioritize sidewalks for federal funding.

The preparation of this document was financed jointly by the eighteen municipalities in Chittenden County and the Chittenden County Transportation Authority; the Vermont Agency of Transportation; and the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration.