

MEMORANDUM

November 30, 2022

To: Bryan Davis

Organization: Chittenden County Regional Planning Commission (CCRPC)

From: Shawna Kitman and Michael Blau

Project: Chittenden County Regional Planning Commission Active Transportation Plan Update

Re: Task 4.2: Program and Policy Recommendations – FINAL DRAFT

In addition to the network development and other infrastructure changes recommended in previous tasks, policy and programmatic strategies and actions should play an influential role in the future of active transportation in Chittenden County. The proposed network would significantly increase active transportation, but there are other opportunities for walking and bicycling in the county. Policy and program actions maintain and encourage active transportation, and pursuing them now will ensure a strong policy framework as the proposed network is constructed. Certain actions may take effect immediately while others depend upon the successful implementation of this plan. The table below divides 28 program and policy actions into five categories:

A. Equity – Increase equitable access to transportation networks.

Equity recommendations build the framework for all action steps. By removing barriers for those who need safe, reliable, and affordable transportation choices the most, the community can better meet the needs of all travelers. Prioritizing equity requires Chittenden County's agencies, municipalities, business interests, community groups and others to collaborate to advance a safe and convenient active transportation network for the county's most vulnerable and underserved populations. Focusing on encouragement, connectivity and economic development, mode shift, and maintenance recommendations will positively influence the equity action steps, and vice versa.

B. Encouragement – Promote a culture of walking and bicycling.

Many of the recommendations listed in this section are being led by partner agencies and other organizations including Local Motion and the Chittenden Area Transportation Management Association. It is important for CCRPC to continue supporting these organizations and identify emerging needs or gaps that the CCRPC can help to fill.

C. Connectivity and Economic Development – Provide safe and comfortable active transportation routes to support access to jobs, training, education, and childcare.

There is strong interest in connecting walking and biking investments to economic activity areas throughout Chittenden County. This section focuses on prioritizing transit and active transportation plans serving low-income communities to boost growth in those areas, supporting demonstration projects to promote infrastructure that connects to new developments, and adding more destinations within easy walking distance.

D. Mode Shift – Make it easier for people to choose low-carbon transportation modes.

Mode shift recommendations show how to make a significant shift towards bicycling and walking as sustainable transportation options. All of the recommendations in the plan will aim to increase bicycling and walking mode share, either through direct infrastructure investments or supportive programming. This section focuses on tracking the outcomes and progress that result from other policy/program recommendations and network development.

E. Maintenance – Maintain a safe active transportation network throughout the winter by proactively managing walking and bicycling facilities before, during, and after winter precipitation.

Winter maintenance is an important component of creating a comfortable environment for walking and bicycling year-round. This area of practice is unique, requiring specific legal, technical, and design considerations to operate successfully. This section provides recommendations related to planning, funding, agency coordination, and appropriate staffing and equipment needed to perform winter maintenance.

The table below identifies lead and support roles for the parties involved in implementation, as well as recommended timeframes for each action. Short-term actions should occur within one to two years of plan adoption, medium-term actions should take place within three to five years, and long-term actions within six or more years. With a comprehensive programmatic and policy approach, the Active Transportation Plan will help improve the cultural, regulatory, and political environment for walking and bicycling in Chittenden County.

ID	Objective	Action	Responsible Parties	Implementation Timeframe
A. Equity				
A1	Develop and support mobility programs that address historical inequities and disparities borne by communities of color due to entrenched systemic racism practices and policies.	A1-1 Integrate automated traffic enforcement systems to reduce speeding and eliminate racial bias. People of color are disproportionately harmed by traffic violence. Speeding is a primary factor in crashes. Speed safety systems have been shown to reduce violations and crashes dramatically. Use automated traffic enforcement systems to reduce speeding, crash-related injuries, and property damage while reducing racial biases. Transfer automated traffic enforcement to non-police agencies.	Lead: VTrans, municipalities, Legislature Support: CCRPC, Local Motion, Old Spokes Home Equity Coalition	Medium to Long Term
		A1-2 Invest in implicit bias and racial justice trainings. Support efforts to provide implicit bias and racial justice trainings for law enforcement and municipal staff on diversity, equity, and inclusion topics, especially as they relate to transportation planning and design (e.g., mobility justice ¹). Research organizations that provide trainings, develop training schedule and require participation among Planning, Public Works, and Police. Prioritize local organizations who are familiar with the opportunities and barriers unique to the region.	Lead: Local, regional, and State agencies Support: BIPOC, civil liberty, racial equity, and/or mobility justice organizations	Ongoing
A2	Create an environment in which everyone	A2-1 Increase engagement with BIPOC organizations. Formalize community engagement practices that partner with BIPOC community organizations and compensate community	Lead: CCRPC	Short Term

¹ Untokening. (2016). Untokening 1.0 — Principles of Mobility Justice. Retrieved from: <http://www.untokening.org/updates/2017/11/11/untokening-10-principles-of-mobility-justice>

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	<p>can comfortably ride by removing barriers.</p>	<p>members for their time. Consider engaging civil liberty, racial equity, and economic justice organizations that are established and trusted within CCRPC communities.</p>	<p>Support: BIPOC, civil liberty, racial equity, and economic justice organizations</p>	
<p>A2-2 Expand access to free and low-cost bikes and gear.</p> <p>Equity permeates every aspect of bicycle and transportation planning, and achieving equity in programs and policies will help address disparities in transportation and public health. Many populations, including older adults, children and teens, people with disabilities, low-income people, minorities, and people experiencing homelessness often lack access to bikes. These populations should be prioritized.</p> <p>Meet the latent demand in biking among these groups by working with bike shops and charities to provide refurbished, free, or affordable bicycles, e-bikes, cargo bikes, and trikes or other adaptive devices. Explore a bike and gear giveaway program for low-income people, including children, to foster a culture of safe riding practices; include high-quality locks, lights, baskets or panniers, and helmets.</p> <p>Support companion services and programs, such as bike maintenance, education, and safety resources, such as the Everybody Bikes program led by Old Spokes Home and Local Motion's workshops. Continue to support and amplify the reach of these essential, established programs.</p>		<p>Lead: VTrans, Local Motion, Old Spokes Home Equity Coalition</p> <p>Support: CCRPC, BIPOC, civil liberty, racial equity, and/or mobility justice organizations</p>	<p>Short Term</p>	
<p>A2-3 Prioritize investments in communities most impacted by climate change, pollution, and environmental hazards.</p> <p>Prioritize active transportation investments in communities of concern and use the USDOT Justice40 objectives as a metric. Justice40 encourages local agencies to ensure a minimum 40</p>		<p>Lead: CCRPC & VTrans</p> <p>Support: USDOT</p>	<p>Short to Medium Term</p>	

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		<p>percent of investment of funds from transportation and other sources are made in communities of concern. Through Justice40, DOT will strive to increase affordable transportation options that connect Americans to good-paying jobs, fight climate change, and improve access to resources and quality of life in communities in every state, including Vermont.</p>		
		<p>A2-4 Continue to compensate the public for participating in planning processes.</p> <p>To better understand and address the active transportation needs of historically marginalized communities, formalize community engagement practices that partner with BIPOC community organizations and compensate community members for their time. Consider engaging civil liberty, racial equity, and economic justice organizations that are established and trusted within the Chittenden County communities.</p>	<p>Lead: CCRPC</p> <p>Support: BIPOC, civil liberty, racial equity, and/or mobility justice organizations, especially those that are established within the County</p>	Ongoing
B. Encouragement				
B1	Promote a culture of walking and bicycling.	<p>B1-1 Collaborate with partner agencies.</p> <p>Work with local, county, and regional agencies and organizations — including those with a focus on zoning, public health, housing, etc. — to develop effective training, technical assistance, and encouragement programs that promote bicycling and walking as safe, convenient, and healthy modes of transportation. Explore topics related to:</p> <ul style="list-style-type: none"> ▪ Land use regulation to support walking, bicycling, and public transit. ▪ Development review to support pedestrian and bicycle access and designing for safety. ▪ Innovative pedestrian and bicycle design treatments. 	<p>Lead: CCRPC</p> <p>Support: Municipal planning departments, municipal engineering departments, public health agencies, regional healthcare providers, Local Motion and other advocacy groups, transit agencies,</p>	Short to Medium Term

ID	Objective	Action	Responsible Parties	Implementation Timeframe
		<ul style="list-style-type: none"> ▪ Americans with Disabilities Act guidelines and strategies for creating accessible streets. ▪ Strategies to reduce crashes involving distracted and impaired drivers, pedestrians, or bicyclists. <p>Continue outreach and education to local decision-makers. Training could be provided by consultants with expertise in each area or by in-house experts at local governments or non-profits in the region. Funding for training and technical assistance could come from a range of federal sources, including the Transportation Alternatives and Highway Safety Improvement, and Congestion Mitigation and Air Quality programs.²</p>	housing partners, consultants	
		<p>B1-2 Provide programs that accommodate women and LGBTQIA individuals.</p> <p>Women and LGBTQIA individuals have unique travel considerations that impact their ability, desire, and/or comfort when it comes to riding bicycles or walking. These include safety concerns, tolerance for risk, travel patterns, and appearance upon arrival.³ Develop and support education and encouragement programs that prioritize underrepresented groups and address their unique concerns. Example programs include encouraging employers to provide end-of-trip facilities such as showers and lockers, and outreach that promotes bicycling by providing safe riding tips, route planning guidance,</p>	<p>Lead: CATMA, Old Spokes Home, Local Motion, gender equity organizations</p> <p>Support: CCRPC</p>	Short to Medium Term

² Bipartisan Infrastructure Law Fact Sheet: Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Retrieved from: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

³ LADOT. (2021). Changing Lanes: a gender equity transportation study. Retrieved from: <https://ladot.lacity.org/changinglanes>

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		and a method to connect female and LGBTQIA bicyclists with each other.		
		<p>B1-3 Support Safe Routes to School.</p> <p>Safe Routes to School (SRTS) is a comprehensive program based on a simple premise: our kids should be able to safely walk and bike to school. Walking and biking to school helps students develop independence, improves academic performance, helps reduce traffic congestion and air pollution, and helps create a stronger community.</p> <p>Vermont's SRTS program is managed by VTrans Bicycle and Pedestrian Program, as well as Local Motion for the non-infrastructure elements. Continue to promote school involvement for districts that are not actively involved. Encourage school districts to implement projects and activities that promote bicycling and walking to school among students and staff, including building routine habits as well as providing support for International Walk to School Day (October) and National Bike to School Day (May).</p>	<p>Lead: Local Motion</p> <p>Support: VTrans, CCRPC, public school districts, public health agencies</p>	Short Term
		<p>B1-4 Increase active transportation awareness and resources.</p> <p>Feature active transportation resources, maps, and visual and written material on CCRPC and partner websites. Provide information about the proposed multimodal infrastructure facilities in this plan by developing educational materials about safe use, etiquette, and enjoyment. Offer translated materials and consider other ways to promote walking and biking to populations who speak languages other than English. Distribute these materials to municipal offices, community centers, libraries, and other primary gathering places.</p>	<p>Lead: CCRPC, Local Motion</p> <p>Support: CATMA, VTrans</p>	Short Term

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		<p>B1-5 Encourage walking or bicycling with a destination-based program.</p> <p>Identify key walking and bicycling destinations throughout the County, with a focus on natural resources, historic sites, sports/entertainment facilities, and the arts. Create a pedestrian wayfinding system to highlight community destinations and walking travel times. Publish maps of walking routes in walkable or bike-friendly, destination-rich areas of the County.</p>	<p>Lead: Municipalities (Parks & Rec, DPW, Planning Departments)</p> <p>Support: Local Motion, CCRPC</p>	Medium to Long Term
C. Connectivity and Economic Development				
C1	Provide safe and comfortable active transportation routes to support access to affordable housing, jobs, training, education, childcare, and healthcare services.	<p>C1-1 Prioritize transit and active transportation plans serving low-income communities.</p> <p>Shorter commute time is the most important indicator in a person’s ability to escape poverty.⁴ Plan directly for walking/bicycling commutes for low-income people that reduce commute time to jobs, schools, childcare centers, or prioritize projects to transit stations to help people with low incomes get to the places they need to go.</p>	<p>Lead: Municipalities, GMT</p> <p>Support: CCRPC, VTrans</p>	Short Term
		<p>C1-2 Support demonstration projects to promote new infrastructure.</p> <p>Many communities are starting to recognize the value of demonstration projects in promoting and implementing active transportation plans. Roadway design projects are sometimes met with resistance from the public or engineering leadership, often stemming from uncertainty over the safety of a proposed</p>	<p>Lead: Municipalities</p> <p>Support: Local Motion, CCRPC, VTrans, AARP, community arts organizations, neighborhood</p>	Short Term

⁴ Chetty, R., & Hendren, N. (2018). The impacts of neighborhoods on intergenerational mobility I: Childhood exposure effects. *The Quarterly Journal of Economics*, 133(3), 1107-1162

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		<p>design. Local businesses may be concerned that changes to their parking will impact revenue. Temporary demonstrations provide a low-cost, low commitment option to test out new facility types. They also allow users to test a street design, simultaneously giving design engineers the opportunity to identify unforeseen issues and adjust before construction.</p> <p>Small-scale, short-term, and low-cost demonstration projects use chalk, spray paint, planters, cones, and other inexpensive materials. These projects generate community buy-in and support for permanent changes when residents can use these new facilities and understand their value.</p>	groups, public health agencies, Better Places Grant funding	
C2	Add more destinations within easy walking distance.	<p>C2-1 Continue to promote walkable developments through planning and zoning.</p> <p>Local zoning codes should be updated to emphasize accommodating pedestrians, creating new walk/bike connections and closing existing gaps, and encouraging walkable, mixed-use development. They should also encourage infill and redevelopment of commercial, residential and mixed-use areas to maintain dense, walkable environments.</p>	<p>Lead: Municipalities</p> <p>Support: ACCD, VTrans, CCRPC</p>	Short to Medium Term
		<p>C2-2 Promote walkable developments through economic incentives.</p> <p>Municipalities can provide financial incentives for infill redevelopment of vacant sites. Redevelopment tax credits, tax increment financing, and other incentives are used to concentrate development in existing compact, walkable areas.</p>	<p>Lead: Municipalities, Legislature</p>	Medium to Long Term
D. Mode Shift				
D1	Make it easier for people to choose low-carbon	<p>D1-1 Provide education on how to switch modes.</p> <p>Support public education and outreach initiatives aimed at giving Chittenden County residents the information, skills, and</p>	<p>Lead: Local Motion, Go! Vermont, Chittenden Area</p>	Short Term

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	transportation modes.	<p>practical experience to take advantage of alternatives to driving a private car. Examples include individualized assistance with transit or multimodal trip planning, training on the use of bus-mounted bike racks, and escorts for first-time bicycle commuters. Green Mountain Transit provides complementary travel training for people interested in navigating the public transit system through their Bus Buddy Program. Bicycle advocacy groups such as Local Motion and Old Spokes Home provide cycling classes and custom workshops.</p>	<p>Transportation Management Association (CATMA) Support: CCRPC</p>	
		<p>D1-2 Incentivize riding, walking, rolling, or taking transit. Go! Vermont is a complementary resource (and mobile app) for finding greener travel options including taking the bus or biking. The Go! Vermont platform provides the ability for individuals to plan and track their lower carbon trips and earn rewards, such as restaurant and entertainment coupons. Support and seek opportunities to expand this type of program, including with anchor institutions such as University of Vermont.</p> <p>The Chittenden Area Transportation Management Association (CATMA) is a member-based non-profit that administers and manages customized, turn-key transportation demand management (TDM) programs that offer a better way to get to work, save money, reduce parking challenges and congestion, and cut carbon emissions. They offer a Commuter Reward and Benefits program in addition to discounted bus passes, rewards for biking and walking, free taxi rides home in case of emergency, vanpool and rideshare matching and more.</p>	<p>Lead: Go! Vermont, CATMA Support: CCRPC</p>	Short Term
		<p>D1-3 Increase the appeal and ease of multimodal trips. Improve bicycle and pedestrian connections to public transit. Enhance amenities such as shelters, seating, ample</p>	<p>Lead: VTrans, GMT, Amtrak Support: CCRPC</p>	Medium Term

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		<p>pedestrian waiting areas, and signage. Coordinate with public transit providers to ensure ample bicycle racks at key transit stops. Provide ramps at major stops so that bicyclists can comfortably wheel their bikes onto the bus or train. Consider proximity to public bathrooms.</p> <p>D1-4 Install bike racks. Businesses, civic facilities, schools, and key destinations can convey to the public that they encourage bicycling and walking by providing amenities such as pedestrian scaled lighting and bicycle parking. Ensure that municipalities and school districts address, and potentially update, zoning requirements of short- and long-term bicycle parking whenever a property is developed or redeveloped. Evaluate the opportunity to work with artists and non-profits to sponsor artistic bike racks at popular community landmarks, such as commercial districts, schools, and public parks.</p> <p>High-capacity, indoor/covered bike parking in key regional locations should also be explored, as well as inclusion of bike parking in development bylaws.</p>	<p>Lead: Municipalities (Planning & Departments of Public Works), School districts Local Motion,</p> <p>Support: CCRPC, arts focused non-profits and organizations, GMT, Amtrak</p>	<p>Short to Medium Term</p>
D2	<p>Establish performance measures to track the effectiveness of active transportation investments and resulting mode shift.</p>	<p>D2-1 Establish and track outcome-based performance measures.</p> <p>Outcome measures evaluate the effectiveness of active transportation in changing and shifting travel modes and thus reducing congestion and improving air quality. As an example, outcome measures could assess reductions in crash rates and increases in rates of bicycle, transit, or pedestrian travel on streets with active transportation improvements.</p> <p>For more information on tracking mode shift, see the FHWA's Guidebook for Developing Pedestrian and Bicycle Performance Measures, p 72.</p>	<p>Lead: Municipalities</p> <p>Support: CCRPC</p>	<p>Medium Term</p>

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E. Maintenance				
E1	Maintain a safe active transportation network throughout the winter by proactively managing walking and bicycling facilities before, during, and after winter precipitation.	<p>E1-1 Design shared use paths to accommodate existing maintenance vehicles.</p> <p>Many municipalities already use pickup truck-mounted plows to clear smaller roadways and parking lots. Local governments can save on capital expenses by designing bicycle facilities to accommodate these vehicles.</p> <p>Small pickup trucks or small tractors can be outfitted with brooms, perforated plows, and salting devices to clear shared use paths.</p>	Lead: Municipal Public Works for locally owned facilities, VTrans for State-owned facilities	Medium to Long Term
		<p>E1-2 Manage precipitation before, during, and after weather events.</p> <p>Like for motorists, the safest walking and bicycling surface for pedestrians and bicyclists is bare pavement. Actions are required before, during, and after precipitation.</p> <p><u>Before:</u> Pre-treat path, walkway, or street surfaces with salt brine to lower the temperature at which liquid freezes, often keeping pavement wet and reducing the formation of ice. If there is concern about the environmental impacts of salt, use only sand.</p> <p><u>During:</u> Clear accumulated precipitation within three hours to prevent footsteps and bicycle tires from packing snow onto surfaces.</p> <p><u>After:</u> Clear snow and ice with equipment and spreading material (e.g., sand, small diameter gravel, salt), which speeds melting and improves traction.</p>	Lead: Municipal Public Works for locally owned facilities, VTrans for State-owned facilities Support: Private contractors	Ongoing
		<p>E1-3 Develop a snow removal priority network.</p> <p>In winter climates, many communities traditionally rely on property owners to clear sidewalks after snowfalls. Public</p>	Lead: Municipalities	Ongoing

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		<p>agencies typically clear sidewalks bordering municipal properties, such as civic buildings and parks. Because private property owners are responsible for clearing the remaining sidewalk network, many segments are left untouched, due to property owners' lack of awareness or desire, physical inability, out of town status, and vacant properties.</p> <p>Most communities do not have the resources to clear their entire sidewalk networks, so developing snow removal priority networks is a more feasible solution. Snow removal priority networks connect facilities that are critical to the community's walkability or bikeability.</p> <p>Examples of priority routes include Safe Routes to School, high pedestrian traffic areas, transit routes, key shared-use paths, and park properties. Burlington, Williston, and Essex all have snow and ice control plans that include active transportation facilities.⁵</p> <p>This strategy may seem more expensive than relying on property owners. While it does require more public funding, it reduces financial burdens on individual property owners and improves equitable access to the transportation network during inclement weather. Include a list of priority routes in updated maintenance plans for countywide snow removal.</p>	<p>Support: Private contractors</p>	

⁵ Burlington Public Works Snow And Ice Control Plan. Retrieved from: <https://www.burlingtonvt.gov/sites/default/files/BURLINGTON%20PUBLIC%20WORKS%20SNOW%20AND%20ICE%20CONTROL%20PLAN.pdf>; Town of Essex / Village of Essex Junction Public Works Winter Operations Plan Public Version 2021-2022. Retrieved from: <https://www.essexvt.org/DocumentCenter/View/370/Winter-Operations-Plan-2021-to-2022-PDF-FINAL-version>; Williston Public Works Department Winter Operations Snow & Ice Removal Plan. Retrieved from: <https://www.town.williston.vt.us/vertical/sites/%7BF506B13C-605B-4878-8062-87E5927E49F0%7D/uploads/%7B24382218-BDF2-40B9-997E-812F20256012%7D.PDF>

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		<p>E1-4 Improve snow removal for transit stop access.</p> <p>Public transit stops may experience high amounts of foot traffic in winter, making snow and ice removal on nearby walkways critical. Snow removal improves safety by keeping pedestrians out of the street and other dangerous areas. Maintain minimum 5-foot by 8-foot boarding and alighting areas cleared of snow and ice at major transit stops, with a minimum 4 foot-wide path connecting to nearby walkways.⁶ Most important is consistent and reliable maintenance that allows transit users to walk to and from their stops.</p>	<p>Lead: Municipalities, GMT</p> <p>Support: Private contractors</p>	<p>Short Term</p>
		<p>E1-5 Clear snow piles at corners with sidewalks.</p> <p>Curb ramps are common trouble spots during winter weather because responsibility for keeping them clear of snow and ice is often undefined. Piles of snow tend to be pushed onto curb ramps by snowplows, creating even more obstacles for pedestrians.</p> <p>The Americans with Disabilities Act (ADA) requires access to walkways during winter, and the Federal Highway Administration has issued guidance that pedestrian routes must be open and usable throughout the year, with only isolated or temporary interruptions. The minimum clear width for pedestrian routes is 4 feet, with 5 feet by 5 feet passing areas every 200 feet.⁷ Snow removal is also required on</p>	<p>Lead: Municipalities, Property owners</p> <p>Support: Private contractors</p>	<p>Short Term</p>

⁶ Toole Design Group. (2019). Winter Maintenance Resource Guide. Retrieved from: <https://tooleedesign.com/insights/2019/12/winter-maintenance-resource-guide/>

⁷ Ibid

ID	Objective	Action	Responsible Parties	Implementation Timeframe
		<p>pedestrian facilities that have been constructed with federal funds.⁸</p> <p>Approaches to clearing curb ramps vary by jurisdiction. Some local governments assume this responsibility in addition to clearing streets. Others rely on property owners to keep curb ramps clear.</p> <p>Developing a snow removal priority network would address this issue in high priority areas since sidewalk equipment would clear snow along entire blocks. If that strategy is not implemented, clear curb ramps in high priority areas.</p> <p>In non-priority areas, property owners may still be responsible for clearing curb ramps. Equipping snowplows with snow gates is an alternative that provides operators more control over where snow is deposited.</p> <p>Maintain snow clearance around pedestrian push buttons located near curb ramps to ensure accessibility.</p>		
		<p>E1-6 Clear shared use paths within 24 hours of snowfall.</p> <p>Prioritize snow clearance on paved shared use paths that do not serve as sidewalks. Well-maintained shared use paths provide year-round active transportation and recreational opportunities for pedestrians, bicyclists, and other users. Set a goal of clearing all shared use paths within 24 hours of snowfall, aligning with the proposed requirements for property owners.</p>	<p>Lead: Municipalities</p> <p>Support: Private contractors</p>	<p>Short Term</p>

⁸ Federal Highway Administration. (2022). Questions and Answers About ADA/Section 504. Retrieved from: https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm#q31

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		<p>E1-7 Implement snow and ice clearing assistance programs for priority populations.</p> <p>Clearing snow and ice from sidewalks can be challenging for certain populations, including older adults and people with disabilities. Consider implementing a countywide program to assist with clearing snow and ice from sidewalks for priority populations. This program would contribute to consistent and equitable services across the municipality.</p> <p>This program would require staff for administrative support and program management; further evaluation is needed to determine if existing staff capacity is adequate to take on this effort or if additional staff resources is required. Two low-cost alternatives include partnering with organizations that match people in need of assistance with volunteers who clear sidewalks and/ or establishing a free sand program to help low-income populations clear their sidewalks. <u>Note:</u> Minneapolis, MN and other northern cities offer free sand to residents after snowfall.⁹ Distribute sand at community centers, parks, or other accessible facilities in target areas.</p>	<p>Lead: Municipalities</p> <p>Support: CCRPC, advocacy and support service organizations (e.g., AARP, AALV)</p>	<p>Short to Medium Term</p>
		<p>E1-8 Address maintenance personnel and leadership concerns.</p> <p>Managing snow and ice on shared use paths and active transportation infrastructure can create discord between government agencies due to constrained budgets, staff time, and other resources. Rather than considering the labor and expenses of managing these facilities as a zero-sum loss that</p>	<p>Lead: Municipalities</p> <p>Support: Elected officials</p>	<p>Medium Term</p>

⁹ City of Minneapolis. (2022). Free Sand for Sidewalks. Retrieved from: <https://www.minneapolismn.gov/getting-around/snow/snow-clearing/sidewalk-sand/>

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		<p>pulls resources away from motorists, present responsible winter maintenance for active transportation as an add-on budget. Consider picking a popular shared use path route as a pilot program to help local partners understand the costs, operational challenges, and public response. For example, Arlington, VA used trail counters to measure the before and after impacts of plowing.¹⁰</p> <p>If there is concern about deteriorating surface condition due to plow damage, affirm that, similar to roadways, parking lots, and sidewalks, managing asphalt paths need maintenance (i.e. crack sealing, fog sealing, micro surfacing, asphalt overlays, reconstructions). These paths likely support other maintenance vehicles outside of snow season and are designed to withstand an appropriate maintenance vehicle type.</p>		

¹⁰ City of Arlington. (2022). Clearing Snow on Trails and Bike Lanes. Retrieved from <https://www.arlingtonva.us/Government/Programs/Emergency/Weather/Snow-and-Ice/Clearing-Snow-on-TrailsBike-Lanes>