Case Studies of Communities of Less Than 10,000 People with Bicycle & Pedestrian Infrastructure

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Introduction

More than eighty-four percent of cities and towns in the United States have fewer than 10,000 people. In Vermont, this percent is significantly higher, at ninety-seven percent. Therefore, for the U.S. to achieve a multi-modal system, it is imperative to understand the experience of small communities that have successfully implemented bicycle and/or pedestrian infrastructure. Case studies of bicycle and pedestrian infrastructure within five states, representing five regions within the U.S. (northeast, north-central, south-gulf, south-Atlantic, and the west) will be developed. This poster will highlight how communities were identified in each state and present findings from Vermont.
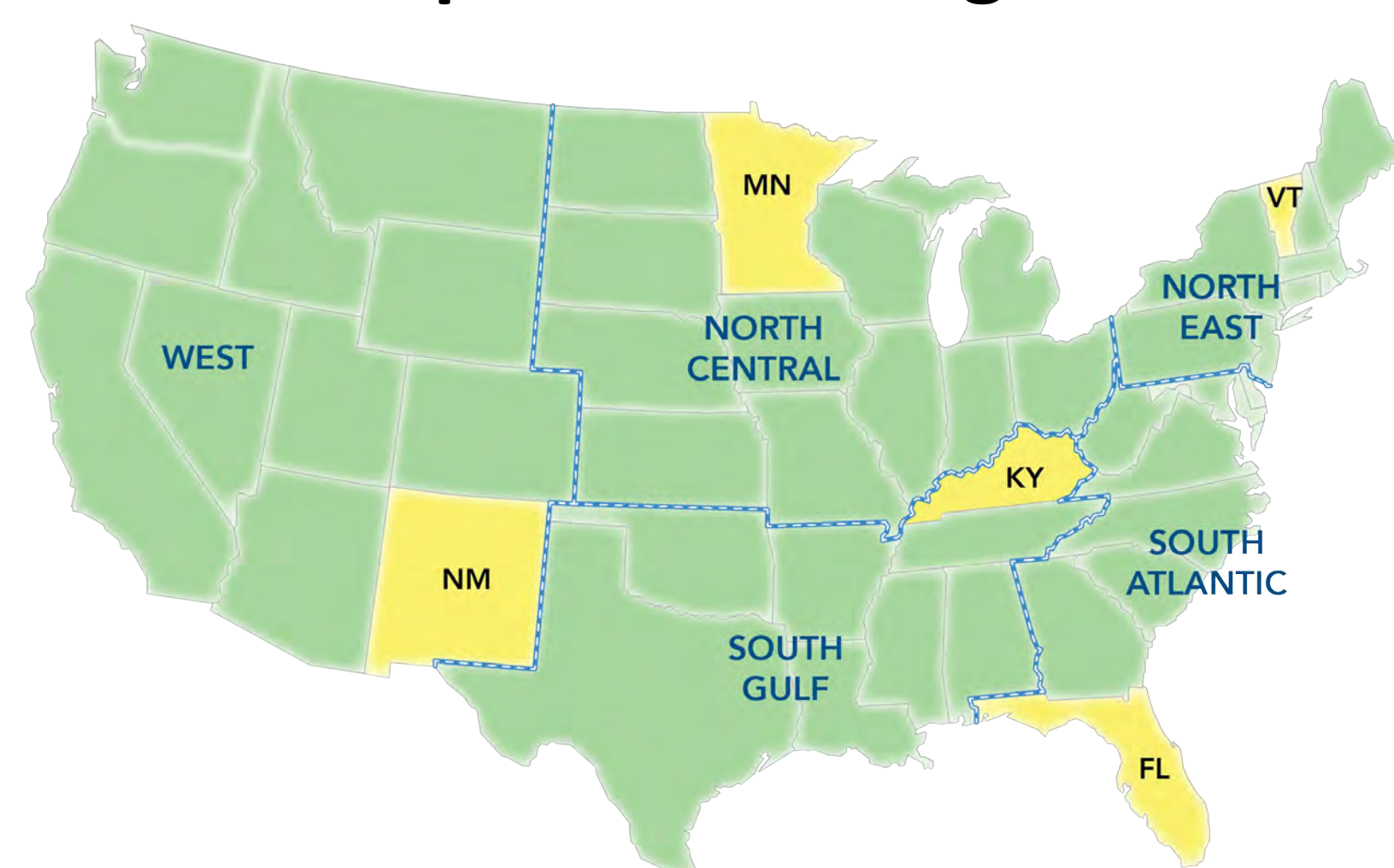

Figure 1. States Included in Study.

Community Selection Process

With literally thousands of small communities under consideration to use as potential case studies across the five states, a process for identifying those small communities with more bicycle and pedestrian infrastructure was needed. The following process was used to prioritize communities:

1. Generate state-specific lists of communities with less than 10,000 people
2. Remove communities in metropolitan counties
3. Rate remaining communities
4. Retain a selection of rated communities
5. Ensure geographic diversity
6. Develop a state-specific table with supplementary information
7. Coordinate with state DOTs on final community selections

Vermont, Data Collection

With several communities under consideration as potential sites for data collection, ultimately the following three communities were chosen:

1. Fair Haven
2. Hartford (Town of) [includes Wilder, VT]
3. Morristown [includes Morrisville]

Data was collected using Survey123. This tool allows a user to easily collect spatial data. Additional data that was collected via Survey123 includes description information and photos. This data can be used to create visual representations of where bicycle and pedestrian infrastructure is located throughout each community.

Parklets, one-lane bridges for each motor vehicles and pedestrians, rail trails, and multi-use pathways that allow children to travel via bicycle or on foot to school are some of the most interesting examples of bicycle and pedestrian facilities identified in Vermont.
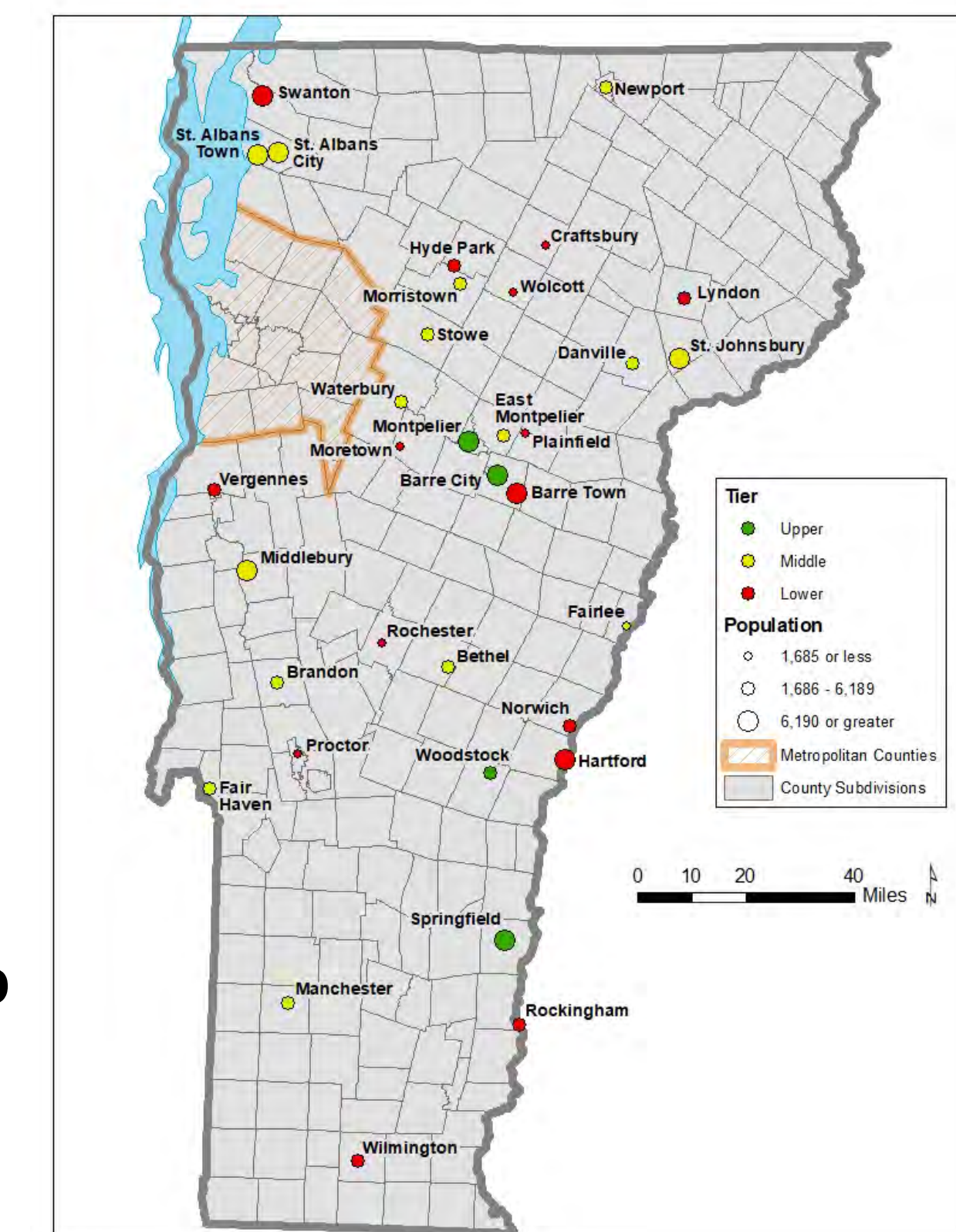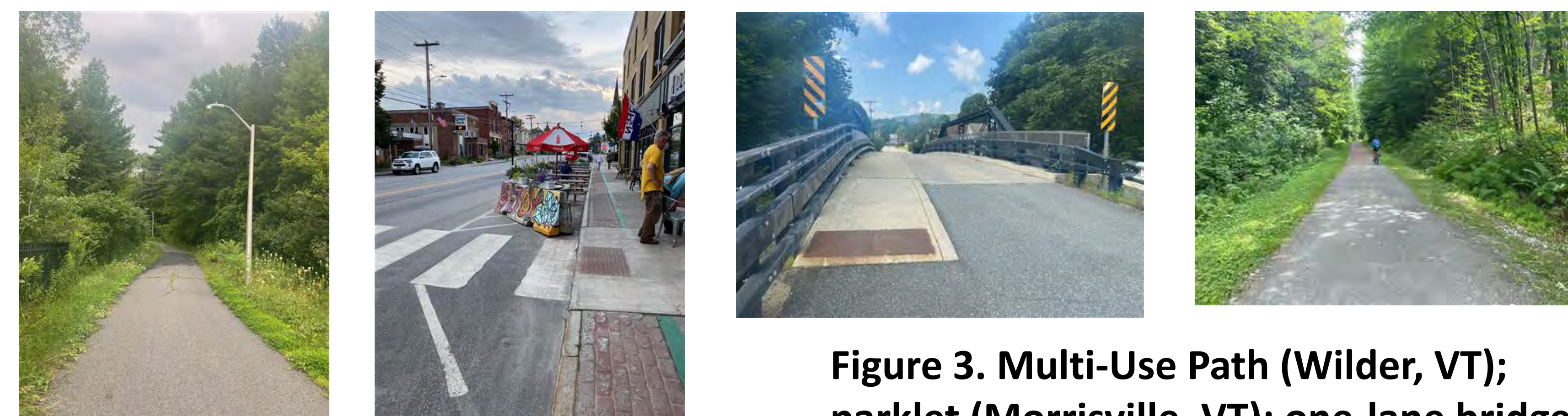

Figure 2. Communities Considered for Vermont

Figure 3. Multi-Use Path (Wilder, VT); parklet (Morrisville, VT); one-lane bridge (Wilder, VT); rail trail (Morrisville, VT).

Findings to Date

At least two distinctive examples of infrastructure providing access to schools was documented in Vermont (Mechanic Street in Fair Haven; multi-use trial in Wilder). Survey123 was an effective tool to collect data, although there were instances of cell phone and broadband connectivity that presented issues during data collection. Only two of the twelve communities where data has been collected has provisions to enable a visitor to rent a bicycle.