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Effective Snow Removal for Pathways and Transit Stops



Easter Seals
Project ACTION
ACCESSIBLE COMMUNITY®
TRANSPORTATION IN OUR NATION





Easter Seals Project ACTION's mission is to promote universal access to transportation for people with disabilities under federal law and beyond by partnering with transportation providers, the disability community and others through the provision of training, technical assistance, applied research, outreach, and communication.

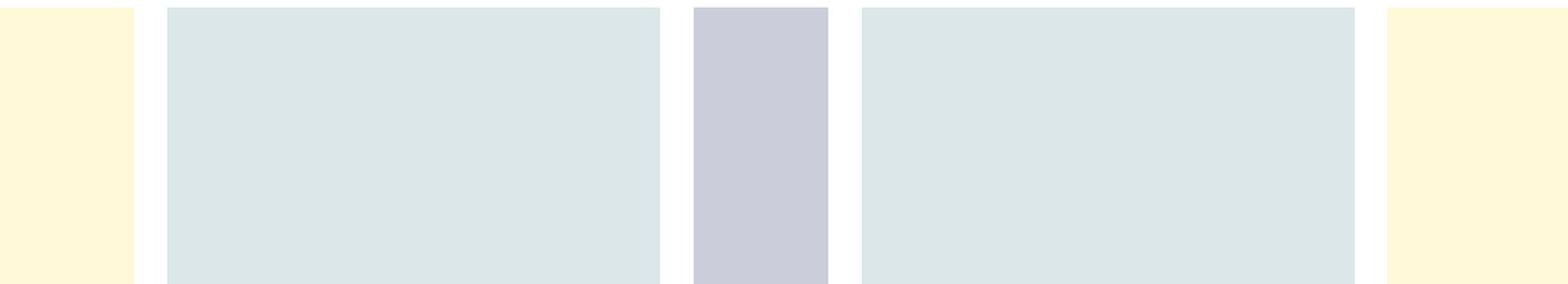
Effective Snow Removal

for Pathways and Transit Stops



PHOTO CREDIT: WWW.FLICKER.COM/PHOTOS/LEJAZ / JIM ZHEUTLIN

This woman in Long Branch, New Jersey, was trying to access the business district a week after a snowstorm. A friend who was traveling with her tried to clear a pathway through the snow with the heel of his shoe, but the wheels on her power wheelchair could not get through the snow.



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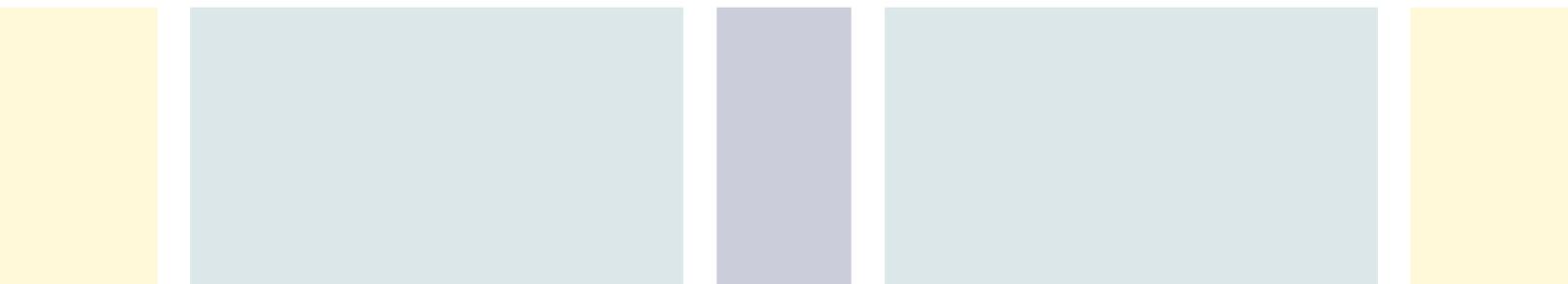
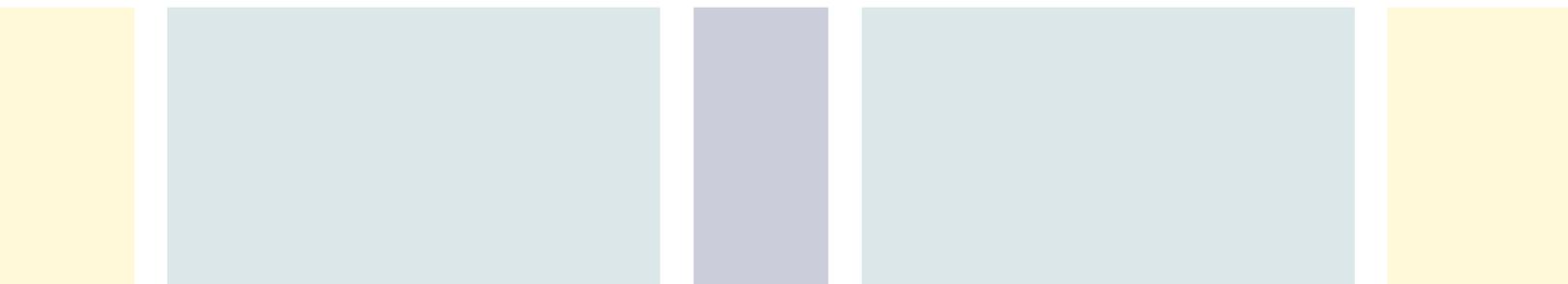


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A decorative header at the top of the page consists of five vertical bars of different colors: a yellow bar on the far left, a light blue bar, a purple bar, another light blue bar, and a yellow bar on the far right.

“The way we design, build, and maintain our streets has enormous consequences. A Complete Streets policy ensures that the entire right of way is planned, designed, operated, and maintained to provide safe access for all users. Including pedestrian facilities in snow and ice management policies reflects a community’s commitment to equal access, safety, economic vitality and quality of life.”

*—Roger Millar, Vice President,
Smart Growth America*

Introduction

Weather conditions influence transportation in all communities. In cold climates, snow and ice can add significant barriers to travel. Snow and ice on pathways and at transit stops make it difficult and sometimes dangerous to use public transit, especially for people with disabilities. Pedestrians may be forced to walk on roads in areas where pathways

are not cleared, and drivers may not be able to see pedestrians hidden by snow berms at intersections. Navigational difficulties and injuries are two concerns when winter weather sets in.

People using mobility devices can have difficulty or be restricted from traveling through snow. Ice and

Elements for clear pathways

- Municipalities should develop a snow removal plan that prioritizes essential zones that include all modes of transportation. These zones would prioritize roadways and pathways to schools, medical facilities, businesses, and transit facilities.
- Snow removal policies should include timely deadlines, identify responsible entities, and publicize contact information for enforcement. These policies should be widely circulated and actively enforced.
- Municipalities should consider design elements, for example, building in adequate space between the sidewalk and street to plow snow into without impeding pedestrians or drivers.
- There should be programs to assist people who are unable to clear pathways due to physical limitations.



PHOTO CREDIT: SARAH GREEN / THE RAPID

A 21-year-old woman in Grand Rapids, Mich. struggles to get to her bus stop. She is living with physical and mental disabilities and wanted to learn to travel independently. The travel trainer who was assisting shared this photo with the sidewalk committee from Disability Advocates of Kent County (the local Center for Independent Living). They shared the picture with disability advocates who used it as part of their Complete Streets campaign.

I. Introduction

salt can get on a wheelchair user’s hands and on the mobility device resulting in injury or rust. Salt treatments used to remove ice can prove damaging or toxic to service animals’ feet. People who use surface and visual cues for navigation may find snow and ice left on pathways disorienting.

Many people with and without disabilities or those who receive on-going medical treatment do not drive and depend on friends and relatives, public transit, in home health aides, and delivery services to maintain their health. A disruption in any of these services is more than an inconvenience—it may be life threatening. Many people also depend on public transit as their primary transportation option, relying on it to access employment, shopping, and recreational events. Accessible pathways and transit stops should be a priority especially during winter weather.

This publication on effective snow removal highlights a variety of innovative strategies used to improve accessible pathways and transit stops during winter weather. Partnerships, policies, and the involvement of businesses and community members are three ways that communities effectively approach snow removal for better mobility.

Community leaders can support safe mobility during winter months by designing pathways with adequate space for snow storage, defining clear maintenance policies and supports for pathway and transit facilities’ snow removal, and actively enforcing these policies. Many actors influence and improve snow and ice removal on pathways and at transit stops.



PHOTO CREDIT: JIM ZHEUTLIN / WWW.FLICKR.COM/PHOTOS/LEIAZ

Days after the storm ended in this business district, the curb ramps and sidewalks were still impassable for people using mobility devices and pushing carriages. The snow accumulation caused cars to park farther into the street forcing this person to ride her wheelchair in the traffic lane. She was unable to get to the pharmacy safely and had to rely on a friend for help.

Innovative Practices



While most municipalities require adjacent property owners to remove snow, some communities are going a step further to keep pathways clear. People interested in improving pathways and transit stop accessibility have an assortment of partners and tools available to them. The next sections provide a few examples of partnerships, policies and legislation, private associations, and community groups that work to improve snow and ice removal on pathways.

Partnerships

Coalitions, membership organizations, health advocates and professionals, educators, and elected officials all have reasons to support safe accessible pathways. For example, WalkBoston, a non-profit membership organization in Boston, Massachusetts, dedicated to improving walking conditions, is supported by over 40 diverse organizations. WalkBoston advocates for safer and more convenient pedestrian environments through educational campaigns, meeting with elected and municipal officials, proposing legislation, and advising professionals and advocate groups.

Transit agencies often collaborate with businesses, municipal departments, and residents to maintain bus stops and pathways. The Bay Area Transportation Authority in Traverse City, Michigan, recognizes the importance of such collaborations.

Traverse City, Michigan Bay Area Transportation Authority (BATA)

With miles of pristine lakefront beaches and many other tourist attractions, Traverse City in Northern Michigan attracts visitors year round. Located northeast of Chicago, on Lake Michigan, the city hosts an annual National Cherry Festival, offers many recreational outdoor activities, and is located at the base of the Old Mission Peninsula wine region.

The Bay Area Transportation Authority (BATA) provides more than half a million annual rides to residents and visitors in Leelanau and Grand Traverse counties. They collaborate with businesses near bus stops to clear snow and maintain the stops. Currently, the BATA Business Development and Operations Director is working to get bus stop maintenance agreements from local businesses in writing. BATA also makes note of bus stop sponsorship for individual stops on their website. This helps transit riders know who is responsible for clearing the snow and ice from each stop. BATA is utilizing their website to post photographs of and accessibility information about each bus stop so customers can plan their routes and know ahead of time if a stop is accessible for them.

II. Innovative Practices

Policies and Legislation

Most municipalities require adjacent property owners or tenants to clear the snow and ice on pathways within a designated amount of time. Publicizing and enforcing these requirements can be difficult for municipalities, especially during a weather emergency. A review and reorganization of current maintenance policies and departmental procedures sometimes results in improved snow removal on pathways with existing resources.

For example, snow removal hotlines—generally staffed by public works and transportation department employees—can take reports of pathways that are blocked by ice, snow or other debris, issue warnings

and citations, and provide referral information for people who are unable to clear their pathways on their own. Public employees who are already on the streets, like police and parking enforcement officers, can also assist with snow removal enforcement.

In the cities of Cambridge, Massachusetts, and Medicine Hat, Alberta (Canada), officials are active in updating their snow removal policies and provide examples of effective legislation for improved access on public pathways.

The City of Cambridge, Mass.

Cambridge is a densely populated city across the Charles River directly north of Boston. It houses

This man and woman in Mammoth, California, are waiting between a snow bank and the street for their bus. A person in a wheelchair would have difficulty reaching and waiting for this bus safely. In addition, people who cannot see well may have difficulty knowing where the bus stop is located.



PHOTO CREDIT: DAN BURDEN / WWW.PEDBIKEIMAGES.ORG

Bus stops and pathways are gateways to public transit and active transportation. How pathways and bus stops are maintained is a reflection of how the community values them. A strong investment in the maintenance of pathways and bus stops signals their value and encourages people to use them.

II. Innovative Practices

Harvard University and the Massachusetts Institute of Technology. The city is served by the Massachusetts Bay Transportation Authority (MBTA), which provides subway, bus, and commuter rail systems. There are several bike and community paths in Cambridge and the city received a Walk Score of 89 out of 100 in 2013.

Cambridge, Massachusetts, has an aggressive snow removal enforcement campaign with several webpages, mobile applications, and hotlines to support residents in snow removal and reporting un-shoveled and icy pathways. The city requires property owners to remove snow from pathways next to their property or business within 12 hours of daytime snowfall and before 1:00 PM when snow has fallen overnight.

City crews and contractors clear 23 miles of public sidewalks (e.g., pathways abutting public buildings, parks and open spaces, and high volume bus stops and adjacent ramps). This amounts to approximately 10 percent of the total sidewalks in the city. Cambridge uses fines as an incentive for proper snow removal. Parking control officers conduct enforcement in priority pedestrian routes and public works compliance officers investigate complaints received of pathways not cleared. Property owners are fined \$50 each day that their pathways are impassable due to snow or ice.

The city also provides assistance for people with disabilities and older adults who may not be able to clear snow from their pathways through a Snow Exemption Program. In addition, the Council on Aging and Office of Workforce Development collaborated to generate a list of teenagers who are interested in shoveling snow for people who may not be able to shovel for themselves. The residents pay the teens directly for their services.

This Washington, D.C., resident had to ride his wheelchair in the street to reach his destination. You can see a bus stop in the picture that is blocked from the street by snow plowed from the road. People waiting for the bus would have no way to get from the bus shelter to the road to board the bus.



PHOTO CREDIT: WWW.JOEFLOOD.COM / JOE FLOOD

While people who can drive have the roads cleared and can return to work quickly, many people who depend on pedestrian pathways and public transit are unable to return to work in a timely manner.

II. Innovative Practices

Street and Sidewalk Design in Medicine Hat, Alberta (Canada)

Known as the oasis of the prairies, the City of Medicine Hat is approximately 185 miles southeast of Calgary. The city has over 60 miles of walking trails that link to major parks. Medicine Hat runs its own bus service providing fixed-route, paratransit, and charter service. These combined services cover over 600,000 of travel annually.

Medicine Hat's Municipal Works Department, with assistance from a contract employee, conducted a comprehensive review of the city's snow and ice control program resulting in their 2011 *Snow and*

Ice Control Program Review. The review's objectives included an examination of best practices from other municipalities, an assessment of community expectations, and the development of monitoring, evaluation, and reporting.

The report resulted in recommendations to the governing entities, and it conveyed program expectations to the public. In addition, it provided analysis of multiple snow-removal and storage practices for roads, pathways, and bike lanes. The Design Considerations section below illustrates two examples from the report. It recommends plowing the snow into on-street parking spaces and establishing temporary parking bans as a cost-effective way to store removed snow. Building space between the roadway and sidewalk also provides a place for snow storage.

Design Considerations

Snow removal and storage should be part of a municipality's design consideration when considering streetscapes. Tree belts or some kind of space between the road and sidewalk can provide room for snow storage. Here are two of the design considerations Medicine Hat provides in their report.

Many roadways do not have places to store snow. Monolithic sidewalks, adjacent to the roadway, limit where snow can be placed. With this type of design, during plowing, snow must be deposited in a parking or driving lane or the sidewalk. Municipalities can also choose to remove and store the snow, an expensive alternative. Alternatively, some communities chose to leave snow on the roadway to melt or pack down.

PHOTO CREDIT: WWW.PEDBIKEIMAGES.ORG / DAN BURDEN



Storing snow plowed from the street in parking spaces is less expensive than removing and storing the snow off site, and it can help keep plowed snow off pathways adjacent to roads. This sign is a good example of proactive winter maintenance policy implementation. Snow removal policies and procedures should be clearly communicated with the public each year.

II. Innovative Practices

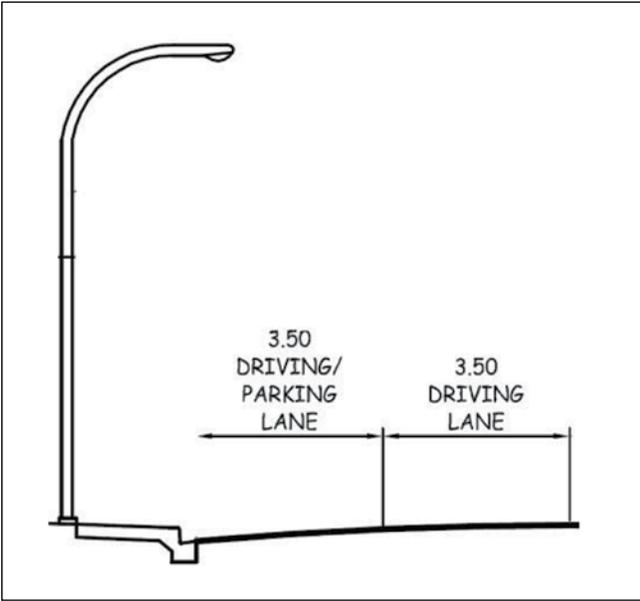
PHOTO CREDIT: MAURY STEINDEL / WWW.PEDBIKEIMAGES.ORG



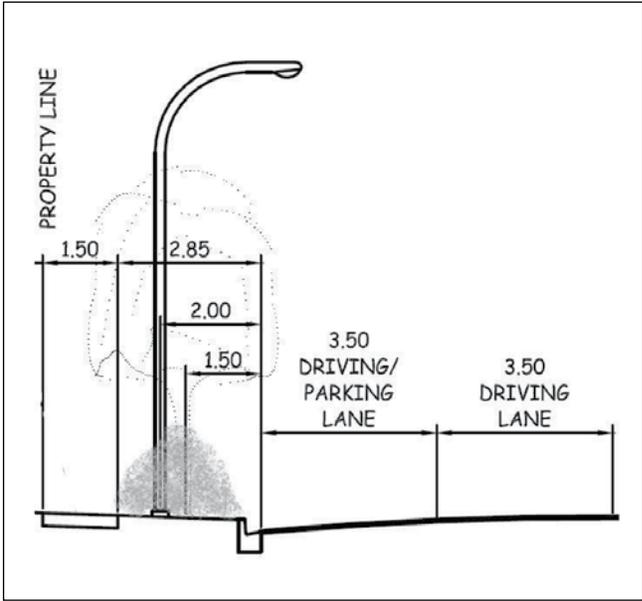
Snow storage can complicate removal practices. If there is no space to store the snow between the street and sidewalk, municipalities will have to choose where to place it. Removing and storing the snow can be costly. Some cities enact parking bans and store the snow in on street parking areas.

Separate sidewalks have a space between the road and sidewalk. The space between the sidewalk and roadway is usually a strip of grass or plantings. Allowing a defined space between the sidewalk and road increases comfort and safety for

pedestrians and provides space for public accommodations such as benches, bus shelters, and streetlights. Separate sidewalks are ideal for snow removal, providing plenty of snow storage space.



Monolithic Sidewalk



Separate Sidewalk

II. Innovative Practices

Thoughtful sidewalk and roadway design criteria can help with future snow removal and pathway maintenance.

Maintenance of sidewalks in snowy conditions is an issue for many localities. This woman is unable to use the sidewalk because of the snowy conditions. You can see that the snow plowed from the roads is blocking access to sidewalks and street crossings.

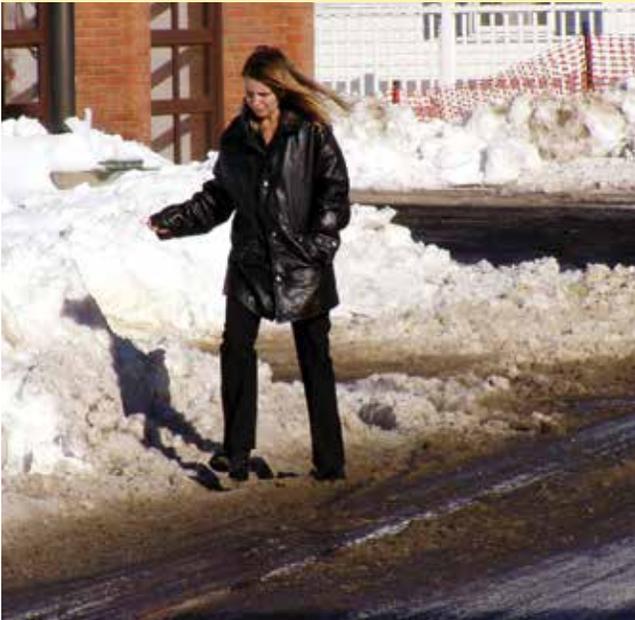


PHOTO CREDIT: WWW.PEDBIKEIMAGES.ORG / DAN BURDEN

Pedestrians, wheelchair users, and cyclists who are forced into the street place themselves in danger and may hamper vehicle traffic. Snow berms plowed onto corners can restrict pedestrian mobility as well as visibility to drivers. People who are blind have difficulty navigating when sidewalks are not cleared and snow berms restrict their mobility at street crossings.

Private Associations

Many private associations, such as business districts, business associations, community associations, and homeowner associations, include snow removal in their responsibilities. Service-based businesses recognize that it is in their best interest to clear pathways to their storefronts for customers. Businesses will often accept maintenance responsibilities for bus stops near their properties as well. Easter Seals Project ACTION provides sample bus stop maintenance agreements and strategies from transit agencies. Consolidating maintenance activities, such as snow removal, can be more efficient and provide advantage in negotiating service agreements.

Oak Park, Illinois, and Reston, Virginia, are two examples of communities in which associations maintain pathways privately for their members. The first, Downtown Oak Park business association (DTOP), manages a high-traffic, mixed-use area that attracts tourists and shoppers. The Reston Association maintains 55 miles of pathways for its residents.

The Downtown Oak Park Business Association, Ill.

The Downtown Districts in Oak Park, 10 miles west of the Chicago Loop, includes a partnership between the Oak Park commercial center, the Pleasant District, and the Hemingway District. This thriving business district, which encompasses the Frank Lloyd Wright Historic District, attracts tourists, office workers, and shoppers. Businesses and retail spaces contract with the Downtown Oak Park business association (DTOP) which provides event programming, marketing, streetscape enhancements, grounds maintenance, and snow removal.

II. Innovative Practices

Guided by a volunteer board of directors and funded through Special Service Area fees, DTOP works collaboratively with local government and other local agencies to promote business development and make Downtown Oak Park a great place to shop, dine, work, play, and live. Special Service Areas are a contiguous area in a municipality or county that levies an extra tax on property owners in that area for improvements and services specifically to serve that area.

In addition to snow removal, the DTOP supports transportation by maintaining vehicle and bicycle parking and a transit center. The Downtown Districts are accessible via bus and rail. The Chicago Transit Authority, Metra, and Pace bus all serve this area. DTOP provides bike maps and transit information on their website.

The Reston Association, Va.

The Reston Association, a community association representing 21,000 households in Fairfax County, Virginia, maintains 55 miles of trails and 95 pedestrian bridges. These trails and bridges connect homeowners with shopping centers in their communities. The development is planned so that no home is more than two miles from a shopping center and most are within a mile.

Located in the suburbs of Washington, District of Columbia, Fairfax County is served by Fairfax Connector Bus, Metrobus/Metrorail, and VRE commuter train. In Reston there are approximately 42 miles of pathways owned by the state, 39 miles of pathways owned by the county, and 187 miles of private or other pathways. Most of the private pathways are part of smaller homeowners associations, which also take on the responsibility of pathway maintenance

Pathways to schools are especially important for children who regularly walk to school. These sidewalks in Wheat Ridge, Colorado, are maintained and clear for pedestrians.



PHOTO CREDIT: WWW.PEDBIKEIMAGES.ORG / DAN BURDEN

Many municipalities prioritize pathways to schools and business centers. Some cities contract to have high-priority pathways cleared or use municipal employees to clear them. Other cities monitor and enforce snow removal policies in prioritized areas. According to www.saferoutes.org, 18 percent of parents in the United States surveyed by the Centers for Disease Control and Prevention cited weather as the most common barrier that prevented them from allowing their children to walk to school.

and snow removal. The state and county do not require property owners to clear snow and ice from adjacent pathways. While the state and county do not clear their pathways, residents report that the Reston Association paths are always cleared, sometimes before the roads are cleared.

II. Innovative Practices

The Reston Association's four-person maintenance team starts plowing after two inches of snow accumulation and continues until the pathways are cleared. Each route takes on average about six hours to clear with a Bombardier sidewalk plow. Reston's plows were purchased used and are over 25 years old.

Community Groups

Coalitions with interests in promoting health, active lifestyles, public transportation, walking and biking, livable communities, disability rights, and neighborhood improvements all can act to improve pathways and bus stops. For example, community groups can conduct a *snow audit* to make recommendations and motivate policy makers to improve sidewalk clearance during winter weather. Just as transit stakeholders use bus stop checklists to evaluate the current condition of bus stops in their community and make recommendations for changes, community groups can develop a checklist to audit snow removal conditions at key pedestrian pathways.

Disability advocates will strengthen their efforts by working with other groups that have similar objectives. Some examples of community groups working to improve accessible pathways are the Walkable Communities Task Force in Jackson, Michigan, and the Denver Regional Mobility and Access Council in Denver, Colorado. The Jackson taskforce was initiated with the objective of improving health in the community by encouraging active transportation and the Denver task force was created to improve mobility for older adults and people with disabilities. Although these groups are formed from different types of stakeholders, they accomplished complementary tasks.

Poor maintenance and dangerous pedestrian conditions reflect how the community values pedestrians and public transit. Transit providers and public agencies need to consider pathways to transit stops and shelters as part of their maintenance plans. A well-maintained pathway and transit shelter can do more to encourage new riders than marketing campaigns.



PHOTO CREDIT: WWW.PEDBIKEMAGES.ORG / DAN BURDEN

Encouraging and providing accessible facilities for active transportation can improve the physical and economic health of a community.

The Walkable Communities Task Force, Mich.

The City of Jackson is located in the south central part of Michigan, about 40 miles west of Ann Arbor and 35 miles south of Lansing. Jackson, known as the crossroads of Michigan, was a major railway hub from the late nineteenth century into the mid-twentieth century. Amtrak provides service three times daily in each direction between Chicago and Pontiac, Michigan, via Detroit. The Jackson Transit Authority provides public bus service Monday through Saturday, operating eight routes out of a central downtown hub.

The Walkable Communities Task Force in Jackson, Michigan, led by the Fitness Council of Jackson, created a citywide initiative to encourage and facilitate active transportation (e.g., walking and biking). The task force is a partnership of city leaders from a wide variety of disciplines, including health, education, business, transportation engineering, law enforcement, and architecture. Among their projects, they conducted snow-shovel audits for neighborhood pathways. Part of the audits included leaving *Thank-you* door hangers for citizens who promptly and thoroughly cleared their pathways.

access = independence

Many people with disabilities are not able to drive cars and must rely on others for transportation. Pathways and public transportation are one of the few ways that people who can not drive are able to travel independently.

The Denver Regional Mobility and Access Council

Located at the base of the Rocky Mountains, Denver, Colorado, started as a gold-mining town. Today it is a thriving metropolitan center with many tourist attractions. The Regional Transportation District (RTD) provides bus and light-rail transit services for the Denver metropolitan area. RTD's service area is over 2,337 square miles.

The Denver Regional Mobility and Access Council (DRMAC) created the Transit and Accessibility Task Force. One of their objectives is to remove barriers (e.g., snow and cracked or damaged walkways) on pathways to transit stops. The task force recently compiled a resource document titled Sidewalk Snow Removal and Repair Requirements for Municipalities in the Regional Transportation District, to support self-advocacy for people who are affected by snow-covered pathways or pathways in disrepair. This document provides a reference for residents to understand the rules in their municipality including the following:

- repair and snow removal requirements
- enforcement mechanisms
- reporting contacts for violations

Often municipalities have snow removal and maintenance requirements but lack the resources to inspect all of the pathways after a snowfall. Residents can assist with snow removal enforcement by proactively reporting dangerous barriers, such as snow and ice, on pathways. The task force is also working with the few cities in the RTD that do not have snow removal or sidewalk repair requirements.



The ADA and Sidewalk Maintenance

Section 35.133 of the Americans with Disabilities Act, Title II Regulations, as amended by the Final Rule published on September 15, 2010, requires that public entities (e.g., state and local governments) shall maintain in operable working condition those features of facilities and equipment that are required to be readily accessible and usable by persons with disabilities. Sidewalks and pathways, especially those leading to transportation, are included as public facilities. This section does not prohibit isolated or temporary interruptions in service or access due to maintenance or repairs.

Section 35.133 falls under the jurisdiction of the U.S. Department of Justice (DOJ), Civil Rights Division. Sometimes the U.S. Department of Transportation, Federal Highway Administration (FHWA) Office of Civil Rights will also help with clarification on right-of-way cases. However, it is the DOJ that has enforcement authority in facilities maintenance.

The FHWA Office of Civil Rights has questions and answers about pathway maintenance and pedestrian access on their website. The following questions and answers were taken from the Office of Civil Rights Questions and Answers About ADA/Section 504 webpage.

1. What public agencies must provide accessible pedestrian walkways for persons with disabilities?

All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II. 42 U.S.C. §12131(1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards. 29 U.S.C. §794(a). (9-12-06)

2. Can a public agency make private individuals or businesses responsible for ADA and Section 504 mandated pedestrian access?

No. The public agency is responsible for providing access for persons with disabilities. Private entities with joint responsibility for a public right-of-way, such as a



PHOTO CREDIT: THINKSTOCK

People with disabilities often have service animals to assist in daily living. They need to have well-maintained pathways to exercise their service animals and pets. People also use pathways to take the trash out and collect mail and packages.

III. The ADA and Sidewalk Maintenance



PHOTO CREDIT: WWW.PEDBIKEIMAGES.ORG / MAURY STEINDEL

This sidewalk design in Manitoba, Canada, leaves enough room to store snow plowed from the road and keep the sidewalks clear and accessible. This sidewalk is cleared so that two people can walk side by side. This width would also allow people using guide dogs and wheelchairs to use it.

private tenant on public property, are responsible for accessibility for persons with disabilities on the public right-of-way under Title II of ADA. The lease or other document creating this legal relationship should commit the private party to ensuring accessibility. In addition, public/private partnership relationships for the public right-of-way retain accessibility obligations to persons with disabilities under Title II. If the private entity eventually takes over the right-of-way in its entirety, then the private entity becomes responsible for accessibility for persons with disabilities under the private entity's obligations under Title III of the ADA. (9-12-06)

3. What obligation does a public agency have regarding snow removal in its walkways?

A public agency must maintain its walkways in an accessible condition, with only isolated or temporary interruptions in accessibility. 28 CFR §35.133. Part of this maintenance obligation includes reasonable snow removal efforts. (9-12-06)

4. What day-to-day maintenance is a public agency responsible for under the ADA?

As part of maintenance operations, public agencies' standards and practices must ensure that the day-to-day operations keep the path of travel on pedestrian facilities open and usable for persons with disabilities, throughout the year. This includes snow removal, as noted above, as well as debris removal, maintenance of accessible pedestrian walkways in work zones, and correction of other disruptions. ADAAG 4.1.1(4). Identified accessibility needs should be noted and incorporated into the transition plan. (9-12-06)

(U.S. Department of Transportation, Federal Highway Administration, Civil Rights, Questions and Answers About ADA/ Section 504, http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q6, retrieved on September 10, 2013)

IV

Conclusion

Accessible pathways are important for a number of reasons and groups, especially people with disabilities. Communities located in snow and ice zones need to ensure that public walkways are clear and treated so that all people can travel as safely as possible. Trends in health, transit, and land use all are moving towards supporting active transportation and multiple transportation options. Accessible pathways and effective snow removal practices are becoming a higher priority in many regions. Community leaders interested in accessible pathways should consider identifying multiple partners and strategies to strengthen their initiatives. Many of the examples provided in this information brief are low cost and easy to implement.



PHOTO CREDIT: PETER BILTON

This bus stop and bike rack in Edison, New Jersey, are partially shoveled but could use some more work to make them usable.

“The simple act of removing snow from sidewalks and intersections is as much a safety issue as it is a matter of good neighborliness. The quality of life in a city or on a neighborhood street is measured by how well neighbors know each other and how often they interact and look out for one another. Access to public services is always important, but city leaders should also strive to nurture thriving places that address the unique needs and expectations of residents.”

—James A. Brooks, program director, National League of Cities

Resources



ESPA Resources

For ideas and examples of ways to improve accessible pathways in your region, download the following materials from the ESPA Library at www.projectaction.org or call 800-659-6428 to speak with one of our technical assistance experts. All of ESPA's resources are available free of charge.

Accessible Pathways & Livable Communities Pocket Guide

Accessible pathways help form the foundation of an accessible transportation system and a livable community. This pocket guide contains concepts for communities to consider when improving transportation facilities, sidewalks, and routes to transit.

Accessible Pathways to Bus Stops and Transit Facilities Process Guide (Findings in Brief)

This Findings in Brief includes a definition of accessible pathways, recommends community stakeholders for the local accessibility planning process, and summarizes a four-step process, which can help communities create more accessible pathways to fixed-route public transportation.

The Findings in Brief is recommended for transit, transportation, and public works agency staff, as well as advocates that represent the disability community.

Checklist for Assessing the Accessibility of Transportation and Mobility

With a short introduction to transit and pedestrian accessibility, this checklist helps community stakeholders assess the accessibility of a transit route, including the pathways to the stop/station and accessibility on-board a vehicle. The checklist is designed to help a community enhance its transportation options by helping users evaluate individual routes/trips and fostering awareness of the different needs and abilities of community members.

Neighborhood Wayfinding Assessment Pocket Guide

This guide to neighborhood wayfinding describes things to consider when walking, driving, bicycling, or taking a bus or train to reach stores, community centers, libraries, parks, trails, restaurants, places of worship, or any destination of your choice! It was developed in partnership by the CDC Healthy Aging Research Network and Easter Seals Project ACTION.

Outside Resources

Active Living By Design

Active Living by Design establishes innovative approaches to increase physical activity through community design, public policies, and communications strategies.

V. Resources

Alliance for Biking & Walking

The Alliance for Biking & Walking is a national coalition of state and local bicycle and pedestrian advocacy organizations working in unison to break down the barriers to safe bicycling and walking.

America Walks

America Walks is a national coalition of local advocacy groups dedicated to promoting walkable communities.

National Complete Streets Coalition

The coalition works to implement Complete Streets policy at the local, state, and federal levels. Complete Streets is a planning and design process that changes the way most roads are planned, designed, constructed, operated, and maintained to enable safe access for all users.

National Council on Independent Living

The National Council on Independent Living is a membership organization to advance independent living and supports for people with disabilities through consumer-driven advocacy.

Pedestrian and Bicycle Information Center

Through their comprehensive websites, they offer information and training to diverse audiences about health and safety, engineering, advocacy, education, enforcement, access, and mobility as it relates to pedestrians and bicyclists.

Smart Growth America

Smart Growth America is a coalition of advocacy organizations working to support citizen-driven planning that coordinates development, transportation, revitalization of older areas, and preservation of open space and the environment.

United States Access Board

The U.S. Access Board is a federal agency that promotes equity for people with disabilities through leadership in accessible design and the development of accessibility guidelines and standards. Contact the U.S. Access Board by phone 800-272-0080 (voice), 800-993-2822 (TTY) or website www.access-board.gov.

United States Department of Justice Civil Rights Division

The U.S. Department of Justice provides information about the Americans with Disabilities Act through a toll-free information line 800-514-0301 (voice), 800-514-0383 (TTY) or website www.ada.gov.

United States Department of Transportation, Federal Transit Administration Office of Civil Rights

The FTA Office of Civil Rights is responsible for civil rights compliance and monitoring to ensure nondiscriminatory provision of transit services. Contact the Office of Civil Rights by phone 202-366-4018 (voice) or 800-877-8339 (TTY) or website www.fta.dot.gov.

WalkBoston

WalkBoston is a non-profit membership organization dedicated to improving walking conditions across Massachusetts. Founded in 1990, WalkBoston makes walking safer and easier to encourage better health, a cleaner environment, and vibrant communities.



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Pathways are used by cyclists for recreation and commuting, by children walking to school, older adults for exercise, and by people who use scooters or wheelchairs for both recreation and commuting. Communities can demonstrate their support for all users through pathway design and maintenance.



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This woman in Long Branch, New Jersey, who was trying to access restaurants, drugstores and bus stops, had to turn around because the pathway was blocked by snow and ice. Properly maintained pathways and accessible public transit amenities, affect individuals, businesses, and service providers. The entire community benefits from effective snow removal policies and practices.

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