

Comments	Response	Responsiveness to Comment
Specific map segment comments		
I think the top priority should be to widen Rt 30 as it comes from downtown to and past Middlebury College.	This section is designated as high use/priority. This will be addressed in the future Phases. The anticipated scope of Phase III is to identify improvement strategies along high-use bicycle corridors.	No change needed
There just isn't a safe way to bike from the town to the college (Middlebury)	This is a Class 1 Town Highway (Class 1 TH). Class 1 TH are the towns' jurisdiction not VTrans.	No change needed
Rutland still has a bicycle ban on 35 mph 4 lane sections of routes 4 and 7 where many businesses and attractions are located		
Multiple comments on non-state roads	The On-Road Bicycle Plan focuses on state highways only.	No change needed
Is there a reason why VT-103 is shown as high priority in Chester area and then again around Proctorsville, but not in between?	Yes, the change is due to land use density/patterns in villages and proximity of intersecting roads identified as popular bicycling routes in the Strava data and the crowdsourced interactive map (aka WikiMap).	No change needed
Specific suggestions for improvements to Rt. 117 from the IBM entrance out to Richmond.	This section is designated as high use/priority. This will be addressed in a future phase. The anticipated scope of Phase III is to identify improvement strategies along high-use bicycle corridors.	No change needed
Concerns about the road survey planned in Phase 2 be done by bicyclists on bikes.	Given the geographical extent of data collection needed in Phase II, using bicyclists to collect data is not economically feasible.	No change needed
Montpelier - timing of repaving and including Phase 3 improvements for Rte 12.	So noted. Improvement needs will be addressed in a future phase. The anticipated scope of Phase III is to identify improvement strategies along high-use bicycle corridors.	No change needed
Rte 17 from New Haven to Waitsfield needs help! The Appalachian Gap		Note: Although, high-use bicycle corridors have the highest priority, this map will be one component in a decision-making process.
Rte. 116 from Bristol to Starksboro needs safer shoulders and improved pavement.		VTrans will continue to enhance road accommodations for bicycling when the opportunity arises. However, high-use corridors will be given priority.
In summary: I -- and many others, including former District Administrators, feel strongly that you need to re-think accessing North Danville via US2 and the North Danville road, and changing signage appropriately. It would tremendously enhance the opportunity for circular trips involving Peacham, Danville, the LVRT, and North Danville.	VTrans has evaluated this and determined due to safety concerns at I-89 on/off ramps, there is no easy/quick fix to address this concern. So it will need to be addressed as a part of a larger improvement project.	No change needed

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Specific map segment comments and Segment should be higher priority		
Please consider making Route 78 from Swanton to the East Alburgh bridge, a high priority for improvement in regard to bicycling		
Please add the remainder of VT-131 from Cavendish village to VT-106 as high priority		No Change needed
Much of Rt 30 from Brattleboro to Townshend is great with nice wide shoulders. But there is an area between Newfane and Townshend that is very scary. No shoulders at all and very curvy. If the whole of Rt 30 can't be a high priority, I would like to see that section get priority attention.	Thank you for the feedback. Bicycle Use has been quantified on a statewide basis rather than individual corridors. VTrans has reviewed public input and taken it into consideration when appropriate during the developing the final map.	Note: Although, high-use bicycle corridors have the highest priority, this map will be one component in a decision-making process.
I am proposing an upgrade for the entirety of Route 4 (esp. Route 4A) as it crosses the mid-portion of the State.		VTrans will continue to enhance road accommodations for bicycling when the opportunity arises. However, high-use corridors will be given priority.
Rt 5 are more important in the river valley terrain on the east side of the state, where we most often do not have the option of using alternate roads that was mentioned during the Dec 1 Public Meeting by several towns on the west side		
Given that most of our other downtown/ village centers are shown as high priority, we think that downtown Springfield should be "high priority"	Springfield is a designated downtown (and urban compact). In comparison to other comparable communities, Springfield has the highest population, the greatest land use densities and the most expansive area of dense land uses, and the highest concentration of residences, businesses and employers. In addition, they have existing bicycle facilities e.g. designated bike lanes on a portion of Rte. 11 and the Toonerville Trail (former railroad that parallels Rte. 106 from bridge to NH to downtown) which channel bicycles into the downtown. Given all these factors changing the designation along this approximate 1.6 mile segment of Class I TH (Rte. 11) in Springfield is warranted. Note this is only a portion of the 2.6 miles of Class I TH in Springfield. Also note, Southern Windsor County Regional Planning Commission was consulted and concurred that this segment would be the most logical addition.	The final VTrans Priority Bicycle Corridors Map reflects a change in the use category from moderate use/priority to high use/priority within Class I TH limits between Bridge St. and Fairgrounds Rd.
I also suggested that Rt 5 south of Brattleboro at least to Algiers be a high priority.	This route is high use/priority.	No change needed
Rt 142 to Vernon is a popular recreational route and would also be the road bike commuters from Vernon use.	This route is high use/priority to Carroll Concrete.	No change needed

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Rt 9 out of Brattleboro to Sunset Lake Rd in West Brattleboro.	We agree with this change within the Class I TH limits from Downtown Brattleboro to West Brattleboro. The dense land use patterns and juxtaposition of residential, commercial and employment warrant consideration as a "high use" corridor. However, the lower density land use patterns west of West Brattleboro do not support a change from high to moderate use/priority. The western segment will remain in the moderate use/priority category.	The final VTrans Priority Bicycle Corridors Map reflects a change in the use category from moderate use/priority to high use/priority within Class I TH limits on Rt 9.
Included Business Route 2 (State St from Bailey to Main) and Montpelier State Highway (Memorial Drive from Bailey to Dog River) is owned by the state but doesn't have a route number	This route is high use/priority.	No change needed

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Transportation > recreation		
I have a transportation bias.	The previous comment period (following Statewide Meeting #2) indicated a need to reassess the bicycle use scoring system because dense areas were being favored in the methodology. To better represent bicycle use in rural areas, the transportation and recreation components of the scoring system were given equal importance. For more information on how bicycle use is calculated see the project report located at: http://vtransplanning.vermont.gov/bikeplan/documents	No change needed
Unfortunately transportation is a pretty big concern for all of us. Making improvements for cyclists and pedestrians can only help to reduce our overall fossil fuel consumption and make our people healthier	Agreed. The VTrans strategic plan Vision statement is "A safe, reliable and multimodal transportation system that promotes Vermont's quality of life and economic wellbeing". The strategic plan Goal 3 is to Provide Vermonters energy-efficient travel options.	No change needed
This year I have been commuting to work via rte 15 and am flabbergasted at the lack of knowledge car drivers have for cyclists.	We understand the importance of driver and bicyclist education. We have an educational brochure here: http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/Itf/BikePedShareTheRoad05032011.pdf There is information provided in the Vermont Driver's Manual. VTrans has also contracted with Local Motion for the next 2 years to provide assistance in Bicycle and Pedestrian safety education and outreach in three areas: <ul style="list-style-type: none"> • Community Level Support • Law Enforcement Training • Driver Education Training 	No change needed

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General importance of biking in VT		
Is there a bike option comparable to the Long Trail hiking path: with lodging and/or camping in Vermont?	The most comparable bicycling option is the Cross Vermont Trail. More information is located here: http://www.crossvermont.org/	No change needed
There is a large hidden desire in the Upper Valley area to use bicycles more, but average riders do not feel safe.	<p>We understand the importance of driver and bicyclist education. We have an educational brochure here: http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/ltf/BikePedShareTheRoad05032011.pdf</p> <p>VTrans has also contracted with Local Motion for the next 2 years to provide assistance in Bicycle and Pedestrian safety education and outreach in three areas:</p> <ul style="list-style-type: none"> • Community Level Support • Law Enforcement Training • Driver Education Training 	No change needed
I am pleased that Vermont will be taking the Cycling community more seriously.	<p>The VTrans Strategic Plan's Mission focuses on safety and the vision addresses all modes.</p> <p><u>Mission:</u> Provide for the safe and efficient movement of people and goods.</p> <p><u>Vision:</u> A safe, reliable and multimodal transportation system that promotes Vermont's quality of life and economic wellbeing.</p> <p>We are proud to have had a Bicycle and Pedestrian Program for over 20 years and counting, recognizing the importance of these modes.</p>	No change needed
All new paving projects and bridge replacements should include adequate shoulders for cyclists and pedestrians.	We look for opportunities in all projects and increase shoulder width when possible. The reason we are conducting the On-Road Bicycle Plan is to better understand priorities.	No change needed
"Bikes may use full lane" has been a major movement around the country and in places I grew up in Ohio; this needs to be added to VTRANS plans in places where proper infrastructure cannot be built	VTrans is using this sign where appropriate as one of the tools in our toolbox. The Bicycle and Pedestrian Program Manager is presently recommending this sign over the Share the Road.	No change needed

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<p>Nearly every bicycle lane I have seen in Vermont, particularly in Burlington area are substandard and too narrow for safe use, and encourage unsafe passing. They also encourage right;hooks and don't take in account for intersection conflicts</p>	<p>VTrans follows national standards for bicycle lanes on state roads and continually looks for ways to make the road safer for all users. Note: VTrans does not control bicycle lane application/design on roads outside our jurisdiction.</p>	<p>No change needed</p>
<p>I wish there was more enforcement of the safe passing rule</p>	<p>VTrans has contracted with Local Motion for the next 2 years to provide assistance in Bicycle and Pedestrian safety education and outreach in three areas:</p> <ul style="list-style-type: none"> • Community Level Support • Law Enforcement Training • Driver Education Training <p>The safety education to law enforcement as part of the above mentioned contract is intended to provide education for improved enforcement including safe passing.</p>	<p>No change needed</p>