

U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

LEGISLATIVE REQUEST

Sec. 32. SUPPORT FOR A ROUTE 5 BICYCLE CORRIDOR; SURVEY REPORT

(a) The Agency of Transportation, in partnership with regional planning commissions through the annual Transportation Planning Initiative, shall conduct a survey of municipal support for the creation of a bicycle corridor— consisting of one or more segments of bicycle lanes or bicycle paths, or both— to provide a safe means of travel via bicycle on or along a route that is roughly adjacent to U.S. Route 5 for the approximately 190 miles spanning between the State border with Massachusetts and the State border with Quebec, Canada.

(b) The survey shall address the level of interest of municipalities and regional planning commissions in prioritizing the creation of a bicycle corridor along some or all of U.S. Route 5, including the consideration of the costs of creation and benefits to the tourism industry in Vermont in general and to the municipalities along U.S. Route 5 in particular.

(c) The Agency shall provide a report on outcome of the survey to the House and Senate Committees on Transportation on or before January 15, 2024.

STUDY AREA

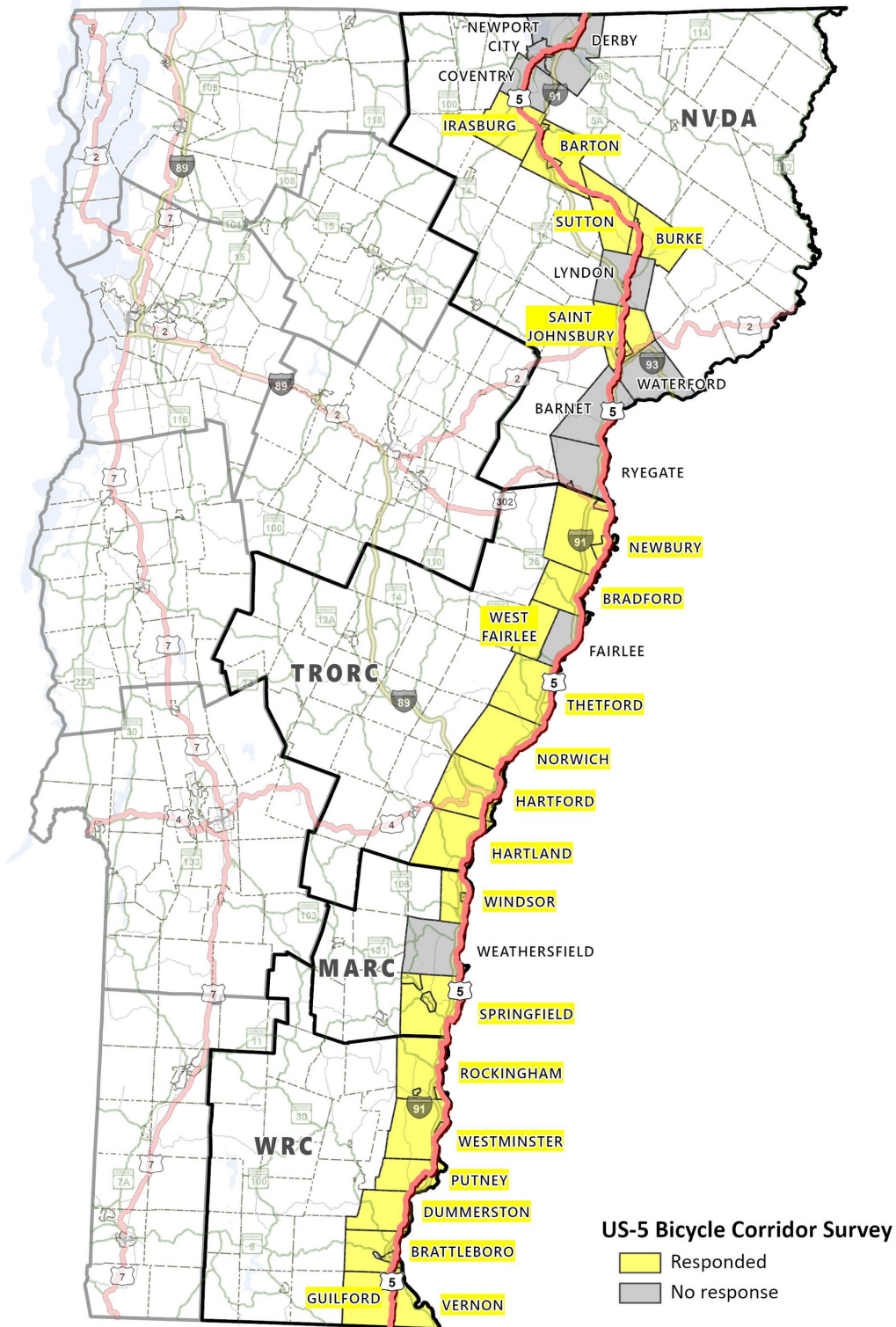
The study area encompasses a 192.72-mile stretch along U.S. Highway 5 (Route 5 Corridor), extending from the Massachusetts border to Canada. The corridor passes through a variety of landscapes, from the rolling hills of southern Vermont to the more rugged terrain as it approaches the Canadian border. The 30 towns along this corridor vary in size, character, and economic activities and residents in these towns are spread across various demographic groups, reflecting the diversity of lifestyles and interests within the region.

The population of residents residing in these towns totals 105,254, and according to the 2022 American Community Survey 5-year estimates: the average median household income is \$63,432; the average poverty rate is 11.2%; and roughly 32% of residents have obtained a bachelor's degree or higher. There are roughly 5,347 total employer establishments in the region and the employment rate is roughly 46.64%. Industries represented in this region include agriculture, manufacturing, tourism, and aerospace among others.¹

¹ While data specific to Vermont is shared above, the Route 5 Corridor's proximity to the New Hampshire state line has a significant influence on transportation patterns. Communities in both states rely heavily on this corridor as an important connection between places of residence, business, and recreation, with town and village centers along the corridor serving an important role as river crossing locations.

U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

STUDY AREA



U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

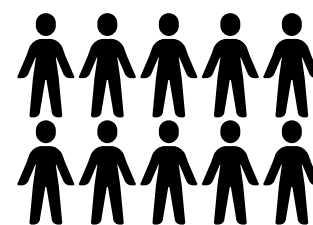
OUTREACH

On October 17th, 2023, the Vermont Agency of Transportation (VTTrans) released an online survey to the four (4) Regional Planning Commissions (RPC) and thirty (30) towns along Route 5 Corridor to assess their interest in a future planning study associated with a bicycle corridor along some or all of the corridor. The survey, entitled “U.S. Highway 5 Bicycle Corridor Priority Assessment Survey” was open and available to collect responses for one (1) month. The survey was released online and an option to download a PDF version of the survey was made available for preview purposes. Each RPC was allowed one (1) response, while each municipality was allowed two responses: one (1) response from the Selectboard Chair on behalf of the Selectboard and one (1) response from the Planning Commission Chair on behalf of the Planning Commission.

AOT promoted this survey by attending three (3) RPC Transportation Advisory Committee (TAC) meetings to further explain its purpose and intent. RPC Transportation Planners then worked directly with municipalities within the study area to encourage participation and explain details further as needed. AOT staff also collected additional correspondence – emails and letters of support - from interested parties not immediately represented by the RPCs or municipalities along the Route 5 Corridor, which are attached to this report as additional information and context. Finally, AOT staff responded to two (2) press inquiries related to this effort.



30 Towns



105,254

Population of the study area



192.72 miles
of roadway from
Massachusetts to Canada



\$63,432
median household income

U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

SUMMARY OF FINDINGS

The 'U.S. Highway 5 Bicycle Corridor Priority Assessment Survey' received 36 Responses. These 36 responses represented 21 of the 30 towns, as well as 3 of the 4 Regional Planning Commissions on the Route 5 corridor. The responses yielded the following information:

- **100% of respondents said that their organization is supportive of a planning study** related to a future bicycle corridor on or along a route that is roughly adjacent to Route 5 Corridor. Survey respondents were also provided the following caveat "Please note that while project funding and timeline have not been defined, the scale of this effort will require financial support in the form of local investment or funding match."
- **97.2% of all respondents said that it was Very Important or Somewhat Important to improve bicycling conditions** on or along a route that is roughly adjacent to Route 5 Corridor in their town or region.
- **35 of the 36 responders noted bicycling conditions were either Poor or Fair in their jurisdiction.** Springfield, the one outlier, responded that the conditions were excellent on or along the Route 5 Corridor and provided the following comment which provides context for this outlying response: "Route 5 through Springfield is generally easy riding and follows the CT River, so it is very scenic. The only difficult area is the area around Exit 7 of I-91 where it is confusing and lots of traffic for bikes. [sic]"

Additional qualitative evidence was collected as part of this survey and focused on existing and future activities along the corridor, destinations of interest, and areas of concern.² Responses in this section indicated that a future bike corridor along Route 5 would help create regional transportation connections to between communities and outdoor recreation opportunities, and that, in terms of existing conditions, the main impediments to bicycle activity stem from safety concerns due to roadway geometry and vehicular volumes.



100% of respondents **support** a planning study related to a future bicycle corridor along U.S. Route 5



97.2% of respondents said present bicycling conditions on U.S. 5 are either **Poor** or **Fair** in their town or region



97.2% of respondents said it was **Somewhat Important** or **Very Important** to improve bicycling conditions on U.S. Route 5 in their region

² Destinations of interest data is located entirely in the Appendices of this document given its granularity.

U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

SUMMARY OF FINDINGS CONTINUED

Anticipated use of the bicycle corridor as reported by responders included the following:
(respondents were encouraged to choose up to 5 responses, full visual included in the appendix)

- **Exercise and Health (83.33%)**
- **Local and regional transportation (66.67%)**
- **Connection to local destinations (58.33%)**
- **Access to outdoor recreation opportunities (50.0%)**
- **Connecting to existing trail networks (50.0%)**
- Connection regional destinations (nearby communities) (44.44%)
- Commute to and from place of employment (38.89%)

Primary factors that currently discourage cycling on Route 5 as reported by responders included the following:

(respondents were encouraged to choose up to 5 responses, full visual included in the appendix)

- **Narrow Shoulders (86.11%)**
- **Significant vehicular traffic on route (63.89%)**
- **Lack of connected facilities (61.11%)**
- **Personal safety concerns (50.0%)**
- **Unsure of safe routes (41.67%)**
- Deficient / unmaintained facilities (36.11%)
- Aggressive motorist behavior (30.56%)

“The selectboard is mindful of the constraints of budget and the looming increases in our state school education taxes. We are also deeply aware of safety concerns on our roads, and the community interest in healthy activities and alternate transportation. It is impossible to predict how much financial contribution would be supported by our voters as we face these competing issues in the years to come.”

Norwich, Vermont

U.S. ROUTE 5 BICYCLE CORRIDOR PRIORITY ASSESSMENT SURVEY FINDINGS

NEXT STEPS

This survey concluded with a clear consensus of interest on the part of municipalities and RPCs to participate in a future planning process for a bicycle corridor along Route 5. This consensus derives from a desire to connect town and village centers to regional destinations and outdoor activities and to create safe multimodal connections along the corridor.

AOT has completed Phase 1 and Phase 2 of the On-Road Bicycle Plan which includes assessing priority bicycle corridors as well as the Bicycle Level of Comfort along the high, medium and low-use corridors throughout the State, including Route 5. AOT recommends reviewing this existing planning documentation and engaging in additional corridor planning activities along the Route 5 Corridor to identify short- and long-term improvements and/or opportunities. Such corridor planning activities may include: building upon the qualitative evidence gathered in this survey to create a more detailed understanding of existing local, regional, and state conditions along the corridor; identifying locations of interest and concern; reviewing and documenting existing planning processes and projects underway along the Route 5 Corridor at both the local and state level; and, benchmarking similar projects to further build consensus on a future vision. These opportunities can then be prioritized based on the Bicycle Corridor Priority, harmonized with AOT planning processes, and eventually implemented in future projects.

Finally, it is recommended that as part of this process, a steering committee composed of interested parties and stakeholders from RPCs, municipalities, outdoor recreation, economic development, and other non-governmental partners along the corridor be formed to provide feedback on findings and deliverables associated with the above-mentioned goals and continued outreach and engagement of stakeholders.

“Guilford aspires to have interconnected, safe bike/pedestrian trails to link its Village Centers, school and recreational facilities. The Town has wonderful character and could become a recreation 'hub' for cyclists if safe paths could be developed.”

Guilford, Vermont

“The proposed bike corridor is a fantastic idea that would greatly enhance recreational opportunities, tourism, and commuting possibilities.”

Thetford, Vermont

“This is needy route for safe passage for pedestrians and vehicles. Biking is NOT the top priority. .”

St. Johnsbury, Vermont

**Appendix I:
Response, Road Miles, and Population by Town**

PARENT TOWN	RESPONSE SUBMITTED	US-5 AOTMILES SUM	2020 Population
BARNET	N	9.94	1,663
BARTON	Y	10.78	2,872
ROCKINGHAM	Y	8.85	4,832
BRADFORD	Y	5.86	2,790
BRATTLEBORO	Y	5.83	12,184
BURKE	Y	4.32	1,651
COVENTRY	N	4.89	1,100
DERBY	N	5.94	4,579
DUMMERSTON	Y	5.29	1,865
FAIRLEE	N	7.28	988
GUILFORD	Y	6.76	2,120
HARTFORD	Y	7.59	10,686
HARTLAND	Y	7.67	3,446
IRASBURG	Y	4.76	1,233
LYNDON	N	7.01	5,491
NEWBURY	Y	9.82	2,293
NEWPORT CITY	N	3.88	4,455
SPRINGFIELD	Y	9.12	9,062
NORWICH	Y	8.32	3,612
PUTNEY	Y	5.59	2,617
RYEGATE	N	7.39	1,165
SAINT JOHNSBURY	Y	7.68	7,364
SUTTON	Y	7.33	913
THETFORD	Y	7.68	2,775
WATERFORD	N	1.09	1,268
WEATHERSFIELD	N	6.79	2,842
WEST FAIRLEE	Y	0	621
WESTMINSTER	Y	8.22	3,016
WINDSOR	Y	6.85	3,559
VERNON	Y	0.22	2,192
TOTAL		192.72	105,254

Appendix II: Survey Questions

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

In this survey, you will respond to questions about your town or regions interest in undertaking a future planning study for a bicycle corridor on or along a route that is roughly adjacent to U.S. 5 for approximately 190 miles between the Vermont-Massachusetts border and the Vermont-Quebec border. For the purposes of this survey, a bicycle corridor will refer to facilities that support transportation by bicycle that may be provided on the highway or separated and adjacent to the highway.

In addition, you'll be asked some contextual information about how the corridor is used, as well as if there are locations of opportunity or concern the Vermont Agency of Transportation should be aware of.

VTrans is seeking input from:

- **1 response from each RPC along the corridor**
- **2 responses from each town along the corridor, 1 response from the Selectboard Chair on behalf of the Selectboard and 1 response from the Planning Commission Chair on behalf of the Planning Commission**

Survey responses will be collected through November 17th, 2023.

[Click here to view a preview of the survey questions.](#) If you'd like to discuss this project in greater detail, please reach out to Lauren.Masseria@vermont.gov.

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 1. Please enter your name below.

First name

Last name

* 2. Please enter your email address below.

Email address

* 3. Please select the professional role for which you are responding to this survey:

- Regional Planning Commission Planner on behalf of the region
- Municipal Selectboard Chair on behalf of the Selectboard
- Municipal Planning Commission Chair on behalf of the Planning Commission

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 4. Please choose which Regional Planning Commission you are responding on behalf of.

- Mount Ascutney Regional Planning Commission (MARC)
- Northeastern Vermont Development Association (NVDA)
- Two Rivers-Ottawaquechee Regional Commission (TRORC)
- Windham Regional Commission (WRC)

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 5. Which municipality are you responding on behalf of?

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 6. Is your organization supportive of a planning study related to a future bicycle corridor on or along a route that is roughly adjacent to U.S. 5?

Please note that while project funding and timeline have not been defined, the scale of this effort will require financial support in the form of local investment or funding match.

- Yes
- No

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 7. Please explain why your organization is not supportive of a bicycle corridor on or along a route that is roughly adjacent to U.S. 5.

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 8. How important is improving bicycling conditions on or along a route that is roughly adjacent to U.S. 5. in your town or region?

- Not important
- Somewhat important
- Very important

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 9. How would you anticipate a bicycle corridor on or along a route that is roughly adjacent to U.S. 5 to be used in your town or region?

Please choose up to 5 responses.

- | | |
|--|--|
| <input type="checkbox"/> Local and/or regional transportation | <input type="checkbox"/> For grocery or other shopping |
| <input type="checkbox"/> Connection to local destinations (within community) | <input type="checkbox"/> Exercise and health |
| <input type="checkbox"/> Connection regional destinations (nearby communities) | <input type="checkbox"/> Socializing or community building events and activities |
| <input type="checkbox"/> Commute to and from place of employment | <input type="checkbox"/> Access to outdoor recreation opportunities |
| <input type="checkbox"/> Connection to schools, college, and/or university | <input type="checkbox"/> Connection to existing trail networks in the region |
| <input type="checkbox"/> Connection to restaurants or other entertainment | |
| <input type="checkbox"/> Other (please specify) | |

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 10. How do you rate present bicycling conditions on U.S. 5 in your town or region?

- Poor
- Fair
- Excellent

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 11. What factors currently DISCOURAGE bicycling on U.S. 5 in your town or region?

Please choose up to 5 responses.

- | | |
|---|---|
| <input type="checkbox"/> Lack of connected facilities (multi-use paths, sidewalks and bicycle lanes) | <input type="checkbox"/> Aggressive motorist behavior |
| <input type="checkbox"/> Deficient or unmaintained facilities (multi-use paths, sidewalks or bicycle lanes) | <input type="checkbox"/> Narrow shoulders |
| <input type="checkbox"/> Lack of information about existing facilities (multi-use paths, sidewalks and bicycle lanes) | <input type="checkbox"/> Significant vehicular traffic on route |
| <input type="checkbox"/> Unsure of safe routes | <input type="checkbox"/> Lack of workplace amenities (showers, bike racks) |
| <input type="checkbox"/> Unsafe street crossings | <input type="checkbox"/> Lack of nearby destinations |
| <input type="checkbox"/> Hazardous or unsafe railroad crossings | <input type="checkbox"/> Personal safety concerns |
| <input type="checkbox"/> Steep Hills | <input type="checkbox"/> Requires a high level of fitness to bike along Route 5 |
| <input type="checkbox"/> Destinations are too far | <input type="checkbox"/> Lack of bicycle shops in the region |
| <input type="checkbox"/> Other (please specify) | |

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 12. Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5.

Please list up to 5 locations below.

Location 1	<input type="text"/>
Location 2	<input type="text"/>
Location 3	<input type="text"/>
Location 4	<input type="text"/>
Location 5	<input type="text"/>

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 13. Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry?

Please list up to 3 locations below.

Location 1

Location 2

Location 3

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 14. Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous?

Please list up to 3 locations below.

Location 1

Location 2

Location 3

U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 15. Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity?

Please list up to 3 locations below.

Location 1

Location 2

Location 3

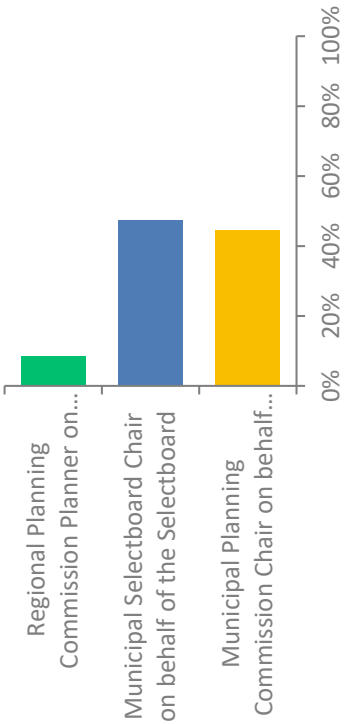
U.S. Highway 5 Bicycle Corridor Priority Assessment Survey

* 16. If you have any additional comments or concerns, please feel free to share them below.

Appendix III: Survey Data

Q3: Please select the professional role for which you are responding to this survey:

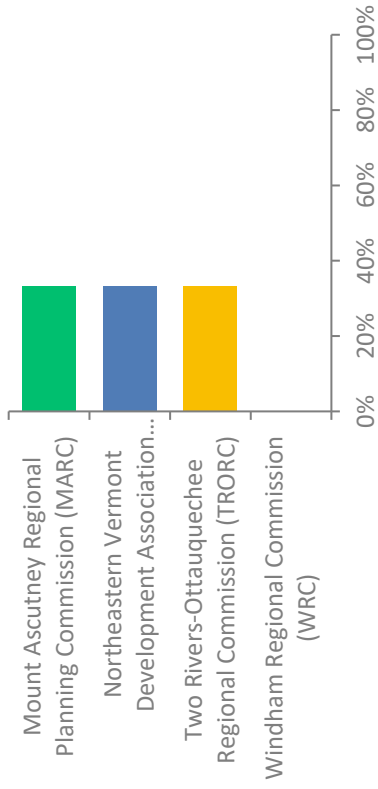
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES
Regional Planning Commission Planner on behalf of the region	3
Municipal Selectboard Chair on behalf of the Selectboard	17
Municipal Planning Commission Chair on behalf of the Planning Commission	16
TOTAL	36

Q4: Please choose which Regional Planning Commission you are responding on behalf of.

Answered: 3 Skipped: 33



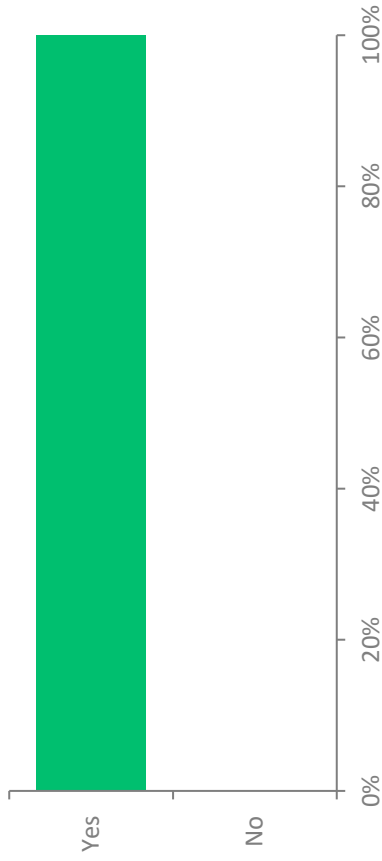
ANSWER CHOICES	RESPONSES
Mount Ascutney Regional Planning Commission (MARC)	1
Northeastern Vermont Development Association (NVDA)	1
Two Rivers-Ottawaquechee Regional Commission (TRORC)	1
Windham Regional Commission (WRC)	0
TOTAL	3

Q5: Which municipality are you responding on behalf of?

Which municipality are you responding on behalf of?	Please select the professional role for which you are responding to this survey:
Town of Rockingham	Municipal Planning Commission Chair on behalf of the Planning Commission
Town of Burke	Municipal Selectboard Chair on behalf of the Selectboard
Town of Burke	Municipal Planning Commission Chair on behalf of the Planning Commission
St. Johnsbury, VT	Municipal Planning Commission Chair on behalf of the Planning Commission
Springfield	Municipal Selectboard Chair on behalf of the Selectboard
Norwich, Vermont	Municipal Selectboard Chair on behalf of the Selectboard
Norwich	Municipal Planning Commission Chair on behalf of the Planning Commission
Westminster	Municipal Selectboard Chair on behalf of the Selectboard
IRASBURG	Municipal Planning Commission Chair on behalf of the Planning Commission
Vernon	Municipal Planning Commission Chair on behalf of the Planning Commission
Hartford	Municipal Planning Commission Chair on behalf of the Planning Commission
Brattleboro	Municipal Planning Commission Chair on behalf of the Planning Commission
Hartford	Municipal Selectboard Chair on behalf of the Selectboard
Newbury, VT	Municipal Planning Commission Chair on behalf of the Planning Commission
Town of Windsor	Municipal Selectboard Chair on behalf of the Selectboard
West Fairlee	Municipal Selectboard Chair on behalf of the Selectboard
Barton Town	Municipal Selectboard Chair on behalf of the Selectboard
Putney	Municipal Planning Commission Chair on behalf of the Planning Commission
Thetford	Municipal Selectboard Chair on behalf of the Selectboard
Newbury	Municipal Selectboard Chair on behalf of the Selectboard
Sutton VT	Municipal Selectboard Chair on behalf of the Selectboard
Sutton	Municipal Planning Commission Chair on behalf of the Planning Commission
Hartland	Municipal Planning Commission Chair on behalf of the Planning Commission
Hartland	Municipal Selectboard Chair on behalf of the Selectboard
Springfield	Municipal Planning Commission Chair on behalf of the Planning Commission
Guilford	Municipal Planning Commission Chair on behalf of the Planning Commission
Town of Newbury and Village of Wells River	Municipal Planning Commission Chair on behalf of the Planning Commission
Rockingham	Municipal Selectboard Chair on behalf of the Selectboard
Bradford	Municipal Selectboard Chair on behalf of the Selectboard
Thetford VT	Municipal Planning Commission Chair on behalf of the Planning Commission
Dummerston	Municipal Selectboard Chair on behalf of the Selectboard
Guilford	Municipal Selectboard Chair on behalf of the Selectboard
Putney	Municipal Selectboard Chair on behalf of the Selectboard

Q6: Is your organization supportive of a planning study related to a future bicycle corridor on or along a route that is roughly adjacent to U.S. 5? Please note that while project funding and timeline have not been defined, the scale of this effort will require financial support in the form of local investment or funding match.

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	36
No	0
TOTAL	36

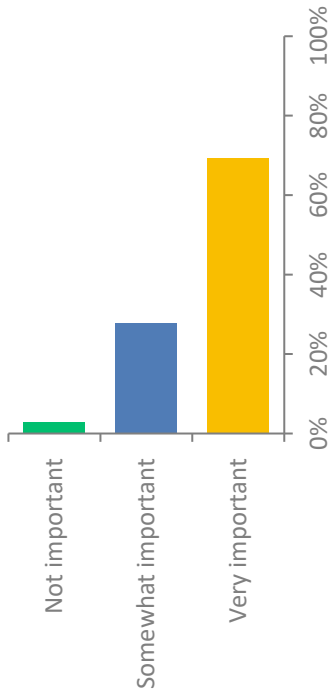
Q7: Please explain why your organization is not supportive of a bicycle corridor on or along a route that is roughly adjacent to U.S. 5.

Answered: 0 Skipped: 36

Due to question logic, this question was skipped by all participants who answered yes to the previous question thus no respondents completed this question.

Q8: How important is improving bicycling conditions on or along a route that is roughly adjacent to U.S. 5. in your town or region?

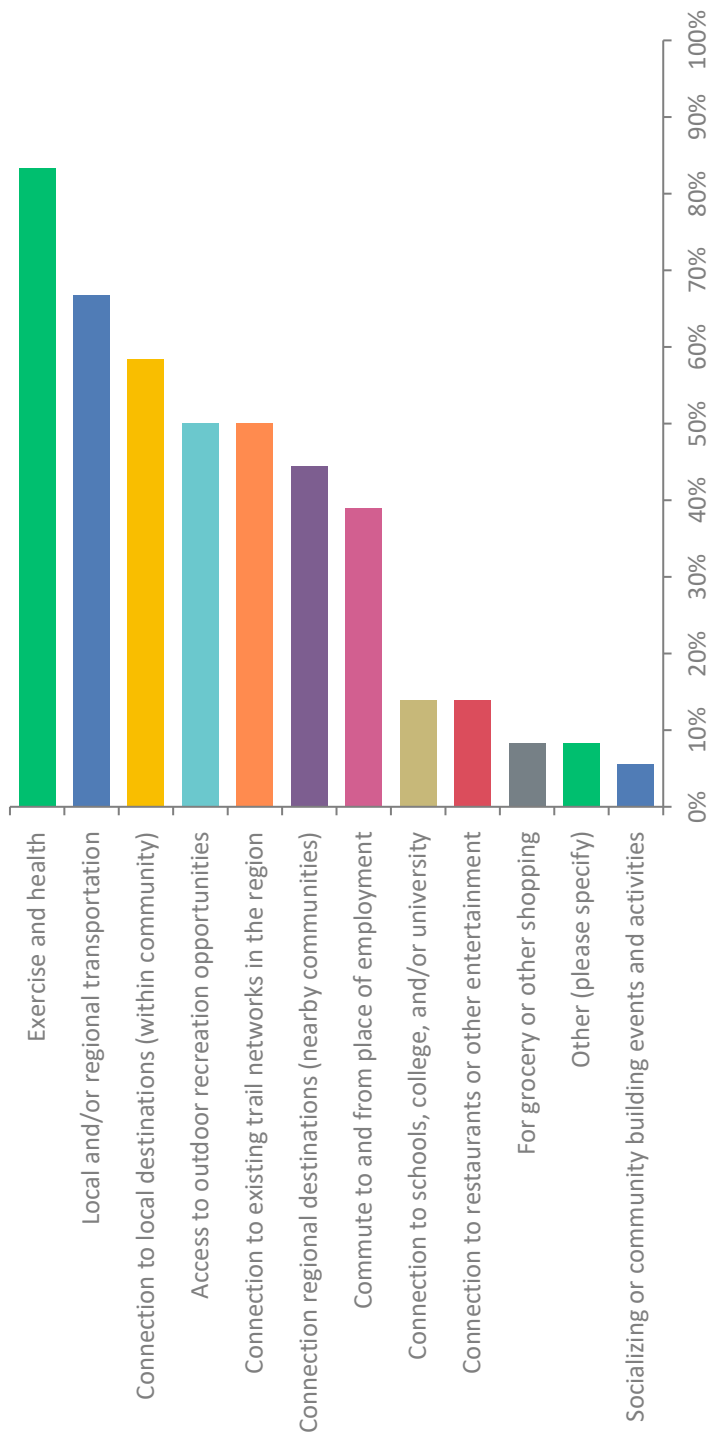
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES
Not important	1
Somewhat important	10
Very important	25
TOTAL	36

Q9: How would you anticipate a bicycle corridor on or along a route that is roughly adjacent to U.S. 5 to be used in your town or region? Please choose up to 5 responses.

Answered: 36 Skipped: 0



Q9: How would you anticipate a bicycle corridor on or along a route that is roughly adjacent to U.S. 5 to be used in your town or region? Please choose up to 5 responses.

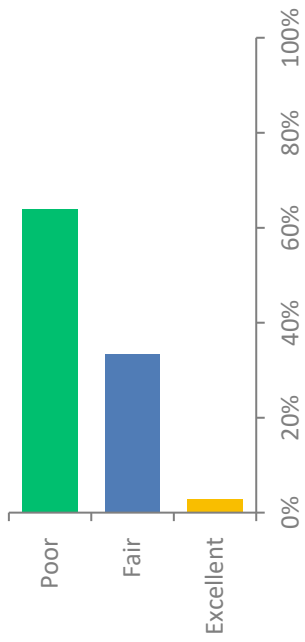
Answered: 36 Skipped: 0

- Other responses included:
- Connection to Local Transit buses to employment/school/college
 - Commute to work and school
 - Community development

ANSWER CHOICES	RESPONSES
Exercise and health	83.33% 30
Local and/or regional transportation	66.67% 24
Connection to local destinations (within community)	58.33% 21
Access to outdoor recreation opportunities	50.0% 18
Connection to existing trail networks in the region	50.0% 18
Connection regional destinations (nearby communities)	44.44% 16
Commute to and from place of employment	38.89% 14
Connection to schools, college, and/or university	13.89% 5
Connection to restaurants or other entertainment	13.89% 5
For grocery or other shopping	8.33% 3
Other (please specify)	8.33% 3
Socializing or community building events and activities	5.56% 2
TOTAL	159

Q10: How do you rate present bicycling conditions on U.S. 5 in your town or region?

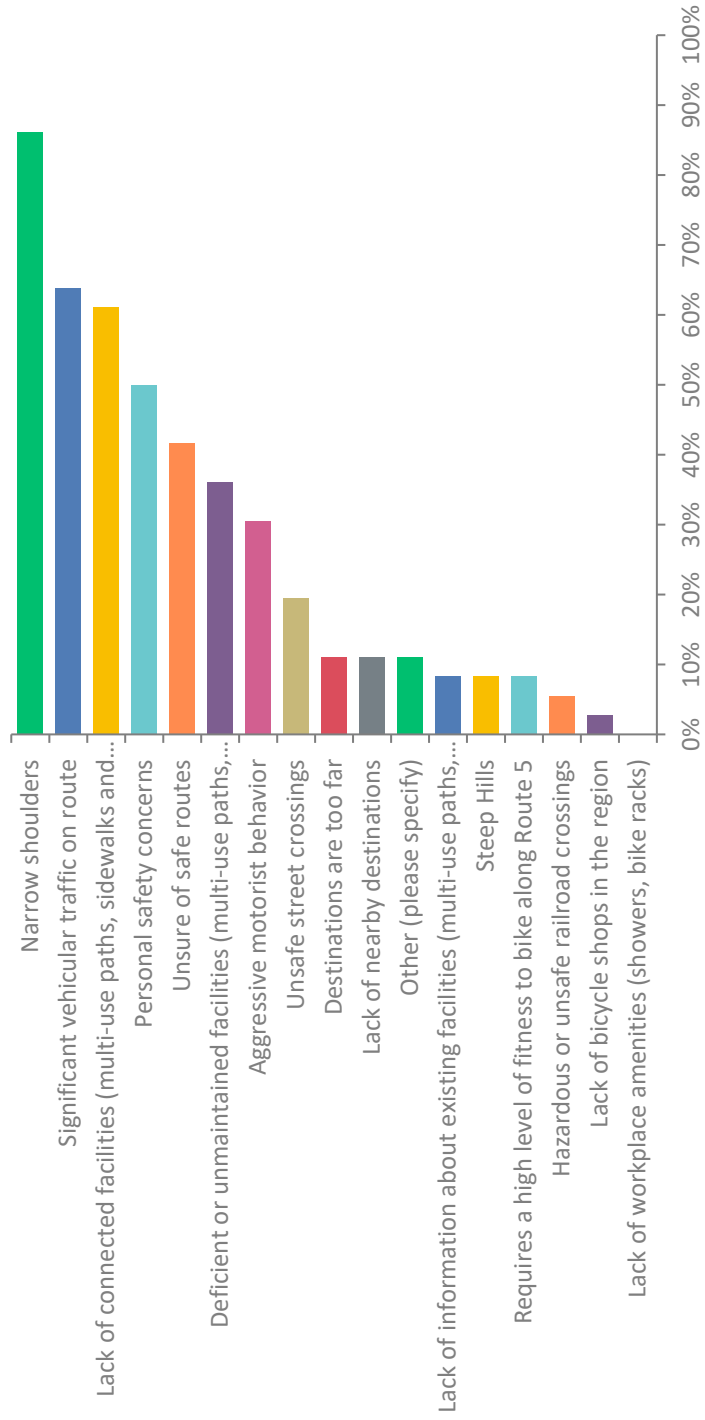
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES
Poor	23
Fair	12
Excellent	1
TOTAL	36

Q11: What factors currently DISCOURAGE bicycling on U.S. 5 in your town or region? Please choose up to 5 responses.

Answered: 36 Skipped: 0



Q11: What factors currently DISCOURAGE bicycling on U.S. 5 in your town or region? Please choose up to 5 responses.

Answered: 36 Skipped: 0

- Other responses included:
- Poor quality road
 - Aggressive Biker Behavior
 - Poor pavement conditions of the very narrow shoulders
 - Fair-poor conditions; lack of safe accommodations for less experienced cyclists

ANSWER CHOICES	RESPONSES	
Narrow shoulders	86.11%	31
Significant vehicular traffic on route	63.89%	23
Lack of connected facilities (multi-use paths, sidewalks and bicycle lanes)	61.11%	22
Personal safety concerns	50.0%	18
Unsure of safe routes	41.67%	15
Deficient or unmaintained facilities (multi-use paths, sidewalks or bicycle lanes)	36.11%	13
Aggressive motorist behavior	30.56%	11
Unsafe street crossings	19.44%	7
Destinations are too far	11.11%	4
Lack of nearby destinations	11.11%	4
Other (please specify)	11.11%	4
Lack of information about existing facilities (multi-use paths, sidewalks and bicycle lanes)	8.33%	3
Steep Hills	8.33%	3
Requires a high level of fitness to bike along Route 5	8.33%	3
Hazardous or unsafe railroad crossings	5.56%	2
Lack of bicycle shops in the region	2.78%	1
Lack of workplace amenities (showers, bike racks)	0%	0
TOTAL		164

The following slides include summary data for questions 12-15 correlated with the town/region for context.

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Town of Rockingham	Scenic Area just north of Downtown on Rt 5 to Herricks Cove and Springfield Rt 121 from Rte 5 Bellows Falls to Saxtons River (then Cambridgeport, Grafton) Intersection of Rt 121 on Rt 5 South to Westminster Station From Rt 5 Business to Canal St & Depot St & Island District From Rt 5 Business to Mill St & Historic Riverfront park The Riverfront from Canal St to I-91 Exit 6 (Esp Dairy Joy/Bridge area) Atkinson St (Rte 5 Alt) Esp at School St & Bike Project (Henry St)	Arch Bridge crossing/crosswalk heading north on Rt 5 Intersection of Rt 121 & Rt 5 Rt 5 from Bellows Falls Union High School and north to Rte 121	Intersection of Rt 123 & Rt 5 (incl Hilly curves @ Westminster Station to Intersection) Arch Bridge crossing/crosswalk heading north on Rt 5 Intersection of Rt 121 & Rt 5 Rt 5 from Bellows Falls Union High School and north to Rte 121	Atkinson St & especially at School St Intersection area The Square-Bellows Falls center Intersection of Green St & Rockingham St & area
Town of Burke	Kingdom Trails Willoughby Lake West Burke village	Lyndon to West Burke	From Lyndonville to West Burke	Route 5A between West Burke & Willoughby Lake
Town of Burke	West Burke Village Lyndon Outing Club Kingdom Campground	Kingdom Trails Access Crystal Lake	Intersection of Rt 5 and Red Village Road The Hump Back on Rt. 5.	Intersection of Rt 5/rt 114/rt 122 Stretch between West Burke Village and Barton
St. Johnsbury, VT	Pharmacy Groceries Recreation Medical	Rt 5 and Hospital drive Rt 5 and shopping Mall Rt 5 from Concord ave to Hastings Hill	Rt 5 and Hospital Drive Rt 5 between Concord Ave and Hastings Hill	Rt 5 from Hastings Hill to Price Chopper Rt 5 and car dealerships

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Springfield	<p>Toonerville Trail - Muckross State Park - bike/pedestrian</p> <p>North Springfield Reservoir/Dam Recreation Area</p> <p>Edgar May Health & Recreation Center</p> <p>Riverside School Recreation Area</p>	<p>I-91 Exit 7 interchange</p> <p>I-91 Exit 7 Interchange</p>	<p>None</p>	
Norwich, Vermont	<p>Access points for links to Hanover/Lebanon (NH) educational & employment locations</p> <p>Farmers' Market, Farmstand, and Dresden athletic fields</p> <p>Marion Cross Elementary School</p> <p>King Arthur Baking Company</p> <p>Montshire Museum of Science</p>	<p>Intersection of Route 5/Main Street and Church Street</p> <p>Intersection of Routes 5 and 10A</p> <p>Route 5 South businesses from the intersection of Rtes 5 & 10A to the Wilder town line</p>	<p>The village downtown/Main Street/Church Street</p> <p>Intersection of Route 5 and 10A</p> <p>Intersection of Route 5 and 10A</p>	<p>Bicycle and pedestrian activity from Route 10A up to Route 5 and through the village</p> <p>Bicycle and pedestrian activity from Route 10A/Route 5 intersection and south</p> <p>Bicycle activity from north of the elementary school on Church Street and beyond</p>
Norwich	<p>Dresden athletic fields</p> <p>King Arthur Baking Co.</p> <p>Farmers market</p> <p>Montshire Museum of Science</p> <p>Educational facilities in Hanover, NH</p>	<p>Norwich Main Street / Church street intersection</p> <p>Intersection of 10A & 5, North bound left turn on Rt 5</p> <p>Norwich school lacks multi-modal width</p>	<p>Main Str. / Church Str. intersection</p> <p>Narrow shoulders around Hopson Rd in both directions</p>	<p>Main Str. / Church Str. (from intersection village)</p> <p>Rt 5 South</p>

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Westminster	Bellows Falls	Putney	Saxtons River	
		The intersection / underpass of Route 5 to Route 123 that connects to Route 12 in Walpole, NH - VERY DANGEROUS WITHOUT BIKES (by Station market)	Westminste r St (I-91 access road) and Route 5 intersection by Allen Bros market	the intersection s and adjacent areas noted in question 11
IRASBURG	Ray's Market in Irasburg	Orleans town businesses	Lake Region UHS	Irasburg Common
		Royer's Convenience Store	I91 interchange with Rt 5	Rt and Airport Road 14 intersection
			curves with narrow shoulders just south of the Village of Westminste r	Putney - in general Route 121 in Saxtons River
				there are none

Which municipality are you responding on behalf of?		Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.				Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.			Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.			
Vernon	School	Town Hall	Recreation Center on Pond Rd.	Gov Hunt House	Post Office	Guilford Center	Just before reaching Brattleboro	Several very steep hills	Many Blind comers	None		
Hartford	White River Junction downtown	Upper Valley Aquatic Center	Maxfield Sports Complex	Upper Valley Haven	VA Hospital	Entire length of Rte. 5 in Hartford	North Main St. intersection	VA Hospital to Hartland town line	Chandler Rd. to Bugbee St.	Wilder to Norwich		
Brattleboro	rail trail potential from Depot St bridge to West River	Depot St park as a pause/amenity point	bike shops	library	swimming holes / camping	all of Route 5 in Brattleboro		both directions from bridge over West River - steep hills with narrow shoulders, power poles obstructing, etc	intersection of Canal St & Maple/Pine St in both directions	Main St's tightness of travelling and parked cars leads to bicyclists feeling squeezed unless they confidently "Take The Lane"	Downtown of Putney Rd, even north to access Exit 1 roundabout Industrial Park	
Hartford	Sykes avenue	VA Hospital				Sykes avenue		Sykes avenue		Wilder		

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Newbury, VT	Cross VT Trail Lamoille Valley Rail Trail Access to New Hampshire Rt. 10 Woodville/Blackmount Rail Trail and Ammonoosuc Rail Trail Northern Rail Trail and Mascoma River Greenway	Using the 0050/0907 green mile markers - Between mile markers 0912 and 0968	Using the 0050/0907 green mile markers - Between mile markers 0140 and 0165 Between mile markers 0220 and 0253 Between mile markers 0912 and 0968	Rt. 5 in Wells River and Newbury is a standard part of the route for the annual "The Prouty" cancer fundraising ride, which typically features hundreds of cyclists. There is also steady recreational bike traffic through both villages all season long. Since it is also a major truck route, safety is a huge concern. Between Mile marker 0000 and 0980
Town of Windsor	Artisan's Park (Harpoon Brewery, Path of Life Garden) American Precision Museum Great River Outfitters Main St. Windsor shops	Artisan's Park	Golf Course Hill (2 miles south of exit 9)	Fraser's Place Restaurant

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Rockingham	Scenic area from Canal Street to just south of I-91 Exit 6	Dari Joy at Green Street and Rte 5	The Square (Bellows Falls center) and Rockingham Road-(Rte 5)
Two Rivers-Ottawa/Quechee Regional Commission (TRORC)	Bradford - village to Lower Plain (Hannafords area)	Hartford - WRJ to Hartford Village up to Norwich VT10A	Fairlee/Bra dford villages
Bradford	Main street	Main Street	Route 5
Theftford VT	Town of Fairlee	Town of Fairlee	Theftford to Fairlee
	from intersection of 121 south through Westminster Station	the riverfront between Canal Street and Rte 91	region: hilly section through Westminster station
	scenic Missing Link Road (Rte 5) to Herrick's Cove and Springfield	between the High School and Rte 121	junction of Rte 5 and 123 in Westminster Station
	Bike Shop on Atkinson Street	Arch Bridge crossing going north on Rte 5	Fairlee US5 narrow, Bradford village
	Village of North Theftford	Hartford US5 (too much traffic/narrow w space)	Creamery Road
	Village of East Theftford	Main Street	Route 25
	Town of Bradford	Town of Fairlee	Theftford to Norwich
	Town of Fairlee	Town of Theftford	Theftford to Fairlee

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Dummerston	Dummerston School	Walker Farm	around the campground along Rt 5
Guilford	Covered Bridge	I-91 Exit 1 interchange, Brattleboro	None
Putney	Bellows Falls Amtrak Station	Exit 3 Brattleboro Roundabout the Commons	Putney Road, Brattleboro

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
West Fairlee	Lake Fairlee Lake Morey Brushwood Community Forest (West Fairlee)	Fairlee Community Forest	Connecticut River	Bradford - Newbury corridor(?) Bradford Village
Barton Town	Crystal Lake Barton Village	Orleans Village	highbridge hill	the winding "narrows" Fairlee to Bradford highbridge hill Barton Village
Putney	Putney Village Center (Town Hall, General Store, Post Office) Putney Neighborhood Development Area (includes AoT Park & Ride) Landmark College	Putney School	Downtown Brattleboro Putney School	From the Route 5 & I-91 Exit 4 junction through the Village - particularly at the junction with Putney Landing Road - and then through the Village (Main Street) to South River Road (Landmark College entrance) Route 5 & I-91 Exit 3 along Putney Road to Route 5 & I-91 Exit 4 (Canal St.) Brattleboro junction to Basketville) Route 5 Between School House Rd. East Dummerston through to Route 5 & I-91 Exit 3 Route 5 & I-91 Exit 3 along Putney Road to Route 5 & I-91 Exit 4 (Canal St.) Brattleboro junction to Basketville) Between Putney Village (from the Route 5 & I-91 Exit 4 junction to Basketville)

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Theftford	Theftford-Lyme Bridge Union Village Dam Recreation Area Treasure Island (beach and natural area) Lake Fairlee Lake Morey	Rt. 113 Rt. 132 Rt. 25	Rt. 5 from Stevens Rd. to Sanborn Rd. Rt. 5 between former Farmer Hodges (Fairlee) and Bradford town line	Ledyard Bridge to Rt. 244 and 113 in East Theftford intersection area around Rt. 244 and Rt. 5 intersection
Newbury	Wells River into Woodsville, NH Newbury Village into Haverhill, NH	the corridor between Newbury village and Wells River village Wells River village west to P&H Boltonville	Rt. 5 from Stevens Rd. to Sanborn Rd. most it. curves and narrow edges	between Newbury village to Wells River village Wells River village, west on Rt 302
Sutton VT	Town of Burke Crystal Lake, State Park	Town of Lyndon Town of Burke	None	None
Sutton	Willoughby Lake Crystal Lake	No	no	no
Northeastern Vermont Development Association (NVDA)	Downtown St J (Class one portion) Village of Lyndonville (Class one portion) Downtown Newport City (class one portion) General need to address buried Concrete blocks along the entire length	General need to address very narrow shoulders along the entire length	Exit 20 interchange in St Johnsbury Rte 5 Roughly 3000ft S of Pierce Rd in St J	between Downtown St J and the Price Chopper between Concord Ave and Hastings St in St J between Downtown Lyndonville and the Newport City Lyndonville

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you observe significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Hartland	Windsor	White River Junction	Woodstock	Hanover
Springfield	historic sites	Junction of Rte 5 and 11	Junction of Rte 5 and 11	WRJ to Hartland
Mount Ascutney Regional Planning Commission (MARC)	connections to/from neighborhoods 2-3 miles out from village centers	Conn. River Valley Loop/covered bridge/Village centers (see https://ride.windsorcountytvt.weebly.com/)	connections to Mt Ascutney resort area (see Mt Ascutney Outdoor Rec Plan)	Intersection with VT Route 131/Exit 8 area, Weathersfield
Guilford	Guilford Country Store	Broad Brook Community Center (On Guilford Center Road)	Guilford Fairgrounds (On Weatherhead Hollow Road)	Algers Village Store
Town of Newbury and Village of Wells River	Cross Vermont Trail	Cross New Hampshire Adventure Trail	Rte. 302 West from Wells River Village	Rte. 302 East Vermont Trail in Wells River Village

Which municipality are you responding on behalf of?	Thinking about your town or region, are there specific destinations you feel should be highlighted and incorporated into the planning and development of a bicycle corridor adjacent to U.S. 5. Please list up to 5 locations below.	Thinking about your town or region, are there significant vehicular traffic and would benefit from additional inquiry? Please list up to 3 locations below.	Thinking about your town or region, are there specific locations along U.S. 5 that you consider particularly dangerous? Please list up to 3 locations below.	Thinking about your town or region, are there any specific locations along U.S. 5 that you observe high volumes of bicycle and pedestrian activity? Please list up to 3 locations below.
Hartland	<p>Summers Falls should be a safe and comfortable bike ride from both town centers</p> <p>Route 5 should form the backbone of a bike/ped network centered around Three Corners</p> <p>The I-91 Park and Ride should be accessible by bicyclists</p> <p>Route 5 is daunting even for braver cyclists and prevents most people from riding to it</p> <p>Route 5 should form the backbone of a bike/ped network centered around Three Corners</p> <p>The I-91 Park and Ride should be accessible by bicyclists</p> <p>Route 5 is daunting even for braver cyclists and prevents most people from riding to it</p> <p>Windsor Amtrak station on Rt 5 serves Hartland and should have secure bike parking, as well as a long range plan for increasing it's mode share by enhancing it's features.</p> <p>Very long range planning could also include commuter rail stops at both the Windsor station and a rebuilt Hartland station with an emphasis</p>	<p>Three Corners to I-91 Park and Ride carries both local traffic plus school and non local traffic from the industrial area roads, and has a long, straight downhill section that encourages drivers to accelerate while having no shoulder for bike/ped users</p> <p>Three Corners to I-91 provides access to both the elementary school and the industrial area roads, and has a long, straight downhill section that encourages drivers to accelerate while having no shoulder for bike/ped users</p>	<p>The mile through the center of North Hartland where there are bike and pedestrian activities centered around the green generates several complaints every year from residents about speeding cars, and has perpetual lawn signs warning "Children Playing" and also "Drive like you live here"</p> <p>Three Corners to I-91 Park and Ride. Almost no one will ride or walk it, see question above - answer #1</p>	<p>Route 5 is used as part of frequent road bike group ride loops (both recreational and competitive) between significant pedestrian activity Long distance bicyclists riding along the river from the Rt the library/ Byway 12 direction recreation already are seen using from Mt Ascutney, Three Corners but no count area, or Woodstock, also around been done and then the green in heading North Hartland either north or south along Rt 5 to complete the loops.</p> <p>The high speed 4 mile segment between Three Corners and North Hartland with a tiny shoulder is intimidating because of fast moving cars and is also a popular route for dump trucks from the 3 gravel pits.</p>

Q16: If you have any additional comments or concerns, please feel free to share them below.

- Include Rt 5 Alternate AND Rt 5 Business District through Bellows Falls Downtown to access shops and restaurants
- The steep banks along Route 5 be the rest area aka the Hogback.
- It would be great to have proper bike lanes along route 5 and connecting to places with trail access like Kingdom Campground, additionally this could help communities who could use the economic growth of trails in their areas like Lyndonville and West Burke.
- This is needy route for safe passage for pedestrians and vehicles. Biking is NOT the top priority.
- Improvements for the Rt 5 corridor from points south and north of Charlestown Rd. would provide better access for our recreational bicycle riders and for future expansion of our Town's trail network.
- The selectboard is mindful of the constraints of budget and the looming increases in our state school education taxes. We are also deeply aware of safety concerns on our roads, and the community interest in healthy activities and alternate transportation. It is impossible to predict how much financial contribution would be supported by our voters as we face these competing issues in the years to come.
- We received many enthusiastic expressions of support for this project from Norwich residents. People expressed desire for consideration of a shared used path on Rt 5 south of the village.
- There are significant concerns with regard to the intersection of 5 and 123 by station market. This is extremely dangerous already.
- A RT5 upgrade to address bicycle traffic will be an expensive endeavor. Also, property owners will not likely support the State condemning their property for a ROW for this project.
- Consider Rt 142 in addition to US 5
- Improving bicycle conditions, especially safety improvements, would result in many more people biking along Rte. 5
- This is an exciting project. Thanks for initiating it!
- No additional comments
- Without a designated bike path along Rte. 5, it's only a matter of time before a serious accident occurs. This area (Newbury/Wells River) also presents an important opportunity for connecting several bike & recreational trails which are close to converging here. Thank You for starting this important project.

Q16: If you have any additional comments or concerns, please feel free to share them below.

- State bike & Ped study completed on the Windsor section of Route 5 by Broadreach Planning & Design. Publish date was 1.28.15
- we had several citizens come to our last board meeting to express support for this project.
- Thanks for undertaking this survey! 1. The Planning Commission Approved Draft 2023 Putney Town Plan (scheduled for Selectboard adoption by year end) strongly supports improved bike and pedestrian safety throughout the Town, and especially through the Village where Route 5 is also Main Street with very few pedestrian crosswalks and no safe bike lane in the midst of constant traffic coming off of In-91 Exit 4. A Route 5 Bike Corridor Study should carefully consider options to improve this. 2. A Route 5 Bike Corridor study should consider that Putney Village needs an integrated bike path and pedestrian walkway plan along Route 5 (Main Street). 3. While a Route 5 Bike Corridor is studied, the VTrans Complete Streets program should give more priority to improving biker and pedestrian safety when Route 5 maintenance is undertaken including more cross walks in Putney Village, and marked bike lanes on Route 5 from Putney to Brattleboro. 4. A particularly dangerous intersection in Putney is the junction of Putney Landing Road with Route 5. Drivers are often confused and go the wrong way to access I-91 North from Putney Landing Road. This is a dangerous intersection for motorists, pedestrians and bikers, and will only be more so as housing units are increased in this designated Putney Neighborhood Development Area. A Bike Corridor Plan as well as the Complete Streets Program should give this careful consideration. 5. A Route 5 Bike Corridor through Windham County could be very important to housing and economic development in the area to serve current as well as future residents just as the western side of Vermont benefits today from the Western New England Bike Greenway. 6. Route 5 lacks an integrated VTrans Corridor Management Plan and is behind in Complete Streets and other coordinated transportation planning even though we have the density to justify it. Such programs, in addition to a Route 5 Bike Corridor Study, are important to expand safe biking and walking as healthy, safe, clean transportation alternatives that support economic development aligned with conserving and celebrating our beautiful natural and scenic areas, encouraging outdoor recreation, and supporting local businesses. Please keep us informed of survey results and next steps.
- The proposed bike corridor is a fantastic idea that would greatly enhance recreational opportunities, tourism, and commuting possibilities.

Q16: If you have any additional comments or concerns, please feel free to share them below.

- At this time, I feel Rte 5 is not safe for bicycle traffic.
- for any on road projects need to address legacy concrete blocks
- We have many uses for Route 5 that are minimized because of it's car centered design, and it's important to think of all the uses plus connections to our neighboring towns. Hartland has several small businesses (restaurants, grocery store and quick stops, BNBs, garden and farmers market), post offices, library, school, and bank, that could benefit within town from better bicycling connections. Also many people travel to Windsor and Hartford along Rt 5 and to be used as a bike route a path shouldn't end outside our town centers, There can't be a missing part of the bike route or most people won't use it - two very common objections to Rt 5 among our ebike riders group in town are about the section from Three Corners down to the Park and Ride, and the corners between the golf course and the VTrans garage in Windsor. A network is only as strong as it's weakest link and most of our riders will not ride through these sections. We have two bicycle clubs in town plus a very large bicycling community next to us at Mt Ascutney, and it is telling that the majority of riders by far (several hundred) are mountain bikers and not road riders. One of the bike clubs posted a blog about this survey and it received 1350 views in 3 days indicating that there is strong interest in bicycling along Route 5. Replies to the blog included "I have a trike and will not use it on Rt 5, it is not safe", and "Yay, maybe there is hope that Route 5 will be made useable." Both local and between town connections need to be combined for a well thought out network, and a VTrans bike corridor planning proces is very important for small towns like ours.
- Having crossed the US on a bike I see a real need for a border corridor for cyclists. We are trying to build community, mitigate climate change and increase the health of our citizens. Cycling offers an answer to these items.
- Rte 5 through Springfield is generally easy riding and follows the CT River so is very scenic. The only difficult area is the area around Exit 7 of I-91 where it is confusing and lots of traffic for bikes. Rte 5 does not go through downtown Springfield so access to facilities is not readily available to bikers on Rte 5

Q16: If you have any additional comments or concerns, please feel free to share them below.

- There is significant demand and community support to bicycle along Route 5. However, less experienced or more cautious cyclists do not feel safe in most sections given current conditions. Prioritize sections based on level of comfort ratings and planning studies (Regional Active Transportation Plan, Mt Ascutney Outdoor Recreation Plan, Ride Windsor County Bike Routes and Guide).
- Guilford aspires to have interconnected, safe bike/pedestrian trails to link its Village Centers, school and recreational facilities. The Town has wonderful character and could become a recreation 'hub' for cyclists if safe paths could be developed
- Include alternate routes within the Village of Bellows Falls to bring people to shops and restaurants.
- Very concerned about Route 5 use and winter time maintenance. Plowing is an issue/room
- Routes 244 and 113 and 132: dangerous conditions for cyclists due to lack of road shoulder space allocation(s).
- The area south of Walker Farm to Houghton Rd is pretty dangerous for bike traffic
- I have written these comments on behalf of the Selectboard, but also personally commute from Putney to Brattleboro by bicycle frequently.

Appendix IV: Correspondence from Constituents

TOWN MANAGER
SELECTMEN
(802) 226-7291



TOWN CLERK
TOWN TREASURER
(802) 226-7292

December 11, 2023

Vermont Agency of Transportation.
Policy, Planning & Inter-modal Development Division,

Attn: Lauren Masseria (she/her), Regional Planning Coordinator,

Dear Lauren,

The Town of Cavendish Planning Commission strongly supports the Rt 5 Bicycle Corridor Study. While not an abutting town, Cavendish is a cycling destination and has bike corridors connecting to surrounding towns. This study will certainly benefit the surrounding region.

Sincerely,

For the Cavendish Planning Commission

Tim Calabrese

Tim Calabrese, Chair

P.O. BOX 126, 37 HIGH STREET
CAVENDISH, VERMONT 05142-0126

FAX (802) 226-7290

Lauren Masseria
Matthew Arancio
Regional Planning Coordination
Policy, Planning and Intermodal Development Division
Vermont Agency of Transportation
219 North Main Street, Barre, VT 05641

11/15/23

Re: Route 5 Bicycle Corridor survey

Dear Ms Masseria and Mr Arancio,

Thank you for putting together the Route 5 Bicycle Corridor survey. The Vermont Sierra Club supports the creation of a Bicycle Corridor along US Route 5 for a better connection to our environment and improved access to our beautiful river valley for recreation, tourism, and economic benefits. The corridor has the potential to be as popular as the Lamoille Valley Rail Trail, while also being accessible for everyday use. We hope the survey leads to the next steps for making the corridor a reality.

A corridor would also have many side benefits for safety, quality of life, place making, and meeting state energy and climate goals. The corridor aligns with Sierra Club's *Clean Transportation for All* goals, and would help to promote a more equitable and resilient transportation network.

Recognizing the many year planning cycle for transportation projects, we urge VTTrans to move forward with the next steps to have important clean transportation infrastructure available for use in time to meet Vermont's 2035 climate goals. We applaud VTTrans for this effort, and encourage and support your work to make Route 5 safer, more comfortable, and more enjoyable for all users.

Sincerely,



Karl Kemnitzer, [REDACTED]
Sierra Club Vermont

cc: Robb Kidd, [REDACTED]
Sierra Club
Vermont Conservation Program Manager





National Headquarters
2445 M Street, NW Suite 650
Washington, DC 20037

tel 202.331.9696
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www.railstotrails.org
www.traillink.com

Lauren Masseria, Regional Planning Coordinator
Policy, Planning & Intermodal Development Division
Vermont Agency of Transportation
219 North Main Street, Barre, VT 05641

11/15/23

Re: Route 5 Bicycle Corridor Survey

Ms. Masseria,

Thank you for conducting the Route 5 Bicycle Corridor Survey as called for in H. 479 (Act 62). Rails-to-Trails Conservancy supports further study of the 190-mile corridor and hopes the survey has a positive outcome.

Almost 20 years ago Route 5 was once part of a federal bi-state Connecticut River Byway program with Route 10 in New Hampshire. While the federal program has ended, Vermont and New Hampshire were some of only a few states which held onto the bicycling vestiges of it - barely. You may still see an old sign along the corridor and information at visitor centers. The bi-state Connecticut River Joint Commissions technically houses the program but does not have the resources to promote or even maintain related resources.

Route 5 has many towns every 5 to 10 miles along its length, and pairs with towns on the New Hampshire side to offer bicyclists unique bi-state "loop" rides of various lengths between Wells River to White River Junction - using the half dozen bridges connecting the two states. But the experience can be greatly improved, and the economic opportunities and safety improvements can spread beyond just this immediate road corridor and this 40-mile section.

Route 5 is also critical to completing the 1000-mile New England Rail-Trail Network Vision. <https://www.railstotrails.org/our-work/trailnation/newengland/> The 40-mile section from Wells River to White River Junction connects with many open rail-trails including New Hampshire's 60-mile Northern and 20-mile Ammonoosuc rail-trails, the 23-mile Cross Vermont Trail, and of course a bit more north the soon to be rebuilt 93-mile Lamoille Valley Rail-Trail. There are no other off-road trail opportunities along the river that will close the gap, thus on-road bicycling and safety improvements to Route 5 are very welcome.

If I may be of help to you or other staff at VTrans in explaining the opportunities ahead, please contact me at [REDACTED]

Sincerely,

A handwritten signature in black ink that reads "Tom Sexton".

Tom Sexton
Director, Northeast Region
Rails-to-Trails Conservancy

Hi Lauren, I just returned from a week of meetings and field visits in your wonderful state. Love those golden Tamarack trees. My best day besides clearing trail in the NEK was for sure the ½ day ride along with Jackie Cassino and her crew on the Lamoille Valley Rail-Trail rebuild. Crazy what they are doing in so short a span of time.

Anyway, I wanted to thank you for the comprehensive survey regarding Route 5. I was a little nervous about mentioning the match for a possible future study this early in the process, but Local Motion and the Upper Valley Trail Alliance set me at ease mostly. I will be sending out an email to our 1226 members/contacts along the river and encourage them to contact their elected officials about completing the survey.

And for the section from White River Junction to Wells River I think I'll send a personal note to the officials noting its importance toward completing the New England Rail-Trail Network – which unites the 6 states via the most imminent trail routes possible.

<https://www.railstotrails.org/our-work/trailnation/newengland/>

The Network is 90% trail, Route 5 being the longest section of road biking. The CT River Joint Commissions technically house the remnants of FHWA's old CT River Byway from White River Jct. to Wells River, and while they have lent their logo to our effort, they don't have time to be proactive. I again noticed an old sign on Route 5 on my drive home. Plus, some of the visitors centers still have the printed materials.

I hope even if the survey response isn't strong for the entire 200 miles, that if certain sections are interested, perhaps a section can have a smaller study and act as a model.

Do the RPO's have a deadline to distribute the survey? Is that Nov 17?

Take care, Tom.

Tom Sexton
Director, Northeast Region
Rails-to-Trails Conservancy



Hello

The town of Newbury is very excited about Vtrans Rte. 5 Bicycle Corridor Project, and would like more information, updates and be put on the “To Do List” as this project moves forward.

I would like to introduce myself: Michael Thomas I live in the Village of Wells River, a small village on the Rte. 5 corridor in the north eastern part of the town of Newbury, Vt.

Like many volunteers I wear many hats,

- Trustee for the Village of Wells River
- Chair of Newbury Conservation Commission www.newburyconservation.org
- Chair of Cross Vermont Trail Association www.crossvermont.org

A little History of why I am so excited about the Rte. 5 Bicycle Corridor Project.

In 2022 as a member of the Cross Vermont Trail Association-CVTA I started reaching out to folks from the Lamoille Valley Rail Trail to work on creating a link between LVRT in Danville Vermont and the CVT in Wells River following the Historic Bayley Hazen Road where we could. I am now working with folks from Newbury, Ryegate, Barnet, Peacham and Danville on this project. To complete the loop of this project I also talked about working with Vtrans to make the Rte. 5 Bicycle Friendly.

As I started to reach out to Vtrans “Boom” there it was the Rte. 5 Corridor project coming to life from the State.

I would like to become more involved with the state efforts. And I will be lobbying the state to make the Rte. 5 Corridor between Wells River Village and St. Johnsbury the starting point for this project.

Because this section of Rte. 5 has all the ingredients in place to make this project successful, and the folks running the show “Look Good”.

Why the Wells River Village to St. Johnsbury Rte.5 corridor is the perfect starting point.

- Lamoille Valley Rail Trail. This Vtrans is very familiar with.
- Cross Vermont Trail: A multi-use path the width of Vermont following the Winooski River and Wells River from Lake Champlain in Burlington to the Connecticut River in Wells River Village. A trail inviting to all, interconnecting Village Centers, Schools, Parks and the wild areas between. CVT has qualified for listing as a member of the Vermont Trails System and Nations Recreation Trail.
- Cross New Hampshire Adventure Trail www.xnhat.org Travel 83 miles across Northern New Hampshire on Rail trails, dirt roads, bike paths and quiet paved back-roads that have been linked together along river valleys and through the northern White Mt. Region of the state.

Note: this trail starts in Woodsville, N.H which is just across the Connecticut River from Wells River Village, Vermont.

- Rte. 5 from Wells River Village to St. Johnsbury is a rural road. Because of the proximity to I-91 most folks traveling between take Interstate 91. This means the traffic on Rte. 5 is light and perfect for Bicycling. Scenic and Safe.
- Economic Development: Located at the southern end of the “Northeast Kingdom” this area from St. Johnsbury south to Wells River Village is often overlooked.

This is a short overview of the Rte. 5 Corridor project and why it is so important to this area. Please feel free to pass this letter along to any and all involved with this project so we can make contact.

Thank You Michael Thomas Contact info 

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Hi Matthew and Douglas,

I heard your segment on Vermont Public this AM. It was not clear how to respond to the survey. So, I'm just writing to let you both know I am in favor of full (all ages and abilities) protected bike infrastructure on route 5 for the length of VT.

I live in Lamoille Co, but I regularly ride throughout the Kingdom. More safe bicycle infrastructure would encourage me to go to areas I normally avoid on rides due to concerns(ex: Coventry, Newport, Barton). I would also love to have a north south route for longer trip by bicycle.

Bikes>cars. Thanks for supporting safer bicycling for all of us!

Thanks,
Eric

Hi Lauren,

The link you sent me won't let me access the survey again.

Thank you for the above follow up question. It speaks to a larger issue that is not unique to Guilford. Our town is composed of 5 historical hamlets, 2 of which are designated as Village Centers. All 5 hamlets are geographically dispersed and greater than a mile apart. Roads between the hamlets are narrow and hilly. Walking or biking on our roads doesn't feel safe. As a result, residents are forced into their cars to travel within Guilford. There are no safe routes for children to walk to school, our playground, fairgrounds or nearby trails.

A bike path adjacent to Route 5 could increase bike tourism in our area. Our fabulous Country Store is located on Route 5. It is well known to cyclists in southern Vermont and western Massachusetts as a convenient stopping point on local rides.

In a rosy future I'd love to see bike paths within Guilford that link to a Route 5 bike artery. Our town is scenic and relatively undeveloped so we would love to position ourselves as a 'recreation hub' via a network of paths/trails. Not incidentally, we'd love for children to have the autonomy to learn to navigate Guilford outside of our current 'car culture.'

It's bigger conversation than what your team is proposing but very much part of Guilford's deliberations about its future

Jeannette

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Hello Matthew

I'm a planning board member and also a cyclist from Lyme, NH which is just across the river from Thetford. I'm excited about the prospect of a Rte 5 bike corridor and wanted to talk with you about how best to help support Vtrans efforts in this planning phase.

A side trip across the East Thetford bridge to Lyme would be beneficial for Route 5 cyclists as Lyme offers several restaurants, a general store, lodging and even a hardware store. We also have a quiet scenic river road that parallels Route 5 much of the way up to Orford and back across to Route 5 in Fairlee.

I have ridden Route 5 from Canada to Norwich and also completed the 200 on Route 100 as day trips. I understand the tremendous tourism and commuting potential there is for a Route 5 bike corridor. Could we set up a time to talk briefly as I'd like to prepare a letter for our Selectboard to endorse?

Sincerely,

Richard Menge
43 Dartmouth College Highway
Lyme, NH 03768


Thank you, Lauren:

I'm glad to see that the VTrans survey to assess municipal support for the Route 5 Bicycle Corridor is now live. I will share the survey information with others in Putney and surrounding towns, and encourage their survey reply and their support for a State Level Route 5 "Border to Border" Corridor Feasibility Study.

Anticipating this, the Putney Planning Commission recently approved the attached resolution supporting a State Level Feasibility Study of a Route 5 Bike Corridor. This references how the [Draft 2023 Putney Town Plan](#) (now in final stages of Selectboard review for approval this year) supports the expansion of alternative transportation options alongside (or near) existing transit ways such as Route 5. I will present the attached resolution to the Putney Selectboard this evening along with a recommendation that they voice their support for the resolution as well as respond to the VTrans survey.

I urge VTrans to consider all of this input in assessing regional interest in a Route 5 Bike Corridor Feasibility Study. I would be happy to discuss this further with you and/or answer your questions.

Kind regards
Sue Coakley, Chair
Putney Planning Commission

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Greetings Lauren and Matthew:

As Chair of the Putney Planning Commission, I inquiring about the status of the survey on support for the Route 5 Bicycle Corridor as required in the 2023 Transportation Bill (2023 Act 62),

***Survey on Support for a Route 5 Bicycle Corridor.** Requires the Agency, in partnership with regional planning commissions, to conduct a survey of municipal support for the creation of a bicycle corridor that is roughly adjacent to U.S. Route 5 (border to border). Also specifies that the survey needs to address the level of interest of municipalities and regional planning commissions in prioritizing the bicycle corridor, including looking at the costs of creation and the benefits to the tourism industry, and requires that the report on the outcome of the survey be filed with the House and Senate Committees on Transportation by January 15, 2024. See [2023 Act 62 2023 Bill Summary](#) (p. 6):*

The Planning Commission is very interested in this to advance recommendations in our draft 2023 Town Plan to increase access to safe bike and pedestrian facilities (e.g., accessible bikeways and walkways) that link to existing transportation networks.

I'd appreciate any information about the status of this survey statewide as well as in Windham County.

Kind regards,
Sue Coakley, Chair
Putney Planning Commission

Hi -

I bike on Route 5 several times a week, mainly between White River Junction and Fairlee, VT, but have ridden it end to end a few times, too. I would **much favor** having wider shoulders instead of a separate bike lane if you asking. Why? A wider shoulder generally will stay a lot cleaner and rideable than a separate bike lane. I've been on too many bike lanes that have been vandalized with broken glass and other items and those things end up just staying on the lanes. Cars tend to help keep the shoulders cleaner with their tires and wind blowing things off the road a bit.

Thanks,

Thomas Villars

Norwich, VT