

OVERVIEW OF WIKIMAP COMMENTS

- We received a total of sixty-five comments identifying areas with safety concerns.
- A majority of the areas of concern are located in highly populated areas, including the City of Vergennes, Middlebury Village and Bristol Village where walking and biking are more likely to occur due to the proximity of employment, services and bike/ped infrastructure.
- A majority (78%) specifically mentioned cycling or were focused on bike-related issues.
- Many of the “locations I bike” are not on the VTrans priority bike corridor list.
- Among all comments, comments about the lack of road shoulders dominated the discussion in most areas of the region. Cyclists in particular cited the lack of road shoulders as a significant safety concern.
- Concerns about shoulders were commonly mentioned hand-in-hand with comments about high traffic speeds.
- Remarks about road condition, poor visibility (primarily due to hills), poor intersections and pedestrian safety were also made.

NOTEABLE COMMENTS

“My bicycle riding friends and I sometimes call Route 116 between Lincoln and Bristol the “Terror Zone.”

“I hesitate walking to town from my house on Halpin road because I'm nervous to encounter drivers here. As a driver, it's challenging when I come up on bikers, walkers, and runners because it is a blind spot and I feel like I don't have room to give them adequate space because I'm worried a driver coming in the opposite direction will hit me!”

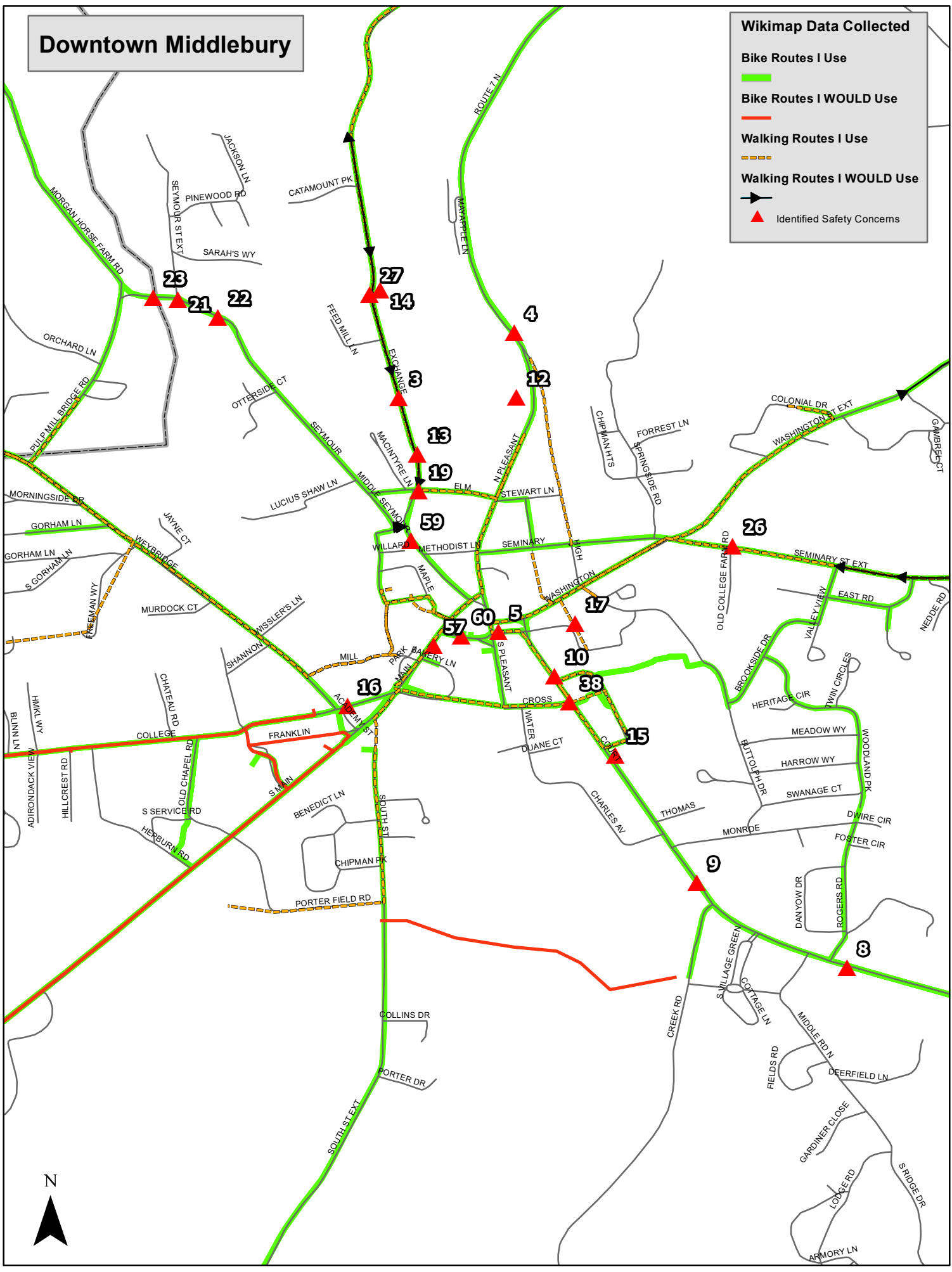
“Shoulder disappears and becomes a right-turn lane making it unsafe for bicycles continuing straight. Have been pushed out of the travel lane by motor vehicles several times at this spot as they try to pass in the left-turn lane and then shift right to avoid someone stopped and turning left.”

THE FOLLOWING PAGES CONTAIN ALL COMMENTS. THE “MAP ID” FIELD INDICATES WHICH MAP LOCATION CORRESPONDS TO THE COMMENT.

Downtown Middlebury

Wikimap Data Collected

- Bike Routes I Use**
[Solid Green Line]
- Bike Routes I WOULD Use**
[Dashed Green Line]
- Walking Routes I Use**
[Dashed Orange Line]
- Walking Routes I WOULD Use**
[Dashed Yellow Line]
- Identified Safety Concerns**
[Red Triangle]



Identified Safety Concerns

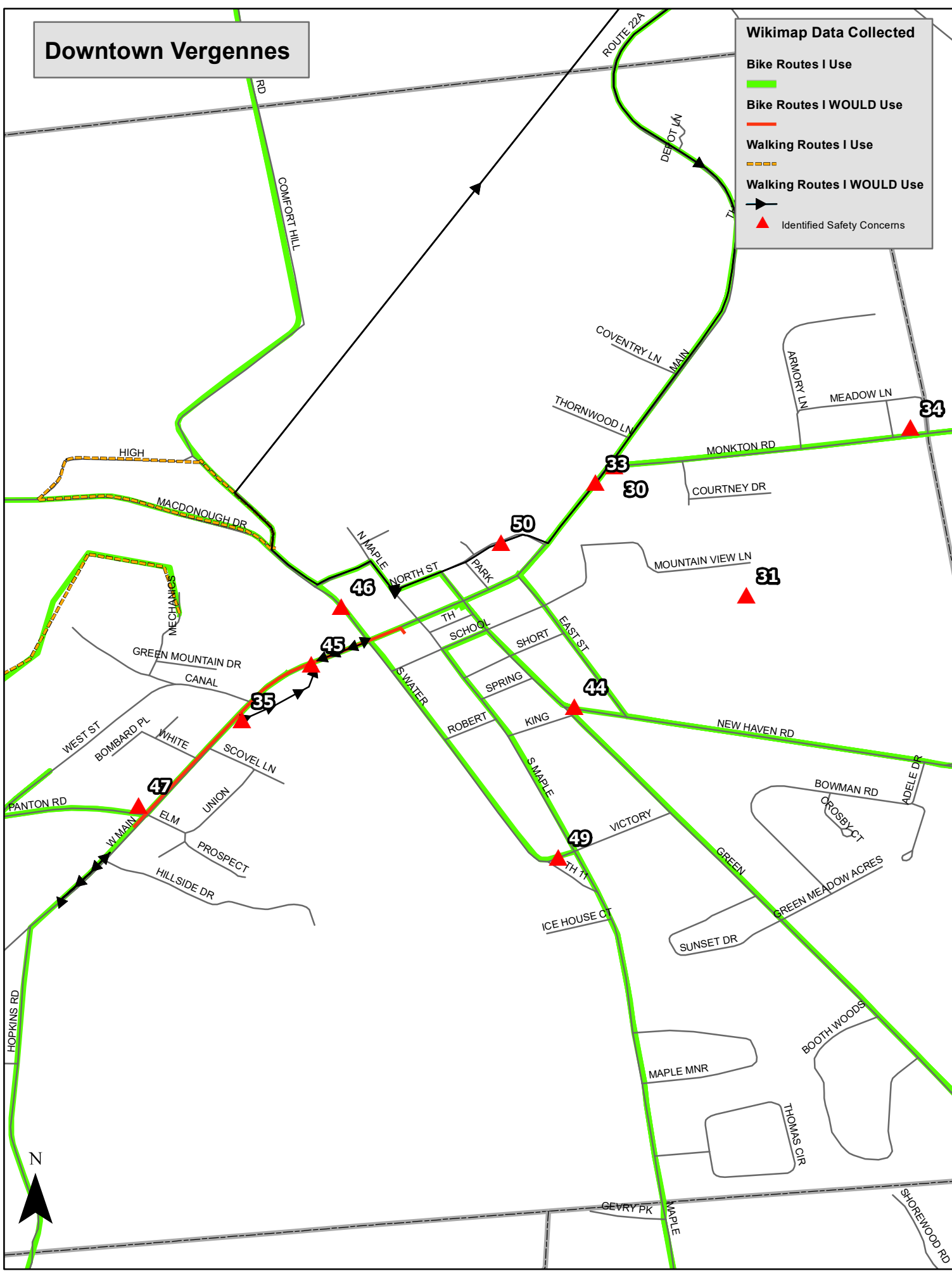
Middlbury Downtown

Map ID	Wikimap Comments
3	Speed limit changes to 40mph. Heavy traffic, no shoulder, poor road surface.
4	No shoulder, heavy traffic, hill & curve.
5	Challenging to climb this hill on a bicycle with traffic passing, potentially on both sides.
8	Shoulder disappears and becomes a right-turn lane making it unsafe for bicycles continuing straight. Have be pushed out of the travel lane by motor vehicles several times at this spot as they try to pass in the left-turn lane and then shift right to avoid someone stopped and turning left.
9	Barely any shoulder and a hill make this a problematically constrained place for cyclists.
10	No shoulder and uphill (northbound) make this a scary place for cyclists.
12	No shoulder on west side of road. High speeds. Limited visibility.
13	Road is in horrible shape and has a tiny shoulder. Injuries or death are highly likely on this road unless improvements are made ASAP.
14	Road is in horrible condition and doesn't have much of a shoulder.
15	Drains are sinking into pavement, prompting inexperienced cyclists to swerve in and out to avoid them.
16	Middlebury College students frequently ride straight down the hill against traffic, ignoring stop sign as well as wrong-way sign.
17	Walking from Mary Hogan School toward Washington St., there are paths but Shaws keeps their shopping carts on the sidewalk next to the store.
19	Intersection at Greg's Meat Market is dangerous for pedestrians and bicyclists, especially crossing to get to Nino's Pizza/Cole's Florist area. Too often see motorists not paying attention to pedestrians, looking at cell phones, etc.
21	Coming out of Seymour St extension to Seymour St either by car, by bike, or walking, you are blind to traffic coming out of Pulp Mill bridge (heading east). It is a dangerous intersection.
22	This section of Seymour St from Pulp Mill bridge to the sidewalk that goes by Otter Creek has no shoulder and walking, jogging, or biking is unsafe. It would be nice if the sidewalk could extend down this far to the bridge.
23	The pedestrian walkway next to the bridge gets very slippery when wet and obviously when water freezes. The installation of a roof over the ped bridge would keep the bridge dry and safe as well as add to its longevity.
26	There is not much of a shoulder here and I have had people pass me on this blind hill, without being able to see whether there is anyone coming in the oncoming lane.
27	It is not uncommon for large trucks to be turning in and out, and passing at high speeds, while biking along this section of Exchange St.
38	You can wait forever to make a left here on a bike, if there is no wait of a car to turn on the left turn signal at the intersection
57	Chevrons and a bike painted on the road are not cycling infrastructure and are a meaningless in terms of making downtown roads cycling friendly. Bike lanes are needed
59	Sidewalk disappears or merges into the railroad tracks.
60	Haven't seen too many bike racks downtowns. What's someone to do if they actually bike into town?

Downtown Vergennes

Wikimap Data Collected

- Bike Routes I Use**
[Solid Green Line]
- Bike Routes I WOULD Use**
[Dashed Green Line]
- Walking Routes I Use**
[Dashed Orange Line]
- Walking Routes I WOULD Use**
[Dashed Yellow Line]
- Identified Safety Concerns**
[Red Triangle]



Identified Safety Concerns

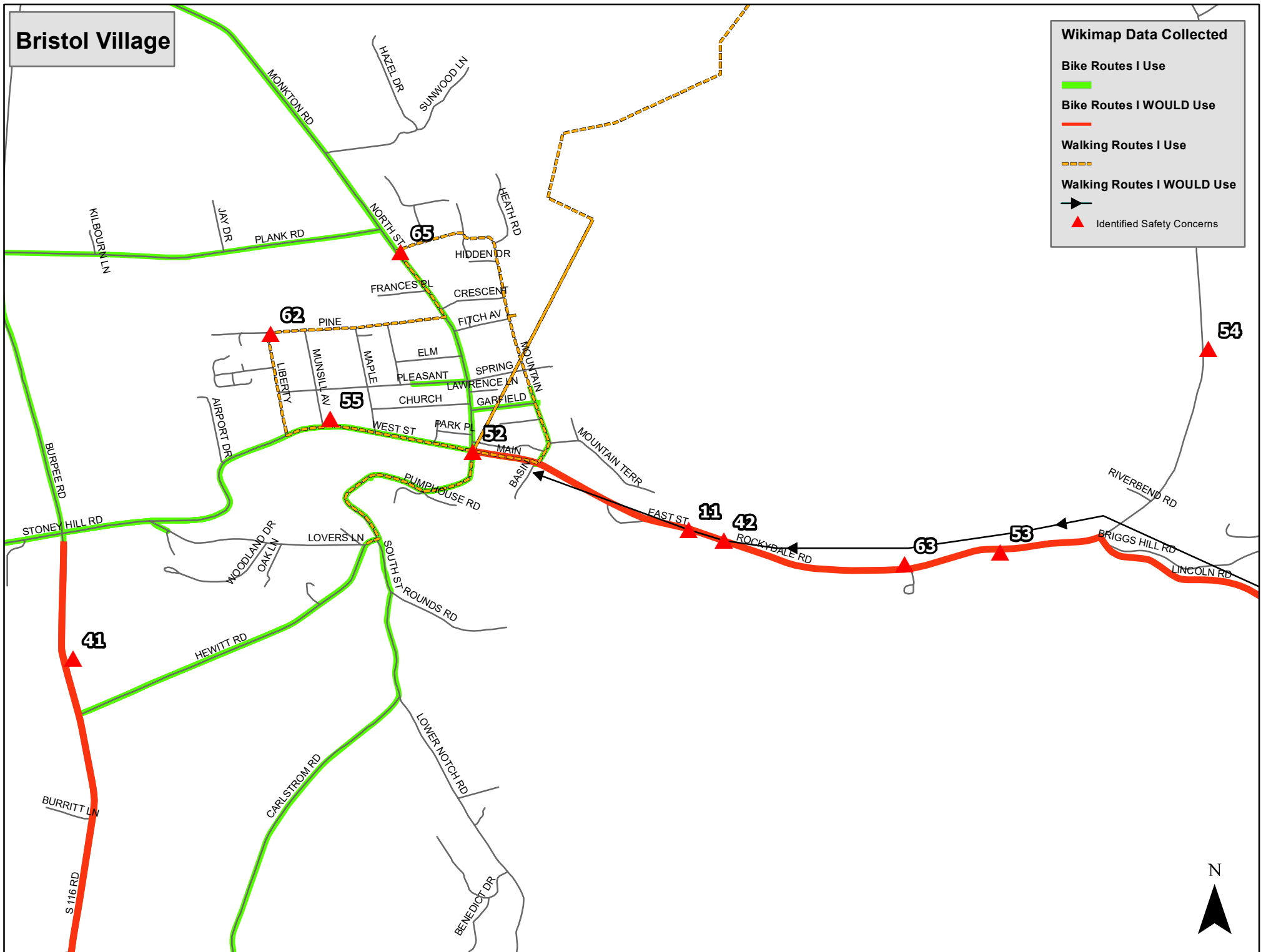
Vergennes Downtown

Map ID	Wikimap Comments
30	This intersection is dangerous, especially for pedestrians! Shelter (with non-local families w/children staying there) on one corner, conv. store & ice cream on the other. No right on red would help a little, a pedestrian signal (with traffic stopped in all directions) would help A LOT.
31	Students use this path, but it is not maintained in winter.
33	This intersection to me seems fairly safe. Traffic is slowed and stopped by the red light and it is very easy to see the cars coming in all directions. I think the more difficult place for pedestrians to cross is near the turn in for Shaws & Aubuchons.
34	A pedestrian crossing with blinking lights would make this much safer for people walking to Shaws / Aubuchons. Nowadays, you need to dodge any cars turning in from Route 7, which can be going 25-40 miles per hour as they make the turn without stopping.
35	This part of 22A is dangerous for cyclists, yet it connects the downtown to great cycling routes west and south of Vergennes. Is there anyway to create a bike lane from the bridge over Otter Creek to Pantan Rd, perhaps by adding roadway from the lawn? Then post signs for safety asking cyclists to walk their bikes over the bridge over Otter Creek.
44	A pedestrian activated flashing light at this very active crosswalk would make it safer esp during summer.
45	Need pedestrian-activated crossing light at NE end of bridge for xing from sidewalk to river-walk.
46	Improve storm drain catch basin grates for bike safety.
47	Why not have a traffic control light here that can have an adjusted cycle when UTC shifts change, so they can safely enter Rte 22A traffic? This would also be triggered for VARS ambulance deployment from Pantan Rd.
49	No side walk around the curve on the south end of water street
50	No sidewalk from park to top of north street, behind water tower

Bristol Village

Wikimap Data Collected

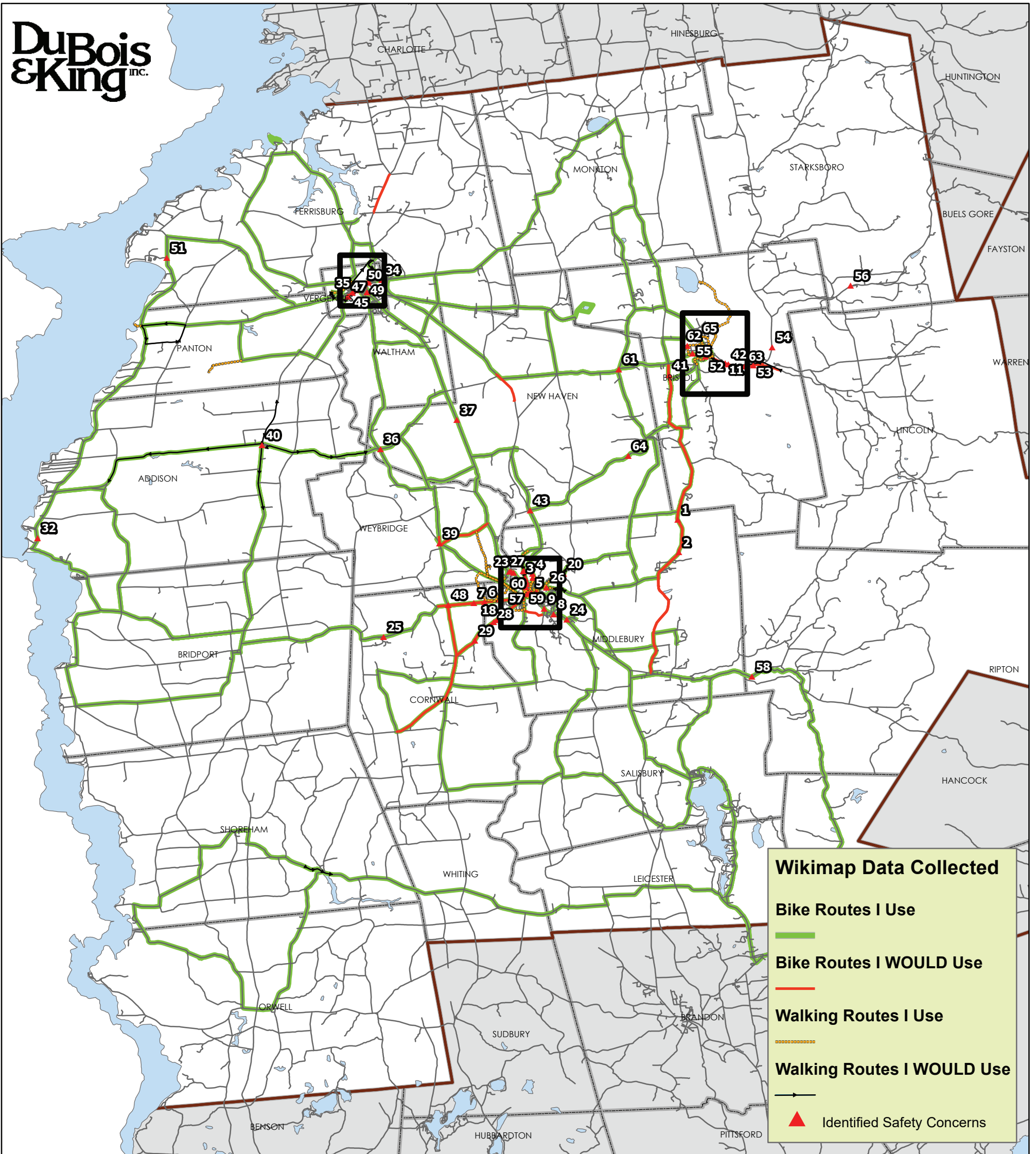
- Bike Routes I Use**
- Bike Routes I WOULD Use**
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- Identified Safety Concerns
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Identified Safety Concerns

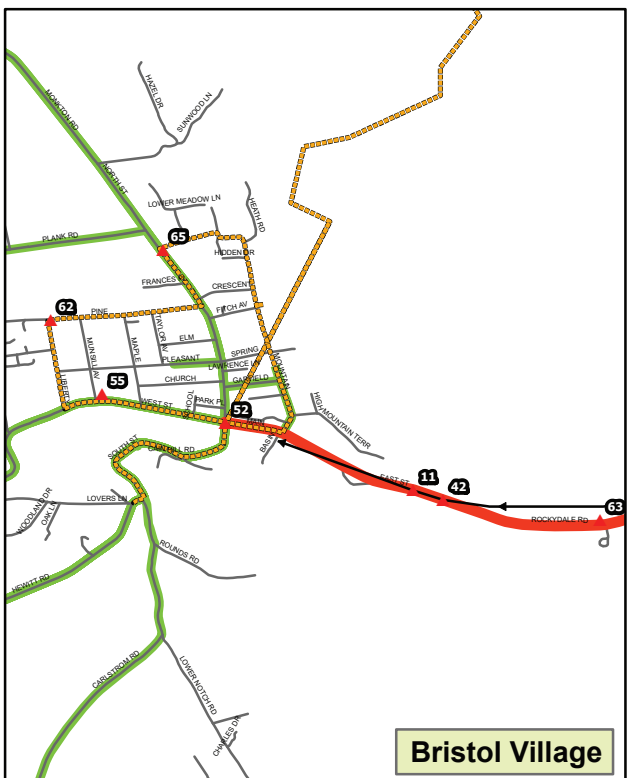
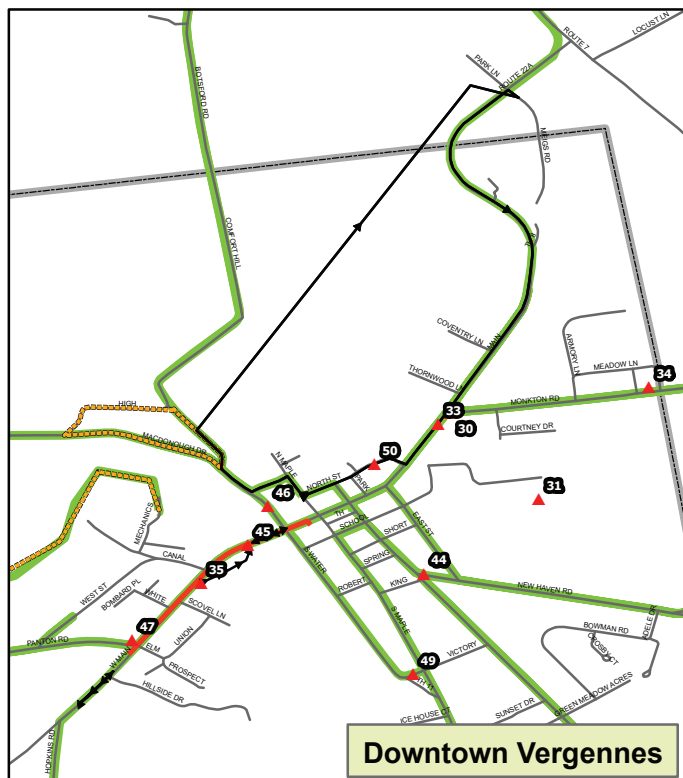
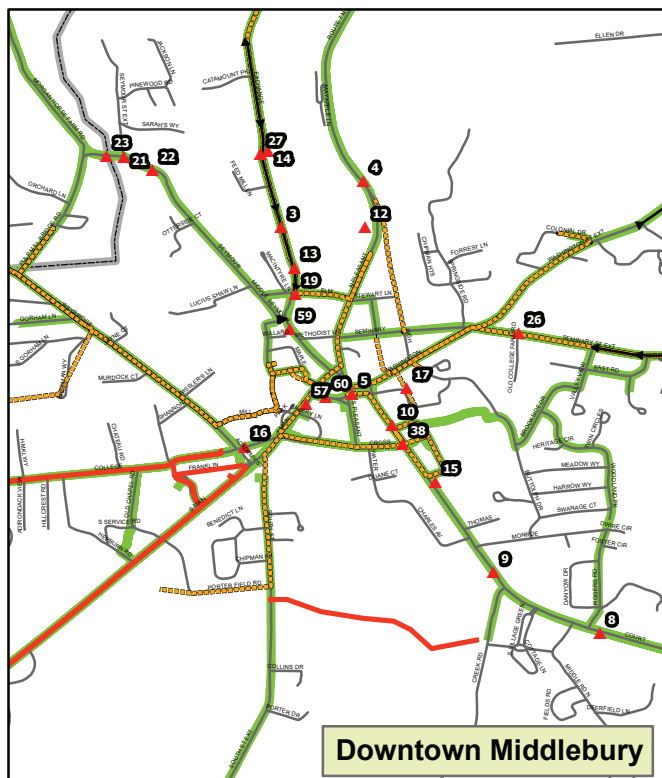
Bristol Village

Map ID	Wikimap Comments
11	Narrow and no shoulder.
41	Most of 116 south of Bristol has no shoulder and high speeds, plus bad pavement that forces me to ride in closer to the center than I'd like. The straightaways mean that drivers are going 60+ and probably texting! This stretch of road from the jct with 17 to River Rd represents a significant barrier to safe bicycle traffic/routes between Bristol and Middlebury. Even if the shoulders were widened, it remains hazardous due to the 50mph speed limit, which is frequently exceeded.
42	I second the concern in this area. The road is narrow with rough pavement, and both biking and walking feel unsafe. This could be such a valuable bike route to Barlett's, but I think it would need a separate path or a super wide shoulder to take kids and families here.
52	Pine Street in Bristol could use some sidewalks. It's already a walking destination. Generally motorists slow down appropriately for pedestrians and bicyclists. I wonder if it might be harder to walk on the sidewalks, because they are often uneven, or poorly shoveled. Maybe the fact that Pine street is flat and long without sidewalks, makes it a destination? I would be curious to know what other opinions on this are.
53	My bicycle riding friends and I sometimes calls Route 116 between Lincoln and Bristol the "Terror Zone." There is little or no shoulder and cars whip by. I'd love to see a shoulder here, please!
54	Fuller Flats 116, between old Farr Farm and New bridge, section of 116 which has guard rails both sides of the road, distance between guard railings is deadly narrow. I almost died here many times. Imagine a 18 wheel truck going south at 55 mph and a 18 wheel truck going north at 55 mph also picture yourself between guard railing and south bound truck with north bound truck filling his lane. Trucks do not stop or slow down, I could not hop guard railing as I did not hear or see truck until it was past, have jumped curbs and guard railings if I can hear trucks. I was missed by a fraction, trucks did not slow and could not swing out of their lanes so they risked my life, I was pinned between. I would measure the distance between guard railings, than sub-track truck widths to reveal how tight it is. Lets now run trucks through with walker, biker or Mother and baby carriage between white line and guard railings. How many times can we run this scenario and have no loss of life? I did catch trucker in town and spoke to him, however he was unconcern, my suggestion is to put truckers in chair between guard railing and white line and park truck fractions of an inch away. Death is certain with our road conditions and drivers not getting the dangers of loss of life and also how it would impact their life with guilt, loss of means of income. Sincerely Michael F. Kane
55	The Town of Bristol has few hiking trails and no biking routes. The Conservation Commission will be working with other interested townspeople to remedy this situation.
62	To avoid the stop light at the main intersection in Bristol, many vehicles, including heavy trucks, cut down Pine & Liberty. Many of them are in a hurry on their commute and drive too fast for the village. I'd love to see traffic calming measures put in place.
63	I agree with other comments. The only safe way to bike here is to take the full lane, preventing cars from passing you. There is no shoulder to ride on, but people will still try to squeeze past you if you don't take up the center of the lane.
64	I wish I could bike on River Rd it would be the best route Bristol to Middlebury but I don't. Tiny shoulders, dips, rises, curves... I'd love to see wider shoulders on both sides. Speed enforcement is rigorous here, which is a good thing.



Wikimap Data Collected

- Bike Routes I Use**
— (Green line)
- Bike Routes I WOULD Use**
— (Red line)
- Walking Routes I Use**
— (Orange line)
- Walking Routes I WOULD Use**
— (Yellow line)
- Identified Safety Concerns**
▲ (Red triangle)



Identified Safety Concerns

ACRPC (outside insets)

Map ID	Wikimap Comments
1	Hill, curves, no shoulder, high traffic speeds.
2	Curves, hills, and poor visibility combined with no shoulder and high traffic speeds.
6	Poor visibility due to hill, no shoulder, and high-speed traffic.
7	Poor visibility due to hill, lack of shoulder, and high-speed traffic.
20	There is a tight corner here, no sidewalk and no shoulder. I hesitate walking to town from my house on Halpin road because I'm nervous to encounter drivers here. As a driver, it's challenging when I come up on bikers, walkers, and runners because it is a blind spot and I feel like I don't have room to give them adequate space because I'm worried a driver coming in the opposite direction will hit me! This stretch of road from the jct with 17 to River Rd represents a significant barrier to safe bicycle traffic/routes between Bristol and Middlebury. Even if the shoulders were widened, it remains hazardous due to the 50mph speed limit, which is frequently exceeded.
24	Cars headed south and trying to turn left on to Boardman Street frequently have to stop and wait. Other cars then pass them on the right in the breakdown lane. As a bicyclist it is pretty scary being in that breakdown lane and trusting that cars will see you and not be so focused on the turning car that they don't notice you.
25	I do not feel safe biking anywhere on the roads in Addison county. Most roads have no shoulders and many people simply drive too fast. Route 7 has the most room to ride, but the volume of traffic makes an unpleasant.
28	High Speed Traffic. Lots of pedestrian and bicycle use. Blind hills. FULL BIKE PATH NEEDED!
29	Middlebury Rt 30 to Cider Mill to Rt 125 to Middlebury is a popular college loop. The state highways are not pedestrian/cyclist friendly routes. A dedicated multi-use path/trail would be a huge help, even if out to Cider Mill Road from College.
36	hazardous intersection for bikers and drivers coming south on Maple. there is NO sightline to cars proceeding west on 17. some of that hill should have been knocked down when they redid 17 a couple years ago. a cheap partial aide might be a convex mirror on the lightpole so southbound could see what's coming.
37	Pavement rough, uneven, rutted and therefore dangerous for bike riding with high speed traffic passing so closely to cyclists.

Identified Safety Concerns

ACRPC (outside insets)

Map ID	Wikimap Comments
39	<p>This is an incredibly dangerous intersection. Drivers coming to this intersection from Quaker Village Road and stopping at the stop sign cannot see traffic coming up Weybridge Street from the Northwest because of a hill and curve on Weybridge Street and because the fence around the cemetery blocks the view. Before I lived here I had an accident here because of these factors, and the State patrolman said that locals only pull up to the stop sign if they bend their vehicle to the right to help them see oncoming traffic. This doesn't help people unfamiliar with the intersection! Please adjust the traffic pattern here to make it safe for all using this road, including bikers and pedestrians who could become involved in an accident here. The fact that this intersection is so close to the Weybridge Elementary School compounds and intensifies the problem, as people come from all over to attend sporting, school, and town events here.</p>
40	All directions of walking/ biking hazardous without wider shoulders.
51	<p>parking along the road in winter to walk into the state park is difficult, a plowed gravel parking place, like at the boat ramp, would be excellent. Or plow to the boat ramp parking and make a walking trail from there?</p>
56	<p>Biking up and over the mountain on RT 17 is very popular. However, there is virtually no shoulder on most of the this route, and is very dangerous for drivers and bikers sharing the road.</p>
58	Lots of blind spots and no bike lane on this section of 125
61	<p>Although taking East St / Munger St is a safer route than River Rd or the state highways between Bristol and Middlebury, this spot where you have to cross route 17 is treacherous. Compound curves, semi-oblique intersection, rises and dips, poor sight lines...</p>
64	<p>I wish I could bike on River Rd it would be the best route Bristol to Middlebury but I don't. Tiny shoulders, dips, rises, curves... I'd love to see wider shoulders on both sides. Speed enforcement is rigorous here, which is a good thing.</p>