

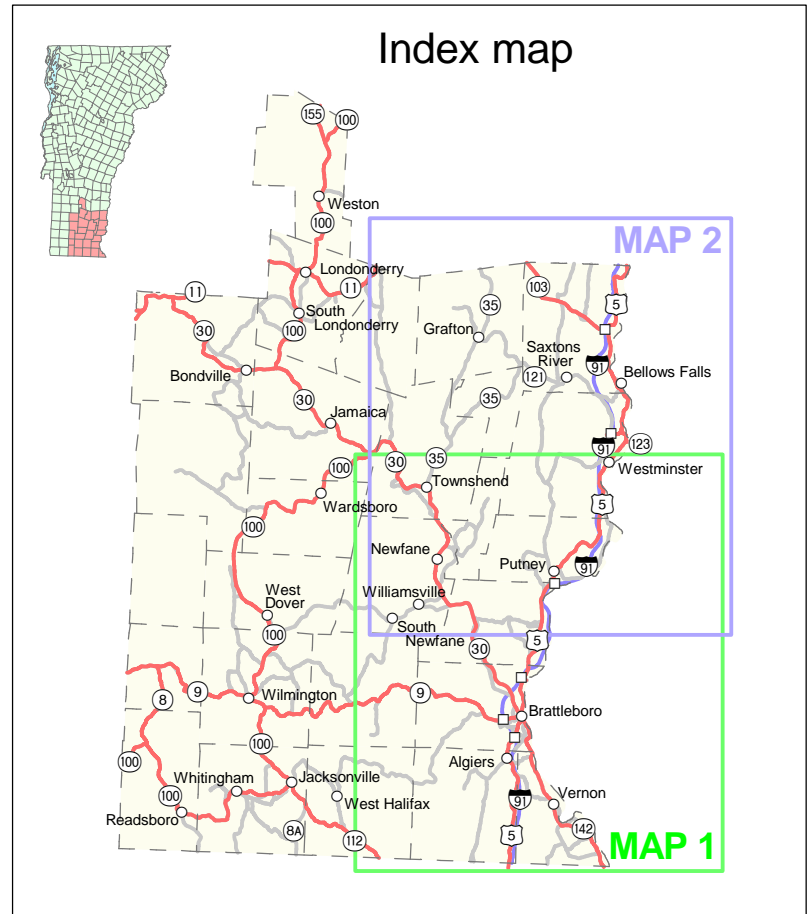
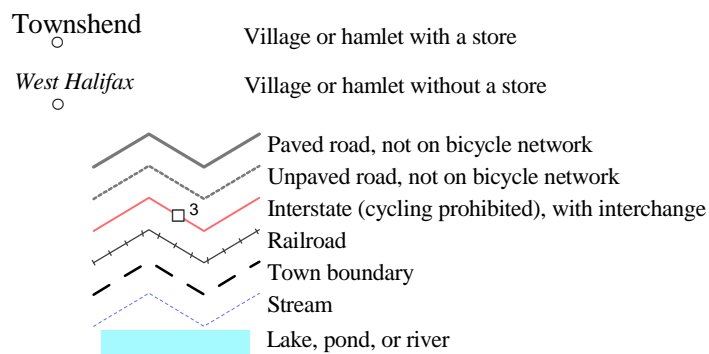
Southeastern Vermont Bicycle Suitability Map

a project of the Windham Regional Commission's
Bicycle and Pedestrian Committee

This four section map provides information of interest to cyclists about roads in Southeastern Vermont. This information should help cyclists understand the types of conditions they may encounter on these roads and choose appropriate cycling routes through the region.

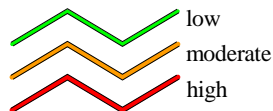
Suitability Map Legend

1 0 1 2 3 4 Miles



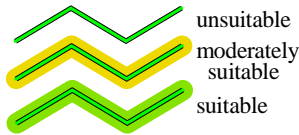
Information about roads on the bicycle network:

Traffic volumes:



Traffic volumes are based on Average Annual Daily Traffic (AADT) data from the Vermont Agency of Transportation. In general, low traffic volumes coincide with AADTs of less than 3000 vehicles per day; high traffic volumes coincide with AADTs of over 5500 vehicles per day.

Shoulder suitability:



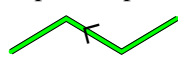
Shoulder suitability measures how well suited a shoulder is for accommodating cyclists. In general, shoulders with a width of greater than three feet are considered suitable. Shoulders with a width of between one and three feet, in good condition and with adequate sight distance are considered moderately suitable.

Unpaved road on system



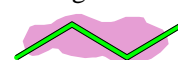
Riding on unpaved roads requires caution. For much of the summer months, most of these roads can be negotiated with a standard road ("skinny tire") bike with a moderate amount of care.

Significant grade (arrow points uphill):



Information on significant grades is highly subjective! You will encounter hills on nearly every road in Southeastern Vermont. Those cyclists with marginal fitness levels, or those looking for a more relaxing route may want to avoid roads marked with a significant grade.

Urban riding conditions:



In these areas, cyclists may encounter vehicles moving at slower speeds, but also cyclists may have to contend with higher traffic volumes, frequently turning vehicles, parked cars, pedestrians, storm drains, rough pavement, and other hazards.

Cycling opportunities:

1. Vernon - These roads have very few hills, low traffic volumes, and pass through farm land, which offers both nice scenery and good visibility for motorists to see cyclists.
2. Route 30, Brattleboro, Dummerston, and Newfane - From Brattleboro to just south of Newfane village, Route 30 has very wide shoulders, and, especially northbound, very little turning traffic and great views of the West River. In addition, there are no hills from Brattleboro to beyond the West Dummerston covered bridge.

Bicycle shops:

1. Burrows Specialized Sports, 105 Main Street, Brattleboro, 802-257-1017; sales, repairs
2. Brattleboro Bicycle Shop, 165 Main Street, Brattleboro, 802-254-8644, 800-BRATBIK; sales, repairs, rentals
3. West Hill Shop, 49 Brickyard Lane (off Putney Landing Road, next to Interstate 91), Putney, 802-387-5718; sales, repairs

Cycling hazards:

1. Putney Road (U.S. Route 5), Brattleboro - Between the West River and the Exit 3 roundabout, Putney Road has very high traffic volumes, many vehicles turning, and, just north of the West River, unsuitable shoulders.
2. Railroad crossings on Route 142, Brattleboro and Vernon - These two crossings are hazardous. Cyclists should cross the tracks perpendicular (that is, at right angles) to the rails.
3. Route 9, Brattleboro, Marlboro, and Wilmington - Route 9 has high amounts of truck traffic, narrow shoulders, and many curves and hills with limited sight distance.
4. Route 30, Newfane - North of Newfane village to the Townshend line, Route 30 has narrow shoulders, sharp curves, and limited sight distance.
5. Route 121, Rockingham - Between Saxtons River and Cambridgeport, Route 121 is undergoing major reconstruction in 2003 and 2004. Some sections may be difficult to negotiate on a bicycle.

The bicycle network:

These roads form the backbone of the bicycling system in Southeastern Vermont. They provide routes for cyclists traveling through the region, though some roads on the network might not be the preferred choice for the recreational rider.

The network includes all federal and state roads, many primary town highways (Class 2 town highways), and other roads that either allow for enjoyable cycling, complete a loop, or provide an alternative to another road on the network.



map produced July 2004

For more information about this map, contact:

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