



Vermont Bicycle & Pedestrian Coalition

February 18, 2000

Chair:

George Plumb
305 Plumb Lane
Washington, VT 05675
802-883-2313
plumb@together.net

Vice Chair

Richard Bernstein, MD
1962 Prindle Rd.
Charlotte, VT 05445
Rbernstein@zoo.uvm.edu

Secretary:

Bud Haas
South Road
Bradford, VT 05033
802-439-5397
budh@sover.net

Treasurer:

David Jacobowitz
9 Andrews Ave.
So. Burlington, VT 05403
802-658-6536
david.jacobowitz@uvm.edu

Mr. Brian Searles
Secretary
Agency of Transportation
133 State St.
Montpelier, VT 05602

Dear Secretary Searles:

At its January 11 meeting the Vermont Bicycle and Pedestrian Coalition Working Group adopted this statement, first drafted in October 1999:

“A. VBPC supports the road shoulder policies expressed in the Vermont Bicycle and Pedestrian Plan.
(<http://www.aot.state.vt.us/planning/BIKEPED.htm#Chapter 3>)

B. VBPC asks the VAOT to gather, as soon as possible, the following information on an annual basis:

1. The number of miles of road shoulder width increased from paving projects.
2. The number of miles of road to shoulder width increased by decreasing (narrowing) the travel lane
3. The number of miles of road shoulder width lost to guard rail encroachment.

C. VBPC supports shoulder widening on high-volume, high-speed roads, where appropriate.

D. VBPC is concerned about the dangerous conditions created by the installation of guardrails where they reduce the usable area of a paved shoulder.

E. VBPC believes that wider roads increase motorist speed.”

Additional VBPC policy information is available on the web at:
<http://www.together.net/~vgr/vtbpc/rights.htm#policy>.

We also discussed the issue of surface quality. Cyclists are particularly sensitive to the quality of pavements. This point is well demonstrated by VAOT's recent experiment with a coarse recycled pavement material in Addison County. While it is admirable that VAOT is working to accommodate equestrian users of the roadway, this new surface type is not usable by road cyclists.

More work needs to be done on designing shoulders and shoulder materials that are compatible with all road uses. The bicycle and pedestrian design manual being developed by VAOT could address these issues.

We would like to work with you and your staff to make Vermont's state highway shoulders as safe as possible for both motorists and bicyclist. Please let us know how we can help.

Sincerely,

George E. Plumb
Chair