



# ACKNOWLEDGMENTS

The following individuals and groups were instrumental to the development of the *Simsbury Pedestrian and Bicycle Master Plan*. The Advisory Committee list was compiled with input from Town staff. In addition, hundreds of members of the Simsbury community participated in the online survey and attended outreach events. The project team is grateful for their dedication and enthusiasm.

## Town of Simsbury Staff

Thomas J. Roy, PE (Director Public Works)  
Ryan Jefferis (Project Administrator)  
Jerome F. Shea, PE (Town Engineer)  
Adam Kessler, PE (Project Engineer)  
Mike Glidden (Director of Planning and Community Development)  
Jason Trombly (Simsbury Police Department)  
Lauren Devin (Simsbury Police Department)

## Advisory Committee

Chuck Brody (Simsbury Bicycle Pedestrian Advisory Committee)  
Barbara Collins (Farmington Valley Trails Council)  
Bruce Donald (East Coast Greenway Alliance)  
Lisa Gray (Simsbury Chamber of Commerce)  
Lisa Heavner (Former Simsbury First Selectwoman)  
Jack Jorgensen (Governor's Bridge Homeowner's Association – Tariffville)  
Al Kodet (Resident)  
E.J. LaMontange (Simsbury Aging and Disability Commission)  
John Lockwood (Simsbury Bicycle Pedestrian Advisory Committee)  
Anita Mielert (Simsbury Main Street Partnership (SMSP) and Former Simsbury First Selectwoman)  
Diana Moody (Simsbury Bicycle and Pedestrian Advisory Committee)  
Chris Nelson (Business owner and developer)  
David Pena (Town of Avon)  
David Rodney (Simsbury Free Bike)  
Mark Scully (Ensign Commons)  
Debbie Thibodeau (Simsbury Bicycle and Pedestrian Advisory Committee)  
Camilla Thompson (Resident and Bicyclist)  
Joe Townsley (Resident)  
Laura Russotto (Squadron Line School Safe Routes to School Coordinator)

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# CHAPTER ONE: EXECUTIVE SUMMARY



The Town of Simsbury (Town) has demonstrated a commitment to walking and bicycling through numerous initiatives, programs, and policies. For nearly three decades, Simsbury has invested in pedestrian and bicycle infrastructure and has made considerable strides in pedestrian and bicycle education and awareness. This *Pedestrian and Bicycle Master Plan (Master Plan)* was developed to build on previous efforts and allow the Town to plan for the needs of pedestrians and bicyclists in a comprehensive way. The *Master Plan* will guide the next ten years of active transportation planning in Simsbury.

## Developing the Plan

An Advisory Committee and the public were integral to the plan development process. A major objective of the Town was to develop a plan that the community supports and the Town can implement. Thus, the plan development process incorporated numerous opportunities for engagement including:

- Three Advisory Committee meetings,
- An online survey (with almost 900 responses),
- Three pop-up outreach events, and
- A project webpage.

The community was actively engaged throughout the process. The Advisory Committee meetings included active discussions on the infrastructure needs, almost 900 people completed the online survey, and many residents weighed in on the draft recommendations and their ranking. As a result, this *Master Plan's* vision, needs, and recommendations reflect the community's desire for the future of walking and bicycling in Simsbury.

Early in the planning process, Town staff and Advisory Committee participants developed a vision and a set of goals for walking and bicycling in Simsbury. The vision and goals are:

***Vision:*** *The Town of Simsbury will have an expanded and ADA-accessible network of sidewalks, greenways, trails, and on-street roadway connections linking people to jobs, schools, destinations, adjacent communities, and each other. Through improving upon the existing infrastructure, residents will enjoy improved quality of life, public health, and economic opportunity.*

### **Goals:**

***Goal #1*** – Improve pedestrian and bicyclist safety for all community members, regardless of age, ability, and experience.

***Goal #2*** – Improve connections to and between key destinations for employment, education, culture, recreation, and shopping within town and the overall region.

***Goal #3*** – Educate all users, including pedestrians, bicyclists, and motorists, on how to safely share the road.

***Goal #4*** – Capture the economic benefits for local businesses that result from accessibility and an active, mobile community are sparked by an increase of pedestrians and bicyclists.

***Goal #5*** – Foster the development of a cohesive Town brand that promote the culture of active transportation through coordinated and consistent designs, including signage.

***Goal #6*** – Identify and maintain necessary infrastructure and resources to provide comfortable, attractive, and safe amenities for pedestrian and bicycle use.



*Flower Bridge*



The *Master Plan* is organized into three key areas. The existing conditions, community-identified needs, and recommendations are described for each of the key areas:

1. Policies and Programs,
2. Network and Facilities, and
3. Signage and Wayfinding.

## Existing Conditions and Needs Assessment

A community profile analysis reviewed various demographic factors of Simsbury as compared to several of its neighboring communities. Factors assessed included total population, age composition, number of housing units per square mile, commuting patterns, and number of businesses. The purpose of this analysis was to better understand the residents and potential users that the *Master Plan* should serve. Data revealed that while Simsbury has low walk- and bicycle-to-work mode shares, it has a very high recreational walking and bicycling cohort. Thus, there are recommendations in the *Master Plan* to promote tourism and local businesses while maintaining the character of the Town.

Additionally, this *Master Plan* process reviewed other state, regional, and local pedestrian and bicycle policy and planning efforts to ensure consistency of efforts and assess potential opportunities. One notable practice recently implemented on the statewide level is that of narrowing vehicular lane widths on state roads during resurfacing or restriping to allow more room for bicyclists in the shoulder. State-level support for this relatively inexpensive practice highlighted the notion that the practice should be implemented and supported on the local level. The practice can also serve to slow vehicular speeds.

Simsbury has several **existing policies and programs** that are relevant to pedestrian and bicycle planning, including, but not limited to:

- Relevant sections of the Town's zoning code,
- A Complete Streets resolution,
- Silver Bicycle Friendly Community recognition,
- Safe Routes to School activities and programs, and
- The Simsbury Police Department's training and education programs.



*Bicyclists on the Farmington Canal Heritage Trail*



*Hall's Farm is one of Simsbury's local working farms and a community destination*



*Farmington Canal Heritage Trail*

The most prevalent **policy and programming** needs related to pedestrians and bicycle planning are:

- Promoting Simsbury as a recreational hub with a unique and charming character Improving walkability in and around all main retail areas,
- Educating and enforcing the rules of the road, and
- Adding more walking and bicycling safety skills to youth programming.

Simsbury's **existing pedestrian and bicycle network and facilities** includes:

- 1. On-road pedestrian network and facilities** – Including 14 miles of sidewalks in addition to crosswalks, pedestrian crosswalk signals, lighting, street trees, curb ramps, wayfinding signage, and streetscape furniture such as benches;
- 2. On-road bicycle network and facilities** – Including four miles of separated bike lanes and 19.8 miles of road with Shared Pavement Markings for the use of bicyclists; and
- 3. Off-road shared use path network and facilities** – Including 11.9 miles of paved

shared use paths and off-road or improved gravel pathways that are exclusively used by pedestrians and bicyclists.

The most **prevalent needs related to network connections (including sidewalks and shared use paths)**, as identified by the community are:

- Hopmeadow Street / Route 10
- Farms Village Road / Route 309
- Bushy Hill Road / Route 167
- Firetown Road
- Tariffville Road / Route 315
- West Mountain Road
- West Street
- Hoskins Road

Simsbury's policies support a strong framework for signage and wayfinding features. Simsbury has a network of on-street pavement markings, including those for bicycle lanes and shared pavement markings. Simsbury has implemented a variant of a Manual of Uniform Traffic Control Devices (MUTCD) - compliant style of guide sign for these bicycle routes that direct walkers and cyclists to local attractions and trails.



In addition, the Town has a local sign ordinance in place that defines standards to control the location, height, size, number, illumination, and overall design of signs. The standards apply to residential and business display signage. While signage on off-site locations is permitted to indicate factors such as “Restaurants this way”, it is not allowed to specify specific restaurants. This standard has been difficult to enforce in Town. This is noticeable along the Farmington Canal Heritage Trail (FCHT), where advertising signage for local businesses has been posted with no adherence to regulations or consistent design.

The community identified the **greatest needs for signage and wayfinding**. They include:

- Having signage along trails that provide users with an awareness of their location relative to surrounding area,
- Having additional guide signage along on-street pedestrian and bicycle routes that leads people to key destinations,
- Promoting the Town of Simsbury while identifying routes that are part of a regional or national network, and
- Implementing a balanced approach to commercial signage along the trail system that promotes the local economy while enforcing the local sign ordinance.

## Recommendations

The recommendations identified in this *Master Plan* are intended to address the current and future needs in Simsbury. They are categorized into three types including: policies and programs, network and facilities, and signage and wayfinding. The recommendations are further organized by priority. Each of the high priority items are presented in this Executive Summary. The high-priority recommendations are those considered most critical to meeting the vision and goals established in the *Master Plan* process.



*Bike to Work event*

The **high-priority recommendations** include:

### Policies and Programs Recommendations

1. School bicycle program expansion - Expand the physical education curriculum at Simsbury’s schools, with emphasis on the middle school. This will complement the existing elementary and high school programs.
2. Bicycle Friendly Businesses program - Promote Bicycle Friendly Businesses and encourage more businesses to participate in the LAB program. Encourage installation of Association of Pedestrian and Bicycle Professionals (APBP)-approved bike racks.

### Network and Facilities Recommendations

1. Bloomfield to Tariffville Multi-Use Trail Connection - Segment 1 - Complete the 0.82 mile Bloomfield to Tariffville Multi-Use Trail Connection from St. Andrews Church on Tariffville Road in Bloomfield to Route 189 in Simsbury. This project is in design and construction is anticipated in 2019.

2. Bloomfield to Tariffville Multi-Use Trail Connection - Segment 2 - Complete the design and construct the connection between Route 189 to Curtiss Park / Pattison Park in Tariffville. Development phase and possible routes are being evaluated.
3. Bloomfield to Tariffville Multi-Use Trail Connection - Segment 3 - Complete the 0.6 mile connection from Curtiss Park/Pattison Park in Tariffville to the Farmington Canal Heritage Trail at the intersection of Hopmeadow Street and Tariffville Road. This project is in design and construction is anticipated in 2020.
4. Hopmeadow Street: Signalized intersections existing crosswalk upgrades - Build on the improvements identified in the 2018 Community Connectivity Grant Program to further upgrade crosswalks at signalized intersections along Hopmeadow Street, such as the one at Hoskins Road. Improvements include additional pedestrian signals and high visibility crosswalks on all approaches.
5. Targeted elderly and disabled intersection treatments - Adjust pedestrian signalization to accommodate extended crossing times at targeted intersections, such as near elder / disabled housing.
6. Firetown Road: Sidewalk installation - Install a sidewalk along Firetown Road from Plank Hill Road to West Street and from Squadron Line Road to Hoskins Road.
7. Tariffville Road: Crossing improvements at Hopmeadow Street and FCHT / multi-use path - Install crossings along Hopmeadow Street at Tariffville Road with high visibility crosswalks and pedestrian signals.
8. Tariffville Center: Access management, sidewalk installation, and placemaking improvements - Improve pedestrian connectivity to and within Tariffville Center.
9. Massaco Street and Fairview Street: Sidewalk installation and crossing improvements at Firetown Road - Install sidewalk along Massaco



Typical concept plan



Street and Fairview Street and improve crossings at Massaco Street and Hopmeadow Street and at Fairview Street and Firetown Road to improve connections between school to surrounding neighborhood and Simsbury Center.

10. Hoskins Road: Sidewalk installation and crossing improvements at Clifdon Drive and Firetown Road - Install sidewalk along Hoskins Road between Clifdon Drive and Newbury Court and improve crossing at Hoskins Road and Clifdon Drive.
11. Stratton Brook Road: Traffic calming strategies and trail crossing improvement - Install traffic calming measures at strategic locations on Stratton Brook Road.
12. Latimer Lane: Sidewalk installation and crossing improvements at Mountain View Drive - Install sidewalk along Latimer Lane between school and Hopmeadow Street.
13. West Mountain Road: Traffic calming strategies - Install traffic calming measures at strategic locations on West Mountain Road.
14. West Simsbury (Fox Den / Cedar Hill) neighborhood to Simsbury High School: Shared use path connection - Create a new shared use path that connects West Simsbury to Simsbury High School / Simsbury Center.

## Signage and Wayfinding Recommendation

1. Signage Removal - Per Town ordinance and public interest, remove and reduce commercial signage on the Town trails. This will decrease the visual clutter along the trail that detracts from the natural surroundings that trail users enjoy.

## Maintaining the System

This *Master Plan* also recommends that the Simsbury develop a detailed *Maintenance Policy and Procedures Manual* to outline expected budgets, costs, and practices related to pedestrian and bicycle travel in the coming years.

While the Town of Simsbury strives to follow best practices in all maintenance areas, local constraints, environmental concerns, and costs must be weighed when developing this policy and procedures manual and when proposing maintenance budgets each year.

## Implementing the Plan

All recommendations are described in detail in Chapters 7 and 8 of the *Master Plan*. This detailed information includes the recommendation, category, type, relationship to the goals by the Advisory Committee, as well as information related to implementation. Implementation information includes recommended timeframe, cost, implementation lead and partners, and ease of implementation.

The high priority recommendations complement current and future planning efforts within Simsbury as well as planning related to pedestrian and bicycle transportation at a regional and state-wide level. High priority recommendation may take time to implement. Many factors, including funding and staffing, can impact implementation timelines. It is important to work towards beginning the planning and consideration of those high-priority items within the identified timeframe. In many cases, implementation will require partnerships between more than one organization or group.

## Summary

This *Master Plan* provides a guide for Town officials to plan for future pedestrian and bicycle improvements in Simsbury. It also provides opportunities for such improvements within the context of other transportation and land use projects. Implementation of the recommendations in this *Master Plan* can improve the quality of life of the Town's residents and visitors by making travel options safer and more convenient, thereby enhancing the overall character that makes Simsbury such a unique place.

# CHAPTER TWO: PLAN INTRODUCTION





Residents and visitors alike understand and appreciate that the Town of Simsbury is a unique and attractive place to live and play. It was listed in *Connecticut Magazine's* 2013 list of top five best places to live and in *Time Magazine's* 2015 list of top 10 best towns to live. It is included in the National Trust for Historic Preservation's list of a "Dozen Distinctive Destinations" and is federally designated as a "Preserve America" community that contains both a charming downtown filled with historic homes as well as farms and open space that speak to the Town's agricultural roots.

The Town's transportation system and recreational trails play a key role in quality of life for its residents as well as attracting future residents, visitors, and new businesses. As such, the Town is committed to a system that provides all users, including pedestrians and bicyclists, safe and accessible means to travel. This is in line with national trends that emphasize the increasing demand to live in walkable places that include bicycle friendly facilities. According to the *America in 2015* by the Urban Land Institute, half of U.S. residents say that walkability is a top or high priority when considering where to live.

For nearly three decades, Simsbury has increased its investment in pedestrian and bicycle infrastructure and the community has made considerable strides in pedestrian and bicycle awareness and activity. The League of American Bicyclists (LAB) designated Simsbury as the first bronze-level Bicycle-Friendly Community (BFC) in Connecticut in 2010 and then as a silver-level BFC in 2014. The development of this *Master Plan* provides the opportunity to plan for pedestrian and bicyclist needs in a comprehensive way.

A master plan is a comprehensive, long-term strategy or planning document developed to guide future growth, development, and improvements of a community. It is essentially a "blueprint for the future." The development process includes analysis, visioning, and recommendations for key features in a community. The development of a master plan is typically guided by public input, surveys, planning initiatives, existing development, physical characteristics, and social and economic conditions.



*Talcott Mountain*

## A. Purpose

This is the first *Master Plan* focused on walking and bicycling developed for the Town of Simsbury. The Town has demonstrated a commitment to walking and bicycling through numerous prior initiatives, programs, and policies.

This *Master Plan* builds upon the Town's previous work and guides the future of active transportation by increasing the desirability and effectiveness of the pedestrian and bicycle environment. It provides a conceptual framework within which the Town can strategically implement improvements that reflect the community's priorities. It does this through

innovative and implementable recommendations that are organized into key areas: (1) policies and programs, (2) pedestrian and bicycle network; and (3) signage and wayfinding. This *Master Plan* does not address recreational hiking and mountain biking trails, which are covered in the Town of Simsbury Culture, Parks, and Recreation Plan.

The purpose of this *Master Plan* is to synthesize pedestrian and bicycle needs and set forth recommendations that will encourage Simsbury residents to walk and bicycle more for transportation, recreation, exercise, and overall quality of life.



View of Ethel Walker



## B. Plan Development

The *Master Plan* was prepared by a project team that consisted of the Town of Simsbury, Fitzgerald & Halliday, Inc. (FHI), and Cogent. The Town of Simsbury Department of Public Works led and managed the project with input from other departments, such as the Planning and Engineering Departments. The consultant team was led by FHI, who received assistance from Cogent. In addition, the Advisory Committee and the public were highly involved throughout the development of the *Master Plan*.

The data collection effort included gathering and assessing:

- Input from the Advisory Committee during three Committee meetings as well as consistent communication via email and phone calls,
- Input from the public through three pop-up outreach events that included interactive activities, discussions, comments, and information on online survey,
- Existing policies, plans, maps, and grant applications, including road safety audits,
- Documents related to Simsbury’s BFC applications to the LAB,
- Safe Routes to School programs that have been enacted,
- Pedestrian and bicycle crash records in UCONN’s Crash Data Repository, and
- Strava ridership data.

The project team submitted a draft *Master Plan* to the Advisory Committee for review in October 2018. The project team then considered all comments, updated the *Master Plan* accordingly, and presented a final *Master Plan* to the Board of Selectmen in December 2018.

The recommendations described herein should be incorporated into the Town of Simsbury’s broader process, procedures, and facilities over a three, five, or ten-year period.



Working group session during an Advisory Committee meeting

### Strava:

Strava is a leading website and smartphone app that allows users to track their bicycle rides, runs, and walks, and share their favorite routes with other users.



The app also collects anonymous data from its users, including information when people are traveling and general origin and destination points. Analysis of this data allows planners and engineers to gain a better understanding of where trips are made on bicycle and what rider’s preferred routes are. This *Master Plan* incorporates Strava data in the network needs assessment.



## C. Benefits of Walking and Bicycling

Walking and bicycling are not only effective and enjoyable forms of exercise and recreation, but also efficient and environmentally-friendly modes of transportation. There is a growing recognition that supporting active transportation modes reduces travel costs, congestion, and pollution while creating a more multi-modal and connected transportation network. This recognition is evident in the growing number of pedestrians and bicyclists using the road and trail network in Simsbury in recent years. Some of the benefits of active transportation and its associated infrastructure are highlighted below.



### Economic

Research by Headwaters Economics shows that homes near walkable and bikeable trails enjoy real estate premiums of 5 - 10 percent. Other surveys have put that percentage even higher. In addition, those who walk and bicycle on greenways often stop to eat, drink, and recreate in their destinations.



### Sense of community

Pedestrians move at a pace that allows for face-to-face interaction. In many ways, Simsbury's trail system has become a town green where residents can meet and share a sense of community. Bicyclists also share a sense of community and are more likely to stop at trailside venues, to rest, eat, and shop.



### Better access

Walking and bicycling provide an alternate option to driving. For those who do not have the option to drive, such as people with certain disabilities, this lack of choice in transportation creates an inconvenient and unjust barrier to mobility. Roads and paths should be inclusive and accessible to everyone.



### Health

The U.S. Department of Health and Human Services recommends 10,000 steps per day to achieve better health and fitness. Bicycling is a low-impact exercise that improves overall balance and coordination. Both activities increase the health of the heart and cardiovascular systems and can improve resistance to obesity related health problems such as strokes, diabetes, and cancer. More trails and a walkable environment promote an active lifestyle and health choices in the community.



### Environment

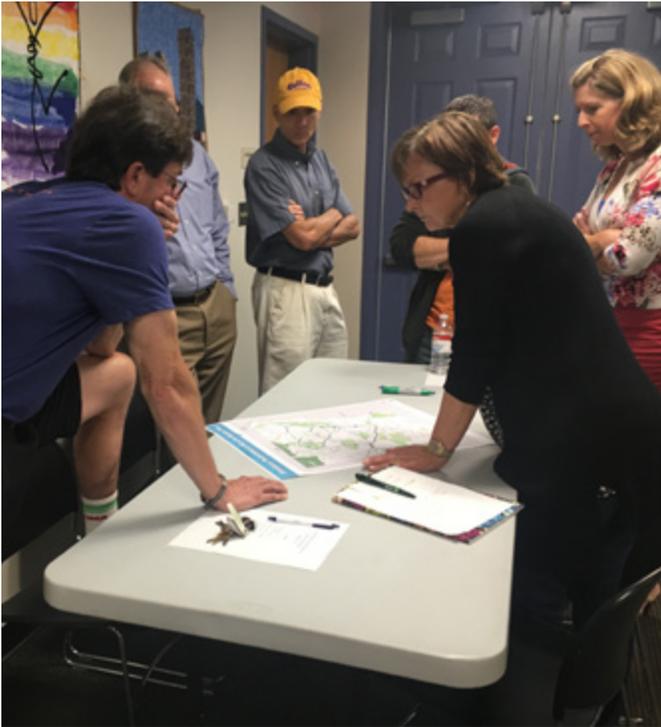
According to the EPA, vehicular transportation is responsible for nearly 80 percent of carbon monoxide and 55 percent of nitrogen oxide emissions in the United States. Commuting or running errands by walking and biking promotes a cleaner environment. Additionally, pedestrians and bicyclists require less space on the roadway than drivers.

The needs and preferences of pedestrians and bicyclists vary depending on each user's level of skill and comfort. For example, bicyclists who ride for recreational purposes may prefer scenic, winding, off-road trails, while bicyclists who ride to work or for errands may prefer to use more direct on-road bicycle facilities. Children, seniors, or individuals with disabilities may require additional facilities on sidewalks to ensure their safety, particularly when crossing intersections. While there are different types of users, the benefits described above apply to all. As such, this *Master Plan* has been developed with an emphasis on the encouragement of all community members to walk and bicycle more.

# CHAPTER THREE: COMMUNITY OUTREACH



This *Master Plan* benefited from numerous public engagement opportunities during which the project team learned about the needs and desires for walking and bicycling from residents. The input gathered played an integral part in the planning process and has guided the recommendations of the *Master Plan*. The outreach activities that occurred during the plan development process include the Advisory Committee, website, pop-up outreach events, and an online survey.



Interactive activity during an Advisory Committee meeting



Project website

## A. Advisory Committee

An Advisory Committee was created to help guide the development of the *Master Plan*. The Advisory Committee consisted of representatives from community organizations, advocacy groups, businesses, and other institutions with key expertise and local knowledge about walking and bicycling in Simsbury. The Advisory Committee's responsibilities included:

- Providing insight and expertise on local conditions and issues,
- Helping to raise awareness of the project team's community outreach efforts.
- Collaborating with the project team to brainstorm potential ideas and recommendations,
- Reviewing and providing feedback on project products before they are broadly distributed to the public, and

The Advisory Committee had three formal meetings during the *Master Plan* development and maintained regular communication with the project team throughout the process. The **Acknowledgments** section of this *Master Plan* includes a list of the Advisory Committee members. **Appendix A** includes presentations and summaries from the three Advisory Committee meetings.

## B. Website and Informational Material

The project team developed a publicly accessible project webpage, [www.simsbury-ct.gov/bikeped](http://www.simsbury-ct.gov/bikeped), which was hosted on the Town of Simsbury's main website. The website contained information on meeting announcements and related materials, published materials and draft documents, and information on how to get involved with the *Master Plan*. Members of the community were encouraged to visit the website to learn more about the development of the *Master Plan*. Community members were also invited to submit comments by emailing members of the project team. A



significant number of comments were received consisting of questions, input, new ideas, and other considerations. The project team considered this input throughout each phase of the project.

A tri-fold brochure that outlined key information about the project, including its purpose, the schedule, and project team was developed as part of the plan outreach effort. This brochure was available on the project website and distributed at outreach events. Additionally, business cards with the project name, website address, and link to the online survey were distributed to the public and available at all outreach events. **Appendix B** includes a screenshot of the webpage and other informational materials.

## C. Pop-Up Outreach Events

During the fall of 2017, the project team hosted a series of pop-up outreach tables at:

- Simsbury Meadows Spooktacular Chili Challenge: Saturday, October 28, 2017 from 11:30 AM to 3:30 PM,
- Fitzgerald's Market: Monday, November 13, 2017 from 12:00 PM to 4:00 PM, and
- Simsbury Public Library: Monday, December 4, 2017 from 9:30 AM to 1:30 PM.

The purpose of these events was to share information about the project with the community, solicit input from a wide range of residents on their thoughts about the existing conditions for walking and bicycling in Simsbury, and encourage people to participate in the online survey.

During each event, the project team set up a table with informational materials about the project. Materials included tri-fold brochures, project business cards, iPads to take the online survey, and a large poster asking for input. Many questions focused on walking since the project team was already receiving a large amount of input on bicycling from the online survey. People wrote their responses in the blank space provided and / or drew on a map of Simsbury



*Simsbury Free Bike Event*



the improvements they would like to the pedestrian and / or bicycle network. Members of the project team were present to talk with participants about the areas they marked and why.

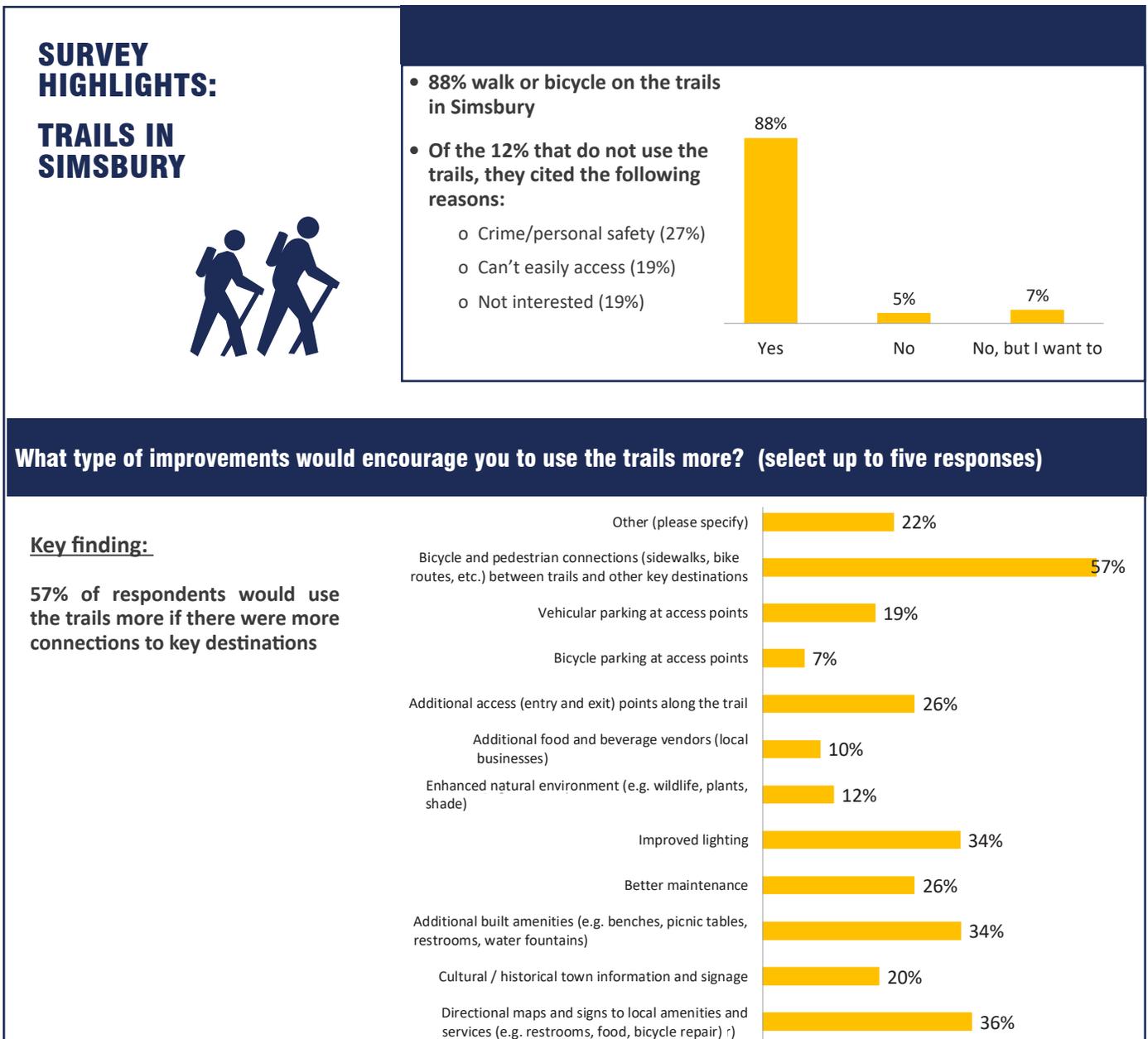
Approximately 120 people provided input at the three pop-up events. Key corridors such as Hopmeadow Street were cited as areas in need of improvement. Participants also indicated a need for more sidewalks as well as improvements for existing sidewalks such as pedestrian lighting to allow them to safely and comfortably walk during the evening.

## D. Online Survey

The project team conducted an online survey from September 27, 2017 through December 10, 2017 to learn about walking and bicycling in Simsbury. The survey was advertised on the Town *Master Plan* webpage; various mailing listserves; social media sites; several local and statewide blogs, websites, newspapers, and at pop-up outreach events. The project’s Advisory Committee also encouraged the public to take

the survey. The respondents who completed the entire survey could enter to win a bike stand or a Fitbit, generously donated from the Bicycle Cellar and the Simsbury Main Street Partnership (SMSP), respectively.

A total of 878 people completed the survey. Approximately 2/3 of respondents provided their home zip code. Of these, 90% reside in Simsbury. Key findings from the survey are highlighted in this section.





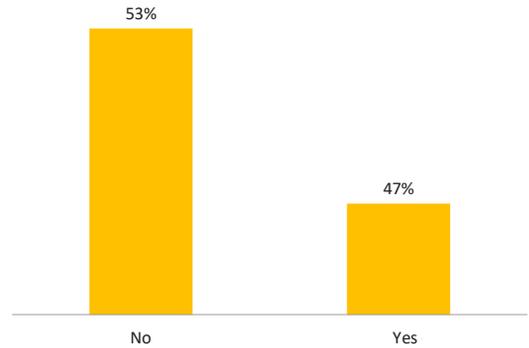
## SURVEY HIGHLIGHTS: WALKING IN SIMSBURY



### Do you feel unsafe for any reason walking along Simsbury's roads or within shopping centers?

Reason include:

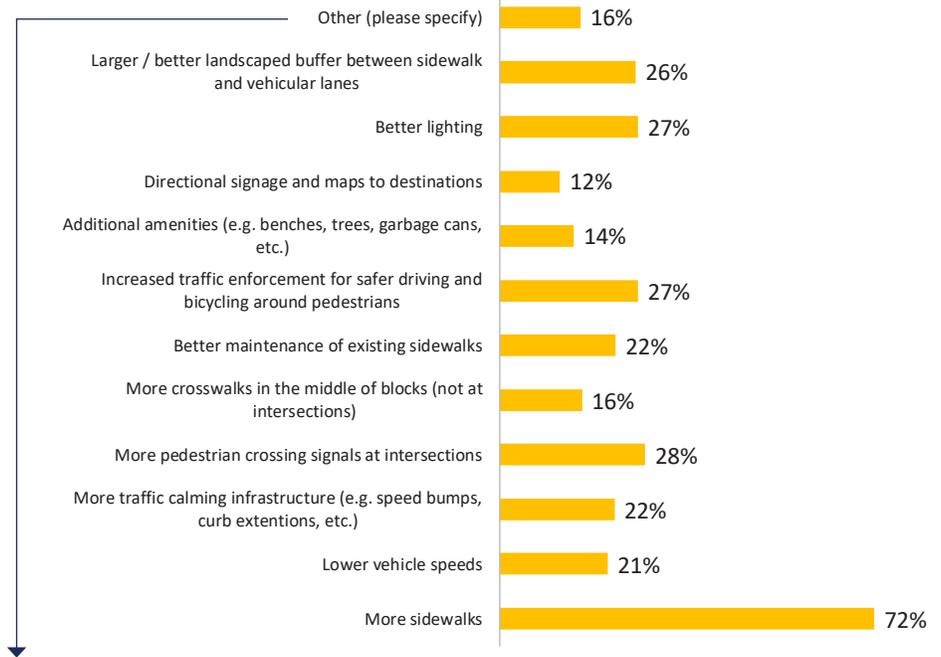
- Distracted drivers
- High vehicular speeds
- Narrow shoulders
- No sidewalks
- Inadequate lighting
- Wildlife encounters
- Crime



### What improvements would encourage you to walk alongside Simsbury's roads more (select up to five responses)

#### Key finding:

72% of respondents would walk more if sidewalks were available



### A snapshot of needs:

#### Lack of sidewalks

"Lack of sidewalks or pathways or even adequately wide shoulders on any of the roads..."

"...many busy roadways outside town center lack sidewalks or marked shoulders."

#### No lighting

"Poor or inconsistent lighting makes me feel unsafe...especially at dusk or at night."

"Lighting is terrible however one of the charms of Simsbury is that there are not street lights everywhere."

#### Conflicts with other modes

"Cars fly by...even along curvy, windy roads!...I always assume they are also distracted."

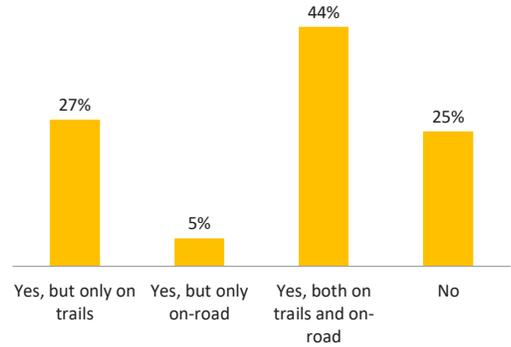
"Bikes use sidewalks even when there are bike lanes."

**SURVEY HIGHLIGHTS:  
BICYCLING IN SIMSBURY**



**Do you bicycle in Simsbury?**

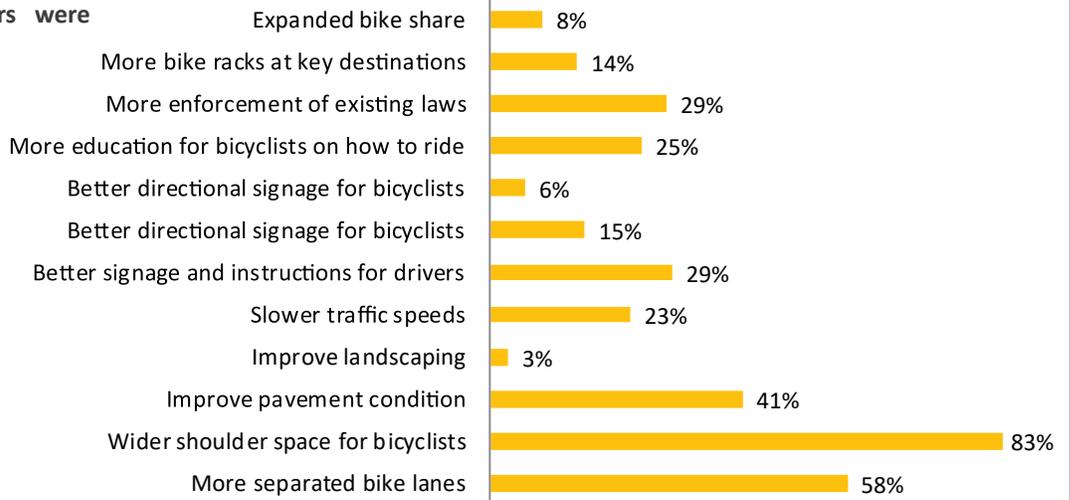
- Reason why cyclists are not on the roads:
  - Safety / security (52%)
  - Too much traffic (36%)



**What improvements would encourage you to bicycle on roadways in Simsbury more? (select up to five responses)**

**Key finding:**

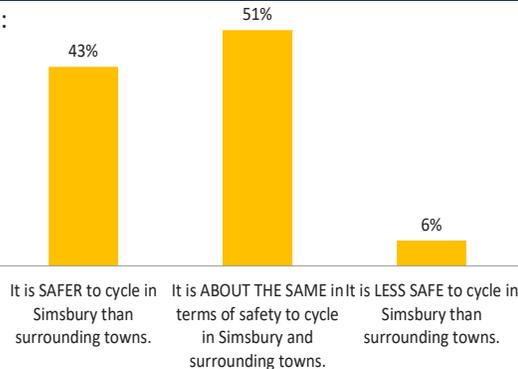
83% of respondents would bicycle more if wider shoulders were available



**Please indicate whether you feel cycling in Simsbury is safer, the same, or less safe than surrounding towns.**

- Other safe towns to cycle in:

- Granby
- Canton
- Avon



**Key finding:**

94% of respondents felt that bicycling in Simsbury is as safe or safer than surrounding towns



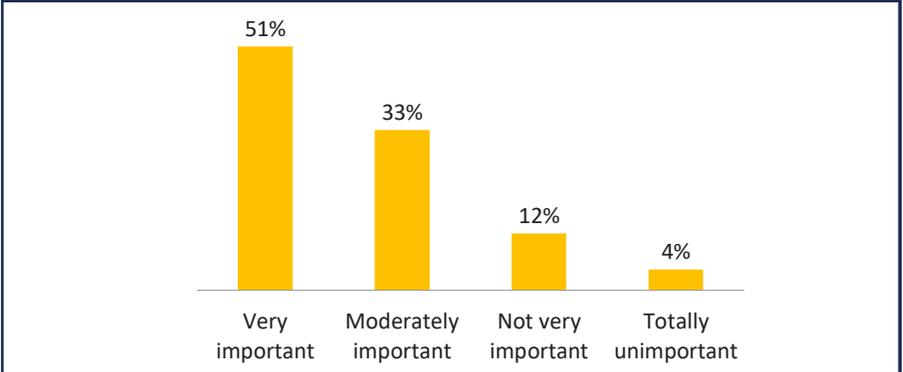
## SURVEY HIGHLIGHTS:

### MORE INSIGHTS

Key finding:

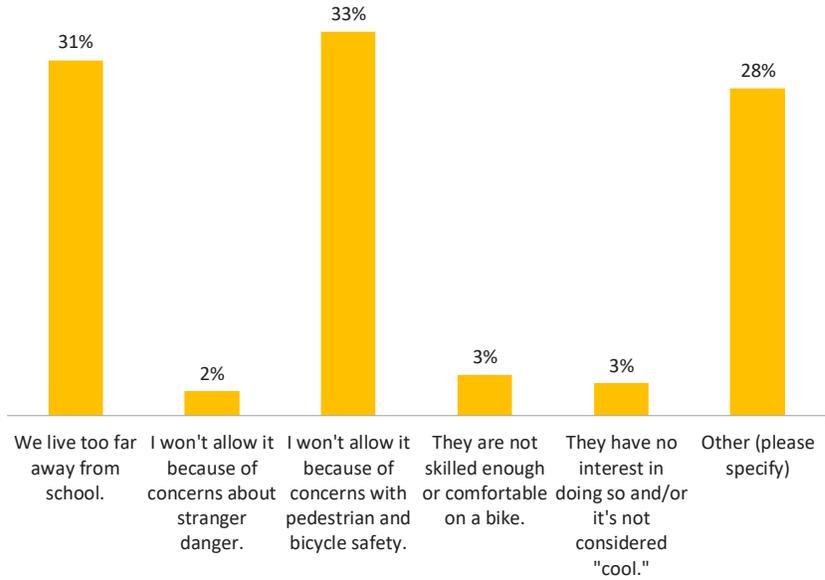
84% of respondents want to see Simsbury become more walkable and bikeable

### How important is it to you that Simsbury continue to become even more walkable and bikeable?



### Walking to School

- 31% of those with school age children have their children walk to school
- Reasons why not:
  - Safety (33%)
  - Distance (31%)



The complete survey results are available at <https://www.surveymonkey.com/results/SM-P8387LJLV/>.

# CHAPTER FOUR: MISSION, VISION, AND GOALS





The project team and Advisory Committee developed the **mission, vision,** and **goals** to reflect the community’s priorities. They have guided the development of recommendations included in the *Master Plan* and will continue to be used by Simsbury over the coming years to guide pedestrian and bicycle initiatives for the community.

**MISSION STATEMENT:**

This **mission statement** reflects the Town’s purpose for its pedestrian and bicycle planning. It states that:

*“Simsbury is committed to active lifestyles that include walking and bicycling for transportation, recreation, exercise, and overall quality of life.”*

**VISION STATEMENT:**

The **vision statement** describes the future state of conditions for walking and bicycling that Simsbury hopes to achieve. The vision states that:

*The Town of Simsbury will have an expanded and ADA-accessible network of sidewalks, greenways, trails, and on-street roadway connections linking people to jobs, schools, destinations, adjacent communities, and each other. Through improving upon the existing infrastructure, residents will enjoy improved quality of life, public health, and economic opportunity.*

**GOALS**

The **goals** describe the ways through which Simsbury will achieve that vision. They include:



1. Improve pedestrian and bicyclist safety for all community members, regardless of age, ability, and experience.



2. Improve connections to and between key destinations for employment, education, culture, recreation, and shopping within town and the overall region.



3. Educate all users, including pedestrians, bicyclists, and motorists, on how to safely share the road.



4. Capture the economic benefits for local businesses that result from accessibility and an active, mobile community, sparked by an increase of pedestrians and bicyclists.



5. Foster the development of a cohesive Town brand that promote the culture of active transportation through coordinated and consistent designs, including signage.



6. Identify and maintain necessary infrastructure and resources to provide comfortable, attractive, and safe amenities and rest facilities for pedestrian and bicycle use.

Chapter 8 provides an overview of how the recommendations relate to each goal.

# CHAPTER FIVE: EXISTING CONDITIONS





## A. Community Profile

Simsbury is a suburb of Hartford with supported farmland, open space protection, and a strong sense of place. The Town's choices and investments promoted quality of life and community vitality.

A community profile was performed to gain an understanding of the community. This analysis included data from the 2010 U.S. Census, 2012-2016 American Community Survey 5-Year Estimates, 2012 Survey of Business Owners, and 2017 *Plan of Conservation and Development (2017 POCD)*. This data was used to compile information about demographics, including population trends and age composition, economy, and commuting patterns. Consistent with the 2017 *POCD*, data for the Town of Simsbury is presented in comparison to

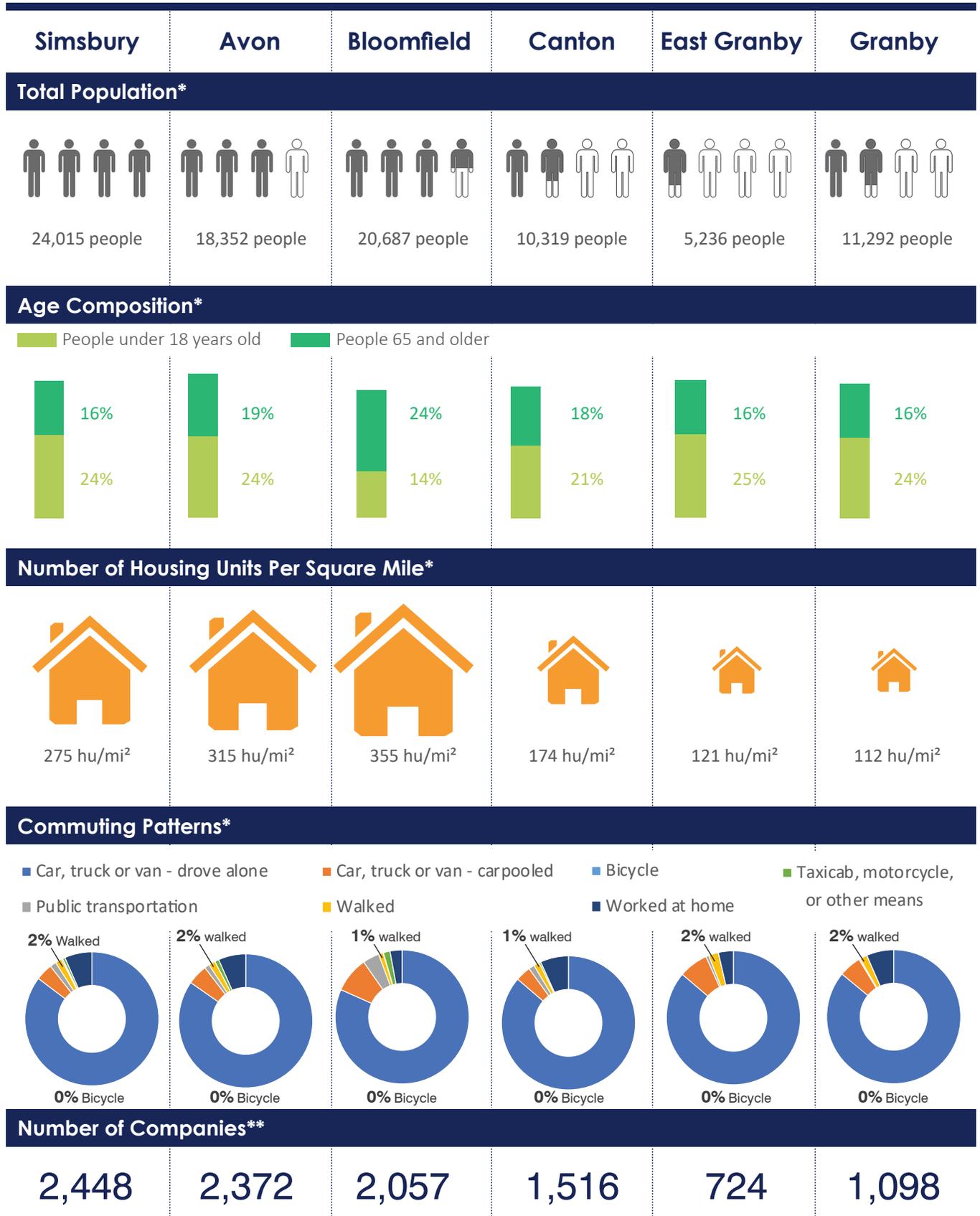
surrounding towns. This data, which is illustrated with an infographic in **Figure 1**, provides context and a more comprehensive understanding of Simsbury's role within the larger region.

The 2017 *POCD* also provides an overview of historical and future trends for the Town. It cites a steady seven percent population increase between 1990 and 2010. Town documents state that the main cause for the growth during this period was natural increase, indicating that existing families were growing and there was not a substantial number of new residents moving into Town. More recently, however, household sizes are decreasing. If this current demographic trend continues, the Town can expect a slight decrease in population through 2040.



School Bike Event

Figure 1: Community Profile Data Comparison



Sources: \*2012-2016 American Community Survey 5-Year Estimates; \*\* 2012 Survey of Business Owners



## B. Pedestrian and Bicycle Planning Efforts

There have been several pedestrian and bicycle policy and planning efforts at the state, regional, and local levels. These planning efforts provide a strong foundation for Simsbury to build upon as it continues to expand its programs, network, and facilities in the coming years. This *Master Plan* is intended to be consistent with these efforts and to be fully integrated into any future long-range plans and capital improvement plans in Simsbury.

### Statewide Efforts

Several statewide efforts have advanced bicycle and pedestrian travel across Connecticut in recent years.

These efforts can affect Simsbury as matter of direction (policy) or practice on the state-maintained roadways (e.g. State Routes 167, 185, 315, and 309, U.S. Route 202) within the Town.

In recent years, the Connecticut state legislature passed three laws that influence pedestrian, bicycle, and transit-friendly design and culture. The highlights of these and their impact to Simsbury include:

#### **An Act Improving Bicycle and Pedestrian Access (Public Act 09-154)**

Among other things, this 2009 law requires that pedestrians, cyclists, and transit users be routinely considered in the planning, designing, construction, and operation of all roads. This is a concept known as Complete Streets.

#### **Vulnerable User Law (Public Act 14-31)**

This law, passed in October 2014, provides a level of protection for pedestrians and bicyclists by defining them as vulnerable users. While vulnerable users accept some level of risk by walking or bicycling on a roadway, drivers are required to accept some level of responsibility if a crash does happen. This law provides an added, financial disincentive to irresponsible behavior that puts vulnerable users at risk. A fine is prescribed to any driver who fails to exercise reasonable care and causes the serious physical injury or death of a vulnerable user.



*Regulatory signage reminds motorists of statewide legislation that they are required by law to consider the safety of all roadway users*

#### **Bicycle Safety Bill (Public Act 15-41)**

Signed into law in June 2015, this law requires cyclists to ride as close to the right side of the road “as is safe, as judged by the cyclist.” This supersedes the previous law that required cyclists to ride as far right “as practicable”, which included instances where a bicyclist is preparing to make a left turn at an intersection or onto a private road. Drivers are also allowed to cross double yellow lines to pass slower-moving bicyclists when it’s safe to do so. Additionally, this law allows two-way bicycle lanes, buffered bike lanes, and cycle tracks to be designed in Connecticut.

In addition, the Connecticut Department of Transportation (CTDOT) has implemented several policies and practices to improve walking and bicycling on its facilities in Connecticut. They include:

#### **CTDOT Complete Streets Policy**

In 2014, in response to 2009 Public Act 09-154, Connecticut General Statute 13b-13a, CTDOT adopted a Complete Streets Policy (No. Ex.O.-31). The policy lays out how CTDOT will integrate Complete Streets into its work.

By establishing this policy at a statewide level, regions and municipalities, such as Simsbury, have been encouraged and supported to pursue similar efforts.

## CTDOT 11-Foot Lane Restriping

CTDOT has begun reducing lane widths to 11 feet, where applicable, as part of its Vendor-in-Place (VIP) Paving Program. In this process, CTDOT Office of Traffic typically determines whether it is appropriate to reduce the lane width during the routine repaving and restriping of state-maintained roads. Since 2012, more than 94% of roads repaved as part of the statewide program have been reduced to 11 feet.

The Town of Simsbury has the opportunity to coordinate with CTDOT on this program to ensure proper consideration is given to narrowing lane widths along its state roads. The route number and local name of the state-maintained roads within Simsbury are listed below. This *Master Plan* references these roads according to their local name.

- Hopmeadow Street: Route 10
- Tariffville Road: Route 315
- Hartford Road: Route 185
- Bushy Hill Road: Route 167
- Farms Village Road: Route 309



Results of CTDOT's Vendor-in-Place Paving Program

## Regional Planning Efforts

Simsbury is one of 38 municipalities in the Metro Hartford region that is guided by the Capitol Region Council of Governments (CRCOG). CRCOG has several efforts to promote transportation planning that is inclusive of vulnerable users such as pedestrians and bicyclists.

### Capitol Region Complete Streets Plan (ongoing)

CRCOG is in the process of developing a plan and policy for a Complete Streets network for the Greater Hartford region. This plan is inventorying available infrastructure, developing a map of desired regional complete streets linkages, creating an action plan for developing the network, and creating a policy for implementation. Municipalities in the region can also receive advice on best practices related to implementation and policy in a variety of contexts (from rural to urban).

Upon its completion, the Town of Simsbury can utilize the inventory and best practices sections of this plan as a resource for the Town's local planning efforts. Additionally, the Town can work with the region to implement improvements along any recommended sections of the regional network that exist within Simsbury.

### 2015 CRCOG Pedestrian and Bicycle Plan Addendum

This plan outlines priorities for improving multi-modal travel throughout the region. In 2016, CRCOG updated the On-Road Bike Map that is included in this plan which "identifies an on-road network, those roads that are needed to provide effective linkage for bicyclists between towns and to commercial locations within towns." While the routes included in the on-road network are not necessarily suitable for bicyclists today, their inclusion on this map indicates their importance for the region-wide network and encourages the prioritization of their improvement.



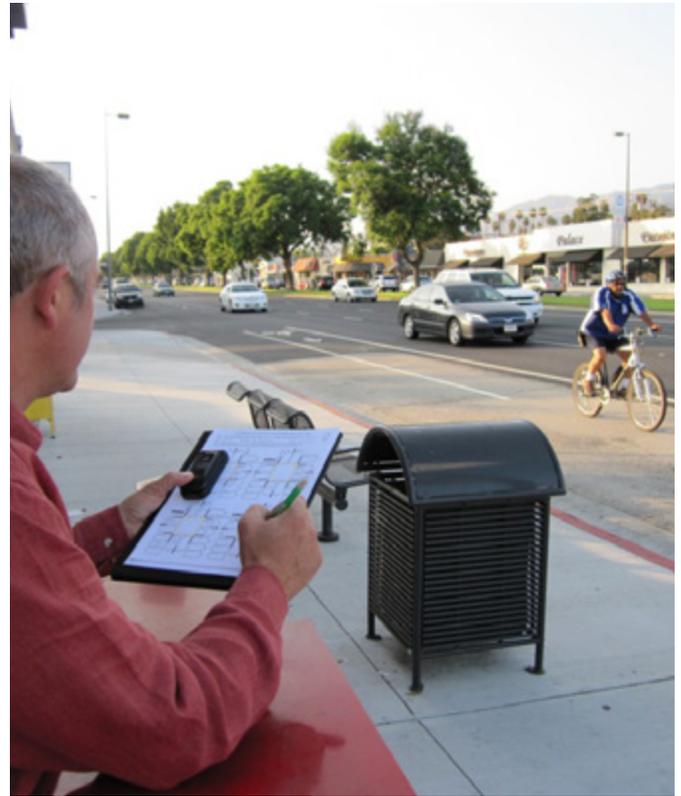
Many of Simsbury’s roads have been included in this regional On-Road Bike Map, including Stratton Brook Road, Old Farms Road, Terry’s Plain Road, and a segment of Hoskins Road.

## Regional Bicycle and Pedestrian Count and Active Transportation Audit

CRCOG has conducted annual bicycle and pedestrian counts since 2009. By conducting these counts, CRCOG has also been a participant in the National Bike / Ped Documentation Project, which encourages agencies nationwide to conduct consistent bicycle and pedestrian counts and surveys in a manner similar to motor vehicle counts.

In 2014, CRCOG completed and tested its first active transportation audits. These audits – one for intersections and one for trails – gather information and rate key intersections for bicycling and walking in the region. The audits are easy to complete and designed for (1) the regional bicycle and pedestrian count program and (2) municipalities to use.

Locations along the FCHT in Simsbury have been consistently included in these audits. Since these locations are along trails, volunteers counted all bicyclists and pedestrians who passed an

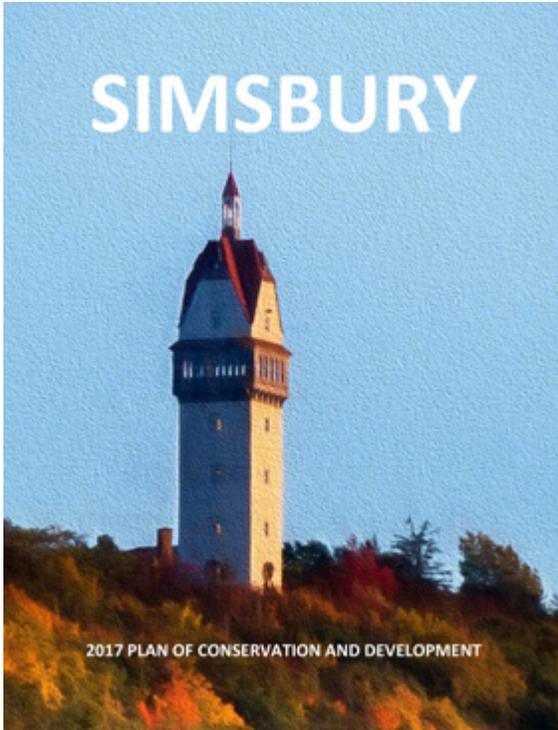


*Bicycle count program*

imaginary line along the trail. **Table 1** provides an overview of the most recent counts that have been taken along the FCHT in Simsbury. The table shows that weekend ridership has been consistently higher than weekday ridership.

*Table 1: Bicycle and Pedestrian Counts in Simsbury, CRCOG Regional Bicycle and Pedestrian Count Program (2015 - 2017)*

Year	Location	Time	Total Count	Bicyclists	Pedestrians	Female	Male
2017	FCHT at Hopmeadow Street	Weekend (11 AM – 1 PM)	126	97	29	51	75
2016	FCHT at Canal Street	Weekend (11 AM – 1 PM)	95	70	25	37	58
2015	FCHT at Hopmeadow Street	Weekday (4 PM – 6 PM)	56	26	30	20	36
2015	FCHT at intersection of Hopmeadow Street and Tariffville Road	Weekday (4 PM – 6 PM)	67	49	18	38	29
2015	FCHT at intersection of Hopmeadow Street and Tariffville Road	Weekend (11 AM – 1 PM)	184	144	40	76	108



Cover of the 2017 POCD

## Local Planning Efforts

### Simsbury 2017 Plan of Conservation and Development

The 2017 POCD for Simsbury is the Town’s statement of what it wants for future and how it proposes to achieve and manage that. It presents strategies to protect resources, guide growth, and improve facilities and services to make Simsbury a better community in the future.

The 2017 POCD’s mission is to “preserve the best from Simsbury’s past...and ensure the best for Simsbury’s future.” The document provides a framework which will guide the Town’s decisions to allow “Simsbury to continue to be attractive, functional and economically healthy; and an increasingly desirable place to live, work, attend school, play, visit, shop, and invest in the development of the community.”

**Table 2** displays the strategies and their associated policies and action steps that are relevant to this *Master Plan*.

Table 2: Relevant Pedestrian & Bicycle Strategies - 2017 POCD

Strategy Number & Name	Policy Category	Policies and Action Steps
6.2 Strive to create an open space system with inter-connected trails and amenities, as appropriate.	Greenway / Open Space System	Encourage the extension of the Farmington Canal Heritage Trail to create a multi-town “greenway” along the Farmington River. <ul style="list-style-type: none"> <li>Promote creation of a State Park at Tariffville Gorge</li> <li>Create a broad, conceptual master plan for Simsbury Meadows and create access to the riverbank via Helen’s Way.</li> </ul>
		Seek to establish “greenway” systems along the trap rock ridges on both the east and west side of town.
	Trails	Seek to create an interconnected network of multi-purpose trails and other public ways for residents and visitors. <ul style="list-style-type: none"> <li>Establish a trail connecting the Farmington Canal Heritage Trail to Simsbury Farms, the Saddle Ridge Trails, and the Owens Brook bike path.</li> <li>Complete the extension of the Farmington Canal Heritage Trail to Tariffville.</li> <li>Seek to more directly connect the Metacomet Trail to Tariffville village.</li> </ul>
		Investigate providing sanitary facilities at trails, as needed, to support users for as much of the year possible.
		Support efforts to designate the Metacomet Trail as a National Scenic Trail.
Wayfinding	Seek to establish a “wayfinding” system for residents and visitors. <ul style="list-style-type: none"> <li>Erect markers at access points for all trails and include “wayfinding” information where needed.</li> <li>Publish maps with useful information about trails and access points for residents and visitors.</li> </ul>	



Table 2: Relevant Pedestrian & Bicycle Strategies - 2017 POCD (continued)

Strategy Number and Name	Policy Category	Policies and Action Steps
6.3) Manage, maintain, & enhance open space areas.	Overall	Monitor demand for, use of, and maintenance requirements of hiking and biking trails and waterway trails.
7.1) Identify and protect the resources, “sense of place”, and quality of life that contribute to the overall character of Simsbury.	Noise / light pollution	<p>Manage artificial lighting to maintain and enhance community character and help reduce light pollution.</p> <ul style="list-style-type: none"> <li>• Incorporate “dark skies” principles into the zoning regulations in order to minimize negative impacts of artificial lighting.</li> <li>• The term “dark skies” is used to draw attention to light pollution and its impact upon night skies. More information is available from the International Dark Sky Association. Several decades ago, there was little night lighting being used so its overall impact was not particularly noticeable. Nowadays, excessive night lighting is having an overall impact on communities and the quality of life. It also wastes electricity.</li> <li>• A dark skies ordinance or regulation typically: (a) requires all outdoor light fixtures to shine downward only, and (b) prohibits light streaming up into the night sky, where it interferes with a clear view.</li> </ul>
	Community spirit	Seek ways to maintain and enhance community pride and spirit.
		Encourage community and civic activities that promote and enhance community spirit.
7.2) Protect historic and archaeological resources and celebrate their contribution to community character and sense of place.	Overall	Seek to create corridors or linkages between historic sites when possible (for example, the Rosedale Farm - East Weatogue Street - Tariffville corridor).
	Recognition	Increase public awareness of local historic resources through print / digital means (Town website, library, schools, etc.) and through other means.
		Recognize the presence of the remnants of the historic Farmington Canal in Simsbury by installing signage and publicizing it.
		Consider enhancing the appearance of the Hartford Road (also known as Route 185) bridge by adding architectural lighting and other enhancements.
7.4) Preserve and enhance the scenic characteristics of Simsbury	Overall	Maintain the Scenic Road Ordinance and designate additional scenic roads, where appropriate.
	Trees / vegetation	Preserve and maintain historic and significant trees such as the sycamores along Hopmeadow Street and Hartford Road.
		Develop a maintenance / replacement plan for street trees, (especially the iconic sycamore trees along Hopmeadow Street in Simsbury Center).
	Gateways	<p>Seek to preserve and enhance the major “gateway” approaches to and within Simsbury</p> <ul style="list-style-type: none"> <li>• The north and south entrance points of Hopmeadow Street</li> <li>• The intersection of Bushy Hill Road (also known as Route 167) and Route 44</li> <li>• The intersection of Tariffville Road and Tunxis Avenue (also known as Route 189) in Tariffville</li> <li>• The entrances at Hartford Road, Nod Road and Farms Village Road (also known as Route 309)</li> <li>• The Wolcott Road area near East Granby</li> <li>• The entrance points on the Farmington Canal Heritage Trail and other Trails</li> </ul>
		Encourage the preservation of existing woodlands along the streetscapes, such as but not limited to Hartford Road and Farms Village Road, to enhance the character of the gateway.
		Through the site plan review process and other means, maximize landscaping and minimize pavement on public and private right-of-ways at the gateway approaches.

Table 2: Relevant Pedestrian &amp; Bicycle Strategies - 2017 POCD (continued)

Strategy Number & Name	Policy Category	Policies and Action Steps
8.3) Simsbury Center: Strengthen and enhance as the primary focal point in the community.	Built Form	Strengthen the “pedestrian-friendly environment” in Simsbury Center.
	Pedestrian-Oriented Improvements	Provide for a system of sidewalk, crosswalk, and streetscape improvements throughout Simsbury Center to establish a safe and welcoming pedestrian environment. <ul style="list-style-type: none"> <li>• The north and south entrance points of Hopmeadow Street</li> <li>• Improve wayfinding for pedestrians and vehicles.</li> <li>• Complete landscaping, lighting, signage, and gateway improvements recommended in the Simsbury Center Streetscape Study.</li> </ul>
		Encourage or require new developments to provide pedestrian improvements and amenities.
8.4) Tariffville: Maintain and enhance as a village center in Simsbury with a “sense of place.”	Pedestrian Circulation	Seek to repair existing sidewalks in poor condition to overcome difficulties with pedestrian circulation in Tariffville.
		Seek to install new sidewalks and safe pedestrian ways to interconnect destinations within Tariffville including Tariffville Park, Tariffville School, the mill, the village center, and similar locations.
8.5) Weatogue Center: Maintain and enhance as a unique place in Simsbury with a “sense of place.”	Pedestrian Circulation	Require new sidewalks as part of new development to interconnect destinations within Weatogue Center.
	Transportation	Work with the Connecticut Department of Transportation to address traffic issues on Hopmeadow Street and Hartford Road while utilizing “context-sensitive” design and other approaches to maintain and enhance the character of Weatogue Center.
8.8) Ensure the appropriate development of the different areas along Hopmeadow Street.	Avon to Weatogue Center	Retain Hopmeadow Street as a two-lane roadway to the extent practical and feasible.
		On the east side of Hopmeadow Street, between Old Meadow Plain Road and Lincoln Lane, guide development to accomplish one of the following two objectives: (a) establish a greenbelt along the Hopmeadow Street frontage with an office park behind that (no larger in scale than the Avon Meadow buildings to the south), or (b) establish a greenbelt along the Hopmeadow Street frontage with small detached single-family houses in a walkable “new urbanist” or “neo-traditional configuration with garages served from rear alleys
	Simsbury Center to Hoskins	Discourage or prevent business uses in order to retain rural character of this roadway segment.
	Hoskins to Granby	Continue to encourage or require completion of the road connection between Wolcott Road and Hoskins Road at the County Road intersection
9.1) Promote economic development in Simsbury in order to provide jobs, goods, and services, and net tax revenue.	Tourism	Promote Simsbury as a cultural, educational, historic, recreational and tourist destination.
		Support the efforts of the Simsbury Tourism Committee and the Farmington Valley Visitors Association.
		Expand the number and level of tourism resources available to visitors to Simsbury (cultural, recreational, etc.).
		Promote recreational and cultural opportunities such as the Performing Arts Center.



Table 2: Relevant Pedestrian & Bicycle Strategies - 2017 POCD (continued)

Strategy Number & Name	Policy Category	Policies and Action Steps
13.2) Provide for and maintain safe and efficient circulation systems for pedestrians and bicycles.	Overall	Seek to expand the pedestrian and bicycle transportation options available to residents, workers and visitors. <ul style="list-style-type: none"> <li>Once the Bicycle / Pedestrian Master Plan is completed, implement recommended improvements.</li> </ul>
		Advocate for an interconnected town-wide network of multi-purpose trails and other public ways for pedestrians and bicycles, with safe street crossings. <ul style="list-style-type: none"> <li>Once the Bicycle / Pedestrian Master Plan is completed, adopt a “complete streets” policy.</li> </ul>
		Promote community wellness and physical activity by promoting pedestrian and bicycle activities.
		Coordinate with adjacent communities to extend and connect trails and bikeways.
	Pedestrian specific	Encourage or require pedestrian sidewalks and/or trails, where appropriate, as part of new development.
		Review the sidewalk maintenance and repair policy and amend if necessary.
		Study the feasibility of implementing a program where off-site sidewalks could be offered by a developer and accepted as part of a zoning or subdivision approval.
	Bicycle specific	Give consideration to bicycle lanes and/or markings whenever roads are improved or striped.
		Seek to maintain and upgrade Simsbury’s designation as a bicycle-friendly community
		Modify the Zoning Regulations to allow the Town to require bike racks and other facilities as part of new developments.

**Let’s GO CT! - Community Connectivity Program: Farmington Canal Heritage Trail Crossings Road Safety Audit (June 2016)**

A road safety audit was conducted as part of CTDOT’s Community Connectivity Program at six (6) locations along the FCHT where the trail crosses a roadway in order to improve safety for pedestrians and bicyclists. All these high traffic road crossings locations are close to Hopmeadow Street. Their exact locations included:

1. Wolcott Road
2. Tariffville Road
3. Iron Horse Boulevard and Drake Hill Road
4. Ensign-Bickford / Dyno-Nobel Drive
5. Canal Street / Hopmeadow Street
6. Weatogue crossing / Hopmeadow Street

Recommendations were specified for both short, medium and long-term improvements. Short-term improvements included suggestions for consistent and clear signage, repainted crosswalks, and removal of bollards.

Medium-term improvements included the potential to narrow traffic lanes, move stop bars at intersections, and expand specified refuge areas. Long-term improvements included the possible removal of a right turn lane, trail relocation away from Hopmeadow Street, and reconfiguring various trail crossings.



## Let's GO CT! - Community Connectivity Program: Simsbury Bicycle and Pedestrian Crossing Safety Enhancement Project Grant (Awarded: August 2018)

The Simsbury Bicycle and Pedestrian Crossing Safety Enhancement Project was a follow-up to the 2016 road safety audit. Simsbury was awarded this grant in August 2018 following the application in May of 2017. This project focused on six (6) high traffic road crossings that pedestrians and cyclists use to access Town facilities, residential areas, business centers, the Town commercial district, transit facilities and recreational amenities. The crossing locations included:

1. Wolcott Road
2. Tariffville Road and Hopmeadow Street
3. Iron Horse Boulevard and Drake Hill Road

4. Iron Horse Boulevard and Hopmeadow Street,
5. Hopmeadow Street north of Quad Hill Road, and
6. Stratton Brook Road at Town Forest Road.

Per a recommendation included in the 2016 road safety audit, this project proposed modern Americans with Disabilities Act (ADA) approved pedestrian signals as well as updated signage and stop bars for cyclists at all six crossings. Signal phasing upgrades were recommended at the two signalized intersections, Hopmeadow Street / Tariffville Road and Hopmeadow Street / Iron Horse Boulevard. For the remaining unsignalized crossings, solar powered rapid flashing beacons and signage were proposed. For the Farmington River Trail Crossing on Stratton Brook Road, an additional flashing warning ahead sign was recommended to the east of the intersection due to both vertical and horizontal curvature of the roadway.



Locations for 'Bicycle and Pedestrian Crossing Safety Enhancement Project'  
(Illustration credit: Town of Simsbury Department of Public Works)

## Route 10 Corridor Study

This 2011 study was conducted by the Town of Simsbury, CRCOG, and CTDOT to address safety, access management, and development potential along the portion of Hopmeadow Street between the Simsbury / Avon border and Wolcott Road. The study utilized a community "charrette" process to ensure close collaboration with the community and encourage consensus around the resulting recommendations.

Recommendations relevant to pedestrian and bicycling initiatives included:

### *Operational improvements:*

- Two new traffic signals at Latimer Lane in the South Gateway and Hoskins Road in the North Gateway.
- Intersection pavement reductions in spot locations where the traffic operations



may be maintained with a narrower roadway cross section, improving access for pedestrians and reducing crosswalk lengths. The locations include several signalized intersections within Town Center as well as the intersection at Tariffville Road and at Hartford Road.

- Speed limit reductions along Hopmeadow Street to provide consistency and driver expectation to be in harmony with the behavior the Town wishes to promote. Lower speed limits (30 mph and below) support pedestrian accessibility, while low to moderate speeds (30 – 40 mph) are appropriate for greater mobility without an excessive speed differential between motorists and adjacent bicyclists, who frequently travel on-road.
- Travel lane restriping along Hopmeadow Street to allow for eleven-foot travel lanes to reduce speeds and provide a sense of enclosure and place (i.e. both physical and visual lane narrowing).

*Pedestrian improvements:*

- Pedestrian signal system replacement at intersections with modern pedestrian signal indicators with countdown timers at higher volume intersections.
- Crosswalk restriping to ensure high visibility day and night.
- Appropriate ADA-accessible ramps at all intersections.

- Sidewalk widening where necessary to ensure all sidewalks have minimum width of five feet.
- Maintenance or enforcement programs to ensure that sidewalk facilities are in good condition and are repaired regularly.
- Consolidated driveways within and across parcels where possible.
- Pedestrian scale lighting along sidewalks and pathways as recommended by the Simsbury Design Review Board. Solar-sensitive controls and timers can be used for energy efficiency and dark skies initiatives.
- Sidewalk installation on intersecting streets that connect Hopmeadow Street to neighborhoods, schools, and other destinations. Nearby streets in need of sidewalks include but are not limited to: Wolcott Road, Tariffville Road, Seminary Road, Plank Hill Road, Massaco Street, Stratton Brook Road, Sand Hill Road, Canal Street, Hartford Road, Latimer Lane, Old Meadow Plain Road, and Lincoln Lane.

*Bicycle improvements:*

- Continuous painted shoulders along Hopmeadow Street along entire corridor except for Town Center between Iron Horse Boulevard and Drake Hill Road, where bicyclists directed towards Iron Horse Boulevard.
- Improved access points to the FCHT.
- Bicycle parking facilities.

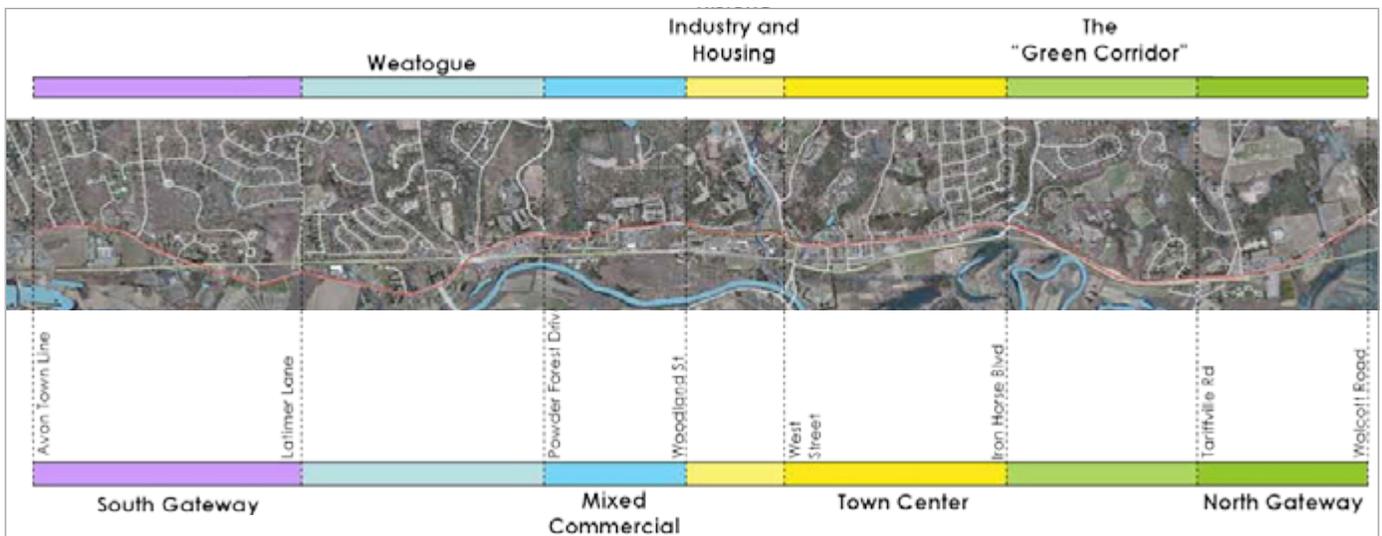


Illustration credit: Fuss & O'Neill (Route 10 Corridor Study, Page 7)

## Simsbury Town Center Charrette Report

In 2009, an intensive design-based study (a “charrette”) was conducted by SMSP for Simsbury Center. Hundreds of residents participated to seek out opportunities for encouraging appropriate development in the Center and strengthening its role in the community.

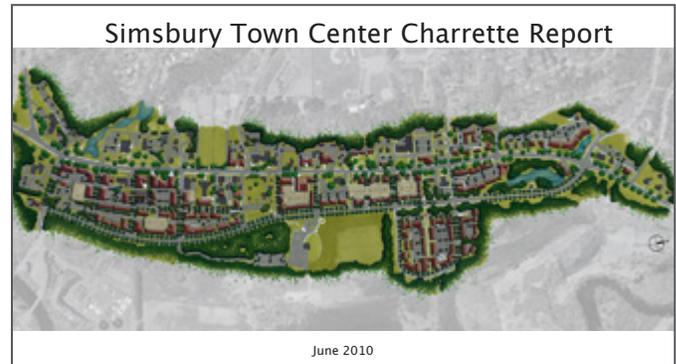
Conceptual plans were presented for discussion and an illustrated master plan was shared with the community at a charrette. Based on the results of the charrette, a form-based code was prepared for Simsbury Center to guide development and encourage a more pedestrian friendly environment that is consistent with the overall character of the Center.

## Simsbury Sidewalk and Curb Ramp Assessment Services Project

The Town of Simsbury is leading a project to develop an inventory and assessment of the existing sidewalks and curb ramps along Simsbury’s roadways, including both local and state roads. The project, initiated in the spring of 2018, will digitize the Town’s existing sidewalk facilities with a mapping software called Geographic Information Systems (GIS). Each sidewalk segment will include information such as the length of the sidewalk segment, its average width, condition, material type, curb type, and curb condition.

Approximately 250 curb ramps will be located and assessed along identified roadways. Each curb ramp will be digitized through the same process as the sidewalk segments and include information on the material, condition, existence of crosswalk, and an assessment.

The data will be analyzed to determine maintenance needs for each type of sidewalk condition and estimated unit costs. A gap analysis will be performed to prioritize gaps in the sidewalk network based on proximity to key destinations.



Cover of “Simsbury Town Center Charrette Report” (2010)



Crosswalk and curb ramps on Hopmeadow Street



# C. Policies and Programs

## Policies, Ordinances, and Resolutions

### Town of Simsbury Zoning Regulations (revised 02/05/2018, effective 02/19/2018)

Simsbury’s Zoning Regulations govern how property can be used. They define allowable building height and area in different parts of town. Details pertinent to this *Master Plan* include:

#### Bicycles

- It is illegal to ride a bicycle on any portion of a sidewalk in Simsbury. A sidewalk is defined as “Any hard-surfaced walkway which are five feet or less in width and generally paralleling a road or highway and is for the exclusive use of pedestrians.” (§ 67-2)

#### Streets and Sidewalks

- Except for exemptions, the owner of occupant of any building or land bordering a street, square, or public place where there is a sidewalk is responsible for the removal of all snow, sleet, and ice within 24 hours after cessation of snow, sleet, or rainfall. Failure to comply will cause the individual to be guilty of a misdemeanor and fined \$90 for each offense in addition to the cost of the snow removal. (§ 137-1)
- Per a January 2017 amendment to the sidewalk maintenance ordinance, the Town can undertake the maintenance or capital replacement work for continuous sidewalks that front properties with a different owner if those facilities need replacement or resurfacing. (§ 137-3)

### Complete Streets Resolution (2016)

On June 13, 2016, the Town passed a resolution in support of Complete Streets, the routine accommodation of all users in the planning, design, and maintenance of new and improved roadway facilities to create an integrated transportation network that promotes safe, equitable, and convenient travel for all. The resolution identifies



Recommended section featured in Simsbury Center Code; Canal Street, Hoskins Road, and Main Street are the only current local roads that meet this width (Illustration credit: Code Studio)

the need for context-sensitive design that maintains the Town’s unique character while also encouraging the using of the most up-to-date design guidelines and standards. **Appendix C** includes the 2016 resolution.

### Simsbury Center Code (Adopted 2011, Amended 2017)

The Simsbury Center Code implements the vision and goals of the Simsbury Center Charrette Report that was published in 2010. The Code includes a regulating plan that details allowable lot size and setback, building placement, land use, street activation, and height. These regulations serve to create pedestrian-friendly environments with pedestrian scale buildings that promote walking. The Code also includes several proposed new streets to improve the area’s overall circulation. The recommended street designs all include sidewalks or multi-use paths and have been designed to encourage slower speeds to ensure the safety of all users. The Code’s site development standards require bicycle parking for each nonresidential building or mixed-use project.

### The Hartford-Simsbury Form-Based Code (2014)

This code was created to facilitate a sustainable, long-term development strategy for a large redevelopment site located on Hopmeadow Street. Some of the Code’s requirements are relevant to the *Master Plan*,

including language pertaining to bicycle routes and bicycle parking and designing spaces to be safe for and attractive to pedestrians.

### Guidelines for Community Design (2012)

This document is a reference for the development design review process in Simsbury. It helps ensure that Simsbury's unique character and heritage are preserved. It complements the zoning regulations, which regulate with quantitative measures, with qualitative guidelines relating to aesthetics. These guidelines are relevant to the *Master Plan* in that sidewalks, streetscapes, and pedestrian amenities (e.g. seating) are addressed.

### Scenic Road Ordinance (1991)

Simsbury's Scenic Road Ordinance allows the Planning Commission to designate scenic roads in Town with the consent of most of the property owners along the road. This designation helps to protect roadways from inappropriate changes. The following roads in Simsbury have this designation:

- Goodrich Road,
- Ferry Lane,
- Terry's Plain Road,
- East Weatogue Street, and
- Barn Door Hills Road.

## Programs

### AARP Network of Age-Friendly Communities Application

The Town of Simsbury applied to join the American Association of Retired Persons (AARP) Network of Age-Friendly Communities in Spring 2018. The network serves as a catalyst to educate, encourage, promote, and recognize improvements that make cities, towns, and counties more supportive not only of their older residents but for residents of all ages. It also requires each community that joins the network to accomplish the following efforts within the first two years of membership:



- Establish mechanisms to involve older people,
- Develop baseline assessment of the age-friendliness of the community, and
- Develop and submit a community-wide action plan based on that assessment's findings.

Upon acceptance into the network, Simsbury would complete an action plan by 2020 (approximate date). Simsbury would then participate in a three-year implementation phase, after which the Town would be asked to submit a progress report. Simsbury may continue to participate in the network by pursuing continuous improvements, assisted by the guidance of the AARP network's best practices and resources.

### Bicycle Friendly Community



In 2010, LAB recognized Simsbury as Connecticut's first BFC by the LAB. With this recognition, Simsbury set an example across the state for bike friendly initiatives and advocacy efforts. Since 2010, the Town has continued its investment in the pedestrian and bicycling infrastructure and expanded education, encouragement, and enforcement programs. This resulted in Simsbury's recognition as Connecticut's first Silver BFC in 2014.



### Bicycle Friendly Businesses

The LAB manages a Bicycle Friendly Business (BFB) program whereby employers are recognized for their efforts to create a more welcoming atmosphere for bicycling employees, customers, and the community. Deserving businesses are recognized at the Bronze, Silver, Gold, and Platinum levels. All applicants receive feedback and assistance on how to become more bicycling-friendly. There are 1,250 BFBs in the US, three of which are in Simsbury. They include:

- Children & Adult Mobility Project, Inc. (awarded Gold in 2018),
- Mitchell Auto Group (awarded Gold in 2018), and
- The Bicycle Cellar of Simsbury CT, LLC, (awarded Silver in 2016).



## Preserve America Community

Simsbury is a designated Preserve America Community. Preserve America Communities is a federal initiative that recognizes communities that protect and celebrate their heritage; use their historic assets for economic development and community revitalization; and encourage people to experience and appreciate local historic resources through education and heritage tourism programs.

Simsbury’s participation in this program contributed to its recognition as a Bronze-level BFC from the LAB in 2010. SMSP applied for the Town and received a \$100,000 grant, which funded a Farmington Valley Trails Council (FVTC) trails brochure.

## National Bike Challenge

Since 2015, the Town of Simsbury has participated in the National Bike Challenge during the summer months. This a nationwide bicycle advocacy and wellness program to encourage people to bike for transportation, fitness, and recreation. Each year from May 1st - September 30th, participants log the miles they bicycle and compete for prizes and awards in an online community. In 2017, local riders logged 101,000 miles and placed in the top four percent in the United States!

## Safe Routes to School

Simsbury has been at the forefront of Safe Routes to School (SRTS) planning efforts in Connecticut. The SRTS program was originally a stand-alone federal-aid program that funded infrastructure (engineering) and non-infrastructure (education, encouragement, enforcement, evaluation) projects to empower communities to make walking and bicycling to school a safe and routine activity.

In Simsbury, the program began in 2010, when the Town utilized CTDOT non-infrastructure funds to conduct three tasks:

1. Having a speaker from the CTDOT program give a Town-wide informational presentation on the program and availability of grants,
2. Conducting a safety audit for walking and bicycling at Henry James Middle School, and
3. Creating an educational brochure on walking and bicycling safely to Tootin’ Hills Elementary School.

Since that time, SRTS plans have been completed at Tootin’ Hills, Latimer Lane, and Squadron Line elementary schools. These schools also conducted robust walking and bicycling encouragement activities, such as Walking / Biking Wednesdays and semi-annual Walk/Bike to School Day events.



Simsbury Bike Challenge Flyer



SRTS Information Session Flyers

The SRTS program was not identified as a stand-alone program in the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation funding package. Thus, some of these projects that had their own funding sources began to compete for a larger, more generalized Transportation Alternatives funding pot. While this has caused some communities to minimize, and even abandon, their SRTS efforts, Simsbury has persisted with its belief that SRTS projects benefit more than just students. As such, Simsbury has continued to expand its school educational programs.

## Education

### Youth Programs and Classes

- A three-week bicycle safety class is part of the physical education curriculum for fourth through sixth graders at all five elementary schools. The Town supplies thirty bicycles to facilitate the program. The Bicycle Cellar and volunteers from Simsbury Free Bike (SFB) perform regular maintenance.
- Students at Squadron Line Elementary can participate in an after-school bike club during which students participate in skill drills and group rides with trained instructors.

- A bicycle safety class is offered as part of the summer physical education curriculum for Simsbury High School students. Volunteers from SFB support this program.
- Simsbury's Culture, Parks, and Recreation Department (CPRD) offers bicycling as an activity in its summer camp programming.

### Adult Programs and Classes:

- The CPRD facilitated a "Walk and Talk with a Nutritionist" in the spring of 2018, which provided people with an opportunity to go for a walk with a professional nutritionist and learn about healthy eating habits.
- SFB and CPRD provide LAB Traffic Skills 101 (also known as Smart Cycling) classes for adults.
- SFB, CPRD, and the Bicycle Pedestrian Advisory Committee (BPAC) provide LAB League Cycling Instructor (LCI) Training classes for adults.
- The Bicycle Cellar and Simsbury Public Library provide Bicycle Maintenance Classes for adults.



Youth bicycle education class



## Simsbury Police Department Training and Education Programs

The Simsbury Police Department (SPD) strives to offer the most up-to-date training for its officers and information for the public regarding Connecticut laws that pertain to pedestrians and bicyclists. The various ways SPD accomplishes this include:

1. **Bicycle and Pedestrian State Law Guide:** SPD compiles laws relevant to pedestrians and bicyclists on roads and sidewalks. While it is not intended to be all inclusive, it is an important resource for the community and a clear indication of the Town's commitment to enforce the law to ensure safety for all users on the roadway. This resource is updated annually.
2. **Officer training:** Each officer in the SPD attends an annual legal update class to stay apprised of laws related to pedestrian and bicyclist safety. In addition, the Department's training sergeant makes sure that everyone is updated as laws change.
3. **Education:** Officers educate the public on the importance of adhering to laws related to sharing the road and distracted driving through outreach in the schools, portable LED message boards, and enforcing violations. SPD focuses field efforts on the first week of school in September when more kids are out on foot at predictable times of day and at the start of spring when more pedestrians, runners, and bicyclists are on Town streets.
4. **Youth outreach:** School resource officers address safety issues along roadways by:
  - » Participating in bike rodeos, Walk/Bike to School Day events at local parks, and presentations to scouts and day cares,
  - » Utilizing distracted driving simulators during programs at schools to demonstrate the danger of not keeping one's eyes on the road,



*Bike Patrol Officers with the Simsbury Police Department*

- » Participating in the school district's driver's education curriculum,
  - » Enforcing safe riding practices, and
  - » Encouraging good behavior among Town youth via positive ticketing, in which those observed using safe practices are given coupons for free ice cream.
5. **Regular patrols:** The Department's officers regularly patrol the FCHT. They also use bikes to patrol the summer concert series.

## Advocacy and Other Related Efforts Organizations

### *Simsbury Bicycle Pedestrian Advisory Committee*

The Simsbury BPAC was formed in 2011 to promote walking and bicycling for recreation and transportation on a safe network of roads and trails linking the four villages of Simsbury. The BPAC's efforts focus on education, engineering, encouragement, enforcement, and evaluation. BPAC has been instrumental in the development of the Town's BFC applications. Monthly meetings are held at Simsbury's Public Library and are open to the public.

### *Simsbury Free Bike*

In 2011, Simsbury supported the creation of a non-profit, all volunteer bike share program, SFB, which has grown to become Connecticut's largest and only multi-town bike share program. The program originated from the Town Public Works Department's effort to make use of abandoned bicycles. Since then, the program has grown from six bicycles in one location during its first season to over fifty bicycles in nine locations in five towns. The program is free for all to use and encourages residents, visitors, and tourists to enjoy the Town's on-road bicycle routes and shared use paths for recreation, transportation, health, and fitness.

### *Simsbury Main Street Partnership*

The SMSP is a nonprofit organization that focuses on the preservation, enhancement, and promotion of Simsbury's unique sense of place, especially in the downtown area. The organization promotes local businesses and Simsbury's character through retail promotions and special events in addition to their support for the creation of a multimodal environment. Aesthetic improvements such as landscaping and active streetscape can often attract pedestrians and potential customers. The organization is actively involved in various initiatives to support local business, enhance downtown's beauty and physical value, and build consensus and cooperation amongst the community on efforts that will ensure Simsbury's continued vitality.

### *Farmington Valley Trails Council*

The FVTC is a nonprofit organization promoting the development, use, and maintenance of shared-use paths in Connecticut's Farmington Valley towns. In Simsbury, the FVTC advocates for the FCHT and the Farmington River Trail. Their efforts range from facilitating and promoting events along the trail, advocating for and reviewing studies and plans related to trail improvements and extensions, and much more. For example, the group purchased three electronic counters in 2013 and installed one each in Suffield, Canton, and Farmington. In addition, a counter was installed in Simsbury in 2018. These counts have indicated a steady increase in the trail's use.



*Bicycle advocates for the East Coast Greenway on Simsbury Flower Bridge*



### *East Coast Greenway Alliance*

The East Coast Greenway Alliance (ECGA) is a nonprofit organization that oversees, but does not own, the East Coast Greenway (ECG). A portion of the ECG includes the FCHT in Simsbury, and provides an important linkage for the Town's trail network. ECGA advocates for the completion of the greenway by designating new trail segments, identifying potential new routes for the greenway, posting signs designating the path, spreading awareness of the project, and providing maps and information about the greenway.

### *Simsbury Land Trust*

The Simsbury Land Trust (SLT) is a federally-recognized, not-for-profit 501(c)3 organization with a mission to protect scenic vistas, geological features and farmland that visually define Simsbury's character and provide healthy habitats for local wildlife and plants. Many of the SLT's efforts have had a significant impact on the promotion of walking, hiking, and running in Simsbury. Bicycles are not permitted on their land.

A summary of their efforts include, but are not limited to:

- Acquiring 34 parcels of land, representing over 1,000 acres of permanently protected land,
- Permanently protecting three of the major farms in Simsbury,
- Building the bog walk in West Simsbury, allowing a close-up view of 40 acres of unique wetland without damaging the fragile surface vegetation,
- Installing informational signs on several recreation trails that provide educational facts and historical information about the land,
- Organizing recreational and educational activities in which over 700 members and residents support annually, and
- Publishing *The Walkbook*.

### *Connecticut Cycling Advancement Program*

The Connecticut Cycling Advancement Program (CCAP) is a cycling development organization that supports the creation of cycling clubs and teams in CT schools. The CCAP currently allows Simsbury High School students with an opportunity to participate in cycling in a safe, team-based environment. In addition, local youth ages 9-18 may join CCAP's Farmington Valley Youth Cycling Team.

## **Special Events**

### *Walk/Bike to School Day*

Multiple schools host these annual events in conjunction with National Walk to School Day in October and National Bike to School Day in May. These events are supported by the schools, Parent Teacher Organizations (PTOs), SPD, and BPAC volunteers.

### *Bike Month and Bike to Work Day*

National Bike Month is celebrated in May to showcase the many benefits of bicycling. In Simsbury, Bike Month is a month-long celebration with events, rides, classes, safety campaigns, and more. One such event is Bike to Work Day, during which Town employees receive complimentary coffee and food in the morning and a celebratory happy hour at the end of the day. The event is organized by SFB.

### *Simsbury Free Bike Theme Rides*

SFB organizes a variety of themed bicycle rides throughout the year. Examples include a history ride and a geology ride.

## D. Network and Facilities

This section provides an overview of the existing network and facilities in Simsbury that promote walking and bicycling for users of all ages, abilities, and skill. For the purposes of this analysis, Simsbury's network has been assessed according to three main categories.

- 1. On-Road Pedestrian Network and Facilities-** Combination of sidewalks and pathways, crosswalks, pedestrian crosswalk signals, lighting, street trees, curb ramps, wayfinding signage, and streetscape furniture such as benches.
- 2. On-Road Bicycle Network and Facilities-** Includes portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists in addition to supporting facilities. Examples include wide shoulders, Shared Lane Markings, and bike lanes.
- 3. Off-Road Shared Use Path Network and Facilities-** Off-road paved or improved gravel pathways that are exclusively used by pedestrians and bicyclists for recreational purposes.

**Figure 2** displays on- and off-road facilities.



Existing sidewalk on West Street

## On-Road Pedestrian Network and Facilities

### Sidewalks

Sidewalks are important for a strong pedestrian network. Simsbury has 14 miles of sidewalks, which are primarily located in the Town Center on Hopmeadow Street from Drake Hill Road to Seminary Road, along side streets in Tariffville Center, and near most town schools. In addition to sidewalks, there are shared use paths and trails that provide connections between neighborhoods.

Sidewalks in the center of Town promote a strong pedestrian environment that supports local businesses and commercial activity.

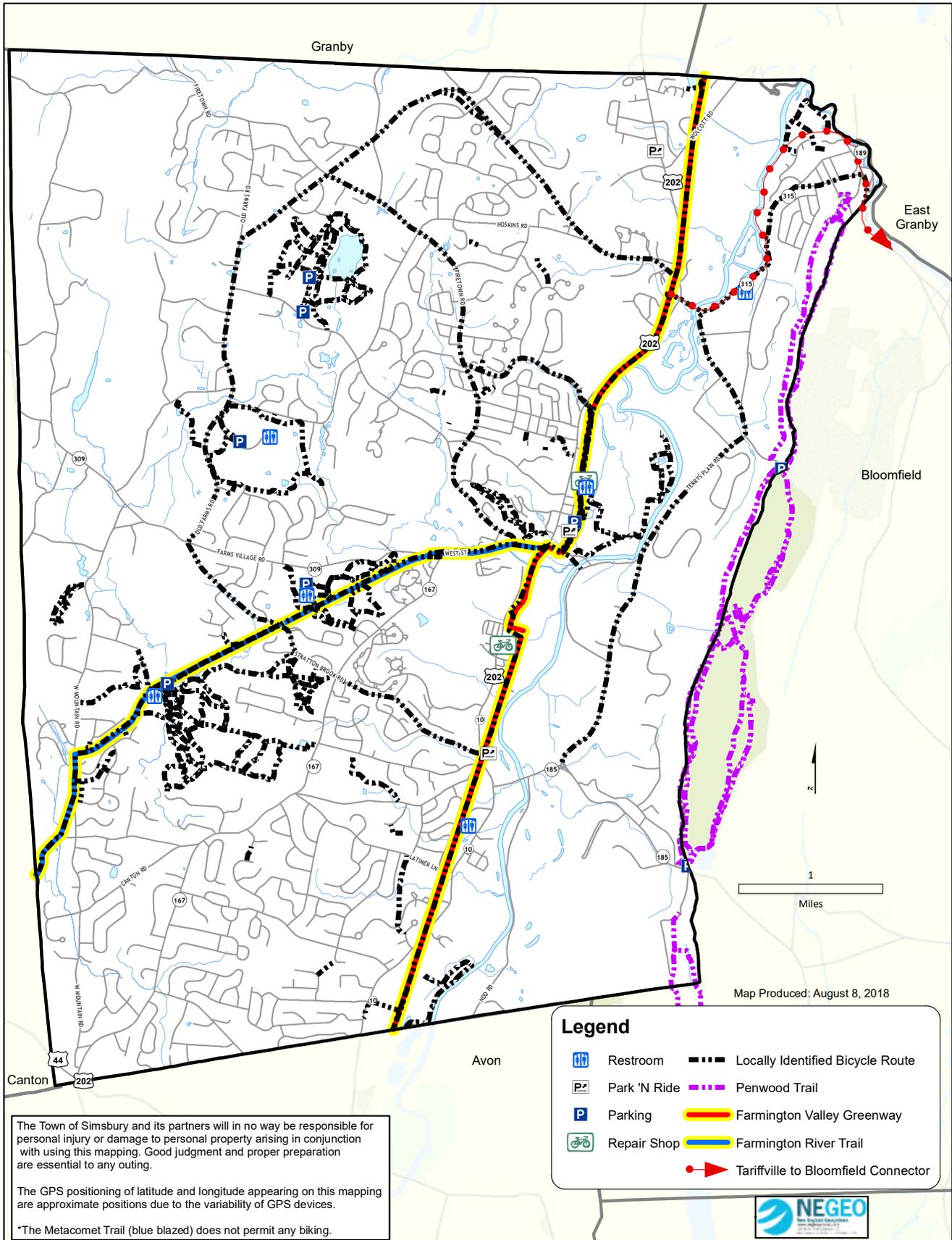
The Town's on-going *Sidewalk and Curb Ramp Assessment Services Project* will include a comprehensive sidewalk inventory and rating program. It will determine where investments are needed in the next five years. The program will identify sidewalks needing repairs, gaps in the network, and ADA compliance. The prioritization will direct investments to the most critical areas.

### Built Environment

A pedestrian-oriented built environment is one that has been designed at a human scale and in which the pedestrians feel a sense of connectivity



Figure 2: On- and Off-Road Facilities



with these surroundings. Elements such as building massing, building setback, parking placement, ground floor uses, and architectural qualities can all be designed to encourage a pedestrian environment. While the buildings along Hopmeadow Street in Simsbury Center do not consistently support this type of pedestrian-oriented built environment, the plan and guidelines set forth in the *Simsbury Center Form-Based Code* have outlined a plan to achieve such an environment.

### Pedestrian Amenities

Pedestrian amenities present an opportunity for the Town to express its unique character and heritage through the design of such amenities, which include things such as pedestrian seating, lighting, and landscape plantings. These amenities are typically located along areas that are seeking to support a pedestrian environment that can attract people to the street as a pathway and as a destination. Such pedestrian amenities are clustered along Hopmeadow Street in Simsbury Center and the FCHT, with few amenities in other areas.

### Crossings

Pedestrian crossings are a critical element of the network as they allow for the ability to safely cross the street. Since crossings represent potential points of conflict between pedestrians and motorists, the provision of effective, well-placed, and highly visible pedestrian crossings is a key mechanism by which to formally and safely regulate the interactions between these two users. Facilities to create such pedestrian crossings include standard crosswalks, high visibility crosswalks by using paint or in-pavement lighting, raised crosswalks, ADA-compliant curb ramps as well as pedestrian countdown timers and audible signals at signalized intersections or pedestrian hybrid beacons at uncontrolled intersections or mid-block crossings.

The Town's on-going *Sidewalk and Curb Ramp Assessment Services Project* will inventory and assess curb ramps.



*Bench along the FCHT*



*Bench at Simsbury High School*



## On-Road Bicycle Network and Facilities

Simsbury has gained recognition both across the state and nationally for its notable achievements in the creation of a bicycle friendly environment. According to the 2018 BFC Application, the Town had 197 miles of on-road bicycle facilities along both state and private roads, and over 90 percent of that network meets or exceeds the standards defined by the American Association of State Highway and Transportation Officials (AASHTO), MUTCD, and National Association of City Transportation Officials (NACTO). Simsbury's on-road bicycle network includes four miles of separated bicycle lanes that are at least four feet wide, such as the dedicated bicycle lanes along Iron Horse Boulevard that provide bicyclists with an alternative route to the FCHT. Such facilities in Simsbury are separated by a white traffic line with bicycle pavements markings to indicate that the shoulder is a dedicated space for bicyclists.

The network includes 19.8 miles of roads with Shared Pavement Markings, or sharrows, to direct bicyclists and alert motorists for the presence of bicyclists. Simsbury has placed sharrows along Town roads that are frequently traveled by bicyclists and motorists. Part of the sharrow network forms a 14.8-mile loop, which is used as a hub for bike routes and transportation.

Like the pedestrian network, crossings along the bicycle network can present safety challenges. The locations along the on-road bicycle network with trail crossings tend to present the most significant safety issues for bicyclists since these locations are not always signaled or clearly identified and are often along routes with relatively high automobile speed.

### Pavement Management Program

The Town of Simsbury's Pavement Management Program is a planning tool that maximizes available funding and ensures well-maintained roads over time. The program began in 2009 and involves the process of evaluating and



*Sharrows in Simsbury*

rating the Town's roadways. This systematic approach to maintenance allows Town staff to determine which roads should be repaired and when, recommend a repair technique, and provide a cost estimate. Through the program, there was approximately 109 miles of road work between 2010 and 2012 with 43 miles of overlay and 66 miles of crack seal. There was approximately 20 miles of new road surface in 2012 alone. All roadway users, including bicyclists, benefit from the well-maintained roads that result from this program.

### Bicycle Parking and Amenities

The provision of both public and private bicycle parking facilities has continued to expand in recent years within Simsbury. Bicycle racks are provided at most municipal buildings, public schools, and parks. As of 2018, there were 773 public and private spaces within the community, including those provided as part of the SFB program. However, it was estimated that only 11 - 25 percent of these

spaces conform to APBP guidelines, which are nationally accepted as the best practices for bike parking including dimensions, racks, and more.

Simsbury has installed a bicycle repair field station along the FCHT that bicyclists can easily use to make quick repairs to their bicycle along their ride. Additional amenities for all, such as water fountains and portable restrooms, are also provided at various points along this trail.

## Off-Road Shared Use Paths

Simsbury has 12 miles of paved shared-use path that includes segments of national trails as well as numerous local paths. The two primary shared-use paths are the FCHT and the Farmington River Trail.

### **Farmington Canal Heritage Trail – East Coast Greenway**

The FCHT is part of the ECG, which links communities along the Atlantic coast from Maine to Florida. This trail runs north / south through the length of Simsbury.

This trail is constructed in the former canal system that went from New Haven, Connecticut to Westfield, Massachusetts. This canal system was later replaced with a rail line and has now become a premier multi-use path used for recreational and transportation.

The FCHT is immensely popular for both residents and visitors, and is a destination for walkers and bicyclists in the region. Counters have recorded over 1,000 trail users per day during peak season.

This paved trail is 12 feet wide with gravel shoulders in some sections. The trail offers amenities such as benches, informational kiosks, and vehicular parking at some access points in Simsbury.



*Bicycle parking at Simsbury High School*



*Farmington Canal Heritage Trail*



### Trail Expansion

Funding has been secured for two significant expansions of the ECG in Simsbury.

The *Bloomfield to Tariffville Multi-Use Trail Connection - Segment 1* includes construction of an off-road 0.82-mile link between St. Andrew’s Church on Tariffville Road in Bloomfield and Route 189 in Tariffville. The project is currently in the design phase and has received grant funding from CTDOT. Construction is anticipated in 2019.

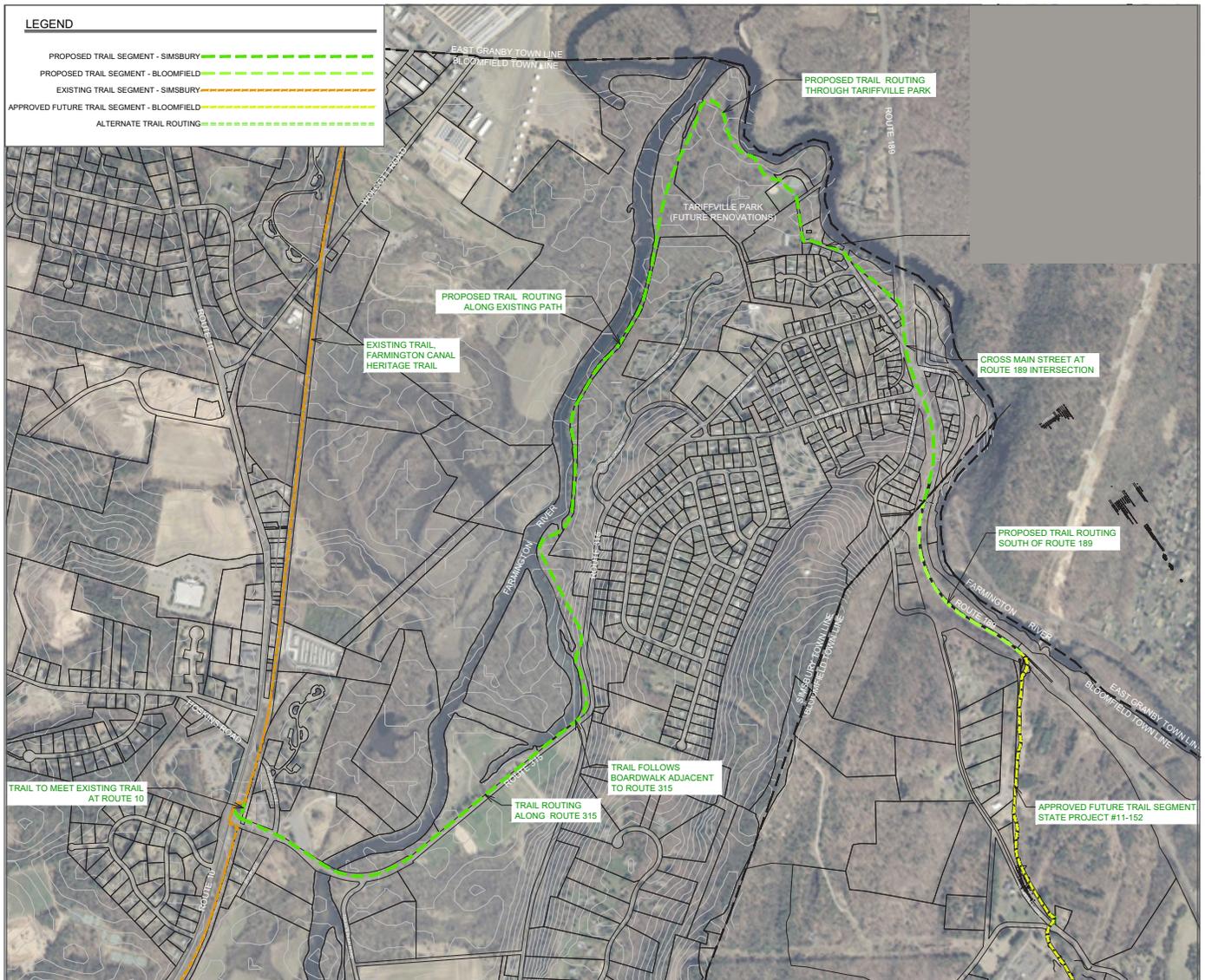
The *Bloomfield to Tariffville Multi-Use Trail Connection - Segment 3* includes construction of a 0.6-mile shared use path connection between

Curtiss Park and the intersection of Hopmeadow Street and Tariffville Road. This project has received \$305,000 in funding from the Connecticut Department of Energy and Environmental Protection’s (CT DEEP) Connecticut Recreational Trails Program.

These two trail projects will be linked by future connection (Segment 2) that would link Segments 1 and 3. This segment is a key component of the ECG.

### Farmington River Trail

The Farmington River Trail travels from Farmington to Unionville, Collinsville, then Simsbury. It



Tariffville Greenway Shared Use Path Concept Plan (Illustration credit: BL Companies)

connects with the FCHT at the intersection of West Street and Hopmeadow Street. Within Simsbury, the trail provides an important east-west connection between West Simsbury (West Mountain Road) and downtown via off-road trail segments at Town Forest Park, Stratton Brook State Park, and West Street. Bike route signage guides bicyclists along this trail, which contains both on-road and off-road segments. This trail is part of an important regional loop and supplies a local east-west connection for the Town.

### Locally Significant Trails

Simsbury has a number of locally significant trails that vary with regard to trail classification and access. These trails provide multimodal connections between key community resources and neighborhoods. For example, the Owens Brook Trail / Shared-Use Path is a 1.0-mile paved trail that travels from Firetown Road to Hopmeadow Street. It provides an important local connection between the FCHT, Simsbury Center, and the surrounding neighborhoods and schools.

Many of Simsbury's local trails are unmarked or have not been designated with an official name. They are often gravel pathways that residents learn about through word-of-mouth or the BPAC online mapping website. These trails serve the community by providing connections within and between various neighborhoods. Examples include the Adams-Redstone paved neighborhood connector trail and the Musket Trail - Squadron Line School unpaved neighborhood connector trail.

### Public Transportation

Simsbury is served by CT**transit** Bus Route 912 which connects the town to Granby and Hartford. It travels through Simsbury along Hartford Road and Hopmeadow Street with four bus stops at:

1. Iron Horse Park & Ride lot adjacent to Jim Gallagher Way,
2. Winslow Place Park & Ride lot near the intersection at Hopmeadow Street and Canal Street,



*Bus stop in Winslow Place*



*Bus stop on Iron Horse Boulevard*

3. Hopmeadow Street and Seminary Road at St. Mary's Church (street stop), and
4. CTDOT Park & Ride lot along Hopmeadow Street to the north of intersection at Wolcott Road.

All bus stops except the one at St. Mary's Church are located within Park & Ride lots and are primarily designed to accommodate motorists. While both sides of the sidewalk at the St. Mary's Church stop have well-maintained sidewalks, there is no crosswalk across the southern half of Hopmeadow Street at the signalized intersection.



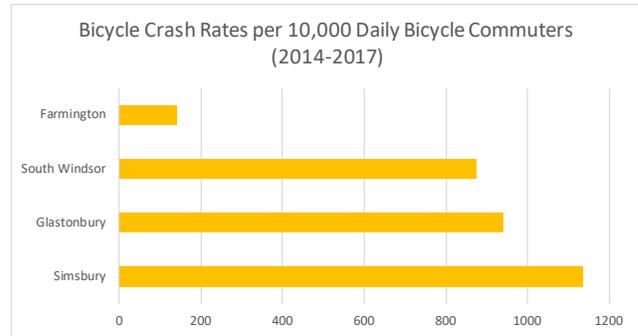
## Safety Analysis

One of the main goals of this *Master Plan* is to improve conditions to create a safer environment in which to walk and bicycle. This section utilizes information on motor vehicle crashes that involve pedestrians and bicyclists from 2014 through 2017 to assess the safety conditions for active transportation in Simsbury. CTDOT collects and monitors crash data on an annual basis for all roadway classes (interstate, U.S. route, state highway, and locally owned and maintained).

While crash data is an important tool for researching problem areas, there are limitations to the data that one should consider. First, only crashes that are reported to the police are included in this data. In addition, only crashes involving motor vehicles, and those having fatalities, injuries, or property damage, are reported. Thus, crashes involving bicycles-only or bicycles and pedestrians, as well as those that do not have fatalities, injuries, or property damage are not typically reported to the police.

Simsbury pedestrian crash totals are lower than those in similar communities in Hartford County. From 2014-2017, Simsbury (estimated 23,511 population) had six pedestrian crashes, Glastonbury (estimated 34,400 population) had 20 crashes, South Windsor (estimated 25,700 population) had 14 pedestrian crashes, and Farmington (estimated 25,300 population) had 14 pedestrian crashes.

Conversely, Simsbury bicycle crash rates per 10,000 daily commuters are higher than those in comparable communities. The LAB reports that Simsbury had 1,134 crashes, Glastonbury had 938 crashes, South Windsor had 875, and Farmington had 140 crashes per 10,000 daily commuters. Simsbury’s higher crash rate could be attributed to having a low percentage of bicycle commuters but a high number of recreational riders.



Between 2014 and 2017, there were a total of eight reported crashes that involved six pedestrians and two bicyclists. **Table 3** provides a summary of crash data.

While it is likely that a multitude of factors may have contributed to each crash, every crash that involves pedestrians and / or bicyclists is an opportunity to evaluate the facilities for improvements that can benefit users.

Table 3: Town of Simsbury Pedestrian and Bicycle Crashes, 2014 - 2017 (Source: Connecticut Crash Data Repository)

#	Location Type	Location	Crash Type	Crash severity
1	Intersection	Route 44 and Bushy Hill Road	Pedestrian	Possible injury
2	Corridor	Hopmeadow Street between Massaco Street & Seminary Street	Pedestrian	Property damage only
3	Corridor	Farms Village Road between Bushy Hill Road & Welden Way	Pedestrian	Suspected serious injury
4	Intersection	Iron Horse Boulevard & Drake Hill Road	Pedestrian	Suspected serious injury
5	Corridor	Hopmeadow Street between Owens Brook Boulevard & Westwood Drive	Pedestrian	Suspected serious injury
6	Corridor	Quarry Road, north of intersection with Terry Plain Road	Bicyclist	Possible injury
7	Intersection	Elm Street and Center Street	Pedestrian	Property damage only
8	Intersection	Hopmeadow Street and Hoskins Road	Bicyclist	Possible injury

## E. Signage and Wayfinding

A signage and wayfinding system provides information on local resources and instructs people on actions to take for their own and others' safety. A proper pedestrian and bicyclist signage and wayfinding system will:

- Familiarize users with the local street, sidewalk, and trail system,
- Help users identify routes to significant destinations,
- Address user questions about distance and time to those destinations, and
- Help overcome barriers to entry for those who do not often, but wish to, walk or bicycle to their destinations.

Signs can elevate pedestrian and bicyclist safety by warning users of conditions and alerting motorists to the presence of pedestrians and bicyclists. Signs can be a cost-effective means to compliment existing pedestrian and bicycle infrastructure.

The design of signs and pavement markings on Simsbury's streets are based on the MUTCD, which provides guidance on what types of signs shall, should, and may be used on streets in the United States. Street signs are classified into three main categories:

1. *Regulatory signs*, such as stop signs, which tell users what they must legally do,
2. *Warning signs*, such as pedestrian crossing signs, that alert users that there is a possible hazard ahead, and
3. *Guide signs*, such as a bicycle route sign, which provide directional and/or distance information for a specific destination or route.

For signs on shared-use paths, the MUTCD Section 9 provides the standards for regulatory, warning, and guide signs that are specifically for bicycle facilities. Traditionally, there is greater flexibility in the types of guide signs that may be used on shared-use paths than on roadways.



*Bike route sign*

### Regulatory and Warning Signage

Simsbury follows the MUTCD guidelines for regulatory and warning signs with regards to walking and bicycling routes. This includes signs meant to influence driver behavior and educate drivers about the laws they are required to follow to ensure safety for all roadway users. Examples of such signs are the R4-11 "Bikes may use full lane" and W11-15 "bicycle & pedestrian crossing" warning signs. This also includes signage for non-motorized users, such as warning signs for trail users as they approach a street crossing as well as a stop sign at the street crossing.



### Guide Signs

Simsbury has a network of on street pavement markings, including bicycle lanes and Shared Lane Markings, commonly known as sharrows. Shared Lane Markings direct the





bicyclist, encourage safe passing by motorists, and reduce wrong-way bicycling.

Simsbury has also implemented a variant of an MUTCD-compliant style of guide sign for bicycle routes, the D1-3c, which provides the following information for each destination:

- Name,
- Direction,
- Distance, and
- Average bicycling time.

Presently, these signs are installed along the FCHT and the FRT.

The MUTCD does not provide guidance on the design of signs intended to guide pedestrians.

## Gateway Signs

Gateway signs are road or trail signs at jurisdictional borders welcoming people to that jurisdiction. They are a specific type of guide sign. Simsbury locates a number of large, wood, brown and yellow “Welcome to Simsbury” gateway signs along its major roads at boundaries with Avon, Bloomfield, and Granby. The Town is in the process of replaing these with oval signs on stone pillars. In addition, similar reddish-brown oval signs on posts along the FCHT delineate the Simsbury municipal boundaries.

Several Connecticut towns along the FCHT have also begun installing large green oval trailhead signs at their FCHT and Farmington River Trail heads. The design, created by the Town of Farmington, is championed by the FVTC for use along the FCHT. It has been since adopted by Simsbury at the Hopmeadow Street / Tariffville Road parking location, as well as in various locations in Plainville and Avon. The sign is green painted wood, approximately 3 feet high by 5 feet wide, and installed on wood 4 x 4 posts. The space in the center of the oval may be individualized by each town and/or the space below may add a town name sign. These are useful as gateway treatments to welcome trail users to a new town when placed at or near municipal borders, as well as serving as high-visibility markers indicating trail parking areas.



Example of D1-3c Guide Signage (Illustration credit: MUTCD)



Existing bike route signage in Simsbury



Simsbury gateway sign on FCHT

During its second meeting, the Advisory Committee voiced a preference for this sign treatment for any new signs located on the FCHT and Farmington River Trail.

## Local Sign Ordinance

Simsbury currently has a local sign ordinance in place that defines standards to control the location, height, size, number, illumination, and overall design of signs. The standards are organized by land use zones (business, residential, etc.) and apply to residential and business display signage. As stated in the Town’s zoning regulations,

*...the specific requirements and standards are designed to prevent undue distraction of motorists and pedestrians, to insure compatibility of signs with permitted land uses, to provide reasonable standards by which uses within various zones may relate their function to the general public, and to preserve the general welfare by controlling the aesthetics and attractiveness of signs...*



Simsbury FCHT sign

In accordance with this ordinance, off-site advertisements are prohibited in many ways in Simsbury. Article 6, part G of the zoning regulations states “Advertising Signs, Advertising Devices, or Logos are prohibited unless located on the property they are intended to serve and unless permitted in accordance with these regulations.”

While signage on off-site locations is permitted to indicate “Restaurants this way”, it is not allowed to specify specific restaurants. However, this standard is difficult to enforce in town. This has become noticeable along the FCHT, where advertising signage for local businesses has been posted with no adherence to regulations or a consistent design.

The zoning regulations also include allowances for certain “off-premise signs” if the signage is granted permission from the Simsbury Department of Parks and Recreation, a public hearing is held and the Board of Selectmen affirmatively votes for the signage.

This is described in detail in the zoning regulations, “Permanent signs for municipal, civic, institutional, charitable purposes or signs to identify a subdivision or for nonprofit purposes are permitted as a special exemption in any zone following a public hearing, subject to the conditions listed below”. (Article 10: Special Regulations, Part C: Sign Standards by Zones, Section 6: Permanent Signs for Identification or Public Purposes)

## Installation of Signs

The MUTCD provides guidance for street and trail installation of regulatory, warning, and guide signs. Factors include vertical clearance, horizontal clearance, frequency, advance placement distance, and what types of signs may be co-located on a single assembly.

# CHAPTER SIX: COMMUNITY INPUT FINDINGS AND NEEDS ASSESSMENT



This chapter describes the Town’s greatest needs regarding policies and programs, network and facilities, and signage and wayfinding. These needs were based on input from the Advisory Committee, stakeholder interviews, and the public via the online survey and the pop-up outreach events.

## A. Policies and Programs

### 1. Promote Simsbury as a recreational hub with a unique and charming character

Community members expressed a sense of pride in Simsbury as a unique and wonderful place to live, dine, and recreate. Many would like the Town’s pedestrian and bicycle environment to enhance these opportunities. Potential suggestions included promotion of local businesses, walking and bicycling events, and other multi-modal tourist attractions.

### 2. Improve walkability in and around all main retail areas

Many members of the community expressed excitement about the Simsbury Center Code, which is a Form-Based Code designed to implement the community’s vision of a more walkable downtown. There is a desire to expedite the implementation of this Code in the downtown area, with a focus on the development and streetscape along Hopmeadow Street.

### 3. Educate users about and enforce the rules of the road

The community expressed a desire for increased enforcement of traffic laws. The most commonly referenced violations included motorists who drive above the speed limit or run red lights, distracted driving, bicyclists who do not adhere to posted traffic laws, and bicyclists that impede traffic while riding two abreast.



*The Bicycle Cellar Bike Shop*



*Variable message sign to educate motorists*



Approximately 74 percent of the Advisory Committee voiced support to develop a campaign to educate drivers, pedestrians, and bicyclists about how to share the road. Many stated that the biggest issue was that people do not realize the negative impact their behavior has on safety. Other attendees agreed that there is a substantial amount of confusion about best practices and legislation to help people share the road.

#### 4. Add more walking and bicycling safety skills to youth programming

Community members expressed a desire to enhance the existing school programming, especially in the middle school grades.

Some stated that the bicycle classes and programs in the Town's recreational programs should be expanded to include walking.



*Youth bike program*

## B. Network and Facilities

### 1. Make key pedestrian areas more accessible to those with physical disabilities

All sidewalks should be well-maintained with smooth surfaces to allow for those who have wheelchairs, strollers, or others with mobility issues to safely travel along them. In addition, all crossings should have ADA-compliant curb ramps and audible signals.

The community identified specific locations where such accessibility improvements should be prioritized. These include the area near the senior housing at 1 West Street and around Ojakian Commons, a housing complex designed around the needs of disabled people.

### 2. Strengthen the pedestrian and bicycle connections between key destinations and activity generators

The evaluation of the existing active transportation network considered the existence of connections for walking and bicycling between key destinations or activity generators. Such destinations in Simsbury included the Town's schools, commercial and retail centers, parks and open spaces, cultural amenities, and access to shared use paths. Example destinations that were considered in this *Master Plan* development included:

- Schools
  - » Squadron Line School
  - » Central School
  - » Tootin' Hills School
  - » Tariffville Elementary School
  - » Latimer Lane School
  - » Henry James Memorial School
  - » Simsbury High School
- Cultural and Recreational Resources
  - » Town Forest Park
  - » Stratton Brook Park
  - » McLean Game Refuge
  - » Curtiss Park
  - » Talcott Mountain State Park – Heublein Tower
  - » Tariffville Park
  - » The Old Drake Hill Flower Bridge
  - » Simsbury Performing Arts Center
  - » Simsbury Farms Recreational Complex
  - » Historic working farms (e.g. Tulmeadow Farm, Flamig Farm, George Hall Farm, Rosedale Farm and Winery, etc.)
- Town Services and Retail Areas
  - » Simsbury Center
  - » Simsbury Public Library
  - » Post Office
  - » Simsbury Senior Center
  - » Main Street - Tariffville
  - » Route 44 Shopping Plazas
  - » West Simsbury Plaza Farms Village Road



Flower bridge



## Network Needs Assessment

A network needs assessment was conducted to prioritize walking and bicycling needs in Simsbury. The assessment was developed with input from the Advisory Committee and public. The methodology consisted of:



### Step One: Inventory of Input

The first step included a comprehensive analysis of all the input received through the development of the *Master Plan*. Each pedestrian and / or bicycle connection cited as a need (via survey, pop up, or other communication) along a road or trail in Simsbury’s network was entered into a table. A connection was defined as any existing or desired linkage on roads or trails. When another commenter cited the same connection, another point was given to this desired connection. The more frequently a road or trail was referenced as a connection need for pedestrian or bicycle improvements, the more points it accumulated.



### Step Two: Community Engagement Score

After each desired connection was added to the table, a total engagement score was calculated to include the summary of points. That total score was converted into a weighted engagement score using the following methodology. Connections with less than 10 comments received a weighted engagement score of zero (0), connections with 10 -19 comments received a weighted engagement score of one (1), connections with 20 -29 comments received a weighted engagement score of two (2), and so on.

### Step Three: Other Considerations

Based on the *Master Plan*’s vision and goals, a list of additional criteria was considered in the network needs assessment. One point was added for each of these additional items:

- Connections, or needs, listed in **another town, regional, or state-wide plan or study**. An example is the needs identified in the *Route 10 Corridor Study*.

- Connection that had a **crash** that involved pedestrians and / or bicyclists reported along it between January 1, 2014 and December 31, 2016.



- Connections that include a trail crossing or entryway.



- Connection exists within a 0.5-mile radius of a **school**.



- Connections with direct access to a key **cultural or recreational destination**.



- Connections with direct access to and that exist within **retail or shopping areas**.



- Connections with a high level of **Strava** users. This assessment utilized two years of Strava data (November 1, 2014 to October 31, 2016). While this data provided a valuable baseline of information, it only included information on people that used the Strava app, typically recreational (not utilitarian) users. In addition, the data did not capture routes where people would prefer to ride if it was safe to do so. As such, it has been used in conjunction with other layers of data, technical expertise, and local input.



## Network Needs Assessment Methodology

1. Each reference to a network connection entered into table for 1 point
2. Sum up all points = “Total Engagement Score”
3. “Weighted Engagement Score” determined according to the following:
  - 0 - 9 ‘total engagement points’ = 1 weighted engagement score
  - 10 - 19 ‘total engagement score’ = 2 weighted engagement score
  - ...and so on

## Network Needs Assessment Result

Public input ranged from:

- General requests to improve the overall pedestrian environment along a particular route,
- Specific segments of a connection where a new sidewalk should be installed, or
- Suggestions for how to improve a specific crossing. **Table 4** displays the top connection needs.



Table 4: Top 20 Pedestrian and Bicycle Connection Needs

#	Network Connection	Total Engagement Score	Weighted Engagement Score	Other Considerations (e.g. proximity to schools)	Total Assessment Score
1	Hopmeadow Street	125	12	19	27
2	Farms Village Road	32	3	16	20
3	Bushy Hill Road	48	4	11	14
4	Firetown Road	52	5	7	12
5	Tariffville Road	44	4	7	12
6	West Mountain Road	39	3	7	11
7	West Street	26	2	9	11
8	Hoskins Road	27	2	8	10
9	County Road	12	1	7	8
10	Owens Brook Boulevard	12	1	7	8
11	Town Forest Road	5	0	8	8
12	Drake Hill Road	10	1	6	7
13	Old Farms Road	26	2	5	7
14	Plank Hill Road	13	1	6	7
15	Seminary Road	20	2	5	7
16	Stratton Brook Road	33	3	4	7
17	Massaco Street	12	1	5	6
18	Latimer Lane	20	2	3	5
19	Musket Trail	12	1	5	6
20	Iron Horse Boulevard	7	0	5	5



## C. Signage and Wayfinding

### 1. Expand signage along trails

The community expressed the desire for signage that provides trail users with information on where they are relative to the surrounding area. This would create a safer environment for trail users who could more easily orient themselves if they need to call for help or medical personnel.

The community expressed a desire for more signage along trails that describe nearby activities, restaurants, and shopping opportunities.

### 2. Expand guide signage along on-street pedestrian and bicycle routes

The Advisory Committee asked for more signage to lead pedestrians and bicyclists to key destinations, including the Town's shopping areas.

The Advisory Committee showed approval for the most recent guide sign style that the Town has recently begun. This type of signage is known as D1-3c and includes information such as distance and travel time to destinations.

### 3. Promote the Town of Simsbury as well as routes that are part of a regional or national network.

The Advisory Committee expressed a desire for the Town logo to continue to be included on local signage design. Many people described this as an opportunity to develop a consistent system that will clearly indicate to residents and visitors alike that they are in Simsbury.

The Advisory Committee also indicated the importance of identifying routes that are part of a larger network, such as the East Coast Greenway. Many voiced desire to have consistency in the design of such signs with surrounding towns. Most supported having the national and regional brands on a single sign assembly.

### 4. Implement a balanced approach to commercial signage along the trail system

Many on the Advisory Committee expressed that they prefer not to see commercial signage posted along Town shared-use paths. Few felt that some signage should be permitted to promote local businesses, such as a nearby deli or bicycle shop. Most supported a balanced approach to commercial signage in which local businesses can be promoted without the inclusion of specific names, which risks inconsistent sign design and visual clutter along the Town's trails.



# CHAPTER SEVEN: RECOMMENDATIONS





# A. Development of Recommendations

The *Master Plan* recommendations have been organized into three thematic categories:

1. Policies and programs
2. Network and facilities
3. Wayfinding and signage

Within each category, the recommendations are grouped according to their priority level at high, medium or low. High priority recommendations are described before lower priority recommendations. They are believed to best fulfill the goals to improve safety and connections over the next 3, 5, or 10 years.

There were several medium and low priority recommendations that were considered in response to input. While the input has been documented as part of this *Master Plan*, a recommendation was considered and assigned a lower ranking because of one or more of the following reasons:

- It would not fulfill the vision and goals developed with the Advisory Committee,
- It would not be the most efficient tool to enhance pedestrian and bicycle safety and connections, or
- It would be a small addition on to what Simsbury is already doing well.

# B. Policies and Programs

## High Priority Recommendation

### P1- School bicycle program expansion

Expand the physical education curriculum at Simsbury’s schools, with particular emphasis on the middle school. This will complement the existing elementary and high school programs.



Youth cyclists and pedestrians on the FCHT

### P2- Bicycle Friendly Business program

Promote Bicycle Friendly Businesses, and encourage more businesses to participate in the LAB program. Encourage installation of APBP-approved racks. This recommendation received a high priority because it can fulfill the goal to capture the economic benefits for local businesses that result from accessibility.

### P3- Safety / crash monitoring

Establish procedures to periodically review and evaluate crash hot spots in Simsbury. The data is available and can be obtained through the UCONN Crash Data Repository. Once a process for regular review is established and underway, the Town can assess potential causes, trends, and corrective actions at various locations.

### P4- Trail user count program

Collaborate with regional partners on pedestrian and bicycle counts. Town staff and BPAC can work with CRCOG to identify the locations and timing for future counts.

## Medium and Low Priority Recommendations

### P5- Road safety campaign for all users

Develop a road safety campaign to educate motorists, bicyclists, and pedestrians about road sharing and safety. The campaign should

incorporate existing efforts at a regional and statewide level and involve coordination with appropriate agencies, such as CTDOT. (e.g. Connecticut Children’s Medical Center / CTDOT Watch for Me CT campaign.)

The campaign can aim to have a creative, simple, and deliverable message through several mediums (pamphlets, video, newspapers, local television, other advertising, etc.). There are many existing resources that the Town of Simsbury can look to for inspiration and references during the development of the campaign and throughout its launch. These include:

- Federal Highway Administration’s National Safety Campaign at [https://safety.fhwa.dot.gov/local\\_rural/pedcampaign/index.cfm](https://safety.fhwa.dot.gov/local_rural/pedcampaign/index.cfm) – This resource provides campaign guides, tools, and materials to assist local governments and organizations in implementing their own safety campaigns. Materials that may be useful to the Town of Simsbury include sample press releases, newspaper articles, pamphlets, posters, and radio / video public service announcements.
- U.S. Department of Transportation Traffic Safety Marketing website at <https://www.trafficsafetymarketing.gov/get-materials/pedestrian-safety> - This resource also provides tools, ideas, and marketing materials for all types of campaigns, including bicycle and pedestrian safety campaigns.
- Bikes Belong, Review of Bicycle Safety Campaigns at <https://www.issuelab.org/resources/3783/3783.pdf> - This resource provides tips for success and links to example campaigns that have also had success.

This recommendation received a medium priority because it was cited as less important to influence safety than key network improvements.

## P6- Walk Friendly Community designation



Make progress toward and apply for a Walk Friendly Community designation. The results of the online survey illustrated the desire amongst users for Simsbury to be a more walkable community.

Thus, many of those individual recommendations to achieve that goal were given high priority scores. The Town currently has both a low pedestrian mode share and walk score. Walk score is a numerical walkability score that is assigned to locations throughout the United States in accordance with a large-scale, publicly accessible ‘walkability’ index.

In April 2018, Hartford became the first community in Connecticut to receive a Walk Friendly designation. The Town of Simsbury should work towards this designation by focusing on implementing some of the high priority pedestrian network connections and track progress on *Master Plan* implementation in the near-term. An application in approximately 5 - 10 years will be much stronger, having realized some of the *Master Plan* recommendations.

## P7- School bicycle and pedestrian promotion program

Develop initiatives to promote walking and bicycling amongst Simsbury’s students. Programs should consider the large proportion of students who live far from school.

Potential initiatives to pursue include the following:

- *Walking School Bus and Bicycle Train School Program:* Develop pilot Walking School Bus and Bicycle Train programs at public schools in partnership with community organizations, advocacy groups, and schools.



Material for School Walk and Bicycle Passport Program

Walk to School Event

- *Safety from the Start Parent Workshops:* Host parent workshops and “Safety from the Start” program for new parents to share ways they can be assured their kids can safely walk and bike to school.



- **School Walk and Bicycle Passport Program:** With this program, students could get a stamp, which are redeemable for prizes, each time they walk or bicycle to school.

This recommendation received a medium priority because it was cited as less important than improving safety and the Town has already achieved a significant amount of success in this realm.

**P8- Bicycle tour event that showcases Simsbury**

Coordinate with regional and state bicycle organizations / advocacy groups to develop an annual bicycle tour event and festival celebrating the Farmington Valley, with Simsbury as the start and end point. (e.g .Discover CT Bike Tour through Bike Walk CT.) One key benefit of being involved in such an event is that participants may patronize local businesses.

**P9- Bicycle parking guidelines**

Incorporate bicycle parking guidelines into Planning and Zoning Regulations to require bike racks and other facilities as part of new developments and to ensure their design and placement conform to APBP guidelines.

This increases the chances that bicyclists will have adequate places to park and will park their bicycles in Simsbury to patronize business. These guidelines are nationally accepted as best practices for bike parking and include information on the dimension of racks, type, and more.

The APBP recommends that bicycle racks:

- Support the bicycle upright by its frame in two places,
- Prevent the wheel of the bicycle from tipping over,
- Enable the frame and one or both wheels to be secured,
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g., a women’s or other frame),
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle,
- Allow back-in parking: a U-lock should be able

to lock the rear wheel and the seat tube of the bicycle, and

- Resist being cut or detached using common hand tools.

The illustrations below demonstrate common types of bicycle racks that are recommended.

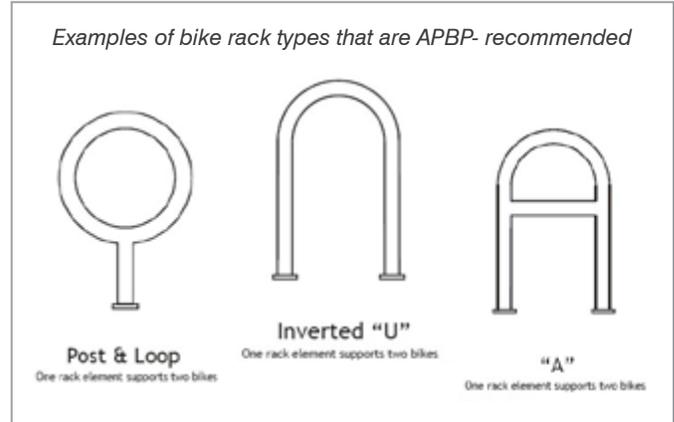


Illustration credit: Guide for the Development of Bicycle Facilities by AASHTO

**P10- Complete Streets policy**

Replace the existing Complete Streets resolution with a policy. This recommendation received a low priority score. While it was previously proposed to the Town by the LAB in their BFC scorecard as a means to achieve Gold BFC status, the Town could still continue to improve safety with its less restrictive resolution. Simsbury’s current practices and procedures have positioned the Town as a leader in the region. Any ordinance, policy, or resolution can be effective if it is implemented thoughtfully and diligently by Town staff and related organizations that are dedicated to the underlying motivation to improve walking and bicycling in Simsbury.

**P11- Town RSA program**

Enlist the Legal Traffic Authority to administer a Town road safety assessment program which identifies at least one intersection or street annually for close inspection and recommendations for improvements. Consider periodic surveys, through such means as the Board of Selectmen newsletter and the Town of Simsbury website, to gather feedback on areas in need of inspection.

## C. Network and Facilities

The network needs assessment was conducted to determine how the needs should be prioritized to most effectively improve the safety and connectivity of the walking and biking network in Town. These considerations included:

- *Cost and timeframe:* Additional weight was given to projects that have a source of funding at the time this *Master Plan* was developed.
- *Ease-of-implementation:* Additional weight was given to projects for which a concept or design had already been developed.
- *Facility ownership:* Additional weight was given to network connections that are locally owned or maintained because the Town has full control over the design and implementation process. While recommendations can and were included for state-maintained facilities, the implementation process on such facilities is generally significantly longer and can include additional complexities.

Concept plans and visualizations are included for selected recommendations, as noted with a star icon after the title.

### Concept Plans and Visualizations

While the visualizations contained herein provide proof of concept, further engineering analysis is needed prior to implementation. These concept plans can serve as planning-level decision making tools, but not as final designs. They provide an example of how the recommended improvements to the network could improve the Town's multimodal network while creating a sense of place that reflects Simsbury's unique charm.

## High Priority Recommendations

### N1- Bloomfield to Tariffville Multi-Use Path Connection - Segment 1

Complete the 0.82 mile Bloomfield to Tariffville Shared Use Path Connection from St. Andrews Church on Tariffville Road in Bloomfield to Route 189 in Simsbury. This project is in design, and construction is anticipated in 2019.

### N2- Bloomfield to Tariffville Multi-Use Path Connection - Segment 2

Complete the design and construct the connection between Route 189 to Curtiss Park / Pattison Park in Tariffville.

### N3- Bloomfield to Tariffville Multi-Use Path Connection - Segment 3

Complete the 0.6 mile connection from Curtiss Park/Pattison Park in Tariffville to the FCHT at the intersection of Hopmeadow Street and Tariffville Road. This project is in design. Construction is anticipated in 2020.

### N4- Hopmeadow Street: Signalized intersections existing crosswalk upgrades

Build on recent successes to upgrade crosswalks at signalized intersections along Hopmeadow Street, such as the one at Hoskins Road. Improvements include additional pedestrian signals and high visibility crosswalks on all approaches.

### N5- Targeted elderly and disabled intersection treatments

Adjust pedestrian signalization to accommodate extended crossing times at targeted intersections, such as near elder / disabled housing. Coordinate with CTDOT as needed for intersections that involve state roads.



### **N6- Firetown Road: Sidewalk installation**

Install sidewalk along Firetown Road from Plank Hill Road to West Street and from Squadron Line Road to Hoskins Road.

### **N7- Tariffville Road: Crossing improvements at Hopmeadow Street and FCHT / multi-use path ★**

Install crossings along Hopmeadow Street at Tariffville Road with high visibility crosswalks and pedestrian signals.

### **N8- Tariffville Center: Access management, sidewalk installation and placemaking improvements ★**

Improve pedestrian connectivity to and within Tariffville Center.

### **N9- Massaco Street and Fairview Street: Sidewalk installation and crossing improvements at Firetown Road ★**

Install sidewalk along Massaco Street and Fairview Street and improve crossings at Massaco Street and Hopmeadow Street and at Fairview Street and Firetown Road to improve connections between school to surrounding neighborhood and Simsbury Center.

### **N10- Hoskins Road: Sidewalk installation and crossing improvements at Clifdon Drive and Firetown Road ★**

Install sidewalk along Hoskins Road between Clifdon and Newbury and improve crossing at Hoskins and Clifdon.

### **N11- Stratton Brook Road: Traffic calming strategies and trail crossing improvement ★**

Install traffic calming measures at strategic locations on Stratton Brook Road.

### **N12- Latimer Lane: Sidewalk installation & crossing improvements at Mountain View Drive ★**

Install sidewalk along Latimer Lane between school and Hopmeadow Street.

### **N13- West Mountain Road: Traffic calming strategies★**

Install traffic calming measures at strategic locations on West Mountain Road.

### **N14- West Simsbury (Fox Den / Cedar Hill) Neighborhood to Simsbury High School: Shared use path connection★**

Create a new shared use path that connects West Simsbury to Simsbury High School / Simsbury Center.

### **N15- ADA-compliant crossings**

Build upon the planned work in the Sidewalk and Curb Ramp Assessment Services Project and upgrade, as appropriate, existing pedestrian crossings to have appropriate ramps and detectable warning strips to be in compliance with ADA standards. Town is actively converting all ramps to ensure ADA compliance as part of the ongoing sidewalk program. Retrofit paved trails to provide ADA-compliant ramps.



*Existing curb ramp*

## N7- Tariffville Road / Route 315:

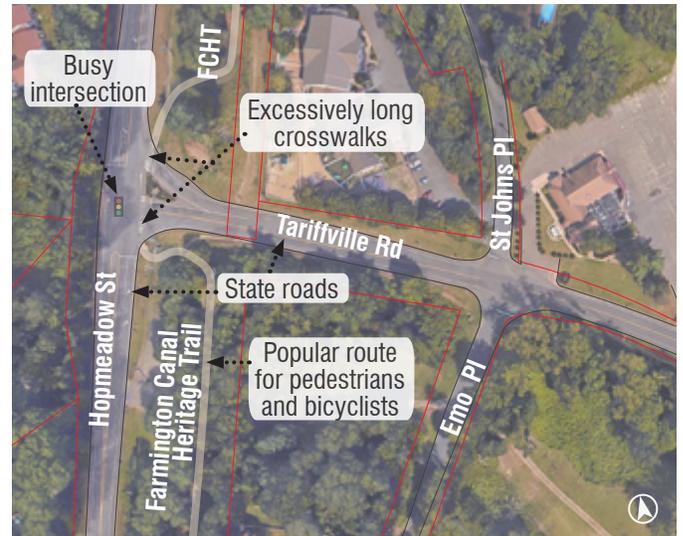
### Crossing Improvements at Hopmeadow Street and FCHT / Multi-Use Path



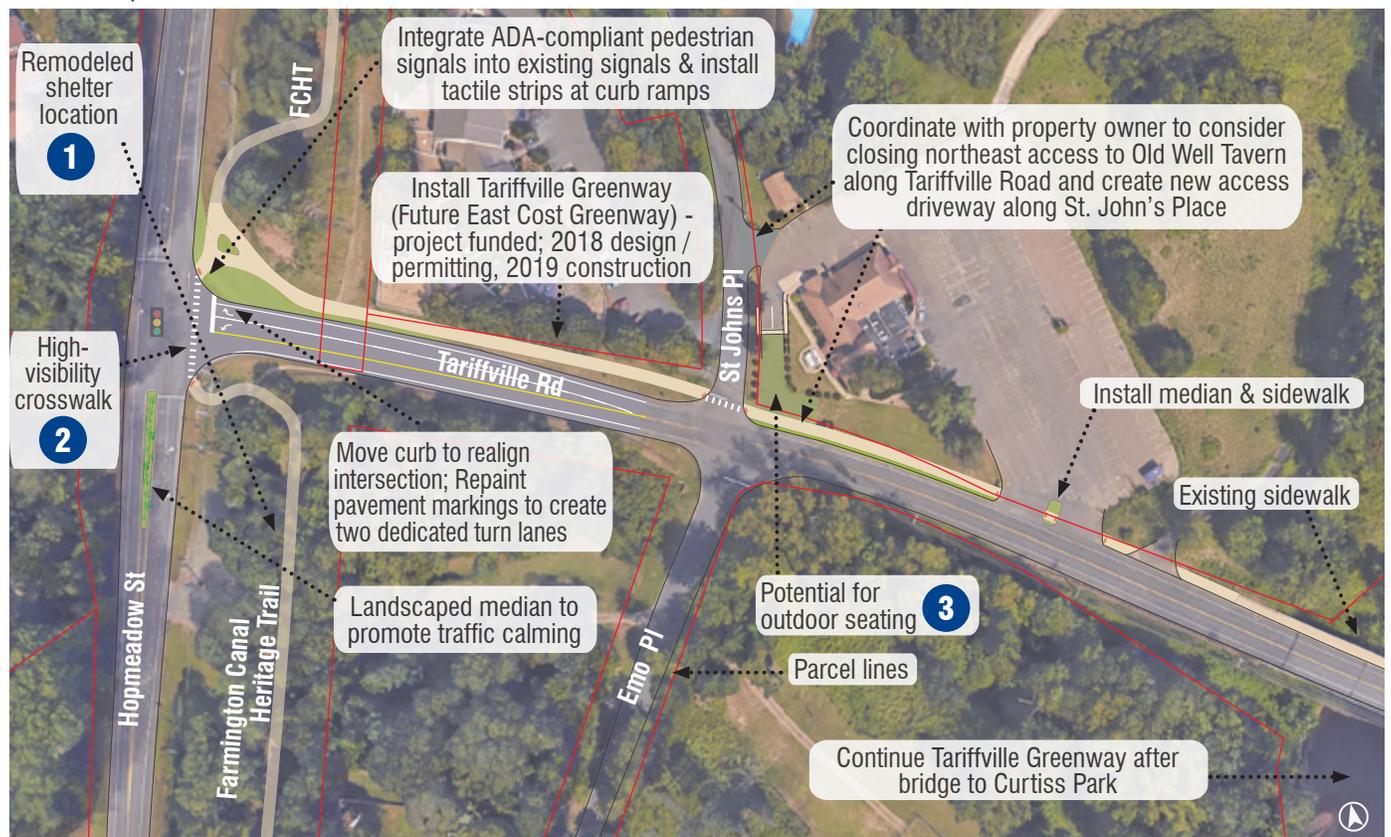
This recommendation provides for safety enhancements on this busy intersection between two state roads and the popular FCHT. The confluence of vehicles, pedestrians and bicyclists creates a potential safety issue for trail users crossing this intersection.

The existing right turn lane from Tariffville Road to Hopmeadow Street was identified as a safety issue in the RSA conducted by the Town and CTDOT as were the excessively long crosswalks. Under the proposed concept, the intersection will be reconfigured to be more pedestrian friendly and traffic calming techniques will be employed to help slow traffic speeds and provide drivers with visual cues to reinforce the multimodal transportation needs.

#### Existing Conditions



#### Concept Plan





## Visualizations



1 Remodeled kiosk can serve as a trail shelter that includes amenities such as tables and bathrooms.

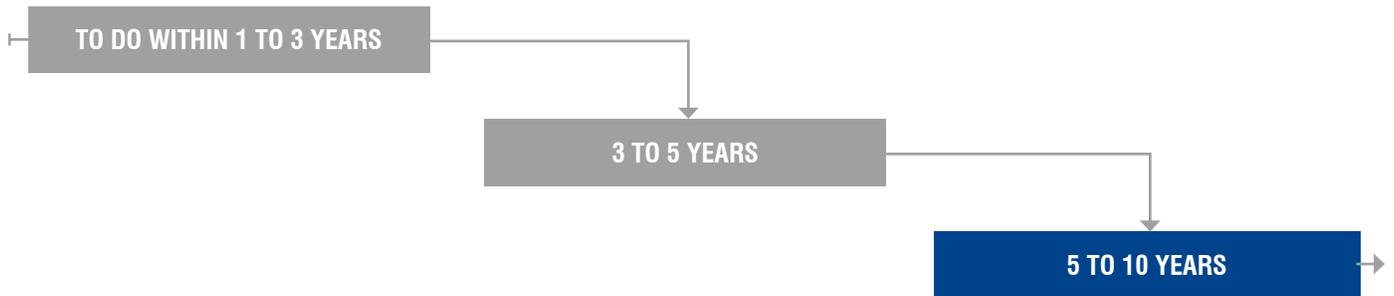


2 Continental style crosswalks are considered high visibility



3 Outdoor seating can enliven a street and attract more people

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury
- CTDOT

## Goals Achieved Through This Recommendation

✓	✓				



# N8- Tariffville Center: Access Management, Sidewalk Installation, and Placemaking Improvements

This recommendation includes improvements to key intersections within Tariffville Center along with new sidewalks, crosswalks and public open space. These improvements would reduce the number of conflict points between pedestrians and bicyclists with motorists while also providing a continuous pathway for pedestrians.

The recommendations that involve realigning intersections would require a more detailed traffic study to assess any potential impacts on circulation. Recommendations also include the activation of public open space to bring the community together through either design and facilities, such as outdoor recreation or programming activities.

## Existing Conditions



## Concept Plan





## Visualizations



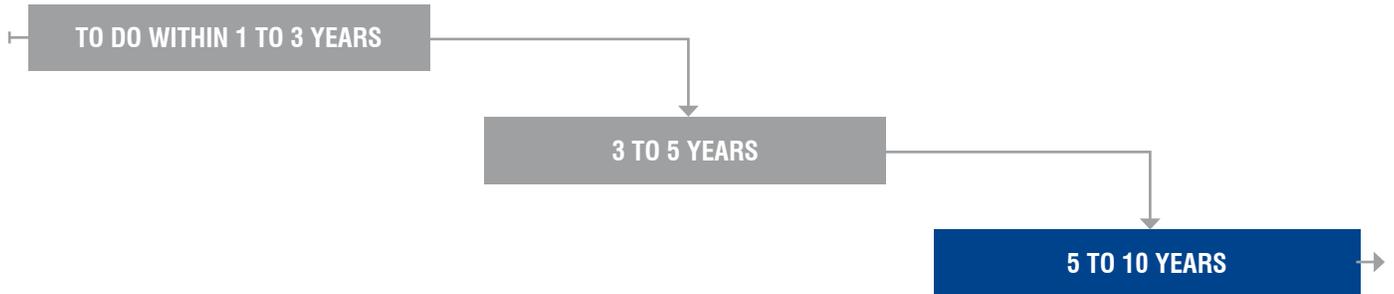
Examples of how the open green space might be programmed to attract community members include an annual festival, such as the Dogwood Festival in Fairfield, or outdoor yoga classes



Outdoor street cafes can attract new business to restaurants while also encouraging an active and vibrant streetscape

Curb extensions visually and physically narrow the roadway

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury
- CTDOT

## Goals Achieved Through This Recommendation

✓	✓		✓		

# N9- Massaco Street and Fairview Street: Sidewalk Installation and Crossing Improvements at Firetown Road



Pedestrian and bicycle facilities that provide a safe connection to schools is critical in order to encourage more students to walk and bike to school. This recommendation would provide a connection between the school and the surrounding neighborhood as well as to the Memorial Park, retail shops along Hopmeadow Street, and the Town Hall. A five-foot landscaped buffer area between the sidewalk and the road would create a pleasant and comfortable walking environment while also calming traffic.

## Existing Conditions



## Concept Plan





## Visualizations



Pavement markings can be used to calm traffic



Raised crosswalk

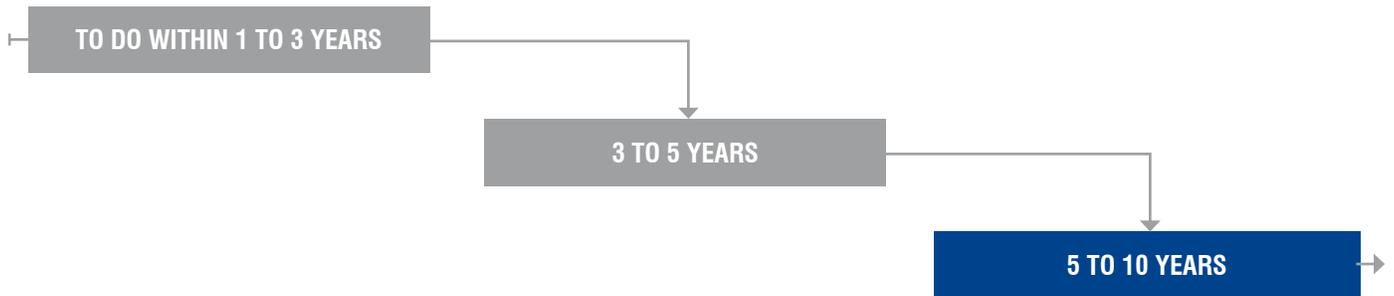


RRFBs enhance safety by increasing pedestrian visibility to drivers approaching unsignalized intersections and mid-block crossings



Example of an ADA-compliant curb ramp with a tactile strip

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury

## Goals Achieved Through This Recommendation

	✓			✓	

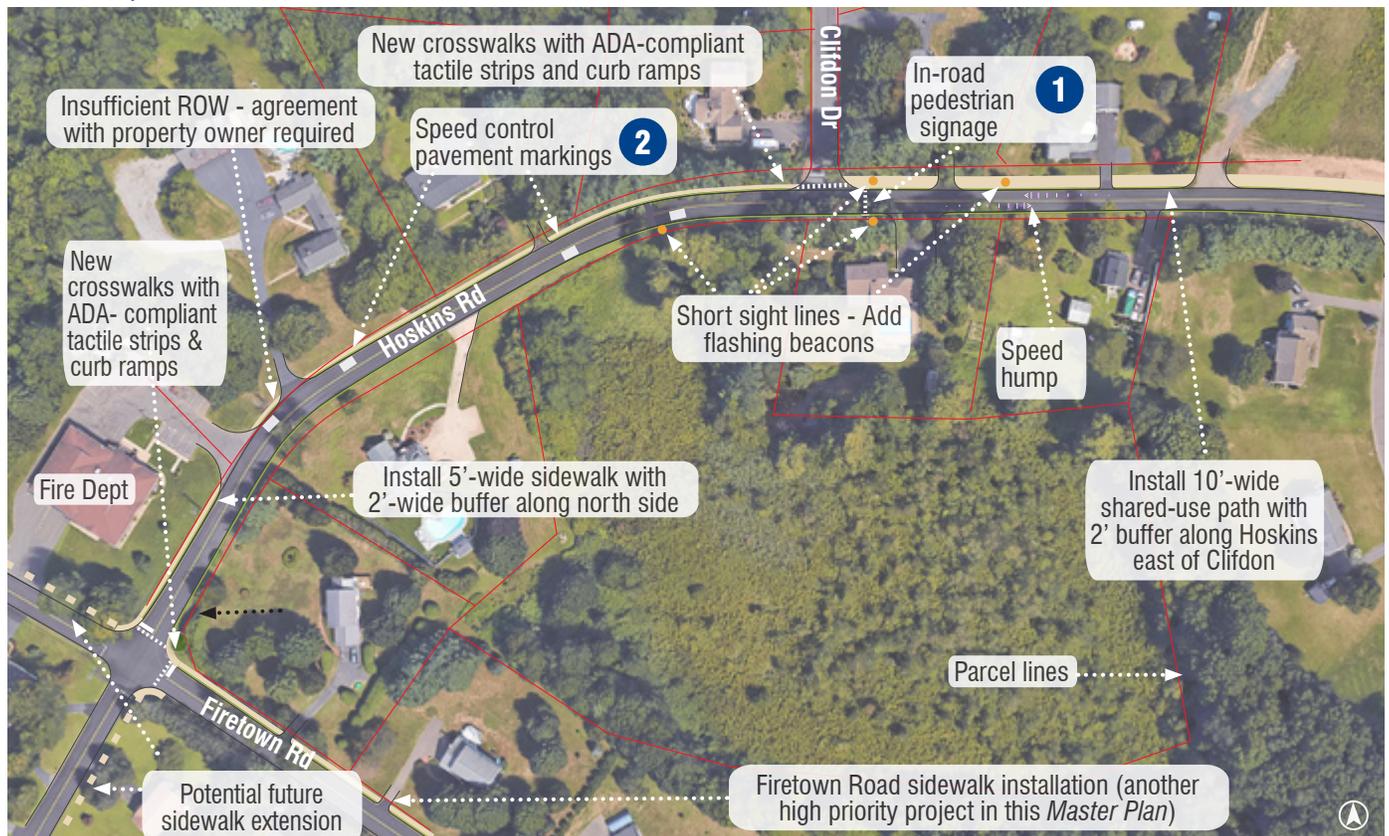
# N10- Hoskins Road at Clifdon Drive and Firetown Road: Sidewalk Installation and Crossing Improvements



Safer connections between neighborhoods and schools as well as to Simsbury Center were two priorities identified by the community to improve walking and bicycling in town. This recommendation accomplishes both with a shared-use pathway connection to Hopmeadow Street and a sidewalk with improved crossings along routes frequently traveled by students to school. While the recommended sidewalk in front of the Fire Department would encroach onto the property, it is assumed this would be allowable since this is a civic institution.

The recommendation to provide a pedestrian connection along Hoskins Road will also support the future residents of the planned development to the east of Hoskins Road and Clifdon Drive. This is in line with one of the key strategies identified in the 2017 POCD that focuses on the Town’s plan to grow in a way that guides development so that “it maintains and enhances places with a sense of place.” The area around Hoskins is identified as one such place.

## Concept Plan





## Visualizations

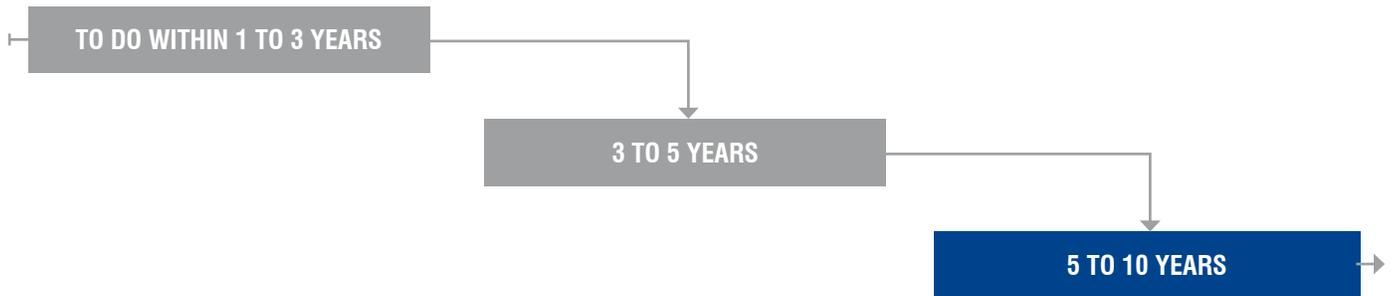


In-street pedestrian signs are installed on bollards located on the centerline to serve as a visible reminder to drivers



25 MPH speed limit sign on Riverside Road

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury

## Goals Achieved Through This Recommendation

✓	✓				

# N11- Stratton Brook Road: Traffic Calming Strategies and Trail Crossing Improvements



This recommendation is a demonstration of how various traffic calming strategies outlined in the Traffic Calming Matrix included in this *Master Plan* can be implemented throughout Simsbury. This is important along this corridor since a trail crossing exists at Town Forest Road. Crossing improvements include signage, an RRFB, and a curb extension. This concept also incorporates the recommendations included in the CT Community Connectivity Grant Program: Simsbury Bicycle and Pedestrian Crossing Safety Enhancement Project.

## Existing Conditions



## Concept Plan





# Visualizations

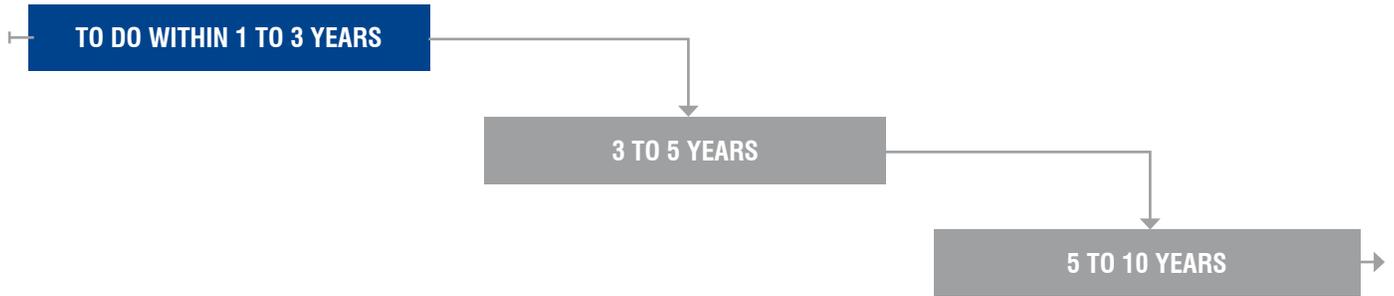


Shoulders can be a designated space for bicyclists and pedestrians



Pavement markings can serve as a traffic calming strategy to advise drivers of the speed limit and/or as they approach areas with high pedestrian or bicycle traffic

# Timeframe



# Potential Lead Organization or Partner

- Town of Simsbury

# Goals Achieved Through This Recommendation


# N12 - Latimer Lane at Mountain View Drive: Sidewalk Installation and Crossing Improvements



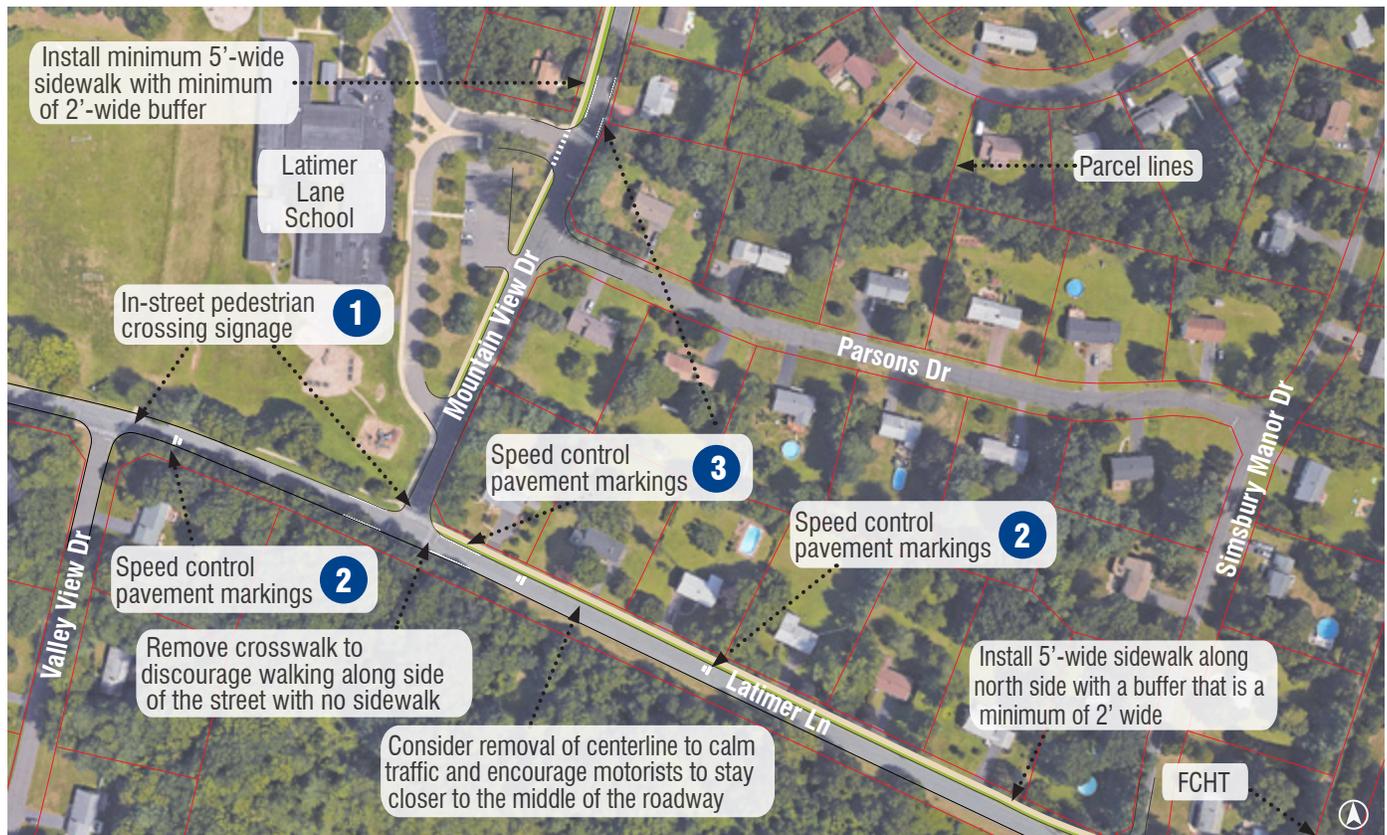
## Existing Conditions

There is an existing sidewalk along Latimer Lane west of Latimer Lane School. This concept recommends extending the sidewalk east to the intersection with Hopmeadow Street. Recommendations also include the removal of the centerline pavement marking along Latimer Lane to calm traffic, which would be compliant with MUTCD standards since the road had an ADT of 2,100 according to 2013 traffic counts. This is a strategy that has been successfully utilized by nearby towns such as West Hartford.

An additional sidewalk along Mountainview Road would further strengthen the pedestrian connection to surrounding neighborhoods. Unique pavement markings, such as chevron or transverse, are recommended to alert motorists that they are approaching a school zone and to slow down.



## Concept Plan





## Visualizations



Example of an in-street pedestrian crossing sign

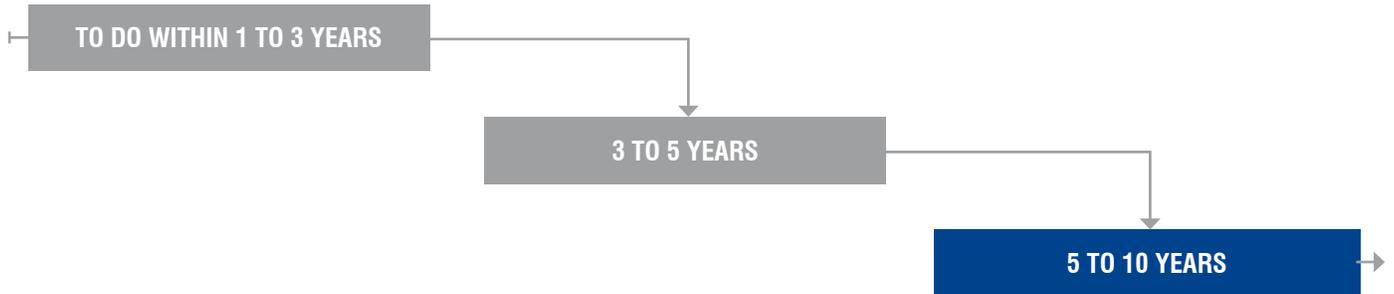


Pavement markings can serve as a traffic calming strategy to remind drivers to be cautious as they approach a school zone



Pavement markings can be used to calm traffic. One study found that converging chevron pattern pavement markings reduced speeds by 5 MPH in mean speeds and by 7 MPH in 85<sup>th</sup> percentile speeds. Another study found that transverse pavement marking decreased speeds by 2 MPH in mean and 85<sup>th</sup> percentile speeds.

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury

## Goals Achieved Through This Recommendation

✓	✓				

# N13- West Mountain Road: Traffic Calming Strategies



This recommendation is a demonstration of how various traffic calming strategies outlined in the Traffic Calming Matrix included in this *Master Plan* can be implemented throughout Simsbury. West Mountain Road was identified by the community as a road that feels unsafe due to the perceived speed of traffic traveling along it. Many people noted that this is of particular concern since Tootin Hills Elementary School is located on a side street off this road.

Recommendations include speed humps at strategic location, pending community support. Additionally, painted white lines to create shoulders and visually narrow the roadway to create traffic lanes that are no wider than 10' to 11' will calm traffic. Pavement markings, such as speed limit pavement markings, should also be utilized along this roadway to further calm traffic. Please refer to the Traffic Calming Toolbox in **Appendix E** for a full list of potential options. The Town of Simsbury should work with the community and utilize their expertise for the area to determine the best strategy for this neighborhood.

This concept also includes recommendations for new sidewalks for a safe pedestrian connection between the surrounding neighborhoods and to Tootin' Hills Elementary School.

## Existing Conditions



## Concept Plan





## Visualizations

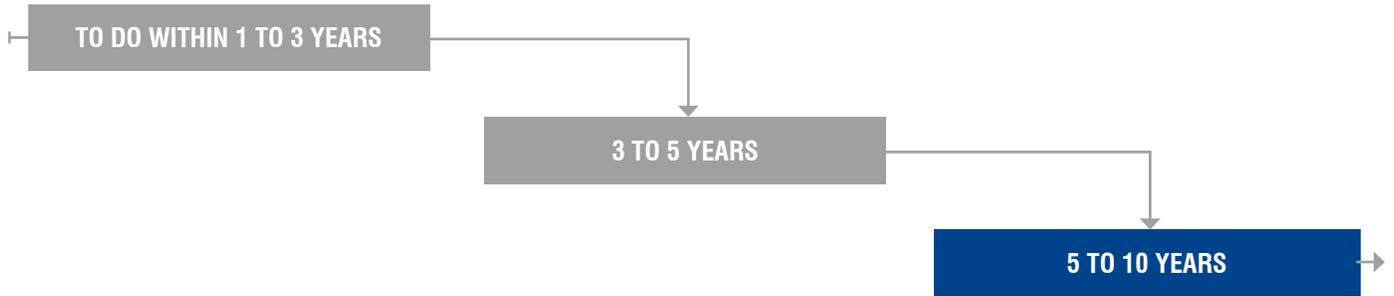


Shoulder markings used to narrow travel lanes



Example of parabolic speed hump in Redmond, WA

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury

## Goals Achieved Through This Recommendation

✓					

# N14- West Simsbury (Fox Den / Cedar Hill) Neighborhood to Simsbury High School: Shared Use Path Connection



This recommendation provides a safe and convenient connection for pedestrians and bicyclists between West Simsbury and Simsbury Center. Additionally, it would provide a connection for students traveling to Simsbury High School from the Fox Den / Cedar Hill neighborhood.

This preliminary concept would need further study to identify the appropriate alignment for the trail, address wetland considerations, steep slopes, and land acquisition.

## Potential Wetland Considerations/Existing Trails



## Concept Plan





## Visualizations

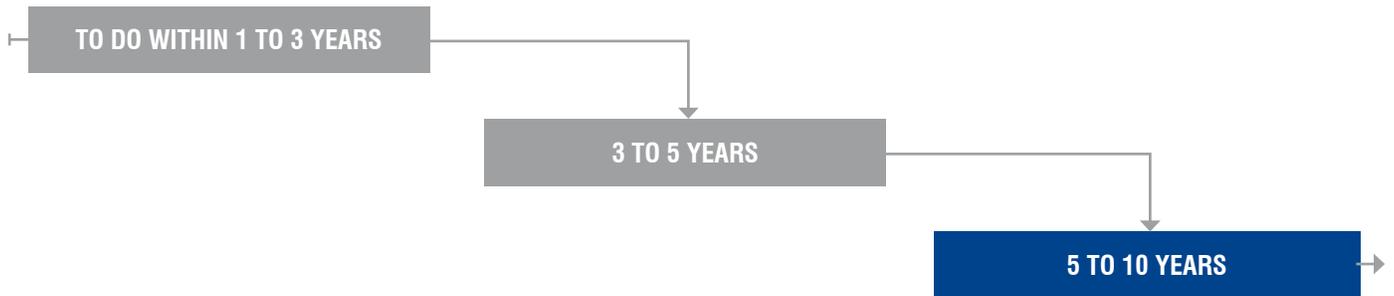


Farmington River Trail



Trail identification signage example

## Timeframe



## Potential Lead Organization or Partner

- Town of Simsbury
- CTDOT

## Goals Achieved Through This Recommendation

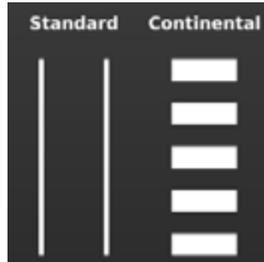

## Medium and Low Priority Recommendations

### N16- Hopmeadow Street: Drake Hill Road crossing

Install crossings along Hopmeadow Street at the intersection and trail entrance at Drake Hill Road with high visibility crosswalks that are designed in the continental style and pedestrian signals. This work has been included within the grant the Town has received through CTDOT's Community Connectivity Grant Program.

### N17- Hopmeadow Street: Fitzgerald's Market / Public Library crossing

Install mid-block crossing along Hopmeadow Street at Fitzgerald's Market / Public Library with high visibility crosswalks, painted according to the continental style, signage and rectangular rapid flash beacon.



Like all recommendations along the state-maintained Hopmeadow Street, this recommendation requires coordination with and approval from CTDOT. Previous requests for a mid-block crossing at this location have not been allowed.

### N18- Lane narrowing program

A cost effective and quick way to calm traffic and reduce speeding is to narrow travel lanes. This process can be incorporated into Simsbury's existing maintenance program that already requires routine repaving and restriping of roads. The Town should incorporate a review process of local roadways to assess which ones have lane widths that can be reduced to 11-foot lanes in the short-term. Upon successful implementation of 11-foot lanes, the Town may consider going to 10-foot lanes as appropriate. The Town can work with CTDOT and the VIP Paving Program to similarly review state roads within Simsbury.

### N19- Hopmeadow Street at the trail entrance at Quad Hill Road crossing

Install crossings along Hopmeadow Street at the trail entrance at Quad Hill Road with high visibility crosswalks and signage.

## Traffic Calming

Traffic calming can support various network facility recommendations. These design improvements can address undesirable driver behaviors, such as speeding and aggressive driving.

Table 5 displays a traffic calming toolbox which provides guidance on determining the appropriate traffic calming features for each type of on-road network connection as well as information on various benefits and considerations that should be thought out before implementation.

These improvements range in intensity and can be applied along the length of a corridor or as spot improvements to specific locations, such as intersections. The selection of suitable traffic calming features depends on the existing roadway geometry, specific behavior to be mitigated, traffic volumes, surrounding land uses, and a host of additional local planning issues.



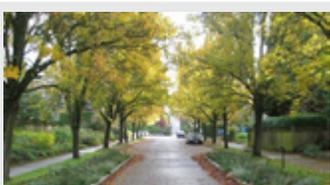
Table 5: Traffic Calming Matrix

Feature	Details	Photo Example	Pedestrian	Bicycle	Neighborhood Road	Residential Collector	Local Collector	Regional Collector	Commercial Corridor
Speed enforcement	Temporary targeted speed enforcement by the police department		X	X	X	X	X	X	X
Radar trailers	Placed adjacent to a roadway to display a passing vehicle's speed and remind drivers of posted speed		X	X	X	X	X	X	X
Speed Limit Pavement Markings	A speed limit pavement marking provides an additional display of the lawful speed limit on the roadway. These markings are used to supplement speed limit signs.		X	X	X	X	X	X	X
On-street parking	Create marked parking spaces along the street to narrow the travel lanes and provide friction for cars in the travel lanes. No parking permitted within 25 feet of any crosswalk		X	X			X		X
Pedestrian lane	Interim or temporary pedestrian facility that provides designated space on the roadway for exclusive use of pedestrians		X		X	X			
Lane striping	Visually narrow travel lanes using painted lines to delineate shoulders or bike lanes		X	X			X	X	X
Advisory shoulder	Create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic			X	X				
Bike lane	Designate an exclusive space for bicyclists through the use of pavement markings and optional signs; pavement markings can be used to define the boundary of the lane or paint can be applied to the whole lane; located directly adjacent to traffic lanes and follows the same direction as motor vehicle traffic			X			X	X	X

Placement	Benefits	Considerations	Installation Cost
All	<ul style="list-style-type: none"> <li>• Immediate implementation</li> <li>• No impact to emergency response times or maintenance procedures</li> </ul>	<ul style="list-style-type: none"> <li>• Increased maintenance cost</li> <li>• Minimal long-term effectiveness</li> </ul>	Varies
Corridor	<ul style="list-style-type: none"> <li>• Immediate implementation</li> <li>• No impact to emergency response times or maintenance procedures</li> <li>• Educates motorists on traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal long-term effectiveness</li> </ul>	\$3,000
Corridor	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• No impact to emergency response times or maintenance procedures</li> <li>• Educates motorists on traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance costs</li> </ul>	\$2,500
Corridor	<ul style="list-style-type: none"> <li>• Shortens pedestrian crossing distance</li> <li>• Buffers bikes (if bike lanes exist along road) and pedestrians</li> <li>• Provides more parking</li> </ul>	<ul style="list-style-type: none"> <li>• Sightline issues</li> <li>• Limited ROW and potentially takes place of bike lane</li> </ul>	\$80/traffic bay
Corridor	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Fills gap in pedestrian network</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of curb separation with buffer from automobile traffic potential safety issues</li> <li>• May only be appropriate for roads with low to moderate traffic speeds and volumes</li> </ul>	\$0.36/linear foot (lf)
Corridor	<ul style="list-style-type: none"> <li>• No impact to emergency response times</li> <li>• Quick implementation on local facilities</li> <li>• Must be approved by CTDOT along CTDOT roads</li> </ul>	<ul style="list-style-type: none"> <li>• Increased maintenance</li> <li>• Difficult to enforce</li> <li>• Only appropriate for certain geometry</li> </ul>	\$0.36/linear foot (lf)
Mid-block crossing; intersection	<ul style="list-style-type: none"> <li>• Designated specific, protected space for bicyclists</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to enforce</li> <li>• In order to install, an approved Request to Experiment is required (per Section 1A.10 of the MUTCD). Advisory shoulders are a new treatment type in the US and no performance data has yet been collected to compare to a substantial body of international experience.</li> </ul>	\$0.36/linear foot (lf)
Corridor	<ul style="list-style-type: none"> <li>• Designated specific, protected space for bicyclists</li> <li>• Potential to convert shoulder to marked bike lane</li> </ul>	<ul style="list-style-type: none"> <li>• Available right-of-way</li> </ul>	Varies - minimum of \$0.36/linear foot (lf) and \$180/bicycle marking



Table 5: Traffic Calming Matrix (continued)

Feature	Details	Photo Example	Pedestrian	Bicycle	Neighborhood Road	Residential Collector	Local Collector	Regional Collector	Commercial Corridor
Advance yield lines	Warn drivers that they are approaching a mid-block crossing		X		X	X	X	X	X
Zigzag pavement markings	Placed along the edges or center of a traffic lane to caution drivers as they approach an area with high pedestrian traffic, such as a school or trail crossing.		X	X	X	X	X	X	X
On-road bicycle law signage	Signs such as “Bike may use full lane” and “3-foot passing law” educate drivers on traffic laws and indicate how to safely travel along a road with bicyclists. “Share the road” signage is not recommended as it’s been shown to have little effect on safety			X		X	X	X	X
In-street pedestrian signs	Signs are installed on bollards located on the centerline within the street to serve as a more visible reminder to drivers		X		X	X	X		X
Pedestrian crossing signs	Provide visual cues for drivers to decrease their speed and to look for pedestrians in crosswalks. Signs can be mounted on reflective posts to improve nighttime visibility		X		X	X	X	X	X
Pedestrian hybrid beacon (alternative to RRFB)	Pedestrian-activated traffic control device intended to increase motorists’ awareness of pedestrian crossing at uncontrolled marked crosswalk locations		X			X	X	X	X
High intensity activated crosswalk (HAWK) signal	Pedestrian-activated traffic control device intended to increase motorists’ awareness of pedestrian crossing at uncontrolled marked crosswalk locations		X			X	X	X	X
Landscaping treatments	Includes street trees, planters, and shrubbery		X	X	X	X	X	X	X

Placement	Benefits	Considerations	Installation Cost
Corridor	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Visual cue to motorist</li> <li>• Improves pedestrian visibility</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to become less effective over time</li> <li>• Maintenance costs</li> </ul>	\$0.36/linear foot (lf)
All	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Visual cue to motorist</li> <li>• Improves pedestrian visibility</li> </ul>	<ul style="list-style-type: none"> <li>• Consider pairing with education campaign</li> <li>• Potential to become less effective over time</li> <li>• Maintenance costs</li> </ul>	\$0.36/linear foot (lf)
Corridor	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Visual cue to motorist</li> <li>• Education on traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>• Most effective when paired with educational campaign</li> <li>• Maintenance costs</li> </ul>	\$250 - \$450
Mid-block crossing; Intersection	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Visual cue to motorist</li> <li>• Education on traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to become less effective over time</li> <li>• Maintenance costs</li> <li>• Sightlines re specific location</li> </ul>	\$250 - \$450
Mid-block crossing	<ul style="list-style-type: none"> <li>• Quick implementation</li> <li>• Visual cue to motorist</li> <li>• Education on traffic laws</li> </ul>	<ul style="list-style-type: none"> <li>• Sightlines re specific location</li> </ul>	\$172.75 for sign, galvanized post, and fluorescent inserts
Mid-block crossing	<ul style="list-style-type: none"> <li>• Various designs can be configured for various types of roads</li> <li>• Increases pedestrian visibility</li> <li>• Meets a need to create safe crossing when full signalization not warranted</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended only for mid-block crossings</li> </ul>	\$8,000 - \$22250
Mid-block crossing	<ul style="list-style-type: none"> <li>• Reduces crashes</li> <li>• Increases pedestrian visibility</li> <li>• Meets a need to create safe crossing when full signalization not warranted</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended only for mid-block crossings</li> <li>• Education campaign may be necessary - some drivers have been confused by these signals</li> <li>• Cost</li> </ul>	\$75,000
All	<ul style="list-style-type: none"> <li>• Provide visual cue to motorists to slow down</li> <li>• Provides shade for pedestrians</li> <li>• Improves aesthetics and environmental conditions for all</li> <li>• Provides opportunity for additional streetscape amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance costs</li> <li>• Potential sightline issues near intersections</li> <li>• Uprooting can cause cracks in sidewalk and trail surfaces</li> </ul>	<ul style="list-style-type: none"> <li>• Deciduous trees , 2.5" caliper: \$600</li> </ul>



Table 5: Traffic Calming Matrix (continued)

Feature	Details	Photo Example	Pedestrian	Bicycle	Neighborhood Road	Residential Collector	Local Collector	Regional Collector	Commercial Corridor
Streetscape furniture	Benches, wayfinding amenities, pedestrian-scale lighting. Benches provide a resting place for pedestrians and can create opportunities for community interactions. Pedestrian-scale lighting illuminates the pathway and sends signal to drivers to slow their speed and be on the lookout for pedestrians		X				X		X
Curb extensions	Shorten crossing distances for pedestrians and narrow the travel lane. Can be separated from the curb with curb and gutter or attached to the curb. Can be applied as a low-cost temporary measure with paint and bollards or with textured pavement		X				X		X
Chicane	A series of narrowing or curb extensions that alternate from one side of the street to the other forming S-shaped curves		X			X			
Median	Islands that replace the centerline and narrow the travel lanes		X	X					
Decoratively painted striping or unique paving for crosswalks	Brightly painted crosswalks or crosswalks that utilize unique paving treatments, such as brick		X			X	X	X	X
Decoratively painted intersection	Paint can be used creatively to signal to drivers that pedestrians are present, and can be incorporated into a larger community project upon approval from the Town		X	X	X	X	X		X
Raised crosswalk	A higher section of pavement with a marked crosswalk with ramps for vehicles leading and following the crosswalk, which is on the flat section. Typically located at a midblock crossing		X			X	X	X	X
Raised intersection	Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps		X	X		X			

Placement	Benefits	Considerations	Installation Cost
All	<ul style="list-style-type: none"> <li>• Provide visual cue to motorists to slow down</li> <li>• Improves pedestrian comfort and accessibility</li> <li>• Improves aesthetics for all</li> <li>• Amenity design provides opportunity for branding</li> <li>• Provides opportunity for additional streetscape amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian-scale lighting should be designed in order with the night sky ordinance and only be placed in locations with minimal disturbance to nearby residences</li> </ul>	<ul style="list-style-type: none"> <li>• Benches: \$1,000</li> <li>• Trash receptacles: \$500</li> <li>• Ornamental lighting: \$3,000</li> </ul>
All	<ul style="list-style-type: none"> <li>• Increases pedestrian visibility and safety</li> <li>• Decreases crossing distance</li> <li>• Narrows roadway</li> <li>• Provides opportunity for additional streetscape amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Can impede bicycle travel by forcing them to merge with traffic</li> <li>• Potential drainage issues</li> <li>• Snow removal procedures</li> <li>• Potential loss of on-street parking</li> </ul>	Painted: Constructed: \$10,000 - \$25,000
Corridor	<ul style="list-style-type: none"> <li>• Decreases pedestrian crossing distance</li> <li>• Narrows roadway</li> <li>• Provides opportunity for additional streetscape amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Can impede on-road bicycle travel</li> <li>• Potential drainage issues</li> <li>• Snow removal procedures</li> <li>• Potential loss of on-street parking</li> </ul>	Painted: Constructed: \$10,000 - \$25,000 per set
All	<ul style="list-style-type: none"> <li>• Decreases pedestrian crossing distance</li> <li>• Narrows roadway</li> <li>• Provides opportunity for additional streetscape amenities</li> <li>• Allows two-stage pedestrian crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Potential loss of on-street parking</li> <li>• Access management</li> </ul>	Varies depending on size and length; minimum: \$20,000
Mid-block crossing; Intersection	<ul style="list-style-type: none"> <li>• Visual cue to drivers</li> <li>• Improves pedestrian visibility</li> <li>• Provides opportunity for Town branding</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance</li> </ul>	\$1,200 standard crosswalk: \$770)
Intersection	<ul style="list-style-type: none"> <li>• Visual cue to drivers</li> <li>• Improves pedestrian visibility</li> <li>• Provides opportunity for Town branding</li> </ul>	<ul style="list-style-type: none"> <li>• Relies on community participation</li> </ul>	\$7.50 for 16 oz. jar of acrylic paint
Mid-block crossing; Intersection	<ul style="list-style-type: none"> <li>• Requires motorists to reduce speed to 15 – 20 MPH (NACTO)</li> <li>• Increases pedestrian visibility</li> </ul>	<ul style="list-style-type: none"> <li>• Roadway geometry (slopes and curves)</li> <li>• Snow removal procedures</li> <li>• Potential drainage issues</li> </ul>	2,500-\$3,000
Intersection	<ul style="list-style-type: none"> <li>• Requires vehicles to reduce speed</li> <li>• Increases pedestrian visibility and safety</li> </ul>	<ul style="list-style-type: none"> <li>• Roadway geometry (slopes and curves)</li> <li>• Snow removal procedures</li> <li>• Potential drainage issues</li> <li>• Not appropriate for high traffic volumes</li> </ul>	\$25,000 - \$40,000



Table 5: Traffic Calming Matrix (continued)

Feature	Details	Photo Example	Pedestrian	Bicycle	Neighborhood Road	Residential Collector	Local Collector	Regional Collector	Commercial Corridor
Speed humps	Parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads		X	X	X	X	X		X
Speed tables	Raised section of pavement up to 22' in length that is placed midblock to raise the entire wheelbase of a vehicle		X	X		X	X	X	X
Rumble strips	A series of raised strips across a road or along its edge, changing the noise a vehicle's tires make on the surface and so warning drivers of speed restrictions or of the edge of the road		X				X	X	
Mini-roundabout	A circular island in the middle of an intersection, the traffic circle provides counter-clockwise traffic movement. Incoming traffic must yield to the vehicles already navigating the circle. These are often installed to address a history of yielding crashes at a multi-way stop		X	X	X	X			
Modern roundabout	Circular intersection where drivers travel counterclockwise around a center island. There are no traffic signals or stop signs in a modern roundabout. Drivers yield at entry to traffic in the roundabout, then enter the intersection and exit at their desired street		X				X	X	X
Gateway treatments	Design the entryways into town as gateways by means of an entry structure or signing in conjunction with other aesthetic features to emphasize Simsbury's brand		X	X				X	
Road Diet	Also known as "roadway configuration", typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL)		X	X			X		X

Placement	Benefits	Considerations	Installation Cost
Corridor	<ul style="list-style-type: none"> <li>Requires motorists to reduce speed to 15 – 20 MPH (NACTO)</li> <li>Increases pedestrian visibility</li> </ul>	<ul style="list-style-type: none"> <li>Potential drainage issues</li> <li>Snow removal</li> </ul>	2,500-\$3,000
Corridor	<ul style="list-style-type: none"> <li>May be used on collector streets and / or transit and emergency response routes (NACTO)</li> <li>Improves pedestrian visibility</li> <li>Requires vehicles to reduce speed</li> </ul>	<ul style="list-style-type: none"> <li>Often designed with distinctive paving materials that require additional maintenance</li> </ul>	\$2,000 to \$20,000 (dependent on road width and paving materials)
Corridor	<ul style="list-style-type: none"> <li>Visual and physical reminder to drivers to slow down</li> <li>Quick implementation</li> <li>Do not adversely affect emergency response services</li> <li>Do not interfere with vehicle operation</li> </ul>	<ul style="list-style-type: none"> <li>Potential noise disturbance - up to 80 dB at a distance of 50 feet (sound of heavy truck traffic)</li> <li>Potential hazard to motorcyclists and bicyclists.</li> <li>Drainage may cause water or ice to pond in the strips.</li> </ul>	\$1.20 per linear foot
Intersection	<ul style="list-style-type: none"> <li>Visual reminder to drivers to slow down</li> <li>Reduces excessive traffic speeds while maintaining traffic flow</li> <li>Opportunity for landscaping and other aesthetic features to promote Simsbury's brand</li> </ul>	<ul style="list-style-type: none"> <li>Not typically designed for large travel vehicles</li> <li>Requires low traffic volumes</li> <li>Snow removal procedures</li> <li>Emergency response time increases</li> <li>Potential taking of private property</li> </ul>	\$5,000-\$15,000
Intersection	<ul style="list-style-type: none"> <li>Visual reminder to drivers to slow</li> <li>Reduces frequency and severity of crashes compared to intersections</li> <li>Reduces excessive traffic speeds &amp; maintains traffic flow</li> <li>Opportunity for landscaping and other aesthetic features to promote Simsbury's brand</li> </ul>	<ul style="list-style-type: none"> <li>Can impede traffic movements for large vehicles</li> <li>Requires low traffic volumes</li> <li>Snow removal procedures</li> <li>Emergency response time increases</li> <li>Potential taking of private property</li> </ul>	Varies; \$2,000,000
Intersection; corridor	<ul style="list-style-type: none"> <li>Visual reminder to drivers to slow down</li> <li>Opportunity for landscaping and other aesthetic features to promote Simsbury's brand</li> </ul>	<ul style="list-style-type: none"> <li>Maintenance</li> </ul>	Varies; sign: \$2,000; structure: \$20,000
Corridor	<ul style="list-style-type: none"> <li>Reduces frequency and severity of crashes</li> <li>Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops</li> <li>Fewer lanes for pedestrians to cross at intersections and crossings</li> </ul>	<ul style="list-style-type: none"> <li>Not feasible for roads with high traffic volumes</li> </ul>	Varies



# D. Signage and Wayfinding

## High Priority Recommendations

### S1- Signage removal

Per Town ordinance and public interest, remove commercial signage from the Town trails. The removal of this signage will reduce the existing visual clutter, also referred to as sign pollution, along the trail that detracts from the natural surroundings that trail users come to enjoy. Other opportunities to promote local businesses and economic development have been included in this *Master Plan*, such as the Bicycle Friendly Business Program.

## Medium and Low Priority Recommendations

### S2- Update trailside kiosks

Update kiosks and trail heads to display signage and maps to promote Bicycle Friendly Businesses in Town and additional information on the FCHT / ECG. This was ranked as medium priority because it received less public input and due to the costs associated with long-term maintenance.

### S3- Farmington River Trail signage

Install D11-1 signage to mark the Farmington River Trail. These signs should be provided at key points along the trail, including Bushy Hill Road and West Street. This was ranked medium priority because of less community interest as compared to other signage recommendation.



Example of D11-1 signage



Various signage that currently exists along trails in Simsbury



Trail kiosk

# CHAPTER EIGHT: IMPLEMENTATION





The recommendations presented in this plan complement current and future planning efforts within Simsbury as well as those related to pedestrian and bicycle transportation at a regional and state-wide level. **Tables 6-8** display all recommendations as well as the source for the recommendation, category, type, timeframe, cost magnitude, ease of implementation, and relationship to the goals by the Advisory Committee. The recommendations are organized into three separate tables based on priority. **Table 6** displays high priority recommendations, **Table 7** displays medium priority recommendations, and **Table 8** displays low priority recommendations.

The priority of each recommendation is based on community input and Town input. The high priority recommendations complement current and future planning efforts within Simsbury as well as planning related to pedestrian and bicycle transportation at a regional and state-wide level.

Within each table, the recommendations are organized into the three categories presented throughout this *Master Plan*:

1. Policies and programs,
2. Network and facilities, and
3. Signage and wayfinding.

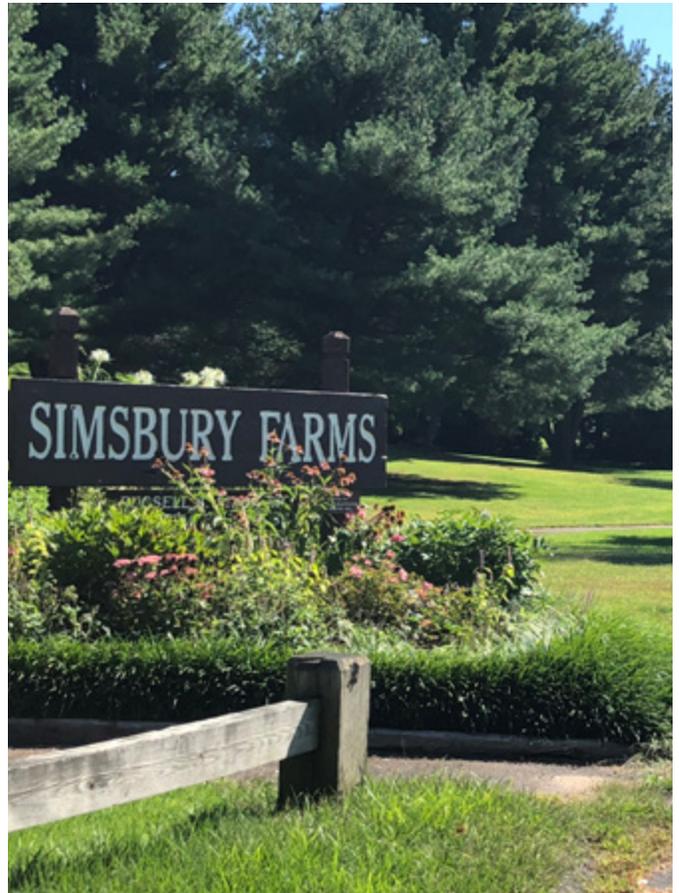
Additionally, the timeframe indicates when each recommendation should be implemented. Timeframes range from one to three years, three to five years, and five to ten years.

High priority recommendation may take time to implement. Many factors, including funding and staffing, can impact implementation timelines. It is important to work towards beginning the planning and consideration of those high-priority items within the identified timeframe. In many cases, implementation will require partnerships between more than one organization or group.

The cost magnitude for each recommendation allows for comparison among them. Actual project costs will be dependent on a number of variables, including the year of construction, property and / or environmental impact as well as

other factors. The cost magnitude contributed to the determination of the ease of implementation for each recommendation. Other factors that were considered for this column were items such as the facility owner and potential property or environmental impacts.

This *Master Plan* provides a guide for Town officials to plan for future pedestrian and bicycle improvements in Simsbury. It also provides opportunities for such improvements within the context of other transportation and land use projects. Implementation of the recommendations in this Master Plan can improve the quality of life of the Town's residents and visitors by making travel options safer and more convenient, thereby enhancing the overall character that makes Simsbury such a unique place.



*Simsbury Farms Golf Course*

**Table 6: High Priority Recommendations Summary and Implementation Matrix**

Number	Title	Details	Source	Priority	Timeframe (years)	Cost Magnitude	Ease of Implementation	Potential Lead or Partner Organization	Goals						
									1	2	3	4	5	6	
P1	School bicycle program expansion	Expand the physical education curriculum at Simsbury's schools, with particular emphasis on the middle school.	Advisory Committee	High	1-3	\$\$	Moderate	BPAC, Board of Education	X		X				
P2	Bicycle Friendly Business program	Promote Bicycle Friendly Businesses, and encourage more businesses to participate in the LAB program. Encourage installation of APBP-approved racks.	Advisory Committee	Medium	1-3	\$	Easier	Town of Simsbury, LAB				X			
P3	Safety / crash monitoring	Establish procedures to review and evaluate crash hot spots and potential causes	Advisory Committee	High	1-3	\$	Easier	Town of Simsbury	X						
P4	Trail user count program	Work with regional partners to monitor trail usage by collaborating on periodic pedestrian and bicycle counts at key locations	Advisory Committee	High	1-3	\$	Easier	Town of Simsbury, BPAC, CRCOG				X			X
N1	Bloomfield to Tariffville Multi-Use Trail Connection - Segment 1	Complete the 0.82 mile Bloomfield to Tariffville Shared Use Path Connection from St. Andrews Church on Tariffville Road in Bloomfield to Route 189 in Simsbury. This project is in design. Anticipated construction 2019.	Survey, pop ups	High	1-3	\$\$\$\$	Moderate	Town of Simsbury, CT DOT	X		X				
N2	Bloomfield to Tariffville Multi-Use Trail Connection - Segment 2	Complete the design and construct the connection between Route 189 to Curtiss Park / Pattison Park in Tariffville.	Survey, pop ups	High	3-5	\$\$\$\$	Challenging	Town of Simsbury, CT DEEP, CT DOT	X		X				
N3	Bloomfield to Tariffville Multi-Use Trail Connection - Segment 3	Complete the 0.6 mile connection from Curtiss Park/Pattison Park in Tariffville to the Farmington Canal Heritage Trail at the intersection of Hopmeadow Street and Tariffville Road. This project is in design. Anticipated construction 2020..	Survey, pop ups	High	1-3	\$\$\$\$	Moderate	Town of Simsbury, CT DEEP, CT DOT	X		X				
N4	Hopmeadow Street: Signalized intersections existing crosswalk upgrades	Upgrade crosswalks at signalized intersections along Hopmeadow Street by adding pedestrian signals and high visibility crosswalks on all approaches	Survey, pop ups	High	1-3	\$\$\$	Challenging	Town of Simsbury, CT DOT	X		X				
N5	Targeted elderly and disabled intersection treatments	Adjust pedestrian signalization to accommodate extended crossing times at targeted intersections, such as near elder / disabled housing.	Stakeholder interview	High	1-3	\$	Low	Town of Simsbury, CT DOT	X		X				



**Table 7: High Priority Recommendations Summary and Implementation Matrix (continued)**

Number	Title	Details	Source	Priority	Timeframe (Years)	Cost Magnitude	Ease of Implementation	Potential Lead or Organization or Partner	Goals						
									1	2	3	4	5	6	
N6	Firetown Road: Sidewalk installation	Install sidewalk along Firetown Road from Plank Hill Road to West Street and from Squadron Line Road to Hoskins Road	Survey, pop ups	High	5-10	\$\$\$\$\$	Challenging	Town of Simsbury	X						
N7	Tariffville Road: Crossing improvements at Hopmeadow Street & FCHT / multi-use path	Reconfigure intersection and improve crossing at Tariffville Road and Hopmeadow Street	Survey, pop ups	High	5-10	\$	Challenging	Town of Simsbury, CTDOT	X						
N8	Tariffville Center: Access management, sidewalk installation and placemaking improvements	Enhance pedestrian connectivity to and within Tariffville Center with improvements to key intersections as well as the installation of streetscape including new sidewalks, crosswalks, and public open space	Survey, pop ups	High	5-10	\$\$\$\$\$	Challenging	Town of Simsbury, CTDOT	X	X					
N9	Massaco Street and Fairview Street: Sidewalk installation and crossing improvements at Firetown Road	Install sidewalk along Massaco Street and Fairview Street and improve crossings at Massaco Street and Hopmeadow Street and at Fairview Street and Firetown Road to improve connections between school to surrounding neighborhood as well as to Simsbury Center	Survey, pop ups	High	5-10	\$	Challenging	Town of Simsbury	X			X			
N10	Hoskins Road at Clifdon Drive and Firetown Road: Sidewalk installation and crossing improvements	Install Hoskins Road between Clifdon and Newbury and improve crossing at Hoskins and Clifdon.	Survey, pop ups	High	5-10	\$\$\$\$\$	Challenging	Town of Simsbury	X	X					
N11	Stratton Brook Road: Traffic calming strategies and trail crossing improvements	Install traffic calming measures at strategic locations on Stratton Brook Road and improve trail crossing at Town Forest Road	Survey, pop ups	High	1-3	\$	Moderate - Challenging	Town of Simsbury	X						

**Table 7: High Priority Recommendations Summary and Implementation Matrix (continued)**

Number	Title	Details	Source	Priority	Timeframe (Years)	Cost Magnitude	Ease of Implementation	Potential Lead Organization or Partner	Goals						
									1	2	3	4	5	6	
N12	Latimer Lane at Mountain View Drive: Sidewalk installation and crossing improvements	Install sidewalk along Latimer Lane between school and Hopmeadow Street	Survey, pop ups	High	5-10	\$\$\$\$\$	Challenging	Town of Simsbury	X						
N13	West Mountain Road: Traffic calming strategies	Install traffic calming measures at strategic locations on West Mountain Road	Survey, pop ups	High	5-10	\$\$\$	Moderate - Challenging	Town of Simsbury	X						
N14	West Simsbury (Fox Den / Cedar Hill) neighborhood to Simsbury High School: Shared use path connection	Create a new shared use path connection that travels through the Simsbury Farms Golf Course that connects West Simsbury to Simsbury High School / Simsbury Center.	Survey, pop ups	High	5-10	\$\$\$\$\$	Challenging	Town of Simsbury, CTDOT	X	X					
N15	ADA-compliant crossings	Build upon the planned work in the Sidewalk and Curb Ramp Assessment Services Project and upgrade, as appropriate, existing pedestrian crossings to have appropriate ramps and detectable warning strips to be in compliance with ADA standards. Town is actively converting all ramps to ensure ADA compliance as part of the ongoing sidewalk program. Retrofit paved trails to provide ADA-compliant ramps.	Stakeholder interview	High	5-10	\$\$\$	Moderate	Town of Simsbury, CTDOT	X	X					
S1	Signage removal	Remove signage that is not consistent with Simsbury's character, including the commercial signage from the FCHT per the existing Town ordinance and expressed public interest	Advisory Committee	High	1-3	\$	Moderate	Town of Simsbury			X				
M1	Maintenance Policy and Procedures Manual	Develop a detailed Maintenance Policy and Procedures Manual to outline expected budgets, costs, and practices related to pedestrian and bicycle travel	Town of Simsbury	High	1-3	\$\$\$	Easier	Town of Simsbury, volunteer groups							X



**Table 8: Medium Priority Recommendations Summary and Implementation Matrix**

Number	Title	Details	Source	Priority	Timeframe (Years)	Cost Magnitude	Ease of Implementation	Potential Lead Organization or Partner	Goals						
									1	2	3	4	5	6	
P5	Road safety campaign for all users	Coordinate with local agencies and organizations to develop a road safety campaign that regularly educates all roadway users (motorists, cyclists, and pedestrians). This should include the creation of educational materials that highlight appropriate and dangerous behaviors (e.g. failure to yield, speeding, aggressive driving and inattention).	Advisory Committee	Medium	3-5	\$\$\$\$\$	Challenging	BPAC, CTDOT, CRCOG	X		X				
P6	Walk friendly Community	Make progress toward and apply for Walk Friendly Community designation	Town staff	Medium	3-5	\$\$\$\$\$	Challenging	Town of Simsbury, BPAC, SMSP	X	X		X			
P7	School bicycle and pedestrian promotion program	Build on existing programs (e.g. Safe Routes to School (SRTS)) that promote walking and bicycling amongst Simsbury's students. Potential new initiatives to pursue include (a) School Walk and Bicycle Passport Program, (b) Walking School Bus and Bicycle Train School Program, and (c) Safety from the Start Parent Workshops.	Stakeholder interview, other community plans	Medium	1-3	\$	Easier	BPAC, Board of Education, PTO	X	X	X				
P8	Bicycle tour event that showcases Simsbury	Coordinate with regional and state bicycle organizations / advocacy groups to develop an annual bicycle tour event and festival celebrating the Farmington Valley, with Simsbury as the start and end point	Stakeholder interview	Medium	3-5	\$\$\$\$\$	Moderate	BPAC				X			
P9	Bicycle parking guidelines	Incorporate bicycle parking guidelines into Planning and Zoning Regulations to require bike racks and other facilities as part of new developments and to ensure their design and placement conform to APBP guidelines.	LAB	Medium	3-5	\$	Moderate	Town of Simsbury, SMSP, Chamber of Commerce		X	X				

**Table 8: Medium Priority Recommendations Summary and Implementation Matrix (continued)**

Number	Title	Details	Source	Priority	Timeframe (Years)	Cost Magnitude	Ease of Implementation	Potential Lead Organization or Partner	Goals						
									1	2	3	4	5	6	
N16	Hopmeadow Street/ Drake Hill Road crossing	Install crossings along Hopmeadow Street at the intersection and trail entrance at Drake Hill Road with high visibility crosswalks and pedestrian signals	Survey, pop ups	Medium	3-5	\$\$\$	Challenging	CTDOT	X						
N17	Hopmeadow Street/ Fitzgerald's Market / Public Library crossing	Install crossing along Hopmeadow Street at Fitzgerald's Market / Public Library with high visibility crosswalks, signage and RRFB	Survey, pop ups	Medium	5-10	\$	Challenging	CTDOT	X						
N18	Lane narrowing program	A cost effective and quick way to calm traffic and reduce speeding is to visually narrow travel lanes. This process can be incorporated into Simsbury's existing maintenance program that already requires routine repaving and restriping of roads. The Town should incorporate a review process of local roadways to assess which ones have lane widths that can be reduced to 11-foot lanes in the short-term. Upon successful implementation of 11-foot lanes, the Town may consider going to 10-foot lanes as appropriate. The Town can work with CTDOT and the VIP Paving Program to similarly review state roads within Simsbury.	Stakeholder interview	Medium	1-3	\$	Easier	Town of Simsbury, CTDOT	X					X	
S2	Trailside kiosks update	Update trailside kiosks to display signage to promote sponsors of recommended Adopt a Spot Sponsorship Program and additional information on the East Coast Greenway	Advisory Committee	Medium	3-5	\$\$	Moderate	Town of Simsbury, Chamber of Commerce, FVTC					X		
S3	Farmington River Trail signage	Install D11-1 signage to mark the Farmington River Trail Bike Route. D11-1 signs should be provided at decision points along designated bicycle routes, including confirmation signs for route direction, distance, and destination.	Advisory Committee	Medium	1-3	\$	Easier	Town of Simsbury		X					



**Table 9: Low Priority Recommendations Summary and Implementation Matrix**

Number	Title	Details	Source	Priority	Timeframe (years)	Cost Magnitude	Ease of Implementation	Potential Lead Organization or Partner	Goals						
									1	2	3	4	5	6	
P10	Complete Streets policy	Replace existing Complete Streets Resolution with a Complete Streets policy to ensure proper street design for all users is considered for all roadway projects.	Advisory Committee	Low	5-10	\$	Moderate	Town of Simsbury	X	X					
P11	Town road safety assessment program	Work with Legal Traffic Authority to administer a Town road safety assessment program which identifies at least one intersection or street annually for close inspection and recommendations for improvements	Stakeholder interview	Low	3-5	\$\$	Easier	Town of Simsbury	X						
N19	Hopmeadow Street: Trail entrance at Quad Hill Road crossing	Install crossings along Hopmeadow Street at the trail entrance at Quad Hill Road with high visibility crosswalks and signage	Survey, pop ups	Low	1-3	\$	Challenging	CTDOT	X	X					

# CHAPTER NINE: FACILITIES MAINTENANCE





## A. Maintaining Pedestrian and Bicycle Facilities

The Town of Simsbury should maintain town-owned facilities to a level that protects public safety and supports the longevity of such capital investments as bike lanes and multi-use paths. This is an ongoing challenge that strives to employ best practices for maintenance of pedestrian and bicycle facilities while balancing town budgets and public expectations. Maintenance policies and practices are intended to:

- Improve safety by reducing or eliminating hazards;
- Deter problems such as vandalism, littering, trespassing, and unauthorized uses;
- Promote facilities for local transportation and regional recreational use;
- Create positive relations between the responsible agencies and adjacent land owners; and
- Prolong the life of the facilities.

Select federal and state agencies provide guidelines for best practices for maintenance of bicycle and pedestrian facilities. Noteworthy guidelines include, but are not limited to:

- American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities*, 2012, Fourth Edition,
- FHWA Report SA-03-019, *Accessible Sidewalks and Street Crossings – An Informational Guide*, July 2004, and
- United States Access Board, *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*, 2011.

The Town of Simsbury desires to meet best practices in all maintenance areas. Town staff must weigh local constraints, environmental concerns, and costs when proposing their maintenance budgets each year. Simsbury must balance frequency,



Broken fence



New/repainted sharrow

Practices and frequencies for various maintenance activities (e.g. sweeping, surface repairs, landscaping, etc.) should be established by the responsible Town department and in consultation with other affected departments and volunteer organizations. For example, the Department of Public Works, responsible for roadway maintenance, should lead the effort to establish practices and frequencies for the activities related to road sweeping and surface repairs. Department of Parks and Recreation, responsible for maintenance of the FCHT, should lead the effort to establish practices and frequencies related to landscaping on the FCHT. In addition, many of the volunteer organizations that maintain segments of the trails should be involved in the manual's development to ensure their expected practices in future years is accurate.



*Transverse crack with bump*

## B. Trail Classification

The Town of Simsbury has established a classification for its trails in this *Master Plan*. The various trails in Town have different levels of usage and different maintenance costs because of their amenities and use. This classification serves to eventually direct appropriate levels maintenance efforts for the different trail types.

Trails are a major component to community life and the character of Simsbury. Trails that are accessible to all people ensure that everyone can fully participate in this aspect of community life. While those with disabilities, (e.g. visually challenged, requiring wheelchair) utilize some of the trails where surface types and grades permit, many still face barriers or disadvantaged access to all facilities. The trail classification in this *Master Plan* considers these user groups.

Trail classifications identified for the Town's off-road facilities are:

### Class A Trail - Linear Park

#### Use

Class A trails are high-use destination trails, primarily for recreation. They allow for the broadest, most inclusive range of uses and users.

#### Description

Class A trails are trails paved with asphalt or concrete surface. They have a park-like settings along the trail. Users can expect manicured lawns, plantings, and perhaps flowers.



*Bench adjacent to FCHT at Performing Arts Center*



## Amenities

- Trailhead parking areas
- Benches / rest stops
- Trash receptacles
- Water fountains
- Kiosks with information and direction
- Viewpoints, where applicable
- Access and wayfinding to community destinations and local businesses
- Bike racks, strategically placed

## Characteristic Maintenance

This classification typically requires the highest level of maintenance and associated attention and cost. Typical maintenance efforts can include:

- Repairing pavement to be in good-to-excellent condition with occasional cracks, but no bumps or potholes;
- Landscaping that involves weekly mowing, plantings / flowers, mulching, leaf removal; and
- Sweeping surfaces multiple times per year, perhaps quarterly.

## Local Designation

This *Master Plan* recommends the FCHT in the area of Iron Horse Blvd be a Class A trail.

## Class B Trail - Greenway

### Use

Class B trails are suitable for recreation and transportation. These trails have a more functional feel but have less amenities than a Class A trail.

### Description

Class B trails are paved trails with asphalt or concrete surface.

### Amenities

- Benches
- Simple kiosks
- Water fountains
- Directional signage



Water fountain on FCHT in Avon



Kiosk on FCHT

## Characteristic Maintenance

This classification typically requires a medium-to-high level of maintenance and associated attention and cost. Typical maintenance efforts can include:

- Repairing pavement to be in decent condition with some expected cracks and small bumps;
- Landscaping that involves mowing less frequently (e.g. monthly) and keeping vegetation back three feet from the trails; and
- Sweeping or blowing the surfaces once or twice per year.

## Local Designation

This Master Plan classifies the FCHT and sections of FRT as a Class B trail.

## Class C Trail - Functional

### Use

Class C trails allow for walking, running, and bicycling. Because of the potential for cracks and bumps in the pavement, high speed bicycling may not be practical.

### Description

Class C trails, or sections of trails, are paved with asphalt.

### Amenities (Few)

- Benches
- Simple kiosks
- Water fountains
- Minimal signage

## Characteristic Maintenance

This classification typically requires a medium level of maintenance and associated attention and cost. Typical maintenance efforts can include:

- Repairing pavement where there are large cracks or bumps (e.g. one inch in height);
- Landscaping that involves infrequent mowing (e.g. annually) to keep the brush from encroaching on the trails.

## Local Designation

This *Master Plan* classifies the remaining paved trail sections in Town, such as the Stratton Brook trail, as a Class C trails.



*Stratton Brook Trail*



*Paved neighborhood connector*



## Class D Trail - Natural Surface or Gravel Trail

### Use

Class D trails function as a path for walking, running, and cycling on certain types of bicycles (e.g. mountain bikes). These trails are likely not suitable for “skinny tire” road bikes or baby strollers.

### Description

Class D trails are comprised of natural materials and/or gravel that have been compacted.

### Amenities

Trail amenities typically do not exist.

### Characteristic Maintenance

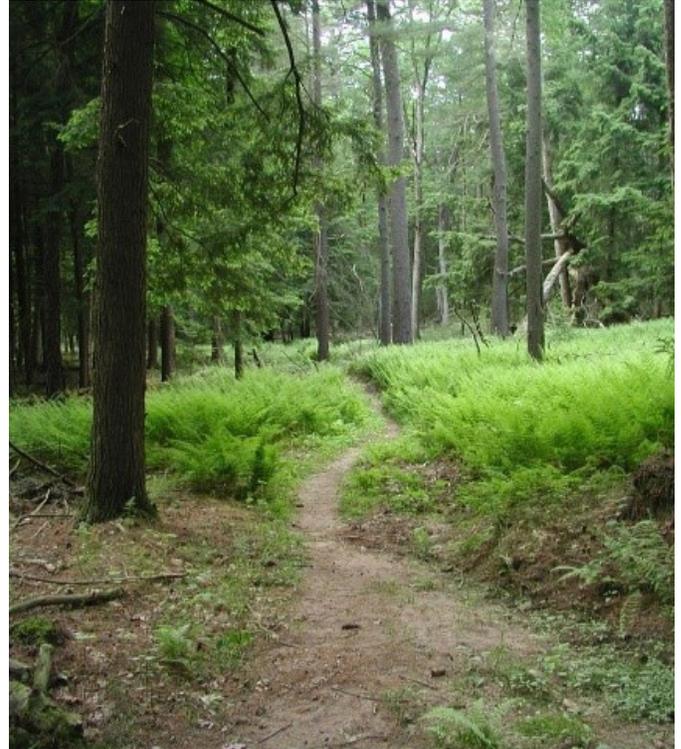
This classification typically requires a low level of maintenance and associated attention and cost. These trails are maintained only so limited vegetation and roots impede on the pathway. There are occasional vegetation issues and large puddles.

### Local Designation

Class D trails, such as the Ethel Walker Woods Trail, are not addressed in this *Master Plan*. These trails and their uses are addressed in the *Town of Simsbury Culture, Parks, and Recreation Plan*.

## C. Recommendation

This *Master Plan* recommends that the Town of Simsbury develop a detailed *Maintenance Policy and Procedures Manual* to outline expected budgets, costs, and practices related to pedestrian and bicycle travel on its various facility types. Because this maintenance involves a combination of agency staff as well as support from organized on-going volunteer groups, the development of the *Maintenance Policy and Procedures Manual* should be a collaborative effort.



*Ethel Walker Woods Trail*



*Unpaved neighborhood connector*

# LIST OF ACRONYMS

2017 POCD: 2017 Plan of Conservation and Development

AARP: American Association of Retired Persons

AASHTO: American Association of State Highway and Transportation Officials

ADA: Americans with Disabilities Act

ADAAG: American with Disabilities Act Accessibility Guidelines

ADT: Average Daily Traffic

APBP: Association of Pedestrian and Bicycle Professionals

BFB: Bicycle Friendly Business

BFC: Bicycle Friendly Community

BPAC: Simsbury Bicycle and Pedestrian Advisory Committee

CCP: Community Connectivity Program

CCAP: Connecticut Cycling Advancement Program

CPRD: Culture, Parks, and Recreation Department

CRCOG: Capitol Region Council of Governments

CT DEEP: Connecticut Department of Energy and Environmental Protection

CTDOT: Connecticut Department of Transportation

ECG: East Coast Greenway

ECGA: East Coast Greenway Alliance

FCHT: Farmington Canal Heritage Trail

FHI: Fitzgerald & Halliday, Inc.

FHWA: Federal Highway Administration

FVTC: Farmington Valley Trails Council

GIS: Geographic Information Systems

LAB: League of American Bicyclists

LCI: League Cycling Instructor

MAP-21: Moving Ahead for Progress in the 21st Century

Master Plan: Town of Simsbury Pedestrian and Bicycle Master Plan

MUTCD: Manual of Uniform Traffic Control Devices

NACTO: National Association of City Transportation Officials

PTO: Parent Teacher Organization

RSA: Road Safety Audit

SFB: Simsbury Free Bike

SLT: Simsbury Land Trust

SMSP: Simsbury Main Street Partnership

SPD: Simsbury Police Department

SRTS: Safe Routes to School

VIP: Vendor-in-Place



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# APPENDIX A: ADVISORY COMMITTEE MEETING PRESENTATIONS AND SUMMARIES





# SIMSBURY PEDESTRIAN AND BICYCLE MASTER PLAN

## Advisory Committee Meeting

Monday, September 18<sup>th</sup>, 2017 | 5 PM



## MEETING AGENDA

1. Welcome and Introductions
2. Project Purpose
3. Key Work Tasks and Schedule
4. Vision and Goals Activity
5. Key Destinations and Routes Activity
6. Next Steps



## Welcome and Introductions



## THE PROJECT TEAM

### Project lead



### Consultant Team

Consultant lead:  
 FITZGERALD & HALLIDAY, INC.  
 Innovative Planning, Better Communities

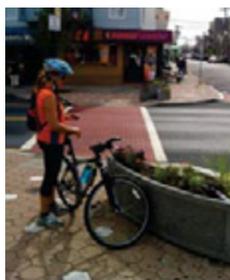
With assistance from:  
 COGENT

### The Community!



**Marcy Miller, AICP (FHI)**  
 Project Manager (Consultant Team)

- 17 years transportation planning experience
- Experienced leader in bicycle and pedestrian planning
- Committed, hands-on project manager
- Involved early on with Simsbury's SRTS efforts
- Values education as it relates to bicycle and pedestrian safety
- Avid, local user



## PROJECT PURPOSE





## SIMSBURY: A GREAT PLACE TO LIVE

Community resources



Dining Experiences



Recreational Activities



Performing Arts



Working Farms



Natural Resources & Historical Sites



Top-rated Schools



## BICYCLE AND PEDESTRIAN ENVIRONMENT

Existing Facilities



Streetscape Furniture



Sidewalk Network



Sidewalk Seating



Safe Pedestrian Crossings



Bike Station



Clear Signage



## BICYCLE AND PEDESTRIAN ENVIRONMENT

75 miles of trails to connect to natural resources



## STRONG BICYCLE & PEDESTRIAN CULTURE

Leading the Way in Education and Advocacy



## NATIONAL & STATEWIDE ACHIEVEMENTS

Setting the Example for Bicycling



2010:



2014



1<sup>st</sup> CT Bicycle Friendly Community

Simsbury Free Bike:

Only multi-town Bike Share in CT

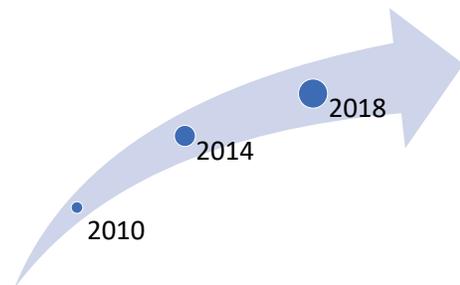


2015: SBC: #5 in the U.S.

2016: SBC: #1 advocacy group in NBC



## NUMEROUS STRENGTHS...LET'S KEEP BUILDING ON THAT!



## CONSIDERATIONS

- Largely recreational users
- Every crash / accident is a tragedy
- Structure / support for Complete Streets policy
- Understand benefits of infrastructure – businesses, policy makers
- Where to spend limited resources



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## PURPOSE: ENHANCE SIMSBURY FOR ALL



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## PROJECT APPROACH

### Project Discovery

1. Develop vision and goals
  2. Inventory existing and proposed network
  3. Identify key destinations
  4. Identify priority corridor
  5. Identify gaps
- Deliverable:
    - Draft vision, goals
    - Tech memo outlining #2 - 5

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## DATA COLLECTION EFFORTS

- Town wide efforts and initiatives
- Local advocacy groups
- Trail planning
- Regional efforts and initiatives
- Statewide efforts and initiatives



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## EXISTING NETWORK

- Key destinations
- Bus stops
- Schools
- Natural resources



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## EXISTING NETWORK

- Pedestrian facilities



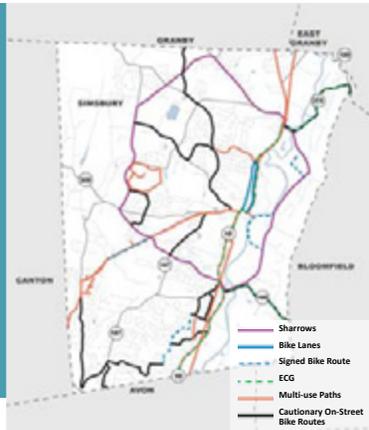
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EGG  
Multi-use Paths  
Walkways and Paths

## EXISTING NETWORK

- Bicycle facilities



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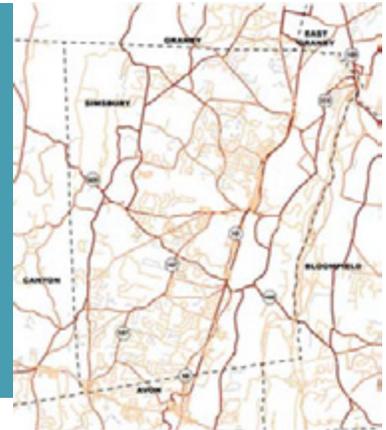
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Sharrows  
Bike Lanes  
Signed Bike Route  
EGG  
Multi-use Paths  
Cautionary On-Street Bike Routes

## EXISTING NETWORK

### Strava – Bike Ridership

Low Ridership High Ridership



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## EXISTING NETWORK

### Bicycle Suitability

Less Suitable More Suitable



ADT	Shoulder Width (ft)			
	8' or 2'	2' or 8' or 3'	3' or 8' or 6'	6' or 8'
< 2,500	D1	A2	A2	D4
2,500 to 5,000	D1	B2	B3	D4
5,000 to 7,500	D1	C2	C3	D4
7,500 to 10,000	D1	D2	D3	D4
> 10,000	D1	C3	C3	D4

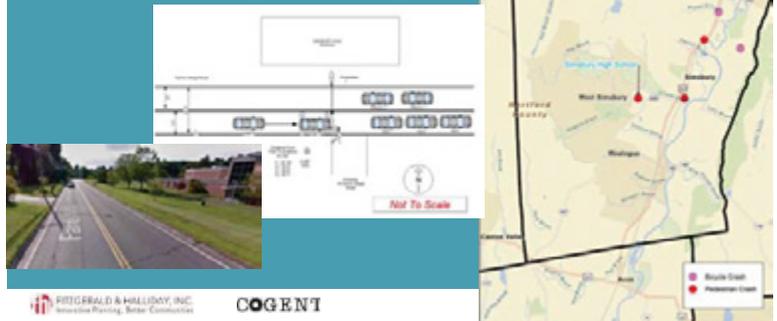


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## EXISTING NETWORK

### Crash Analysis



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Single Crash  
Pedestrian Crash

## EXISTING NETWORK

Network gaps



## PROJECT APPROACH

### Community Outreach

1. Advisory Committee
  2. Pop up events
  3. Town website updates
  4. Online survey
- Deliverable:
    - Documentation of outreach efforts
    - Survey results
    - Email contact list



## Advisory Committee

### Goals & Purpose

- Act as a liaison to the community about this project
- Provide insight and expertise on local conditions and issues
- Brainstorm ideas and concepts with the project team
- Review and comment on draft plan
- Support the consensus of this group within the community
- Attend three meetings

## Advisory Committee

### Meetings

1. Background, vision, goals, destinations, and desired connections
2. Signage, wayfinding, education programs, and enforcement strategies
3. Network gaps, solutions

*All meetings will be participatory and have interactive activities!*

## Pop Up Events

- Short conversations with many residents and users
  - Chili fest
  - Intercept surveys at library
  - Other ideas, events, audits?
- Three events total





## Web Page

- Advisory Committee meeting materials
- Bicycle and pedestrian resources
- Online survey



## Online Survey

- Current use and user information
- Desires / priorities
- Up to 20 questions
- Prizes!



## PROJECT APPROACH

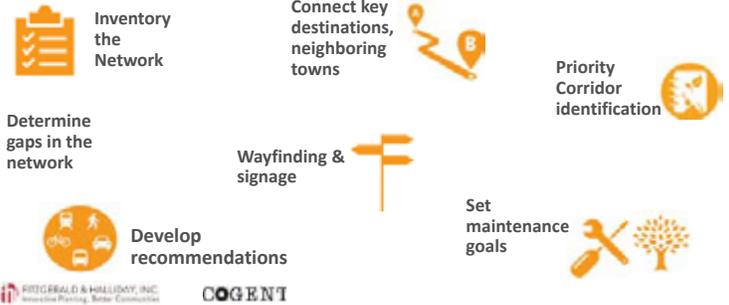
### Recommendations

1. Network recommendations
  2. Signage and wayfinding recommendations
  3. Maintenance recommendations
  4. Policies and programs recommendations
- Deliverable:
    - Draft recommendations



## Network Recommendations

What does that include?



## PROGRAMS & POLICIES RECOMMENDATIONS

### Education and Enforcement

- Education and enforcement
  - Bicyclists
  - Students
  - Police
  - Public officials



### Bicycle and Pedestrian State Law Guide



## OTHER RECOMMENDATIONS

### Maintenance, Signage, Wayfinding



## PROJECT APPROACH

### Reporting

1. Develop Draft Plan
  2. Incorporate revisions into Final Plan
  3. Present to Board of Selectman
- Deliverables:
    - Draft Plan
    - Final Plan
    - PowerPoint presentation
    - Files



## WHY VISION & GOALS?

- Defines the planning effort
- Sets the stage for future desires for bicycle and pedestrian travel for Simsbury
- Consider...
  - What is the best way to document our successes?
  - How can we set or identify our most attainable implementation options moving forward?



## VISION / GOAL ACTIVITY

What do you think?

What do you want to see for the *future* of walking and bicycling in Simsbury?



Use your notecard to write down your top three words or key phrases

## VISION / GOAL ACTIVITY

What do you think?

What has to occur to make *your future* in Simsbury possible?



Use your notecard to write down your top three words or key phrases

## DESTINATIONS AND ROUTES ACTIVITY

- Count off (1, 2, 3, 4)
- Find your map
- Collaborate and mark up:
  - Blue Xs on destinations
  - Green lines (general) on paths





## Next Steps

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## PROJECT SCHEDULE

	Aug	Sept	2017			2018	
			Oct	Nov	Dec	Jan	Feb
Pop-up outreach events			★	★	★		
Online Survey							
Advisory Committee		★		★		★	
Data Collection							
Visioning and Goals							
Analysis							
Plan Development						★	★
Board Presentation							

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## THANK YOU

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# Simsbury Pedestrian and Bicycle Master Plan

## Advisory Committee Meeting #1: Meeting Summary

### Time and Place:

Monday, September 18<sup>th</sup> at 5:00 PM, Simsbury Public Library, 725 Hopmeadow St

### Attendees:

Name	Affiliation
Pattie Smith Jacobus	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Paul Mikkelson	Valley Cycling Group
Steven Antonio	Antonio's Restaurant (133 Holcomb Street, Simsbury)
Patrick Zapatka	Connecticut Department of Transportation (CTDOT)
Adam Kessler	Town of Simsbury
Lisa Heavner	Simsbury First Selectwoman
Jason Trombly	Simsbury Police
Lisa Gray	Simsbury Chamber of Commerce
Anita Mielert	Simsbury Main Street Partnership (SMSP)
John Lockwood	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Sarah Nielsen	Simsbury Main Street Partnership (SMSP)
Mike Glidden	Simsbury Planning Department
Debbie Thibodeau	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Laura Russotto	Squadron Line School Safe Routes to School Coordinator
Chris Nelson	Business owner and developer
Wanda Colman	Town resident
Sheree Landerman	Tariffville Village Association, former Simsbury Bicycle and Pedestrian Advisory Committee
Barbara Collins	Farmington Valley Trails Council (FVTC)
Matt Naughton	Town resident and walking/biking advocate
Eric Wellman	
Mark Scully	Ensign Commons
Chuck Brody	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Jeff Shea	Town of Simsbury
Walter Rochefort III	The Bicycle Cellar; Pedego Electric Bikes Simsbury
Tom Roy	Town of Simsbury Public Works Department
Marcy Miller	Fitzgerald & Halliday, Inc.
Mary Miltimore	Fitzgerald & Halliday, Inc.



## Meeting Summary:

Tom Roy, Director of the Public Works Department for the Town of Simsbury and the Project Manager for this project, began the meeting by welcoming all attendees before he introduced First Selectwoman Lisa Heavner. She provided opening remarks about the purpose behind this study and the importance of community members getting involved in this type of planning effort. Tom then provided additional background about the project and thanked all the attendees for their participation in the Advisory Committee. Each attendee briefly introduced him or herself and their interest in bicycling and walking in Simsbury.

Next, Marcy Miller gave a presentation that included information on the project purpose, project team, schedule, and what can be expected in the resulting Plan at the end of the process. The presentation can be viewed at the following link:

<https://www.simsbury-ct.gov/simsbury-pedestrian-and-bicycle-master-plan>

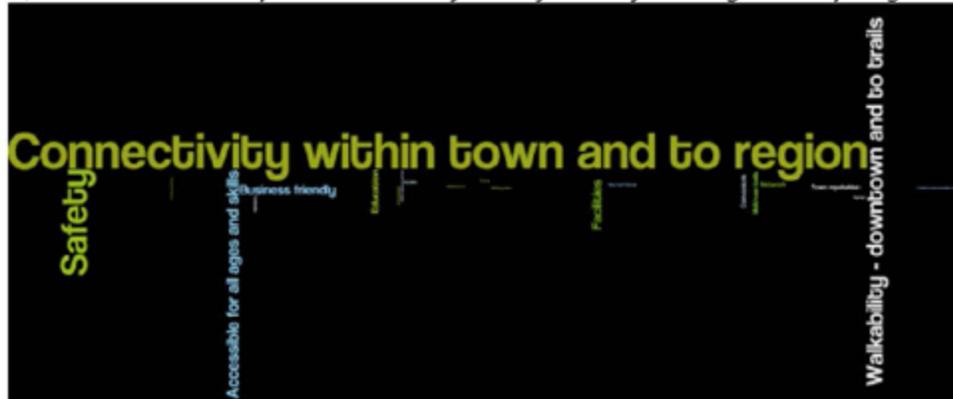
## Visioning Activity

Mary Miltimore then explained the importance of a vision statement and set of goals for the project, which should reflect what the community wants for the future of walking and biking in Simsbury. The vision and goals will guide the development of the Plan to ensure the resulting recommendations reflect what the community wants. Meeting attendees were then asked to participate in an activity to help the project team understand the community's vision and goals. Each attendee was provided with a yellow and white notecard.

Attendees were asked to use the yellow note cards to write the top three words or key phrases they think of in response to the question: "What do you want to see for the future of walking and bicycling in Simsbury?" Next attendees were asked to use the white note cards to write up their top three words or phrases in response to the following question: "What has to occur to make your future in Simsbury possible?"

The project team then led a discussion based on what people had written on each card. These cards were collected at the end of the activity and were organized into categories to create the summary word clouds below, which give greater prominence to the words that appear the most often.

*Question 1: What do you want to see for the future of walking and bicycling in Simsbury?*



Question 2: What has to occur to make your future in Simsbury possible?



A complete list of all the responses received during this activity is included at the end of this document.

## Discussion

The project team led a discussion following the presentation and visioning activity. The bullets below summarize the major points of discussion.

- A meeting attendee suggested that more town-wide events that promote bicycling could simultaneously help to promote a bicycling and walking culture while also promoting tourism and helping local businesses.
  - An attendee also felt that a dirt bike park could be an attraction for bicyclists in neighboring towns.
- An attendee brought up how difficult it can be to safely pass bicyclist on narrower roads with many turns or hills that inhibit visibility. There was a discussion about the recent 3-foot passing law, a statewide law that requires all motorists to allow for 3-feet of space when passing bicyclists on the roadway. An attendee supported the idea of a 4-foot passing law to further encourage safety.
  - The majority of attendees agreed that there needed to be more education for all the roadway's users, including motorists, bicyclists and pedestrians, to ensure they can safely share the road.
- An attendee stated that pedestrian and bicycle plans as well as advocacy efforts sometime devote more resources, focus and recommendations on improvements for bicyclists. This attendee encouraged the project team and advisory committee to make sure pedestrian improvements are equally considered during the development of this Master Plan.
- Numerous attendees described the importance of education in varying capacities, including the potential integration with school programs as well as with the DMV. Many agreed that education should be a critical component of the Plan.
- Similarly, numerous attendees agreed that the enforcement of existing laws should be a high priority to improve the safety of pedestrians and bicyclists.
- The majority of attendees believed that walking and bicycling should be accessible for all people of all ages and abilities.



### Mapping Exercise

Following the discussion surrounding the visioning and goals activity, the project team introduced a mapping activity. Many attendees had discussed the need for greater connectivity within Simsbury, including the need for connections to the existing trails, improved facilities in the downtown and village areas as well as stronger connections between downtown or other key destinations and the surrounding neighborhoods.

The project team explained that the mapping activity would build on that discussion and provide attendees with the opportunity to draw where those potential connections could be on large maps of Simsbury. All attendees were divided into four different small working groups. Each working group engaged one another to identify all the key destinations on the maps with a blue "X" and any desired connections with a green line.

Upon completion of this activity, a member of each group briefly described their discussion and what they had mapped to the rest of the Committee. These maps were collected by the project team and are currently being incorporated into the development of the draft Plan.

### Next Steps

Marcy closed the meeting by thanking all attendees for their attendance and involvement in the Master Plan. There was a brief discussion about potential dates for the next meeting, which is likely to be held in November. More details on a specific day and location will be announced at a later date.

<b>Yellow note cards: Vision - What do you want to see for the future of walking and bicycling in Simsbury?</b>
Make it easy to walk the resources downtown - for errands, businesses, residences, entertainment
Safe
Connected
Well communicated
Inclusive
Zero accidents
Dirt bike park
More locations to walk wide dirt paths
Safe, beautiful - get to connect to town and surrounding area
All ages
Well-maintained, multi-use trails
Logical sidewalk connections to multi-use trails
Careful expansion to regional trail connections
More children walking and biking to school
Connections within the town for bicycling
Safe for all
Respect for the Farmington River, wetlands and the environment by not putting any new trails near it. Have a plan to do this/ there is an alternative for _____.
Safer walking - better sidewalks in the villages and downtown Simsbury.

Safer biking - bikers have to be educated too (signage)
All year access to the rail trail
Safe (for children)
Business friendly
Asset (to the town)
Smart planning - don't add bike congestion where it doesn't fit already
1) expand the network of safe / segregated routes between periphery / neighborhoods and key destinations (school age user access; elderly / disabled user access)
Connect
Network
Safety
To improve connectivity to foster economic development, social interaction, and recreational activity
Education /Employments
Equipment for public works
Law enforcement
Better for pedestrians
Focus on other (non-cyclist) users
Pedestrian! Pedestrian!
Connect
Safe
Convenient
All age and purpose - accessibility and all abilities
Connectivity between villages
Promote community bicycle / walk friendly
East Coast Greenway - completed through Tariffville to Bloomfield
Key connections - parks, schools, school connections to trails/ sidewalks, transportation
Network
Safety
Bike stations
Connectivity with other towns
Safety
Accessible
Convenient
Accessible
Diverse
Safe
Village connection and safe crossings
Safe, walkable, bikable (cohesive) community w hic will promote economic development
More bicycle racks
Engage business community - help with funding
Easy, safe connections for walking and biking



Connecting neighborhoods

Connecting residences to trails and activity areas

**White note cards: Goals - What has to occur to make your future in Simsbury possible?**

Funding

Transit connections

Enforcement and education

Build new connections

Continue to develop culture to encourage walking and biking

Educate drivers, set expectations

Signage businesses

Accessibility for all ages

Town bicycle events to draw more out-of-towners - promote Simsbury

More education to residents: the police department does post on Facebook but we need more

Funding

Police presence

Maintenance

More sidewalks linking Route 10 with bike patch

Educate drivers about pedestrian traffic

Continuous safety - don't just stop after some features

Money

Speed humps

More of a focus on doing it for businesses. The opposition I have heard is generally negative about road cyclists. Let's focus on making bicycling and walking good for businesses.

Occur

4-foot lane for pedestrians and bicyclists
Affordable taxes
Safe multi-generational walks/multi-use trail
Sidewalk or trail connections
Continued community support
Safety education for all (rules/laws)
Finish connector from Bloomfield Route 7 with Route 10
Safe Routes to School bike/walk/multi-use trails
Signage
Develop a plan that is all ages, healthy from Town to town
Maintenance sign
Crack treatments
Traffic calming features
Xing by library to Fitzgerald
More education about the protection of wetlands, aquifer, and the river and streams and forests
Funding for better sidewalks all over town
Walkers, bikers, drivers need to have more patience, courtesy, and knowledge of the roads
Funding for better sidewalks all over town
Think before you act
Community involvement (that is not isolated to a few or too small of a group)
Rely on experts
Education / outreach - vehicle courtesy
Travel pattern optimization
Integrated facilities - connect businesses to routes
Safety education for all (rules/laws)



Transparency
Accountability
Accessible for all
Funding
Set priorities
Maintaining funding for network
Strategic connections to expand connections
Improve / expand access for all ages
All skills and age levels
Integrate plans from various groups
Improve infrastructure
Maintenance schedule
Funding for network expansion / grants
Community safety campaign - bike, pedestrian, motorist
More crosswalks
More sidewalks connecting to trails
A diverse array of destinations businesses and attractions
More / better signage directing bikers and walkers
"Share the road" education programs and campaigns
More bike racks
Traffic calming features



# SIMSBURY PEDESTRIAN AND BICYCLE MASTER PLAN

## Advisory Committee Meeting #2



Monday, November 13<sup>th</sup>, 2017 | 5 PM




## MEETING AGENDA

1. Welcome and Introductions
2. Project Overview
3. Recap of Committee Meeting #1
4. Progress Update
5. Signage and Wayfinding
6. Next Steps

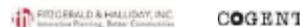



## WELCOME AND INTRODUCTIONS




## THE PROJECT TEAM

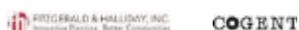
Project lead	The Community!	Consultant Team
 Town of Simsbury Public Works Department	 Advisory Committee   The Public	Consultant lead:  With assistance from: <b>COGENT</b>




## ADVISORY COMMITTEE

### Purpose

- Act as a liaison to the community about this project
- Provide insight and expertise on local conditions and issues
- Brainstorm ideas and concepts with the project team
- Review and comment on draft plan
- Support the consensus of this group within the community




## PROJECT OVERVIEW





## PROJECT PURPOSE

- Establish short and long term goals to improve upon the Town's pedestrian and bicycling infrastructure
- Develop recommendations to improve walking and bicycling facilities
- Make walking and bicycling safer and more convenient in Simsbury



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## PROJECT SCHEDULE

	2017					2018	
	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Pop Up events							
Online Survey							
Advisory Committee							
Data Collection							
Visioning and Goals							
Analysis							
Plan Development							
Community Presentations							

We are here!

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## HOW DOES SIMSBURY BENEFIT?

**Property Value** **Healthy Living** **Environmentally Friendly**

**Sense of Community** **Vibrant Public Spaces** **Access to Resources**

1 point increase of WalkScore is worth \$3K in home value.

Studies have shown that homes closer to bike paths are more valuable.

People who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day.

Cycling is the 2<sup>nd</sup> most popular outdoor activity in the U.S.

47% of Americans say they would like more bike facilities in their communities.



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## ADVISORY COMMITTEE MEETING #1 RECAP

- Project overview presentation
- Vision and goals discussion
- Mapping key destinations and routes activity



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## WHY VISION & GOALS?

- Defines the planning effort
- Sets the stage for future desires for bicycle and pedestrian travel for Simsbury
- Consider...
  - What is the best way to document our successes?
  - How can we set or identify our most attainable implementation options moving forward?



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## VISION ACTIVITY

What do you want to see for the *future* of walking and bicycling in Simsbury?

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## DRAFT VISION

What do we want to be?

The Town of Simsbury will have an expanded and ADA-accessible network of sidewalks, greenways, trails, and on-street roadway connections linking people to job, schools, destinations, adjacent communities, and each other. Through improving upon the existing infrastructure, residents will enjoy improved quality of life, public health, and economic opportunity.

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## DRAFT MISSION

Why are we doing this?

Simsbury is committed to active lifestyles that includes walking and bicycling for transportation, recreation, exercise, and overall quality of life.

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## GOAL ACTIVITY

What has to occur to make *your future* in Simsbury possible?

## DRAFT GOALS

What must we do to realize the vision?

1. Improve pedestrian and bicyclist safety for all community members, regardless of age, ability, and experience.
2. Improve connections to and between key destinations for employment, education, culture, recreation, and shopping within town and the overall region.
3. Educate all users, including pedestrians, bicyclists, and motorists, on how to safely share the road.
4. Capture the economic benefits for local businesses that result from accessibility and an active, mobile community are sparked by an increase of pedestrians and bicyclists.
5. Foster the development of a cohesive Town brand that promote the culture of active transportation through coordinated and consistent designs, including signage.
6. Identify and maintain necessary infrastructure and resources to provide comfortable, attractive, and safe amenities for pedestrian and bicycle use.

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## OUTREACH UPDATE

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## POP UP OUTREACH EVENT #1 ChiliFest

- October 28<sup>th</sup>
- Share tent with CRCOG Complete Streets
- Had short conversations with 40-50 people
- Promoted online survey
- Asked what would encourage walking
  - Sidewalks
  - Crossings



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## POP UP OUTREACH EVENT #2 Fitzgerald's

- November 13<sup>th</sup>
- Had short conversations with over 30 people
- Promoted online survey
- Asked what would encourage walking
  - Sidewalks
  - Pedestrian lighting
  - Traffic calming



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## NETWORK INVENTORY

- Data collection
- Existing conditions analysis
- Input from Committee meeting and pop-ups



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## ONLINE SURVEY What We Have Heard So Far

498 people have taken the survey



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## ONLINE SURVEY Pedestrian Safety – A Snapshot of Responses

### Lack of sidewalks

"Lack of sidewalks or pathways or even adequately wide shoulders on any of the roads..."

### No lighting

"Poor or inconsistent lighting makes me feel unsafe...especially at dusk or at night."

### Conflicts with other modes

"Cars fly by...even along curvy, windy roads!...I always assume they are also distracted."

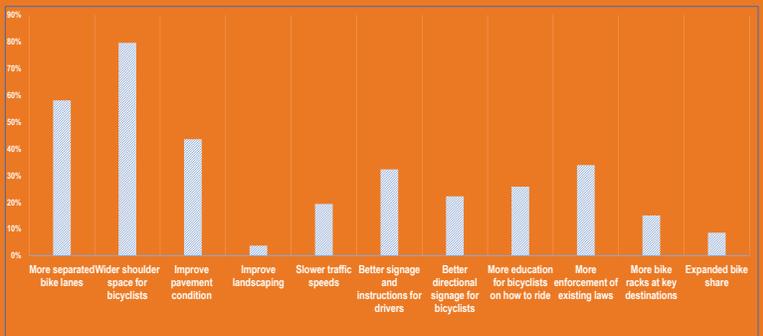
"...many busy roadways outside town center lack sidewalks or marked shoulders."

"Lighting is terrible however one of the charms of Simsbury is that there are not street lights everywhere."

"Bikes use sidewalks even when there are bike lanes."

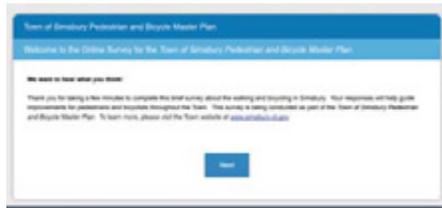
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## ONLINE SURVEY What types of improvements would encourage you to bicycle on roadways in Simsbury more?



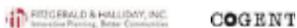
## ONLINE SURVEY

- Spread the word to take the survey before December 1<sup>st</sup>
- Complete the whole survey for a chance to win a brand new bike stand or a fitbit



## EDUCATION AND ENFORCEMENT

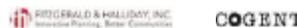
- Explore desired education programs moving forward
- Explore enforcement successes of other towns



## QUESTION 1: EDUCATION AND ENFORCEMENT

Do you feel that additional school programming for walking and bicycling safety and skills is an important focus for the next 5 years? 10 years?

1. Yes
2. No
3. Not sure



## QUESTION 2: EDUCATION AND ENFORCEMENT

More specifically, is this school programming for walking and bicycling safety and skills as important as enhancing the sidewalk network in key areas of town?

1. Yes
2. No
3. Not sure

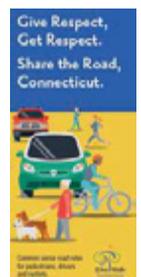


## QUESTION 3: EDUCATION AND ENFORCEMENT

Do you feel Simsbury can benefit from a public relations / marketing campaign directed towards drivers, cyclists, and pedestrians on how to share the road?

1. Yes
2. No
3. Not sure

Examples from Statewide Campaign

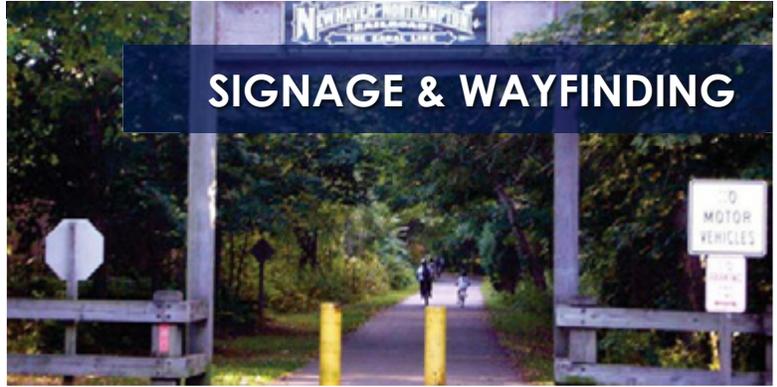




### QUESTION 4: EDUCATION AND ENFORCEMENT

Do you think bicyclist traffic violations should be better enforced by police in Simsbury?

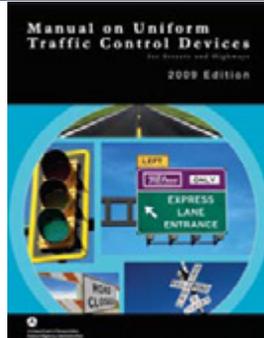
- 1. Yes
- 2. No
- 3. Not sure



### SIGNAGE & WAYFINDING

MUTCD

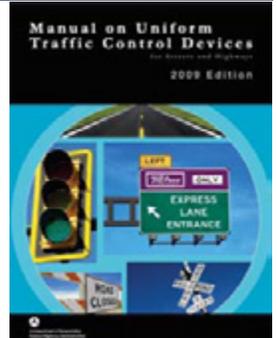
- 1. Signage & pavement markings for on-street network
- 2. Signage & pavement markings for trails
- 3. Everything else!
- 4. Shall, should, and may
- 5. "Signs" vs. "plaques"



### TYPES OF SIGNS

A Primer

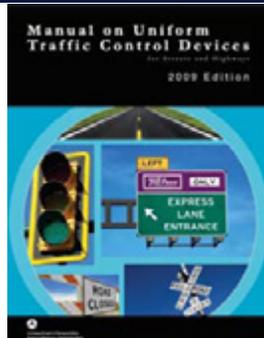
Regulatory, Warning, Guide



### TYPES OF SIGNS

A Primer

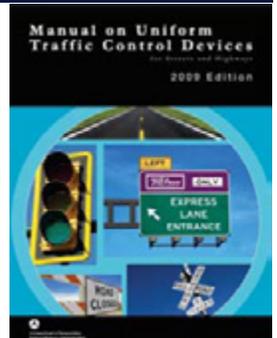
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### TYPES OF SIGNS

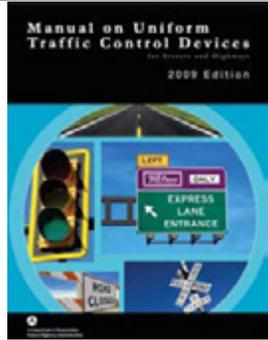
A Primer

Regulatory, Warning, Guide



## TYPES OF SIGNS A Primer

Regulatory, Warning, Guide



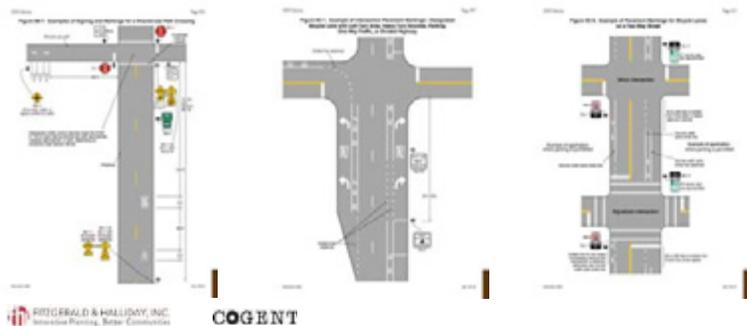
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## TYPES OF SIGNS A Primer



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## PAVEMENT MARKINGS



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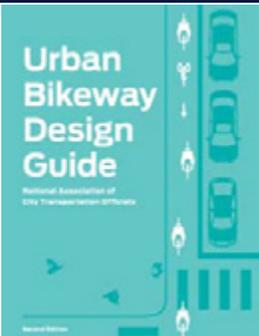
## SIGNAGE



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## NACTO DESIGN GUIDE

1. Street design palette
2. Supplementary to MUTCD
3. ~~Shall, Should, and May~~ Required, Recommended, and Optional



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## NACTO DESIGN GUIDE

1. Street design palette
2. Supplementary to MUTCD
3. ~~Shall, Should, and May~~ Required, Recommended, and Optional



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## ONLINE SURVEY RESULTS

Signage is important!

Better signs would / might:

- Lead to greater trail use
- Increase the number of people walking along streets
- Increase the number of people biking on streets
- Reduce # of people driving to trails



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## WAYFINDING

1. Wayfinding to follow a route
2. Wayfinding to find a destination

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## WAYFINDING

1. Wayfinding to follow a route



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## WAYFINDING

1. Wayfinding to follow a route



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## WAYFINDING

1. Wayfinding to follow a route



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1. Wayfinding to follow a route



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## WAYFINDING

1. Wayfinding to follow a route
2. Wayfinding to find a destination

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## WAYFINDING

1. Wayfinding to follow a route
2. Wayfinding to find a destination



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## WAYFINDING

1. Wayfinding to follow a route
2. Wayfinding to find a destination



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## WAYFINDING

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1. Wayfinding to follow a route
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## WAYFINDING

1. Wayfinding to follow a route
2. Wayfinding to find a destination



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## EFFECTIVE SIGNAGE & WAYFINDING

### 5 Requirements

1. Fulfill a need
2. Command attention
3. Convey clear, simple meaning
4. Command respect from road and trail users
5. Give adequate time for proper response

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## LOCAL SIGNAGE

Existing pedestrian & bicycle  
signage in Simsbury...

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## LOCAL SIGNAGE

Current pedestrian & bike  
signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike  
signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

75 miles of trails to connect to commercial, residential, community, & natural resources



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## LOCAL SIGNAGE

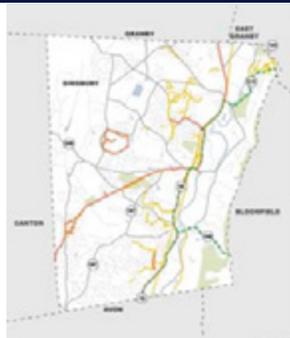
Existing Facilities



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## LOCAL SIGNAGE

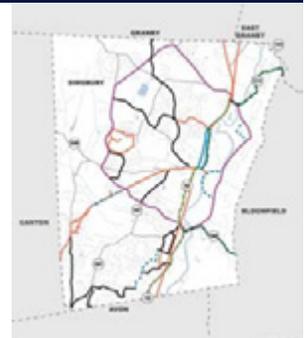
Existing pedestrian facilities



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## LOCAL SIGNAGE

Existing bicycle facilities



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:

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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

Spectrum of choices:



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## QUESTION 5: LOCAL SIGNAGE

What do you prefer?

1. Photo 1

2. Photo 2

3. Photo 3



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## QUESTION 6: LOCAL SIGNAGE

How much information do you want on your local signage?

1. Photo 1

2. Photo 2

3. Photo 3

4. Photo 4



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## QUESTION 7: LOCAL SIGNAGE

Which do you prefer?

1. Photo 1

2. Photo 2



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## LOCAL SIGNAGE

Identification as Part of a Larger Network

• Is it important that trails in Simsbury are called out as a part of a greater system?



Farmington

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## LOCAL SIGNAGE

### Identification as Part of a Larger Network

- Is it important that trails in Simsbury are called out as a part of a greater system?



Avon

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## QUESTION 8: LOCAL SIGNAGE

Is it important that trails in Simsbury are called out as a part of a greater system?

### Identification as part of a large network

1. Yes
2. No
3. Not Sure



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## QUESTION 9: LOCAL SIGNAGE

Which do you prefer in terms of how Simsbury marks the ECG?

1. Photo 1
2. Photo 2
3. Photo 3
4. Photo 4



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## LOCAL COMMERCIAL SIGNAGE

## QUESTION 10: LOCAL COMMERCIAL SIGNAGE

Do you think commercial signage should be regulated on the trails?

### Opportunities: Local Sign Ordinance

1. Yes
2. No
3. Not Sure



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## QUESTION 11: LOCAL COMMERCIAL SIGNAGE

What do you prefer?

1. Photo 1
2. Photo 2
3. Photo 3
4. Photo 4



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## QUESTION 12: OTHER AMENITIES

Do you feel the following features would encourage people to walk or bicycle more in Simsbury?

1. Shade / Shelter
2. Water fountains
3. Both
4. Neither



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## OPPORTUNITIES

### Local Sign Ordinance

Interpretive signage



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## OPPORTUNITIES

### Local Sign Ordinance

Interpretive signage



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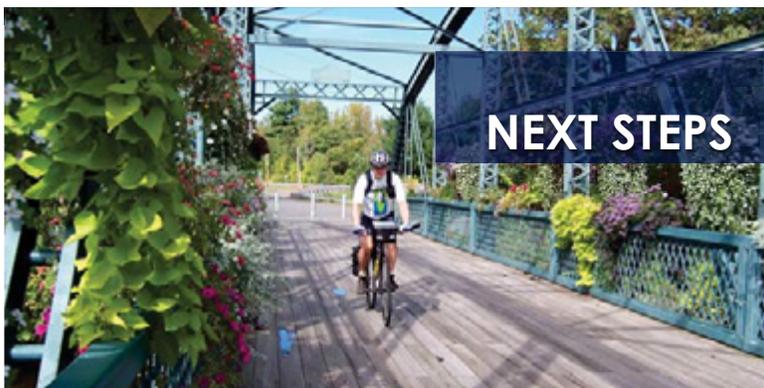
## QUESTION 13: OPPORTUNITIES - LOCAL SIGN ORDINANCE

How should Simsbury handle interpretive signage?

1. Current approach
2. NPS Style
3. Not sure



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## NEXT STEPS

- Education and enforcement outreach
- Final pop up on November 25<sup>th</sup>
- Close survey
- Conclude data collection and existing conditions analysis
- Meet with Advisory Committee in late-January 2018
  - Discuss potential recommendations
- Wrap up in February 2018



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# Simsbury Pedestrian and Bicycle Master Plan

## Advisory Committee Meeting #2: Meeting Summary

### Time and Place:

Monday, November 13<sup>th</sup> at 5:00 PM, Simsbury Public Library, 725 Hopmeadow St

### Attendees:

Name	Affiliation
Adam Kessler	Town of Simsbury, Engineering
Al Kodet	Resident
Anita Mielert	Simsbury Main Street Partnership (SMSP)
Camilla Thompson	Resident and Bicyclist
David Pena	Town of Avon
David Rodney	Simsbury Free Bike
Debbie Thibodeau	Simsbury Bicycle and Pedestrian Advisory Committee (BPAC)
Diana Moody	Simsbury Bicycle and Pedestrian Advisory Committee (BPAC)
E.J. LaMontagne	Simsbury Aging and Disability Commission
Jack Jorgensen	Governor's Bridge Homeowner's Association - Tariffville
James Rabbitt	Town of Simsbury Planning & Zoning
Joe Townsley	Resident
John Lockwood	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Laura Russotto	Squadron Line School Safe Routes to School Coordinator
Lauren Devin	Simsbury Police Department
Mark Scully	Ensign Commons
Matt Naughton	Town resident / bicycling and walking advocate
Patrick Zapatka	CTDOT
Pattie Smith Jacobus	Simsbury Bicycle Pedestrian Advisory Committee (BPAC); Simsbury Free Bike
Paul Mikkelson	Valley Cycling Group
Sarah Nielsen	Simsbury Main Street Partnership (SMSP)
Sheree Landerman	Tariffville Village Association, former Simsbury Bicycle and Pedestrian Advisory Committee
Steven Antonio	Antonio's Restaurant (133 Holcomb Street, Simsbury)



Suzanne Zupin	Town resident / bicycling and walking advocate
Walter Rochefort III	The Bicycle Cellar; Pedego Electric Bikes Simsbury
Wanda Colman	Town resident
Tom Roy	Town of Simsbury Public Works Department
Marcy Miller	Fitzgerald & Halliday, Inc.
Mary Miltimore	Fitzgerald & Halliday, Inc.
Eric Weis	Cogent

### Meeting Summary:

Tom Roy, Director of the Public Works Department for the Town of Simsbury and the Project Manager for this project, began the meeting by welcoming all attendees and thanking them for their participation in the Advisory Committee. Each attendee briefly introduced him or herself and their interest in bicycling and walking in Simsbury. Tom then reviewed the purpose behind this study and the Committee’s role. He also emphasized the important role the final product will play in acquiring funding to implement the Plan’s recommendations. He explained that they will be much more likely to attain funding if a Plan is already in place that has the community’s support.

A full copy of the presentation that was shown at this meeting can be found at:

<https://www.simsbury-ct.gov/simsbury-pedestrian-and-bicycle-master-plan>

### Meeting Presentation

Marcy Miller gave a presentation that began by recapping what was covered in the previous meeting, including the introduction of the project and the mapping activity during which attendees identified key destinations and preferred bike routes in Simsbury. She also reviewed the visioning and goals activity during which attendees were asked to describe what they want for the future of walking and biking in Simsbury and what steps they want to take to achieve that vision. She explained that the project team created a draft vision, mission, and set of goals based on the input received.

#### Draft Vision

The Town of Simsbury will have an expanded and ADA-accessible network of sidewalks, greenways, trails, and on-street roadway connections linking people to job, schools, destinations, adjacent communities, and each other. Through improving upon the existing infrastructure, residents will enjoy improved quality of life, public health, and economic opportunity.

#### Draft Mission

Simsbury is committed to active lifestyles that includes walking and bicycling for transportation, recreation, exercise, and overall quality of life.

#### Draft Goals

1. Improve pedestrian and bicyclist safety for all community members, regardless of age, ability, and experience.
2. Improve connections to and between key destinations for employment, education, culture, recreation, and shopping within town and the overall region.

3. Educate all users, including pedestrians, bicyclists, and motorists, on how to safely share the road.
4. Capture the economic benefits for local businesses that result from accessibility and an active, mobile community are sparked by an increase of pedestrians and bicyclists.
5. Foster the development of a cohesive Town brand that promote the culture of active transportation through coordinated and consistent designs, including signage.
6. Identify and maintain necessary infrastructure and resources to provide comfortable, attractive, and safe amenities for pedestrian and bicycle use.

While no meeting attendees provided comments on the draft vision or goals during the meeting, they were encouraged to reach out with their feedback in the coming weeks. She explained that the project team will then update the draft vision, mission, and goals based on their feedback before finalizing them.

### Outreach Update

Marcy provided an overview of the two pop-up outreach events that occurred. The first was on October 28<sup>th</sup> at the Simsbury Spooktacular Chili Challenge and the second was earlier in the day on November 13<sup>th</sup> near the entrance to Fitzgerald's Foods. She stated that there will be one additional pop-up outreach event in the coming weeks and that the purpose of this pop-up series is to "bring the meeting to the community" and engage the public about what would encourage them to walk more in Simsbury. Participants have been encouraged to write their responses in a designated space on a poster or draw on a map to indicate where they would like to walk more. Marcy explained that the pop-ups have focused on walking since the project team has already received a large amount of input on issues and opportunities for bicycling in Simsbury. Both pop-ups have also provided an opportunity to tell the community about the project and encourage them to take the online survey.

Marcy also reviewed a snapshot of the responses from the respondents who have completed the online survey thus far. An attendee stated that she did not find many opportunities to reference a specific road in their responses to the online survey questions. Marcy responded that to keep the survey relatively brief, specific questions were not included. However, the pop-up outreach events and Advisory Committee meetings provide opportunities for the project team to expand on the survey questions and discuss more specific information, such as roads that need improvements.

### Education and Enforcement

Marcy stated that in the upcoming weeks the project team will begin to assess the potential opportunities for educational programs and increased enforcement of existing laws. She explained that the project team need guidance from the Advisory Committee to ensure that the team focuses on the things that most effectively meets the community's needs. Marcy then polled attendees on key questions regarding education and enforcement. The questions and the attendees' responses are summarized below:

***Question 1:** Do you feel that additional school programming for walking and bicycling safety and skills is an important focus for the next 5 years? 10 years?*

- The majority of attendees voted yes. An attendee who responded yes explained that they felt that existing school programming for such skills was not enough.
- One of the 18% of attendees who voted no stated that she was considering the limited number of resources available and had wanted more resources to be dedicated to all community members, including those without children in school and /or the elderly.



Question 2: *More specifically, is this school programming for walking and bicycling safety and skills as important as enhancing the sidewalk network in key areas of town?*

- While 35% of attendees voted yes, the majority voted no. An attendee stated that they felt that sidewalks were the most crucial, basic component of improving safety for all and should be prioritized.

Question 3: *Do you feel Simsbury can benefit from a public relations / marketing campaign directed towards drivers, cyclists, and pedestrians on how to share the road?*

- With 74% of the vote, most attendees voted yes to this question.
- One of the 11% of attendees who voted no explained that he felt people's habits were very engrained already and doesn't feel that a public relations campaign would be sufficient to encourage people to change. This attendee also described the persistent confusion that exists among all the roadway's users about how to share the road.
- The remaining 15% of attendees were unsure whether or how much Simsbury would benefit from such a campaign.

Question 4: *Do you think bicyclist traffic violations should be better enforced by police in Simsbury?*

- Most attendees, 74%, voted yes in response to this question.

## Signage & Wayfinding

Eric Weis thanked attendees for their time and began this section of the presentation by providing an overview of signage and wayfinding that explained how signage is regulated both on roads and on shared-use paths as well as the various types of signage. Signage and pavement markings for streets and shared-use paths are regulated by the *Manual on Uniform Traffic Control Devices (MUTCD)*, which specifies guidelines that shall be followed, that should be followed and that may be followed for three main types of signage: regulatory signs, warning signs, and guide signs. There are many different signs in each category pertaining to bicycle routes, including pavement markings.

Eric explained there were other manuals that provide additional guidance and inspiration, which can be considered supplemental to the MUTCD. One example is the *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide*.

Eric explained that it was important for the whole project team, including the Committee members, to have an understanding of the national signage guidelines within which Simsbury can develop its own signage system for pedestrians and bicyclists. He highlighted results from the online survey that indicate that signage is an important issue for community members. He then explained that wayfinding signage serves the purpose of either following a route or finding a destination, and provided examples of each as well as examples of existing wayfinding signage in Simsbury.

In response to the examples of existing signage within Simsbury, attendees described some of the existing issues they think exist.

- An attendee stated that trails in Connecticut lack signage that provide an awareness of where a trail user is relative to the surrounding area. This poses a safety risk if a trail user is injured and needs to call for help but cannot describe where medical personnel can find the injured party.

- Another attendee described examples from the Midwest where signage along trails describes activities, restaurants and shopping opportunities that trail users can discover as they travel.
- In response to an attendee’s question about trail signage height, Eric stated that signage along trails were required to be a distance off the trail. Overhead sign minimum clearance is 8 feet and for trailside signs the minimum clearance is 4 feet.
- In response to a question, Eric stated that MUTCD does not include any guidelines on pedestrian signage design (aside from shared walking-bicycling paths) but such signage could be incorporated into shared-use path signage.

Next, Eric polled attendees on key questions regarding signage and wayfinding. He also emphasized that the polling activity, and its results are meant to provide the project team with guidance and to spark discussion. It should not be considered formalized and final voting. The questions and the attendees’ responses are summarized below:

Question 5: What type of local signage do you prefer? (Option 1: standard green design; Option 2: local design that has unique colors chosen by Simsbury; Option 3: grassroots, temporary designs)

- Most attendees chose Option 1 to indicate that they preferred traditional signage design that is in line with MUTCD.
- An attendee who voted for Option 2 clarified that they didn’t necessarily like the color scheme in the example but liked the idea that Simsbury’s signage could be used to develop a town brand.
- Another attendee who chose Option 2 stated that they had chosen it because it appeared more economical as different pieces of the signage were not connected and would be easier to update.
  - Eric clarified that the green, standard signage design could also be designed with multiple signs on the same post so that it could be easily updated
- An attendee stated that consideration should be given to altering the standard signage design to indicate parks and trails.
- An attendee described how important they think it is to include an icon of a bicycle on bicycle signage so visitors do not confuse bike trails with road that permit vehicular traffic.

Question 6: Regarding the on-street signage, much information do you want on your local signage? (Option 1: destination name; Option 2: destination name and mileage; Option 3: destination name and bike icon; Option 4: destination name, mileage, and bike icon)

- Most attendees voted for the Option 4, which includes the maximum amount of information on the signage.

Question 7: Which do you prefer? Option 1 – town logo on local signage or not? Branded?

- Most attendees, 70%, chose Option 1 to indicate that they would like to see the town logo included on local signage design.

Question 8: Is it important that trails in Simsbury are called out as a part of a greater system?

- All attendees agreed that yes, this is very important.

Question 9: Which do you prefer in terms of how Simsbury marks the East Coast Greenway (ECG)?



- Most attendees indicated that they would prefer to collocate national and regional brands on a single sign assembly. Eric explained that this is typically how ECG signage is designed across its route from Maine to Florida.

Question 10: Do you think commercial signage should be regulated on the trails?

- Tom explained that a local sign ordinance already does exist and that off-site advertisements is prohibited in many ways in Simsbury. For example, signage is permitted to indicate "Restaurants this way" but are not allowed to specify a specific restaurant. Tom acknowledged that some establishments have not adhered to this ordinance.
- Most attendees voted yes in response to this question to indicate their support for the existing local sign ordinance.

Question 11: What do you prefer? (Options range from the current scheme that doesn't specify individual establishments on signage to an "anything goes" system in which businesses are permitted to put up whatever signage they would like.)

- 58% want current scheme in which signage directs people toward a general area of town where restaurants can be found but does not include information on a specific establishment.
- An attendee stated that while she had voted for Option 1, she still felt that there should be a way for a sign to meet the requirements of the local sign ordinance while also letting people know they are nearby a local business, such as a deli.
- Another attendee stated that the commercial businesses in town deserve to be represented on the bike trail in some respect.
  - Tom also highlighted that Simsbury has a key opportunity to serve the surrounding communities that have little commercial options. However, to do so, Simsbury needs to inform people of nearby retail and dining options.
  - Tom also discussed the town's longer-term vision to develop a town center area where dining and retail would be clustered.
- An attendee stated that signage should be permitted for a business like the Bicycle Cellar to enhance safety along the trails since they provide roadside assistance.
- Attendees discussed the possibility of building off of the online mapping project and booklet that the Simsbury Main Street Partnership (SMSP) developed.
  - Another attendee suggested the possibility of building off of the brochures that provide information on local establishments that are already available at the bridge entryway.
  - Other attendees emphasized that when they use the trails, they want to relax and enjoy the natural surroundings. They would prefer not to be forced to look at their phones to determine where local businesses are and think that information should be incorporated into signage.
- Tom stated that there is likely a balance to strike between promoting businesses and explicitly including their names on signage.
  - Attendees generally agreed that there is a need to retain Simsbury's local charm and natural resources by avoiding too much signage, but also consider ways to promote local economic development.

- An attendee stated that there was too much unnecessary signage and much of it should be considered for removal. She described a series of signs about historic building locations that had been posted years ago but had since deteriorated and were in poor condition. She also cited examples such as instructing a user not to pick certain flowers or to clean up after their dogs.
  - Eric explained that this is commonly referred to as sign pollution and it causes visual clutter. When the issue becomes severe, it can often lead to signage blight and obfuscate important and necessary signage while also diminishing the charm of the town.

*Question 12: Do you feel the following features would encourage people to walk or bicycle more in Simsbury? (Option 1: shade or shelter; Option 2: water fountains; Option 3: both; Option 4: neither)*

- Most attendees, 73%, indicated that they think both shade and shelter as well as water fountains would encourage people to walk more.
- Numerous attendees also stated that it would be useful if the water fountains were design to allow people to fill up water fountains.
- Another attendee stated that these types of amenities can also serve as destinations and places for people to meet and gather.
- Tom reminded people that amenities such as water fountains present some difficulties with regard to maintenance.
- Another attendee stated that there is a need for public restrooms along trails and pointed out that these could also serve as a key destination.

*Question 13: How should Simsbury handle interpretive signage? (Option 1: current approach; option 2: National Park Signage; option 3: not sure)*

- Most attendees voted for Option 1 to indicate that they preferred the current approach.
- An attendee stated they voted for the current approach after Eric had explained that while the NPS signage is beautifully designed, it is difficult to maintain and significantly more expensive.

## Next Steps

Marcy closed the meeting by thanking all attendees for their attendance and involvement in the Master Plan. She reminded attendees to keep getting the word out about the survey before it closes on Friday, December 1<sup>st</sup>, after which the project team will conclude the data collection and existing conditions analysis. She announced that the next Advisory Committee meeting will be on Monday, January 22<sup>nd</sup> and that a formal email invitation will be sent out.



# SIMSBURY PEDESTRIAN AND BICYCLE MASTER PLAN

## Advisory Committee Meeting #3



Monday, January 22, 2018 | 5 PM



## MEETING AGENDA / PURPOSE

1. Welcome / Introductions
2. Advisory Committee Meeting #2 Recap
3. Recent Activities
4. Survey Results
5. Prize Drawing
6. Needs / Prioritization Activity
7. Next Steps



## THE PROJECT TEAM

### Project lead



Town of Simsbury  
Public Works Department

### The Community!

#### Advisory Committee



#### The Public



### Consultant Team

Consultant lead:



With assistance from:



## PROJECT PURPOSE

- Establish short and long term goals to improve upon the Town's pedestrian and bicycling infrastructure
- Develop recommendations to improve walking and bicycling facilities
- Make walking and bicycling safer and more convenient in Simsbury



## ADVISORY COMMITTEE

### Purpose

- Act as a liaison to the community about this project
- Provide insight and expertise on local conditions and issues
- Brainstorm ideas and concepts with the project team
- Review and comment on draft plan
- Support the consensus of this group within the community





## SIGNAGE & WAYFINDING

### 5 Requirements

1. Fulfill a need
2. Command attention
3. Convey clear, simple meaning
4. Command respect from road and trail users
5. Give adequate time for proper response



## LOCAL SIGNAGE

Current pedestrian & bike signage in Simsbury



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## LOCAL SIGNAGE

Wayfinding signage plan for Simsbury?

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## FEEDBACK FROM YOU

### Preferences



Type?



How much information?



## FEEDBACK FROM YOU

### Preferences



Part of a larger network?



Wayfinding / commercial establishments?





## FEEDBACK FROM YOU

Preferences



Interpretive signage?



Other amenities?



## FEEDBACK FROM YOU

Preferences



- Share the road campaign
- Additional school programming (though sidewalks still ranked higher)
- Bicyclist traffic violations enforcement



## POP UP OUTREACH EVENT #3

Simsbury Public Library

- December 4<sup>th</sup>
- Had short conversations with 30 people
- Promoted online survey
- Asked what would encourage walking
  - Sidewalks
  - Crossings



## ONLINE SURVEY

- Closed survey on December 10<sup>th</sup>
- Compiled 883 results



## EXISTING CONDITIONS AND NEEDS

• Compiling information from:

○ Pop up events



○ Survey

○ Advisory Committee



○ Prior planning efforts



○ Data



○ Other



## WALK FRIENDLY COMMUNITY

### The Details

- Program began in 2011
- Bronze, Silver, Gold, or Platinum designation
- A number of cities have achieved gold and silver status
- No CT communities designated



## WALK FRIENDLY COMMUNITY

### Example: Northampton, MA

- [Sustainable Northampton Comprehensive Plan](#) set walkability goals
- 2017 [Walk/Bike Northampton](#) plan expanded goals
- Two existing roundabouts, two in design
- Curb extensions, bicycle lanes, road narrowing, wider shoulders
- Pedestrian count program
- Accessory dwelling / density bonuses policies
- Police foot and bike patrols
- Paid / trained crossing guards at all elementary / middle schools
- 22.6 miles of linked trails, 12 miles planned

Population: 28,549  
Population Density: 836/sq. mi.



## WALK FRIENDLY COMMUNITY

### What they look for

1. Community information, data, and evaluation
2. Planning and policy
3. Education and encouragement
4. Engineering and design
5. Law enforcement



## WALK FRIENDLY COMMUNITY

### Self Assessment Tool

- **COMMUNITY INFORMATION, DATA, AND EVALUATION**
  - Pedestrian coordination / dedicated staff
  - Guiding policy statement or strategy (e.g. Vision zero)
  - Nonmotorized count program
  - Analysis of safety data
- **PLANNING AND POLICY**
  - Pedestrian plan with routine implementation tracking and review
  - Targets for increased mode share and safety
  - Complete streets policy
- **EDUCATION AND ENCOURAGEMENT**
  - Safe Routes to School Programs
  - Public education or safety campaigns
  - Open Streets and other events

- **ENGINEERING AND DESIGN**
  - Sidewalk design and network coverage
  - Comprehensive design guidance
  - Formal traffic calming & speed management program
- **LAW ENFORCEMENT**
  - Dedicated traffic safety unit
  - Targeted pedestrian safety enforcement operations
  - Interdepartmental collaboration and cooperation



## WALK FRIENDLY COMMUNITY

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**SIMSBURY**  
There!

## WALK FRIENDLY COMMUNITY

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**SIMSBURY**  
There!  
Almost there



## WALK FRIENDLY COMMUNITY Self Assessment Tool

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**SIMSBURY**  
There!  
Almost there  
Needs consideration

## WALK FRIENDLY COMMUNITY More Information

- Applications accepted 2X per year (June, December)
- <http://walkfriendly.org/apply/>



## BICYCLE FRIENDLY COMMUNITY STATUS Is Gold Feasible?

- There!**
- Host bike commuter challenge
  - Update bike plan
  - Evaluate bicycle crash statistics



## BICYCLE FRIENDLY COMMUNITY STATUS Is Gold Feasible?

- Somewhat there:**
- Complete Streets policy and implementation guidance
  - Increase bicycle parking
  - Continue to expand the on-road bicycle network and connections
  - Offer short, family-oriented, community, or social rides



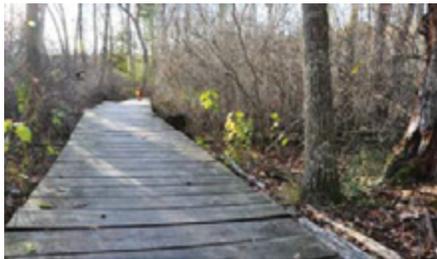
## BICYCLE FRIENDLY COMMUNITY STATUS Is Gold Feasible?

- Consider:**
- Bicycle parking standards that conform to APBP
  - Bicycle commuter classes
  - Businesses promotion of cycling to employees and patrons
  - Police enforcement for bicycle related infractions (for cyclists and motorists)



## ONLINE SURVEY

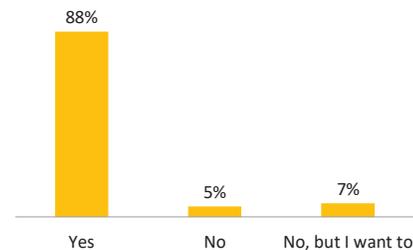
- Ran September 27<sup>th</sup> - December 10<sup>th</sup>
- Issues and opportunities for walking and bicycling
- 883 people completed the survey
  - 66% provided their zip code
  - Of these, 90% were Simsbury residents



## ONLINE SURVEY HIGHLIGHTS

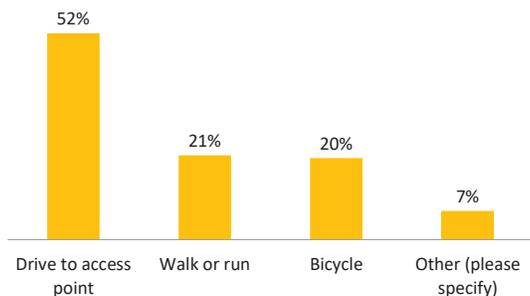
Do you walk, run, or bicycle on the trails in Simsbury?

- 88% walk or bicycle on the trails in Simsbury
- Of the 12% that do not:
  - Crime/personal safety (27%)
  - Can't easily access (19%)
  - Not interested (19%)



## ONLINE SURVEY HIGHLIGHTS

How do you typically access Simsbury's trails?



## ONLINE SURVEY HIGHLIGHTS

What types of improvements would encourage you to use the trails more? (select up to five responses)

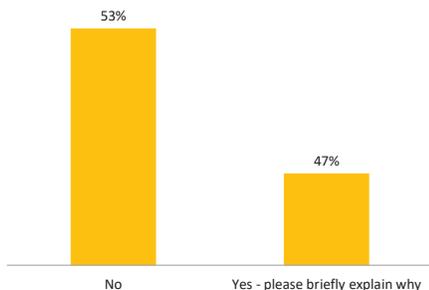
- Bicycle and pedestrian connections between trails and other destinations (57%)
- Directional maps and signage (36%)
- Additional built amenities on trail (34%)
- Improve lighting (34%)



## ONLINE SURVEY HIGHLIGHTS

Do you feel unsafe for any reason while walking along Simsbury's roads or within its shopping centers?

- Reason why not include:
  - Distracted drivers
  - High vehicular speeds
  - Narrow shoulders
  - No sidewalks
  - Inadequate lighting
  - Wildlife encounters
  - Crime



## ONLINE SURVEY HIGHLIGHTS

Pedestrian Safety – A Snapshot of Responses

### Lack of sidewalks

"Lack of sidewalks or pathways or even adequately wide shoulders on any of the roads..."

### No lighting

"Poor or inconsistent lighting makes me feel unsafe...especially at dusk or at night."

### Conflicts with other modes

"Cars fly by...even along curvy, windy roads!...I always assume they are also distracted."

"...many busy roadways outside town center lack sidewalks or marked shoulders."

"Lighting is terrible however one of the charms of Simsbury is that there are not street lights everywhere."

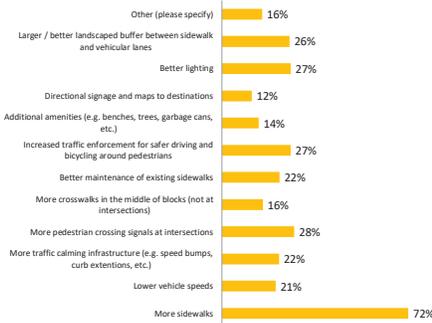
"Bikes use sidewalks even when there are bike lanes."



## ONLINE SURVEY HIGHLIGHTS

What types of improvements would encourage you to walk alongside Simsbury's roads more? (select up to five responses)

- More sidewalks (72%)
- More pedestrian crossing signals at intersections (28%)
- Better lighting (27%)
- Increased traffic enforcement (27%)

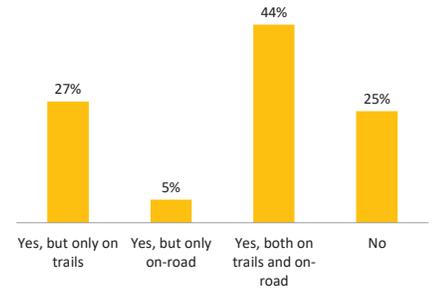


## ONLINE SURVEY HIGHLIGHTS

Bicycling on Simsbury's roads

- Reason why cyclists are not on the roads:

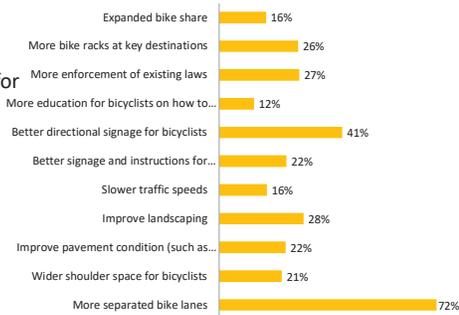
- Safety / security (52%)
- Too much traffic (36%)



## ONLINE SURVEY HIGHLIGHTS

What types of improvements would encourage you to bicycle on roadways in Simsbury more? (select up to five responses)

- More separated bike lanes (72%)
- Better directional signage for bicyclists (41%)

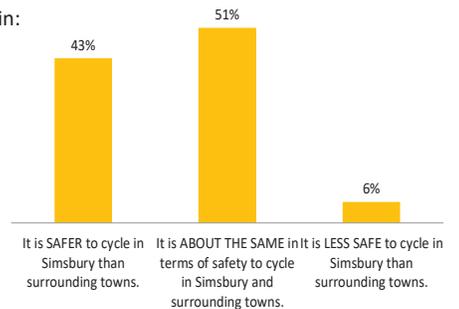


## ONLINE SURVEY HIGHLIGHTS

Please indicate whether you feel cycling is Simsbury is safer, the same or less safe than surrounding towns?

- Other safe towns to cycle in:

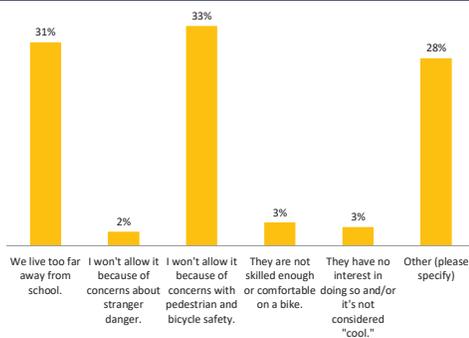
- Granby
- Canton
- Avon



## ONLINE SURVEY HIGHLIGHTS

Walking and bicycling to school

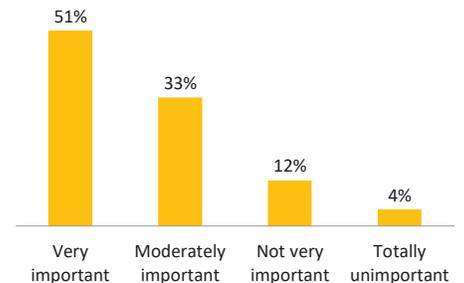
- 31% of those with school age children have their children walk to school
- Reasons why not:
  - Safety (33%)
  - Distance (31%)



## ONLINE SURVEY HIGHLIGHTS

Bicycle-Friendly Community

How important is it to you that Simsbury continue to become even more walkable and bikeable?





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## THANKS TO OUR GENEROUS DONATIONS!



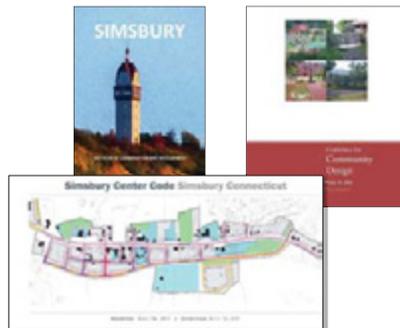
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## POLICIES AND PROGRAMS

### Current

- Complete streets resolution
- Guidelines for community design
- Route 10 corridor study
- Comprehensive plan
- Plan of conservation and development
- Simsbury form-based code



## POLICIES AND PROGRAMS

### Current

- 4th grade bike ed
- Bike / walk to school day
- Adult bike skills education
- "Positive ticketing" for kids



## POLICIES AND PROGRAMS

### Needs

- Strengthen Complete Streets
- Elderly and disabled needs



## POLICIES AND PROGRAMS

### Complete Streets Ordinance

- 2016 Complete Streets Resolution:
- Complete Streets is important to Simsbury
  - Will strive where practical and economically feasible to incorporate Complete Streets elements into projects
  - May update, processes, policies, procedures, manuals



*How does Simsbury compare to neighboring communities?*



## POLICIES AND PROGRAMS

### Complete Streets Ordinance

#### What value will an ordinance add?

- o Must consider...
- o Required to update...
- o Additional recognition

#### At what cost?

- o Human resources
- o Prioritizing the pedestrian and bicycle projects that move forward
- o Changes may disproportionately coincide with development

## POLICIES AND PROGRAMS

### Sample Recommendations

- Develop / implement a complete streets ordinance
- Expand youth bike education
- Examine signal timing



## NETWORK AND FACILITIES

### When thinking about recommendations...

#### 1) WHERE should facilities go? → Network Recommendations

- o Fill in the gaps
- o Make connections



#### 2) WHAT should go there? → Facilities Recommendations

- o Best practices
- o New sidewalk or improved sidewalk?
- o Bike parking, streetscape amenities, water fountains, etc.



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## NETWORK NEEDS ASSESSMENT

### Methodology

#### WE HEARD YOU!

- Step One (and the basis of the network identification)
  - o Weighted *Engagement Score*

Old Farms Road  
I think from Squadron Line school on Hoisington up to Route 10 is a terrible road. Sidewalk or bike lane would benefit a lot of people.  
Between County Road and Squadron Line



## NETWORK NEEDS ASSESSMENT

### Considerations

- POCD
- Other town plan / study
- Bicycle / pedestrian crash location
- ½ mile of school
- ½ mile of park, recreational area or trail
- ½ mile of retail / cultural hub
- High Strava ridership
- Regional bike map
- Statewide bike map



**STRAVA**



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## NETWORK NEEDS ASSESSMENT

### Methodology – Weighted Considerations

- **Engagement score**
- Included in POCD
- Included in other town plan or study
- Crash location that involved a bicyclist or pedestrian
- **Within ½ mile of school**
- Within ½ mile of park, recreational area or trail
- Within ½ mile of retail / cultural hub
- High number of strava users
- Regional bike map & Statewide bike map



What do you think?

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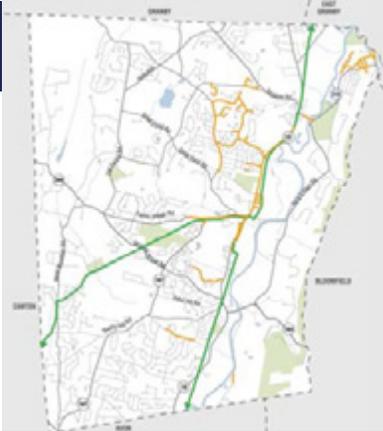
## NETWORK NEEDS ASSESSMENT

### Existing Network

Sidewalks 

FVHT / Farmington River Trail   


### Where are the needs?



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## NETWORK NEEDS ASSESSMENT

### SNAPSHOT OF TOP TEN CORRIDORS

1. Bushy Hill Road
2. Drake Hill Road
3. Farms Village Road
4. Firetown Road
5. Hopmeadow Street / Route 10
6. Stratton Brook Road
7. Tariffville Road / Route 315
8. Town Forest Road
9. West Mountain Road
10. West Street



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## NETWORK NEEDS ASSESSMENT

### FIRETOWN ROAD

- 1 **New sidewalk:** North extension from Squadron Line Road to Hoskins Road
- 2 **Improve existing sidewalk:** Between Squadron Line Road and Owens Brook Boulevard
- 3 **New sidewalk:** South extension from Plank Hill Road to West Street

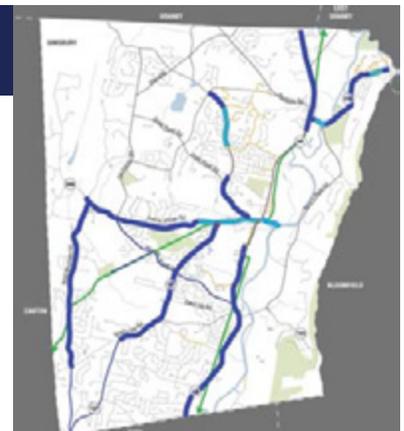


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## NETWORK NEEDS ASSESSMENT

New connections\* 

Improved Sidewalks 



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## NETWORK NEEDS ASSESSMENT

New Sidewalks 

Improved Sidewalks 

Traffic Calming 



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## NETWORK NEEDS ASSESSMENT

New Sidewalks 

Improved Sidewalks 

Traffic Calming 

Gateways 



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## NETWORK NEEDS ASSESSMENT

- New Sidewalks —
- Improved Sidewalks —
- Traffic Calming - - - - -
- Gateways ●
- New or improved crossings ■

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## NETWORK NEEDS ASSESSMENT



### What do you think?

Priority crossings along Hopmeadow St / Rte 10

- Liberty Lane
- Trail Crossing
- Sand Hill Road
- West Street/ Drake Hill Road
- Library / Fitzgerald's
- Massaco Street
- Owens Brook Boulevard
- Tariffville Road / Route 315
- Hoskins Road

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## NETWORK NEEDS ASSESSMENT

Top needs may not be top recommendations

Many other locations and facilities listed as needs in the assessment

## NETWORK RECOMMENDATIONS

Top needs may not be top recommendations

Considerations:

- Cost
- Timeframe
- Ease of implementation
- State-maintained facility

- State-maintained facility —
- Top 10 network needs —



## NETWORK RECOMMENDATIONS

### Lighting

Considerations:

- Community feedback
- Prior commitments
- POCD

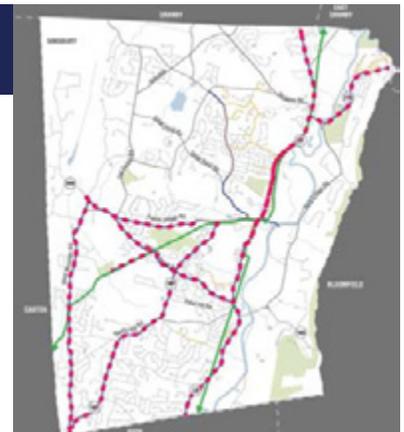


## NETWORK NEEDS ASSESSMENT

Range of traffic calming options

- Paved shoulder with buffer (e.g.: painted lines, bicycle tolerable rumble strips, etc.)
- High-visibility crosswalks
- Raised crosswalks
- Speed hump
- Paint or build curb bump-outs
- Landscaped median
- Chicane
- Traffic circle

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## FACILITIES RECOMMENDATIONS

### Range of Traffic Calming

Buffered Shoulder



Traffic circle



Curb Bump-outs



Chicane



High-visibility Crosswalk



Raised Crosswalk



## FACILITIES RECOMMENDATIONS

- Best practices by typology
- Needs assessment:
  - Sidewalks
  - Crossing signals
  - Bike parking at economic hubs
  - Trash cans
  - Signage



## SIGNAGE AND WAYFINDING

### Needs

- Enhance safety
- Help establish network
- Aid in economic development
- Educate
- Reinforce sense of place



## SIGNAGE AND WAYFINDING

### Sample Recommendations

- Types of guide signs
- Type of "gateway" signs
- Specific regulatory signs can both encourage proper behavior and educate
- Steer path users to services and local establishments



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### Sample Recommendations

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## MAINTENANCE

### Needs

- Annual maintenance: restriping
- Weekly/monthly/periodic maintenance: mowing, fence repair
- Street repaving & repair
- Budget, budget, budget



## MAINTENANCE

### Sample Recommendations

- Create classifications to inform maintenance needs
- Formalize departmental responsibility for maintenance activities
- Allow for being proactive rather than reactive
- Tree species, type of paint, et al



## NEEDS / PRIORITIZATION ACTIVITY



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## BE TOWN MANAGER FOR A DAY

### Prioritization Activity

#### Directions:

- Get your 20 tickets
- Fund the items you feel are most important
- Have fun!



## BE TOWN MANAGER FOR A DAY

### Prioritization Activity

#### Policies and Programs

1. Designate a Town pedestrian coordinator/dedicated staff
2. Implement a non-motorized count program
3. Implement a traffic calming/speed management program
4. Create Complete Streets ordinance/policy and implementation guidance
5. Create crash reduction policy statement or strategy (e.g. Vision Zero)
6. Include targets for increased mode share in this *Master Plan*
7. Implement a design toolbox of best practices
8. Offer short, family-oriented rides and/or bicycle education classes

#### Maintenance

1. Improve maintenance (mowing, leaves, snow removal) on trails
2. Chip seal resurfacing
3. Highly visible crosswalks at key destinations

#### Network/Infrastructure

1. Encourage bicycle parking at community destinations
2. Improve sidewalks near schools
3. Improve crossings to access trails, sidewalks, and community destinations
4. Add connections (sidewalks or trails) between neighborhoods
5. Improve streetscaping along key corridors
6. Build major traffic calming (e.g. curb extensions, chicanes, speed humps, speed signs etc.) along key corridors
7. Add minor amenities (e.g. dog waster bag containers, bicycle parking) along trails
8. Add major amenities (e.g. restrooms, water fountains) along trails
9. Add lighting to trails
10. Add lighting on roadways with high pedestrian and bicycle traffic
11. Make all sidewalk transitions ADA compliant



## FURTHER DISCUSSION

- How do Bicycle Friendly Gold recommendations match today’s activity results?
- How do Walk Friendly Assessment recommendations match today’s activity results?
  - Are these designations important? Should the *Master Plan* match their recommendations?
- Are there other needs that could affect the character or focus of the Town and its resources?
  - Are these changes desirable?



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## NEXT STEPS

### Plan Development

- Draft Plan to Town Staff (February 16, 2018)
- Town comments to FHI (March 2, 2018)
- Revised Draft Plan to Advisory Committee (March 16, 2018)
- Committee comments in (March 30, 2018)
- Final Plan submitted for approval (April 6, 2018)
- BOS presentation (April, 2018)



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# Simsbury Pedestrian and Bicycle Master Plan

## Advisory Committee Meeting #3: Meeting Summary

### Time and Place:

Monday, January 22<sup>nd</sup>, 2018 at 5:00 PM, Simsbury Public Library, 725 Hopmeadow St

### Attendees:

Name	Affiliation
Al Kodet	Resident
Anita Mielert	Simsbury Main Street Partnership (SMSP)
Bruce Donald	East Coast Greenway
David Blume	Resident
Debbie Thibodeau	Simsbury Bicycle and Pedestrian Advisory Committee (BPAC)
Diana Moody	Simsbury Bicycle and Pedestrian Advisory Committee (BPAC)
Ed LaMontange	Simsbury Aging and Disability Commission
Jack Jorgensen	Governor's Bridge Homeowner's Association - Tariffville
John Lockwood	Simsbury Bicycle Pedestrian Advisory Committee (BPAC)
Laura Russotto	Squadron Line School Safe Routes to School Coordinator
Lauren Devin	Simsbury Police Department
Lisa Gray	Simsbury Chamber of Commerce
Mark Scully	Ensign Commons
Patrick Zapatka	CTDOT
Pattie Smith Jacobus	Simsbury Bicycle Pedestrian Advisory Committee (BPAC); Simsbury Free Bike
Paul Mikkelson	Valley Cycling Group
Steven Antonio	Antonio's Restaurant (133 Holcomb Street, Simsbury)
Steven Mitchell	East Coast Greenway
Suzanne Zupin	Town resident / bicycling and walking advocate
Wanda Colman	Town resident
Tom Roy	Town of Simsbury Public Works Department
Marcy Miller	Fitzgerald & Halliday, Inc.
Ken Livingston	Fitzgerald & Halliday, Inc.
Mary Miltimore	Fitzgerald & Halliday, Inc.
Eric Weis	Cogent

### Meeting Summary:

Tom Roy, Director of the Public Works Department for the Town of Simsbury and the Project Manager for this project, began the meeting by welcoming all attendees and thanking them for their participation

in the Advisory Committee. Each attendee briefly introduced him or herself and their interest in bicycling and walking in Simsbury.

Next Marcy Miller, Project Manager for this project for the consultant team, began the presentation with a review of the project purpose, schedule and a recap of the previous meeting. In response to input from some Advisory Committee members, she reviewed the process and requirements for Simsbury to become a Walk Friendly Community. She emphasized the need for the Advisory Committee to consider whether the recommendations that would be required to pursue this designation is something that people would like to be prioritized in the *Draft Bicycle and Pedestrian Master Plan (Draft Master Plan)*.

Marcy highlighted some of the input the team has received from the public during the online survey. She explained that the project team has utilized the input received from that survey along with all the other public engagement efforts in addition to the existing conditions data and technical analysis to start to develop initial potential recommendations for the *Draft Master Plan*. She clarified that a key goal of the Advisory Committee meeting is to provide the Advisory Committee with an opportunity to provide input on both these things for each recommendation.

Eric Weis provided an overview of how needs and recommendations were being developed and potential strategies they might include for the following types of recommendations that will be included in the *Draft Master Plan*: policies and programs recommendations; wayfinding and signage recommendations, and maintenance recommendations. Mary Miltimore provided a similar overview of the network and facilities needs and recommendations.

A full copy of the presentation that was shown at the meeting can be found at:

<https://www.simsbury-ct.gov/simsbury-pedestrian-and-bicycle-master-plan>

## Discussion

Meeting attendees were encouraged to ask questions and provide feedback throughout the presentation. The following is a summary of the discussion points:

- In response to a question about the differences between a shared use path and sidewalk, the project team explained that both bicyclists and pedestrians are permitted along shared-use paths whereas sidewalks are intended to be used only by pedestrians, with some potential exceptions such as young children on bicycles.
  - A shared use path is a minimum of eight feet wide whereas the width of a sidewalk can range but is typically between four feet and ten feet. The decision about which facility is appropriate along a certain corridor includes the consideration of the existing right-of-way, or the amount of available space, as well as the existing or recommended bicycle and pedestrian network, such as the need for such facilities and potential connections to surrounding facilities.
- The methodology that was used to identify key needs within the network included the identification of all streets within  $\frac{1}{2}$  mile of any school. An attendee suggested changing this buffer zone to include any street that is within  $\frac{1}{4}$  mile of any school. This is line with guidelines for Safe Routes to School. After further discussion, it was determined that the  $\frac{1}{4}$  of a mile guideline refers to the actual road length, as opposed to a straight-line distance. Since the tool



in ArcGIS accounts for straight-line distances, the ½ mile buffer zone is a better fit for the purposes of this methodology.

- During a portion of the presentation, Mary described the large amount of input that highlighted the need to improve crossings along Route 10. After displaying a map of the numerous distinct locations where people had stated there was a need for a crossing, Mary asked for input on which crossings should be prioritized or further discussed.
  - Between library and shopping center with Fitzgerald's: This location was noted as the most frequently referenced crossing that was received via public input.
  - Route 10 and West Street: Attendees stated that many truck drivers run the light at this intersection. In response to a question from Marcy, attendees stated that crosswalks at each of the four legs or approaches for this intersection could be an improvement for pedestrians. Additional crossings at this intersection could also serve the need some members of the public had cited for a mid-block crossing slightly to the north of this location.
  - Massaco Street - Attendees notes the importance of creating safer crossings at these intersections due to their proximity to nearby schools.
  - Pent Road (at the post office) and slightly north of Owens Brook Boulevard (at the Town Hall) - Attendees also noted the importance of crossings at these intersections.
  - An attendee suggested the addition of a traffic light with pedestrian crossings that would accommodate the need for crossings at Massaco Street, Seminary Road, Pent Road and near Owens Brook Boulevard.
  - An attendee noted that there has already been some coordination and discussion with CTDOT about a potential additional traffic light along Route 10.
  - Tom stated that the Town is considering potential improvements for the Town Hall's access.
  - An attendee noted that many bicyclists go straight from trailhead to trailhead when crossing Sand Hill Road.
- An attendee notes that the Town has narrowed traffic lanes and widened shoulders along roads like Route 10 to calm traffic. However, some motorists have treated the shoulder like a travel lane when at intersections. For example, if one car is stopped at an intersection and waiting to turn left, the car behind it will move forward into the space designated as a shoulder to either turn right or go straight. There was some discussion about potential curb bump-outs at such locations.
- An attendee pointed out that very few cities or towns in Connecticut have a separate budget item for maintenance along their trails.

### Interactive Activity

Next, participants were asked to participate in a prioritization activity which they were each given 20 tickets. Attendees were provided a choice of twenty-four potential recommendations that had been

described in more detail during the presentation. Each recommendation was displayed on a box that included its name, an example of what that recommendation could look like and how many tickets that recommendation “cost”. The cost ranged from low (one ticket) to very high (five tickets) and was intended to indicate an approximate cost.

The attendees were asked to use their limited number of tickets to indicate which of these recommendations should be prioritized. Attendees were permitted to allocate all their tickets into one recommendation or divide them among any number of projects. A summary of the results of these results is provided below. The recommendations that received the most number of tickets were as follows:

- N6 - Build major traffic calming (e.g. curb extensions, chicanes, speed humps, speed signs etc.) along key corridors (15% of tickets)
- P3 – Implement a traffic calming / speed management program (9%)
- N2 – Improve sidewalks near schools (9%)
- N4 - Add connections (sidewalks or trails) between neighborhoods (9%)
- M1 – Improve maintenance (mowing, leaves, snow removal) on trails (8%)

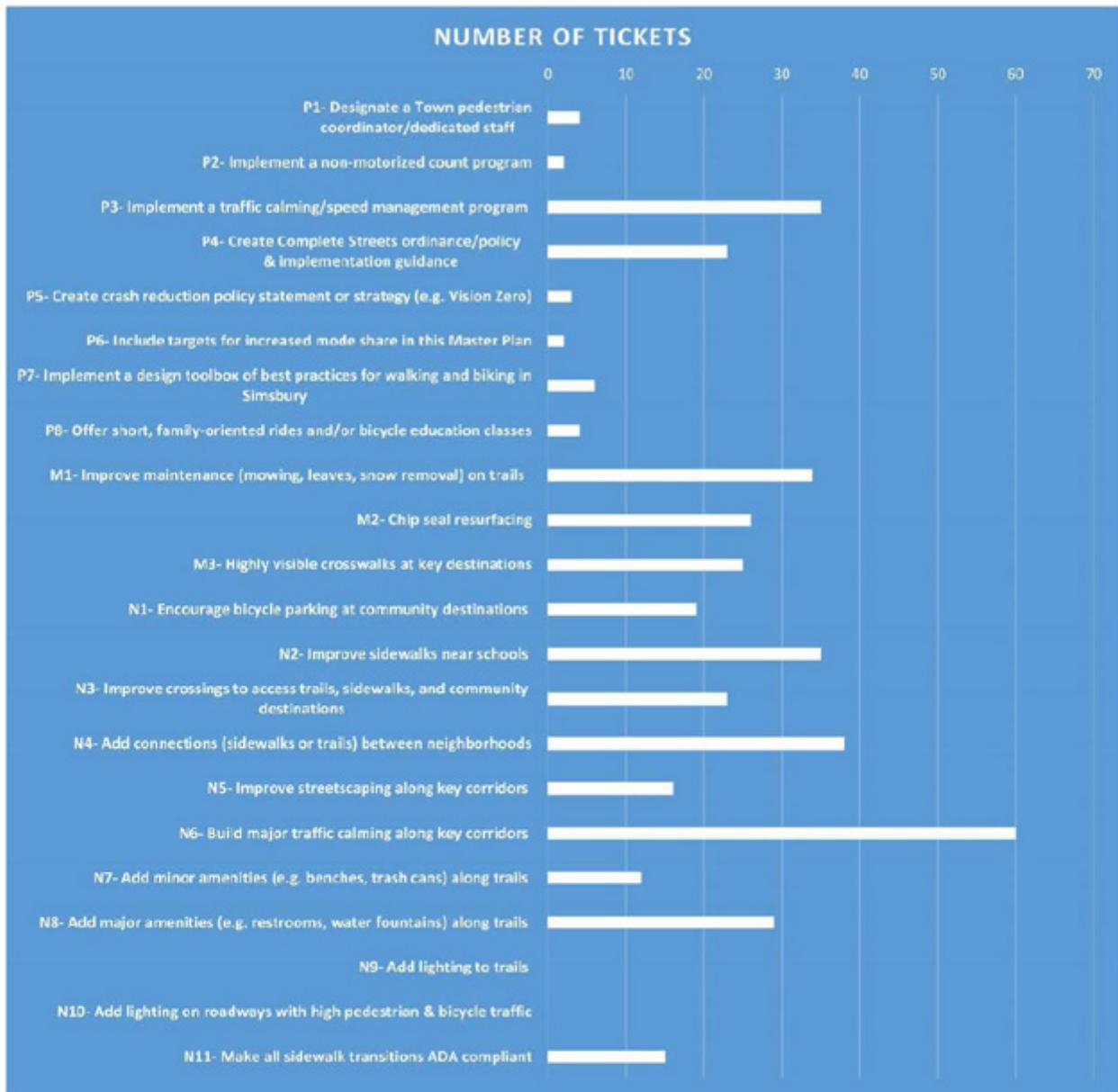
When taking the cost of each recommendation into account and if each participant submitted the correct number of tickets for each recommendation, the recommendations that had the greatest number of submissions were as follows:

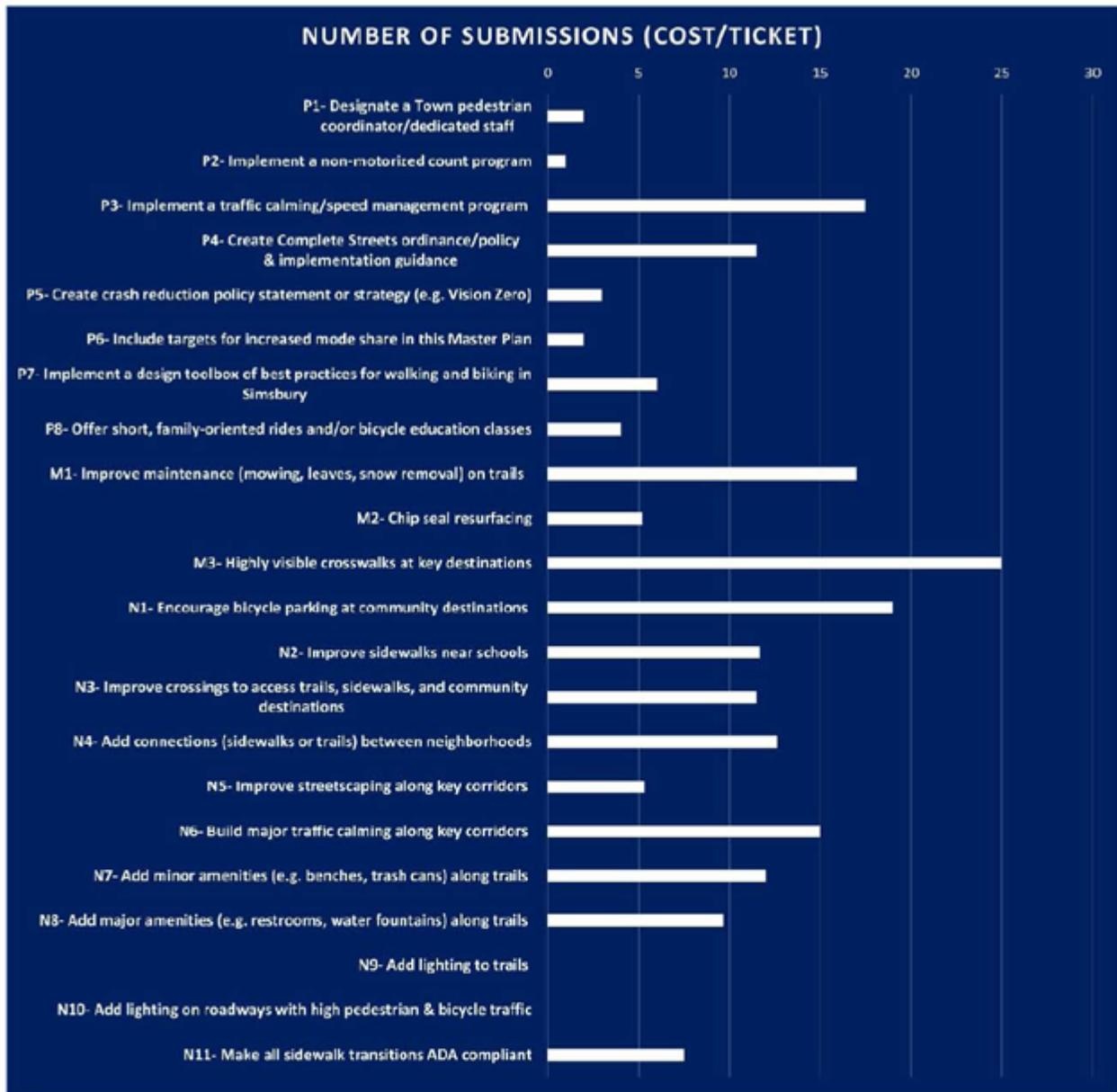
- M3 – highlight visible crosswalks at key destinations (25 submissions)
- N1 – Encourage bicycle parking at community destinations (19 submissions)
- P3 – Implement a traffic calming/ speed management program (18 submissions)
- M1 – Improve maintenance (mowing, leaves, snow removal) on trails (17 submissions)

It should be noted that this activity is intended to provide the project team with guidance on which potential solutions are of the highest importance amongst Committee members. These results should not be considered any kind of formal or final voting.



#	Improvement	Cost	Tickets submitted		Submissions (# of tickets/cost)	
			#	%	#	%
P1	Designate a Town pedestrian coordinator/dedicated staff	2	4	1%	2	1%
P2	Implement a non-motorized count program	2	2	0%	1	1%
P3	Implement a traffic calming/speed management program	2	35	9%	18	9%
P4	Create Complete Streets ordinance/policy and implementation guidance	2	23	6%	12	6%
P5	Create crash reduction policy statement or strategy (e.g. Vision Zero)	1	3	1%	3	2%
P6	Include targets for increased mode share in this Master Plan	1	2	0%	2	1%
P7	Implement a design toolbox of best practices	1	6	1%	6	3%
P8	Offer short, family-oriented rides and/or bicycle education classes	1	4	1%	4	2%
M1	Improve maintenance (mowing, leaves, snow removal) on trails	2	34	8%	17	9%
M2	Chip seal resurfacing	5	26	6%	5	3%
M3	Highly visible crosswalks at key destinations	1	25	6%	25	13%
N1	Encourage bicycle parking at community destinations	1	19	5%	19	10%
N2	Improve sidewalks near schools	3	35	9%	12	6%
N3	Improve crossings to access trails, sidewalks, and community destinations	2	23	6%	12	6%
N4	Add connections (sidewalks or trails) between neighborhoods	3	38	9%	13	6%
N5	Improve streetscaping along key corridors	3	16	4%	5	3%
N6	Build major traffic calming (e.g. curb extensions, chicanes, speed humps, speed signs etc.) along key corridors	4	60	15%	15	8%
N7	Add minor amenities (e.g. dog waster bag containers, bicycle parking) along trails	1	12	3%	12	6%
N8	Add major amenities (e.g. restrooms, water fountains) along trails	3	29	7%	10	5%
N9	Add lighting to trails	4	0	0%	0	0%
N10	Add lighting on roadways with high pedestrian and bicycle traffic	5	0	0%	0	0%
N11	Make all sidewalk transitions ADA compliant	2	15	4%	8	4%
Total			411		199	





## Next Steps

The project team randomly selected the winners of the giveaways that people could enter to win after completing the online survey. The giveaways included a bike stand and a FitBit, generously donated by the Bicycle Cellar and Simsbury Main Street Partnership. The survey winners were not present at the time their names were selected and were notified after the meeting.

Marcy closed the meeting by thanking all attendees for their attendance and involvement in the development of the *Draft Master Plan*. The Committee's input and guidance has been invaluable to the process and the project team is very appreciative of their time and contributions. While this is the final meeting, she reminded attendees that they will be asked to review the *Draft Master Plan* prior to the final presentation. She announced that Committee members can expect to receive the draft via email in the next few months and will be provided with a timeframe during which they will be asked to submit comments.

# APPENDIX B: PROJECT MARKETING MATERIALS





## Project Website

The screenshot shows the website header with the town name and navigation menu. The main content area features the title "Simsbury Pedestrian and Bicycle Master Plan" and a large graphic with the same title and icons for a bicycle, wheelchair, stroller, and pedestrian. Below the graphic is a paragraph explaining the plan's goals and a list of meeting agendas.

**TOWN OF SIMSBURY CONNECTICUT**

HOW DO I...? GOVERNMENT TOWN SERVICES VISIT BUSINESSES CONTACT US

Simsbury Complete Streets Resolution (2016)  
 Bicycle Friendly Community Application  
 Bicycle Friendly Community Feedback  
 Bicycle Friendly Community Report Card  
 Farmington Canal Heritage Trail Crossings Road Safety Audit (2016)  
 Pedestrian and Bicycle Advisory Committee Members

Home » Government

### Simsbury Pedestrian and Bicycle Master Plan

**Simsbury Pedestrian and Bicycle Master Plan**

The Town of Simsbury is developing a *Pedestrian and Bicycle Master Plan*. The Plan will establish short and long term goals to improve upon the Town's pedestrian and bicycling infrastructure. It will also develop recommendations to improve walking and bicycling facilities with a focus on making biking and walking safer and more convenient in Simsbury.

Please check back regularly to stay updated on the development of this Plan!

**What's a Master Plan?**

**Agendas**

- Meeting Agenda  
January 22, 2018 - 5:00pm
- Meeting Presentation  
January 22, 2018 - 5:00pm
- Meeting Agenda

## Project Business Card

The business card features the town logo and the title "Simsbury Pedestrian and Bicycle Master Plan". Below the title is a call to action to learn more and find a link to the online survey, with the URL www.simsbury-ct.gov/bikeped. The background of the card shows a group of people walking and cycling on a path.

**Simsbury Pedestrian and Bicycle Master Plan**

Learn more and find a link to the online survey:  
[www.simsbury-ct.gov/bikeped](http://www.simsbury-ct.gov/bikeped)

The graphic has a dark blue background with white text. It promotes an online survey with a chance to win a bike stand or Fitbit. It includes the survey URL and a row of icons representing various modes of transportation: bicycle, wheelchair, stroller, pedestrian, and runner. Below the icons is a note about the giveaways being made possible by donations from the Bicycle Cellar and the Simsbury Main Street Partnership.

Take our **ONLINE SURVEY** for a chance to WIN A BIKE STAND OR FITBIT!!

[www.surveymonkey.com/r/SimsburyPedBikePlan](http://www.surveymonkey.com/r/SimsburyPedBikePlan)

These giveaways are possible thanks to the generous donations from the **Bicycle Cellar** and the **Simsbury Main Street Partnership**

# Project Tri-fold Brochure

## How does Simsbury benefit?

**Economic**  
Research by Headwaters Economics shows that homes near walkable and bikeable trails enjoy premiums of between 5% to 10%. Other surveys have put that percentage even higher. In addition, those who walk and bicycle on greenways often stop to eat, drink, and recreate in their destinations.

**Sense of community**  
Pedestrians move at a pace that allows for face-to-face interactions. In many ways Simsbury's trail system has become a "town green" where residents can meet and share a sense of community. Bicyclists also share a sense of community and are more likely to stop at trail side venues, to rest, eat and shop.

**Better access**  
Walking and bicycling provide an alternative option to driving. For those who do not have the option to drive, such as people with certain disabilities, this lack of choice in transportation creates an inconvenient and unjust barrier to mobility. We want our community to be inclusive and accessible to everyone.

**Health**  
The U.S. Department of Health and Human Services recommends 10,000 steps per day to achieve better health and fitness. Bicycling is a low-impact exercise that improves overall balance and coordination. Both activities increase the health of the heart and cardiovascular systems and can improve resistance to obesity related health problems such as strokes, diabetes, and cancer. More trails and a walkable environment promote an active lifestyle and health choices in the community.

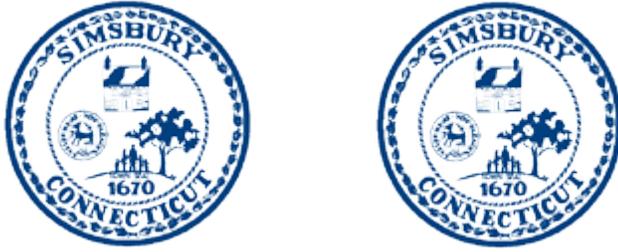
**Environment**  
Pedestrians and bicyclists require less space on the roadway than drivers. According to the EPA, vehicular transportation is responsible for nearly 80 percent of carbon monoxide and 55 percent of nitrogen oxide emissions in the U.S. Commuting or running errands by walking and biking promotes a cleaner environment.

## Project Contacts

Town of Simsbury:  
**Thomas J. Roy, PE**  
Director of Public Works  
(860) 658-3222  
TRoy@Simsbury-ct.gov

Fitzgerald & Halliday:  
**Mary Miltimore, AICP**  
Sr. Community Planner  
(860) 247-7200  
mmiltimore@fhiplan.com

# Simsbury Pedestrian and Bicycle Master Plan



*Building a better Simsbury...*

**Simsbury Public Works**  
(860) 658-3222  
[www.simsbury-ct.gov/public-works](http://www.simsbury-ct.gov/public-works)

Developing and improving on our existing infrastructure to provide a better and safer environment for bicycles and pedestrians. To make Simsbury a better place to live, work and play...



### What is a Master Plan?

A Master Plan is a comprehensive, long-term strategy or planning document to guide future growth, development, and improvements of the Town. A Master Plan is a "blueprint for the future".

A Master Planing process includes analysis, recommendations, and proposals for key features, including transportation, in a community. The Plan is guided by public input, surveys, planning initiatives, existing development, physical characteristics, and social and economic conditions.

### What Will the Products Be?

The product will be a Plan that contains policy and programmatic recommendations to fulfill the goals identified by the Town and residents.

These recommendations will include network improvements, education, and enforcement strategies, wayfinding and signage recommendations and maintenance guidelines for the Town's facilities and programs.




### Who is Involved?

**Project Lead**

- Town of Simsbury Public Works Department

**The Community**

- Advisory Committee:** advocates and representatives from the community organizations, businesses, and institutions with key local knowledge about walking and bicycling in Simsbury.
- YOU!** The public! We need your input!

**Consultant Team**

- FITZGERALD & HALLIDAY, INC. & COGENT

### What's the Purpose of this Plan?

The Town of Simsbury is developing a *Pedestrian and Bicycle Master Plan*.

The Plan will establish short and long term goals to improve upon the Town's pedestrian and bicycling infrastructure. It will also develop recommendations to improve walking and bicycling facilities with a focus on making biking and walking safer and more convenient in Simsbury.




### How Can You Get Involved?

- Visit the project website to learn about the latest updates:  
[www.simsbury-ct.gov/bikeped](http://www.simsbury-ct.gov/bikeped)
- Take our online survey to tell us what you think about walking and biking in Simsbury:  
[www.surveymonkey.com/r/SimsburyPedBikePlan](http://www.surveymonkey.com/r/SimsburyPedBikePlan)
- Write to us! Submit a comment to Mary Miltimore of FHI at [mmiltimore@fhiplan.com](mailto:mmiltimore@fhiplan.com)
- Stop by one of our pop-up outreach tables at community events and locations during the fall of 2017
- Show us what you think! See something that highlights an issue or opportunity for pedestrians and bicyclists around Simsbury? Take a photo of it and send it Mary Miltimore of FHI at [mmiltimore@fhiplan.com](mailto:mmiltimore@fhiplan.com)

### Project Schedule?

	2017					2018	
	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Pop Up events							
Online Survey							
Advisory Committee							
Data Collection							
Workshop and Goals							
Analysis							
Plan Development							
Community Presentations							

# APPENDIX C: COMPLETE STREETS RESOLUTION





# Town of Simsbury

933 HOPMEADOW STREET

P.O. BOX 495

SIMSBURY, CONNECTICUT 06070

## BOARD OF SELECTMEN MEETING AGENDA SUBMISSION FORM

1. **Title of submission:** Complete Streets Resolution

2. **Date of submission:** May 4, 2016

3. **Date of Board Meeting:** May 9, 2016

4. **Individual or Entity making the submission:**

Lisa L. Heavner, First Selectman and James Rabbitt, Director of Planning and Community Development

5. **Action requested of the Board of Selectmen:**

Requesting Board of Selectmen adopt the Complete Streets resolution attached to this submission.

6. **Summary of Submission:**

The resolution is for Board of Selectmen support of a complete streets approach to design, build, and use of town streets to further the health, safety, welfare, economic vitality, and environmental well-being of our town. "Complete Streets" are supported by the Institute of Transportation Engineers, the American Planning Association, US Conference of Mayors. The benefits of a "Complete Streets" policy include enhancement of mobility, improved safety, expanded transportation access/choice, and related contributions toward building a healthy community. A "Complete Streets" policy is also an important component of economic development by helping to create walkable and vibrant communities which attract and retain businesses and residents.

7. **Financial Impact:**

N/A

8. **Description of documents included with submission (All documents must be in final form and signed by the appropriate party.):**

*The following documents are included with this submission and attached hereto:*

Draft resolution and letter from James Rabbitt, Director of Planning and Community Development



# Town of Simsbury

933 HOPMEADOW STREET

P.O. BOX 495

SIMSBURY, CONNECTICUT 06070

Office of Planning and Community Development

April 18, 2016

Lisa L. Heavner, First Selectman  
933 Hopmeadow Street  
P.O. Box 495  
Simsbury, CT 06070

RE: Complete Streets Policy/Resolution

Dear Lisa:

I have attached a snippet of the National Complete Streets Coalition Web page. This organization does a nice job of summarizing what complete streets are.

<http://www.smartgrowthamerica.org/complete-streets>

Link to CTDOT web site on Complete Streets.

<http://www.ct.gov/dot/cwp/view.asp?a=3531&q=531678>

In addition, I have attached a ***draft resolution*** regarding Complete Streets for your review.

If you have any questions, please contact me.

Sincerely,

*Jamie*

James D. Rabbitt, AICP  
Director of Planning and Community Development

Cc: Thomas Cooke, Director of Administrative Services

Telephone (860) 658-3245  
Facsimile (860) 658-3205

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8:30 - 7:00 Monday  
8:30 - 4:30 Tuesday through Thursday  
8:30 - 1:00 Friday

**National Complete Streets Coalition**

GET INVOLVED  
 COMPLETE STREETS: A TO Z  
 FUNDAMENTALS  
 CHANGING POLICY  
 IMPLEMENTATION  
 FEDERAL POLICY  
 GET HELP  
 BLOG  
 NEWSLETTER  
 WHO WE ARE  
 CALLES COMPLETAS  
 ESPAÑOL

**Welcome to the National Complete Streets Coalition**

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or, worse, creeping traffic jams.

A nationwide movement launched by the National Complete Streets Coalition in 2004, Complete Streets integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. The Coalition promotes the development and implementation of policies and professional practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

To date, over 730 agencies at the local, regional, and state levels have adopted Complete Streets policies, totaling over 880 policies nationwide.

**RECENT COMPLETE STREETS NEWS**

Your questions answered about "The Best Complete Streets Policies of 2015"

Unfortunately, we were only able to answer a fraction of the questions that listeners asked. We've taken a few minutes here to answer the rest.

[READ MORE](#)

Upcoming webinar: Complete Streets Implementation and Design

Hundreds of communities across the country have adopted Complete Streets policies—the next step is to implement them. An upcoming webinar will help transportation planners and practitioners do just that.

[READ MORE](#)

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 8:30 - 1:00 Friday



**Town of Simsbury, Connecticut  
Resolution to Adopt a Complete Street Policy**

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, transit vehicles, emergency responders, users and operators of public transportation, seniors, children, youth and families;

**WHEREAS**, the people of Simsbury have expressed a desire and need for walking and bicycling options;

**WHEREAS**, “Complete Streets” is a national movement that fundamentally changes how we view our communities and how we design, build, and use our streets in order to further the health, safety, welfare, economic vitality, and environmental well-being of our town. “Complete Streets” are supported by the Institute of Transportation Engineers, American Planning Association, US Conference of Mayors, and other planning and public health professionals;

**WHEREAS**, the Town of Simsbury recognizes the numerous benefits associated with the adoption of a Complete Streets policy to enhance mobility, improve safety, expand transportation access/choice and related contributions toward building a healthy community. A Complete Streets approach to design contributes to an enhanced quality of life and economic vitality for residents and businesses. Benefits include reducing vehicle miles traveled and increasing transportation by walking, bicycling and public transportation, which can help address a wide variety of challenges, including pollution, climate change, traffic congestion, social isolation, obesity and physical inactivity;

**WHEREAS**, “Complete Streets” are an important component of transportation, design and economic and community development by helping create walkable and vibrant communities, which attract and retain businesses and residents and allow for the option to safely walk or bicycle to school, work, parks, or other community destinations;

**WHEREAS**, “Complete Streets” can play an important role by improving pedestrian and bicyclist interactions, reducing traffic congestion, and improving air quality both by promoting alternative forms of transportation and by helping improve traffic flow;

**WHEREAS**, the design and construction of new transportation and other facilities should consider future demand for bicycling, walking and other alternative transportation facilities and not preclude the provision of future improvements;

**WHEREAS**, the Town of Simsbury recognizes that the careful design and development of Complete Streets infrastructure provides long-term quality of life enhancements for Simsbury and supports and attracts an expanded tax base; improves public health and lowers health care expenses; provides financial benefits to property owners and businesses; and decreases air and water pollution. In contrast, the lack of a Complete Streets policy may result in significant costs to government, employers and individuals, due to the cost of physical inactivity;

**WHEREAS**, The application of “Complete Streets” will vary depending on the surrounding land uses and densities and it’s general context, however street and transportation plans should always be guided by the principle that streets should promote multiple transportation options for all people;

**WHEREAS**, the State of Connecticut Complete Streets Policy (Executive Order #31) was signed October 23, 2014 in accordance with section 13a-153f(a)(d) of the Connecticut General Statutes supported by funding via Substitute Senate Bill No. 735Public Act No. 09-154 AN ACT IMPROVING BICYCLE AND PEDESTRIAN ACCESS;

**WHEREAS, the Town of Simsbury**, therefore, in light of the foregoing benefits and considerations, wishes to demonstrate its commitment to Complete Streets and desires that its streets and multiuse trails form a comprehensive and integrated transportation network promoting safe, equitable and convenient travel for all users while preserving flexibility, recognizing community context and using the latest and best design guidelines and standards;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Selectmen of the Town of Simsbury in the State of Connecticut that the Town of Simsbury:

1. Will strive, where practical and economically feasible, to incorporate "Complete Streets" elements into transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users in comprehensive and connected networks and in a manner consistent with, and supportive of, the surrounding community.
2. Will coordinate with the Town's staff and municipal Boards and Commissions, the Capital Region Council of Governments, the Connecticut Department of Transportation, and related advisory and community organizations to develop implementation strategies, which may include revising and updating processes, policies, procedures, design and construction manuals, and other guidance to assist in this resolution's implementation.

**PASSED AND ADOPTED** by the Board of Selectmen of the Town of Simsbury, State of Connecticut on June 13, 2016, by the following vote: