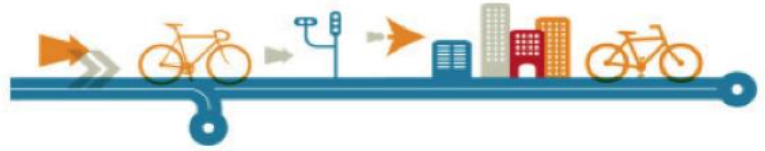




BICYCLE FRIENDLY COMMUNITY FEEDBACK



SIMSBURY, CT

Fall 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Simsbury a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Simsbury. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a comprehensive and community-wide Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users,

regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Adopt standards for bike parking that conform to APBP guidelines.

Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

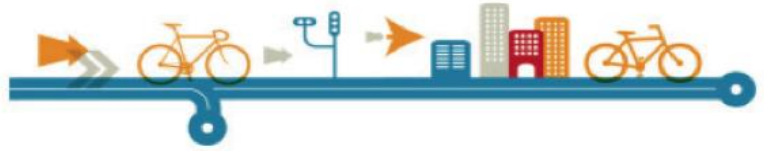
Continue to expand the on street bike network and to increase network connectivity. Turn shoulders into proper bike lanes, calm traffic speeds and turn neighborhood roads into bicycle boulevards. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.

Complete the East Coast Greenway connector.

Provide safety amenities such as adequate lighting along non-arterial streets and shared-use paths to allow for safer bike commuting before dawn and after dusk.



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Education

Offer bike commuter workshops or classes.

Encouragement

Host an annual bike commuter challenge.

Consider offering a ‘Ciclovía’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting more short (2-8 mile), family-oriented community or social rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community’s

government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Combine your various bike maps into one comprehensive local bike map published in paper and online. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Take a look at Pittsburgh’s award-winning bike map.

Enforcement

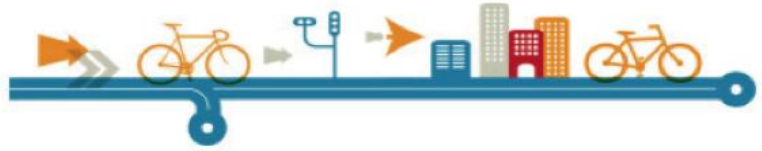
Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Pass additional ordinances that protect cyclists, e.g. make it illegal to park or drive in a bike lane (intersections excepted), and implement penalties for motor vehicle users that ‘door’ cyclists. Ensure that local law enforcement received training on any new bicycle-related laws.

Repeal the law that requires cyclists to use side paths regardless of their usability. Add the exceptions listed in the UVC to the law that requires cyclists to ride as far to the right of the road as practicable without exceptions.



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Evaluation & Planning

Update your 2007 bike plan before 2017, if possible, to ensure that state-of-the-art bicycle facilities are being developed in the upcoming years. Update your bike plan every 5 years instead of every 10 years.

Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community. Available tools include Intersection Magic and the Pedestrian and Bicyclist Crash Analysis Tool.

Continue to encourage and facilitate multi-town route connectivity and bike access networks with a long term goal to integrate commuting routes to across the greater Hartford metropolitan area.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use this database to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive Find it, Fund it tool to search for eligible funding programs by bike/ped project type or review the same information as a PDF here.

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this report and an online tool to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To



Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.