



# 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  $\frac{3}{4}$  mile of any school. This is line with guidelines for Safe Routes to School. After further discussion, it was determined that the  $\frac{3}{4}$  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%)

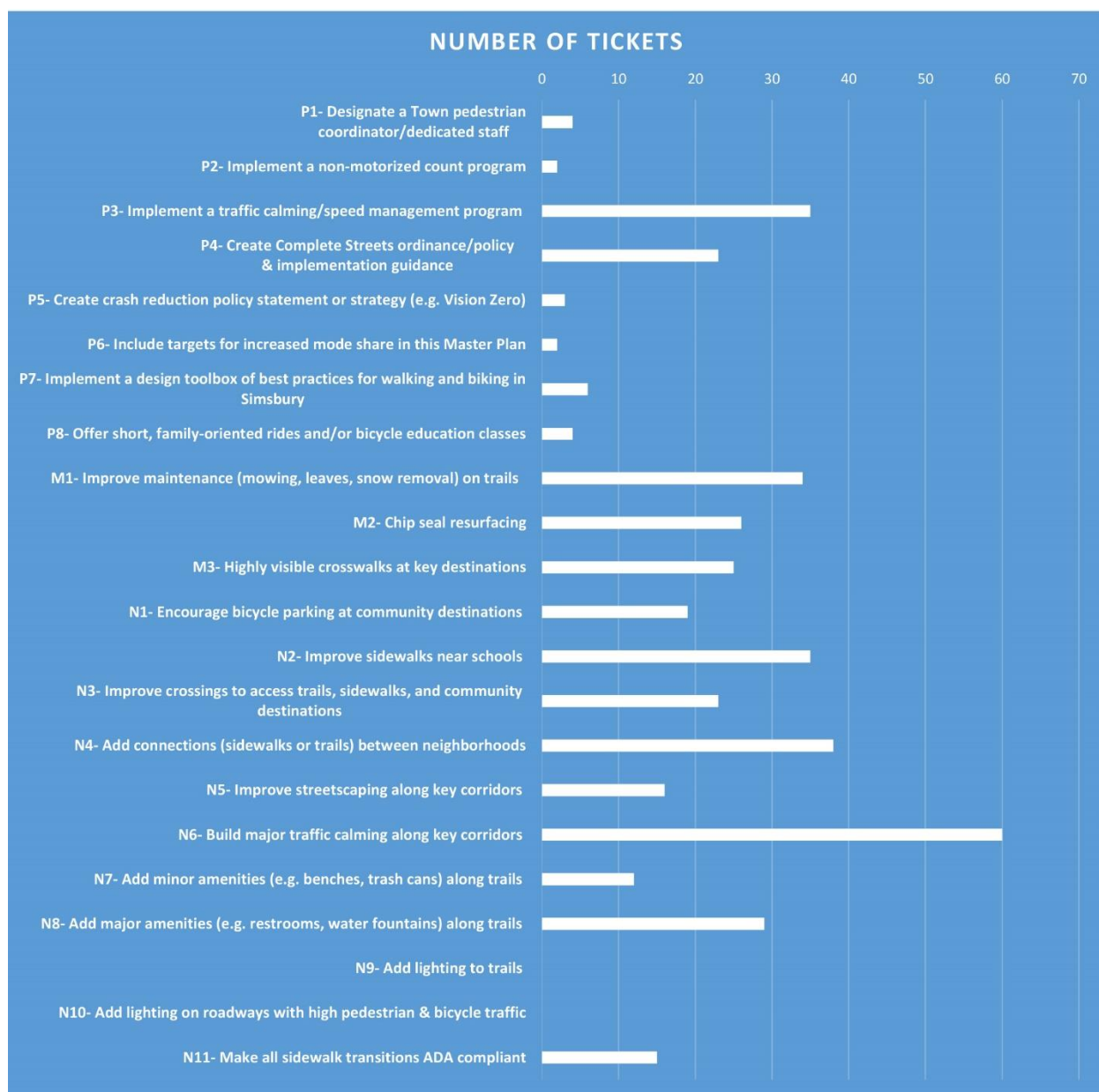
When taking the cost of each recommendation into account and if each participant submitted the correct number of tickets for each recommendation, the recommendations that had the greatest number of submissions were as follows:

- 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)

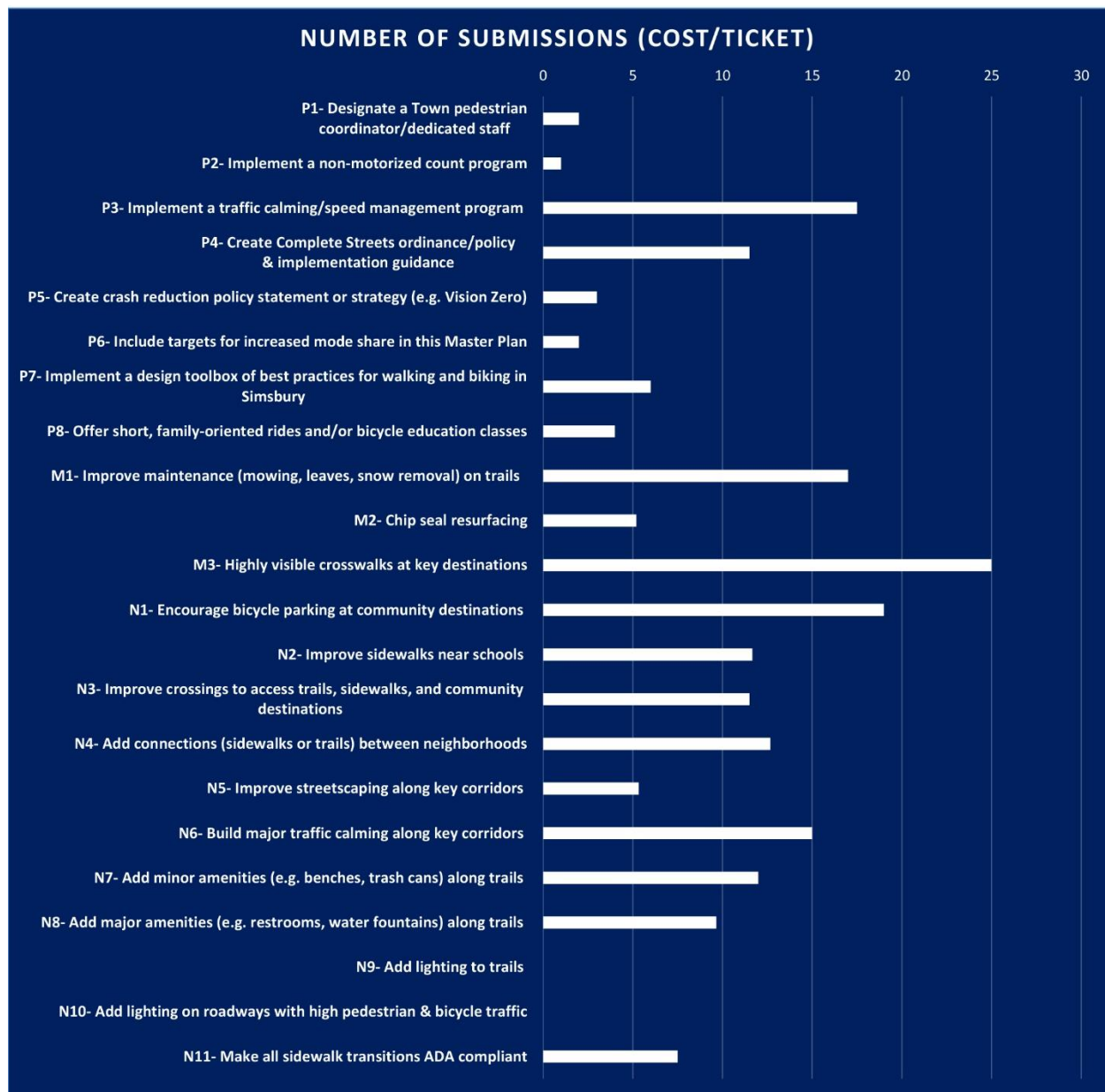
It should be noted that this activity is intended to provide the project team with guidance on which potential solutions are of the highest importance amongst Committee members. These results should not be considered any kind of formal or final voting.



#	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.