PLAN DEVELOPMENT

Thomas J. Roy, PE - Director of Public Works

Marcy Miller – Senior Project Manager, Associate
Fitzgerald & Halliday, Inc.
WHY DO THIS PLAN?

• Build upon existing efforts
• Promote walking and bicycling
• Develop recommendations
• Establish 3-, 5-, and 10-year goals
COMMUNITY OUTREACH AND INPUT

• Advisory Committee
  o Provide insight on local conditions / issues
  o Brainstorm ideas with the project team
  o Review and comment on draft plan
  o Help raise awareness of the project

• Outreach materials
  o Project website
  o Business card
  o Brochure

• Pop up outreach events (3)

• Online survey
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

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

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

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

4. **Economics**: 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. **Branding and Wayfinding**: Foster the development of a cohesive Town brand that promote the culture of active transportation through coordinated and consistent designs, including signage

6. **Maintenance**: Identify appropriate goals and standards for maintenance to provide comfortable, attractive, and safe amenities for pedestrian and bicycle use
Resident Issues Voiced at Pop Up Events

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.”
878 responses!
- 66% provided their zip code
- Of these, 90% were Simsbury residents
- 530 Simsbury responses

88% walk or bicycle on the trails in Simsbury

52% drive to the trails they are going to use

Improvements that would encourage more trail use

- Directional maps and signs to local amenities and services (e.g. restrooms, food, bicycle repair) 36%
- Additional built amenities (e.g. benches, picnic tables, restrooms, water fountains) 34%
- Additional food and beverage vendors (local businesses) 10%
- Enhanced natural environment (e.g. wildlife, plants, shade) 12%
- Improved lighting 34%
- Better maintenance 26%
- Additional access (entry and exit) points along the trail 26%
- Cultural / historical town information and signage 20%
- Bicycle and pedestrian connections (sidewalks, bike routes, etc.) between trails and other key destinations 57%
- Vehicular parking at access points 19%
- Bicycle parking at access points 7%
- Other (please specify) 22%
• 47% do not feel safe walking and biking in Simsbury!? 

• Reason why include:
  o Distracted drivers
  o High vehicular speeds
  o Narrow shoulders
  o No sidewalks
  o Inadequate lighting
  o Wildlife encounters
  o Crime

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

Only 6% say Simsbury is less safe than in surrounding towns!
NETWORK NEEDS ASSESSMENT

Existing Network

Sidewalks

FVHT / Farmington Valley Greenway

Where are the needs?
NETWORK NEEDS ASSESSMENT

Methodology

• Step 1: Inventory of input
• Step 2: Community engagement score based on number of listings
• Step 3: Other considerations
  o Identified in other studies
  o Connections to destinations
  o Crashes
  o High usage
Top 10 network needs

State-maintained facility
Top need may not be top recommendation!

Considerations:

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

Example: Lighting

Considerations:

• Community feedback
• Prior commitments
• POCD
RECOMMENDATIONS

1. POLICIES & PROGRAMS
   High, Medium and Low Priorities

2. NETWORK & FACILITIES
   High, Medium and Low Priorities

3. SIGNAGE & WAYFINDING
   High, Medium and Low Priorities
HIGH PRIORITY RECOMMENDATIONS

- School bicycle program expansion
- Bicycle Friendly Business program
- Safety / crash monitoring
- Trail user count program
HIGH PRIORITY RECOMMENDATIONS

• Bloomfield to Tariffville Multi-use Path connection (3 segments)
• Hopmeadow Street signalized intersections existing crosswalk upgrades
• Firetown Rd sidewalk installation
• Targeted elderly and disabled intersection treatments
• ADA-compliant crossings
1. **Tariffville Road**: Crossing improvements at Hopmeadow Street and FCHT / Multi-Use Path
2. **Tariffville Center**: Access management, sidewalk installation and placemaking improvements
3. **Massaco Street and Fairview Street**: Sidewalk installation and crossing improvements at Firetown Road
4. **Hoskins Road**: Sidewalk installation and crossing improvements at Clifdon Drive and Firetown Road
5. **Stratton Brook Road**: Traffic calming strategies and trail crossing improvement
6. **Latimer Lane**: Sidewalk installation and crossing improvements at Firetown Road
7. **West Mountain Rd**: Traffic calming strategies
8. **West Simsbury neighborhood to Simsbury High School**: Shared use path
HIGH PRIORITY RECOMMENDATIONS

Sample Concept Plan

Network & Facilities

Goals Achieved Through This Recommendation

- Family
- School
- Pedestrian Path

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

Timeframe

- To do within 1 to 3 years
- 3 to 5 years
- 5 to 10 years
HIGH PRIORITY RECOMMENDATION

SIGNAGE & WAYFINDING

- Signage removal
Implementation

Identifies:

- Priority
- Timeframe
- Lead organization / partners
MAINTENANCE

Trail Classes

- **Highly Developed**
  - Amenities are common, designed and maintained to a higher level

- **Developed**
  - Limited amenities, designed and maintained for users of all skill levels

- **Moderately Developed**
  - No amenities, typically native surface but graded

- **Minimally Developed**
  - Native surfaces and not maintained often
MAINTENANCE GUIDELINES
Trail Classes Examples

Class A
Linear Park

Class B
Greenway

Surface
Amenities
Maintenance

Class C
Functional

Class D
Natural Surface / Gravel
HIGH PRIORITY RECOMMENDATION

• Maintenance Policies and Procedures Manual development
  - Set appropriate expectations
  - Fund accordingly
### Improvements that would encourage more walking alongside Simsbury’s roads

- **More sidewalks**: 72%
- **Lower vehicle speeds**: 21%
- **More traffic calming infrastructure (e.g. speed bumps, curb extensions, etc.)**: 22%
- **More pedestrian crossing signals at intersections**: 28%
- **Better maintenance of existing sidewalks**: 16%
- **More crosswalks in the middle of blocks (not at intersections)**: 14%
- **Directional signage and maps to destinations**: 27%
- **Additional amenities (e.g. benches, trees, garbage cans, etc.)**: 12%
- **Increased traffic enforcement for safer driving and bicycling around pedestrians**: 27%
- **Other (please specify)**: 14%

### Improvements that would encourage more bicycling on Simsbury’s roads

- **Expanded bike share**: 8%
- **More bike racks at key destinations**: 14%
- **More enforcement of existing laws**: 29%
- **More education for bicyclists on how to ride**: 25%
- **Better directional signage for bicyclists**: 6%
- **Better directional signage for bicyclists**: 15%
- **Better signage and instructions for drivers**: 29%
- **Better directional signage for bicyclists**: 23%
- **More enforcement of existing laws**: 3%
- **Expand bike share**: 41%
- **Wider shoulder space for bicyclists**: 58%
- **More separated bike lanes**: 83%
EXISTING CONDITIONS – Simsbury’s Accomplishments
Policies, Ordinances, and Programs

**Policies and Ordinances**
- Zoning Regulations (2018)
- Complete Streets Resolution (2016)
- Simsbury Center Code (Adopted 2011, Amended 2017)
- Hartford-Simsbury Form-Based Code (2014)
- Guidelines for Community Design (2012)
- Scenic Road Ordinance (1991)

**Programs**
- AARP Network of Age-Friendly Communities Application
- Bicycle Friendly Communities
- Preserve America Community
- Simsbury Free Bike Program
- National Bike Challenge
- Safe Routes to School
- Simsbury Police Department Educational Programs
EXISTING CONDITIONS—Simsbury’s Accomplishments

State and Local Planning Efforts

State Legislation
- Improving Bicycle and Pedestrian Access—Public Act 09-154
- Vulnerable User Law—Public Act 14-31
- Bicycle Safety Bill—Public Act 15-41

CT DOT Policies and Practices
- Complete Streets Policy (No. Ex. O.-31)
- 11-Foot Lane Restriping

Simsbury/Regional Efforts
- Capitol Region Complete Streets Plan
- 2015 CRCOG Pedestrian and Bicycle Plan Addendum
- Regional Bicycle and Pedestrian Count & Active Transportation Audit
- Simsbury 2017 Plan of Conservation and Development (POCD)
- Community Connectivity Program Grants
- Route 10 Corridor Study
- Simsbury Town Center Charrette Report
- Sidewalk and Curb Ramp Assessment Services Project

Before 11’ lane policy

After 11’ lane policy
**EXISTING CONDITIONS – Simsbury’s Accomplishments**

Network & Facilities

**Bicycle Routes and Multi-Use Trails**
- Sharrowed Loop
- Farmington Canal Heritage Trail
- Farmington River Trail
- Neighborhood Connector Trails

**Bike Parking & Repair Stations**

**Public Transportation**

![Paving 2.8 miles of FCHT](image)
• Suburb of Hartford population of about 23,000
• Open space and farmland protection
• Expecting a steady decrease in population through 2040 if previous demographic trends continue
PLAN DEVELOPMENT

Existing Conditions – Signage & Wayfinding

- Shared Lane Markings
- Compliance with MUTCD
  - Signage Inventory
  - D1-3c - provides destination name, direction to that destination, and distance to the destination
- Local Sign Ordinance

Sign Inventory and MUTCD Compliance Database
## Network Needs Assessment

<table>
<thead>
<tr>
<th>#</th>
<th>Network Connection</th>
<th>Total Engagement Score</th>
<th>Weighted Engagement Score</th>
<th>Other Considerations (e.g., proximity to schools)</th>
<th>Total Assessment Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hopmeadow Street</td>
<td>125</td>
<td>12</td>
<td>19</td>
<td>27</td>
</tr>
<tr>
<td>2</td>
<td>Farms Village Road</td>
<td>32</td>
<td>3</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>3</td>
<td>Bushy Hill Road</td>
<td>48</td>
<td>4</td>
<td>11</td>
<td>14</td>
</tr>
<tr>
<td>4</td>
<td>Firtown Road</td>
<td>52</td>
<td>5</td>
<td>7</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>Tantville Road</td>
<td>44</td>
<td>4</td>
<td>7</td>
<td>12</td>
</tr>
<tr>
<td>6</td>
<td>West Mountain Road</td>
<td>39</td>
<td>3</td>
<td>7</td>
<td>11</td>
</tr>
<tr>
<td>7</td>
<td>West Street</td>
<td>26</td>
<td>2</td>
<td>9</td>
<td>11</td>
</tr>
<tr>
<td>8</td>
<td>Hoskins Road</td>
<td>27</td>
<td>2</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>9</td>
<td>County Road</td>
<td>12</td>
<td>1</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>10</td>
<td>Owens Brook Boulevard</td>
<td>12</td>
<td>1</td>
<td>7</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#</th>
<th>Network Connection</th>
<th>Total Engagement Score</th>
<th>Weighted Engagement Score</th>
<th>Other Considerations (e.g., proximity to schools)</th>
<th>Total Assessment Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Town Forest Road</td>
<td>5</td>
<td>0</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>12</td>
<td>Drake Hill Road</td>
<td>10</td>
<td>1</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>13</td>
<td>Old Farms Road</td>
<td>26</td>
<td>2</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>14</td>
<td>Plank Hill Road</td>
<td>13</td>
<td>1</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>15</td>
<td>Seminary Road</td>
<td>20</td>
<td>2</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>16</td>
<td>Stratton Brook Road</td>
<td>33</td>
<td>3</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>17</td>
<td>Massacre Street</td>
<td>12</td>
<td>1</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>18</td>
<td>Latimer Lane</td>
<td>20</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>19</td>
<td>Musket Trail</td>
<td>12</td>
<td>1</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>20</td>
<td>Iron Horse Boulevard</td>
<td>7</td>
<td>0</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>
1) WHERE should facilities go? → Network Recommendations
   - Fill in the gaps
   - Make connections

2) WHAT should go there? → Facilities Recommendations
   - Best practices
   - New sidewalk or improved sidewalk?
   - Bike parking, streetscape amenities, water fountains, etc.
MEDIUM & LOW PRIORITY RECOMMENDATIONS

- Road safety campaign for all users
- Walk Friendly Community designation
- School bicycle and pedestrian promotion program
- Bicycle tour that showcases Simsbury
- Bicycle parking guidelines
- Complete Streets policy
- Town road safety audit program
MEDIUM & LOW PRIORITY RECOMMENDATIONS

- Hopmeadow St at Drake Hill Rd crossing
- Hopmeadow St at Fitzgerald’s Market / Simsbury Public Library crossing
- Lane narrowing program
- Hopmeadow St at the Quad Hill Rd trail entrance crossing
• Update trailside kiosks
• Farmington River Trail signage
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

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
  o Pedestrian coordination / dedicated staff
  o Guiding policy statement or strategy (e.g. Vision zero)
  o Nonmotorized count program
  o Analysis of safety data

• PLANNING AND POLICY
  o Pedestrian plan with routine implementation tracking and review
  o Targets for increased mode share and safety
  o Complete streets policy

• EDUCATION AND ENCOURAGEMENT
  o Safe Routes to School Programs
  o Public education or safety campaigns
  o Open Streets and other events

• ENGINEERING AND DESIGN
  o Sidewalk design and network coverage
  o Comprehensive design guidance
  o Formal traffic calming & speed management program

• LAW ENFORCEMENT
  o Dedicated traffic safety unit
  o Targeted pedestrian safety enforcement operations
  o Interdepartmental collaboration and cooperation
### WALK FRIENDLY COMMUNITY

#### Self Assessment Tool

<table>
<thead>
<tr>
<th><strong>COMMUNITY INFORMATION, DATA, AND EVALUATION</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Pedestrian coordination / dedicated staff</td>
</tr>
<tr>
<td>• Guiding policy statement or strategy (e.g. Vision zero)</td>
</tr>
<tr>
<td>• Nonmotorized count program</td>
</tr>
<tr>
<td>• Analysis of safety data</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PLANNING AND POLICY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Pedestrian plan with routine implementation tracking and review</td>
</tr>
<tr>
<td>• Targets for increased mode share and safety</td>
</tr>
<tr>
<td>• Complete streets policy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>EDUCATION AND ENCOURAGEMENT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Safe Routes to School Programs</td>
</tr>
<tr>
<td>• Public education or safety campaigns</td>
</tr>
<tr>
<td>• Open Streets and other events</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>ENGINEERING AND DESIGN</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Sidewalk design and network coverage</td>
</tr>
<tr>
<td>• Comprehensive design guidance</td>
</tr>
<tr>
<td>• Formal traffic calming &amp; speed management program</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LAW ENFORCEMENT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Dedicated traffic safety unit</td>
</tr>
<tr>
<td>• Targeted pedestrian safety enforcement operations</td>
</tr>
<tr>
<td>• Interdepartmental collaboration and cooperation</td>
</tr>
</tbody>
</table>

**SIMSBURY**

There!
WALK FRIENDLY COMMUNITY

Self Assessment Tool

• COMMUNITY INFORMATION, DATA, AND EVALUATION
  o Pedestrian coordination / dedicated staff
  o Guiding policy statement or strategy (e.g. Vision zero)
  o Nonmotorized count program
  o Analysis of safety data

• PLANNING AND POLICY
  o Pedestrian plan with routine implementation tracking and review
  o Targets for increased mode share and safety
  o Complete streets policy

• EDUCATION AND ENCOURAGEMENT
  o Safe Routes to School Programs
  o Public education or safety campaigns
  o Open Streets and other events

• ENGINEERING AND DESIGN
  o Sidewalk design and network coverage
  o Comprehensive design guidance
  o Formal traffic calming & speed management program

• LAW ENFORCEMENT
  o Dedicated traffic safety unit
  o Targeted pedestrian safety enforcement operations
  o Interdepartmental collaboration and cooperation

SIMSBURY
   There!
   Almost there
## WALK FRIENDLY COMMUNITY

Self Assessment Tool

### COMMUNITY INFORMATION, DATA, AND EVALUATION
- Pedestrian coordination / dedicated staff
- Guiding policy statement or strategy (e.g. Vision zero)
- Non-motorized 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

### SIMSBURY
- There!
- Almost there
- Needs consideration
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
WALK FRIENDLY COMMUNITY

More Information

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