Town of Glastonbury, Connecticut

Bicycle Master Plan

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Rev. 1: Updated December 2007

Rev. 2: Updated December 2009

Rev. 3: Updated March 2012

Rev. 4: Updated July 2014

# ACKNOWLEDGEMENT

The Bicycle Master Plan is the result of the collective efforts of a group of interested citizens, bicycle enthusiasts, and Town staff who have collaborated in its development. Revision 4 is the collaborative effort of Bike Walk Glastonbury Inc. committee members. Special thanks go to Dan Pennington, Town Engineer; Ray Purtell, Parks and Recreation Director; Richard Johnson, Town Manager and to current and former members of the Glastonbury Town Council.

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TABLE OF CONTENTS

HISTORY/BACKGROUND 1

PURPOSE of MASTER PLAN 2

GOALS 2

ACCOMPLISHMENTS 4

BENEFITS of BICYCLING and WALKING 5

PATHS AND TRAILS IN GLASTONBURY 6

ASSESSMENT FOR A BICYCLE FRIENDLY COMMUNITY 8

FUNDING SOURCES 9

COMMUNICATIONS 10

PROJECTS AND IMPROVEMENTS 11

POLICY AND PLANNING 12

SAFETY EDUCATION and ENFORCEMENT 15

Appendix A - Priority Maintenance Roads 16

Appendix B - Share the Road Signage 18

Appendix C - Recommended Off-Road Projects 19

# HISTORY/BACKGROUND

In the summer of 2005, a group of residents, under the leadership of Town administrators, formed an ad hoc group to identify uses for startup funds to further develop ideas for promoting a bicycle-friendly Glastonbury.

Subsequently the Town appropriated startup funds in the amount of $50,000 for the purposes of beginning the process of developing bicycle paths or routes, and for other bike related projects. In 2006, an additional $150,000 was appropriated and in 2007 another $50,000 was acquired.

Since its inception in 2005, a committee has met regularly and, as part of its work, has created this master plan.

In 2007, the committee was incorporated as Glastonbury Bikeways, Inc. so as to address future funding issues and received 501(c)(3) non-profit status from the Internal Revenue Service.

In 2008, with the support of local officials and of Glastonbury State Representative Tom Kehoe, a proposal to build a multi-purpose Salmon Brook trail from Bell Street to the Smith School (known by the Town as SB3) was approved by the State of Connecticut and $600,000 of funds was appropriated for the project.

With the completion of the trail in 2012 and a focus on the multi-use nature of our advocacy, the name Glastonbury Bikeways, Inc. was changed to Bike Walk Glastonbury Inc.(BWG).

VISION

The Town of Glastonbury will become a Bicycle Friendly Community (<http://bikeleague.org/sites/default/files/Attributes_of_BFC.pdf> ) with [Bicycle Friendly Businesses](http://bikeleague.org/business) in which residents and visitors will enjoy safe bicycling and walking for recreational, transportation and business purposes.

# PURPOSE of MASTER PLAN

The purpose of this plan is to identify and implement opportunities for multi-purpose bike paths and safer, more bicycle-friendly roads throughout Glastonbury. The plan also provides for communications, education, safety and enforcement, and identifies standards and expectations. In addition, it contains information for grant applications and other fundraising opportunities.

In July 2006, the Glastonbury Town Council expressed its support for the Bicycle Master Plan and extended its thanks and appreciation to all those involved in preparing this resource. Its use is to guide Glastonbury’s efforts at becoming a bicycle-friendly community. It will be reviewed and updated periodically, at least annually for the first three years.

# GOALS

To:

* create multi-use off-road paths that can be used for recreation and transportation, linking main roads to neighborhoods and community sites such as schools, parks, and public buildings;
  + - * + provide linkages to other multi-use trail systems, such as the [East Coast Greenway](http://www.greenway.org)[[2]](#endnote-3) (from Calais, Maine to Key West, Florida), the [Charter Oak Greenway](http://www.ct.gov/dot/LIB/dot/documents/dbikes/020.pdf)[[3]](#endnote-4) and to road routes in neighboring communities;
* identify safer on-road routes for bicycle rides and provide bicycle and automotive signage;
* enhance and maintain roads and other transportation routes throughout town to provide for the safety of all users, in particular pedestrians and bicyclists;
* increase safety for bicycling by educating road users (pedestrians, bicyclists and motorists) on safe share-the-road practices and by providing general safe bicycling information;
* provide opportunities for enjoying the health benefits of cycling by making safer bicycle friendly roads and bike paths;
* provide opportunities for realizing the economic benefits of increasing property values near safe bicycling routes;
* decrease traffic congestion by encouraging the use of bicycles as a practical, safe and economical mode of transportation;
* create, implement and share a comprehensive plan for cycling opportunities, bicycle safety, and the status of the bike plan within town;
* create and support governmental activities related to the improvement of bicycle and pedestrian access on roads.

# ACCOMPLISHMENTS

* In the fall of 2013 and 2014, BWG was a gold sponsor of the Kiwanis “Scenic Glastonbury Ride”
* In May of 2012, the multi-use trail from Smith School to Bell Street was completed
* During the construction of the connection of Western and Eastern Boulevards in 2011, road shoulders were constructed in response to a BWG recommendation
* In 1999, a multi-use trail was proposed on the South Glastonbury Tryon Farms development as a result of a BWG recommendation
* Bicycle friendly road grates were installed in response to BWG safety concerns
* Bike racks at 11 new locations, recommended by BWG, were provided by the Town of Glastonbury
* “Share the Road” signs (approximately 40) have been placed on busy roads. The roads were chosen by the Glastonbury Police Department
* During the Main Street repaving project, the Town incorporated GBI recommendations for wider shoulders so as to accommodate bicyclists.
* Provided the town a ‘Priority Maintenance Roads’ list of key bicycling routes.

# BENEFITS of BICYCLING and WALKING

Health Benefits

Professional organizations such as the [Mayo Clinic](http://www.mayoclinic.org/healthy-living/fitness/in-depth/exercise/art-20048389)[[4]](#endnote-5), [the Harvard School of Public Health](http://www.hsph.harvard.edu/nutritionsource/staying-active-full-story/)[[5]](#endnote-6), [Harvard Medical School Publications](http://www.health.harvard.edu/press_releases/benefits-of-exercisereduces-stress-anxiety-and-helps-fight-depression)[[6]](#endnote-7), [Centers for Disease Control and Prevention](http://www.cdc.gov/physicalactivity/everyone/health/)[[7]](#endnote-8), and others, state that physical activity can be beneficial to one’s health.

There is much anecdotal and research evidence that suggests that regular physical activity is a key component of a healthy life-style - weight control, lower risk of cardiovascular disease, treating chronic diseases and conditions including type 2 diabetes, hypertension, heart disease, stroke, breast cancer, colon cancer, gallbladder disease, and arthritis. Bicycling and walking are forms of physical activity that can have a positive impact on personal health and wellness.

Increasing opportunities for physical activity, by developing bike and multi-use paths, makes it easier for people to lead active, healthy lifestyles. Encouraging children to develop healthy lifestyles can lead to an increased quality of life throughout their years.

Environmental Benefits of Transportation Alternatives

Bicycle transportation and walking provide an opportunity to mitigate the pollution created by motor vehicles that burn fossil fuels.

Data and reports to support the claim have been issued by the [Federal Highway Administration (FHWA)](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/data/benefits_research.cfm)[[8]](#endnote-9) which is an agency within the U.S. Department of Transportation.

Benefits to Family

‘Families that Bicycle together stay together’.

Bicycling and walking are great family activities that can be enjoyed by people of all ages. As early as one year old, a child can be a passenger on a bicycle with an adult. As a child matures, bicycles with trailers work (even for carrying pet dogs and cats) leading to the next stage of tandem riding and ending with independent bicycle riding. Bicycling is an activity in which family members can enjoy the outdoors and get exercise while spending time together.

Economic Benefits

Bicycling can provide economic value to a community. See ‘ [A review of literature on The Economic Benefits of Bicycling](https://www.pdx.edu/ibpi/sites/www.pdx.edu.ibpi/files/Economic%20Benefits%20of%20Bicycling.pdf)[[9]](#endnote-10).’ Bicycle and Pedestrian friendly communities attract local consumers to accessible shopping areas and also attract nonresidents as well. Municipalities with safe and scenic road riding and quality off-road riding and walking attract tourists to the community for recreational purposes. In addition, bike paths have proven, according to the [rails-to-trails conservancy](http://www.railstotrails.org/index.html)[[10]](#endnote-11) and academic research[[11]](#endnote-12), to raise the property values of a community

# PATHS AND TRAILS IN GLASTONBURY

Current Off-Road Paths/Trails

* [Smith Middle School Multi-Use Trail](http://www.outandaboutmom.com/2012/10/04/glastonbury-multi-use-trail/)[[12]](#endnote-13) – Located between Bell Street and the lower playing fields of Smith School is a one mile paved trail that provides a safe and scenic cycling and walking experience for all abilities. The trail has parking at both entrances and gently winds through forested cover and over Salmon Brook.
* Meshomasic State Forest – Located in southeastern Glastonbury, many miles of trails exist for intermediate and advanced mountain bikers. It is described by the [New England Mountain Bike Association](http://www.nemba.org/trails/connecticut/meshomasic-state-forest)[[13]](#endnote-14).
* [Riverfront Multi-Use Path](http://www.glasct.org/index.aspx?page=199)[[14]](#endnote-15) - Located on the west side of Main Street directly across from Rankin Road. The 8'-12' wide stone dust surfaced path traverses town park land adjacent to the CT River. The path system connects Town Hall to the Riverfront Park and Community Center.
* [Hebron Avenue Multi-Use Path](http://www.outandaboutmom.com/2013/05/16/another-hidden-gem-in-glastonbury-buckingham-park/)[[15]](#endnote-16) – This is a ½ mile paved multi-use path that parallels Hebron Avenue from Manchester Road to Harvest Lane. This path is generally used by walkers, strollers, and bicyclists. It does have a steep section which may be difficult for some children. Road bicyclists tend to remain directly on Hebron Avenue, especially as this section has sufficiently wide shoulders.

Current On-Road Bicycle Use

Individuals use Glastonbury roadways for transportation via bicycles at an increasing rate. As there are currently no lanes specifically designated for bicycles, bicyclists share the roads with motor vehicles. The “Assessment” section below provides further information on current road conditions.

Bike clubs, informal groups, and individuals use Glastonbury roads for recreational fitness riding and training. Organized rides are offered by two local bike shops as well as through local clubs. These groups have designed several recommended road bike routes throughout the town, many through the scenic sections of South Glastonbury as well as throughout the entire town. Recommended routes to cycle can be found on the Bike Walk website at [www.bikewalkglastonbury.com](http://www.bikewalkglastonbury.com)

Glastonbury has become increasingly known for its scenic rides including the Kiwanis Club Tour of Glastonbury in 2013 and 2014 and the “[Tour des Farms](http://www.mapmyride.com/us/glastonbury-center-ct/ct-tour-des-farms-glastonbury-2007-route-1009382)[[16]](#endnote-17)” charity road rides in 2003 and 2007. Bike Walk Glastonbury served as a co-sponsor for these events. Glastonbury is also the site of the annual [Shamrock Duathlon](http://www.hartfordmarathon.com/Events/Ten_Penny_Ale_Shamrock_Duathlon___3_3.htm)[[17]](#endnote-18), a bike and run event organized by the Hartford Marathon Organization that begins at the Irish- American Club and includes a 28K cycle through the southern part of town.

The Town of Glastonbury participates in [National Bike Month](http://bikeleague.org/bikemonth)[[18]](#endnote-19) by sponsoring a Bike to Work Day during May, recognizing and encouraging bicycle commuting. Glastonbury supports this program along with other towns throughout the central Connecticut region, in conjunction with the [Bike Walk Connecticut](http://www.bikewalkct.org/mission.html)[[19]](#endnote-20) previously known as Central Connecticut Bicycle Alliance. The Town of Glastonbury and [Bike Walk Glastonbury](http://bikewalkglastonbury.com) have encouraged increased utilization of bicycling as alternative transportation through installation of “Share the Road” bicycling signs on key routes throughout town, widened shoulders on Main Street, and such activities as valet bike parking at community events.

# ASSESSMENT FOR A BICYCLE FRIENDLY COMMUNITY

Members of the [Bike Walk Glastonbury](http://bikewalkglastonbury.com) committee utilize a variety of assessments and evaluation methods to guide their recommendations. These tools included both policy and field reviews. Formal assessment tools included the [League of American Bicyclists](http://bikeleague.org)’ [Bicycle-Friendly Community application](http://bikeleague.org/sites/default/files/Bicycle%20Friendly%20Community%20Application%20Spring%202014(1).pdf) materials and the “[Bike-ability Checklist](http://www.nhtsa.gov/people/injury/pedbimot/bike/bikeability/)” created by the [National Highway Traffic Safety Administration](http://www.nhtsa.gov), [Pedestrian and Bicycle Information Center](http://www.pedbikeinfo.org)[[20]](#endnote-21), and [U.S. Department of Transportation](http://www.dot.gov)[[21]](#endnote-22), as well as actual bike tours of the areas of focus.

The [Bicycle-Friendly Community evaluation](http://bikeleague.org/sites/default/files/Bicycle%20Friendly%20Community%20Application%20Spring%202014(1).pdf) was performed in 2008 and more comprehensively in 2013. This review included the following categories: engineering, education, encouragement, evaluation and planning, and enforcement. The [Bike-ability Checklist](http://www.nhtsa.gov/people/injury/pedbimot/bike/bikeability/) included evaluation of road-riding conditions during actual rides and included the following categories: safety, surface conditions, intersection conditions, behavior of motor vehicle drivers, ease of bicycling, and bicyclist behavior.

Assessments yielded the following strengths related to bicycling in Glastonbury:

* Support from town government for improving bicycling opportunities
* Active citizen support and participation
* Scenic town offering beautiful backdrops to both on and off-road riding

• Initial seed money budgeted for bike projects

Assessments in 2008 yielded the following areas for improvement related to bicycling In Glastonbury:

* Many main roads have narrow shoulders
* Few bike racks throughout town
* Traffic lights are not tripped by bicycles
* Obstacles in shoulder such as non-bike friendly sewer grates, debris, etc
* Need for education of both motorists and bicyclists regarding traffic laws related to sharing the road.
* Improvements noted in 2013 included elimination of non-bike friendly sewer grates, increased number of bike racks, and additional opportunities for children to ride safely.

# FUNDING SOURCES

Additional funds are needed to achieve the goals and specific recommendations outlined in the master plan and to realize the vision of making Glastonbury a “bicycle friendly community”. It is appropriate that funding be provided from a variety of sources including:

* Local government
* State government
* Federal government and
* Voluntary sources including private foundations, corporations, local civic clubs and groups, and donations from individuals.

The use of in-kind services in the form of donated labor, equipment, materials or services is also an appropriate and recommended strategy. To the extent possible, appropriations made by local government will be leveraged to solicit grants from the State and Federal governments.

Efforts to identify potential sources of State and/or Federal assistance are ongoing and should continue. Partnerships with other agencies and groups with shared or common objectives should be pursued as a means of securing funding needed to achieve common goals. Whenever either the Town or State undertakes major road reconstruction projects, such projects should include:

* bicycle friendly design and facilities as part of the specific road improvement project
* bicycle friendly design and facilities as part of residential and commercial developers plans
* funding for these elements as a matter of course.

# COMMUNICATIONS

[Bike Walk Glastonbury](http://bikewalkglastonbury.com) provides regular communications through its web site. Search for topics such as project progress, upcoming events, and needs for the bike path and road improvements.

Communications may be through articles in the local newspapers such as The Glastonbury Citizen, the Hartford Courant, the Glastonbury Patch and on the Glastonbury Town website. There may be presentations to various groups who have a special interest in Bike/Walk projects.

Educational communications will address needs and concerns of bicyclists and motorists. The purpose is to educate the public on how to co-exist safely when using the town roads and trails.

Communications may include road signage and relevant laws and given to driver education courses, schools, the Glastonbury Police Department and pamphlets available at bicycle shops and town offices.

Regular communication is provided to the Town Council and various boards and commissions who may have an interest, such as the Town Plan and Zoning Commission, Conservation Commission, Recreation Commission, and smart growth groups, among others. The purpose of these communications is to keep the necessary regulatory and other town committees appropriately informed for actions that may be required by them. Communications will include relevant activities and progress of projects.

# PROJECTS AND IMPROVEMENTS

Off-Road

A series of off-road paths, with some connecting on-road sections, will provide a safe and comprehensive transportation linkage across Glastonbury for both recreation and transit. Current recommended paths/routes provide east-west crossing through town, ultimately

connecting Manchester Road and Buckingham Park, Smith Middle School, Hebron Avenue Elementary School and Addison Park. Additional north-south paths/routes parallel the Connecticut River connecting the [Rocky Hill - Glastonbury Ferry](http://www.ct.gov/dot/cwp/view.asp?a=1390&q=501574)[[22]](#endnote-23), the [Riverfront Community Center](http://www.glastonbury-ct.gov/index.aspx?page=140)[[23]](#endnote-24) and the future Putnam Bridge path. See Appendix C for details.

On-Road

On-road projects rely heavily on the Policy and Planning section below. These projects would greatly increase the safety of on-road bicycling. See Appendix A for a list of roads designated for priority maintenance.

**Priority Projects**

* Route 17 between the Buttonball intersection and the center of South Glastonbury. Suggested improvements include provision of wide shoulders which would allow for safer travel by cyclists.
* Construction of a multi-use off road path between Winding Brook Road and House Street along the existing sewer easement. This trail/route will provide safer passage between the existing Smith School trail and the center of Glastonbury
* Work with the Town of Glastonbury and State officials to provide a connecting trail to the new pedestrian walkway being constructed on the Putnam Bridge.

# POLICY AND PLANNING

The success of any bike plan requires the creation and implementation of extremely important municipal policies and procedures to support the plan. Minimally, policies related to the following topics should be included:

* Establishment of a Bicycle Advisory Committee, separate from the town government, that would collaborate with town officials and commissions on activities that relate to or impact bicycling. A process that would be included to ensure that such collaboration or consultation occurs.
* Each spring as the road maintenance schedule is set, review and make recommendations to the Town Engineering Department regarding road maintenance issues that impact bicyclists.
* Review of bicycling needs during all road construction and re-paving to determine opportunities for enhancement of bicycle utility and safety (as further described in the Engineering Section below).
* Adopt engineering standards/practices and implement as feasible, especially during new road construction and re-paving
* Include reviews of bicycle utility during new commercial and residential developments.
* Protect and enhance off-road bicycle paths, in collaboration with Town policy, makers and staff
* Enhance safety education through the support of bicycle safety programs, education of Glastonbury Police Department on bicycle laws, and encouragement of enforcement of laws for both bicyclists and motor vehicle drivers.
* Encourage awareness and enforcement of existing laws and ordinances requiring both motorists and cyclists to yield to pedestrians in or at crosswalks

The Glastonbury Plan of Conservation and Development, revised by the Town Plan and Zoning Commission in 2007, presents “a statement of Glastonbury’s policies, goals, and standards of the Town over the next ten years.” (Introduction, page 1) The Plan makes fourteen specific references to incorporating bicycle use in that vision for the development of the Town through 2017, including consideration of the needs for “safe bicycling during the review process for commercial and residential development proposals.” This stated commitment by the Commission is an indication that maximizing the general welfare and prosperity of our citizens includes making Glastonbury a bicycle and pedestrian friendly community.

Engineering

The utility and safety for bicycling on all Glastonbury roads and paths should be considered during all initial road or path construction and during all planned road renovations and repaving.

The following engineering activities should be included in this consideration:

* Potential changes to the width of travel lanes
* Increased width of shoulders
* Use of pavement markings to impact travel patterns and lane/shoulder sizes
* Inclusion of formalized bike lanes on designated roads where space allows
* Use of bicycle-friendly grates on all new and reconstructed catch basins
* Frequent street sweeping on roads with a chip sealed surface treatment
* Install bicycle route and/or other appropriate signage on roadways that constitute scenic rides or primary bicycle transportation routes to select destinations
* Revise Town road engineering standards to adopt the above items

Bike Racks

Bike racks should be located at all public buildings and sites, including schools, parks, and municipal buildings, as well as at commercial areas throughout town.

Bike racks serve a dual purpose in that they provide

1) locations for bike commuters to safely store their bikes and 2) their presence also encourages others to consider the feasibility of bicycling for transportation. It is estimated that one vehicular parking space can accommodate 20 bicycles.

Priority Roads

Specific roads that are used frequently for transportation via bicycle will be identified for priority in street-sweeping and maintenance activities. See Appendix A for identified priority streets.

Connections to Other Towns and to the East Coast Greenway

Special attention should be paid to those roads that connect to other towns and bike paths. For example, Keeney Street and Manchester Road provide connections to the [Charter Oak Greenway](http://www.traillink.com/trail/charter-oak-greenway.aspx) portion of the [East Coast Greenway](http://www.greenway.org).

Off-road priority paths:

* Smith School Section (SB3 in Appendix) enhances the above connections. This section (SB3) provides access to the Charter Oak Greenway from two ends. The eastern end connects by following Bell Street to Bush Hill Road and then a short ride on Keeney Street, to the entrance of the Greenway. The western end connects easily through Addison Road to the Hillstown Road entrance to the Greenway. Future off-road access may be available directly from this section of the path, north to the Greenway.

Connections to neighboring towns:

There are three connections to Manchester; Birch Mountain Road or Keeney Street or Manchester Road. A connection to Marlborough is via Marlborough Road, a connection to Rocky Hill is via Ferry Lane and the Rocky Hill - Glastonbury Ferry, a connection to Portland is via Route 17 and a connection to East Hartford is via Main Street.

The Town and Bike Walk Glastonbury will continue to advocate for the need for bicycle access on the Putnam Bridge to provide connections to towns east and west of the Connecticut River.

# SAFETY EDUCATION and ENFORCEMENT

The goal is to create and implement a bicycle safety program throughout Glastonbury.

Education efforts should include general safe riding practices, including helmet safety, and laws related to sharing the road with motor vehicles. A variety of resources exist to assist in this education program. On the local level, collaborations with town bike shops can provide an integral part of the education process. Programs within the schools should be encouraged as well. Other resources include the League of [League of American Bicyclists](http://bikeleague.org) who provide bicycle safety curricula and the [Bike Walk Connecticut](http://www.bikewalkct.org) previously known as the Central Connecticut Bicycle Alliance.

Collaboration with the Glastonbury Police Department is essential in education and enforcement of safety issues related to bicycles. All police officers should be trained in the laws related to bicycling on the roads so that they can effectively educate bicyclists and motorists and, as necessary, enforce safe and legal practices of walkers, bicyclists and motor vehicle drivers. Collaboration with [Bike Walk Connecticut](http://www.bikewalkct.org) (the Central Connecticut Bicycle Alliance) will be beneficial as they have begun an education process of public safety officers throughout the region.

# Appendix A - Priority Maintenance Roads

The following priority roads were identified as those that are currently or targeted as commuter or bike roadways (not listed in any particular order):

* Hebron Avenue - an east/west road used by cyclists to or from Glastonbury Center
* Main Street - a north/south road used by cyclists to/from Glastonbury Center
* Rt. 17 - a north/south road used by cyclists between Portland and Glastonbury Center
* Keeney Street.- a north/south connector road from northeast section of Glastonbury to other primary roads and connecting to the Charter Oak Greenway
* Manchester Road.- a north/south road from the northeast section of Glastonbury to other primary roads and connecting to Charter Oak Greenway
* Neipsic Road.- an east/west town road to/from Main St.
* New London Turnpike - a northwest/southeast road used by cyclists to/from Glastonbury Center
* Wickham Road.- between Hebron Avenue and J. B. Williams Park on Neipsic Road
* Chestnut Hill Road.- east/west road between Main Street and New London Turnpike
* Hopewell Road.- east/west road between Main Street and Chestnut Hill Road
* Ferry Lane - Used by Ferry commuters between Glastonbury and Rocky Hill.
* Tryon Street.- Used by commuters and recreational cyclists parallel to a section of Rt.17.
* Old Maids Lane- Linkage road between Main Street and Tryon Street.
* Addison Road – Assists with linkage to Smith Middle School, Charter Oak Greenway and Salmon Brook Path.
* Bell Street - Access to the Smith School Trail.

# Appendix B - Share the Road Signage

Share the Road signs have been placed on each entranceway into Glastonbury, including Birch Mountain Road (from Manchester), Manchester Road (from Manchester), Keeney Street (from Manchester), Main Street (from Portland and East Hartford), Marlborough Road (from Marlborough), Neipsic Road, Foote Rd and at Ferry Landing.

Share the Road signs are recommended for the following State Roads:

* Hebron Avenue\*
* Manchester Road\*

• Main Street/Route 17\*

The Town is awaiting a response from the State to allow placement on the State roads.

Additional signage is scheduled to be added to the existing share the road sign to notify drivers of the new law requiring 3ft of clearance required to pass a cyclist.

# Appendix C - Recommended Off-Road Projects

One of the stated goals of this plan is to create multi-purpose, off-road paths that can be used for recreation and transportation. Paths for recreational use will include both linear paths and loop paths. Some of these may be hard-surface paths, but they will also include paths improved with a stone dust surface suitable for hybrid and mountain bikes as well as for walking. Ideally, paths providing transportation would be hard surface, contiguous paths extending from one end of town to the other, linking neighborhoods to community sites as well as providing safe, off-road routes for commuters and bicycle tourists. Because of practical considerations, at least initially, these routes will have to incorporate some on-road segments. Several potential systems of paths have been identified for development. Two of these, which are discussed in more detail below, link a number of sites together and provide for cross-town transportation and connection to other towns and multi-use path systems.

The first, the Salmon Brook Path, is anticipated to extend east to west roughly parallel to Hebron Avenue for 5 miles from Buckingham Park to the Riverfront Community Center.

The second, the Connecticut River Path, is anticipated to extend north to south between Main Street and the Connecticut River for 5 miles from the Riverfront Community Center to Ferry Landing in South Glastonbury. Other areas having the potential for off-road recreational use include the Buckingham Reservoir Watershed in the northeast corner of town, the former Longo Farm property, and the Meshomasic State Forest in the southeast corner of town.

Salmon Brook Path

SB1 Buckingham Park to Harvest Lane:

This paved, multi-use path was built in conjunction with the realignment of

Hebron Avenue and is already in use. Status - Completed

SB2 Harvest Lane to Bell Street:

This section will follow Harvest Lane from Hebron Avenue to the cul-de-sac at the end of the lane and then go off-road on town owned land, following Salmon Brook west to Bell Street. Connections may be possible to the neighborhood north of the incorporating Shagbark, Bayberry and Gideon roads. Status – Future Consideration

SB3 Bell Street to Smith School:

Crossing Bell Street, the path continues on town owned land to the access road to the athletic fields at Smith School. A connecting path to Worthington Road already exists at this point. This section links to on-road access to the Charter Oak Greenway from both the Bell Street and Smith Middle School entrances.

Status - Completed

SB4 Smith School to House Street:

The path follows the Smith School access road to Addison Road then, after crossing Addison Road, continues west on Eastern and Western Boulevards to Winding Brook Road. From there, an off-road trail could be constructed on the current sewer easement. Status – In planning stage. Approvals from land owners has been secured. Grant funding is secured.

SB5 House Street to Riverfront Community Center:

At the present time the only practical alignment of this section is on-road or multi-use sidewalk. It may be possible to follow Salmon Brook behind the Glen Lochen retail complex to Main Street. The on-road route will include House Street, Salmon Brook Drive, New London Turnpike and Naubuc Avenue. On road markings and signs encouraging bicycle safety will be especially important in this area because of the congestion and traffic in this part of town. Status – Likely to be part of SB4 plans

SBX Other Potential Connections:

* A link going northeast from Buckingham Park to Line Street and

Gardner Street in Manchester would provide an additional connection to bicycle paths in Manchester and points east.

* A link between Buckingham Drive and the Buckingham Park.
* An off-road link between Hebron Avenue School and J.B. Williams Park may be feasible
* A bicycle/pedestrian path between the Riverfront Community Center and the newly-constructed Putnam Bridge walkway.
* Goodwin College has plans for trails on property it owns in the Great Meadows of the Connecticut River north of the Putnam Bridge, including an under bridge connection. This would provide a potential link north into East Hartford.

Connecticut River Path

CR1 Riverfront Community Center to Town Hall:

This section is already included in the plans for development of the Riverfront Park. A small spur connecting to Main Street at Rankin Road has been constructed. A further extension off-road may be possible on town owned land and a small segment of private land south to Meadow Road. **Status- Completed**

CR2 Town Hall to Old Cider Mill:

Although it would be attractive to have an off-road path through the Glastonbury Meadows but may be difficult because this land is principally in private ownership and is used extensively by sportsmen and for agriculture. Accordingly, it is not anticipated that an off-road path for this section will be feasible in the foreseeable future. Fortunately, Main Street is wide and not heavily traveled along this stretch. Future repair and rebuilding of Main Street will provide opportunities to widen the road where necessary and incorporate designated on-road bicycle lanes.

Alternative on-road routes are feasible along Hubbard Street and Buttonball Lane which have the added benefit of providing connections to Hubbard Street Green, Glastonbury High School and Buttonball School. From the intersection of Main Street and Route 17 an off-road path on the west side of the road running south to the Old Cider Mill would be feasible; however, additional state approvals would be required since Route 17 is a state highway.

CR3 Old Cider Mill to High Street School:

The existence of town owned land at Earle Park, behind the Red Hill development and at High Street School suggests the possibility of building an off-road path in this area. This is particularly important because Route 17 south of the Old Cider Mill is narrow and poorly suited for bicycle use. The challenge will be to find an acceptable route across private land in the area of Stockade Road to connect with the path incorporated into the Tryon Farm development. One alternative may be to terminate the path on Stockade Road where the town already owns several parcels. Another alternative may be to direct the path toward Pease Lane.

CR4 High Street School to Ferry Landing:

High Street, Tryon Street and Ferry Lane are relatively low traffic, semi-rural roads that are already popular with cyclists, joggers and walkers. They provide a final on-road link to Ferry Landing and the ferry to Rocky Hill.

CDX Other Potential Connections:

* A path already exists from Buttonball Lane School to Robin Road giving access to the neighborhood roads in the Buttonball area. Additional connections are proposed off of Old Stage Road to Brittany Road and from Brittany Road to the High School athletic fields
* Continuing along Tryon Street from Ferry Lane to Olds Maid Lane provides an on-road link to the new elementary school on Old Maids Lane.

Buckingham Reservoir Watershed

With the cooperation of the property owner it may be possible to develop in the [Buckingham Reservoir Watershed](http://alltrails.com/trail/us/connecticut/buckingham-reservoir-glastonbury-reservoir) a system of paths suitable for use by hikers and mountain bikers. This area already is traversed by Coop Sawmill Road which provides a connection to Birch Mountain Road in Manchester. It may also be possible to develop a path that connects Mountain Road in Glastonbury to Line Street/Gardner Street in Manchester

Connecticut State Forest

The State of Connecticut owns a significant area of forest (known as the [Meshomasic State Forest](http://www.stateparks.com/meshomasic_state_forest_in_connecticut.html?)) in the southeast corner of Glastonbury. The town has recently acquired adjoining land. Some of the land may be suitable for development of passive recreation use including hiking and mountain biking. There exists an abandoned section of New London Turnpike north of its present location. This abandoned road might be incorporated into a path providing a connection betweenToll gate Road and Marlborough.

END NOTES

1. Bike Walk Glastonbury, Inc.;<http://bikewalkglastonbury.com> [↑](#endnote-ref-2)
2. Trail from Calais, Maine to Key West Florida; <http://www.greenway.org> [↑](#endnote-ref-3)
3. Manchester and East Hartford Trail; <http://www.ct.gov/dot/LIB/dot/documents/dbikes/020.pdf> [↑](#endnote-ref-4)
4. 7 Benefits of regular physical activity; Mayo Clinic; <http://www.mayoclinic.org/healthy-living/fitness/in-depth/exercise/art-20048389> [↑](#endnote-ref-5)
5. The Benefits of Physical Activity; Harvard School of Public Health; <http://www.hsph.harvard.edu/nutritionsource/staying-active-full-story/> [↑](#endnote-ref-6)
6. Benefits of Exercise; Harvard Heal Publications; <http://www.health.harvard.edu/press_releases/benefits-of-exercisereduces-stress-anxiety-and-helps-fight-depression> [↑](#endnote-ref-7)
7. Physical Activity and Health; Centers for Disease Control and Prevention; <http://www.health.harvard.edu/press_releases/benefits-of-exercisereduces-stress-anxiety-and-helps-fight-depression> [↑](#endnote-ref-8)
8. Health and Environmental Benefits; Federal Highway Administration; <http://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/data/benefits_research.cfm> [↑](#endnote-ref-9)
9. Economic Benefits of Bicycling; Lynn Weigand, Ph.D., Portland State University;<https://www.pdx.edu/ibpi/sites/www.pdx.edu.ibpi/files/Economic%20Benefits%20of%20Bicycling.pdf> [↑](#endnote-ref-10)
10. Economic Benefits; Rails to Trails Conservancy; <http://www.railstotrails.org/index.html> [↑](#endnote-ref-11)
11. Property values; University of Cincinnati, Dawn Fuller; <http://www.uc.edu/news/nr.aspx?id=14300> [↑](#endnote-ref-12)
12. Glastonbury Multi-Use Trail; Smith Middle School Trail; <http://www.outandaboutmom.com/2012/10/04/glastonbury-multi-use-trail/> [↑](#endnote-ref-13)
13. Meshomasic State Forest; New England Mountain Bike Association’;<http://www.nemba.org/trails/connecticut/meshomasic-state-forest> [↑](#endnote-ref-14)
14. RIverfront Park; Multi-Use Path; <http://www.glasct.org/index.aspx?page=199> [↑](#endnote-ref-15)
15. Buckingham Park Trail; ‘Out and About Mom’; <http://www.outandaboutmom.com/2013/05/16/another-hidden-gem-in-glastonbury-buckingham-park/> [↑](#endnote-ref-16)
16. Farm Bike Tour; Ct Tour Des Farms - Glastonbury; <http://www.mapmyride.com/us/glastonbury-center-ct/ct-tour-des-farms-glastonbury-2007-route-1009382> [↑](#endnote-ref-17)
17. Shamrock Diathlon; Shamrock Duatholon; <http://www.hartfordmarathon.com/Events/Ten_Penny_Ale_Shamrock_Duathlon___3_3.htm> [↑](#endnote-ref-18)
18. National Bike Month; League of American Bicyclists; <http://bikeleague.org/bikemonth> [↑](#endnote-ref-19)
19. Mission to Change the Culture of Transportation …; Bike Walk Connecticut; <http://www.bikewalkct.org/mission.html> [↑](#endnote-ref-20)
20. Pedestrian Safety Guide; Pedestrian and Bicycle Information <centerhttp://www.pedbikeinfo.org> [↑](#endnote-ref-21)
21. Bicycles and Pedestrians; United States Department of Transportation; <http://www.dot.gov/bicycles-pedestrians> [↑](#endnote-ref-22)
22. Rocky Hill - Glastonbury Ferry; <http://www.ct.gov/dot/cwp/view.asp?a=1390&q=501574> [↑](#endnote-ref-23)
23. Riverfront Community Center; <http://www.glastonbury-ct.gov/index.aspx?page=140> [↑](#endnote-ref-24)