

Town of Glastonbury, Connecticut Bicycle Master Plan

Created: June, 2006

Rev. 1: Updated December 2007

Rev. 2: Updated December 2009

Rev. 3: Updated March 2012

Rev. 4: Updated July 2014

Rev. 5: Updated September 2021

ACKNOWLEDGEMENT

The Bicycle Master Plan is the result of the collective efforts of a group of interested citizens, bicycle enthusiasts, and Town of Glastonbury staff who have collaborated in its development.

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Maps and other References available at www.bikewalkglastonbury.org

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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 and subsequently updated 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.

VISION

The Town of Glastonbury will remain a Bicycle Friendly Community, improving upon its Bronze status, with Bicycle Friendly Businesses 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. Such a plan will require collaboration and support from many stakeholders, including:

- Bicycle Advisory Group
- Town Council
- Engineering Dept
- Parks & Recreation Dept

- Community Development Dept
- Health Dept
- Police Dept
- Public School System
- Recreation Commission
- Town Plan & Zoning Commission

GOALS

- 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](#) (from Calais, Maine to Key West, Florida), the [Charter Oak Greenway](#) and to road routes in neighboring communities;
- Identify safer on-road routes for bicycle rides and provide bicycle and automotive signage;
- Identify and create designated mountain bike trails to promote all forms of safe biking activities
- 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 and support governmental activities related to the improvement of bicycle and pedestrian access on roads.

ACCOMPLISHMENTS

1999 --- Tryon Farms space reserved for possible future riverside trail.

2006 --- Glastonbury Bikeways incorporated as 501(c)(3).

2008 --- Forty Share the Road signs installed throughout town.

Widened shoulders striped on Main Street south of Hebron Ave.

Bicycle-safe catch basin grates installation now standard.

2011 --- Bike racks installed at 11 municipal facilities.

Bike to School events conducted annually in May, ongoing.

Bike to Work events conducted annually in May, ongoing.

Widened shoulders striped along Western Boulevard.

2012 --- Greenway from Smith Middle School to Bell Street completed.

Glastonbury Bikeways renamed Bike Walk Glastonbury, Inc.

2013 --- Walkway built on Putnam Bridge as part of CT-3 rehabilitation.

Tour of Glastonbury event hosted by Kiwanis (also held in 2014).

Consultation visit of town by League of American Bicyclists.

2014 --- Glastonbury Bicycle Advisory Group is created.

Bicycle Scavenger Hunts conducted from 2014 through 2018.

2015 --- Glastonbury's Complete Streets policy adopted.

Bike racks installed at Riverfront Park.

Bronze-level Bicycle Friendly Community awarded.

2016 --- Discover Connecticut tour hosted by Bike Walk CT and Kiwanis.

Road Safety Audit of corridor along Welles Street & House Street.

2017 --- Widened shoulders striped on CT-17 south of Buttonball Lane.

Bicycle-friendly language in Plan of Conservation / Development.

2018 --- Bike Walk Audit of Hebron Avenue roundabouts.

2019 --- Police articles on bike/ped safety in Glastonbury Citizen – ongoing.

Smart Cycling 101 class conducted at Glastonbury Parks & Rec.

Train the Trainer bicycle education at Glastonbury Parks & Rec.

League Cycling Instructor seminar at Glastonbury Parks & Rec.

Bronze-level Bicycle Friendly Community award renewed.

Valet bicycle parking at Town of Glastonbury birthday celebration.

2020 --- Glastonbury Blvd adds additional pedestrian signals & widened shoulders.

Multi-use trail at Western Boulevard/House Street completed.

PATHS AND TRAILS IN GLASTONBURY

Current Off-Road Paths/Trails

- Western Blvd./House St. Trail -- Located between House Street and Western Boulevard, this short trail provides a safer alternative to Hebron Avenue to connect many neighborhoods to the center of town.
- Smith Middle School Multi-Use Trail¹ – 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, by the Addison Bog, 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](#)².
- Riverfront Multi-Use Path³ - 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 – This ½ mile paved multi-use path parallels Hebron Avenue from Manchester Road to Harvest Lane. This path is generally used by walkers, strollers, and bicyclists. It has 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

¹ Glastonbury Multi-Use Trail; Smith Middle School Trail; <http://www.outandaboutmom.com/2012/10/04/glastonbury-multi-use-trail/>

² Meshomasic State Forest; New England Mountain Bike Association'; <http://www.nemba.org/trails/connecticut/meshomasic-state-forest>

³Riverfront Park; Multi-Use Path; <https://www.glastonburyct.gov/Home/Components/FacilityDirectory/FacilityDirectory/90/1050>

Individuals use Glastonbury roadways for transportation via bicycles. 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 [town website](#) and Appendix A.

Glastonbury has been known for its scenic rides including the Kiwanis’ Tour of Glastonbury in 2013 and 2014, the “[Tour des Farms](#)⁴” charity road rides in 2003 and 2007, and BikeWalk CT’s Discover CT ride in 2016. Bike Walk Glastonbury served as a co-sponsor for these events. Glastonbury is also the site of the annual [Shamrock Duathlon](#)⁵, a cycle and run event organized by the Hartford Marathon Organization that begins at the Irish- American Club and includes a 28K bike ride through the southern part of town.

The Town of Glastonbury participates in National Bike Month⁶ 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 Bike Walk Connecticut⁷, previously known as Central Connecticut Bicycle Alliance. The Town of Glastonbury and Bike Walk Glastonbury 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 activities such as valet bike parking at community events.

⁴ Farm Bike Tour; Ct Tour Des Farms - Glastonbury;
<http://www.mapmyride.com/us/glastonbury-center-ct/ct-tour-des-farms-glastonbury-2007-route-1009382>

⁵ Shamrock Diathlon; Shamrock Duathlon;
http://www.hartfordmarathon.com/Events/Ten_Penny_Ale_Shamrock_Duathlon_3_3.htm

⁶ National Bike Month; League of American Bicyclists; <http://bikeleague.org/bikemonth>

⁷ Mission to Change the Culture of Transportation ...; Bike Walk Connecticut; [About](#)

BICYCLE FRIENDLY COMMUNITY

The League of American Bicyclists (LAB) performed a Bicycle-Friendly Community evaluation 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](#) 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.

Glastonbury was recognized as a bronze level Bicycle Friendly Community by the LAB in both 2015 and 2019. With future investments and support (many of which are detailed in this document), silver and even gold recognition for Glastonbury is possible.

Areas where improvement is needed to qualify for silver status include bicycle parking, Safe Routes to School program, connecting trails/intersection treatments, enhanced data, expanded bicycle network and following through on recommendations in the town's current Plan of Conservation and Development.

FUNDING SOURCES

Additional funds are needed to achieve the goals and specific recommendations outlined in the master plan and to realize the vision of maintaining and improving Glastonbury's status as 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 elements of a complete streets strategy, including:

- 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 provides regular communications through its web site and [Facebook page](#). Topics include project progress, events, and advocacy for bike path and road improvements.

Regular communication is provided to the Town Council, plus various boards and commissions, such as the Town Plan & Zoning Commission, Conservation Commission, Recreation Commission, Sustainable CT, among others. The purpose of these communications is to keep necessary regulatory and other town

committees appropriately informed for actions that may be required by them.

Communication may also include relevant bicycle-related pamphlets and information for driver education courses, local schools, Glastonbury Police Department, and is made available with assistance from Bike Walk Glastonbury at venues such as bicycle shops and town offices.

In addition, bicycle information is accessible here on the Town of Glastonbury's Parks and Recreation website. Information includes links to:

- Glastonbury's bicycle friendly roads
- Bike Friendly Facilities (BFF)
- Local bike shop websites
- Bicycle Master Plan

News and articles regarding bicycling topics can occasionally be found in local newspapers and social media

- The Glastonbury Citizen
- Hartford Courant
- Glastonbury Patch

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 completed and recommended paths/routes provide east-west crossing through town, ultimately connecting Manchester Road and Buckingham Park with the Putnam Bridge.

Although a north-south off-road connection between Town Hall and the Rocky Hill ferry would be desirable, private property in some sections makes this route difficult to achieve.

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.

Priority Projects

- Complete the sidewalk along Main St./Route 17 between the Cider Mill and Red Hill Drive to connect the central part of town and the Buttonball neighborhood with South Glastonbury center. In addition, provide marked crosswalks with pedestrian signals at the intersections of Buttonball Lane and Red Hill Drive with Main St. (CT Route 17). These projects are currently in design. (Prior efforts at widening the shoulders of Route 17 and/or constructing a multiuse path between Buttonball Lane and South Glastonbury have been rejected.)
- Implement the recommendations of the Road Safety Audit of the corridor between the House Street trail and Riverfront Community Center performed by the CT Department of Transportation in 2015.
- Construct a multi-use off-road path between the end of Harvest Lane and Bell Street. This route will provide safer passage than the narrow shoulder of the parallel section of Hebron Ave. (CT Route 94) and will connect with the existing path at Bell Street.
- Construct the connecting trails to the pedestrian walkway on the Putnam Bridge. This project has been designed with plans for the CT Department of Transportation to build in 2022 and the towns of Glastonbury and Wethersfield to provide most of the maintenance.

POLICY AND PLANNING

The success of any bike plan requires the creation and implementation of important municipal policies and procedures to

support the plan. Minimally, policies related to the following topics should be included:

- Ongoing support of a Bicycle Advisory Group, including town staff and citizens, that collaborates with town officials and commissions on activities that relate to or impact bicycling. The process helps ensure such collaboration or consultation occurs. The town has already established such a committee that meets on a regular basis.
- Each spring as the road maintenance schedule is set, review and make recommendations to the Town Engineering Department via the Bike Advisory Group regarding road maintenance issues that impact bicyclists.
- Review of bicycling needs during all road construction, milling 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 (bicycle parking and storage) during new commercial and residential developments.
- Protect and enhance off-road bicycle paths, in collaboration with Town policy and staff.
- Promote the use of bike/walk paths for other complementary purposes such as Pollinators' Pathways.
- 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.

- Ensure cycling and walking continue to be considered priorities in future Glastonbury Plan of Conservation and Development (POCAD) updates.

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
- Install bicycle route and/or other appropriate signage on roadways that constitute scenic rides or primary bicycle transportation routes to select destinations.
- Installation of crossing signage and ‘flashers’ on high use bike paths.
- 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
- 2) their presence encourages others to consider the feasibility of bicycling for transportation.

Connections to Other Towns and the East Coast Greenway

Special attention should be paid to those roads that connect to other towns and bike paths. For example, Addison Road, Hillstown Road (with off-road path in Manchester), Keeney Street and Manchester Road provide connections to the Charter Oak Greenway portion of the East Coast Greenway. Either end of the Smith School/Bell St. trail can be used to connect to on-road routes to the Charter Oak Greenway via either Addison Rd./Great Swamp Rd./Hillstown Rd., Addison Rd./Oak St. or Bell St./Bush Hill Rd./Keeney St. Birch Mountain Road also connects with Manchester.

A connection to Marlborough is via Marlborough Road, a connection to Rocky Hill is via Ferry Lane and the Rocky Hill - Glastonbury Ferry, and a connection to Portland is via Route 17. Connections to East Hartford include Main Street, Addison Road and the planned Putnam Bridge connecting path/Goodwin University trail.

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, on-bike cycling skills, helmet safety, and laws related to sharing the road with motor vehicles and all road users.

Resources to assist in this education program include:

- Local bicycle shops
- [Glastonbury Parks and Recreation](#)
- [The League of American Bicyclists](#)
- [Bike Walk Connecticut](#)

Bicycle education programs within the Glastonbury School System are emphatically encouraged to be part of public-school curriculum, particularly the elementary level grades.

Collaboration with the Glastonbury Police Department is also 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.

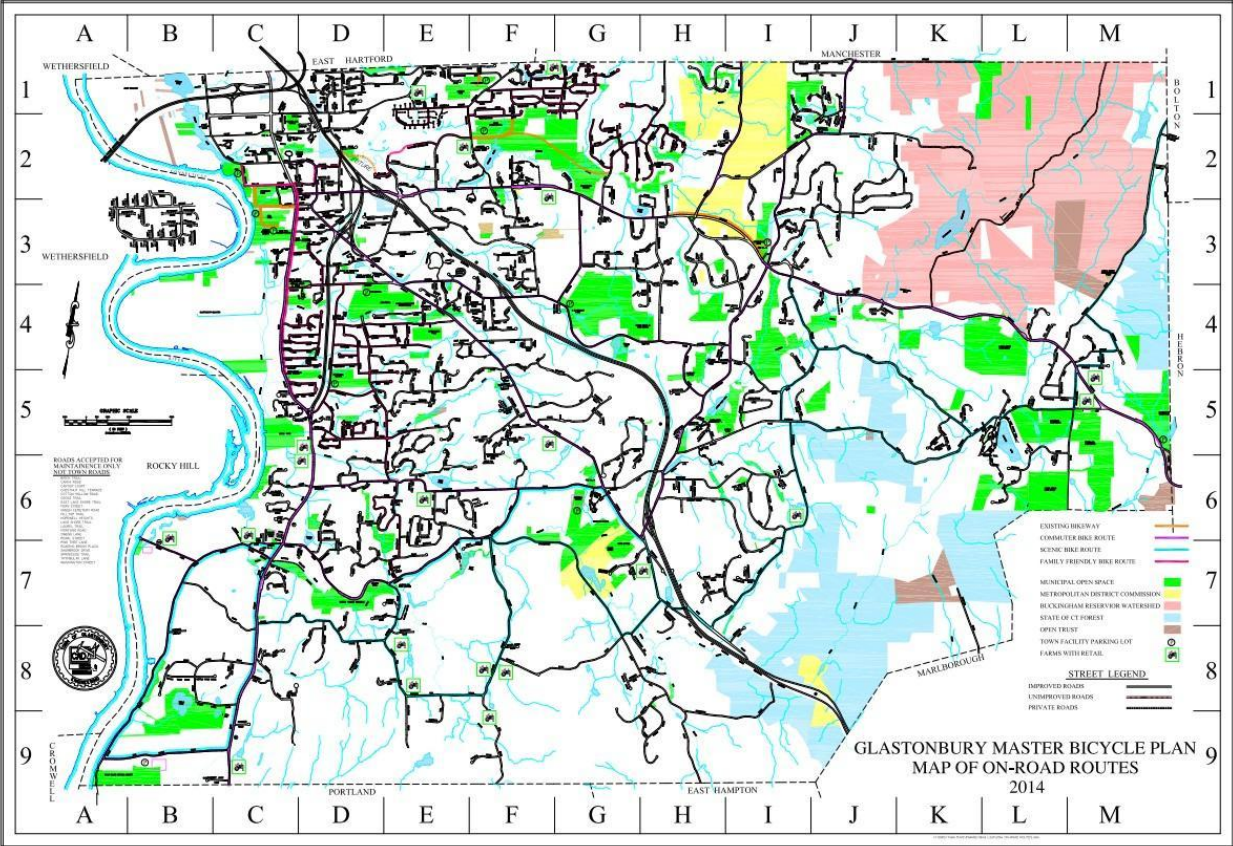
An education opportunity resides in communicating information regarding recently passed Connecticut legislation that impacts cyclists and road users across our town and state. In May 2021, the Connecticut General Assembly passed Public Act No. 21-28, effective October 1, 2021. This Act concerns pedestrian safety, the Vision Zero Council, speed limits in municipalities, fines and charges for certain violations and the Greenways Commemorative Account.

[Public Act No. 21-28](#)

Appendix A - Bike Friendly Roads

See here:

<https://www.glastonburyct.gov/home/showpublisheddocument/10832/635495271344870000>



Appendix B - Benefits of Biking and Walking

Biking & Walking are Good for Glastonbury

Increased biking & walking have significant return on investment

ECONOMY

Connecticut sees 85 million Vehicle Miles Traveled (VMTs) per day, which generates about 39% of the state's greenhouse gas emissions. We can do something about that.

- * Spurs economic development & job creation.
- * Attracts tourists to bikable and walkable cities.
- * Increases real estate value especially along greenways & trails.
- * Decreases demand for customer/employee parking.
- * Increases retail sales in pedestrian & bike-friendly zones.
- * Attracts and retains millennials who don't want the expense & hassle of car-ownership.



- Biking & walking = Zero emissions.
 = Less fossil fuel consumed.
 = Fewer vehicle miles traveled.
 = Slowing global climate change.
 = Less noise & traffic congestion.

ENVIRONMENT

HEALTH

- * Reduces healthcare & healthcare insurance costs.
- * Decreases employee absenteeism.
- * Healthier employees are more productive by 50%.
- * Physical activity improves mental health.
- * Biking & walking support healthy family activities.

Inactivity is a looming public health crisis. In the US, obesity costs account for 9% of all health care spending. This is at least partially attributable to auto-oriented transportation.



- * Increases contact with neighbors.
- * Promotes vibrant, safer communities.
- * Creates calmer, safer roads.
- * More eyes on the street lowers crime.
- * Safety in numbers so fewer crashes.

SAFETY

EQUITY

- * Decreases transportation costs.
- * Leaves more \$\$ for better housing & nutrition.
- * Improves quality of life for all.
- * Promotes community & social interaction.
- * Improves access to employment & education opportunities.

TRANSPORTATION EFFICIENCY

The road space required to move 69 people using public transport, bicycles, and motor vehicles.



Canberra Transport photo

- * Reduces traffic congestion.
- * Less wear & tear on roads.
- * 76% of Americans drive to work alone.
- * 45% of vehicle trips are 3 miles or less.
- * Sitting in traffic costs CT \$1.6 billion a year in lost time & fuel.
- * Average annual cost to own & operate a new vehicle = \$8,849 vs. biking = \$308 vs. walking = \$0.
- * Bike lanes are cost-efficient - Portland built 300-mile network of bike lanes for the price of one mile of highway.

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. 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 these routes will have to incorporate some on-road segments. Several potential systems of paths have been identified for development. One of these, which is discussed in more detail below, links a number of sites together and provides for cross-town transportation and connection to other towns and multi-use path systems.

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 path incorporating Shagbark and Bayberry Roads and Gideon Lane. Status – Under Consideration.

House Street to Riverfront Community Center:

At the present time the only practical alignment of this section is on-road or multi-use sidewalk. The on-road route will include House Street, Salmon Brook Drive, New London Turnpike and Welles Street. 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 – Future Consideration and partially funded.

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 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 planned Putnam Bridge walkway.
- Goodwin University 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

Town Hall to Old Cider Mill:

Although it would be attractive to have an off-road path through the Glastonbury Meadows, it 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 the stretch from the town hall to Route 17.

Alternative on-road routes are feasible along Hubbard Street and Buttonball Lane which have the added benefit of providing connections to Hubbard Street Green.

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. These options may provide part of the desired path off-road.

Buckingham Reservoir Watershed

With the cooperation of the property owner it may be possible to develop in the [Buckingham Reservoir Watershed](#) 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](#)) in the southeast corner of Glastonbury. 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 between Toll Gate Road and Marlborough.

MDC Property

The town has recently purchased the Metropolitan District Commission property in the Keeney Street area. This property already has several trails that may now be deteriorated as the MDC closed this area to hiking prior to sale. This property should be reviewed for bike/walk activities and a potential path to Bell St. This could also be included in the Salmon Brook Path.

Mountain Bike Paths

The addition of designated mountain bike paths and a training park would provide additional recreational biking opportunities. Areas under consideration include the areas adjacent to the Bell Street-Smith Middle School path, and the Longo property on Hebron Avenue.

Appendix D - Glastonbury's Bicycle Friendly Community Score Card



GLASTONBURY, CT

TOTAL POPULATION
34427

TOTAL AREA (sq. miles)
52.5

POPULATION DENSITY
655

OF LOCAL BICYCLE FRIENDLY BUSINESSES
1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Glastonbury
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	6%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 115K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2/10

KEY OUTCOMES

	Average Silver	Glastonbury
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

» The current built environment and land use patterns of Glastonbury likely make bicycling difficult for transportation. A focus on connectivity, including a trail system and intersection treatments, is likely to help create a more conducive environment for bicycling.

» The data that Glastonbury reported on its road network was incomplete or inconsistent. This lack of complete data makes it difficult

to judge the current state of bicycling infrastructure in Glastonbury, specifically the extent and quality of on-street bicycle infrastructure such as bike lanes. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Congratulations on adopting the 2018-2028 Glastonbury Plan of Conservation and Development. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

SUPPORTED BY BCO Counter AND LEAGUE MEMBERS

Appendix E - 2019 Draft Bicycle Friendly Survey Results

2019 Survey by League of American Bicyclists

Glastonbury was recertified as a League of American Bicyclists Bronze level Bicycle Friendly Community in Spring of 2019. As part of the 2019 application process for Bicycle Friendly Community recertification, League of American Bicyclists (LAB, League) required all applicants to make available an online Survey Monkey survey designed to gather community input around bicycling. LAB distributed the survey link to all 39 cities and towns that submitted a Spring 2019 application for Bicycle Friendly Community status, including communities like Glastonbury that were renewing their designation. The community survey is a relatively new component of the BFC application process, and it is intended to gain a better understanding of local bicyclists' experiences to advance the assessment of biking conditions.

The survey is distributed by both LAB and the applicant community. The League provides the link in an email to all local and state advocates identified in the Bike Friendly Community application, and through direct email to all League members who share a zip code prefix with the applicant community. The applicant community makes the link available through their available connections and electronic platforms.

The link is provided within two weeks of application submission and stays open for about a month. The Town of Glastonbury made the survey available through multiple electronic platforms, such as the Town's and the Parks and Recreation Facebook pages, as well as the Parks and Recreation Instagram page. In addition, Glastonbury's bicycle shops were provided with the link and asked to share it to their respective Facebook pages. The survey link was emailed to all Bicycle Advisory Group and Bike Walk Glastonbury members for participation and to share with other interested bicyclists. A news release was submitted to Glastonbury Citizen for print media promotion.

Nationally, responses from the 39 applying cities and towns generated nearly 5,500 responses. In Glastonbury, 113 bicyclists, advocates, and residents completed the survey. Since Glastonbury's application was due for submission February 5, the public survey period occurred in February and early March of 2019. Some of the questions asked about ridership in the past 30 days during the winter months, when ridership is likely lower than non-winter months.

Survey results, tabulated by the League of American Bicyclists, were provided to the Town as part of the recertification award package of documents. This document provides both Glastonbury and national results to allow a local-to-national comparison. Open-ended responses have been summarized and grouped by like topics.

At the July 11, 2019 Bicycle Advisory Group meeting, members participated in an exercise to establish key concepts from open ended responses, to prioritize responses, and to create discussion about the survey responses. Members who were not in attendance at the meeting were invited to participate via email. The Advisory Group responses are included with the report results below. A copy of Glastonbury's Report Card from the League is included at the end of this report.

Please direct any questions about this report to Wendy Mis, Director of Health at wendy.mis@glastonbury-ct.gov

Highlights:

During the summer, 72% of Glastonbury bicyclists ride at least once a week, very similar to the national average of 73%. Even though the survey asked about the February and early March timeframe, 27% of Glastonbury respondents rode during the past 1 – 7 days. (Q 38, 39)

Glastonbury bicyclists indicated the main purpose of their last bicycle trip was for exercise/health (65.5%) or recreation (21.8%), surpassing the national averages of 46.8% and 31.5% respectively. Only 3.6% of Glastonbury bicyclists commute by bicycle. (Q 40, 41)

Nearly 25% of Glastonbury bicyclists have access to a bike path

within a quarter mile from home, which is greater than the national average of 18.5%. Glastonbury bicyclists have less access to a bike lane (20.6%) than other communities (49.7%). (Q42, 43)

Most respondents are satisfied with Glastonbury's efforts for making bicycle riding safe. A total of 41.8% of respondents reported that they are 'Very Satisfied' or 'Somewhat Satisfied', whereas 37.4% indicated they are 'Somewhat Dissatisfied' or 'Very Unsatisfied'. (Q44)

Glastonbury bicyclists overwhelmingly responded that they would like to see the local government provide more bike lanes (26.4%) and paths (35.2%) as the top community change for bicyclists, surpassing the national average of 17.4% for lanes and 21.8% for paths. (Q45)

In response to the question of whether or not it is safe to ride a bicycle in their neighborhood, 22.5% of Glastonbury bicyclists said it was "Safe", and 16.9% said it was 'Dangerous'. The remaining 60.7% of respondents said 'It Depends'. (Q46)

The follow up question asked bicyclists why they responded 'Dangerous' or 'It Depends'. Glastonbury bicyclists were fairly evenly distributed with 'No/Few Bike Lanes or Bike Paths' (25%), 'Distracted Drivers/Riders' (26.5%), and 'Fast Moving Traffic' 26.5%. Nationally, 'Distracted Drivers/Riders' was the top concern at 27.7%, and 'No/Few Bike Lanes or Bike Paths' followed closely at 25.4%. (Q47)