

CHAPTER 5

PLANNING REGIONS BICYCLE AND PEDESTRIAN PLANS

This chapter is a summarization of the bicycle and pedestrian plans submitted by the fifteen Planning Regions in Connecticut. The full documents are available at the Agencies either as separate bicycle plans or as an element in their overall Long Range Transportation Plans. The regional bicycle maps, shown at the end of this chapter, depict both existing and proposed on and off road routes selected by the individual Agencies and connections with adjoining Regions. Maps of each Regional Planning Organization's Bike Plan are shown in Appendix B. These maps, compiled together, comprise Connecticut's Proposed Regional Long Range Bicycle Route Map.

CAPITOL REGION COUNCIL of GOVERNMENTS

Vision Statement: By 2010, residents of the region will be able to walk, bicycle, or take another type of non-motorized vehicle, via multi-use trails, or "bicycle friendly" roads, safely and conveniently to employment centers, shopping areas, bus and train centers, recreation and cultural attractions, and schools. New residential development will be designed to provide for safe walking and bicycling by residents, both within the development and to nearby destinations. Pedestrians will be provided with a safe and viable option in our fully integrated transportation system.

GOALS and OBJECTIVES:

Goal I: To promote the increased use of non-motorized travel as viable transportation modes into a fully interconnected bicycle transportation facility throughout the region.

Goal II: Provide a safe, accessible, conveniently located region wide bicycle and pedestrian system, which is, integrated with other transportation systems.

Goal III: Encourage and support bicycle and pedestrian safety, education and enforcement programs.

Goal IV: Develop financial incentives for municipalities and non-government organizations to enhance bicycle and pedestrian opportunities.

Objectives:

** Require the STC to give consideration of bicycle and pedestrian needs during their permitting process.*

** Encourage ConnDOT to provide a 10%-20% match for the STP-E program.*

** Encourage ConnDOT to review and revise their current sidewalk policy.*

** Encourage bikeway and pedestrian elements in all transportation projects, and particularly for projects between or involving shopping centers.*

** All commuter parking lots will include bicycle lockers.*

** Provide for pedestrian and bicycle facilities at all appropriate intermodal connections.*

** All buses will have bicycle racks.*

- * *Develop a region wide bikeway facility maintenance plan.*
- * *Updated and consistent set of design standards.*
- * *Safety education programs for bicyclists, pedestrians, and motor vehicle drivers.*
- * *Electric wheelchairs are not considered motorized vehicles.*

CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY

GOALS and OBJECTIVES:

Goal: To provide a safe and adequate system for the general circulation of bicycle traffic, in such a way that the use of a bicycle as an alternative mode of transportation will be encouraged.

Objectives:

- * *Provide for a safe and adequate travel lane on those highways most frequently used by bicyclists.*
- * *Reduce the amount of roadside debris through increased road maintenance.*
- * *Educate the driving public about the rights of bicyclists.*
- * *Make bicyclists more aware of the rules and responsibilities of cycling.*
- * *Provide a better road surface for bicyclists to travel on.*
- * *Provide secure bicycle storage facilities at locations that attract substantial numbers of bicyclists.*
- * *Encourage large employers to supply locker room type facilities for employees who commute by bicycle.*

Recommended Solutions to Bicycle Route Problems (On Road)

1. Create dedicated bicycle lanes that are separated from motorized traffic with painted lines on the roadway, or where possible, with a physical barrier of some type.
2. Place signs along dedicated bicycle lanes to increase driver awareness. Incorporate bicycle awareness into the curriculum of driver education courses and driver retraining courses.
3. Create bicycle safety courses for riders, and place reminder signs along bicycle routes.
4. Publicize new and existing trails, Encourage private development of new trails.
5. Provide parking near recreational trails. Install signs designating trails and their connections.
6. Plan and implement a comprehensive monitoring and maintenance program.
7. Avoid steep slopes. Provide safe crossing of bridges, rivers, and rails. Provide routes around or over limited access highways.
8. Provide bike lockers in commuter lots, shopping areas, schools, public buildings, and other areas where bicycle storage would be utilized.

CENTRAL NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

Proposed Regional Bikeway Network:

The majority of the proposed bikeways listed below represent an attempt to provide CNVR residents access to many of the region's high priority destinations. With additional minor widening in most instances, they would provide an excellent regional network of bicycle routes. These routes are not only typically the most direct and accessible routes between residential areas and high priority destinations, but are also quite scenic as well.

BICYCLE LANES:

U.S. 6 - The section of Route 6 being proposed as a bikeway spans the CNVR towns of Thomaston, Watertown, Woodbury, and Southbury. Its northern terminus is the center of Thomaston, and its southern terminus is at I-84 in the center of Southbury. It is a two lane, undivided highway with only a few, very short segments of over 5% grade.

ROUTE 63 - The section of Route 63 recommended as a bikeway is a two lane undivided State highway beginning at its junction with Route 6 in Watertown and terminating where it intersects Route 68 in downtown Naugatuck. The majority of this section of Route 63 has a gradual slope of 5% or less.

ROUTE 67 - The section of Route 67 being recommended as a bikeway stretches from Route 6 in Southbury to its intersection with Route 42 in Oxford. It is an undivided two-lane State highway. Route 67 has a slope of 5% or less for the most part.

ROUTE 68 The section of Route 68 being proposed as a bikeway stretches from its intersection with Route 63 in the northern part of downtown Naugatuck to where it converges with Route 70 in west Cheshire. It is an undivided, two lane State highway, the majority of which has grades of 5% or less.

ROUTES 68 / 70 - The section of Route 68 / 70 being recommended as a bikeway begins in west Cheshire where both routes converge with one another and ends at their intersection with Route 10. Most of this route has a slope of 5% or less. It is a two lane undivided highway.

ROUTE 69 - The section of Route 69 being recommended as a bikeway stretches from Route 322 in Wolcott to Route 68 in Prospect. Except for the portion in Waterbury, Route 69 is predominantly two lane undivided State highway. Grades along this route are 5% or less with the exception of the East Mountain area of Waterbury.

ROUTE 70 - The section of Route 70 being recommended as a bikeway extends from the overlap with Route 68 in west Cheshire to Byam Road (just east of the Waterbury town line). A predominantly two lane undivided State highway, the grade along the majority of this route is gradual (5% or less). However, there are a few sections with grades between 5% and 10%.

ROUTE 73 - The entire length of Route 73 is recommended as a bikeway. This corridor begins at its intersection with Route 63 just south of Route 6 in Watertown and runs south through the center of Watertown and Oakville before terminating at Watertown Avenue (SR 846) in Waterbury. It is a two lane undivided road with a short section having a grade of 5%.

ROUTE 322 / BYAM ROAD - The stretch of Route 322 being recommended as a bike- way begins at its intersection with Route 69 in Wolcott and ends at Waterbury Road. The other section is Byam Road and a very short piece of Meriden Road. Byam and Meriden Roads serve as a link between Route 70 and Route 322. Route 322 is an undivided, two-lane State highway. Both Byam and Meriden Roads are undivided and have two lanes. The majority of all three routes have grades of 5% or less.

SR's 847 / 848 - The section of these two roads being recommended as a bikeway stretches from the intersection of SR 848 (Waterbury Road) and Route 6 in Thomaston and terminates at the intersection of SR 847 (Thomaston Avenue) and West Main Street (also SR 847). It is a two lane undivided road with a grade of 5% or less along most of the roadway.

SHARED ROADWAYS:

While the majority of the previously described bikeways are recommended as bicycle lanes, there are sections, which should be left as shared roadways. Due to the many potential conflict points between motorists and bicyclists, some of these corridors will require bicyclists to ride with traffic instead of providing them with their own lane. Where the majority of a route has been recommended as having a bicycle lane, it has been described in the previous section. Where the majority of a route is to be a shared roadway, it is discussed briefly below.

ROUTE 10 - Route 10 is Cheshire's major north-south arterial. It is lined on both sides with commercial development and side roads that feed into the town's residential areas. It must remain a roadway shared by both motorists and bicyclists, given the numerous potential conflict points. Route 10 from Cornwall Avenue to the Hamden town line is not recommended at all due to the existence of the Farmington Canal Trail along this section. SR 801 / East Main Street-SR 801 (East Main Street east of Frost Road to Route 70 in Cheshire) is recommended as a shared roadway as well. In addition to the portion of East Main Street known as SR 801, the section from Route 69 (site of Hamilton Park) to where it begins overlapping 801 is recommended as a shared roadway as well. Like Route 10, the majority of this corridor is lined with commercial and residential development in addition to having on-street parking in certain areas.

CONCLUSION: The goal of this plan has been to recommend potential routes for a regional bikeway network. Both cost and topographical constraints played as much of a role as location criteria did in selecting the network. The regional network should be seen as a foundation on which local projects can be built. As the system grows, it will offer the Region's residents an opportunity to bicycle within their own towns and between other towns.

Establishing bikeways within and between the regions of Connecticut should be viewed as one many approaches to be taken on the demand side of transportation system management. In and of itself, it is not an answer to the traffic congestion and emissions problem facing the State. It can, however, serve as one component of an overall strategy to offer people other opportunities for travel other than driving alone.

CONNECTICUT RIVER ESTUARY REGIONAL PLANNING AGENCY

Proposed Bicycle Routes for the Estuary Region:

The proposed routes are the long-range goals for a regional bikeway system. These are presented as a guide to towns in organizing their bikeway system and as a plan which could be implemented when State funds are available in the future.

The Bikeway map indicates routes, which CRERPA concludes, should be part of the Regional bike route system. The routes were selected primarily to connect towns, and consequently, they follow State roads. In selecting the designated routes, CRERPA relied heavily upon information obtained at a regional bikeway workshop.

Their choices recognized the adequacy of the existing State road system and the limitations created by the anticipated low level of public funds in the future and by the rural nature of the Region.

It is important to remember that one of the goals of the long-range transportation plan is to

encourage the use of alternative modes of transportation within the Region to reduce the dependency of the automobile. While providing the necessary road shoulders for construction of a bikeway is a step in the right direction, it is also necessary to consider other factors that would encourage both increased bicycle usage and lower the dependency on the automobile.

The Region must also consider mixing residential, retail, and office uses, instead of isolating and segregating these uses. Although the Region is rural and development patterns are less dense than in urban areas, mixing these uses in the future would encourage Ridesharing and make it easier for people to walk and bike from place to place.

GREATER BRIDGEPORT REGIONAL PLANNING AGENCY

The Regional Bicycle Plan considers the needs of bicyclists and incorporates bicycle transportation facilities within the overall intermodal transportation system of the region. The two general goals of the Bicycle Plan are:

- * Accommodate current bicycle use on the highway system.
- * Encourage the increased use of bicycling as a mode of transportation while enhancing safety.

The Regional Bicycle Plan envisions an interconnected bicycle route and trail system designated by route and trail markers and complemented by a set of user-friendly amenities. The principle objectives of the Plan are:

- * To promote bicycling as alternative mode of transportation;
- * To work towards designating existing roads as bicycle routes and improving selected roads as necessary to accommodate bicycle use and promote safety;
- * To promote the construction of selected off-road, multi-use paths or trails located along a separate right-of-way; and
- * To enlist the aid of the State and area municipalities in supporting, enhancing and maintaining bicycle facilities in their respective towns as well as to work toward developing interlocal agreements for the mutual or joint operation and maintenance of off-road trails that extend beyond municipal boundaries.

The GBRPA identified a number roadways which could accommodate bicycle travel based on performance criteria such as accessibility, directness, continuity, route attractiveness, level of conflict, cost and ease of implementation. Route selection was sensitive to traffic volume, road width, and road grade, and attempted to create an interconnected system of routes designed to facilitate intra and inter regional travel and to connect the Region's activity centers.

The implementation of the recommended routes will require a variety of roadway improvements. Where necessary, designated bicycle route streets will be widened to provide the minimum shoulder or bicycle lane width. Bicycle route signs will be installed at reasonable intervals to direct bicyclists along the routes. Auxiliary signs will also be installed to provide information to users.

1. Route 59 and Route 136 Trail: Begins intersection of Route 25 and Route 59 in Monroe and ends at the Fairfield-Westport town line. App. 9.62 miles

- 2. Northern Monroe to Downtown Bridgeport Trail:** Begins at the Monroe Newtown town line through Monroe and Trumbull to downtown Bridgeport. Connects with the Bridgeport Transportation Center. App. 18.54 miles.
- 3. Westport to Lordship Trail:** Begins at Fairfield-Westport town line and runs through Fairfield and Bridgeport to the Lordship section in Stratford. App. 18.86 miles.
- 4. Reservoir Trail:** Begins at Easton-Redding town line and runs along Route 58, ending with a connection to Trail #3. App. 7.57 miles.
- 5. Cross Monroe Trail:** Begins at the intersection of Judd Road and Hattertown Road near the Monroe-Newtown town line and runs east-west through Monroe along Judd Road and Purdy Hill Road to Moose Hill Road. App. 7.29 miles.
- 6. Madison Avenue Trail:** Extends from Trail #5 at Judd Road in Monroe, through Trumbull to Old Town Road in Bridgeport principally along Madison Avenue. App. 6 miles.
- 7. Aspetuck Reservoir to Easton Reservoir Trail:** Begins at Route 58 near the Aspetuck Reservoir and extends through Easton and around the Easton Reservoir. Ends at Madison Avenue in Trumbull. App. 5.27 miles.
- 8. Southport Trail:** Begins at the intersection of Cross Highway (Trail #3) and Sturges Highway and runs north south along the Fairfield-Westport town line. Ends at the center of Southport. Connects with the Southport rail station. App. 3.63 miles.
- 9. Route 58 Trail:** From the Easton-Redding town line it runs primarily along Route 58 to Samp Mortar Drive. Ends at Hulls Highway and Trail #8. App. 7.70 miles.
- 10. Fairfield Center Trail:** Begins at the intersection of Burr Street and Congress Street and runs to Fairfield Center, then east west along the beach area to Southport. Connects with Fairfield rail station. App. 7.42 miles.
- 11. University Trail:** Begins at Fairfield University at the intersection of Barlow Road and Round Hill Road and ends at Sacred Heart University. App. 6.4 miles.
- 12. Park Avenue-Seaside Avenue Trail:** Begins at the intersection of Park Avenue and Old Town Road and runs along Park Avenue and Seaside Park. App. 5.11 miles.
- 13. North Stratford Trail:** Begins at the intersection of Route 127 and Unity Road (Trail # 2) and runs through Trumbull to the Paradise Green area in Stratford. Spur trail runs north along Route 108 to Shelton. App. 7.07 miles.
- 14. Route 111 Trail:** Begins at Old Mine Road in Trumbull and extends along Route 111 to Route 34 in Monroe. Spur Trail extends along Route 110 into Shelton. App. 9.28 miles.

The routes identified above will be designated along existing roads and be either shared lane or shoulder facilities. For sections that use the shoulder, it is recommended that the shoulder lane be improved to a minimum of four feet. In higher speed and volume areas, the minimum should be increased to six feet. In some cases, it is recommended that bicycle lanes be developed instead of simple bicycle routes. The bicycle lane treatment would be limited to areas where traffic volumes are highest and the need to separate bicyclists and motorists is greatest. Suggested bicycle lane segments include portions of Routes 58, 59, 110, 111, and 136.

Selected Separate Bicycle and Pedestrian Paths:

- 1. Housatonic Railway Rails-to-Trails Conservation Project:** Construct a multi-use trail within the corridor of the abandoned Housatonic Railway.
- 2. Merritt Parkway Greenway Trail:** Construct a multi-use trail within the corridor of the Merritt Parkway.
- 3. Housatonic Riverbelt Greenway:** Begins in the southern end of Stratford and runs north along Route 113 and Route 110 to Shelton. Comprised of a combination of on-road and off-road segments. App. 8.81 miles.
- 4. Seaview Avenue Bikeway Project:** The Highway System Plan recommends the reconstruction of Seaview Avenue south of I-95 and the construction of a new arterial north of I-95. As part of that project, bicycle lanes or paths should be developed extending between Remington Woods industrial area and Pleasure Beach. Connections would be constructed to Route 127 and Broadbridge Avenue in Stratford.

HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS

GOALS and OBJECTIVES:

THE GOAL of the Housatonic Valley Region's Bicycle Plan is to develop a safe, convenient, comfortable, and secure riding environment that recognizes bicycles as an important mode for personal transportation with benefits including energy conservation, pollution reduction, and enhanced physical fitness.

THE OBJECTIVE of the Bicycle Plan is to plan and implement a comprehensive and coordinated bicycle route system for transportation and recreational use providing safe and convenient access to major activity centers, parks, schools, and community facilities.

Regional Bicycle Proposals:

Bethel Train Station Access-In Bethel, a proposed two block long connection between Wooster Street and Durant Avenue along Hickock Avenue Extension would serve to tie in the new train station with the existing downtown area to the south, and would also enhance pedestrian accessibility to the facility.

Still River Greenway - This greenway is one of several advanced for the region. The proposed alignment begins at Commerce Park and extends to the Pathmark Center on Newtown Road. During the workweek, this link would be an additional entry to an area of significant employment concentration and it would also provide a pleasant focus for lunchtime recreation. On weekends, a dedicated right-of-way could allow limited off-hours use of the extensive green space associated with the project. Further expansion of the Still River Greenway along the watercourse will depend on acquisition of the right-of-way or of easements for public use.

Berkshire Corporate Park - Another opportunity to integrate bicycle paths with on-going commercial and residential development is at the Berkshire Corporate Park, where a multi-use trail has been proposed that would link the complex which sits on the Danbury-Bethel - Brookfield border to the

shopping area approximately a half mile away on Route 6 in Bethel, and Newton Road in Danbury.

Bicycle Sundays on the Route 7 Expressway - This proposal has been advanced by several individuals. It would involve closure to vehicular traffic of one or possibly both directions of the Route 7 Expressway between Danbury and Brookfield during the morning and midday periods on selected spring and fall Sundays. This wide, limited access route could then be used by bicyclists, pedestrians, joggers, rollerbladers, etc. This concept is similar to existing bicycle use programs on the Bronx River Parkway in Westchester County, NY and in Washington, D.C.'s Rock Creek Park. However, careful planning is needed to insure that usage of such a program would be sufficient in the Housatonic Region to justify the costs associated with periodic closure.

Regional Bicycle Routes - The facilities selected for this category include routes to and through every jurisdiction within the HVCEO region with three exceptions, Sherman, Bridgewater, and Redding. These localities are served by recreation, tourism, and secondary routes, which is most appropriate considering the low-density of traffic and attractive scenic qualities found in these areas.

1. White Street / Federal Road between downtown Danbury and the Route 7 terminus in Brookfield.
2. Route 6 easterly via White Street and Newtown Road to Route 6 through Bethel to a terminus with Route 25 at the flagpole in Newtown.
3. Route 7 (non-expressway section) between the Expressway terminus in Brookfield northerly to Bridge Street (Route 67) in New Milford. One other option within this corridor is the "Bicycle Sundays on the Route 7 Expressway" proposal.
4. Mill Plain Road (Route 6) / Lake Avenue / West Street between downtown Danbury and Putnam County NY.
5. Route 202 from the junction with Route 67 in New Milford northeasterly to the regional border.
6. Route 53 in downtown Danbury from White Street northerly to the intersection with Route 37.
7. Route 37 between the junction with Route 53 in Danbury, and Brush Hill Road (Route 39) in New Fairfield, and between the junction with Route 39 in Sherman and the junction with Route 7 in New Milford. This route also forms a portion of the scenic loop around Candlewood Lake shown on the Connecticut State Bicycle Map.
8. Route 53 / 302 between downtown Danbury and Main Street, Newtown.
9. Route 25 (Main Street / Newtown Turnpike) between Route 6 in Newtown Center and Monroe.
10. Route 35 (Danbury Road) between Rte. 102 in Ridgefield Center and the junction with Rte. 7.
11. Route 7 from its intersection with Route 35 in Ridgefield southerly through Redding and back into Ridgefield, continuing to the Wilton town line.
12. Church Hill Road / Glen Road (SR 816) between Route 25 in Newtown easterly to the Housatonic River at the Southbury town line.

Recreational, Tourism, and Secondary Bicycle Travel Routes - The recreational and tourism routes are a network of preliminary State and Town roads that have been nominated for inclusion on this system. In general, these routes are included by reason of a unique riding experience in the Housatonic Valley Region, interregional links, or complementary extensions of regional bicycle travel routes.

1. Route 7 between Kent Road, New Milford and the Kent town line.
2. Route 39 between New Fairfield and Sherman.
3. Route 67 in New Milford, from Route 7 easterly through Bridgewater to the Roxbury town line.

4. Route 133 from the junction with Route 67 in Bridgewater southerly via Route 25 to the junction with Route 7 in Brookfield at the Crafts Center.
 5. Route 25 from Brookfield center to Route 6.
 6. Route 53 and 58 in Redding and Bethel.
 7. Routes 33, 102 and 116 and town roads from Ridgefield to Danbury.
 8. Candlewood Lake Road between Brookfield and Route 7 in New Milford.
- One other option for long-term investigation is a grade separated multi-use path along the abandoned Ridgefield Branch railroad right-of-way through Ridgefield.

LITCHFIELD HILLS COUNCIL OF ELECTED OFFICIALS

In 1993, the LHCEO adopted a Regional Transportation Plan which provides an overview of the existing transportation system in the Litchfield Hills area, identifies major transportation issues of concern, and defines regional priorities and improvement policies.

The LHCEO's Regional Transportation Plan identifies, as a fundamental goal, the development of a transportation system, which integrates the various modes of travel including adequate facilities for bicycle travel.

Major Commuter Routes: The benefit of increased commuter bicycle usage is that it replaces a motorized trip with a non-motorized trip. This results in less traffic congestion and impact to air quality. The benefit to the user is a cost savings over driving, the opportunity for exercise, and is it enjoyable.

The major commuter routes in the region occur along state highways. These routes link residential areas with major activity centers (such as employment centers, schools, shopping centers, ballfields) and are typically utilized by both motorists and bicyclists.

The following State routes have been identified by the LHCEO as the ones to serve as commuter bicycle routes in the region.

- * Route 44 from North Canaan-Norfolk town line, through the center of Winsted and on to Canton.
- * Route 4 from Cornwall-Goshen town line to downtown Torrington and from Harwinton into downtown Torrington.
- * U.S. 202 from Washington, thru Litchfield and into downtown Torrington.
- * U.S. 202 from Canton-New Hartford area into Torrington.
- * Route 8 between Winsted Industrial Park and the downtown area.
- * S.R. 800 Major link between Torrington and Winsted. There is also an abandoned rail line between these towns, that runs parallel to the road, that could be utilized as a multi-use trail and between Route 116 and into downtown Torrington.
- * Route 183 parallels SR 800 east of Route 8 expressway.
- * Route 4 and Beach Street in the vicinity of Woodbridge Lake in the town of Goshen.

Bikepath Development

The towns of Litchfield and Winchester recently received approval to construct new bikepaths. Litchfield's bikepath is approximately 3 miles long and will connect Litchfield center with Bantam center along an old railway corridor. Winchester's project is also along an abandoned railway bed and will create a multi-use trail along the Mad River in the center of town for about 1500 feet. Interest has been expressed

locally in extending Winchester's bikepath to the north and west to the Mad River Recreation area to enhance its use and enjoyment. There is also potential for extending the Litchfield bikepath to the west along the abandoned rail line through Morris to Washington.

Residents in the town of Norfolk have also begun to explore the possibility of creating a bikepath along an abandoned rail corridor in their community as have residents in the town of New Hartford along an old railway corridor in the vicinity of the town center. In addition, the abandoned rail line along SR. 800 in Winchester and Torrington is currently being utilized by some bicyclists and could be improved and advertised for enhanced use.

All of these bikepaths could function as multi-use trails in an attractive linear park or greenway setting. The bikepaths could offer significant recreational, economic, environmental, and quality of life benefits to the communities in the region.

There is also a potential for the creation of a bikepath alongside the active rail line in Torrington Center, which could be extended southerly along the Naugatuck River through Litchfield. According to the Rails-to-Trails Conservancy, bikepaths can safely function alongside active rail lines. The Conservancy came to this conclusion after studying sixteen such "rails with-trails" locations in the country.

Regional Policies and Action Items:

The policies and action items presented below represent the fundamental values and priorities of the LHCEO regarding bikeway use and improvement in the regional area. The overall goal of this Regional Bicycle Plan is to increase the safety and use of bikeways in the region.

General Policies and Recommendations:

1. Provide a regional transportation system that integrates bicycling as a viable and attractive transportation option.
2. Encourage the development, improvement, and greater use of bikeways in order to expand the options for personal transportation in the regional area.
3. Make the existing roadway network more bicycle friendly by providing a shoulder at least 4 feet wide on all State highways.
4. To enhance safety, give priority to sand sweeping and pothole patching along local and State routes designated as bikeways.
5. Support measures to enhance bicycle safety, including community based education and information programs.
6. Provide bicycle lockers / racks at commuter parking lots and other popular bicycle destinations including town centers, schools, and commercial centers.
7. Encourage major employers to provide bicycle / racks, shower facilities, and changing facilities to encourage bicycle commuting to work.
8. Encourage the integration of bicycle considerations into local planning, design and construction activities.
9. Encourage bicycling as a tourism amenity in the Litchfield Hills Region recommended in the Strategic Economic Development Plan for the Region.
10. Encourage opportunities for linking bicycle travel with other modes of transportation in the area, such as transit service.

MIDSTATE PLANNING REGION

The following goals and objectives are intended to provide a safe and adequate bicycle network for bicycles as an alternate mode of transportation.

Goal 1: Integrate the proposed bicycle routes with other transportation systems in the Midstate Planning Region.

Goal 2: Provide and maintain a safe, convenient and pleasurable bicycling environment.

Goal 3: Encourage and promote bicycle safety education and enforcement programs.

Objective 1: Develop bicycle routes that provide for the safe mobility of bicyclists that are responsive to the social, economic, and environmental considerations of the Region. Integrate the considerations of all bicycle routes and facilities into all planning, design, construction, and activities of ConnDOT. Publish bicycle maps and guides to inform the public of available bicycle routes, facilities, and services available in the Region.

Objective 2: Provide bicycle facilities that consider the needs of commuting, recreational, and touring bicyclists of all ages and skills. Provide uniform signing and marketing of all bikeways in the Region, and provide a better road surface for bicyclists to travel.

Objective 3: Advocate the development of bicycling safety education programs to improve skills, observe traffic laws, and promote safety for bicyclists of all ages. Monitor and analyze bicycle accident data to formulate ways to improve safety.

Recommendations:

Create dedicated bicycle lanes separate from motorized traffic with painted lines on the roadway where possible.

Place signs along designated bicycle lanes to increase driver awareness. Incorporate bicycle awareness into the curriculum of driver education courses.

Publicize new and existing trails, and encourage private development of new trails for off-road bicycling.

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

Introduction to Multi-Purpose Trails

This report describes the development and location of a comprehensive multi-purpose trail system for the Northeastern Connecticut Region. A multi-purpose trail is designed to accommodate a wide range of users while promoting non-polluting methods of transportation. The development of trails can provide safe transportation route alternatives, reduce the congestion of traffic, further advance the conservation of energy, and improve air quality.

Comprehensive trail planning is the creation of a system of trails. Existing and proposed local, regional, and statewide trail systems are incorporated into the regional design, which is ultimately incorporated into the concept of the Charter Oak Greenway. This greenway, or corridor, will play a significant role in establishing an even larger concept- -the East Coast Greenway. In order to take advantage of the full range of trail opportunities, the following principles are used as guidelines:

Continuity: Multi-purpose trails should be continuous and interconnected.

Potential use: Multi-purpose trails should be located along corridors that assure maximum use by their intended user groups.

Destinations: Multi-purpose trails should link neighborhoods, parks, and open space facilities such as recreational fields. They should also connect neighborhoods to schools, commercial areas, and places of employment.

Safety: Safety considerations should be given top priority when selecting trail corridors.

Consistency: Multi-purpose trails should be consistent with the regional transportation plan, as well as regional and town plans for recreation, commerce, and industry.

Historical significance: When completing a multi-purpose trail, special consideration should be given to historical sites as well as the trail=s own history. This should include research with the aid of municipal historians, which will result in the publication of text and maps for trail users.

OBJECTIVES:

The development of this multi-purpose trail system should act as a catalyst for the construction, or improvements, of smaller connecting trails. Site analysis for trail development includes the following steps:

1. Examine the suitability of the multi-purpose trail system in terms of its natural and man-made features.
2. Identify key sites directly along the system and consider possible linkages to nearby points of interest.
3. Identify and assure safe crossings over, under, or across highly used roads and other obstacles.
 - a. Investigate the need for implementing specific safety measures including signage, pedestrian bridges and crosswalks, fences, rails, etc. where necessary.
 - b. Investigate the feasibility of modifying routes to accommodate multi-purpose use by widening and regrading.
4. Acknowledge and document any unforeseen opportunities or obstacles encountered when establishing this system along abandoned railroad and trolley right-of-ways.

Ten Towns, One System

A multi-purpose trail system will provide an alternative transportation corridor for residents within our region. At this time, it directly involves the towns of Thompson, Putnam, Pomfret, Killingly, Plainfield, and Sterling. Additional spurs in the towns of Brooklyn, Eastford, Woodstock, and Canterbury could be included in future refinements of this plan. Each of these towns contain, or have the potential to contain parks and bicycle, equestrian, and hiking trails, paying close attention to various sites of natural and historical significance. The following is a detailed description of proposed, possible, and existing routes that will establish a multi-directional corridor in Northeastern Connecticut.

Thompson

Existing Routes:

1. **Riverside Park** is located between Main St. (Route 12), Marshall St., and the French River. The existing Riverside Trail is a .57 mile long bituminous and stone dust-surfaced trail completed in 1992 in conjunction with Riverside Park. Riverside Park is a 6.7 acre parcel with passive recreation (walking trails, open space, and picnic areas) and active recreation (soccer/football fields and basketball courts). This trail provides Class 1 bike linkage to the town=s library/community center, town hall, school, and historic mill

villages. It also includes a pedestrian bridge over the French River.

2. The **Airline Trail** begins at RT. 193 in the Mechanicsville section of Thompson and continues 6.82 miles northeast to the Massachusetts State Line. The existing trail known as the Air Line State Park Trail is constructed on the former Boston, Hartford, and Erie Railroad railbed. The entire length of this trail was acquired in 1975 by DOT, with the majority of it being transferred to DEP, who currently maintains sections of the trail. This trail will provide direct access to the proposed multi-purpose Blackstone River Valley Trail in Massachusetts. The trail intersects with Route 12 (Putnam Ave.), Thompson Hills Condominiums, Route 193 (Thompson Rd.), and finally Sand Dam Road. It is proposed that the trail be modified for multi-purpose use which includes widening the trail to fourteen feet.

Existing ROW=s for Development:

1. The section of the **Airline Trail** located south of Route 193 is still owned by DOT according to DEP. The trail is overgrown with vegetation and is in need of some in kind work if it is decided to be developed. However, the trail will ultimately lose its continuity once entering the town of Putnam.
2. The former Quinebaug Railroad railbed located in the northwest corner of Thompson is being considered by both DEP in Connecticut and DEM in Massachusetts as a joint venture. This would provide a safe, alternative route between Thompson and Southbridge, MA.

Proposed Routes:

1. The **Heritage Way** project currently underway will continue its **Riverside Trail** as a north/south loop along the French River and Quinebaug Pond.

Possible Routes:

1. From the Putnam town line, north on Church Street, east on West Thompson Dam Road (which will provide access to the lake and dam), north on Reardon Road into Grosvenordale and **Riverside Park**.
2. From Reardon Road/West Thompson Dam Road, east on Route 193 to where the **Airline Trail** intersects.
3. From Route 12/Buckley Hill Road, north along Route 131 to Jerzeskia Road (two possible routes), to Linehouse Road where the former Quinebaug Railroad railbed exists (joint venture between CT DEP and MA DEM).

Putnam

Existing Routes:

1. **Putnam River Trail** (Section I) currently uses existing, standard sidewalks on the west bank of the Quinebaug River along the Providence Street Bridge, Church Street, Bridge Street, Veterans Park, and the Route 44 bridge. The remainder of Section I will consist of a multi-purpose pathway along Kennedy Drive that is described in Section II of this trail under **Proposed routes**. Once the two sections are complete, the **Putnam River Trail** will begin at Simonzi Park and continue north along Kennedy Drive, through Rotary Park to the proposed Quinebaug River Park on Providence Street. The existing sidewalks in Section 1 will provide bridge crossings over the Quinebaug River to Veterans Park and sites on Church Street.

2. The **Air Line Trail** begins on the western bank of the Quinebaug River and continues southwest, at grade, 1.7 miles (9000 ft.) to the Pomfret town line at Modock Road. DEP currently owns the trail right-of-way known as the Air Line State Park Trail. An access point is located on Town Farm Road.

Proposal: To accommodate multi-purpose use, this trail would be modified to fourteen feet wide. Also, a bridge at Modock Road removed by the towns of Putnam and Pomfret would need to be reconstructed.

Proposed Routes:

1. **Putnam River Trail** (Section II) will be a 2-mile long, multi-purpose pathway beside the eastern bank of the Quinebaug River. Starting in Simonzi Park, a ten foot wide trail will run north between the river and Kennedy Drive, meet with Section I at Route 44 and Rotary Park, and continue north to Providence Street and the proposed Quinebaug River Park. A footbridge will be built in Simonzi Park using the existing stone railroad pier in the river, which will connect with the Air Line Trail.
2. **Trolley Line North** will begin at Simonzi Park and travel along Kennedy Drive to Interstate 395, where it will continue south along the Quinebaug River in the State of CT=s right-of-way to the Killingly town line. This trail will play a crucial role in linking the **Industrial Park Trail** to Killingly Industrial Park. To accommodate multi-purpose use, the proposed trail would be modified to fourteen feet wide; ten feet would be bituminous and the remaining four feet would have a stone dust surface for equestrian use.
3. The **Industrial Park Trail** will begin at the Putnam Industrial Park at Industrial Park Road and continue northwest in Kennedy Drive=s right-of-way as a shared bike lane. It will meet with **Trolley Line North** at Interstate 395, thus providing a southern link to Killingly Industrial Park and a western link to Simonzi Park, **Putnam River Trail**, and **Route 12 North**.
4. **Route 12 North** can begin at the intersection of Kennedy Drive and Route 44, where it would connect with the **Putnam River Trail** and **Trolley Line North**. The trail would be constructed within the existing limits of Route 12, Route 171 (Woodstock Ave.), and Kennedy Drive. Existing travel lanes would be widened, where possible, in order to compensate for a shared bike route and existing sidewalks should be reconstructed where necessary. This trail will provide access to the central business district, Putnam Shopping Plaza, and the Tarr Sports Complex.
5. The **Smart Park Trail** will begin at the corner of Industrial Park Road and Park Road and head in a southerly direction in the Park Road right-of-way to the town line. This route will continue into the town of Killingly and link each town=s industrial parks together.

Possible Routes:

1. Providence Street (Route 171) between Route 12 and Church Street can provide easy access to Owen Tarr Sports Complex from the **Putnam River Trail**.
2. Church Street from the **Putnam River Trail** can provide a northern route around an absent and troublesome section of the Air Line State Park Trail. Utilizing this route will complete a cross-town trail and allow for the continuity of the **Air Line Trail** into Thompson.

Pomfret

Existing Routes:

1. The longest, uninterrupted stretch of the **Airline Trail** in the Region begins at the Putnam town line and continues 8.01 miles southwest to the Hampton town line. For this reason, as well as the many key historical sites and proposed improvements along this route, the **Airline Trail**, currently owned by DEP, is described in three subsections.
 - a. The **Airline Trail** begins at Modock Road on the town line and heads 2.36 miles (12,500 feet)

to the intersection of Routes 169 and 44 near the old Pomfret train station. From the town line, the **Airline Trail** follows the former New York, New Haven, and Hartford Railroad bed across Holmes Road, Wrights Crossing Road, and Needle=s Eye Road, where the Connecticut Audubon Society property at Pomfret Farms is located.

Proposal: On this portion of the **Airline Trail**, three bridges will need to be replaced. At the town line on Modock Road, a bridge that was removed by the towns of Putnam and Pomfret in the late 1960's needs to be replaced. At Needle=s Eye Road, another bridge was removed by the town of Pomfret, but the abutments remain in fair condition. The most crucial bridge reconstruction of the **Airline Trail** is located at the intersection of Routes 169 and 44. The original bridge was removed during road improvements, leaving only the embankments in place. In order to provide a safe crossing over this busy state highway, the bridge will need to be replaced. At Holmes Road, the **Airline Trail** will need to be brought up to grade with the road. In addition to these improvements, the trail should also be modified to fourteen feet wide with proper signage for key points of interest.

b. The **Airline Trail** continues southwest 4.32 miles (22,800 feet) from the old Pomfret train station to Route 97 in the Abington section of Pomfret. The trail passes numerous points of interest such as a cow tunnel; a gravity fed well, a superb stone arch culvert over Mashamoquet Brook, town hall, Gwynn Careg Inn, and Elliot=s Station. It crosses over Covell Road, Brooklyn Road, and Babbitt Hill Road, which provides direct access to Mashamoquet Brook State Park, as well as crossing under Route 44 near town hall, which will provide a parking area.

Proposal: Approximately 2000 feet of regrading needs to take place at both Babbitt Hill Road and Covell Road. This will provide a three percent slope up to road level in both locations. Also, in order to provide safe access to the stone arch culvert and Mashamoquet Brook between these two roads, use of railroad ties or natural materials as steps are necessary. The **Air Line Trail** should also be modified to fourteen feet wide with proper signage for key points of interest.

c. The **Air Line Trail** in Pomfret concludes at the Hampton town line, 1.33 miles (7000 feet) west of Route 97, but ultimately ends in East Hampton. This subsection provides access into the Windham Region, James Goodwin State Forest, Natchaug State Forest, and the Connecticut Audubon Society property at Trail Wood.

Proposal: The trail should be modified to fourteen feet wide with proper signage for key points of interest.

Killingly

Existing Routes:

1. The **Quinebaug Multi-Purpose River Trail** is located at the intersection of Routes 6 and 12 in the Danielson section of Killingly. In cooperation with DOT, phase I and phase II of this project has been completed. Phase I is located adjacent to the Five Mile and Quinebaug Rivers along Route 6 as a ten foot wide bituminous trail with landscaping, lighting, and scenic overlooks, and continues along the east bank of the Quinebaug River as phase II. The **Quinebaug Multi-Purpose River Trail** provides access from a parking area on Water Street to Danielson=s central business district and Little League fields. An old abandoned trolley line located to the south offers an opportunity to extend this trail to the Plainfield town line.

Proposed Routes:

1. The **Smart Park Trail**, which will link Killingly=s and Putnam=s industrial parks, will begin at the corner of Lake Road and Tracy Road. The trail will continue north to the Putnam town line on Tracy Road, briefly passing under Interstate 395.
2. The **North and Maple Street Pathway** will start on Maple Street at Williams Street, and run north to North Street, where it will turn east, continuing to Mechanics Street. A shorter spur on Maple Street will run south from Maple Courts senior housing to North Street. This trail will connect to existing sidewalks on the southern parts of both Maple and Mechanics Streets, providing a circular walking route from nearby neighborhoods to Danielson=s central business district.

Possible Routes:

1. **Trolley Line South** can begin at the southern end of the **Quinebaug Multi-Purpose River Trail** near the Killingly Water Pollution Control facility and continue south 2.71 miles (12,400 feet) along the Quinebaug River to the Plainfield town line.
2. **Trolley Line North** can begin at the northern end of the **Quinebaug Multi-Purpose River Trail** and continue north along the east bank of the Quinebaug River to the intersection of Route 101 and Lake Road. The trail can then follow Lake Road to Tracy Road and the beginning of the **Smart Park Trail**. The completion of the **Trolley Line North** and **South** will provide a scenic north/south route through the town of Killingly along the Quinebaug River.
3. The **Maple Street Extension** can begin at the northern end of the **North and Maple Street Pathway** at Maple Courts senior housing, continuing north past Danielson Airport, Ellis Regional Vocational Technical School, and Three Rivers Community College to the junction of Route 101. From here, the trail may head west along the Route 101 right-of-way, past Killingly Intermediate School, to the Quinebaug River and **Trolley Line North**.

Plainfield

Existing Routes:

1. **Two Rivers Trail** is located on the property of the Quinebaug Valley Fish Hatchery and is a 1-mile loop around the fields and riverbanks of the fertile area between the Quinebaug and Moosup Rivers. This trail is accessible by taking Cady Lane off Route 14, which is also the entrance for the **Trolley Trail**.
2. The **Trolley Trail** begins where the pavement ends on Trout Hatchery Road and continues .7 mile to South Walnut Street. This trail provides access to the Wauregan National Historic Register District, which includes the former Wauregan Mills, built in the 1850's. Future plans may extend the **Trolley Trail** north and south along its original line.
3. The **Moosup Valley State Park Trail-East** (Section I) begins on River Street in the center of Moosup and continues east approximately 2 miles to the Sterling town line. DEP currently owns and maintains this section of the trail, which will extend southwest to the village of Plainfield.

Proposed Routes:

1. The proposed extension of the **Moosup Valley State Park Trail East** (Section II) will begin at its current entrance on River Road. From this point, the trail will cross the old railroad bridge over the Moosup River and continue on North Main Street towards South Main Street, utilizing existing sidewalks where possible in Moosup's central business district. After passing Kaman Aerospace, the trail will continue west on Plainfield Road along the Moosup River to the I-395 overpass, where it will meet with the **Moosup Valley State Park Trail West**.
2. The proposed **Moosup Valley State Park Trail West** will begin southeast of the junction of the northbound lane of I-395 and Unity Street off of Plainfield Road. The trail will follow the old railroad bed south to Old Plainfield Road, cross Route 12 near the police station then continue toward the village of Plainfield, ending at Cemetery Road. The continuance of this trail through the village of Plainfield has not been determined. En route to its possible final destination on Lathrop Road, the **Moosup Valley State Park Trail West** would pass the Plainfield Industrial Park, Big Y Shopping Plaza, and Plainfield Greyhound Park. Consideration must also be given to a possible southern route into New London County.

Other Possible Routes:

1. To provide a northern route into the town of Killingly, a possible solution could be to continue the **Trolley Trail** along its original line north of Route 205. This trail would link with the proposed **Trolley Line North** trail in Killingly, thus creating access to other northern destinations.
2. To provide an east to west route within Plainfield, it may be possible to link the proposed **Moosup Valley State Park Trail East** (Section II) to the existing **Trolley Trail**. This may be done by starting at the beginning of the **Trolley Trail** at the intersection of School Street (Route 14) and Cady Lane, and by way of Water Street, River Road #2, Kinney Hill Road, and Evergreen Street, connect with the **Moosup Valley State Park Trail East** on Plainfield Road. This will also allow safe access to Rams Field.
3. To provide a western route into the town of Canterbury, it may be possible to use existing DEP right-of-ways along the Quinebaug River. This trail could begin at the existing **Two Rivers Trail** and end at the Route 14 bridge.
4. To provide a southern route into New London County and the town of Griswold, the **Moosup Valley State Park Trail West** may continue through the village of Plainfield by way of acquired land leading to Windsor Avenue, then onto Community Avenue, past town hall, to Lathrop Road Extension. From here, the trail may briefly skirt Route 12 to Dow Road destinations or cross Route 12 onto Lathrop Road, which will provide access into New London County.
5. A possible recreational trail with canoe access points may be developed along the Quinebaug River beginning at the **Two Rivers Trail** and concluding at the intersection of Route 14 and the Canterbury town line. In order for this to be realized, a small parcel of land west of the Hatchery will need to be acquired by the state or an easement along the river given to the town.

Sterling

Existing Routes:

1. The **Moosup Valley State Park Trail East**, owned by DEP, begins at the Plainfield town line on the

former New York, New Haven, and Hartford Railroad bed and continues west 1.4 miles (6000 feet) to the junction of Route 14 and Main Street, near Sterling's community center and industrial park.

Proposed Routes:

1. The **Moosup Valley State Park Trail East** will continue from the junction of Route 14 and Main Street on the former rail bed another 2.27 miles (12,000 feet) east to the Rhode Island state line, where it will connect with the proposed Trestle Trail. DEP owns the right-of-way along this route and is currently clearing this path in collaboration with the Connecticut Army National Guard.

NORTHWESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

EXISTING BICYCLE ROUTES

The existing bicycle routes reviewed in the region are the ones recently developed by the Department of Transportation with the assistance of the Coalition of Connecticut Bicyclists as shown on Connecticut's Bike Map.

The State recommended thru routes in the Region are:

- * Route 7 - South from the Massachusetts border splitting at the intersection of Route 63 in Canaan to travel southeast along Route 63 to the Goshen town line and to travel southwest continuing along Route 7 to Route 112 and Route 44 to the New York state border.
- * Route 44 - From its intersection with Route 7 in North Canaan to the Norfolk town line.
- * Route 202 - From the New Milford / Washington town line northeast to the Warren / Morris town line.

Other State recommended routes are located along the following roads:

- * In North Canaan on Casey Hill Road and Allan Dale Road.
- * In Salisbury on Route 41 from the Massachusetts line to Route 44. In the Twin Lakes area on Beaver Dam Road, Twin Lakes Road and Copper Hill Road, and on Dark Hollow Road, Race Track Road, and Indian Mountain Road.
- * In Canaan along Sand Road, Beebe Road, and Johnson Road.
- * In Sharon along Mudge Pond Road, Caulkinstown Road, West Cornwall Road, Gay Street, West Main Street, Lambert Road, Keeler Road, and Route 41 from just north of Route 343 to Lambert Road.
- * In Kent along Macedonia Brook Road and Route 341 from Macedonia State Park, southeast to the Warren town line and South Kent Road.
- * In Cornwall along Route 7 from Route 45 to Route 128, and along River Valley Road.
- * In Warren on Route 341 from the Kent town line east to Route 45 and on Route 45 from Route 341 to Route 7 in Cornwall.
- * In Washington along Route 47 from Route 202 through Roxbury to the Woodbury town line, on Route 109 from Route 47 to the Morris town line, and along Nettleton Hollow Road.
- * In Roxbury along Route 67 from the Bridgewater town line to Route 317, South Street, Painter Hill Road, Gold Mine Road, and Painter Ridge Road.

The only loop route recommended on the bike map is around Lake Waramaug on SR 478 and Route 45 in Warren, Kent, and Washington and NWCCOG has objected to this route because of the narrow road and high summer traffic volumes.

Many of these roads were traveled to investigate the bicycle facilities currently provided in the Region. Typical of rural areas, many of these roads, especially non State routes, were constructed as farm roads and consequently don't provide adequate width for two way automobile and bicycle travel. Some don't even have sufficient width for comfortable two way automobile travel. Examples of these facilities include:

River Road (Cornwall) and Painter Hill Road (Roxbury). Bicycling along existing routes in this area represents a trade off. The roads, which provide comfortable two-way travel, and a shoulder area that can be used by bicyclists, generally carry heavier traffic volumes at higher speeds, such as Routes 112 and 202. Likewise, the roads with a limited width carry fewer vehicles and generally slower speeds.

In Salisbury, the abandoned railbed southeast of Route 41 / Route 44 has been converted to a bikeway. Signs have recently been installed to direct cyclists to use the facility.

The Town of North Canaan is planning / constructing the North Canaan Greenway, a bicycle / pedestrian facility that utilizes abandoned ConnDOT right-of-way. It is the first project of this type for the Region.

ADDITIONAL BICYCLE ROUTES

To target local input for bicycle route recommendations, a survey was developed and distributed throughout the nine towns. Survey locations included local town halls, libraries, and shopping centers. To promote the survey, and perform public outreach, a group radio talk show was conducted on WKZE in Sharon Connecticut. Panel participants included the Director of the Northwestern Connecticut Council of Governments, the Department of Transportation's Bicycle Coordinator, a local citizen, and the transportation consultant for this plan. **The survey asked the following questions:**

- * Where would you like to see bicycle routes located?
- * What improvements would you suggest be made to existing roads for bicycle use?
- * How often do you or would you use bicycle facilities for various purposes (i.e. commute to work, recreation, or other)?

The following list provides the bicycle routes suggested:

- * Route 7 - Entire length from Bulls Bridge to the Massachusetts state line.
- * Routes 41-43-44-45-47 and 63.
- * Massachusetts state line to Salisbury to Lakeville to Sharon via Indian Mountain Road.
- * Salisbury via Salmon Kill Road to Briton Hill across Iron Bridge to HVRHS to West Cornwall via dirt road along river.
- * Around Lake Waramaug.
- * Into and near Shepaug Reservoirs #1 and #2.
- * Route 202 from New Milford to Litchfield.
- * Through the Schaghticoke Reservation.
- * Route 4, east and west, Goshen to Sharon.
- * From Barthlomews Cobble to Twin Lakes.

- * Route 44 length of Salisbury.
- * Utility land in Falls Village by power station.
- * Route 41 from Sharon to Massachusetts.
- * Railroad bed from Salisbury to Canaan and beyond.
- * Railroad bed between Millerton and Lakeville.
- * Railroad right-of-way between Lakeville and Salisbury.
- * Route 112 between Hotchkiss School and Route 7
- * Connect State Parks-Lake Waramaug to Macedonia Brook to Housatonic Meadows to Mohawk to Appalachian Trail.
- * Route 47 from Route 202 to Washington Depot.

Suggested improvements to be made to existing roads / bicycle routes included the following:

- * Wider shoulders
- * Fill cracks and smooth shoulders
- * Provide pavement markings
- * Provide bike lanes
- * Widen Route 45 / Lake Waramaug
- * Repave

Most of the respondents said they rode bicycles for recreation ranging from occasionally to every day. Four respondents said they used their bicycle to commute to work. One added she might commute to work on a bicycle if there was a route from Lakeville to Salisbury, and another said she would like to bicycle to work three times weekly.

RECOMMENDATIONS:

- * As indicated in survey responses and observed in field reconnaissance, many of the roads do not provide adequate shoulder width for safe bicycle travel. Although there is no feasible quick fix for this problem, the Council of Governments should work with ConnDOT so that when roadway projects come on line, minor widening and enhancements for bicycle can be included.
- * Special attention to maintenance tasks should be given to those routes designated on the State Bicycle Map. Such tasks should include street sweeping of the shoulder area every spring to eliminate sand and potential hazards to bicyclists, pothole patching, as needed, and repainting of white edge line to clearly mark edge of travelway.
- * Bicycle route markers should be installed throughout the Region at frequent intervals. The purpose of these signs is to inform the bicyclists of route direction and remind motorists of the presence of bicyclists. In addition, where bicycle routes cross State roads or at major intersections, an advance bicycle warning sign should be placed on the State road or major route. An example of where this could be implemented is on Route 7 just north and south of Beebe Hill Road in Canaan.
- * The Council of Governments to continue to support and assist in the progress in the North Canaan Greenway. The Department of Transportation performed some minor widening on Route 7 south of the Massachusetts State line as an addition to a reconstruction project in this area.
- * The survey suggested using railroad right-of-ways in Lakeville and Salisbury and widening of Route 41 from Sharon to the Massachusetts State line. The first selectman in Salisbury included the widening of

Route 41 in his suggested transportation improvements. NWCCOG recommends that a project incorporating these improvements be formed for ISTEA funding consideration.

* Improvements of the roadbed along River Road in Cornwall. This road parallels the Housatonic River and provides an alternate to Route 7 in the area. It is designated on the State Bicycle Map. The five at-grade railroad crossings should be improved to provide a smooth crossing for bicycles. Although this is the Housatonic Railroad, we recommend that the Railroad, NWCCOG, and the Department of Transportation work together to enhance this facility for all three transportation modes. While the five crossings do provide railroad-crossing signs, if the roadway was paved for a distance of fifty feet on both sides of the tracks, pavement markings could be installed to provide additional warning to bicyclists and motorists. Also, the crossing closest to Route 128 has warning lights that are not activated. If these cannot be used in the near future, they should be removed as they convey the message that it is all right to cross because the lights are not flashing.

* A minor widening project is recommended to be developed along Route 112 in Salisbury. This road is designated as a cross state route on the State Bicycle Map and is popular with bicycle groups as they can meet at Hotchkiss school and it provides access to Lime Rock Raceway.

* It is recommended that an off road bicycle path be considered for Route 47 in Washington from just south of the proposed fire station, paralleling the Shepaug River, to approximately the Blackville River. It appears there is a sliver of land that lends itself to this use. Ownership and land development issues will need to be considered. Sections of Route 47 north of this area provide excellent shoulder width for bicycling.

* In Macedonia State Park in Kent, there is a CCC (Civilian Conservation Corps) road that is part of the state park system. It is presently used by hikers but it is potentially wide enough to accommodate hikers and bicyclists. It is likely that some work will need to be performed to improve the surface, such as installation of a stone dust surface. Improvements need to be made to Chippewilla Road / Macedonia Brook Road intersection. Presently, the State Bicycle Map designates the town road (Macedonia Brook Road) through the park as a bicycle route. This road is not suitable for two-way automobile and bicycle use. It should be noted that this the most viable connection in this area for bicyclists between Kent and Sharon. If there is a desire to pursue this idea, the Director of State Parks should be contacted.

SUMMARY

The above recommendations suggest an array of potential projects for the Northwestern region. The Northwestern Connecticut Council of Governments should review the recommendations to determine and prioritize (for submittal to ConnDOT) which projects will be most beneficial and have the greatest potential to receive funding assistance either through ISTEA or another funding program.

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

A TRAIL SYSTEM - The Core

A central trail system can extend the "Savin Rock Bikeway" around New Haven Harbor and west toward the Milford shore via an exclusive right-of-way and short curbside bicycle lanes; look toward a northwesterly harbor-to-West Rock Park link; and complete the "Farmington Canal Rail-to-

Trail" system.

Key Elements:

- * West River / Edgewood Park to West Rock Ridge State Park: largely separate right-of-way.
- * Farmington Canal Rail-to-Trail south to Prospect Street (New Haven): separate right-of-way.
- * Farmington Canal Path: largely via city streets.
- * Inner Harbor Trail via Long Wharf / Veterans Memorial Park: largely separate right-of-way.
- * Inner Harbor Trail via Tomlinson Bridge.
- * Inner Harbor Trail to Light House Point: largely separate right-of-way.
- * Inner Harbor Trail via city streets.
- * Savin Rock Bikeway (largely existing): separate right-of-way.
- * Waterfront Trail: toward Milford via city streets.

A TRAIL SYSTEM - The Region

Central area elements can combine along the shoreline and extend toward well-defined northerly opportunities in Meriden.

Key Elements: (Same as "Core" elements with the following additions)

- * Waterfront Trail thru Silver Sands State Park: separate right-of-way.
- * Waterfront Trail toward McKinny Wildlife Refuge: largely via city streets.
- Quinnipiac Gorge Trail: separate right-of-way.

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

PEDESTRIAN AND BICYCLE FACILITIES

It is important to note that there are major impediments in using bicycle transportation as a viable alternative for the journey to work in Southeastern Connecticut. These include: 1) the large size of the Region; 2) population densities scattered far from employment locations; 3) the Region's topography, and 4) our winter climate.

Journey to work data show that within the 18 town Region, Groton, New London, and Norwich are the major destinations. For those fortunate enough to live within close proximity to their places of work in Groton, New London, or Norwich, the most direct routes to job centers are on heavily traveled arterials which, without dedicated bicycle lanes, would pose a great travel risk to even the most advanced bicyclist. For these reasons, the bicycle routes developed in this plan have focused on roadway sections which are more suited for recreation but which may also provide viable alternative commuting routes.

Of particular importance to the Southeastern Region is its continuing evolution into a tourist and recreation destination. The "Mystic Coast" boast such attractions as the Mystic Seaport and Mystic Marinelife Aquarium to the south. Foxwoods Casino and Pachaug State Forest to the north. Much of the region between these attractions is very scenic and rural in character. These scenic roadways should be formally identified as "scenic byways". With some safety improvements, many of these roads would make very good bicycling routes. The nature of these improvements will vary, based on both the characteristics

of a given roadway, and the amount of funding available. The following are examples of possible improvements:

- * Improved signage and pavement markings for a designated bicycle route.
- * "Bicycle-friendly" storm drain grates.
- * Improved shoulder maintenance.
- * Widening road shoulders to accommodate a designated bike lane of a minimum 4' width.

By undertaking these kinds of improvements, the region could further capitalize and expand on its reputation as a first-class tourist and recreation destination.

RECOMMENDED BICYCLE / PEDESTRIAN ROUTES

The following text presents the recommended bicycle routes. The text lists the routes in alphabetical order by town. The objective of the plan is to link each town in the region with as many other contiguous towns as reasonably possible, considering the various roadway conditions. A secondary objective was to have most of these routes lead into or away from population centers, e.g. Norwich, New London, and Groton and prime recreational attractions.

BOZRAH - Recommended Routes

1. From Franklin: Route 87 to Stockhouse Road to Fitchville (S.R. 608, Old RT. 2 / Colchester Tnpk.) to the towns of Lebanon and Colchester.
2. From Norwich: Wawecus Hill Road to Gager Road to Bozrah Street
 - * (RT. 163) to Scott Hill Road to Salem.
 - * South Road may be taken from Bozrah Street to connect with Norwich bicycle routes or Lake Road to connect with Salem.

COLCHESTER - Recommended Routes

1. From Lebanon: Windham Avenue to Lebanon Avenue to Main Street (RT. 85) to Lake Hayward to Fedus Road to West Road (in Salem) to Mill Lane Road (in East Haddam) to Lake Hayward Road (back in Colchester) to Main Street.
2. From Salem: Route 354 to Marvin Road to Route 85 (north) to Main Street Colchester.
3. From center of town: Old Route 2 east (Norwich Ave.) through Lebanon, Bozrah.

EAST LYME - Recommended Routes

- 1.a Lyme town line-Grassy Hill Road to Whistletown Road to Upper Pattagansett to Route 1 to Chesterfield (Route 161) to Route 85 (North) to Grassy Hill Road.
 - b. Montville: Lyme town line - Grassy Hill Road to Route 85, Montville.
2. Lyme town line or Route 85 Montville to Grassy Hill Road to Whistletown Road to Scott Road to Route 1 (west) to North Bride Brook to West Main Street (RT. 156) east to Fair Haven Road to Old Black Point Road to the Great Wight Way and back to Niantic.

FRANKLIN - Recommended Routes

1. From Lebanon Town Green: Route 207 to Under the Mountain Road to Plains Road to either east on Plains Road to Baltic Road to Route 207 to Sprague, or from Plains Road (east) to Baltic Road (south) to Route 32 (north) and back to Plains Road.
2. From Lebanon Town Green: Route 87 to Stockhouse Road to Bozrah.

GRISWOLD - Recommended Routes

1. From Jewett City: Route 138 to Bethel Road to Sam Chikan Road to Lewis Road (Preston) Route 165 (north) to Brown School Road to Colonel Brown Road to Bethel Road (north) to Route 138 (east) to the Voluntown town line.
2. Route 136 to Bitgood Road to Route 201 to Hopeville Road to Hopeville Pond State Park.
3. Route 12 to center of Jewett City to Route 201 to Hopeville Pond State Park.
4. Route 201 to Route 165 toward Preston.
5. Route 201 to North Stonington town line.

GROTON - Recommended Routes

1. Pleasant Valley Road to Lestertown Road to Military Highway to Fairview Avenue #2 to Bridge Street #1 to Mitchell Street to Benham to Eastern Point Road to Shennecossett Road around Avery Point to Plant Street to Shennecossett Road to Thames Road to Tower to South Road to Route 1 to either Route 215 to Mystic Village, or Allyn Street to Route 184 (east) to Route 27 to River Road to Mystic Village.
2. Gungywamp Road to Route 184 to Stonington.

LEDYARD - Recommended Routes

1. Shewville Road from Preston town line to Groton town line to River Road to Mystic Village.
2. Silas Dean Road to Shewville to Route 214 (east) (Iron St.) to Shewville Road #2 to Gallup Hill Extension to Lambtown Road to Route 117 (north) to Silas Dean or Route 117 (south) to Groton bike route.
3. Circular route: Silas Dean Road to Shewville Road to Route 214 (east) to Shewville Road #2 to Gallup Hill Road to Spicer Hill Road #2 to Spicer Hill Road #1 to Church Hill Road to Silas Dean Road.

LISBON - Recommended Routes

1. From Occum (Sprague) to Kendall Road to Preston Allen Road (north) to Kinsman Hill Road to Route 169 (north) to Kimball Road to Sullivan Road to Westminster Road (south).
2. Route 169 to Preston Allen Road to Kendall Road (east) to Route 169 (north) to Route 138 (Newent Road) to Jewett City.

MONTVILLE - Recommended Routes

1. Old Colchester Road from Salem to the Waterford town line.
2. Grassy Hill Road to Route 85 (south) to Turner Road to Vauxhall Road to Waterford.

3. Circular route: New London Turnpike (RT. 32) from Norwich to Fitch Hill Road to Gallivan Lane to Route 32 (north) to Fort Shantok Road to Massapeag Side Road Derry Hill Road to Kittymaug Road to Massapeag (west) to Route 32 (north) to Raymond Hill Road to Fitch Hill.
4. Raymond Hill Road to Lynch Hill Road to Route 163 (west) to Maple Avenue to Jerome Road to Moxley Road to Unger Road to Hunts Brook Road to Vauxhall Road in Waterford.

NEW LONDON - Recommended Routes

1. From Waterford: Niles Hill Road to Ocean Avenue (south) to Neptune Avenue to Pequot Avenue to Montauk Avenue to Bank Street (east) to Blinman Street #2 to Blackhall Street to Connecticut Avenue (north) to Vauxhall Street (west) to Vauxhall Street Extension to Waterford.

NORTH STONINGTON - Recommended Routes

1. From Griswold: Route 201 to Northwest Corner Road to Route 164 in Preston.
2. From Griswold: Route 49 to Route 184 (west) into Stonington.
3. Route 201 to Ryder Road to Wyassup Lake Road (south) to Rocky Hollow Road (in North Stonington) to Route 184 (New London Tpk.) to Stonington town line.
4. Route 201 to Ryder Road to Wyassup Lake Road (south) to Rocky Hollow Road (in North Stonington) to Route 184 (west) to Route 201 to Mystic Road which turns into North Stonington Road in Stonington. Follow to Borough of Stonington.

NORWICH - Recommended Routes

1. (a) From Marina: Shetucket Avenue to Main Street to Franklin Street to Bath Street to Broadway to Rockwell Street to McKinley Avenue to Reynolds Road to Mahan Drive to Ox Hill Road around Spaulding Pond to Mohegan Park Road to Hunters to Harlin Road (RT.169) to Old Canterbury Turnpike to Lawler Lane to Scotland Road to High Street to Baltic Street to Route 207 to Franklin to link with Town Green: Follow above directions to Ox Hill Road; follow Ox Hill Road (west) to Canterbury Street West) to East Town Road.
- (b.) To Lisbon: Follow above directions to Harland Road (RT. 169) at Hunters Road and follow Hunters Road to intersection with Route 97 and Route 169 (Ponemah Mill) to Newent Road across the Lisbon Bridge.
2. To Preston: From Marina to Shetucket Street to Main Street to Franklin Street to McKinley Street Avenue to Broad Street to Boswell Avenue to 10th Avenue to Central Avenue (south) to 8th Avenue over the bridge to Roosevelt Avenue to Preston.
3. To Bozrah: From Norwichtown Green (East Town St.) to New London Turnpike to Dudley Street to Cranberry Pond Road to Wawecus Hill Road to Bozrah.

PRESTON - Recommended Routes

1. From Norwich: Roosevelt Avenue to Old Jewett City Road to River Road to Old Jewett City Road to Krug Road to Route 164 to Route 165 (west) to Benjamin Road to Branch Hill Road to Ross Road to Route 2 (east) to Shewville Road.
2. From Griswold: Route 201 to Route 165 to Route 164 to Route 2 to Shewville Road to Ledyard.

SALEM - Recommended Routes

1. From the Colchester town line take West Road to Route 82 (east) to Darling Road to Gungy Road to East Haddam.
2. Route 354 (Old Colchester Tpk.) from Colchester to Montville.
3. West Road to Witch Meadow Road to Route 85 (south) to Rattlesnake Ledge Road to Witter Road to Scott Hill in Bozrah.

SPRAGUE - Recommended Routes

1. Route 207 from Franklin to Route 97 at Baltic; follow to Occum across river to Kendall Road in Lisbon.
2. Route 138 to Hanover-Versailles Road to Salt Rock Road to Route 97 (south) to either Occum or Route 207 to Franklin or High Street to Norwich.

STONINGTON - Recommended Routes

1. From North Stonington town line: Jeremy Hill to Taugwonk Road to North Main Street to Route 1A to Alpha Street to Water Street.
2. From North Stonington: Route 201 to Al Harvey Road to Pequot Trail to Flanders Road to Route 1A to Alpha Street to Water Street.
3. Route 201 to North Stonington Road to Route 27 to Jerry Browne Road to Mistuxit Avenue to Cove Road to Route 1 to downtown Mystic.
4. Greenhaven Road to River Road to Mechanic Street to West Broad Street to Route 1 to Auguilla to Pequot Trail.

VOLUNTOWN - Recommended Routes

1. From Griswold: Route 138 to Route 49 south toward North Stonington. (Trails through Pachaug State Forest are not paved but can be cycled on).
2. From Route 49 (south); Fish Road leads to Green Falls Pond, which has a picnic area, camping area, and a boat launch.

WATERFORD - Recommended Routes

1. From New London: Niles Hill Road to Great Neck Road to Goshen to Shore Road to Jordan Cove Road to Gardners Wood Road to Rope Ferry Road (west) to Niantic River Road to Oswegatchie to Route 1 (west) to Oil Mill Road to Way Road to Route 85 (south) to Douglas Lane to Vauxhall Street Extension.
2. Chapman Avenue to Pilgrim Road to Gallows Lane to Old Norwich Road to Old Colchester Road to Montville.

Other Walkways and Bikeways (In various stages of development).

1. Norwich: Pedestrian walkway / bikeway along the Yantic River from Sherman Street to the harbor area and up the Shetucket River to Railroad Avenue.

2. Groton: Pedestrian walkway / bikeway along Military Highway between Crystal Avenue at the U.S.S. Nautilus to the City of Groton line just above the Gold Star Bridge.
3. East Lyme: Pedestrian walkway / bikeway from the "bar area" by the Niantic River Bridge to Smith Street in Niantic.

Quinebaug - Shetucket Heritage Corridor

A local committee, working with the National Park Service is attempting to link the 25 towns that border these two rivers into a series of trails, walkways, bikeways, and railroad corridors that will help preserve the area as an historic and natural resource.

While the role of these transportation enhancement-type projects is less significant in meeting many of the more urgent, day-to-day travel needs, their contribution to the overall system should not be overlooked. This is especially important, and perhaps critical, in the area of preserving abandoned rail corridors, which may have reuse potential for a variety of different reasons.

SOUTH WESTERN REGIONAL PLANNING AGENCY

Bicycle and pedestrian safety is clearly an issue in the South Western Region. In order to address the safety issue, and to promote walking and bicycling as an alternative mode of transportation, it will be necessary to: 1) provide facilities necessary to effect safe and efficient bicycle and pedestrian travel ; 2) educate pedestrians and bicyclists and motorists to safely co-exist ; and 3) encourage increased enforcement for bicycle, pedestrian, and motor vehicle laws.

Clearly, the lack of sidewalks has created pedestrian / vehicle conflicts. This has forced potential pedestrians into automobiles for short trips and acts as a deterrent to rail commutation. ConnDOT's sidewalk policy is not conducive to the provision of sidewalks and collides with efforts to encourage use of public transportation. The policy should be revisited by the Department.

GOAL: Promote energy efficient transportation.

POLICY: Promote bicycle and pedestrian modes as viable transportation options.

PROCESS: Continue to work with towns, the State and interested parties to incorporate into the Region's Transportation Plan opportunities for bicycle and pedestrian facilities that will be for transportation purposes. Evaluate all proposed projects regardless of type or scope for ability to include bicycle provisions, and where feasible, include bicycle provisions (road, highway, bridge, transit, construction, rehabilitation, replacement, resurfacing, etc.). Coordinate bicycle-planning activities with the State Bicycle Coordinator and have regional plans and projects incorporated into the State Transportation Plan.

RECOMMENDED PROJECTS:

1. Norwalk River Bikeway.
2. Route 7 Linear Park & Trail-Bikeway / Walking Trail.
3. Provide bicycle storage facilities at transportation hubs and at major public facilities.
4. Market Bicycle and Pedestrian Safety Awareness Program at schools and in the Drivers manual.

5. Maintain existing bicycle paths.
6. Construct new shared roadway bike paths.

Bikeway System: Existing (Shared Roadways)

DARIEN - West Avenue, Noroton Avenue to Middlesex Road, Rings End Road to Peartree Point Road to Long Neck Point Road. Length, 13.9 miles.

GREENWICH - Various roads connecting Grass Island Area with Greenwich Point. Length, 7.5 miles.

WESTPORT - South Compo Road from Route 1 past I-95 to Compo Beach and Sound-view Drive to Compo Beach. Length, 3.5 miles.

WILTON - (Off Road Facility) From High School Road south to Post Office Square in Wilton Center-0.7 miles of compacted gravel surface through wooded area; continuing south 2.6 miles on River Road to Horseshoe Road and Wolfpit Road.

VALLEY REGIONAL PLANNING AGENCY

EXISTING CONDITIONS:

A beginning point for assessing the suitability of the Valley's road network for bicycling is one's knowledge of the existing road conditions. Part of the road conditions for bicyclists is the extent and prevalence of high speed, high volume, and/or high truck volume on a number of the Valley's State arterials. Such conditions will continue to constrain the use of these facilities to traffic-tolerant bicyclists. In addition, there are a number of State highway locations where the existence of curbside parking, narrow travel lanes, and the proximity of guiderails and retaining walls further constrain the number of bicyclists.

In examining the suitability of each of the Valley community road systems for bicycling, examination of the bicycling environment is essential. Roadways where bicyclists ride and do not ride, need to be examined. Hazards, barriers, narrow lanes, deficiencies, impediments, access to mass transit facilities, and the bicycle parking situation need to be identified and considered for their effect on bicycling.

RECOMMENDATIONS:

In reviewing the routes indicated on the Connecticut Bicycle Map within the Valley Region, it was noticed that, with few exceptions, the Valley Region bicycle routes tend to have an east-west orientation (perhaps towards New Haven). North-south routes tend to be few and limited in scope. In order to correct this imbalance, a series of generally north-south routes have been proposed by the Valley Region.

Proposed Additions, Deletions, Substitutions, and Alternative On-Road Bike Routes:

1. Westside Derby / Ansonia Connection: Elizabeth Street at Route 34 (Main St.) to Seymour Avenue, Clifton Avenue, Pershing Drive, Bridge Street to Route 115 (Main St.).
2. Eastside Ansonia / Seymour Connection: Route 115 north from Route 334, Ansonia to Route 67,

Seymour via North Main Street, Ansonia, and South Main Street and Main Street, Seymour.

3. Westside Ansonia / Seymour Connection: Derby Avenue from Route 334 in Ansonia north to interchange 20 east of Route 8, then along suggested new bike path to be constructed east of Route 8 on top of new sewer connector located to the east of Route 8. Bike path would end at the southerly terminus of Derby Avenue. Bike Route would proceed northerly along Derby Avenue to Route 313 (Broad St.) to Derby Avenue.
4. Trumbull / Shelton Connection: Shelton Road (Trumbull town line), SR 714 (Bridgeport Ave.) north to Route 110.
5. Additional Trumbull / Shelton Connection: Route 108 (Trumbull town line) north to Route 108 in Huntington Center.
6. Shelton Northern Connection: Route 110 north from Route 108 to SR 454 (Indian Well Road); SR 454 north to second Indian Well State Park road.
7. A proposed deletion is the segment of Platt Street in Ansonia between Route 243 and Route 115. A portion of this street was eliminated during redevelopment and is now a staircase. In its place, it is proposed that Route 243 extend along Elm Street to Route 115.
8. A bike route between Pulaski Highway (Rte. 243) northwesterly to Bridge and Main Streets (Rte. 115) in downtown Ansonia was included. The route would follow Prindle Avenue to Hill Street, Root Avenue, Jewett Street, Central Street, East Main Street, Bridge Street to Route 115.
9. Three routes were considered and dropped from inclusion due to a variety of reasons: Marshall Lane in Derby-narrow width; Route 34 between Route 115 and Orange -high speed and heavy commercial traffic; and Platt Street-Hodge Avenue-Jewett Street-Central Street Connector (superseded by Prindle Avenue connector above in item # 8).

PEDESTRIAN PLAN:

In each of the Valley towns, there are steep costs involved in replacing a town's deteriorating transportation infrastructure as well as keeping it up-to-date, and this includes pedestrian facilities. The James Street Pedestrian Bridge in Seymour was a case in point. Similarly, Derby has expressed interest in implementing a pedestrian facility and landscaping plan along Caroline Street-Water street-Factory Street-Main Street to the Derby Train Station.

Ansonia has drawn up an estimate for pedestrian facilities and landscaping plans. In each Valley community, existing intersection/signalization projects will involve construction of pedestrian ramps at the intersections where required.

Once town priorities are indicated and made manifest, the intention will be to include pedestrian plans, including associated costs, within the Region's Bicycle and Pedestrian Plan, as part of the Region's Regional Transportation Plan.

From a regional perspective, it is noted that many suburban shopping centers and commercial strips have been developed without benefit of sidewalks to connect the properties. It will be a regional priority to work with the towns to encourage them to provide sidewalks at existing facilities and require them at new facilities.

WINDHAM REGION COUNCIL OF GOVERNMENTS

PERSONAL TRAVEL

BICYCLING: There is no question that the availability of multi-speed bicycles, and more recently, mountain bikes, interest in exercise for health, and concerns about the cost of energy have combined to increase the popularity of this once neglected mode of transportation. Two deficiencies will have to be remedied, however, before the bicycle can be considered a full fledged substitute for the automobile, sturdy bicycle racks should be made available in commercial areas and bicycle routes constructed along or paralleling major traffic corridors.

Some years ago, the Windham Region Transit District was awarded an FHWA grant to cover three quarters of the cost of fifty stationary bicycle racks in the Willimantic Central Business District and on the UConn campus. These were installed and a promotional Bike Rack Guide mapping the locations of these special facilities was published.

WALKING: Perhaps, surprisingly, in an area with population so dispersed, the Windham Region still has a high percentage of workers who walk to their jobs (8.1%) as compared to the national average (3.9%), according to the 1990 U.S. Census. Most (3,007) of the 3,247 walkers live and work in either Mansfield or Windham, and of these, the majority walk to the University of Connecticut, the region's largest employer, or to downtown Willimantic. The percentage of walkers has remained high despite the closing of the American Thread Company in the mid-1980's, where a good share of this group presumably worked. The energy savings and environmental benefits of this mode of transportation are obvious, and any-long range land use transportation plans for the region will have to consider actions to both maintain the existing pattern and make it possible for new jobs and dwellings to be in close proximity to each other.

WRPA BICYCLE / PEDESTRIAN RECOMMENDATIONS:

- * Construct bicycle / pedestrian path between Route 44 and North Eagleville Road in Mansfield (in conjunction with UCEPI's Connecticut Technology Park project).
- * Carry out other recommendations of Mansfield Transportation Network Bike Route Plan of 1992-93. This plan includes the bicycle / pedestrian enhancements in the UConn and Eastbrook Mall areas which were approved for funding as ISTEA enhancement projects in FY 1993, as well as enhancements in the Mansfield Center area which have been endorsed by the WRPA for enhancement funding for FY 1994-95.
- * Provide for safe pedestrian / bicycle movement between the Eastern Connecticut State University campus in Willimantic and the new ECSU athletic facilities in Mansfield.
- * Carry out the other town-by-town pedestrian / bicycle recommendations detailed in this document.
- * Sign state recommended bicycle routes as detailed on 1993 State Bicycle Map.
- * Install high security bike lockers at nine of the ten State park- and-ride commuter lots in the Windham Region, and recruit town or non-profit sponsors to assume responsibility for them.
- * Provide additional low and medium-security racks at appropriate locations.
- * Monitor improvements in bicycles-on-transit-bus technology and consider reinstating this service

on Windham Region Transit District Fleet.

* Consider institution of voluntary statewide bicycle registration plan to extend the benefits of registration to towns not now served by professional police departments.

* Consider reorganizing state bicycle safety education program to eliminate gaps and overlaps of service areas, and increase financial support.

Extend compulsory helmet law to 12-16 age group and provide penalties for violations.

BICYCLE AND PEDESTRIAN FACILITY RECOMMENDATIONS BY TOWNS:

The following recommendations are suggested routes and/or sidewalks that the towns may wish to pursue:

ASHFORD - Pedestrian and Bicycle Facilities: Develop a sidewalk and bike route along Route 89 from the Route 44 intersection to the elementary school. It would also be appropriate to sign the two State designated bike routes which cross the town.

Local Roads:

* Consider signing segments of Turnpike, Knowlton Hill, Hillside, and Leadmine Roads on NE CT Cowfields and Woods circular bicycle trail, and segments of State north-south bicycle route on Floeting, Moon, North, Pumpkin Hill, and Kennison Reservoir Roads.

CHAPLIN - Pedestrian and Bicycle Facilities: Acquire as part of the proposed reconstruction of Route 6 land to accommodate a future sidewalk and bike route to extend west from the Route 198 intersection to Old Willimantic Road in the town of Windham. It would also be appropriate to sign the Chaplin segments of the two State designated bike routes which cross the town

State Highways:

* **ROUTE 6:** In conjunction with the reconstruction of Route 6, acquire sufficient right-of-way for future pedestrian / bicycle use from Route 198 to the Windham town line.

* **ROUTE 198:** Consider signing Chaplin portion of State's NE CT Cowfields and Woods circular bicycle trail.

Local Roads:

* Sign Tower Hill Road section of State's NE CT Cowfields and Woods circular bicycle trail and Parish Hill Road section of State's Windham-Westminster circular bicycle trail.

* Acquire sufficient right-of-way to continue Route 6 bicycle route along old Willimantic Road to the Windham town line.

COLUMBIA - Pedestrian and Bicycle Facilities: Develop sidewalks and bicycle routes from the intersection of Routes 66 and 87 to the Horace Porter School and to the town beach recreational area. It would also be appropriate to sign the Columbia segments of State designated bike route which traverses the town. High security bike lockers should be provided at the three State commuter parking lots in Columbia.

State Highways:

- * **ROUTE 6:** Provide high security bike racks at two commuter lots.
- * **ROUTE 66:** Provide high security bike lockers at commuter lot.
- * **ROUTE 87:** Consider signing Columbia portion of the Coventry to Lebanon bicycle route.

Local Roads:

Consider signing Hop River Road, Oakwood Lane, Hennequin Road, Pine Street, and Chesbro Bridge Road portions of State's Coventry to Lebanon bicycle route. Develop bikeway along Lake Road to town beach and Hennequin Road recreation area.

COVENTRY - Pedestrian and Bicycle Facilities: Develop sidewalks and bicycle routes along Route 31 to the Coventry High School. (To avoid the dangerous stretch of Route 31 just south of Route 275, the management of the Deknatel plant has kindly offered to let pedestrians and bicyclists be routed behind their building to rejoin the route just south of the Lake Street intersection). It would also be appropriate to sign the Coventry portion of the State designated bike route, which begins in the town. High security bike lockers should be provided at the State commuter lot on Route 44.

State Highways:

- * **ROUTE 31:** Provide pedestrian/bicycle route to Coventry High School.
- * **ROUTE 44:** Provide high security bike lockers at commuter lot.
- * **ROUTE 275:** Consider signing Coventry portion of the Coventry to Lebanon bicycle route.

Local Roads:

- * Consider signing Lake and Cross Roads, South Street, Judd and Hop River Road segments to State's Coventry to Lebanon bicycle route.

HAMPTON - Pedestrian and Bicycle Facilities: Develop a sidewalk and bike route along Route 97 from Hampton center north to the new elementary school. It would also be appropriate to sign the Hampton segments of the two State designated bike routes. High security bike lockers should be at the State commuter lot located at the intersection of Routes 6 and 97.

State Highways:

- * **ROUTE 97:** Consider signing Hampton portion of State's north south Pomfret to Canterbury bicycle route. Provide high security bike lockers at commuter lot.
- * Consider developing a sidewalk from Hampton center to new elementary school.

Local Roads:

- * Consider signing Station Road segment of State's north south, Union to Hampton bicycle route and Windham Road segment of Windham -Westminster circular bicycle trail.

LEBANON - Pedestrian and Bicycle Facilities: Develop a sidewalk the length of the historic town green. It would also be appropriate to sign the Lebanon portions of the two State designated bike routes, which pass through the town. High security bike lockers should be provided at the State commuter lot at

Scott Hill Road off Route 2.

State Highways:

- * **ROUTE 2:** Provide high security bike lockers at the State commuter lot.
- * **ROUTE 87:** Consider developing sidewalks alongside town green from intersection with Route 207 to intersection with Route 289.
- * **ROUTE 207:** Consider signing Lebanon portion of State's cross-state Voluntown to Greenwich bicycle route.

Local Roads:

- * Consider signing Tobacco Street segment of State's Coventry to Lebanon bicycle trail.

MANSFIELD - Pedestrian and Bicycle Facilities: As noted in the Preceding list, Mansfield's priorities include implementation of the Mansfield Transportation Network Bike Route Plan of August 1993. It may also be deemed appropriate to sign Mansfield segments of the three State bike routes that pass through the town.

- * ConnDOT should evaluate the need for marked pedestrian crosswalks at the intersection of Routes 275 and 32 in Eagleville, a signalization intersection. Joshua's Tract Conservation and Historic Trust has recently moved to the former Eagleville Schoolhouse on the northeast corner of that intersection and has arranged with the church on the southwest corner to allow overflow parking from trust meetings and events to use the church lot. Designated crosswalks would enhance pedestrian safety at this location. In addition to the bike storage facilities to be installed as part of the town's ISTE A Transportation Enhancement projects, high security bike lockers might also be placed at the commuter lot on South Frontage Road.

State Highways:

- * **ROUTE 32:** Consider signing Mansfield portion of State's cross State Stafford to New London bicycle route.
- * **ROUTES 44 / 195:** Establish park and ride lot north of Routes 195 and 44 intersection with walkways serving the Four Corners area.
- * **S.R. 430:** Consider signing North Eagleville Road, (S.R. 430) State's east-west bicycle route from Gurleyville to Route 32.
- * **S.R. 633:** Provide high security bike lockers at South Frontage Road commuter lot.

Local Roads:

- * Consider signing Atwoodville, Mulberry, Chaffeeville, and Gurleyville Road segments of State's North Windham to Coventry route.
- * Bus stop pull-offs and bikeway / walkways on Hunting Lodge and Birch Roads.

SCOTLAND - Pedestrian and Bicycle Facilities: Develop a sidewalk alongside the Town Green. It would also be appropriate to sign the Scotland segments of the State designated bike routes, which pass through the town.

State Highways:

- * **ROUTE 14:** Consider signing Scotland's portion of State's east west Sterling to Windham bicycle

route.

- * **ROUTE 97:** Consider signing Scotland portion of State's north south Pomfret to Canterbury bicycle route.

- * Consider sidewalks around Town Green at intersection with Route 14.

Town Roads:

- * Consider signing Cemetery and Hanover Road segments of Pomfret to Canterbury bicycle route.

WILLINGTON - Pedestrian and Bicycle Facilities: Develop a sidewalk along Route 32 through South Willington Village. It might also be appropriate to sign the Willington portions of the two State designated bike routes that pass through the town. Willington may also choose to continue the commuter bike route proposed by the town of Mansfield along Cedar Swamp Road.

State Highways:

- * **ROUTE 32:** Consider signing Willington portion of State's north south Stafford to New London bicycle route.

- * Consider developing sidewalk along Route 32 through South Willington.

- * **ROUTE 44:** Consider signing Willington segment of State's north south Willington to Windham bicycle route.

- * **I-84:** Install high security bicycle lockers at State commuter lot.

Local Roads:

- * Consider signing Turnpike, Moose Meadow, Parker, Cowles, Daleville School, and Marsh Road segment of State's NE CT Cowfields and Woods circular bicycle route.

- * Consider signing proposed Cedar Swamp Road commuter bicycle route to Mansfield.

WINDHAM - Pedestrian and Bicycle Facilities: Sidewalks and a bicycle route join ECSU with the new athletic fields proposed for southern Mansfield. The sidewalk network in the former City of Willimantic should also be completed, filling in all remaining gaps. In particular, a sidewalk is needed on the west side of Route 195 between Ash Street and the Mansfield town line. It might be appropriate to sign the Willimantic portion of the State's north-south bicycle route.

An elevated pedestrian walkway should be constructed from Union Street over Main Street (Rte. 66) connecting Windham Mills Industrial and Heritage State Park with the Windham Textile and History Museum.

The town may wish to develop a greenway pedestrian / bicycle path connecting the intersection of Routes 6 and 66 by the Windham Airport with the Routes 195 and 6 intersection. This would eventually link the regional greenway bike path system to Manchester.

State Highways:

- * **ROUTE 32:** Consider signing Willimantic portion of State's north-south Stafford to New London bicycle route (but offer route between Roanoke Ave. and the footbridge).

- * **ROUTE 195:** Add sidewalk on west side of Route 195 between Ash Street and the Mansfield town line.

* **ROUTE 66:** Elevated pedestrian sidewalk from Union Street, over Main Street (Rte. 66) connecting Windham Mills State Heritage Park with Windham Textile and History Museum.

* **ROUTES 6 / 66:** Walkway / bikeway connecting Routes 6 / 66 intersection near Airport with Routes 6 / 195 intersection.

Local Roads:

* Complete sidewalk system in former City of Willimantic, filling in gaps as required. Develop sidewalk and bicycle route along High Street from ECSU to new athletic fields in Mansfield north of the Route 6 expressway.

THE WINDHAMS - Pedestrian and Bicycle Facilities: Develop as part of the proposed reconstruction of Route 6, a sidewalk and bike route along Old Windham Road from the Chaplin town line and joining the highway at its intersection with that abandoned road. Sidewalks and a bicycle route should also join Mullen Hill Road with the Town Green, the library, and the elementary school. It might also be appropriate to sign the Windham portions of the two State designated bicycle routes that cross the town. High security bike lockers should be installed at the State commuter lot.

State Highways:

* **ROUTE 6:** In conjunction with reconstruction of Route 6, acquire sufficient right-of way for future pedestrian and bicycle use from the eastern terminus of the Route 6 bypass to the Chaplin town line.

* **ROUTE 14:** Consider signing Windham segment of State's east west Sterling to Windham bicycle route (includes overlap with NE CT Cowfields and Woods route).

* **ROUTE 32:** Consider signing Windham portion of State's north south Stafford to New London bicycle route. Provide high security bike lockers at commuter lot.

* **ROUTE 203:** Develop sidewalk and bicycle route from Mullen Hill Road to Webb Hill Road and Windham Green Road to Windham Center School.

Local Roads:

* Continue Route 203 sidewalk and bicycle route along Webb Hill Road and Town Green Roads.

* Continue Chaplin-North Windham bicycle route along Old North Windham Road to Route 6.