

Town of Glastonbury, Connecticut

Bicycle Master Plan

June, 2006

DRAFT

ACKNOWLEDGEMENT

The Bicycle Master Plan is the result of the collective efforts of a group of interested citizens, bicycle enthusiasts, Town staff, and others who have collaborated in its development. Special thanks and recognition are due to Deb Dauphinais, Dan Sharp, Bruce Wilkins and John Ferguson for their extra efforts to refine the plan and to shepherd its development on behalf of the group.

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HISTORY/BACKGROUND

The Town of Glastonbury, Connecticut appropriated \$50,000 for the purpose of beginning the process of developing bicycle paths or routes, in 2005. In the summer of 2005, a group of residents, under the leadership of Town administrators, formed an ad hoc group to identify positive uses for this initial funding and to further develop ideas to promote a bicycle-friendly Glastonbury. This group has met regularly since its inception and, as part of its work, has created this master plan. To address funding issues, the group is working on creating a non-profit LLC, to be known as Glastonbury Bikeways, to allow for fundraising efforts. In 2006, the Town Council approved an additional \$150,000 for bike-related projects.

VISION

The town of Glastonbury will be a bicycle-friendly community in which residents and visitors will enjoy safe bicycling for recreation and transportation.

PURPOSE of MASTER PLAN

The purpose of this plan is to identify and implement opportunities for multi-purpose bike paths and safer, more bicycle-friendly roads throughout Glastonbury. The plan also provides for communications, education, safety and enforcement, identifies standards and expectations, and provides information for grant application and other fundraising efforts. The plan will be submitted to the Town Council for their consideration. It will be reviewed and updated periodically, at least annually for the first three years upon approval.

GOALS

- Create multi-use off-road paths that can be used for recreation and transportation, linking main roads and neighborhoods to community sites (i.e. schools, parks, public buildings).
- Provide similar linkages to other multi-use path systems and road routes in neighboring communities.
- Identify on-road routes for recommended rides and provide bicycle and automotive signage.
- Enhance and maintain roads and other transportation routes throughout town to provide for the safety of all users, including bicyclists.
- Increase the safety of bicyclists by educating road users (motorized and bicycles) on safe share-the-road practices and by providing general safe bicycling information.
- Provide health benefits to Glastonbury residents by enhancing recreational and fitness opportunities for bicycling.
- Provide economic benefits by increasing property values and attracting visitors.
- Create and implement a comprehensive plan to communicate with the public about riding opportunities, bicycle safety, and the status of the bike plan within town. Communications may include newspaper articles and websites that maintain resources for bicyclists such as maps, routes, updated plans and safety information.

BENEFITS of BICYCLING

Health Benefits

Regular physical activity is a key component of a healthy life-style. Bicycling is one form of physical activity that can have a positive impact on personal health and wellness if done on a regular basis or in conjunction with other forms of physical activity. Increasing opportunities for physical activity, such as developing bike and multi-use paths, makes it easier for people to lead active, healthy lifestyles. Encouraging children to develop healthy lifestyles will lead to their increased quality of life throughout their years.

The growing obesity epidemic has been well publicized across our nation. It impacts the health and well-being of both adults and children. There are numerous studies regarding the cause and effects of obesity. In the United States, obesity has reached epidemic proportions as evidenced by the following statistics.

- In the last ten years, obesity rates have increased by more than 60% among adults. Approximately 59 million adults are obese.¹
- Since 1980, obesity rates have doubled among children and tripled among adolescents. Of children and adolescents aged 6-9 years, 15%-about 9 million young people - are considered overweight.¹
- Despite the proven benefits of physical activity, more than 60% of American adults do not get enough physical activity to provide health benefits.¹
- More than a third of young people in grades 9-12 do not regularly engage in vigorous physical activity.¹

Unhealthy diet and physical inactivity play an important role in many chronic diseases and conditions including type 2 diabetes, hypertension, heart disease, stroke, breast cancer, colon cancer, gallbladder disease, and arthritis.¹

“The health benefits of regular physical activity are far-reaching: reduced risk of coronary heart disease, stroke, and other chronic diseases; lower health care costs; and improved quality of life for people of all ages. Regular exercise provides a myriad of health benefits for senior adults including a stronger heart, a positive mental outlook and an increased chance of remaining indefinitely

¹ Centers for Disease Control and Prevention, www.cdc.gov; Preventing Chronic Diseases: Investing Wisely in Health, Preventing Obesity and Chronic Diseases Through Good Nutrition and Physical Activity, http://www.cdc.gov/nccdphp/pe_pa.htm, Internet Downloaded, September 2004

independent – a benefit that will become increasingly important as our population ages in the coming years.

Physical activity need not be unduly strenuous for an individual to reap significant health benefits. Even small increases in light to moderate activity, equivalent to walking for about 30 minutes a day, will produce measurable benefits among those who are least active.

Health Facts:

- 60% of Americans lead completely sedentary lifestyles, and 40% are clinically overweight (1998 report of the American Medical Association)
- Research conducted in 1999 by the Centers for Disease Control found that ‘obesity and overweight are linked to the nation's number one killer--heart disease--as well as diabetes and other chronic conditions.’ The report also states that one reason for Americans' sedentary lifestyle is that ‘walking and cycling have been replaced by automobile travel for all but the shortest distances.’ (October 27, 1999 issue of the JAMA) – from website of Bicyclinginfo.org, Pedestrian and Bicycling Information Center

Environmental Benefits / Transportation Alternative

Bicycling provides an environmentally-friendly option to commuting by motor vehicle, putting forth virtually no pollution. According to a 1995 poll by Rodale Press, 40% of U.S. adults say they would commute by bike if safe facilities were available.

“Pollution Facts:

- Motor vehicle emissions represent 31% of total carbon dioxide, 81% of carbon monoxide, and 49% of nitrogen oxides released in the U.S. (The Green Commuter, A Publication of the Clean Air Council)
- 60% of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control devices can work effectively. Since "cold starts" create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips.
- A short, four-mile round trip by bicycle keeps about 15 pounds of pollutants out of the air we breathe. (WorldWatch Institute)
- Air pollution contributes to the deaths of 60,000 people nationwide. In urban areas with poor air quality, asthma is becoming a more significant health concern. (Harvard University School of Public Health).” - from website of Bicyclinginfo.org, Pedestrian and Bicycling Information Center

Benefits to Family

Bicycling is a great family activity and can be enjoyed by people of all ages. As early as around one year old, a child can ride along with an adult. Bicycling is an activity in which all family members can enjoy the outdoors and get exercise while spending time together.

Economic Benefits

Bicycling can provide economic value to a community. Bicycle-friendly communities attract local consumers to bicycle-accessible shopping areas and also attract non-residents as well. Municipalities with safe and scenic road riding and quality off-road riding attract non-residents and tourists to the community for recreational purposes. In addition, bike paths have proven to raise the house values of a community.

CURRENT STATUS OF BICYCLING IN GLASTONBURY

An increasing number of bicyclists are seen throughout Glastonbury, both on and off-road, for recreation and for transportation.

Current Off-Road Bike Paths/Trails

- Meshomasic State Forest – Located in southeastern Glastonbury, many miles of trails exist for intermediate and advanced mountain bikers.
- Riverfront Bike Path - A trail head, and the beginnings of what will become an extensive riverfront bike path system, is located on the west side of Main Street directly across from Rankin Road. The 8'-12' wide stone dust surfaced path traverses a wetland system before it daylights into an agricultural field. Approximately 1500' of path have been constructed and a significant expansion is anticipated later in 2006-2007 with the planned construction of a riverfront park. When complete, the path system will connect Town Hall to the Riverfront Park and Community Center.
- Smith Middle School – a series of trails for beginner and intermediate mountain bike riding is located behind Smith Middle School. These trails are used by the public as well as by the Smith Middle School Mountain Biking Club.
- Hebron Avenue Multi-Use Path – This is a ½ mile paved multi-use path that parallels Hebron Avenue from Manchester Road to Harvest Lane. This path is generally used by walkers, strollers, and bicyclists. It does have a steep section which may be difficult for some children. Road bicyclists tend to remain directly on Hebron Avenue, especially as this section has sufficiently wide shoulders.

Current On-Road Bicycle Use

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

Bike clubs, informal groups, and individuals use Glastonbury roads for recreational/fitness riding and training. Organized rides are offered by two local bike shops as well as through local clubs. These groups have designed several recommended road bike routes throughout the town, many through the scenic sections of South Glastonbury as well as throughout the entire town.

Glastonbury has become increasingly known for its scenic rides and was featured in the “Tour des Farms” charity road rides in 2003.

Glastonbury is also the site of the annual Shamrock Duathlon, a bike and run event organized by the Hartford Marathon Organization that begins at the Irish-American Club and includes a 28K cycle through the southern part of town.

The Town of Glastonbury participates in National Bike Month by sponsoring a Bike to Work Day during May, recognizing and encouraging bicycle commuting. Glastonbury supports this program along with other towns throughout the central Connecticut region, in conjunction with the Central Connecticut Bicycle Alliance.

ASSESSMENT

Members of the bikeway committee utilized a variety of assessments and evaluation methods to guide their recommendations. These tools included both policy and field reviews. Formal assessment tools included the League of American Bicyclists' Bicycle-Friendly Community application materials and the the "Bikeability Checklist" created by the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center, and U.S. Department of Transportation, as well as actual bike tours of the areas of focus. The Bicycle-Friendly Community evaluation included review of the following categories: engineering, education, encouragement, evaluation and planning, and enforcement. The Bikeability Checklist included evaluation of road-riding conditions during actual rides and included the following categories: safety, surface conditions, intersection conditions, behavior of motor vehicle drivers, ease of bicycling, and bicyclist behavior.

Assessments yielded the following strengths related to bicycling in Glastonbury:

- Support from town government for improving bicycling opportunities
- Active citizen support and participation
- Scenic town offering beautiful backdrops to both on and off-road riding
- Initial seed money budgeted for bike projects

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

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

FUNDING SOURCES

Additional funds are needed to achieve the goals and specific recommendations outlined in the master plan and to realize the vision of making Glastonbury a “bicycle friendly community”. It is appropriate that funding be provided from a variety of sources including: (1) local government; (2) State government; (3) the Federal government; and, (4) voluntary sources including private foundations, corporations, local civic clubs and groups, and donations from individuals. To the extent possible, appropriations made by local government will be leveraged to solicit grants from the State and Federal government. Known sources of State and Federal grants include the Recreational Trails Program, TEA-21, SAFETEA-LU grant program, and Safe Routes to School Grant Program. Efforts to identify other potential sources of State and/or Federal assistance are ongoing and should continue.

The goals of the master plan are multifaceted and speak to issues of health & wellness, safety, accessibility, and use of the bicycle for recreation and enjoyment as well as for purposeful transportation. Partnerships with other agencies and groups with shared or common objectives should be pursued as a means of securing funding needed to achieve common goals.

The use of in kind services in the form of donated labor, equipment, materials or services is also an appropriate and recommended strategy.

Whenever either the Town or State undertakes major road reconstruction projects, bicycle friendly design and facilities should be included as part of the specific road improvement project. Funding for these elements should be included as part of the project budget as a matter of course. It should also be expected that residential and commercial developers should incorporate these elements into their plans.

COMMUNICATIONS

Glastonbury Bikeways will provide regular communications on project progress, education, and public relations.

Progress reports will keep the general public informed on the progress, upcoming events, and needs for the bike path and road improvements. The purpose of this plan is to provide Glastonbury citizens with awareness on the progress of the project and how they can participate in these plans. The communication will be through articles in the local newspapers and on the Glastonbury town website. There also may be presentations to various groups in town and residents who may have a special interest in the project.

Educational communications will address needs of bicyclists and motorists. The purpose is to educate individual citizens in these groups on how to co-exist safely when using the town roads. Communications may include road signage, newspaper articles, inclusion in driver education courses, communication via public schools, dialog with the Glastonbury Police Department and pamphlets available at bicycle shops and town offices.

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

PROJECTS AND IMPROVEMENTS

Off-Road

A series of off-road paths would provide both recreational opportunities and transportation linkages. The recommended paths would allow safe east-west crossing through town, ultimately connecting from Manchester Road and Buckingham Park to Smith Middle School, Hebron Avenue Elementary School and Addison Park. Additional paths would provide access south along the Connecticut River to the ferry, connecting from the Community Center. Priority projects include those directly surrounding Smith Middle School, as these would provide immediate benefits including access to the school and fields, and a section of path connecting the new Riverfront Park to Town Hall, providing access to both areas and serving as an alternative to riding along that section of Main Street. See Appendix D and Appendix F for details.

On-Road

On-road projects rely heavily on the Policy and Planning section below. These projects would greatly increase the safety of on-road bicycling. See Appendix A for a list of roads designated for priority maintenance and Appendix C for a sample recreational scenic ride and Appendix E for mapping. One area designated for priority improvements is the Route 17 section of Main Street in South Glastonbury. Suggested improvements include provision of wide shoulders which would allow for safer travel by cyclists. The reconstruction of Main Street through the Historic District encompasses this concept. Pavement markings are adjusted to produce 7' +/- shoulders adjacent to each lane without expanding the overall paved width.

Policy and Planning

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

- Establishment of a Bicycle Advisory Committee, separate from the town government, that would collaborate with town officials and commissions on activities that relate to or impact bicycling, including a process that would ensure that such collaboration or consultation occurs.
- Review of bicycling needs during all road construction and re-paving to determine opportunities for enhancement of bicycle utility and safety (as further described in the Engineering Section below).

- Adopt engineering standards/practices and implement as feasible, particularly during new road construction and re-paving.
- Include review of bicycle utility during new commercial and residential developments.
- Protect and enhance off-road bicycle paths, in collaboration with Town policy makers and staff.
- Enhance safety education through the support of bicycle safety programs, education of Glastonbury Police Department on bicycle laws, and encouragement of enforcement of laws for both bicyclists and motor vehicle drivers.

Engineering

The utility and safety for bicycling on all Glastonbury roads should be considered during all initial road construction and during all planned road renovations and re-paving. The following engineering activities should be included in this consideration:

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

Bike Racks

Bike racks should be located at all public buildings and sites, including schools, parks, and municipal buildings, as well as at commercial areas throughout town. Bike racks serve a dual purpose in that they both provide locations for bike commuters to safely store their bikes and their presence also encourages others to consider the feasibility of bicycling for transportation.

Priority Roads

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

Connections to Other Towns

Special attention should be paid to those roads that connect to other towns and bike paths. Connections include: Birch Mountain Road, Keeney Street, and Manchester Road connect to Manchester, with Manchester Road providing access to the Charter Oak Greenway and Founders Bridge; Marlborough Road provides access to Marlborough; Ferry Lane provides access to Rocky Hill via the ferry; Route 17 provides access to Portland; and Main Street provides access to East Hartford. A connection to the East Coast Greenway is also being considered.

SAFETY EDUCATION / ENFORCEMENT

Create and implement a bicycle safety program throughout Glastonbury. Education efforts should include general safe riding practices, including helmet safety and laws, and safety and laws related to sharing the road with motor vehicles. A variety of resources exist to assist in this education program. On the local level, collaborations with town bike shops can provide an integral part of the education process. Programs within the schools should be encouraged as well. Other resources include the League of American Bicyclists who provide bicycle safety curricula and the Central Connecticut Bicycle Alliance.

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

Appendix A

Priority Maintenance Roads

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

1. Hebron Ave -- primary East/West throughway used by cyclists to/from Glastonbury Center.
2. Main St- primary North/South throughway used by S. Glastonbury cyclists to/from Glastonbury Center
3. Rt. 17 from Portland to Main St-- primary North/South throughway used by S. Glastonbury cyclists to/from Glastonbury Center.
4. Keeney St.- North/South connector road from northeast section of Glastonbury to other primary roads.
5. Manchester Rd.- North/South road from northeast section of Glastonbury to other primary roads.
6. Neipsic Rd.- Across town linkage road to Main St.
7. New London Turnpike - primary northwest/southeast throughway used by cyclists to /from Glastonbury Center
8. Wickham Rd.- Linkage road from parks to primary roads.
9. Chestnut Hill Rd.-East/West road for Southern and Eastern cyclists in Glastonbury.
10. Hopewell Rd.- East/West road for Southern and Eastern cyclists in Glastonbury.
11. Ferry Lane - Used by Ferry commuters.
12. Tryon St.- Used by commuters and recreational cyclist as a alternative to Rt.17.
13. Old Maids Lane- Linkage road to Tryon St.

Appendix B

Recommended Roads for Share the Road Signage

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

Share the Road signs would be placed on both sides of the road on the following designated roads:

Hebron Avenue*
Manchester Road*
Main Street/Route 17*
Keeney Street
New London Turnpike
Neipsic Road
Chestnut Hill Road

*in collaboration with State of Connecticut

Appendix C

Sample Recreational/Fitness Road Ride

Scenic Tour of Glastonbury, CT

Start: Town Hall, Glastonbury, CT

Mileage	Dir.	Road Info/Description
0.0	Start	Town Hall
0.4	LT	Williams Street West
0.6	BR	Maple St.
0.9	LT	Hubbard St.
1.1	RT	Buttonball Lane
1.3	LT	Stancliff
2.4	LT	Overlook RD
2.7	RT	Coleman Rd
3.2	RT	Chestnut RD
3.6	LT	Main St.
4.3	RT	Water St.
5.1	BL	Tryon St.
5.3	RT	Ferry Lane (To end and back)
5.8	RT	Tryon St.
6.9	LT	Dug Road
7.1	LT	Main St.
8.0	QR	Foote Road
8.0	LT	Matson Hill RD
9.3	RT	Hopewell Road
9.9	BR	Colebrook Road
10.9	LT	Country Club Road
12.6	LT	Wassuc
13.1	RT	Manchester Road
13.8	RT	Eastbury Hill
14.3	LT	Thompson Street
15.6	LT	Goodale Hill Rd

16.0QR	Weir Street
16.1LT	TCO Weir Street
16.9LT	Hebron Ave
17.6RT	Addison Road
20.6LT	Griswold Street
21.4RT	TCO Griswold Street
21.8LT	Bantle Rd
22.9RT	Spring Street
23.1RT	Main St.
23.4QL	Pratt St.
23.5LT	Naubuc Avenue
24.0RT	Welles St.
24.4RT	Main St.
25.0Finish	Town Hall

LT = Left

RT = Right

BL = Bear Left

BR = Bear Right

QL = Quick Left

QR = Quick Right

TCO = To Continue On

APPENDIX D

Recommended Off-Road Projects

One of the stated goals of this plan is to create multi-purpose, off-road paths that can be used for recreation and transportation. Paths for recreational use will include both linear paths and loop paths. Some of these may be hard-surface paths, but they will also include paths improved with a stone dust surface suitable for hybrid and mountain bikes as well as for walking. Ideally, paths providing transportation would be hard surface, contiguous paths extending from one end of town to the other, linking neighborhoods to community sites as well as providing safe, off-road routes for commuters and bicycle tourists. Due to practical considerations, at least initially, these routes will have to incorporate some on-road segments.

Several potential systems of paths have been identified for development. Two of these, which are discussed in more detail below, link a number of sites together and provide for cross-town transportation. The first, the Salmon Brook Path, extends east to west roughly parallel to Hebron Avenue for 5 miles from Buckingham Park to the Riverfront Community Center. The second, the Connecticut River Path, extends north to south between Main Street and the Connecticut River for 5 miles from the Riverfront Community Center to Ferry Landing in South Glastonbury. Other areas having the potential for off-road recreational use include the Buckingham Reservoir Watershed in the northeast corner of town and the Connecticut State Forest (and recently acquired town land) in the southeast corner of town.

Salmon Brook Path

SB1 Buckingham Park to Harvest Lane:

This paved, multi-use path was built in conjunction with the realignment of Hebron Avenue and is already in use. A connection is envisioned from the Buckingham Park to Heritage Drive to the north.

SB2 Harvest Lane to Bell Street:

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

SB3 Bell Street to Smith School:

Crossing Bell Street, the path will continue on town owned land to the access road for the athletic fields at Smith School. A connecting path to Worthington Road already exists at this point. Although the topography may be challenging in some places, much of the path can be laid out on existing farm roads. Other

potential connections include a spur to Wesleyan Road, a side path to Hebron Avenue School, and a path following the power lines north to connect with the extensive path system in Manchester.

SB4 Smith School to House Street:

The path follows the Smith School access road to Addison Road then, after crossing Addison Road, continues west on Eastern and Western Boulevards. Further development in the industrial park will provide the opportunity to create an off-road link from the end of Western Boulevard west to town owned land on the south side of Nye Road.

SB5 House Street to Riverfront Community Center:

At the present time the only practical alignment of this section of path is on-road. In the future it may be possible to cross under Route 2 and follow Salmon Brook behind the Glen Lochen retail complex to Main Street. The on-road route will include House Street, Salmon Brook Drive, New London Turnpike and Naubuc Avenue. On road markings and signs encouraging bicycle safety will be especially important in this area because of the congestion and traffic in this part of town.

SBX Other Potential Connections:

- (a) A link going northeast from Buckingham Park to Line Street and Gardner Street in Manchester would provide an additional connection to bicycle paths in Manchester and points east;
- (b) An off-road link between Hebron Avenue School School and J.B. Williams Park may be feasible;
- (c) When the bicycle community is successful in it's campaign to get a bicycle lane added to Putnam Bridge, a connection from the bridge to the Riverfront Community Center will be needed.

Connecticut River Path

CR1 Riverfront Community Center to Town Hall:

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

CR2 Town Hall to Earle Park:

Although it would be attractive to remain off-road and have the path traverse the Glastonbury Meadows, this land is principally in private ownership and is used extensively by sportsmen and agricultural interests. Accordingly, it is not anticipated that an off-road path for this section will be feasible in the foreseeable future. Fortunately, Main Street is wide and not heavily traveled along this stretch. Future repair and rebuilding of Main Street will provide opportunities to widen the road where necessary and incorporate designated on-road bicycle lanes. Alternative on-road routes are feasible along Hubbard Street and Buttonball Lane which have the added benefit of providing connections to Hubbard Street Green, Glastonbury High School and Buttonball school.

CR3 Earle Park to High Street School:

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

CR4 High Street School to Ferry Landing:

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

CDX Other Potential Connections:

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

Buckingham Reservoir Watershed

The Buckingham Reservoir Watershed is owned by the Town of Manchester (?). With the cooperation of the property owner it may be possible to develop a system of paths suitable for use by hikers and mountain bikers. This area already is traversed by Coop Sawmill Road which provides a connection to Birch Mountain Road in Manchester. It may also be possible to develop a path that

connects Mountain Road in Glastonbury to Line Street / Gardner Street in Manchester.

Connecticut State Forest

The State of Connecticut owns a significant area of forest land in the southeast corner of town. The town has recently acquired adjoining land. Some of this land may be suitable for development of passive recreational use including hiking and mountain biking. There currently exists an abandoned section of New London Turnpike north of the present Route 2 right of way which might be incorporated into a path providing a connection from Toll Gate Road to roads in Marlborough.

Initial funding for off-road projects will be directed to CR1 – Riverfront Community Center to Town Hall and SB3 – Bell Street to Smith School. These projects are on town owned land, are centrally located and will provide an opportunity to showcase the benefits of multi-purpose off-road paths to the general public.