THE CITY OF NEW BRITAIN'S

Bicycle Connectivity and Traffic Calming Study

bike new britain

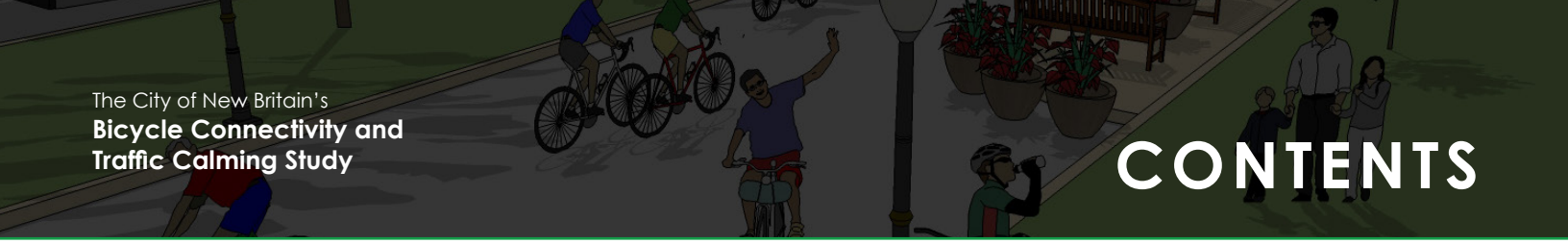
April 2013

Prepared by:

TO DESIGN LLC

Prepared in association with:

Bike Walk Connecticut



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Section 1.0

INTRODUCTION

Section 1.1
Exectuve Summary

With the completion of the New Britain-Hartford Busway (CT Fastrak) and multi-use trail, New Britain residents will now have a more convenient, viable alternative to driving their automobiles to destinations along the CT Fastrak corridor. At the busway stations, bicyclists will have the option of leaving their bicycles in a secured bike rack, bringing their bicycles with them to complete their trip at the other end of the busway, or riding the CT Fastrak multi-use trail that leads into Newington.

The primary challenge for the City of New Britain is to offer residents the option of biking to parks, school, housing, employment centers, and shopping, as well as providing linkages to the busway stations in a safe and convenient fashion.

While New Britain does have a very well-developed and maintained sidewalk system, a bicycling network has never been developed, (although a plan was produced in 1974 by the City Plan Commission). Currently there is resurgence in the popularity of biking, so the time is right to incorporate this relatively low cost mode of transportation into the transportation infrastructure. New Britain joins the ranks of other cities, including Hartford, South Windsor, Bridgeport, Plainville and Norwalk which are presently developing or studying bicycling networks.

Along with a developed bicycle network comes a need to slow and "calm" traffic. Suggestions for this effort are included in this report as well.

This report, considered to be a first step in the development of a comprehensive bicycle network for the City of New Britain, is only one of many efforts currently underway to improve the quality of life for residents.

Section 2.0

BIKE ROUTES

Section 2.1
The Need

Bicycle travel plays an important role in transportation. It not only provides an alternative mode of transportation, but also is rapidly growing in popularity due to its environmental advantages, convenience, energy efficiency, health benefits, cost effectiveness, and enjoyment of a recreational activity that an entire family can enjoy. As more and more people ride bicycles, integrating bike routes into the roadway environment is becoming a necessity.

It is imperative that we provide bicyclists with safe bike routes. According to Connecticut Department of Transportation (CT DOT) records, in 2004/2005, New Britain had 28 bicycle accidents per 100,000 population. This places the City well above the statewide average of 19 accidents, but well below the highest recorded number of 47 accidents in the City of Bridgeport. In the years 2005 through 2007, New Britain had an average of 24 accidents per year which resulted in 65 injuries. Riders of all ages have accidents but the highest percentage, 28%, occurred in the 11-16 year old age group.

As public awareness grows, the interest in bicycle transportation also increases. Bike routes, therefore, need to be well-designed and implemented to ensure that bicycling is safe, comfortable and convenient for all.

Section 2.2
Methodology

In order to facilitate the effort, the City of New Britain Department of Public Works, formed a working group of cyclists, municipal officials and bicycle advocates. The group includes:

- New Britain Department of Public Works - Mark Moriarty P.E.
- New Britain Department of Public Works - Robert Trottier P.E.
- New Britain City Planner - Steve Schiller
- CCRPA - Francis Pickering
- CCSU - Hannah Hurwitz
- New Britain Downtown District - Gerry Amodio
- New Britain Board of Education - Raymond Moore
- New Britain Parks and Recreation - Bill DeMaio
- Bike Walk Connecticut - MaryEllen Thibodeau
- Bike Walk Connecticut - Charles Beristain
- Central CT Cycling Club - Mark Hoffman
- TO Design, LLC - Phil Barlow

Existing and proposed bike routes in adjoining communities were researched and an outreach effort (e-mail or interview) was initiated. The communities of Berlin, Newington, West Hartford, Plainville, Southington and Plainville were contacted.

The existing literature and guidelines, as well as competed plans from other cities were reviewed. Resources used to develop the plan included:

- The 2005 Central Connecticut Regional Planning Commission (CCRPA) publication, and the Central Connecticut Plan for Alternative Transportation and Health, includes a map of recommended bike routes for New Britain.
- The Capital Region Council of Governments (CRCOG) 2008 Pedestrian and Bicycle Plan was reviewed in order to determine the possibility for connections to adjacent towns.
- The 2009 Statewide Bicycle & Pedestrian Plan includes mapping of proposed on-road bicycle improvements. No mapping was proposed for the City of New Britain.

Section 2.2
Methodology

- Guide for the Development of Bicycle Facilities, 2012, AASHTO.
- Norwalk Connectivity, prepared by Fitzgerald and Halliday Inc., for the Norwalk Redevelopment Agency, 2012.
- Norwalk Pedestrian & Bikeway Transportation Masterplan, prepared by Fitzgerald and Halliday, Inc. for the City of Norwalk, Connecticut, 2012.
- Long Range Transportation Plan for Central Connecticut, 2011-2049, Central Connecticut Regional Planning Agency.
- Town of Glastonbury, Bicycle Master Plan, 2006.
- UCONN Campus Bike Master Plan, ConnTrails, 2005.
- Town of South Windsor, Connecticut, South Windsor Walk and Wheel Ways Draft Master Plan, 2010.

In order to solicit feedback from the public, New Britian Department of Public Works established an on-line blog, where the plan and report was posted. Several comments were received (see Appendix D).

The initial bicycle networks were developed and documented, and then reviewed by the working group. Mark Hoffman, representative from The Central CT Cycling Club rode much of the proposed network and reported his findings and recommendations. Ray Moore, New Britain Department of Education, circulated the plan among school officials, and Bill DeMaio, New Britain Parks and Recreation Director reviewed the plan for park connectivity. An article on the group's effort was printed in the New Britain Herald. CCRPA provided invaluable feedback. Revisions were made based on group members and public feedback, resulting in the proposed network.

Section 2.3
Tool Box

Shared Roadway

A shared roadway accommodates both vehicular and bicycle traffic by sharing a travel lane. These lanes are not marked but may include "Share the Roadway" signage. Motorists must maneuver around bicyclists without crossing the center line. Shared roadways are the most common type of bicycle facility in use today.

Sharrow

A sharrow is a shared roadway that is marked and signed for bikes. Sharrows operate on the principle that bicycles are already allowed on most streets. A sharrow symbol and/or sign simply act as a reminder to the driver that bicyclists may be encountered in the roadway. A sharrow is most often used on a roadway where bicycle traffic is desirable but lane width is insufficient for a full bike lane.

Bicycle Lane

A bicycle lane designates a portion of the roadway for exclusive bicycle use through a dedicated lane, markings and signage. Bicycle lanes are typically located between the curb and travel lane or between a parking lane and travel lane. Bicycle lanes are the preferred facility for most bicyclists.

BIKE ROUTES

Cycle Track

A cycle track is physically separated from vehicular and pedestrian traffic, for the exclusive use of bicyclists. Unlike a bicycle lane, cycle tracks are separated from traffic by a curb, parking lane, or other physical barrier.

Shared Use Path

A shared use path is physically separated from vehicular traffic by a curb, median or routing that is independent of a street network. Typically these facilities allow for shared use by bicyclists, pedestrians and skateboarders or roller-bladers. Pathways tend to be recreational in nature, although they are sometimes used for commuting and daily trips. Typically these facilities are located in parks, open space corridors and abandoned railroad Right of Ways.

Bicycle Boulevard

A Bicycle Boulevard is a low speed street which has been "optimized" for bicycle traffic. Bicycle boulevards discourage cut-through vehicular traffic but allow for local traffic. They are designed to give priority to bicyclists as through traffic. Bicycle boulevards use a combination of traffic calming, bicycle markings and signage, and intersection treatments that prioritize bicyclists. Bicycle boulevards are intended to appeal to all bicycling experience levels, from child and novice to experienced rider or commuter.

Section 2.3
Tool Box

Intersection Improvements

Intersections of collector or minor arterial urban streets are problematic for bicyclists and not easily addressed. Typically if a right turn only lane is provided, then the bike lane stripping becomes dashed (50'- 200'), providing a warning to both the motorist and bicyclist that a conflict exisits. A "Bike Box" is perhaps the best solution (shown). In this approach an area in front of the vehicle is marked for bicycles only. The least desirable approach is for the bike lane to simply end at the intersection.

Bicycle Parking

Parking facilities can be as simple as a bike rack or as complex as a storage locker that totally encloses and protects the bike. Bicycle parking is most effective when placed in well-lit, secure areas and is most convenient when located in close proximity to building entrances.

BIKE ROUTES

Section 2.3
Tool Box

Bike Share

Bike share programs that allow for the affordable, convenient rental of bicycles are being implemented in cities throughout North America. Montreal, Washington DC, Portland and Madison, WI all have successful programs, and New York City has recently established one. These programs work through the use of "docking" stations where a bike can be secured with a credit card at one location and then returned at a distant station.

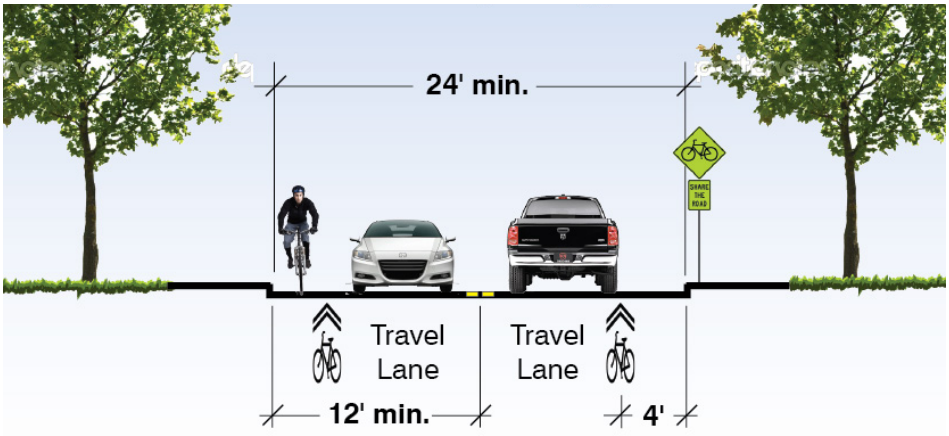
Other Bike Share models include community bicycles that are made available to residents of apartment complexes and ones that can be borrowed through a community group. Mystic, Connecticut has a program that distributes reconditioned bikes for short-term use, with the only requirement being presentation of a valid driver's license and a small deposit.

Section 2.4
Standards

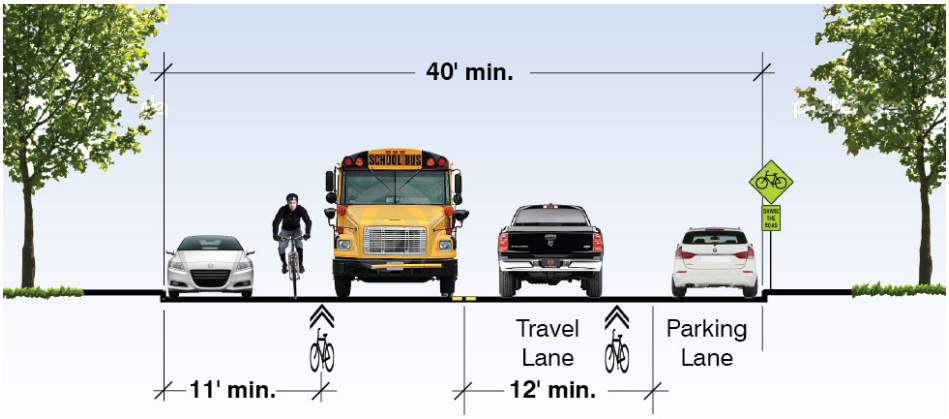
Sharrow

- Roadway speed limit of 35 mph maximum.
- 15,000 Annual Daily Traffic (ADT) maximum.
- 12' minimum travel lane width (14' preferred) - AASHTO.
- 24' minimum pavement width for two-way traffic – no parking.
- 40' minimum pavement width where on-street parking is present on both sides of roadway. 32' with parking on one side.
- Space sharrow pavement markings every 250' maximum (see detail in Appendix C).
- The center of sharrow marking should be located 4' from the edge of roadway if no parking is present and a minimum of 11' from the edge of roadway where on-street parking is present.
- Use "Share the Road" signage as deemed appropriate (see detail in Appendix B).

Streets without on-street parking



Streets with on-street parking

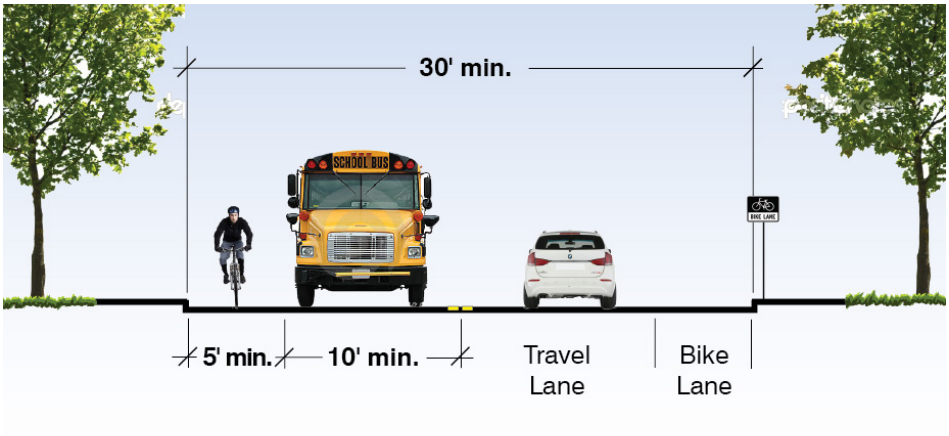


Section 2.4
Standards

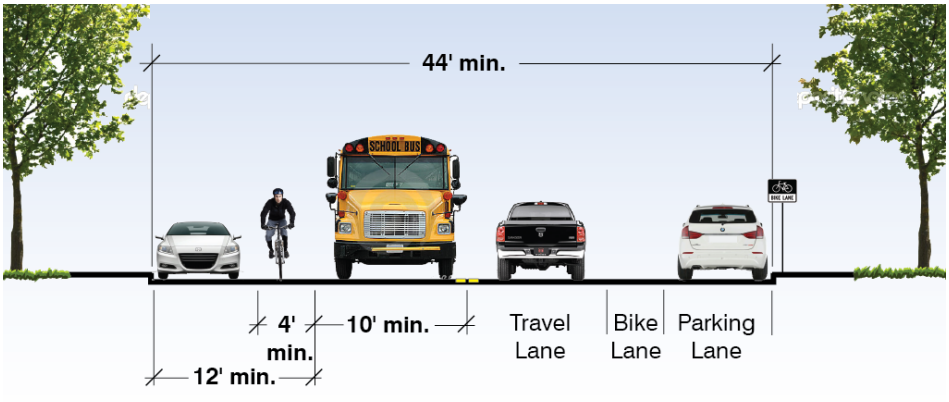
Bicycle Lane

- Use on collector and arterial roadways, or on high volume local streets.
- 4' width without curb, 5' width with curb - AASHTO.
- Pavement markings: 500' maximum spacing can be used more frequently in dense urban settings (see detail in Appendix C).
- Use "Bike Lane" signage at the beginning of the lane and spaced every mile or at significant intersections. (see details in Appendix B).
- When placed adjacent to on-street parking, the left hand lane stripe (the stripe that separates the bicycle lane from the travel lane) should be a minimum of 12 feet from the curb. If parking volumes are substantial or turnover is high, such as downtown locations or streets with metered parking, this width should be increased to 14 feet so as to avoid collisions in the door zone of parked cars. The strip is 6" wide.
- Bike lanes should be installed on both sides of roadway so as to discourage riding in the wrong direction.
- Dash the lane line for 50-200' at intersections.

Streets without on-street parking



Streets with on-street parking

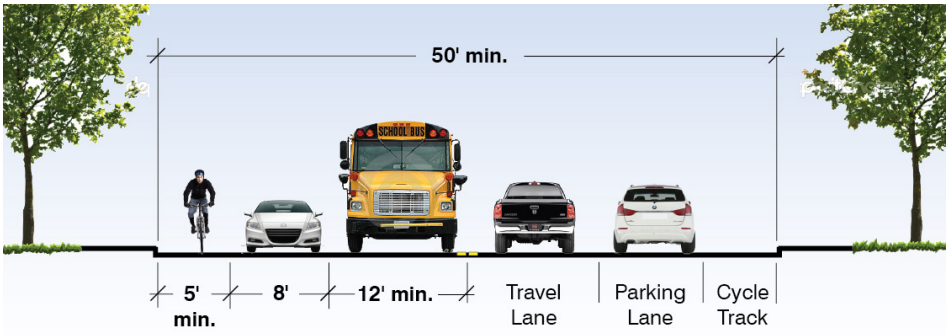


Section 2.4
Standards

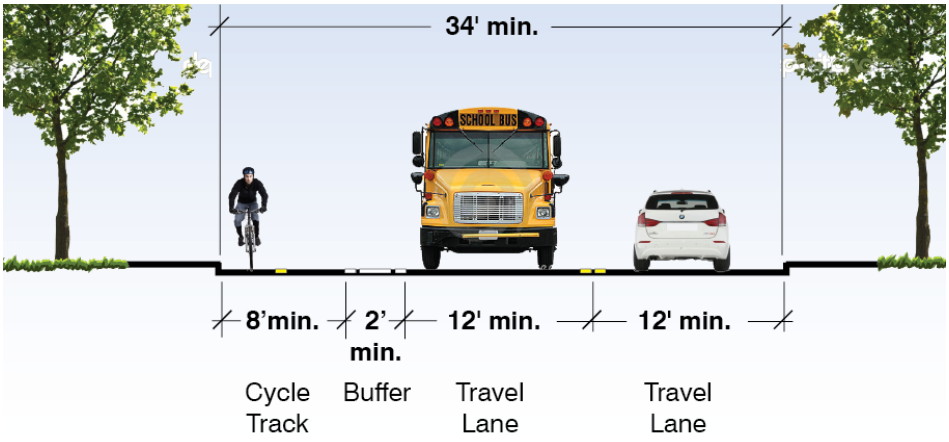
Cycle Track

- Use on streets that have minimal crossings and curb cuts.
- 5' wide minimum for one-way riding, 8' wide minimum for bi-directional riding.
- Intersections should be designed to include signage that alerts motorists of bicyclists crossing from the cycle track, and vegetation and parking should be limited near intersections so that bicyclists and motorists can see each other.
- Intersection treatments are needed to mitigate turn movement conflicts. Protective measures include retrofitting signalized intersections to provide separate left and right turn movements, adding bicycle-only signals, requiring no right-turn-on-red, and warning signage and special markings at unsignalized intersections.
- If cycle tracks are two-way, motorists should be alerted to the fact that bicyclists will be approaching from both directions.
- One-way cycle tracks should be paired so as not to encourage wrong-way riding.

Streets without on-street parking



Streets with on-street parking



Section 2.4
Standards

Shared Use Path

- 8' wide minimum, 10-12' wide preferred.
- Bi-directional travel is preferred.
- Minimize roadway and driveway crossings.
- Sign for permitted uses (see Appendix B for examples).
- Maximum grades (FHA).
  - 8.3 percent for a maximum of 61.0 m (200 ft).
  - 10 percent for a maximum of 9.14 m (30 ft).
  - 12.5 percent for a maximum of 3.05 m (10 ft).

Bicycle Boulevard

- Less than 1500 ADT.
- Local street or low-volume collector.
- Street should be primarily residential.
- Not a transit or truck route.
- Maximum speed limit of 20 mph, traffic calming elements must be in place to keep actual speeds within 20 mph.
- Signage and pavement markings should be used (see Appendix B and C).
- Streets crossing the bicycle boulevard should be traffic controlled by stop sign or signalization.
- Bicycles should be accommodated if not prioritized at intersections, often with a bike box (dedicated bike only zone).

Bicycle Parking

- Bicycle parking should be located near building entrances but should not obstruct pedestrian movement.
- Bicycle parking should be installed in a secure, visible, lighted area.
- "Post and Loop", "U", and "A" style racks should be installed in series, parallel and spaced 30 inches apart.
- Wheel bending racks that provide no support for the bicycle frame are not recommended.
- Wave style racks are not recommended.
- The bike rack should:
  - Support the bicycle upright by its frame in two places.
  - Prevent the wheel of the bicycle from tipping over.
  - Enable the frame and one or both wheels to be secured.
  - Support bicycles that lack a horizontal top tube.
  - Allow front-in parking: a U-lock should be able to lock the front wheel.

Section 2.5
Street Inventory

A street inventory is provided at the end of this section. For each street, we have identified the following information:

- Classification
- Average Daily Traffic (ADT)
- Speed Limit
- Pavement Width
- Sidewalks
- Parking
- Road Length in Linear Feet (LF)
- Phase

CITY OF NEW BRITAIN
INVENTORY OF STREETS

Street Name	Classification	ADT	Speed Limit	Pvmt Width	Sidewalks	Parking	Road Length (LF)	Phase
ALEXANDER ROAD	Collector	2,600	25	32' - 40'	Yes	Yes	5,400	1
	Recommendation: Sharrow both directions.							
ALLEN STREET	Collector	6,700	35	30'	Yes	No	5,250	1
	Recommendation: Bike lane west of Stanley Street/Sharrow east of Stanley Street.							
BARBOUR ROAD	Local	-	25	36'	No	Yes	3,900	2
	Recommendation: Sharrow both directions.							
BEECHWOOD DRIVE	Local	-	25	28'	No	Yes	1,200	1
	Recommendation: Sharrow both directions.							
BIRUTA STREET	Local	-	25	30'	Yes	North Side	1,100	1
	Recommendation: Sharrow both directions.							
BELDEN STREET	Local	-	25	30'	Yes	Partial	1,800	3
	Recommendation: Sharrow both directions.							
BILTMORE STREET	Local	-	25	30'	No	No	600	2
	Recommendation: Bike lane striping both directions.							
BLACK ROCK AVENUE	Collector	5,200	35	36'	Yes	No	6,000	3
	Recommendation: Bike lane striping both directions.							
BUELL STREET	Local	-	25	30'	Yes	North Side	1,200	3
	Recommendation: Sharrow north side; Bike lane south side.							
CARLTON STREET	Local	-	25	30'	Yes	Yes	3,000	2
	Recommendation: Sharrow both directions.							
CHAPMAN STREET	Local	-	25	30'	Yes	Partial	3,150	3
	Recommendation: Sharrow both directions.							
CLINTON STREET	Local	-	25	30'	Partial	No	4,500	1
	Recommendation: Bike lane striping both directions.							
COVINGTON STREET	Local	-	25	30'	No	West Side	900	2
	Recommendation: Sharrow west side; Bike lane east side.							
CURTIS STREET	Local	-	25	28'	Yes	West Side	2,400	1
	Recommendation: Sharrow both directions.							
EDDY GLOVER BOULEVARD	Collector	3,100	25	24' both sides	Yes	Partial	6,000	2
	Recommendation: Dedicated Bike Boulevard							
ELLA GRASSO BOULEVARD	Collector	13,500	35	24' both sides	Yes	No	3,600	2
	Recommendation: Bike lane stripping both directions.							
FARMINGTON AVENUE	Minor Aterial	9,300	35	40'	Yes	Partial	12,600	1
	Recommendation: Bike lane striping both directions.							
FRANCIS STREET	Local	-	25	30'	Yes	No	1,200	2
	Recommendation: Bike lane striping both directions.							
GLEN STREET	Local/Collector	-	25	30'	Yes	Partial	7,200	1
	Recommendation: Bike lane striping both directions.							
HARRISON STREET	Local	-	25	28'	Yes	North Side	1,300	3
	Recommendation: Sharrow both directions.							
HART STREET	Collector	3,900	25	28'	Yes	Partial	4,200	3
	Recommendation: Sharrow both directions.							
JOHN DOWNEY DRIVE	Collector	6,600	35	46'	Yes	No	6,600	3
	Recommendation: Sharrow both directions.							
KELSEY STREET	Local	-	25	30'	Yes	Partial	2,400	3
	Recommendation: Bike lane both directions.							
LINCOLN STREET	Local/Collector	4,100	35	20' - 40'	Yes	Yes	5,400	1
	Recommendation: Sharrow both directions.							
MILL STREET	Local/Collector	-	25	32'	Yes		3,000	3
	Recommendation: Bike lane north side; Sharrow south side.							

Street Name	Classification	ADT	Speed Limit	Pvmt Width	Sidewalks	Parking	Road Length (LF)	Phase
MLK BOULEVARD	Minor Aterial	14,400	35	22' both sides	Yes	No	2,400	1
	Recommendation: Sharrow both directions.							
MYRTLE STREET	Collector	6,700	25	34'	Yes	No	2,300	1
	Recommendation: Sharrow both directions.							
NEWINGTON AVENUE	Minor Aterial	10,900	35	30'	Yes	No	2,400	2
	Recommendation: Bike lane both directions.							
OSGOOD AVENUE	Collector	4,000	25	40'	Yes	No	3,900	1
	Recommendation: Bike lane both directions.							
PAUL MANAFORT DRIVE	Local	-	25	36'	Yes	No	2,400	2
	Recommendation: Bike lane both directions.							
ROCKY HILL AVENUE	Local	-	25	28'	Yes	No	3,000	3
	Recommendation: Sharrow both directions.							
SHUTTLE MEADOW AVENUE	Collector	-	25	30'	Yes	Partial	3,600	3
	Recommendation: Sharrow both directions.							
SLATER ROAD	Minor Aterial	4,200	35	38'	Yes	Partial	12,000	1
	Recommendation: Bike lane both directions.							
SMALLEY STREET	Local	3,500	25	30'	Yes	Partial	3,300	1
	Recommendation: Sharrow both directions.							
SOUTH STREET	Minor Aterial	11,900	35	34' - 38'	Yes	No	7,200	3
	Recommendation: Sharrow both directions.							
STANLEY STREET - SMALLEY STREET NORTH	Collector/Minor Arterial	11,600	35	28' - 36'	Yes	Partial	14,400	2
	Recommendation: Sharrow both directions.							
STANLEY STREET - SMALLEY STREET SOUTH	Minor Aterial	5,500	35	24' - 32'	Yes	Partial	9,000	2
	Recommendation: Sharrow both directions.							
STANWOOD DRIVE	Local	-	25	28'	No	Yes	2,700	3
	Recommendation: Sharrow both directions.							
STEELE STREET	Local	-	25	40'	Yes	No	1,500	3
	Recommendation: Bike lane both directions.							
VANCE STREET	Local	-	25	30'	Yes	Yes	1,800	3
	Recommendation: Sharrow both directions.							
VINE STREET	Local	-	25	28'	Yes	West Side	2,400	1
	Recommendation: Sharrow both directions.							
WEST MAIN STREET	Minor Aterial	9,200	25	38'	Yes	Partial	1,200	1
	Recommendation: Sharrow both directions.							
WHITING STREET	Collector	-	25	30' - 46'	Yes	No	3,600	3
	Recommendation: Bike lane both directions.							

173,000

Section 2.6
Recommendations

Concept Plan

A bicycle network has been developed to use the existing infrastructure without having to add any additional impervious surfaces. State roads have been avoided to the greatest extent possible to preclude long delays in permiting and approvals. The network is comprised of a combination of dedicated bicycle lanes and sharrows. Where adequate pavement width exists, the dedicated bike lane is the preferred alternative. Bicycle specific signage and road markings will delineate the network.

Eddie Glover Boulevard presents an opportunity to create an exciting new recreational amenity for the City of New Britain. At the eastern end of the boulevard the north lanes, which abut Stanley Quarter Park, can be converted to a multi-use trail segment for bicycles and pedestrians. This segment of trail would connect to existing trails in Stanley Quarter Park and eventually to the proposed multi-use trail in A.W. Stanley Park.

The proposed multi-use trail through A.W. Stanley Park/Stanley Quarter Park will connect to the proposed multi-use protion of Eddie Glover Boulevard to provide a 3.5-mile loop. This trail will also make it possible to bicycle 1.5 miles through the northern part of the City, free of automobile traffic.

As a result of this plan, the primary goal of connecting parks, housing, Central Connecticut State University and employment centers to the upcoming CT Fastrack stations has been achieved. A secondary goal of enhanced, safe recreational bicycling opportunities will be achieved as well.

It is hoped that New Britain's Bicycle Connectivity Plan will spur efforts in adjoining communities to make connections at city borders. New Britain officials will meet with those in surrounding communities in the coming years to help facilitate a regional bicycle network.

A concept plan and illustration are provided at the end of this section.

Section 2.6
Recommendations

Phasing

The project will be implemented over the coming years in four phases. In March 2013 the City submitted a grant application to the State of Connecticut, Department of Energy and Environmental Protection, Recreational Trails Program, for a portion of the Phase 1 costs.

Phase 1

Phase 1 will be completed in 2013 and includes line striping and signage installation that will be completed with city forces. A major north/south route (Farmington Avenue) and east/west route (Osgood Avenue/Allen Street) will be marked.

Phase 2

This phase (2a) will continue with lane markings and signage, and include State of Connecticut roadways. Work within the right-of-ways of state corridors is considerable more difficult due to extensive coordination and permitting, which will involve more time.

Phase 2b will provide for the construction of roadway infrastructure improvements on Eddie Glover Boulevard to complete the bicycle boulevard.

Phase 3

When Phase 3 work is finished, the on-road bicycle network will be complete.

Phase 4

Work during this phase will complete the construction of the multi-use (off road) Stanley Loop Trail. This phase of work will be substantially more costly than the first three phases, therefore, funding in the form of grants or city bonding will need to be secured. It is expected that the Stanley Loop will be completed in 2015.

A phasing diagram is provided at the end of this section.

Section 2.6
Recommendations

Amenities

Bike Storage

For the bike network to be effective, it is imperative that convenient bike parking facilities be located at key points within the City. While it is beyond the scope of this report to make specific recommendations, generally bike racks and/or storage lockers should be located at:

- City Hall
- Parks
- Schools
- CCSU
- The Hospital of Central Connecticut

Bicycle storage facilities are currently planned at all CT Fastrak stations.

Bike Sharing

A bike share program for New Britain is currently being studied by a group that includes Central Connecticut State University and the CT Fastrak advisory committee. This report recommends that a program similar to the one in Mystic, Connecticut be implemented. As bicycling in New Britain becomes more prevalent, and the public becomes familiar with bike share facilities, a more sophisticated, automated program could be pursued.

Probable Costs

A spreadsheet outlining probable costs associated with each project phase is provided at the end of this section.

LEGEND

- BIKE ROUTE ON CITY STREET
- BIKE ROUTE ON STATE HWY
- CTfastrak
- CTfastrak STATION
- CTfastrak MULTI-USE TRAIL
- ON-STREET MULTI-USE TRAIL EDDY GLOVER BLVD
- MULTI-USE TRAIL
- CITY BUS ROUTE
- STANLEY LOOP
- CITY GATEWAY
- TRAFFIC COUNT (ADT)
- SCHOOL
- PARK
- GOLF COURSE
- UNIVERSITY
- MULTI-FAMILY HOUSING

FARMINGTON
BATTERSON PARK
ALEXANDER ROAD
2,600
8,100
12,100
Holmes School
STANLEY GOLF COURSE
FARMINGTON AVE.
STANLEY STREET
A. W. STANLEY PARK
Pulaski School
BARBOUR ROAD
9,000
Jefferson School
SLATER ROAD
11,000
STANLEY QUARTER PARK
RT 71
ELLA GRASSO BLVD.
CCSU
COVINGTON ST.
6,300
CORBIN AVE.
FARMINGTON AVE.
E GLOVER BLVD.
12,000
3,000
1,500
BILTMORE ST.
RT 175
DiLoreto School
Goodwin Tech.
FRANCIS STREET
CARLTON STREET
PAUL MANAFORT DR.
OSGOOD AVE.
9,600
OSGOOD PARK
SACRED HEART CEMETERY
BIRUTA STREET
ALLEN STREET
RT 175
8,000
ST. MARYS CEMETERY
STANLEY STREET
7,600
8,000
SLATER ROAD
Smalley School
EAST STREET
NEWINGTON
Gaffney School
WASHINGTON PARK
WASHINGTON STREET
WILLOW PARK
FAIRVIEW CEMETERY
7,500
STANWOOD DR.
CLINTON STREET
CORBIN AVE.
Chamberlin School
BEECHWOOD DR.
10,000
SMALLEY STREET
MLK BLVD.
RT 174
NEWINGTON AVE.
CURTIS STREET
MYRTLE STREET
5,300
STANWOOD PARK
CHESLEY PARK
RT 372
13,500
CHAPMAN ST.
WEST MAIN ST.
BELDEN ST.
Roosevelt School
PLAINVILLE
5,400
BLACK ROCK AVE
RT 372
WEST MAIN STREET
VINE STREET
WALNUT HILL PARK
19,000
HARRISON ST.
2,500
WHITING STREET
KELSEY ST.
JOHN DOWNEY DRIVE
6,000
Slade Middle School
Lincoln Elementary
STEELE ST.
CORBIN AVE.
HART STREET
4,000
VANCE STREET
GLEN STREET
North End School
Smith School
4,000
ROCKY HILL AVE.
Vance School
SHUTTLE MEADOW AVE.
RT 372
2,400
BIDELL STREET
SOUTH STREET
MILL STREET
8,000
MARTHA HART PARK
SHUTTLE MEADOW CC
LINCOLN STREET
New Britain High School
WILLOW BROOK PARK
13,500
BERLIN
BERLIN

Conceptual Plan

NEW BRITAIN BICYCLE CONNECTIVITY

600 0 600 1200

Landscape Architecture
Civil Engineering

Conceptual Plan

EDDY GLOVER BOULEVARD

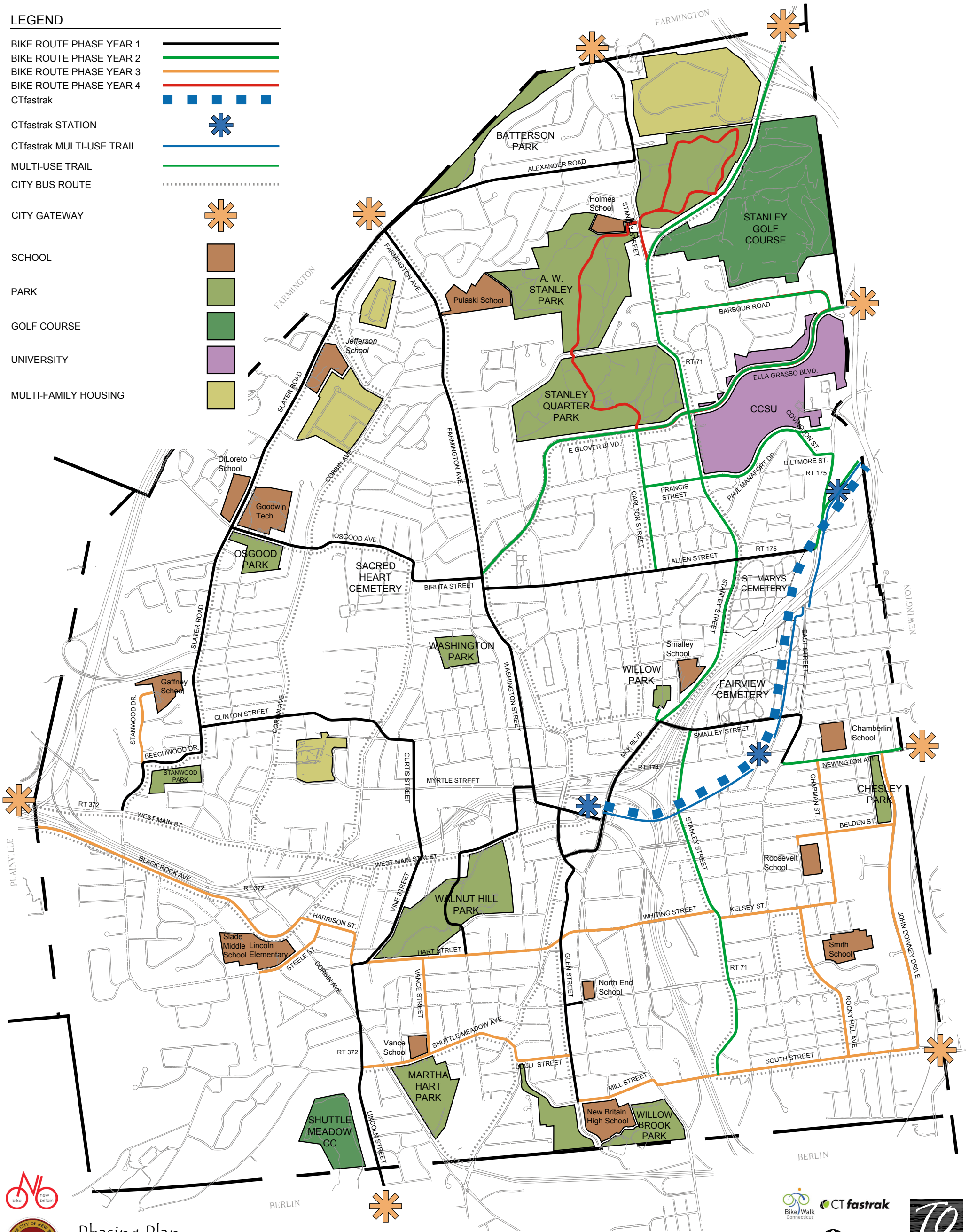
TO DESIGN
Sophisticated Site Design
Landscape Architecture
Civil Engineering

114 West Main St., Suite 201
New Britain, CT 06051
P 860-612-1700
F 860-612-1757
www.todesignllc.com

December 2012

LEGEND

- BIKE ROUTE PHASE YEAR 1
- BIKE ROUTE PHASE YEAR 2
- BIKE ROUTE PHASE YEAR 3
- BIKE ROUTE PHASE YEAR 4
- CTfastrak
- CTfastrak STATION
- CTfastrak MULTI-USE TRAIL
- MULTI-USE TRAIL
- CITY BUS ROUTE
- CITY GATEWAY
- SCHOOL
- PARK
- GOLF COURSE
- UNIVERSITY
- MULTI-FAMILY HOUSING

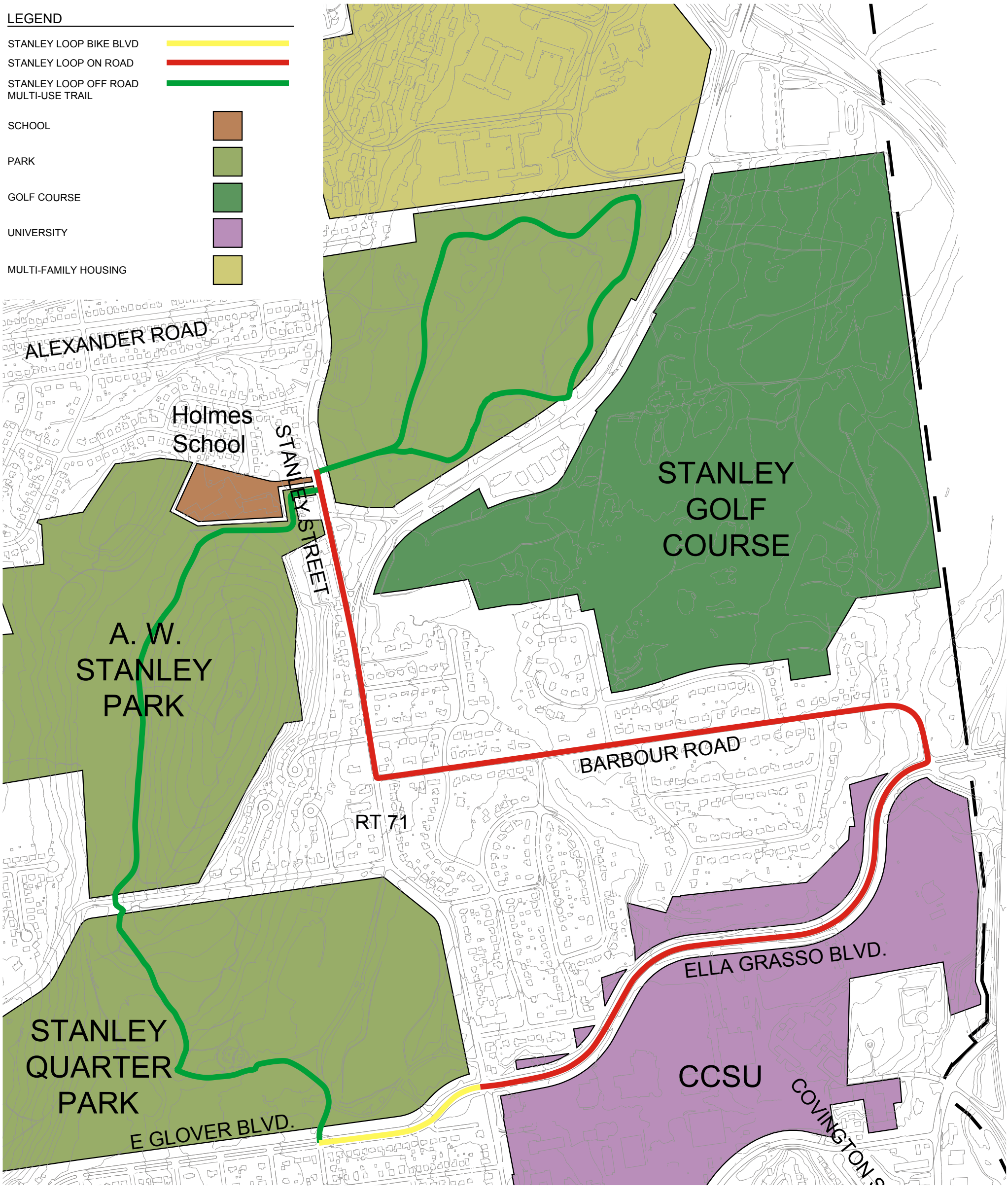


Phasing Plan

NEW BRITAIN BICYCLE CONNECTIVITY

600 0 600 1200

TO DESIGN LLC
Sophisticated Site Design
Landscape Architecture
Civil Engineering



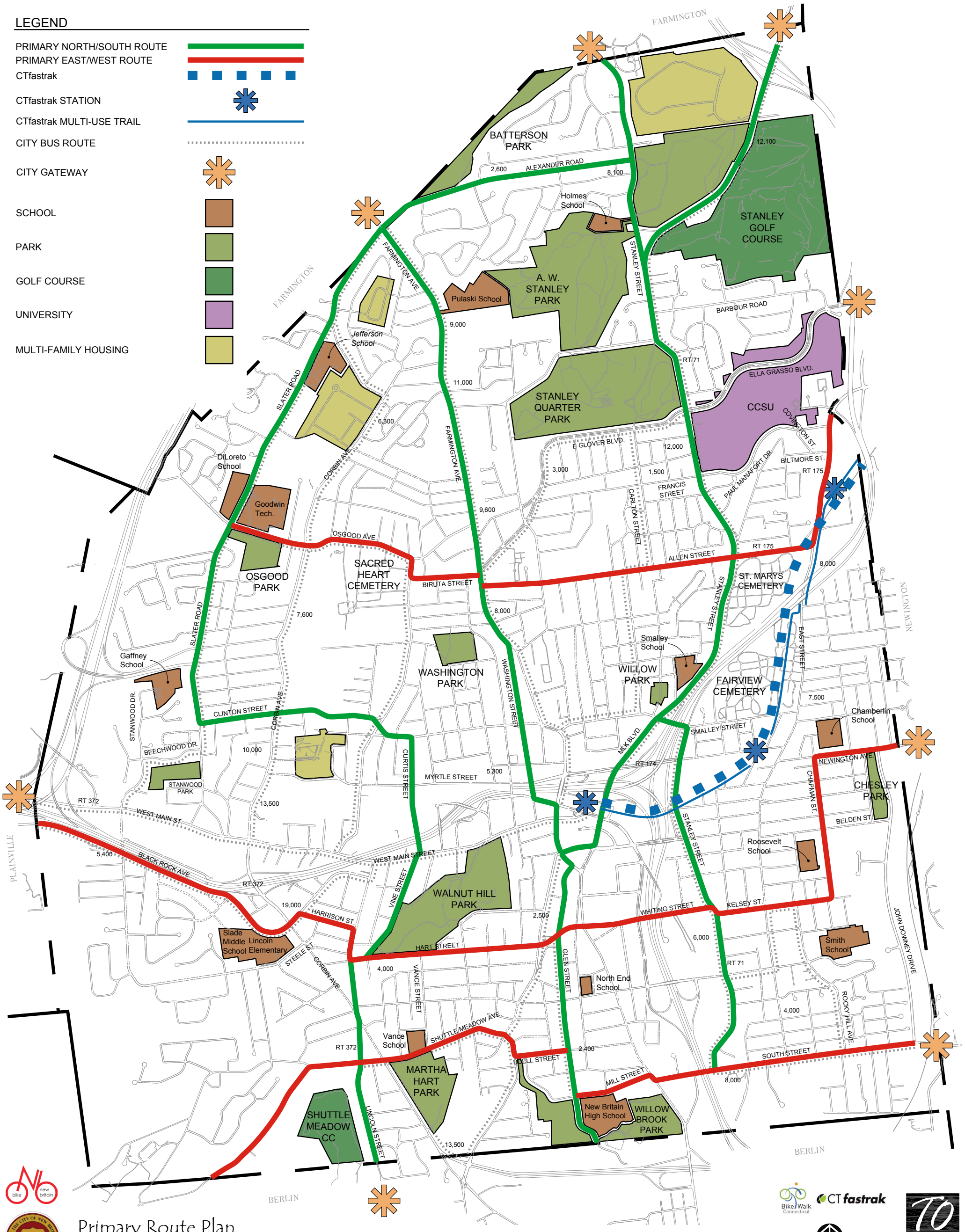
Stanley Loop

NEW BRITAIN BICYCLE CONNECTIVITY

600 0 600 1200

LEGEND

- PRIMARY NORTH/SOUTH ROUTE
- PRIMARY EAST/WEST ROUTE
- CTfastrak
- CTfastrak STATION
- CTfastrak MULTI-USE TRAIL
- CITY BUS ROUTE
- CITY GATEWAY
- SCHOOL
- PARK
- GOLF COURSE
- UNIVERSITY
- MULTI-FAMILY HOUSING



Primary Route Plan

NEW BRITAIN BICYCLE CONNECTIVITY

600 0 600 1200

CITY OF NEW BRITAIN BIKE CONNECTIVITY PLAN
COST ESTIMATE

ITEM	DESCRIPTION	QTY.	UNIT	PRICE	TOTAL
PHASE 1					
	Signs	94	EA	$300	$ 28,200.00
Alexander Road	Painted Symbol	54	EA	$ 100.00	$ 5,400.00
	Painted Line	0	LF	$ 1.00	$ -
Allen Street	Painted Symbol	52	EA	$ 100.00	$ 5,200.00
	Painted Line	5250	LF	$ 1.00	$ 5,250.00
Beechwood Drive	Painted Symbol	12	EA	$ 100.00	$ 1,200.00
	Painted Line	0	LF	$ 1.00	$ -
Biruta Street	Painted Symbol	10	EA	$ 100.00	$ 1,000.00
	Painted Line	0	LF	$ 1.00	$ -
Clinton Street	Painted Symbol	45	EA	$ 100.00	$ 4,500.00
	Painted Line	9000	LF	$ 1.00	$ 9,000.00
Curtis Street	Painted Symbol	24	EA	$ 100.00	$ 2,400.00
	Painted Line	0	LF	$ 1.00	$ -
Farmington Ave.	Painted Symbol	126	EA	$ 100.00	$ 12,600.00
	Painted Line	25,200	LF	$ 1.00	$ 25,200.00
Glen Street	Painted Symbol	72	EA	$ 100.00	$ 7,200.00
	Painted Line	14,400	LF	$ 1.00	$ 14,400.00
Lincoln Street	Painted Symbol	54	EA	$ 100.00	$ 5,400.00
	Painted Line	0	LF	$ 1.00	$ -
MLK Boulevard	Painted Symbol	24	EA	$ 100.00	$ 2,400.00
	Painted Line	0	LF	$ 1.00	$ -
Myrtle Street	Painted Symbol	22	EA	$ 100.00	$ 2,200.00
	Painted Line	0	LF	$ 1.00	$ -
Osgood Ave.	Painted Symbol	38	EA	$ 100.00	$ 3,800.00
	Painted Line	7800	LF	$ 1.00	$ 7,800.00
Slater Road	Painted Symbol	120	EA	$ 100.00	$ 12,000.00
	Painted Line	24,000	LF	$ 1.00	$ 24,000.00
Smalley Street	Painted Symbol	32	EA	$ 100.00	$ 3,200.00
	Painted Line	0	LF	$ 1.00	$ -
Vine Street	Painted Symbol	24	EA	$ 100.00	$ 2,400.00
	Painted Line	0	LF	$ 1.00	$ -
West Main Street	Painted Symbol	10	EA	$ 100.00	$ 1,000.00
	Painted Line	0	LF	$ 1.00	$ -

PHASE 1 SUBTOTAL $ 185,750.00

ITEM	DESCRIPTION	QTY.	UNIT	PRICE	TOTAL
PHASE 2					
	Signs	70	EA	$300	$ 21,000.00
Barbour Road	Painted Symbol	38	EA	$ 100.00	$ 3,800.00
	Painted Line	0	LF	$ 1.00	$ -
Biltmore Street	Painted Symbol	6	EA	$ 100.00	$ 600.00
	Painted Line	1200	LF	$ 1.00	$ 1,200.00
Carlton Street	Painted Symbol	30	EA	$ 100.00	$ 3,000.00
	Painted Line	0	LF	$ 1.00	$ -
Covington Street	Painted Symbol	8	EA	$ 100.00	$ 800.00
	Painted Line	900	LF	$ 1.00	$ 900.00
Eddy Glover Blvd.	Painted Symbol	60	EA	$ 100.00	$ 6,000.00
	Painted Line	9000	LF	$ 1.00	$ 9,000.00
	Phase 2A				$ 15,000.00
	Site Work/Road	1	LS	$ 132,467.00	$ 132,467.00
	Trees	52	EA	$ 858.00	$ 44,616.00
	Shrubs	150	EA	$ 100.00	$ 15,000.00
	Benches	6	EA	$ 1,430.00	$ 8,580.00
	Planters	18	EA	$ 900.00	$ 16,200.00
	Lighting	20	EA	$ 4,290.00	$ 85,800.00
	Parklets	1080	SF	$ 50.00	$ 54,000.00
	Phase 2B				$ 356,663.00
Ella Grasso Blvd.	Painted Symbol	36	EA	$ 100.00	$ 3,600.00
	Painted Line	7200	LF	$ 1.00	$ 7,200.00
Francis Street	Painted Symbol	12	EA	$ 100.00	$ 1,200.00
	Painted Line	2400	LF	$ 1.00	$ 2,400.00
Newington Avenue	Painted Symbol	24	EA	$ 100.00	$ 2,400.00
	Painted Line	4800	LF	$ 1.00	$ 4,800.00
Paul Manafort Drive	Painted Symbol	24	EA	$ 100.00	$ 2,400.00
	Painted Line	4800	LF	$ 1.00	$ 4,800.00
Stanley Street North	Painted Symbol	144	EA	$ 100.00	$ 14,400.00
	Painted Line	0	LF	$ 1.00	$ -
Stanley Street South	Painted Symbol	90	EA	$ 100.00	$ 9,000.00
	Painted Line	0	LF	$ 1.00	$ -

PHASE 2 SUBTOTAL $ 455,163.00

ITEM	DESCRIPTION	QTY.	UNIT	PRICE	TOTAL
PHASE 3					
	Signs	80	EA	$300	$ 24,000.00
Belden Street	Painted Symbol	18	EA	$ 100.00	$ 1,800.00
	Painted Line	0	LF	$ 1.00	$ -
Black Rock Avenue	Painted Symbol	60	EA	$ 100.00	$ 6,000.00
	Painted Line	12000	LF	$ 1.00	$ 12,000.00
Buell Street	Painted Symbol	12	EA	$ 100.00	$ 1,200.00
	Painted Line	1200	LF	$ 1.00	$ 1,200.00
Chapman Street	Painted Symbol	30	EA	$ 100.00	$ 3,000.00
	Painted Line	0	LF	$ 1.00	$ -
Harrison Street	Painted Symbol	12	EA	$ 100.00	$ 1,200.00
	Painted Line	0	LF	$ 1.00	$ -
Hart Street	Painted Symbol	40	EA	$ 100.00	$ 4,000.00
	Painted Line	0	LF	$ 1.00	$ -
John Downey Drive	Painted Symbol	66	EA	$ 100.00	$ 6,600.00
	Painted Line	0	LF	$ 1.00	$ -
Kelsey Street	Painted Symbol	18	EA	$ 100.00	$ 1,800.00
	Painted Line	4800	LF	$ 1.00	$ 4,800.00
Mill Street	Painted Symbol	30	EA	$ 100.00	$ 3,000.00
	Painted Line	3000	LF	$ 1.00	$ 3,000.00
Rocky Hill Avenue	Painted Symbol	30	EA	$ 100.00	$ 3,000.00
	Painted Line	0	LF	$ 1.00	$ -
Shuttle Meadow Ave.	Painted Symbol	36	EA	$ 100.00	$ 3,600.00
	Painted Line	0	LF	$ 1.00	$ -
South Street	Painted Symbol	72	EA	$ 100.00	$ 7,200.00
	Painted Line	0	LF	$ 1.00	$ -
Stanwood Drive	Painted Symbol	26	EA	$ 100.00	$ 2,600.00
	Painted Line	0	LF	$ 1.00	$ -
Steele Street	Painted Symbol	14	EA	$ 100.00	$ 1,400.00
	Painted Line	3000	LF	$ 1.00	$ 3,000.00
Vance Street	Painted Symbol	18	EA	$ 100.00	$ 1,800.00
	Painted Line	0	LF	$ 1.00	$ -
Whiting Street	Painted Symbol	36	EA	$ 100.00	$ 3,600.00
	Painted Line	7200	LF	$ 1.00	$ 7,200.00

PHASE 3 SUBTOTAL $ 107,000.00

ITEM	DESCRIPTION	QTY.	UNIT	PRICE	TOTAL
PHASE 4					
Multi-Purpose Trail	Bit. Walk	26160	SF	$ 6.08	$ 159,052.80

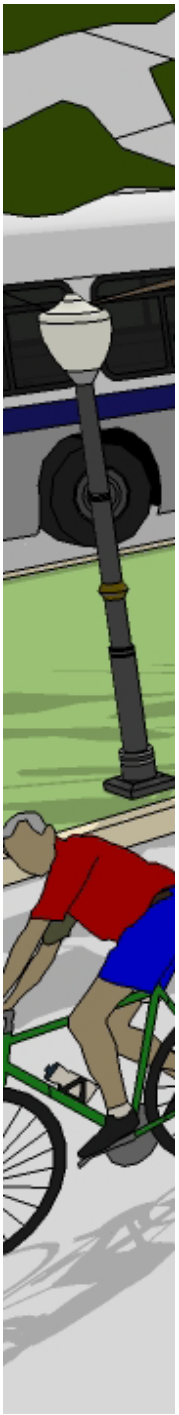
PHASE 4 SUBTOTAL $ 159,052.80

TOTAL COST ESTIMATE FOR ALL PHASES $ 906,965.80

PLEASE NOTE: ESTIMATED COSTS ARE FOR A PRIVATE CONTRACTOR. MUCH OF THE WORK MAY BE DONE BY CITY STAFF AT A CONSIDERABLE DISCOUNT.

Section 3.0

TRAFFIC CALMING

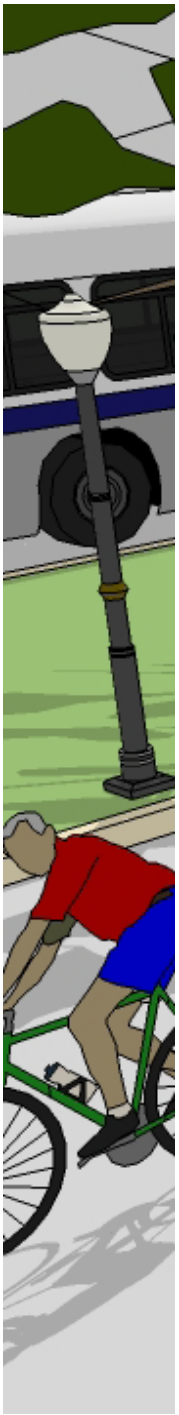


Section 3.1
The Need

As communities shift from an emphasis of moving vehicles through a street corridor as quickly as possible to a desire to slow down or reduce motor vehicle traffic, traffic calming features have become a standard tool. These measures are physical road design elements that aim to balance traffic on streets with other uses. When implemented, these improvements are intended to enhance the quality of life for residents and improve the safety of pedestrians and bicyclists, while also reducing noise levels and air pollution produced by vehicular traffic.

The idea of traffic calming is based on the premise that streets should help create and preserve a sense of place, that their purpose is for people to walk, stroll, look, gaze, meet, play, shop and even work alongside cars – but not be dominated by them. The tools of traffic calming include techniques designed to lessen the impact of motor vehicle traffic to help build human-scale places and an environment friendly to pedestrians.

Traffic calming measures can be applied inexpensively and flexibly, while improving the livability of the community.



Section 3.2
Methodology

On August 27, 2012, a meeting was held with New Britain Police Department Traffic Sergeant Robert Martin to determine which New Britain streets were in need of "calming". Officer Martin reported that the following streets typically generated complaints of excessive speeds.

- *Alexander Road* – A rolling residential two-lane street in the North central quadrant of the City.
- *Eddie Glover Boulevard* – A very wide, flat boulevard with a center landscaped median and curvilinear geometry, in the north central quadrant of the City.
- *Vine Street* – A flat busy, short residential street in the southwest quadrant of the City.
- *Wooster / Steele Streets* – Hilly residential roadways in the southwest quadrant of the City. Wooster Street becomes Steele Street after a 90 degree curve.
- *Barbour Road* – A flat, quiet residential street in the northeast quadrant of the City.

The existing literature and guidelines, as well as competed plans from other cities were reviewed. Resources used to develop this plan included:

- Traffic Calming Resource Guide, South Central Regional Council of Governments, 2008.
- City of New Haven Complete Streets Design Manual, Draft 2010.
- Traffic Calming, Cynthia L.Hoyle, American Planning Association, 1995.
- City of Bridgeport Connecticut, Complete Streets Policy & Action Plan, Greater Bridgeport Regional Council, 2011.

Section 3.2
Methodology

In addition officials in surrounding towns were queried as to what if any traffic calming measures had been implemented and what the existing policies were. The results are as follows:

West Hartford
Town Engineer David Kraus P.E. reported the following:

- West Hartford resists the use of speed tables or any vertical controls, feeling that they impede emergency vehicles and have other problems.
- West Hartford has no official policy on traffic calming. They address specific issues as requested.
- Horizontal controls including chicanes and traffic islands have been effective and are currently in use on Beverly and Hamilton Streets.
- The town likes to use center islands / medians because they provide sheltered left turn lanes.
- Planting of islands is important.
- Several "yield" streets have been successfully implemented in town (streets where oncoming traffic has to stop to let the opposing traffic pass).

Before a traffic calming measure is implemented, residents of a street must petition the Council. All residents on the street must agree to the implementation.

Berlin
Berlin has no policy on traffic calming or any controls in place, citing concerns about snow plows and maintenance vehicles. Public Works Director Arthur Simonian P.E. is considering the use of plastic, removable speed tables in several locations.

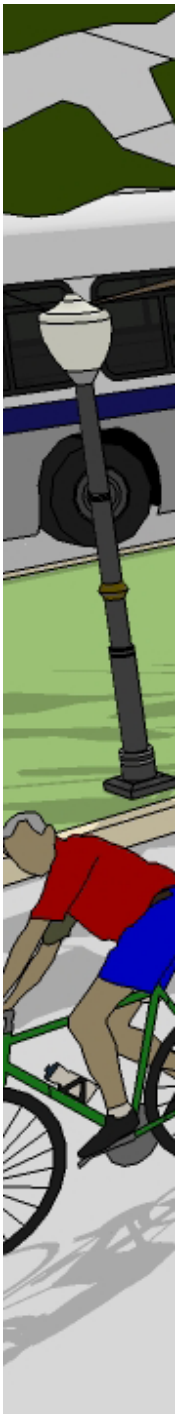
Plainville
Plainville does not have traffic calming controls in place.

Southington
Southington does not have traffic calming controls in place.

Newington
Newington does not have traffic calming controls in place.

Farmington
Farmington embarked on an aggressive traffic calming program in the 1990's. The town developed criteria for scoring roads when residents submitted an application to initiate traffic calming. Following the unveiling of the program the Town undertook (at considerable cost) two traffic calming projects, Garden Street and Perry Street. Speed tables were also installed on West District Road. In addition to those two roads, when Judson Lane was designed and constructed for the new West Woods Upper Elementary School, traffic calming elements were incorporated. Town Planner Jeffery Ollendorf reported that the benefits of these traffic calming measures were not in line with the costs, and the program was discontinued.

The information received from the surrounding Towns and Cities provides direct feedback about features and controls of traffic calming measures. While some measures may prove successful in certain locations, it is important to note the best traffic calming measures are implemented according to the distinctive needs of each municipality. The data collected impacts future traffic calming plans and offers a perspective from a comparable area.



Section 3.3
Tool Box

SPEED HUMPS

Speed humps are raised devices, 12' to 22' in length, parabolic in shape, placed across the road to slow traffic. The sloped design space encourages cars to slow down without coming to a halt. Often considered the most traditional physical traffic calming solutions, speed humps calm traffic more gradually then speed bumps, although less so than speed tables. They are ideal for residential roads and are generally used to bring speeds to between 10-20 mph. Studies by the Institute of Transportation Engineers show that speed humps slow speeds by about 20%. Speed humps should ideally be installed in a series to create ongoing traffic calming. Spacing should be approximately every 250'. Speed humps are best placed mid-intersection on roads with low speed limits.

SPEED TABLES

Speed tables are flat-topped speed humps with room for the entire wheelbase of a passenger car to rest on top (22' or longer.) The flat top design allows cars to maintain slightly higher speeds than they would on speed humps, slowing vehicles to estimated speeds of 20-25 mph. This makes speed tables the ideal solution for roads with typical residential speed limits. Studies by the ITE show that speed humps slow speeds by about 20%.

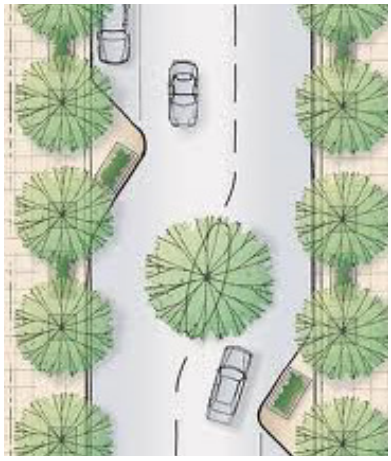
TRAFFIC CALMING

MINI TRAFFIC CIRCLES

Mini traffic circles are one of the most popular and effective tools for calming traffic in neighborhoods. Seattle has 1,200 mini traffic circles which have led to a reduction in intersection crashes. They are generally considered to be the best neighborhood safety feature of any treatment type. Mini traffic circles work outward from intersections on all three or four legs of approaching traffic. They bring speeds down to levels where motorists are more courteous to pedestrians, while allowing for all types of turns, including U-turns. Mini traffic circles should not be used in isolation, but rather as a coordinated system of multiple circles.

CHICANES

Chicanes are curb extensions or painted lines that alternate from one side of the street to another, moving traffic accordingly. Chicanes are often created by staggering on-street parking. Studies have shown that chicanes result in significant reductions in traffic speed.



BULB OUTS

Bulb outs are curb extensions that extend the width of the parking bay, protecting parked cars and reducing the perceived pavement width.

TRAFFIC CALMING

LANE NARROWING

Collector road travel lane widths can be narrowed to 10' or 11'. Local roads can be narrowed even further through the implementation of a yield street arrangement where one car is forced to stop and let the opposing vehicle pass.

STREETSCAPE IMPROVEMENTS

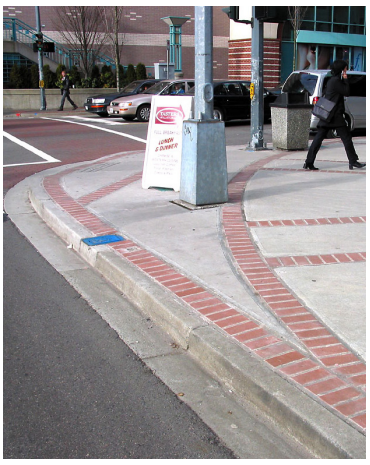
Streets that have landscaping and other improvements have a more relaxed pedestrian feel that says to a driver "Beware this is shared space".

REDUCED CORNER RADII

Reduced corner radii slow traffic at intersections by making turning movements tighter. Care must be taken to ensure that trucks and emergency vehicles can continue to negotiate the intersection.

RAISED MID-BLOCK CROSSING

Raised mid-block crossings are essentially raised speed humps with crosswalk markings. They are used between intersections, typically when blocks are long, in locations where vehicle speeds are high.



TRAFFIC CALMING

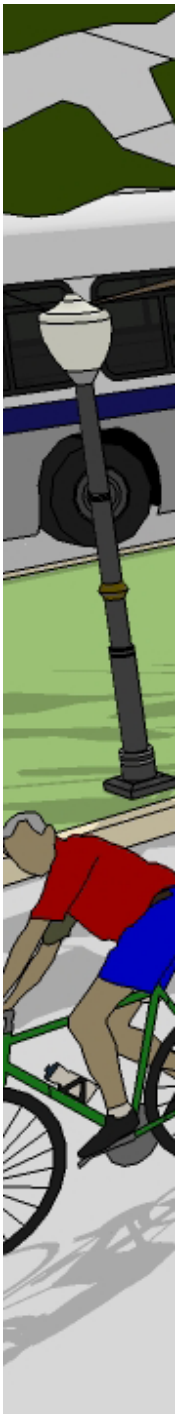
Section 2.3
Tool Box

BIKE LANES

One of the most cost effective ways to reduce speed while improving overall vehicular flow and conditions for bicycling, is the conversion of overly wide roads to ones with narrower travel lanes and bike lanes. Generally, vehicle lanes can be reduced to 11 feet. An added benefit to lane narrowing is that motorists appear to become more attentive. Bicycle lanes should be at least 4 feet wide with striping and regular markings to remind drivers to anticipate bicyclists. Bike lanes have an added benefit to pedestrians in that they provide the pedestrian a buffer from moving vehicles.

YIELD STREET

A very narrow street that will only allow one vehicle to pass at a time, causing one vehicle to stop and "yield".



Section 3.4
Standards

SPEED HUMPS

Length	12 - 22'
	(1.5 x vehicle wheel base min.)
Spacing	250 - 300' typical, 200'minimum
	from intersection
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT

SPEED TABLES

Length	22' or longer
Spacing	250 - 300' typical, 200'minimum
	from intersection
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT

MINI TRAFFIC CIRCLES

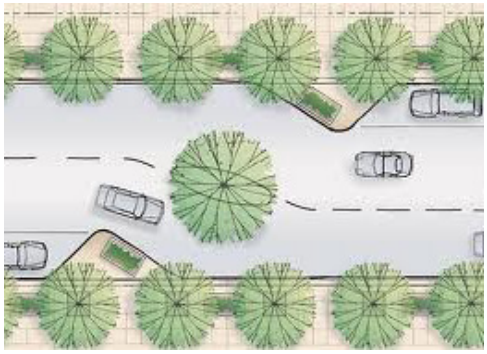
Size	18' diameter
Spacing	250 - 300' typical, 200'minimum
	from intersection
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT

TRAFFIC CALMING

Section 3.4
Standards

CHICANE

Length	12' min
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT



BULB OUT

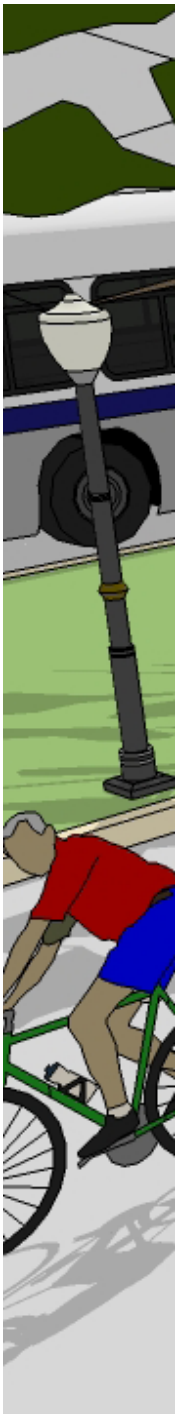
Length	12' min
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT

LANE NARROWING

Collector	10'/11' lanes
Local	14' total pavement width

REDUCED CORNER RADII & RAISED MID-BLOCK CROSSING

Length	7-14' (1.5 x vehicle wheel base min.)
Spacing	250-300' typical, 200' from intersection
Speed Limits	25 mph or less
Limits	Less than 10,000 ADT



Section 3.5
Recommendations

Barbour Street
- Sharrow
- Striped parking lane
- Share the road Signage
- Streetscape improvements – tree planting

Vine Street
- Chicane markings (Phase 1)
- Rubber speed humps (Phase 2)
- Streetscape improvements - Planted median - south end (Phase 2)
- Realignment and pavement reduction – West Main Street intersection (Phase 2)

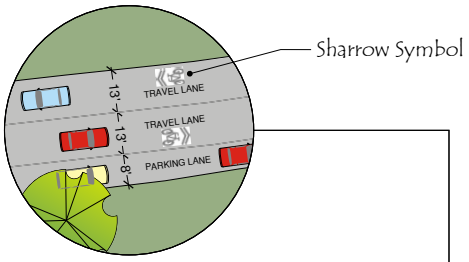
Alexander Road
- Bike Lane or sharrow
- Striped parking lane – one side only
- Share the road signage
- Streetscape improvements - tree planting

Eddie Glover Boulevard

Eddie Glover Boulevard presents an opportunity to create an exciting new recreational amenity for the City. At the eastern end of the boulevard the north lanes, which abut Stanley Quarter Park, can be converted to a multi-use trail segment for bicycles and pedestrians. This segment of trail would connect to existing trails in Stanley Quarter Park and eventually to a proposed multi-use trail in A.W. Stanley Park. Proposed embellishments for the facility include ornamental lighting, planting, benches and planters. The western portion of the roadway, where traffic patterns are unchanged would transition into the multi-use segment with a mini traffic circle. The western lanes are proposed to be striped with parking and bicycle lanes.

The confusing intersection where Commonwealth Avenue splits off of Eddie Glover Boulevard will be eliminated by ending Commonwealth Avenue with a cul-de-sac. The segment of McClintock Avenue between Commonwealth Avenues and Eddy Glover Boulevard will be eliminated, becoming part of the adjacent green.

Concept plans for the aforementioned areas are provided on the following pages.



Striped Parking Lane and Sharrow Symbol

Treatment

Sharrow
Striped Parking Lane
Share the Road Signage
Street Tree Planting

Looking West at Volpe Ct

Looking West Near Fairway

Looking West at Sunnyslope Dr

Conceptual Plan

BARBOUR STREET

Traffic Calming

1" = 100'

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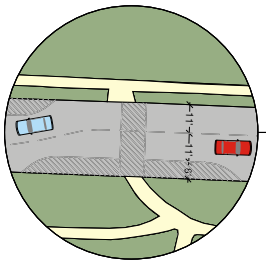
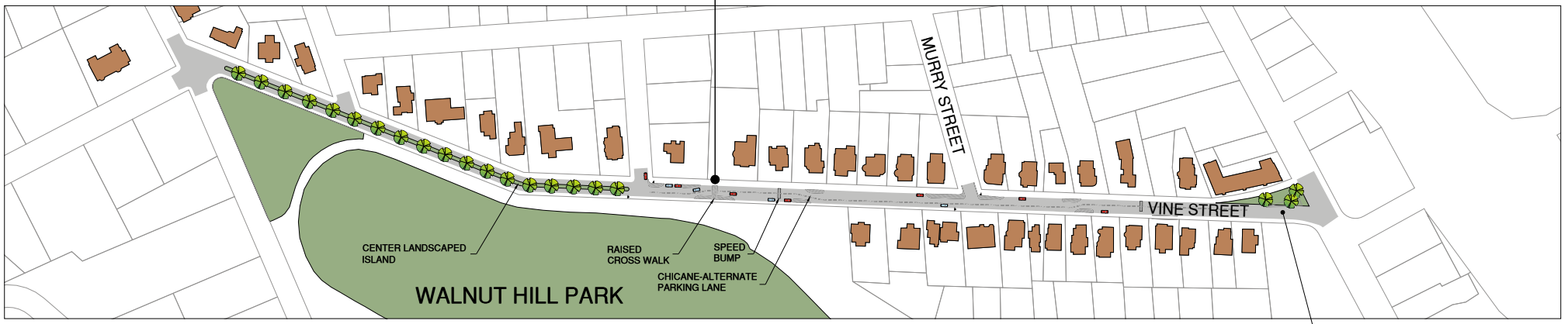
December 2012



Raised Crosswalk and Chicane



Remove Pavement and Re-align Intersection

Scheme A - Line Striping Only
Scheme B - Speed Bumps & Line Striping

Treatment

Chicane Markings
Speed Bumps
Planted Median
Raised Cross Walk
Intersection Re-alignment at West Main Street

Looking Northeast

Looking North

Looking North at West Main St.

Conceptual Plan
VINE STREET

Traffic Calming

1" = 100'

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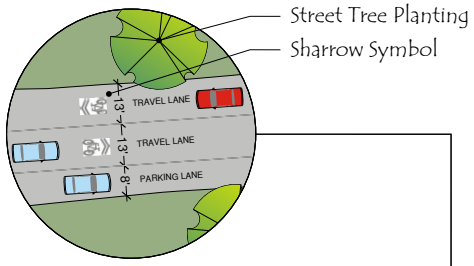

Striped Parking Lane and Sharrow Symbol

Treatment

Bike Lane Where Width Allows
Sharrow
Striped Parking Lane - One Side Only
Share the Road Signage
Street Tree Planting

Looking Northeast on Alexander Road

Looking East on Alexander Road

Looking East Towards AW Stanley Park

Conceptual Plan

ALEXANDER ROAD

Traffic Calming

1" = 200'

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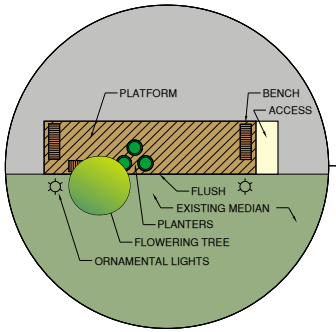
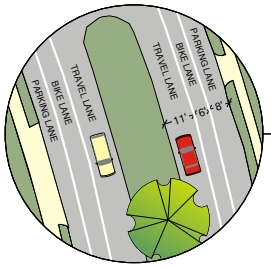


PARKLETS



Treatment

Bike Boulevard
Striped Bike Lane
Striped Parking Lane
Bike Route Signage
Street Tree Planting
Parklets
Ornamental Lighting

Looking West Near CCSU

Looking West

Looking West Near McClintock

Conceptual Plan

EDDY GLOVER BOULEVARD

Traffic Calming

1" = 200'

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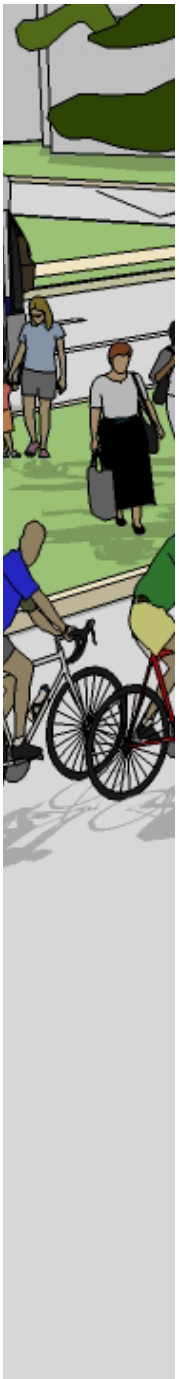
December 2012

APPENDICES

Central Connecticut Regional Planning Association (CCRPA) Recommendations

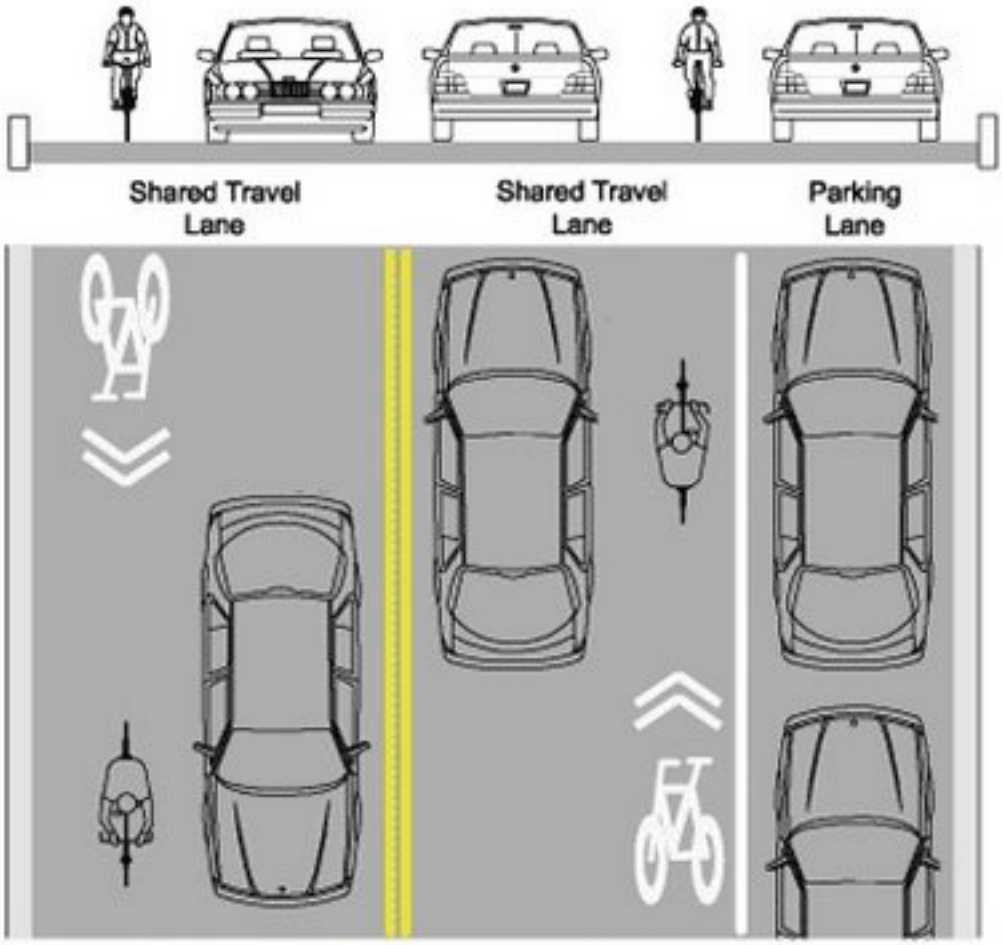
The following comments were received from CCRPA planners. While many of the comments were incorporated into the plan, several need additional study or were deemed unfeasible or undesirable at this time.

- Keep bikes away from Route 175 (dangerous).
- Extend Eddie Glover Boulevard north side treatment onto Ella Grasso Boulevard.
- Signed/rideable connections from designated bike routes INTO (not just to/along) campus are needed (this is a campus planning issue but should be coordinated with the City).
- It is currently illegal to ride a bike on sidewalks in New Britain. This needs to change UNLESS adequate bike infrastructure is provided. People going through difficult intersections, such as the one at Route 175 near the Stop and Shop, will ride on the sidewalk for safety.
- 'Watch for Bike' signs are needed, as people going into cul-de-sacs south of campus MUST ride across sidewalks to get into the cul-de-sac. Also, it would be useful to have signage encouraging cyclists to ride across/along sidewalks where they must (e.g. to get to dead end) or should (e.g. Route 175).
- There is the possibility of adding a cyclist/pedestrian connection from Ella Grasso Boulevard to Killbourne Avenue.
- The busway multi-use trail goes through Fairview Cemetery. The cemetery has a network of walking paths. Some of these abut the multi-use trail. A connection from the trail to the paths would improve access to the cemetery and facilitate its use for reflective and recreational purposes (e.g. walking, jogging). This could be a nice gesture for the East Side, especially given its environmental justice characteristics (low income/scarcity of open space). CT DOT may be willing to fold such a connection into the busway project at no cost to the City.
- No connections are shown to Southington. While hilly, the Shuttle Meadow Reservoir area is popular with recreational cyclists. Continuing the Shuttle Meadow Avenue bike route past the reservoir to Long Bottom Road in Southington may be worth considering. This would provide access to popular destinations in Southington (Rogers Orchards, Karabin Farms, Crescent Lake, the New England Trail, and crags popular with rock climbers). More broadly, given low traffic volumes in the area, it may be possible to close Reservoir Road to cars, retaining it as a recreational trail. (This would have the added benefit of reducing runoff into the reservoir as well as maintenance costs for the road).

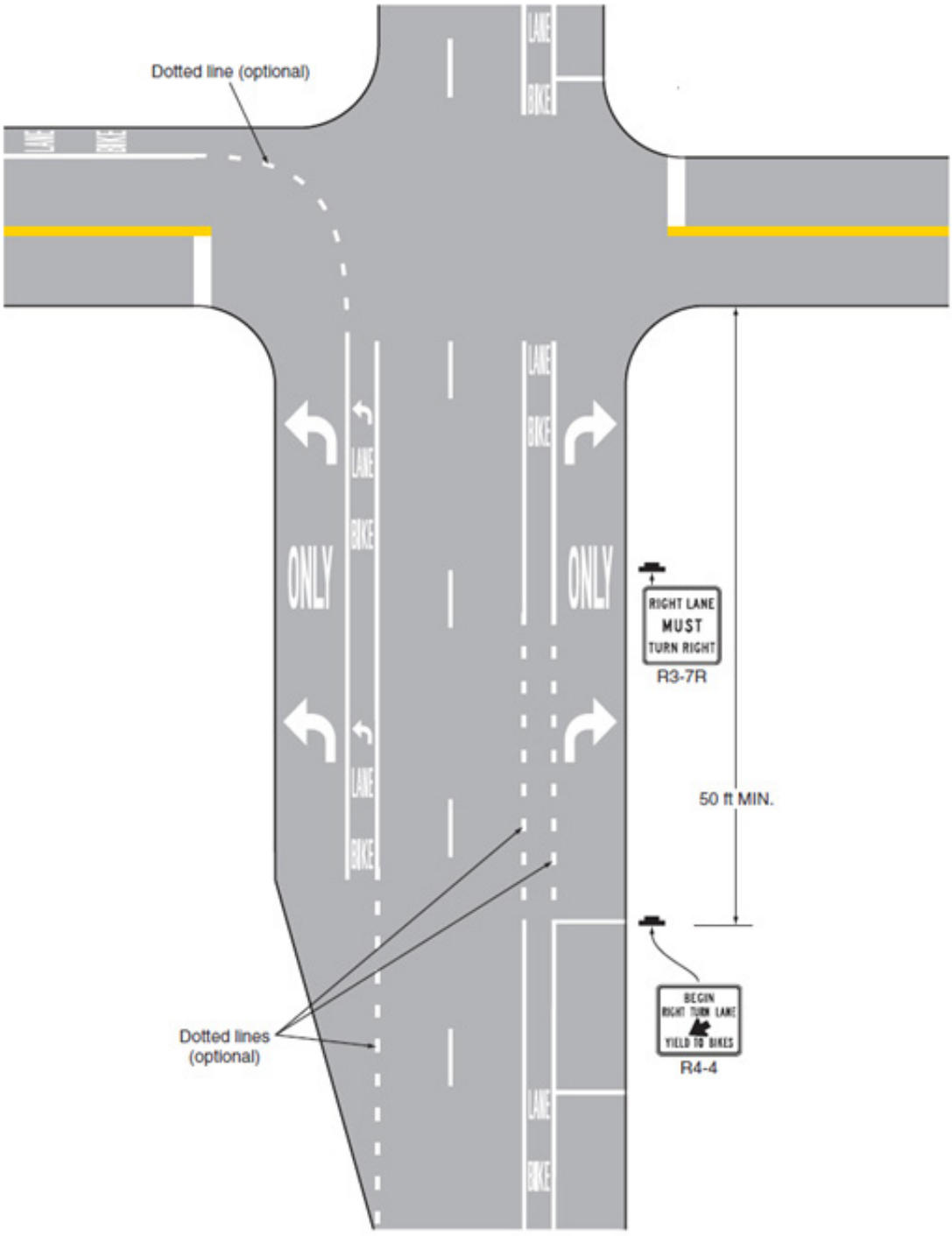


Signage Options

Pavement Markings



APPENDIX C
Pavement Markings



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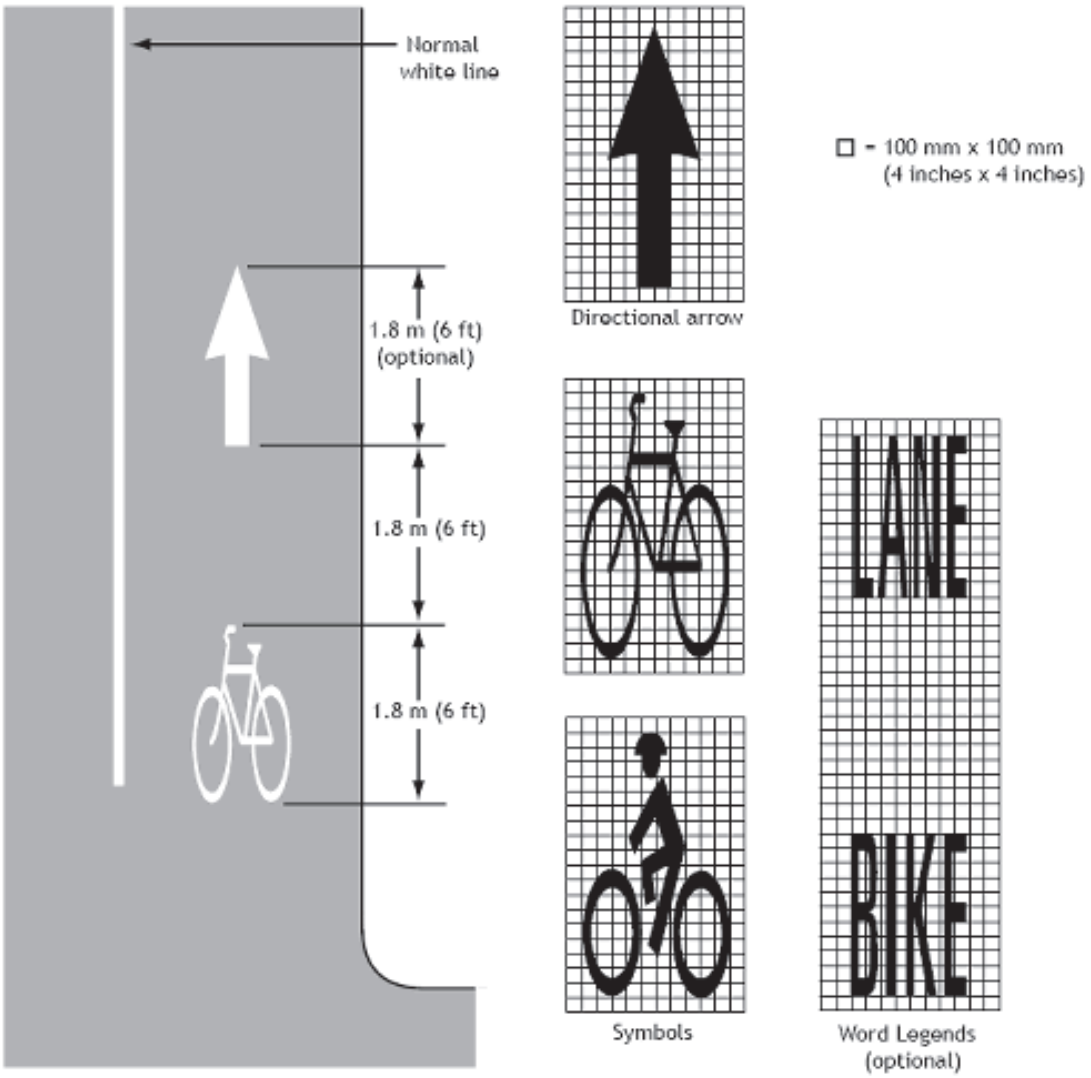
Pavement Markings



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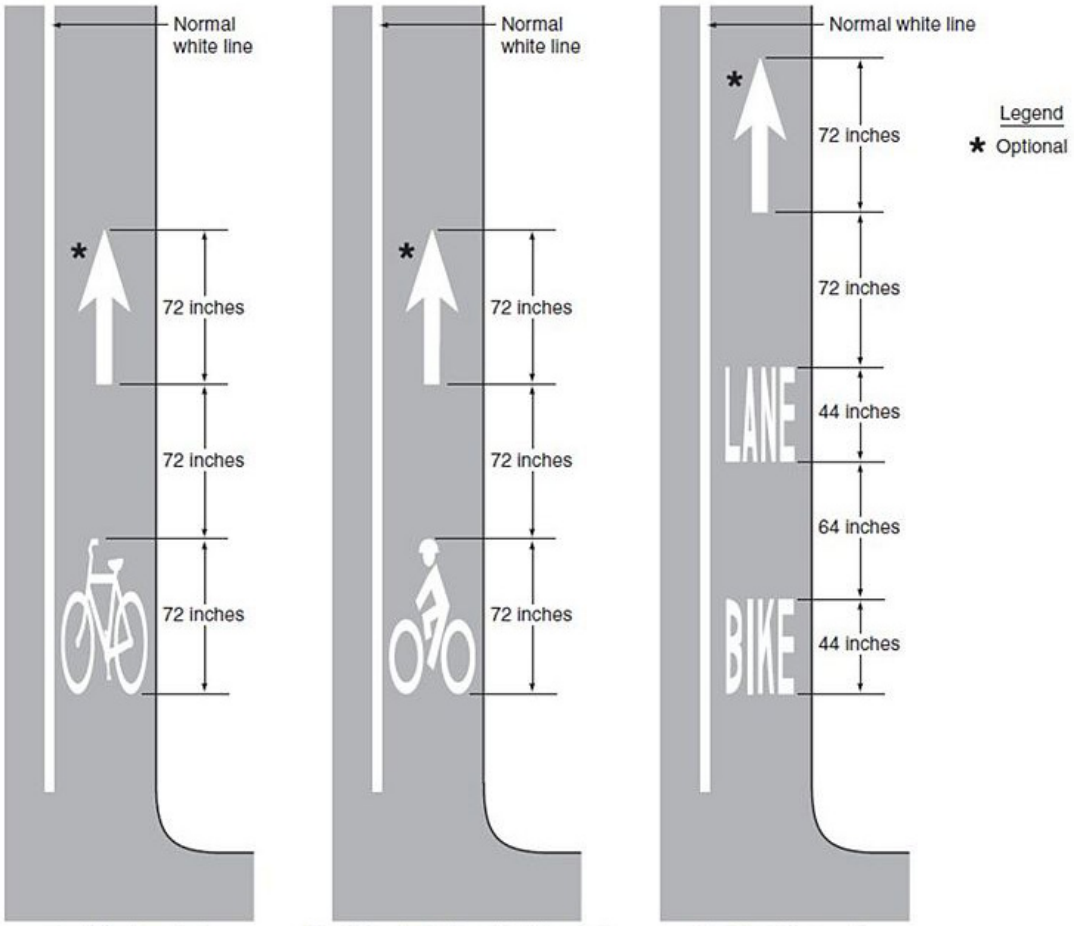
Pavement Markings



Blog Comments

Welcome to the City of New Britain's

Bicycle Connectivity Blog

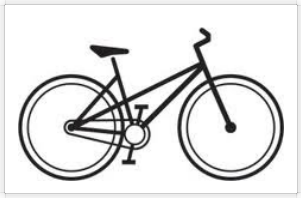
This blog was set up by the New Britain Public Works Department and is intended to provide a forum for public input on the City of New Britain's Bike Connectivity Plan and Traffic Calming Study which is currently in design.

The completed report will be a planning level concept/vision plan for making pedestrian and bicycle friendly connections to the**CT*fastrak*** Stations and Multi-use Trail and City Parks and Schools.

The preliminary Bike Route Plan and Draft Bicycle Connectivity and Traffic Calming Study can be downloaded on the City of New Britain's web site at the following link:

http://www.newbritainct.gov/index.php/documents/category/50-bike-connectivity.html

We encourage comments and suggestions on the Bike Route Plan and Draft Report which is now posted under the same link. All comments will be reviewed and considered in the final report. We appreciate your input!



To post a comment, please click on "View Comments" below and scroll to bottom of page

Posted 27th November 2012 by nbpwbike

0 Like 12

APPENDIX D
Blog Comments

5 View comments

poppi December 2, 2012 at 11:12 AM

As a regular rider in New Britain, here are my thoughts:
1. Eliminate Hart St. section Corbin Ave. to Lincoln. St.
2. Add Steele St. spur from Harrison St. to Slade and Lincoln schools.
3. Eliminate (from Harrison St.) Lincoln to W. Main. To Burritt St. Leg
(This is not a bike friendly area).
Substitute (from Lincoln) Adams St. to Vine St. to (crossing W. Main)
Curtis St. to Myrtle St.
4. I would never chose Main St. from West Main to Beaver St. as my preferred route.
Even though West Main from Main to High St. is busy, it's never too busy, and this is a very short distance. Once past High St., it is very friendly. Turning right on Washington will take you into Farmington Ave. and the next right, High St. takes a very nice route to Biruta St.
If access to the Fastrack station is a concern, Bank St. is usable from Main St.
5. Columbus Blvd to Lake St. to Grove St. is a bit indirect, and wouldn't be needed if West main were incorporated.

Reply

nbpwbike December 6, 2012 at 8:57 AM

Thanks for your thougths, the latest plan posted 12-6-12 addresses some of your comments, let me know what you think of the changes.

Reply

Replies

poppi January 4, 2013 at 6:48 AM

The changes are great, in my opion. Thanks for considering them.

Reply

charlieb in ct December 6, 2012 at 6:31 PM

Great start on making NB a bike friendly community.

Reply

charlieb in ct December 29, 2012 at 1:29 PM

Much to be learned from this article and some of it sounds very familiar - NB is doing it right: for example:

"The cycling advocates have been vocal the past 10 years, but nothing ever happened," Mr. Wagenschutz said. "It took a change of political will to catalyze the movement."

http://www.nytimes.com/2012/12/29/us/memphis-aims-to-be-a-friendlier-place-for-cyclists.html?_r=0

Reply