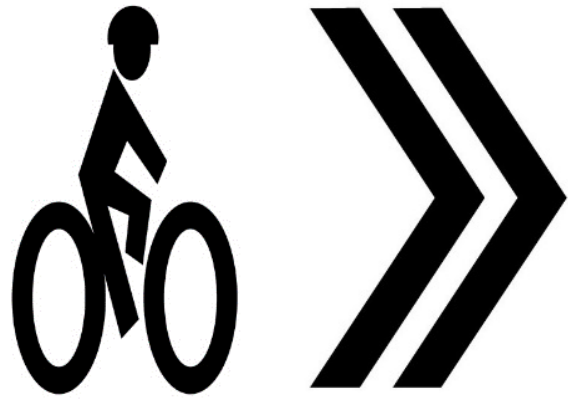


# Town of West Hartford

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## bicycle facilities plan



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*Adopted by Town Council*

May 2016

## **West Hartford Bicycle Facilities Plan**



### **Vision**

To provide a seamless network of on and off-street bicycle routes linking destinations such as schools, parks, shopping and public transportation from one end of West Hartford to the other in an accessible and comfortable manner for people of all ages and abilities.

### **Policy Context**

The West Hartford Bicycle Facilities Plan is the result of local policy (Complete Streets) that is supported by many local plans that promote bicycling.

#### **2007 West Hartford Master Bike Plan**

“The goal of the Plan is to make recommendations about an accessible and convenient network of improvements such as bike paths, bike routes, bike lanes and secure bike racks, to suggest ways to educate, encourage and enforce safe cycling, and finally, to provide a framework for evaluating this Plan.”

#### **2009 Plan of Conservation and Development**

**Goal** - “Promote an integrated and balanced "complete street" transportation system which provides the best possible service, mobility, convenience, and safety while reinforcing a positive social, economic, and environmental influence on West Hartford.”

#### **Traffic & Transportation Policies**

“Utilize the existing neighborhood street grid to establish dedicated walking and bicycle networks from neighborhoods to commercial and municipal destinations.”

- Establish and identify, with signage or other highly visible markings, “best routes” for bicyclists and pedestrians.
- Work with employees and various Town departments to provide recommended bicycle parking at destinations.

- Work to design and implement a safe bike commuter route to downtown Hartford.

“Support transportation improvements that protect the character and safety of the residential neighborhoods through prudent use of traffic calming techniques and promoting a "complete street" network.”

- Implement with input from affected residential neighborhoods traffic calming techniques to reduce speed, discourage commercial and cutthrough traffic, and promote walking and bicycling in residential neighborhoods.

“Support programs that provide and encourage alternate transportation modes on a Town-wide basis.”

- Complete the Trout Brook bike path and other bike paths using the existing street grid with the input of the Bicycle Task Force. Develop connections to existing and planned regional greenways and multi-use trails.

### **2015 Complete Streets Resolution**

**Vision** – “Complete Streets are necessary to promote an integrated and balanced transportation network. Complete Streets strive to provide the best possible blend of service, mobility, and convenience, and safety while reinforcing a positive social, economic, and environmental influence on West Hartford.”

**Reference to Bicycle Facilities Plan in the Complete Streets Policy:** “An important aspect of this Complete Streets policy is to ensure that West Hartford bicycle riders feel safe traveling within and through the Town. The Town currently lacks defined bicycle routes for convenient and easily accessible transportation through and around the Town. To address this, the Town Staff, in consultation with the Town’s Bicycle Advisory Committee, shall develop a Bicycle Facility Plan. Such Plan shall be presented to the Council for adoption no later than nine (9) months from the adoption of this Complete Streets Policy, and shall be reviewed and/or updated every three years.”

### **Creating the Bicycle Network**

The Community Services Department formed a working group to assess and analyze the opportunities for a comprehensive bicycle network within and through the Town. The group coordinated several meetings with the Bicycle Advisory Committee (BAC), conducted field visits and met with city officials from New Haven and New Britain. Next, literature based research was conducted which focused on best practices, design standards and bicycle plans from peer communities (local and national), including:

- American Association of State Highway and Transportation Officials (AASHTO)
  - A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)
  - Guide for the Development of Bicycle Facilities (4<sup>th</sup> edition, 2012)
  - Guide for the Planning, Design and Operations of Pedestrian Facilities (2004)
- American Planning Association (APA)
  - Complete Streets: Best Policy and Implementation Practices (2012)
  - U.S. Traffic Calming Manual (2009)

- Federal Highway Administration (FHWA)
  - Manual of Uniform Traffic Control Devices (MUTCD)
- National Association of City Transportation Officials (NACTO)
  - Urban Bikeway Design Guide (2<sup>nd</sup> edition, 2014)
  - Urban Street Design Guide (2013)
- City of Boston: *Boston Bike Network Plan* (2013)
- City of Cambridge, MA: *Cambridge Bicycle Plan: Toward a Bikeable Future* (2015)
- City of Seattle: *Seattle Bicycle Master Plan* (2014)
- City of San Francisco: *Bicycle Network Map* (2015)
- New York City: *NYC Bike Map* (2015)
- City of New Britain: *Bicycle Connectivity and Traffic Calming Study* (2013)
- City of New Haven: *Bike Route Map* (2015)
- Town of Fairfield: *Fairfield Bicycle & Pedestrian Master Plan* (2013)

This research resulted in the development of a Bicycle Network Map which seeks to provide a seamless network of on and off-street bicycle routes linking destinations such as schools, parks, shopping and public transportation from one end of West Hartford to the other in an accessible and comfortable manner for people of all ages and abilities.

An important part of the Bicycle Network Map and Plan development is public outreach. In an effort to solicit feedback on and further develop the map and Plan, the Town conducted the following public input and outreach efforts:

- Numerous Stakeholder Outreach Meetings and Collaboration
- Online Survey: 9 Question Survey posted on the Town's Website for 30 days received 301 participants.
- Online Comment and Feedback Tool: 169 comments were received via the Online Survey.
- 3 Meetings with the Bicycle Advisory Committee's Bicycle Facilities Plan Subcommittee
- 9 Meetings of the Bicycle Advisory Committee in which the Draft Bicycle Facilities Plan was an agenda item and discussed in detail.

## Bicycle Network Map

The Bicycle Network Map is the result of a variety of analyses, assessments and public input and represents the community's vision to provide a seamless network of on and off-street bicycle routes linking destinations such as schools, parks, shopping and public transportation from one end of West Hartford to the other in an accessible and comfortable manner for people of all ages and abilities.

As of May 10<sup>th</sup>, 2016, the Network includes:

Bicycle Route Type	Planned (miles)* Actual mileage of network should be doubled to account for both travel directions.
Separated	34.33
Shared	49.93

The Network Map is included in Appendix A.

## **Bicycle Network Street Inventory**

An inventory of each street included in the Bicycle Network Map is included in Appendix B. The table includes the following information:

- Street Name
- Bicycle Network Route Classification
- Street Classification
- ADT (if available)
- Speed Limit
- Pavement Width
- Presence of Sidewalks
- Presence of On Street Parking
- Road Length

## **Bicycle Facilities Toolbox**

The Bicycle Network discussed and depicted in Section 4, is comprised of three distinctive bicycle facility categories: Separated Routes, Shared Routes, and Off-Street Routes. Each route category contains numerous bicycle facility types. The definitions and guidance for all are derived from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition 2014, and American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, Fourth Edition, 2012 and as may be amended.

### **Separated Routes**

For purposes of this Plan, Separated Routes are the highest level of facility type. They include physical or visual separation and may be at sidewalk or street level, the benefits of which include clear separation between user groups (bicyclists, pedestrians and motorists). Where properly designed and implemented, this type of facility has been shown to increase ridership by making bicycling more appealing to a broader range of cyclists.

Separated Routes include the following bicycle facilities types:

#### **Cycle Track**

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.



(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/> )

### Buffered Bicycle Lanes

Buffered bicycle lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes from motor traffic and distinct from the sidewalk.



Benefits of buffered bicycle lanes include: providing greater distance between motor vehicles and bicyclists; reduced risk of “dooring”; greater maneuverability outside of the motor vehicle travel lane; and provides for more room for bicycling without creating the perception of an additional travel or parking lane. When properly designed, buffered bicycle lanes encourage bicycling by contributing to the perception of safety among users of the bicycle network.

(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/> )

### Bicycle Lanes

Bicycle lanes are designated portions of the roadway marked and signed for the exclusive use of bicyclists. A standard bicycle lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bicycle lanes are typically on the right side of the street,

between the adjacent travel lane and curb, road edge, or parking lane. This facility type may be located on the left side when installed on one-way streets.

Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. Bike lanes also facilitate predictable behavior and movements between bicyclists and motorists. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and avoid other conflicts with other users of the street.

(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/>)



## **Shared Routes**

Although all roads, unless marked otherwise, are shared facilities and bicycles may operate on them, for purposes of this Plan, Shared Routes are a lower level bicycle facility type. They include a means of visual cues (markings and signage) to indicate the presence of a shared lanes environment for bicycles and automobiles. When and where properly designed and implemented, shared routes treatments reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and way finding guidance.

Shared Routes include the following bicycle facilities types:

### **Bicycle Boulevards**

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.



(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/> )



## Sharrows

Sharrows are shared lane road markings used to indicate a shared lane environment for bicycles and automobiles. They reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. The MUTCD outlines guidance for shared lane markings in section 9C.07.



(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/> )

## Signed Route

A signed bicycle route consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes, typically, at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/> )

## Off-Street Routes

For purposes of this Plan, Off-Street Routes are any shared use path or trail permitting more than one type of non-motorized user. They serve as part of the bicycle network and support multiple recreational opportunities including walking and bicycling and serve as connection points between on street routes within the network. An off-street route is physically separated from motor vehicular traffic with an open space of barrier.

## Lane Treatments, Signage, and Intersection Treatments.

### Bicycle Lane & Signage Treatments

Bicycle signage and marking encompasses any treatment or piece of infrastructure whose primary purpose is either to indicate the presence of a bicycle facility or to distinguish that facility for bicyclists, motorists, and pedestrians. Bicycle signage includes several sub-categories, including way-finding and route signage, regulatory signage, and warning signage. Some bicycle specific signage exists to provide motorized traffic with information and instruction.



Bicycle lane markings represent any device applied to the pavement surface and intended to designate a specific right-of-way, direction, potential conflict area, or route option. These markings must take into consideration the use of particular colors, materials, and designs, as well as the legibility of these elements for motorists and pedestrians. Markings may be used to augment a particular lane, intersection, or signal treatment. In all cases, markings must strive for a high level of visibility, instant identification, and take into account both motorist and bicyclist movements in relation to the marking placement.

(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/> )

## **Intersection Treatments**

Intersections with bicycle facilities should reduce conflict between bicyclists, pedestrians, and other vulnerable road users) and vehicles by heightening the level of visibility, denoting a clear right-of-way, and facilitating eye contact and awareness with competing modes. Intersection treatments can resolve both queuing and merging maneuvers for bicyclists, and are often coordinated with timed or specialized signals.

The configuration of a safe intersection for bicyclists may include elements such as color, signage, medians, signal detection, and pavement markings. Intersection design should take into consideration existing and anticipated bicyclist, pedestrian and motorist movements. In all cases, the degree of mixing or separation between bicyclists and other modes is intended to reduce the risk of crashes and increase bicyclist comfort. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use.

(Adapted from the NACTO Urban Bikeway Design Guide and exact reference available at <http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/> )

## **Design Considerations**

For all of the facility types, signage and lane and intersection treatments described above, the Town will follow accepted or adopted design standards and use the best and latest design standards available, including the following:

- National Association of City Transportation Officials (NACTO)  
*Urban Bikeway Design Guide (2<sup>nd</sup> edition, 2014)*
- American Association of State Highway and Transportation Officials (AASHTO)  
*Guide for the Development of Bicycle Facilities (4<sup>th</sup> edition, 2012)*
- Federal Highway Administration (FHWA)  
*Manual of Uniform Traffic Control Devices (MUTCD)*

## Implementation

In accordance with the Complete Streets Policy, this Plan will be implemented through the Town's Capital Improvement Program. The Town will plan, design, construct, operate and maintain the routes identified on the Bicycle Network Map by implementing single elements or facilities of a route into a project, completing a series of improvements over the course of time, or by developing major network level improvements.

The Town will approach every planned transportation improvement within the Bicycle Network as an opportunity to create safer and more accessible streets for all users. The Town recognizes that its infrastructure includes a transportation network that should provide convenient access and safe travel for all users within the Town and beyond the Town's borders. Because of its regional impact, implementation of this policy reinforces the need for collaboration among the many regional partners and stakeholders affected by this Plan.

It is important to note that implementation of this Plan will come at a cost. Full town-wide implementation of the Bicycle Network will take many years of dedicated capital improvements and a continued commitment to supporting bicycling by the Town.

## **Appendix A: Bicycle Network Map**

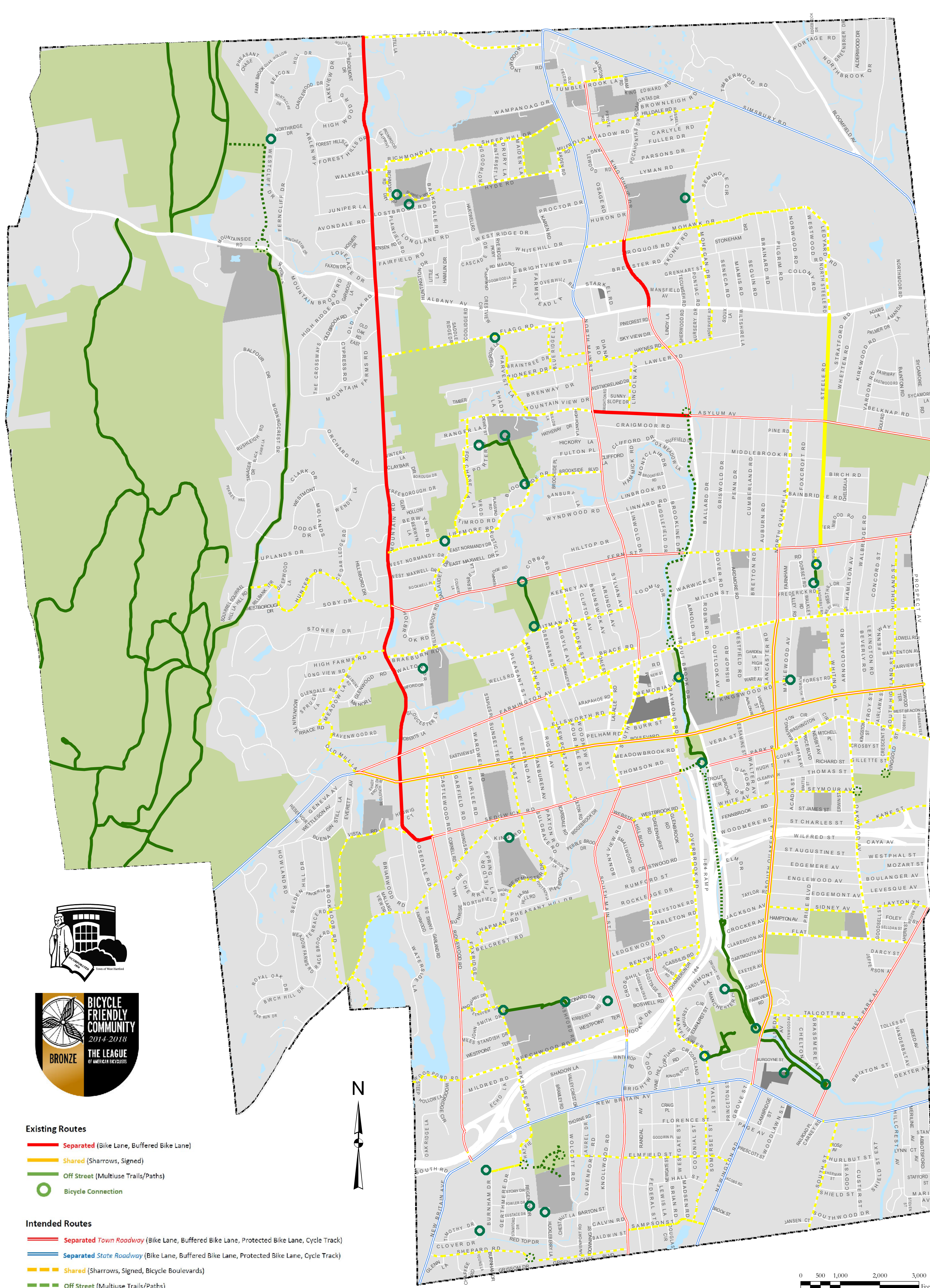
**(See Attached Map)**



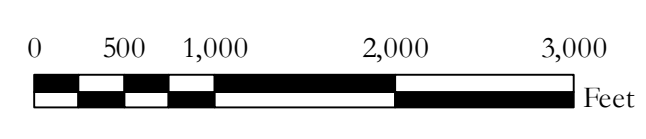
# Town of West Hartford

## Bicycle Facilities Plan

### BICYCLE NETWORK MAP



- Existing Routes**
- **Separated** (Bike Lane, Buffered Bike Lane)
  - **Shared** (Sharrows, Signed)
  - **Off Street** (Multiuse Trails/Paths)
  - **Bicycle Connection**
- Intended Routes**
- **Separated Town Roadway** (Bike Lane, Buffered Bike Lane, Protected Bike Lane, Cycle Track)
  - **Separated State Roadway** (Bike Lane, Buffered Bike Lane, Protected Bike Lane, Cycle Track)
  - **Shared** (Sharrows, Signed, Bicycle Boulevards)
  - **Off Street** (Multiuse Trails/Paths)
  - **Bicycle Connection**





## Appendix B: Bicycle Network Street Inventory

May 10th, 2016

Street Name	Bicycle Network Route Classification	Street Classification	ADT	Speed Limit	Pavement Width	On Street Parking	Road Length (miles)
Arlington Road	Shared	Local		30MPH	30'	Yes	0.29
Asylum Avenue	Separated / Shared		7000		35' to 40'		2.05
Fox Chase Ln. to No Main St.	Shared	Local		30MPH		Yes	
No. Main St. to Prospect Ave.	Separated	Minor Arterial		35MPH		Yes	
Beechwood Road	Shared	Local		25MPH	30' to 40'	Yes	0.82
Belcrest Road	Shared	Local		25MPH	25' to 26'	Yes	0.26
Bentwood Road	Shared	Local		25MPH	25' to 26'	Yes	0.44
Berkshire Road					26' to 31'	Yes	0.40
Greensview Dr to Beechwood Rd	Shared	Local		25MPH			
Beechwood Rd to New Britain Av	Shared	Local		30MPH			
Blue Ridge Lane	Shared	Local		25MPH	24' to 25'	Yes	0.41
Boulevard	Separated	Minor Arterial	6000	30-35MPH	36' to 56'	Yes	2.77
Brace Road	Shared	Collector	2200	30MPH	30'	Yes	0.52
Braeburn Road	Shared	Local		25MPH	24' to 26'	Yes	0.27
Brookmoor Road	Shared	Local		30MPH	24' to 25'	Yes	0.70
Brookside Boulevard	Shared	Local			37'	Yes	0.24
Brookside Drive	Shared	Local			25' to 26'	Yes	0.29
Buena Vista Road	Shared	Local		25MPH	0' to 30'	Yes	0.74
Burr Street	Shared	Local		25MPH	28'	Yes	0.23
Chamberlin Drive	Shared	Local			26' to 29'	Yes	0.16
Chapman Road	Shared	Local			24' to 30'	Yes	0.30
Chatfield Drive	Shared	Local		25MPH	32'	Yes	0.21
Cliffmore Road	Shared	Local		25MPH	22' to 25'	Yes	0.81
Cornerstone Drive	Shared	Local			25' to 26'	Yes	0.40
Dale Street	Shared	Local			34'	Yes	0.08

## Appendix B: Bicycle Network Street Inventory

May 10th, 2016

Street Name	Bicycle Network Route Classification	Street Classification	ADT	Speed Limit	Pavement Width	On Street Parking	Road Length (miles)
Day Road	Shared	Local			26'	Yes	0.06
Edmund Place	Shared	Local			30'	Yes	0.09
Ellsworth Road	Shared	Local	4000	25MPH	30' to 40'	Yes	0.48
Elmfield Street	Shared	Local	1700	30MPH	25' to 35'	Yes	0.93
<i>Farmington Avenue (State)</i>	Separated	Major Arterial	16200	35-40MPH	40' to 58'	Yes	3.71
Farmington Avenue (Town)	Separated / Shared	Major Arterial	9600	30-35MPH	"	Yes	"
Fern Street	Separated / Shared	Collector	5500	25-30MPH	30' to 36'	Yes	2.53
Flagg Road	Shared	Collector	1900	30MPH	18' to 21'	Yes	0.91
Flatbush Avenue	Shared	Collector	7200	25MPH	43' to 44'	Yes	0.71
Fox Chase Lane	Shared	Local		25MPH	0' to 27'	Yes	0.58
Foxridge Road	Shared	Local		25MPH	26' to 28'	Yes	0.44
Gallaudet Drive	Shared	Local		25MPH	38'	Yes	0.28
Greenhouse Boulevard	Shared	Local	600		22' to 25'	Yes	0.85
Greensview Drive	Shared	Local			26'	Yes	0.14
Harvest Lane	Shared	Local			23' to 29'	Yes	0.38
Haynes Road	Shared	Local	800	30MPH	26' to 28'	Yes	0.74
High Farms Road	Shared	Local		30MPH	25'	Yes	0.41
Highland Street	Shared	Local		25MPH	37'	Yes	0.13
Hilldale Road	Shared	Local		25MPH	25' to 28'	Yes	0.58
Hunter Drive	Shared	Local		25MPH	19' to 23'	Yes	0.93
Hyde Road	Shared	Local		30MPH	26' to 28'	Yes	0.76
Kane Street	Shared	Collector	6600	35MPH	38'	Yes	0.33
King Phillip Drive	Separated	Collector	8200	35MPH	34' to 46'	Yes	1.11
Kingswood Road	Shared	Local			27' to 30'	Yes	0.34
LaSalle Road	Shared	Collector	4400		30' to 70'	Yes	0.27
Layton Street	Shared	Local	17500		28'	Yes	0.30

## Appendix B: Bicycle Network Street Inventory

May 10th, 2016

Street Name	Bicycle Network Route Classification	Street Classification	ADT	Speed Limit	Pavement Width	On Street Parking	Road Length (miles)
Ledyard Road	Shared	Collector	950	25MPH	23' tp 29'	Yes	0.59
Lemay Street	Shared	Local	300	25MPH	30'	Yes	0.48
Lincoln Avenue	Shared	Local		25MPH	22' to 27'	Yes	0.28
Maiden Lane	Shared	Local			29'	Yes	0.18
Mayflower Street	Shared	Collector	3100	25MPH	28' to 40'	Yes	0.45
Meadow lane	Shared	Local		30MPH	24' to 25'	Yes	0.38
Miller Road	Shared	Local			28'	Yes	0.08
Mohawk Drive	Shared	Collector	1500	25-30MPH	30' to 36'	Yes	1.07
Mohegan Drive	Shared	Collector	3900	30MPH	30' to 34'	Yes	1.02
Mountain Road	Separated	Minor Arterial	14500	25-30MPH	24' to 38'	Yes	4.24
Mountain Terrace Road	Shared	Local			24' to 26'	Yes	0.61
<b>New Britain Avenue (State)</b>					0' to 48'	Yes	2.96
Newington TL to Colonial St.	Separated	Minor Arterial	13500-21100	35MPH			
Colonial St. to Hollywood Ave.	Separated	Minor Arterial	20400	30MPH			
<b>New Park Avenue</b>	Separated	Minor Arterial	17500	35MPH	44'	Yes	1.14
<b>Newington Road (State)</b>	Separated	Minor Arterial	10500	30-35MPH	30'	Yes	0.81
<b>Newport Avenue</b>	Shared	Local		30MPH	30'	Yes	0.51
<b>North Main Street (State)</b>	Separated	Major Arterial	15100-20200	35MPH	0' to 42'	No	3.04
<b>North Main Street (Town)</b>	Separated	Major Arterial	15200	30-35MPH	"	Yes	"
<b>North Quaker Lane</b>	Shared	Major Arterial	3000	30MPH	28' to 30'	Yes	0.96
<b>North Steele Road</b>	Shared	Local		30MPH	25' to 32'	Yes	0.29
<b>Oakwood Avenue</b>	Shared	Collector		25-30MPH	0' to 39'	Yes	1.48
<b>Old Meadow Road</b>	Shared	Local		25MPH	28'	Yes	0.29
<b>Old Mill Lane</b>	Shared	Local		25MPH	30'	Yes	0.19
<b>Overbrook Road</b>	Shared	Local	1200	30MPH	30' to 33'	Yes	0.86
<b>Park Road</b>	Separated / Shared			30-35MPH	44' to 46'	Yes	1.56



## Appendix B: Bicycle Network Street Inventory

May 10th, 2016

Street Name	Bicycle Network Route Classification	Street Classification	ADT	Speed Limit	Pavement Width	On Street Parking	Road Length (miles)
So. Main St. to Trout Brook Dr.	Separated / Shared	Major Arterial	13000				
Trout Brook Dr. to Prospect Ave.	Separated / Shared	Minor Arterial					
<b>Pioneer Drive</b>	Shared	Local		25MPH	23' to 29'	Yes	0.71
<b>Quaker Lane South</b>	Separated				0' to 44'	Yes	2.23
Farmington Ave. to Talcott Rd.	Separated	Collector	9800	30-35MPH			
Talcott Rd. to New Britain Ave.	Separated	Minor Arterial		30MPH			
<b>Raymond Road</b>	Shared	Collector	6000	25MPH	30'	Yes	0.58
<b>Richmond Lane</b>	Shared	Local		25MPH	23' to 25'	Yes	0.67
<b>Richmond Road</b>	Shared	Local			24'	Yes	0.11
<b>Ridgewood Road</b>	Separated / Shared	Minor Arterial	13000	30MPH	0' to 46'	Yes	2.01
<b>Ringgold Street</b>	Shared	Local		25MPH	26' to 28'	Yes	0.20
<b>Sandhurst Drive</b>	Shared	Local			26'	Yes	0.16
<b>Sedgwick Road</b>	Separated	Minor Arterial		30-35MPH	0' to 44'	Yes	1.05
<b>Seymour Avenue</b>	Shared	Local		25MPH	28' to 30'	Yes	0.37
<b>Sheep Hill Drive</b>	Shared	Local		25MPH	26' to 28'	Yes	0.51
<b>Shepard Road</b>	Shared	Local			38' to 39'	Yes	0.49
<b>Sidney Avenue</b>	Shared	Local		30MPH	27' to 30'	Yes	0.46
<b>Simsbury Road (State)</b>	Separated	Minor Arterial		45MPH	0' to 31'	Yes	1.65
<b>Somerset Street</b>	Shared	Local		25MPH	24' to 30'	Yes	0.66
<b>South Highland Street</b>	Shared	Local	1800	25MPH	32' to 36'	Yes	0.57
<b>South Main Street (State)</b>	Separated	Minor Arterial	17300	35MPH	0' to 65'	Yes	3.03
<b>South Main Street (Town)</b>	Separated / Shared				"	Yes	"
Farmington Ave. to Sedgwick Rd.	Separated / Shared	Major Arterial	14600	25-30MPH			

## Appendix B: Bicycle Network Street Inventory

May 10th, 2016

Street Name	Bicycle Network Route Classification	Street Classification	ADT	Speed Limit	Pavement Width	On Street Parking	Road Length (miles)
Sedgwick Rd. to Beechwood Rd.	Separated / Shared	Minor Arterial	14300	30MPH			
New Britain Ave. to Newington TL	Separated / Shared	Collector	8800	30MPH			
<b>South Street</b>	Shared	Collector	6900	35MPH	30' to 38'	No	0.54
<b>Steele Road</b>	Shared	Collector	4900	30MPH	28' to 32'	Yes	1.10
<b>Still Road</b>	Shared	Local	2000		23' to 26'	Yes	0.87
<b>Surrey Way</b>	Shared	Local			28'	Yes	0.07
<b>Talcott Road</b>	Shared	Collector	6000	30MPH	32'	Yes	0.45
<b>Tumblebrook Lane</b>	Separated / Shared	Collector	5100	30MPH	25' to 27'	Yes	0.49
<b>Tunxis Road</b>	Shared	Collector	3500	25MPH	22' to 33'	Yes	1.92
<b>Vanderbilt Road</b>	Shared	Local			32'	Yes	0.13
<b>Vandervere Road</b>	Shared	Local			25'	Yes	0.14
<b>Walden Street</b>	Shared	Collector	1500	25MPH	29'	Yes	0.53
<b>Webster Hill Boulevard</b>	Shared	Collector	2800	30MPH	37' to 40'	Yes	0.96
<b>Westbrook Road</b>	Shared	Local			25' to 27'	Yes	0.25
<b>Westminster Drive</b>	Shared	Local		25MPH	26' to 48'	Yes	0.71
<b>White Avenue</b>	Shared	Local		30MPH	29'	Yes	0.29
<b>Whiting Lane</b>	Shared	Local	2000	25MPH	25' to 30'	Yes	0.52
<b>Whitman Avenue</b>	Shared	Local		25MPH	25' to 27'	Yes	0.98