

***Adopted by the Mansfield Town Council on 3/25/2024***

## **CONNECTIONS**

**A**

### **Bicycle and Pedestrian Master Plan**

**For the**

**Town of Mansfield, CT**



Prepared by

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## Introduction and Purpose of the Plan

Mansfield has been working since the 1960's and 1970's to provide facilities for its residents and visitors for walking and bicycling. In the last 50 plus years through the efforts of many civic-minded residents, it has developed numerous walking trails and parks/preserves along with a network of multi-use paths and bicycle routes. These areas have been constructed and improved using federal and state grants as well as local funding by the Town. In 2015, the Town adopted a new Plan of Conservation and Development (POCD -- Mansfield Tomorrow) which lays out the Town's land use planning for the future. That plan recommended a bicycle and pedestrian master plan be written and adopted to further the Town's progress in making biking and walking a significant part of living in Mansfield.

Bike Mansfield, a non-profit group of bicycle advocates in Mansfield formed in 2016, worked with the Town to have Mansfield designated a bronze-level Bicycle Friendly Community (BFC) by the League of American Bicyclists in the fall of 2017. To maintain this designation, one of the recommendations is for the Town to have a bicycle master plan or, at least, an approach that aligns the community with bicycle travel. **This** plan is written to satisfy both goals: The POCD recommendation for a bicycle and pedestrian plan and the League's BFC recommendation for a bicycle master plan.

Since many commercial and recreational areas already exist in Mansfield, rather than focusing on the recreational uses of these areas, this plan primarily addresses how we connect these areas so that they can be more easily accessed by pedestrians and cyclists.

## Vision

The Town of Mansfield encourages walking and biking for transportation, recreation, exercise, and quality of life. Walking and biking conserve energy, improve air quality, reduce traffic and the need for automobile parking, improve health and fitness, and invigorate the local economy through increased access to local businesses and offering a greater potential for tourism. These community-wide benefits can be achieved through institutional planning, education, infrastructure development, and enforcement actions.



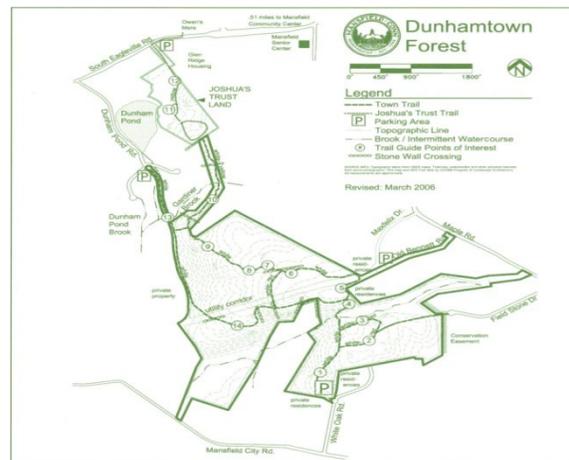
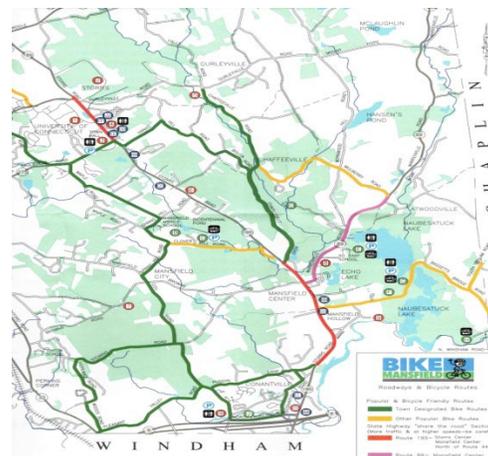
# Summary

This plan is written to fulfill two purposes:(1) to satisfy the recommendation in the Town’s adopted Plan of Conservation and Development (POCD) to have a pedestrian and bicycle master plan and (2) to fulfill the requirement of having such a plan so that the Town can continue its designation as a Bicycle Friendly Community by the League of American Bicyclists. The plan asserts that a Town that supports walking and biking (active transportation) is a better place to live.

The Town’s Complete Street Policy (adopted in 2017) is included in this plan as Appendix B. This Policy simply states that ALL users of the Town’s roadways will be considered when any changes are made to its roadways.

In this plan the extensive network of Mansfield’s walking and hiking trails is tabulated and mapped as are the multi-use paths and bike routes in the community. The current list of priority projects for adding to/improving these networks, previously published in the POCD, is presented along with the adopted criteria for evaluating new sidewalk and bicycling projects. Eleven additional projects are proposed in this plan to connect some of the Town’s *destination* areas which are tabulated as seven commercial/developed areas, twelve active recreation areas and schools, and thirty parks and preserves. The plan also suggests providing east-west bike routes through the Town, which currently do not exist.

The immediate actions suggested by this plan include completing the four (4) walking and biking projects that are currently funded and in progress, moving forward with two projects on Route 275, providing routine maintenance for the walking and biking facilities in Mansfield as a high priority, establishing an “active transportation” line item in the Recreation and Public Works Department budgets, funding & implementing a bicycle education program for all of the Town’s 4<sup>th</sup> grade students, rehiring the Transportation Coordinator, and promoting walking and biking in the community.



## Plan Recommendations Recap

**Goal #1: *Plan*** for safe and convenient pedestrian and bicycle access throughout the town.

**Strategy A:** Connectivity to destination areas and routes in and out of the town.

**Actions:**

1. Continue to actively pursue state, federal and private grants to improve active transportation
2. Continue using the criteria for new pedestrian and bicycle facilities as presented in the POCD before and after its anticipated 2025 update.
3. Continue the establishment of new trails and the maintenance of existing trails through the Parks and Recreation Department, the Recreation Advisory Committee, and Parks and Natural Resources Advisory Committee.
4. Conduct a thorough evaluation of cycling in Town parks and preserves (including gathering usage data and seeking input from park and trail users) and propose a comprehensive policy governing mountain biking in the Town, including maintenance and new trail creation requirements. Consult with key stakeholders Joshua's Trust and the CT Forest and Parks Association as this policy is formulated.
5. Conduct a network analysis of Town bike routes to determine cyclist stress level of existing routes and identify locations where lower difficulty bike routes can be created for less experienced cyclists.

**Strategy B:** Staffing, in-kind services and budgeting to adequately address the Town's need for coordinating, planning, and constructing active transportation facilities.

**Actions:**

1. Promote pedestrian and bicycle transportation through an Active Transportation Coordinator or designated staff person, consultant or part-time employee shared with UConn's transportation planning (or sustainability) office.
2. Establish a line item in the Town operating budget for the maintenance and improvement of trails, walkways, bike routes, bike lanes, bike parking facilities, and multi-use paths.

**Goal #2: *Educate*** to elevate area residents' awareness of pedestrian and bicycle activities and opportunities.

**Strategy A:** Promotion and community outreach

**Actions:**

1. Promote/market the commuter bicycle facilities at the Transportation Center, and the availability of bicycle parking in the downtown area.
2. Establish temporary or permanent bike parking corrals in the roadways in downtown Storrs.
3. Dedicate sections of the Town's social media sites to pedestrian and bicycle topics.

**Strategy B:** Formal Education

**Actions:**

1. Implement the planned 4<sup>th</sup> grade bicycle education program in the new Mansfield Elementary School in the 2023/2024 School year.
2. Budget or fund-raise as necessary to support the elementary school bike education program.
3. Resume bicycle workshops on bike safety, maintenance, riding techniques, and safety at the Mansfield Community Center.

**Strategy C: Events**

**Actions:**

1. Continue to sponsor and publicize walking events (example: Walktober)
2. Continue to sponsor and publicize bicycling events (examples: The John Jackman Tour de Mansfield and the Ride of Silence)

**Goal #3: *Support Infrastructure*** which is required to provide safe, accessible active transportation.

**Strategy A: Maintenance and construction of pedestrian and bicycle facilities.**

**Actions:**

1. Continue with funded/in-progress pedestrian and bicycle improvement projects.
2. Continue to expand/construct new trails and maintain existing trails (clearing and marking), walkways (surfaces and signage), and bike routes (signage, and pavement markings). Explore the feasibility of permitting volunteers to use power tools to assist in the maintenance of town trails.
3. Fund, design and construct the priority projects in this plan (page 10) as well as the connections identified in the gaps and needs section (pages 19 and 20) and the establishment of East-West bicycle routes through the town. Other infrastructure needs such as bike parking, crosswalks and crosswalk crossing devices should be implemented on a comprehensive basis.
4. In addition to planning and budgeting in the Town's operations budget (as noted above under Goal #1, Strategy B), other pedestrian and bicycle needs such as bike parking, crosswalks and crosswalk warning devices should be implemented on a comprehensive basis.
5. Continue the study of Town road segments that could be made complete streets, producing a "Complete Streets Plan" that can be used to guide the Town and the DOT in their road construction projects in Mansfield.
6. Develop a Town maintenance strategy/policy that elevates the importance of considering all road users in routine maintenance activities (examples: repaving, guardrail installation, drainage/work on road shoulders, etc.)
7. Investigate the potential for more direct connections for biking and walking to UConn from surrounding communities and new student housing developments on Routes 44 and 195.

**Goal #4: *Enforce regulations*** that make road and bicycle networks safe for all users.

**Strategy A: Enforce the existing local and state laws protecting pedestrians and cyclists.**

**Actions:**

1. Outreach through social media, surveys and advertised call-in numbers to solicit area resident concerns.
2. Collect and summarize pedestrian and bicycle accidents/incidents with the Resident State Trooper's Office.
3. Report and analyze pedestrian and bicycle incidents (accidents, injuries, and unsafe conditions) with the Resident State Trooper's Office and the TAC.

**Strategy B:** Revise as necessary local regulations to increase safety and enable more efficient enforcement.

**Actions:**

1. Analyze pedestrian/bicycle incidents and resident concerns with the Resident State Trooper's Office and the Town's Transportation Advisory Committee.
2. Develop enforcement strategies for pedestrian and bicycle facilities with the Resident State Trooper's Office and appropriate Town advisory committees.
3. Resolve the legal status of E-scooters and the appropriateness of their operation on public roads. Modify the existing sidewalk ordinance to include rules and regulations for the operation of E-scooters on sidewalks, and seek the enactment of an appropriate public act or town ordinance to codify E-scooter status on roads.
4. Recommend needed changes in local regulations.

## Existing Pedestrian & Bicycling Facilities and Networks

During the last 50 to 60 years, the Town of Mansfield and its many dedicated volunteers have developed walking and bicycling facilities on its roads, in its parks, preserves and most recently in the Downtown Storrs development. The sidewalks and paths in the newly redeveloped downtown Storrs area connect to the Nash-Zimmer Transportation Center which serves local and regional bus transit as well as the cycling community (by means of showers, lockers, and secure bicycle storage). A network of multi-use paths exists in the area around the UConn campus, and a signed network of Town bike routes has been established in much of the Town.

In addition to the sidewalks that exist near the commercial areas in Town, hiking and walking trails abound in virtually all of the parks and preserves that have been established in Mansfield over the years.

A summary of these facilities is listed below in Table 1.

**TABLE 1 – Existing Bicycle and Pedestrian Facilities in Mansfield**

<u>Facility</u>	<u>Location</u>	<u>Description</u>	
Nash-Zimmer Transportation Center	Royce Circle in Downtown Storrs	Regional and Local Bus Hub; showers, lockers & secure bike storage for bicyclists	
Paved multi-use paths along Town or State roadways	See Map 1 (3.7 miles)	8 to 10 foot paved paths separated from the roadway for bicycles and pedestrians	
Signed on-road bicycle “share the road” routes	See Map 1 (11.25 miles)	Two-tiered system of bike routes (green = low traffic, wider shoulders; yellow = more traffic, less shoulder width, higher traffic speeds)	
Sidewalks	See Map 2 (7.5 miles)	Conventional sidewalks (some bituminous) in and around commercial, institutional or multi-family residential areas	
Walking and Hiking Trails	See Map 2 (76.5+ miles)	Trails in parks and preserves for hiking or biking (note: some parks & preserves are off limits to mountain biking)	

The Transportation Center and the roadways leading to it were completed in 2014 through a federal livability grant administered by the Federal Transit Administration. In addition to bus stops, a public lobby and public restrooms, the Center has three shower rooms, sixteen clothes lockers, and fifteen locking bicycle cages in indoor areas that are only accessible via electronic fob. Bicycle commuters can purchase memberships that allow them to access these secure areas of the Center.

Most of the Town's multi-use pathways were constructed through federal transportation enhancement and state capital improvement grants. Most of these funds flowed to the Town through the CT DOT. All of these grants were administered by the Town's Public Works Department. Notable exceptions include the multi-use path on Separatist Road, the bituminous sidewalk on Route 275 and the bituminous sidewalk on Eastwood Road and Hillside Circle which were all locally funded by the Town. The bituminous walkway on North Eagleville Road west of the campus was funded by UConn.

The Town's original bike route system was developed in the 1970's after the national fuel shortage. It was revised and expanded in the 1980's through the efforts of the Town's staff and the Town's Transportation Advisory Committee (TAC). The current bike route network is intended to connect significant places in Mansfield using the most bike friendly roadways. Signed roadway bike routes connecting the northern part of Town to the southern part are complete; however, similar connections across Mansfield from the East to the West are not complete and are recommended in this plan. Additions to the network have been adopted every few years as recommended by the TAC and approved by the Planning and Zoning Commission (PZC). A current priority listing of walkway and bikeway projects is listed in Chapter 9 of the POCD and reprinted below minus the projects that have been completed. Procedures to consider new additions to the Town's walkway and bikeway systems have been adopted by the PZC, and are also included in Chapter 9 of the latest POCD and are appended to this plan as Appendix A.

Because most of the Town's 45 square miles is rural, sidewalks and specific walking pathways along Town roads are rare. Nonetheless, in the last few years the Town has constructed (or had constructed) a number of bituminous paths/walkways including the extension of the walkway on Eastwood Road to South Eagleville Road, a walkway along most of the North Frontage Road, a walkway connecting the new multi-family development on Meadowbrook Road to the Sunny Acres Park, a multi-use path along Warrenville Road (Rte 89) connecting Mansfield Center to the site of the new elementary school, extending the multi-use path on Rte 195 south to the Liberty Bank Plaza and a pathway west along North Eagleville Road from the UConn campus to Northwood Apartments. As noted above, however, the 107 miles of Town roads and 42.0 miles of State highways, which total approximately 270 lane miles of roads and highways in the Town have only 7.5 miles of sidewalks or walking pathways on them (less than 6%). While there are sidewalks in the greater downtown Storrs/UConn area, and a few in the southern part of Town, most roadways do not have sidewalks, making walking from place to place a challenge (particularly in the winter when snow and ice can take up space on the road shoulders). The walkway/bikeway projects shown below summarize the agreed-upon needs in the Town's pedestrian and bicycling networks.



Up until 2016 mountain biking was permitted only in School House Brook Park and the Mansfield Hollow State Park. In 2016 temporarily opening some of the other Town parks and preserves to mountain biking on a trial basis was proposed which was to be evaluated after one year. For a number of reasons, this evaluation was never completed and this plan now recommends that such an evaluation be made and a comprehensive policy for mountain biking in Town parks and preserves be formulated.

### **Priority Walkway/Bikeway Projects**

(from the current *Mansfield Tomorrow* Plan of Conservation and Development, with projects that have been completed removed))

#### **Multi-use Pathways**

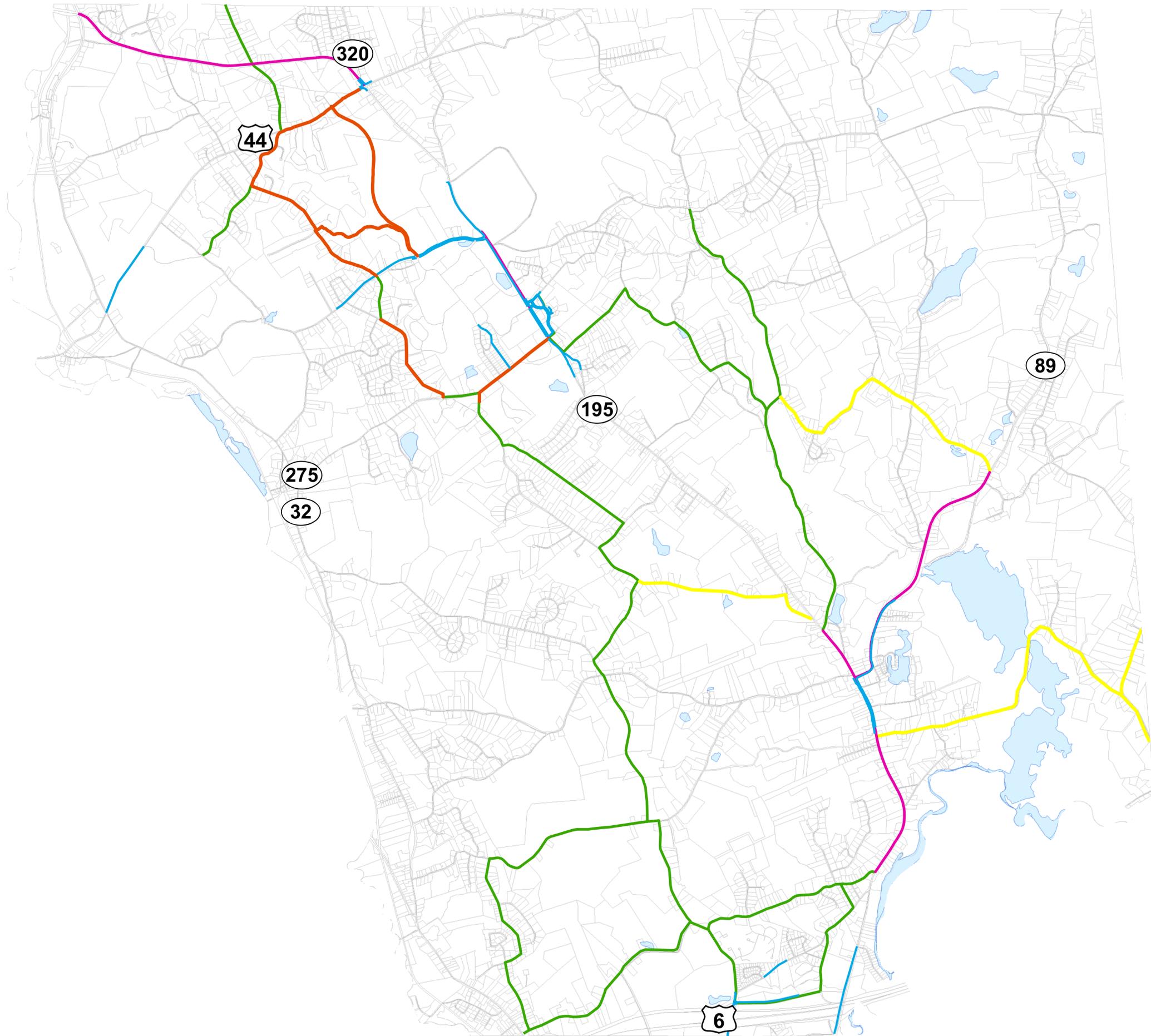
- Route 275: Separatist Road to Maple Road (currently grant funded and in design)
- Route 195: UConn Greek Village to Route 44 at Four Corners, connecting to the existing pathway on Route 44
- Hunting Lodge Road: Birch Road to Goodwin School (*note: since the Town has closed Goodwin School, this project may not be a priority depending on the new use of the school building*)

#### **Walkways**

- Route 275: Route 195 to the Town Hall entrance driveway (Walkway)
- Westwood Road: Route 275 to Hillside Road (including part of Hillside Circle)
- Meadowbrook Lane: Conantville Road to Mansfield City Road (portion from 73 Meadowbrook to Sunny Acres Park (has been completed east of Sunny Acres Park)
- Conantville Road: Pollack Road to the East Brook Mall rear entrance
- Route 195: Route 320 to Timber Drive and the Holiday Mall (*note: most of this walkway will be constructed with the redevelopment of Four Corners*); Bassett's Bridge Road to Eastbrook Mall
- Pleasant Valley Road: Mansfield City Road to Mansfield Avenue
- Mansfield Avenue: Pleasant Valley Road to the Windham Town Line

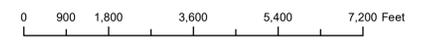
In Chapter 3 of the "Mansfield Tomorrow" POCD the preserves, parks, and active recreation areas with public access that exist in Mansfield are described and mapped. These areas combined with the commercial areas in Town form the list of destinations that ideally should all be easily accessed by walking or biking. As noted above, the Town has a network of bike routes (some on and off road) that provide access to many of these areas now.

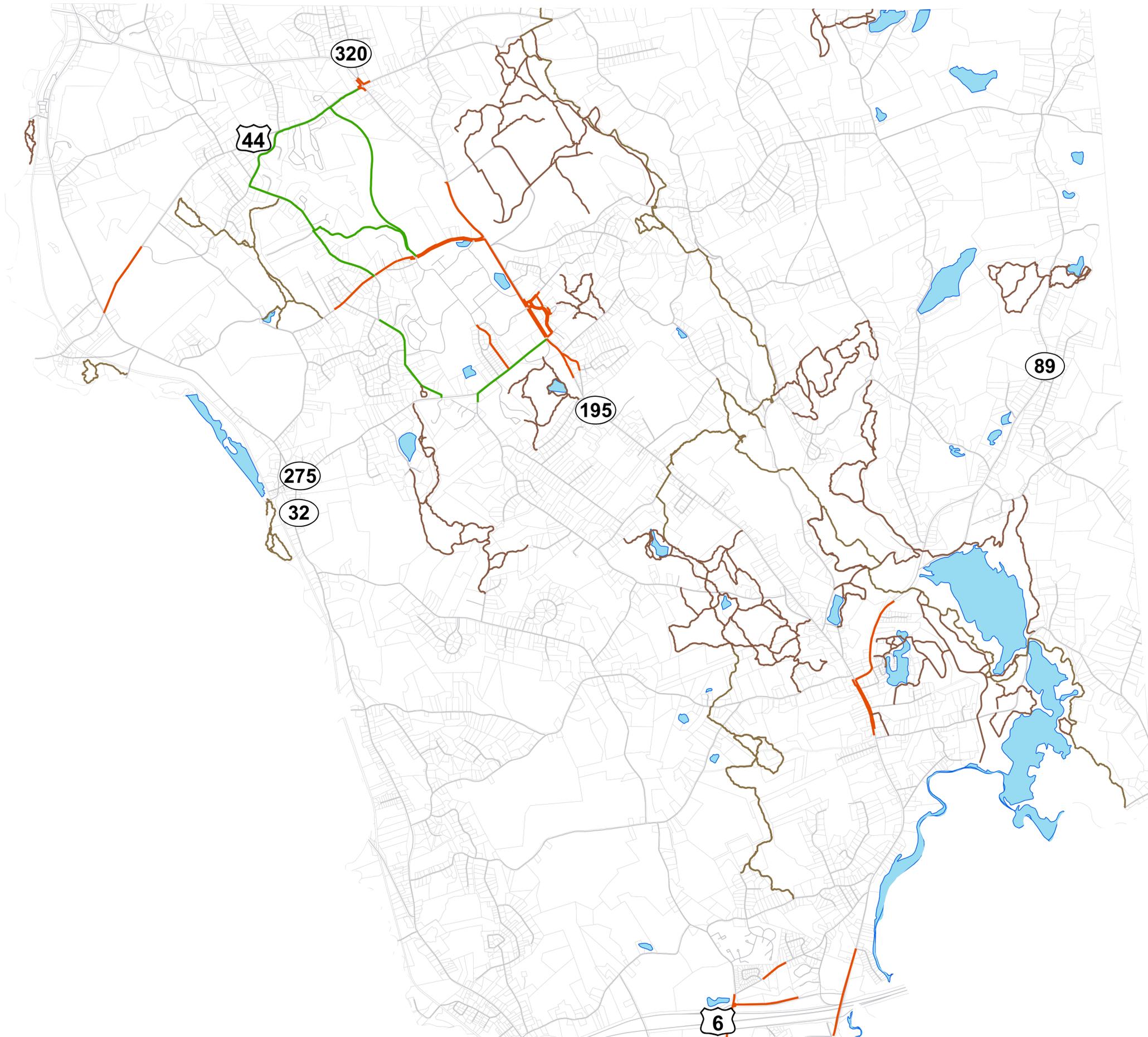
These "destination" areas are listed below in Table 2 and shown on Map 3.



- | Pedestrian Facilities                 |                               |
|---------------------------------------|-------------------------------|
| <span style="color: blue;">—</span>   | Sidewalk                      |
| <span style="color: orange;">—</span> | Multi-Use Pathway             |
| Bicycle Facilities                    |                               |
| <span style="color: pink;">—</span>   | State Share Road              |
| <span style="color: yellow;">—</span> | Other Popular Bicycle Route   |
| <span style="color: green;">—</span>  | Town Designated Bicycle Route |

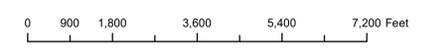
**MAP 1**  
**MULTI-USE PATHWAYS AND**  
**SIGNED BIKE ROUTES**  
 BICYCLE AND PEDESTRIAN MASTER PLAN  
 FOR THE TOWN OF MANSFIELD  
 PREPARED BY  
 BIKE MANSFIELD  
 TOWN OF MANSFIELD





- Trails
- Multi-Use Pathway
- Sidewalk
- Parcels

**MAP 2**  
**SIDEWALKS AND WALKING/HIKING TRAILS**  
BICYCLE AND PEDESTRIAN MASTER PLAN  
FOR THE TOWN OF MANSFIELD  
PREPARED BY  
BIKE MANSFIELD  
TOWN OF MANSFIELD



**TABLE 2 – Destinations in Mansfield**

<u>Commercial/Developed Areas(Shown in Red)</u>	<u>Description</u>	<u>Existing Ped/Bike Connections</u>
UConn, Downtown Storrs	Town Hall, UConn, E.O.S. High School, Downtown Storrs (Restaurants, Retail, Multi-Modal Transportation Center, Parking Garage, etc) – Route 195 & Route 275	Sidewalks, Multi-use Paths, Bike Routes
Eastbrook Mall Area	Restaurants, Grocery Store, Mall (retail), office space, medical office, Services – Route 195, Conantville Road, North Frontage Road	Sidewalks on Route 195
Four Corners	Retail, 55+ Residential, Restaurants, Office Space, Services, Multi-Family Residential – Route 195 & Route 44	Bike Path on Birch Road, Route 44, Bike Route of Discovery Drive
Mansfield Center	Mansfield Elementary School, Town Library, Restaurants, Retail, Services – Route 195 & Route 89	Walking Path on Route 195, Sidewalk on Route 89
UConn Depot Campus	Recreation, Institutional Use - Route 44 & Route 32	Multi-Use Path and Bike Route on Birch Road, Sidewalk on 44 (Route 32 to Bone Mill Road)
Perkins Corners	Route 31 & Route 32 – Services, Office Space, Retail	-
Eagleville	Route 32 & Route 275 – Services, Lenard Hall, Fire House, Retail, Services	-
Spring Hill Area	Area along Route 195 near Spring Hill Road (Mansfield Historical Society / Bus Stop, Fire Station, Church and small Commercial Area)	-

**TABLE 2 – Destinations in Mansfield (Cont.)**

<u><i>Active Recreation Areas &amp; Schools (Shown in dark green)</i></u>	<u><i>Description</i></u>	<u><i>Existing Ped/Bike Connections</i></u>
Mansfield Hollow State Park	Large active and passive recreation area located in central Mansfield	Bike route on Chaffeeville Rd; popular biked roads (Rte 89 & Bassetts Bridge Rd); numerous trail connections
Spring Hill Fields	Spring Hill Road – North of Mansfield Middle School	Adjacent to School House Brook Park, on Spring Hill Road Bike Route, Future Multi-Use Trail on Maple Road
School House Brook Park	Clover Mill Road North of Mansfield Center; includes Bicentennial Pond and a Universal Access Loop Trail	Adjacent to Middle School and Spring Hill Fields, on the Clover Mill Road Bike Route
Lions Club Park	Off RT89, just south of Wormwood Hill Road & North of the Transfer Station	Adjacent to Mansfield Hollow State Park and Dorwart Trail Sidewalks, Multi-Use Paths and Bike Routes
Mansfield Community Center	RT275 adjacent to the Town Hall and EO Smith High School	
Sunny Acres Park	Meadowbrook Road between Mansfield City Road and Conantville Road	Sidewalk from the Park East Towards Conantville Road now complete to Michelle Lane
River Park	Plains Road near Willimantic River	-
Edwin O. Smith High School	RT195, Bolton Road to Route 275 (Downtown Storrs)	Sidewalks, Multi-Use Paths, Bike Routes

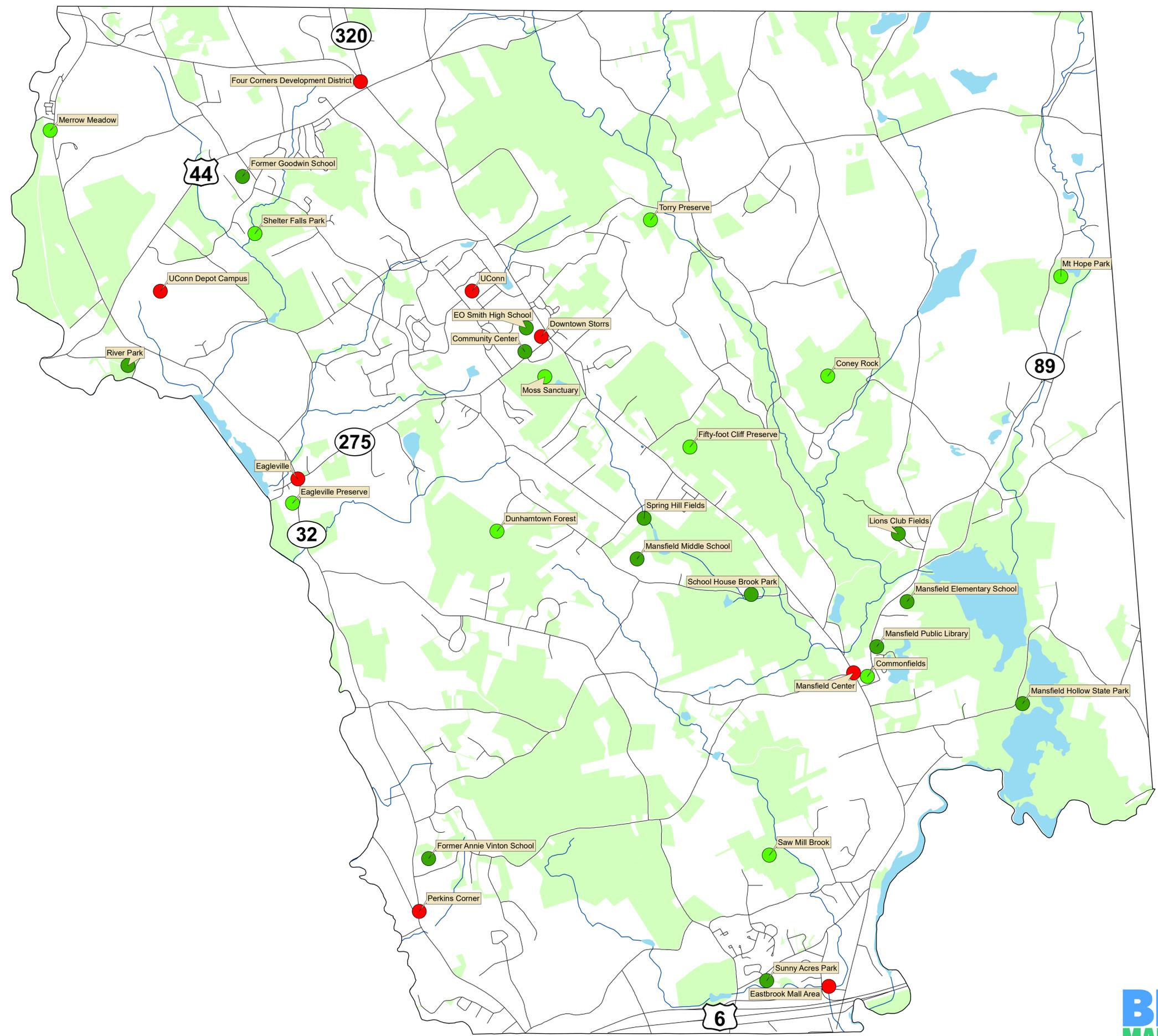
**TABLE 2 – Destinations in Mansfield (Cont.)**

<u><b>Active Recreation Areas &amp; Schools (Shown in dark green)</b></u>	<u><b>Description</b></u>	<u><b>Existing Ped/Bike Connections</b></u>
Mansfield Middle School	Spring Hill Road	Adjacent to School House Brook Park, Spring Hill Fields, Clover Mill Rd Bike Route and Future Multi-Use Path on Maple Rd
Former Goodwin Elementary School	Hunting Lodge Road Between Birch Road and RT44	Birch Rd / Hunting Lodge Rd Multi-use path
Mansfield Elementary School / Southeast Fields	RT 89	Adjacent to Mansfield Hollow State Park, Near Lions Club Fields. Walkway on RT 89
Former Vinton Elementary School	RT 32	-
Eastern Connecticut State University Ball Fields / Track	Mansfield City Rd near intersection with Meadowbrook Ln	Sidewalk south to the Town Line, Bike Route on Mansfield City Rd
Commonfields	RT195 in Mansfield Center (Cemetery Rd to Bassetts Bridge Rd)	Mansfield Center Walkway & RT89 Walkway
Coney Rock	Chaffeeville Rd & Mulberry Rd	Nipmuck, Dorwart & Joshua’s Trust Trails; on Chaffeeville Rd Bike Route
Dunhamtown Forest	Dunham Pond Rd, Mansfield City Rd, White Oak Dr, & Max Felix Dr	-
Eagleville Preserve	RT 275 & RT 32	-
Fifty-Foot Cliff Preserve	East Rd near RT 195	Hanks Hill Rd & Phillip Dr Bike Routes
Merrow Meadow	Merrow Rd near RT 32	-

Moss Sanctuary	RT 275 & RT 195	Sidewalks, Multi-Use Path & Bike Routes
Mount Hope Park	RT 89 South of Laurel Lane	-
Sawmill Brook Preserve	Puddin Ln, Crane Hill Rd, (through Wolf Rock), Jacobs Hill Rd	Nipmuck Trail
Shelter Falls Park	Hunting Lodge Rd between Birch Rd and N. Eagleville Rd	Multi-Use Pathway on Hunting Lodge Rd, Bike Routes on Birch Rd
Simpson-Wood Preserve	On Route 89 across from Mount Hope Park	-
Torrey Preserve	Gurleyville Road West of the Fenton River	Nipmuck Trail

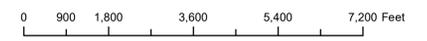
***Other preserves, forests, woods and tracts (some are not shown on Map #3) with public trails or points of interest – per Table 3.1 from Mansfield Tomorrow (POCD)***

<u>Name (Owned by)</u>	<u>Location</u>
Fenton River Forest Tract (UConn)	Rte 195
Hillside Environmental Education Park (HEEP - UConn)	N. Hillside/Hunting Lodge Rds
North Eagleville Forest Tract (UConn)	N. Eagleville Rd
Spring Hill Forest Tract (UConn)	Rte 195
Spring Manor Farm (trail only – UConn)	Rte 32
Echo Woods (State)	Cemetery Rd
Shelter Falls (north parcel) (leased from State by Town)	Birch Rd/Rte 44
Bradley Buchanan Woods (Joshua’s Trust)	Rte 89 near Library
Dunham Woods (Joshua’s Trust)	Dunham Pond Rd
Gurleyville Gristmill (Joshua’s Trust)	Stone Mill Rd
Harriet Babcock Preserve (Joshua’s Trust)	Crane Hill Rd near Browns Rd
Holt-Kinney Woods (Joshua’s Trust)	Browns Rd
Knowlton Hill Preserve (Joshua’s Trust)	Knowlton Rd
Lof Woodlands (Joshua’s Trust)	Rte 320
Mason Mill (Joshua’s Trust)	Old Tpke Rd near Fenton Riv
Owens Mare (Joshua’s Trust)	Rte 275
Whetten Woods (Joshua’s Trust)	Dog Lane
Winfield Acres (Joshua’s Trust)	Thornbush Rd
Wolf Rock Preserve (Joshua’s Trust)	Crane Hill Rd



Points of Interest		bike_routes	
● Active Recreation	● Preserves	● Commercial	● Routes
TYPE2	TYPE2	TYPE2	TYPE2
— Bikeway / Walkway	— Proposed Bikeway / Walkway	— Roadways	— MansfieldBoundary
— HydrologyLines	— Hydrology	— OpenSpace	

**MAP 3**  
**DESTINATIONS IN MANSFIELD**  
BICYCLE AND PEDESTRIAN MASTER PLAN  
FOR THE TOWN OF MANSFIELD  
PREPARED BY  
BIKE MANSFIELD  
TOWN OF MANSFIELD



## Critical Gaps/Needs Pedestrian & in Bicycle Facilities/Networks

In an attempt to be comprehensive in determining what the critical needs are for both bicycling and pedestrian facilities, this plan examined the commercial, civic, and recreation destinations listed in the previous section and attempted to prioritize the need for walking and biking connections to each area. While it would be preferable to have non-motorized connections to each and every listed area, this would be impossible for a number of reasons, not the least of which is cost. While the Priority Project listing in the POCD is a good starting point, this master plan seeks a longer-term planning horizon to help shape the Town's policy in the future.

The aforementioned Priority Projects listing incorporates two kinds of projects: (1) Projects within a "destination" area, and (2) projects that link two or more destination areas. Projects linking one or more destination areas include the Route 195 project would connect UConn/Downtown Storrs to the Four Corners, and the Pleasant Valley Road & Mansfield Avenue projects that would connect the southern part of Mansfield to the northern part of Windham. Projects within destination areas include both of the Route 275 projects, the Westwood walkway, the Hunting Lodge Road project, the Route 195 project near Route 320, the Conantville Road project and the Route 89 project.

Following this dual project distinction, this plan suggests the following additional critical gaps/needs in the Town's pedestrian and bicycle facilities (Yellow highlighted projects are those listed in the POCD's priority project listing as shown above and Blue Highlighted projects are those recommended during the public involvement portion of this document):

### Gaps/Needs/Connections Between Destination Areas

#### Multi-Use Pathways

- Route 195: UConn Greek Village to Route 44 at Four Corners, connecting to the existing pathway on Route 44 (multi-use path to connect Downtown Storrs to the Four Corners)
- Birch Road: Hunting Lodge Road to Bone Mill Road (multi-use path to extend path from 4 Corners to the UConn Depot Campus)
- Maple Road: South Eagleville Road to the Mansfield Middle School (Multi-Use Path to complete the connection from Downtown Storrs to the Middle School)
- Route 275: Separatist Road to Route 32 (walkway/bike route to connect Downtown Storrs to Eagleville, and provide an East-West bike route through Mansfield)

#### Walkways

- Pleasant Valley Road: Mansfield City Road to Mansfield Avenue (walkway to connect southern Mansfield to northern Windham)
- Mansfield Avenue: Pleasant Valley Road to the Windham Town Line (walkway to connect southern Mansfield to northern Windham)
- Route 195: Bassetts Bridge Road to Riverview Road (walkway to connect Mansfield Center to the Eastbrook Mall area)

#### Bicycle Routes

- Route 275: Separatist Road to Route 32 (walkway/bike route to connect Downtown Storrs to Eagleville, and provide an East-West bike route through Mansfield)
- Dog Lane/Bundy Lane/Gurleyville Road/Mount Hope Road: (bike route to complete an East-West route through Mansfield)

- Route 89: Mulberry Road to the Ashford Town Line (bike route to complete an East-West route through Mansfield this route is also the first leg of a proposed “Hollow to Hollow” bike route that would link the Mansfield Hollow and Bigelow Hollow State Parks).
- Route 44: Depot Road to Birch Road and from Route 195 to the Ashford Town Line (bike route to complete an East-West route through Mansfield)

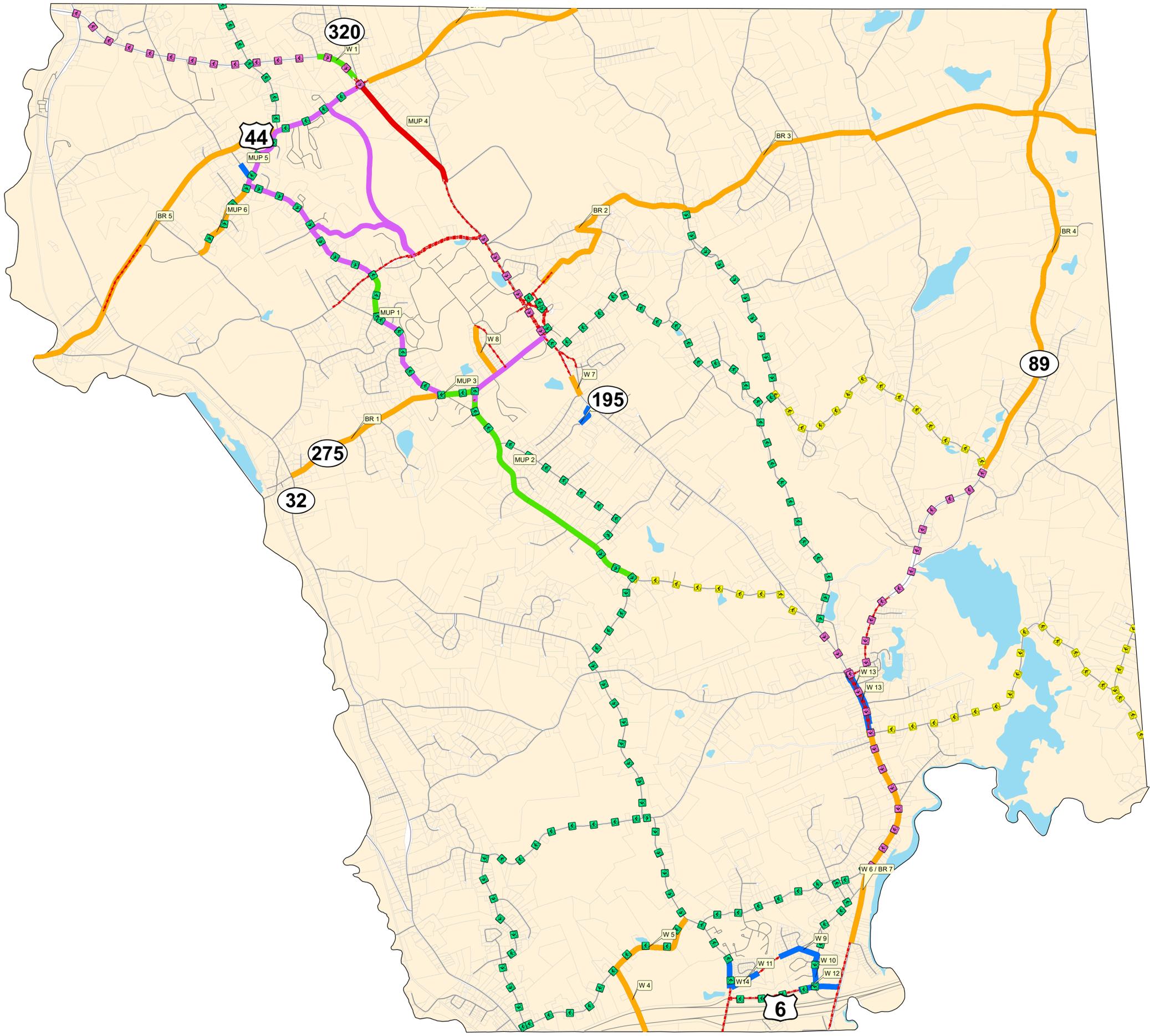
## **Gaps/Needs Within Destination Areas**

### **Multi-Use Pathways**

- Route 275: Separatist Road to Maple Road (multi-use path to complete the route around the west side of the UConn Main Campus)
- Hunting Lodge Road: Birch Road to Goodwin School building (multi-use path from the existing path to the school building)
- Hunting Lodge Road: Separatist Road to North Eagleville Road (multi-use path to complete the route around the west side of the UConn Main Campus)

### **Walkways**

- Route 275: Route 195 to the Town Hall entrance driveway (walkway on the north side of Route 275)
- Westwood Road: Route 275 to Hillside Road (including part of Hillside Circle - walkway)
- Meadowbrook Lane: Conantville Road to Mansfield City Road (the walkway portion from 73 Meadowbrook to Sunny Acres Park has been built)
- Route 195: Route 320 to Timber Drive and the Holiday Mall (walkway to commercial and residential areas)
- Conantville Road: Pollack Road to the East Brook Mall rear entrance (walkway)
- Mansfield City Road: North Frontage Road to Independence Drive (entrance to Freedom Green)
- North Frontage Road from the end of the existing north-side walkway to Route 195
- Conantville Road from North Frontage Road to the rear entrance of the Eastbrook Mall.
- Route 195: Liberty Bank plaza to Birchwood Heights Road (walkway to connect the residential area and Moss Sanctuary to the pathways in Downtown Storrs)
- Birchwood Heights/Monticello Lane: Walkway connection between these two roads so that when the above noted multi-use path is extended to Birchwood Heights from the Liberty Bank plaza is constructed the Davis Road residential area is connected to the pathways in Downtown Storrs through the Birchwood Heights residential area
- Resurface Walkway in Mansfield Center (Both Sides of Route 195)
- Puddin Lane to the Eastbrook Mall Area through the improvement of a portion of the former location of the Nipmuck trail south of Puddin Lane.



**Planned Projects As Shown**

Multi-Use Pathways			
Project ID	Location	Project Extent	Project Status
MUP 1	Hunting Lodge Road	Separatist Road to North Eagleville Road	In Progress / Funded
MUP 2	Maple Road	South Eagleville Road to Mansfield Middle School	In Progress / Funded
MUP 3	Route 275	Separatist Road to Maple Road	In Progress / Funded
MUP 4	Route 195	UConn Greek Village to Route 44 at Four Corners	Close to Being Funded
MUP 5	Hunting Lodge Road	Birch Road to Goodwin Elementary School	Near Term Planned
MUP 6	Birch Road	Hunting Lodge Road to Bone Mill Road	Long Term Planned

Walkways			
Project ID	Location	Project Extent	Project Status
W 1	Route 195	Route 320 to Timber Drive	In Progress / Funded
W 2	Route 275	Route 195 to Town Hall Entrance Driveway	In Progress / Funded
W 3	Birchwood Heights	Birchwood Heights to Monticello Lane	Near Term Planned
W 4	Mansfield Avenue	Pleasant Valley Road to Windham Town Line	Long Term Planned
W 5	Pleasant Valley Road	Mansfield City Road to Mansfield Avenue	Long Term Planned
W 6	Route 195	Bassetts Bridge Road to Riverview Road	Long Term Planned
W 7	Route 195	Current Terminus to Birchwood Heights Road	Long Term Planned
W 8	Westwood Road	Route 275 to Hillside Road	Long Term Planned
W 9	Meadowbrook Lane / Conantville Road	Meadowbrook Lane to East Brook Mall Entrance	Near Term Planned
W 10	Conantville Road	North Frontage Road to East Brook Mall Entrance	Near Term Planned
W 11	Meadowbrook Lane	Conantville Road to Mansfield City Road	Near Term Planned
W 12	North Frontage Road	Current Terminus to Route 195	Near Term Planned
W 13	Route 195	Resurface Walkway in Mansfield Center	Near Term Planned
W 14	Mansfield City Road	North Frontage Road to Independence Drive	Long Term Planned

Bicycle Routes			
Project ID	Location	Project Extent	Project Status
BR 1	Route 275	Separatist Road to Route 32	Long Term Planned
BR 2	Dog Lane / Bundy Lane	Route 195 to Gurleyville Road	Long Term Planned
BR 3	Gurleyville Road/Mount Hope Road	Bundy Lane to Ashford Town Line	Long Term Planned
BR 4	Route 89	Mulberry Road to Ashford Town Line	Long Term Planned
BR 5	Route 44	Depot Road to Birch Road	Long Term Planned
BR 6	Route 44	Route 195 to Willington Town Line	Long Term Planned
BR 7	Route 195	Bassetts Bridge Road to Riverview Road	Long Term Planned

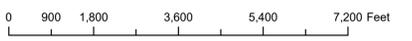
**Gaps/Needs/Connections**

- In Progress / Funded
- Close to Being Funded
- Near Term Planned
- Long Term Planned

**Pedestrian & Bicycle Facilities**

- Other Popular Bicycle Route
- State\_Share\_Road
- Town Designated Bicycle Route
- Sidewalk
- Multi-Use Pathway

**MAP 4**  
**PLANNED PROJECTS**  
 BICYCLE AND PEDESTRIAN MASTER PLAN  
 FOR THE TOWN OF MANSFIELD  
 PREPARED BY  
 BIKE MANSFIELD  
 TOWN OF MANSFIELD



## Immediate Actions

Several walkway/bikeway projects that are all or partially funded and in the process of being implemented exist at the time of the writing of this plan. These include a walkway/bikeway along Maple Road from South Eagleville Road to the Middle School, a multi-use path along South Eagleville Road between Maple and Separatist Roads and the multi-use path on Hunting Lodge Road to connect the east end of the Separatist Road multi-use path to the west end of the path on Hunting Lodge Road (these two projects will complete the multi-use path loop around the west edge of the UConn campus). Completing these three projects certainly qualify as “immediate”.

The smaller project on South Eagleville Road closest to the Town Hall could be designed and constructed by the Town Public Works Department. Similarly, the short connection from the Birch Road multi-use pathway to the Goodwin School building could be designed and constructed by the Town. These actions should remain a high priority.

The Town has recently begun using sharrows to mark its bicycle routes on the roadway pavements. This, along with the maintenance and replacement of bike route/share the road signs, should continue so that the bike routes remain well defined and visible to motorists and cyclists alike. An item in the Town’s operating budget for the maintenance and improvement of walkways, multi-use pathways and bike routes should be established. (Funding currently resides in the capital budget and within the Recreation and Public Works budgets, but is not specifically identified as funding for active transportation.)

The Town needs to market/publicize the benefits of walking and cycling to its residents. The position of Transportation Coordinator should be filled (at the time of this writing it is vacant), and should be charged with promoting active transportation (the economic and health benefits of which are well documented).

## Discussion of Plan Recommendations

### **Institutional & Planning**

In recent years, the establishment of new trails and the maintenance of existing trails for walking and hiking has been coordinated through the Town’s Recreation Department and the Parks Advisory and Open Space Committees. The Parks Coordinator has been very active doing this and this plan recommends that this working model continue into the future.

The maintenance of walking paths and sidewalks outside of the parks and preserves has been the responsibility of the Town’s Public Works Department, with some planning assistance from the Parks Coordinator. Sidewalks/paths that were constructed by the Town have been maintained by the Town DPW, except in commercial and dense residential areas where the Town’s sidewalk ordinance requires abutting property owners to clear their sidewalks of snow and ice.

As noted above, bike routes have been established upon the recommendations of the Town staff and Transportation Advisory Committee and then approved and incorporated in the Plan of Conservation and Development by the Planning and Zoning Commission. Bike routes and multi-use pathways are maintained by the Town DPW. In this cycling component of active transportation, the lack of a Town staff person to coordinate the establishment of new bike routes and pathways has made the process of planning and connecting new bike routes somewhat lackadaisical. To make this process more focused in the future, this plan recommends that the planning and coordination for new bike routes/paths be assigned to a particular staff member, possibly the Transportation Coordinator or Parks Coordinator, who would then work with the rest of the Town staff, the TAC and the PZC to upgrade and improve the Town’s bicycle transportation facilities.

As the Town is a member of the Capital Region Council of Governments (CRCOG), it has a representative on CRCOG's bicycle/pedestrian advisory committee and is eligible for regional bicycle/pedestrian transportation grants administered by CRCOG. The Town has and should continue the pursuit of these regional grants aggressively.

## **Education**

Regionally, there are walking events in and around Mansfield sponsored by the Recreation Department, the State of Connecticut DEEP, Joshua's Trust and the University of Connecticut. The Last Green Valley (TLGV) organization publicizes a series of outdoor events each spring ("Spring Outdoors"), and there are numerous walks that occur during "Walktober" also sponsored by TLGV. Current efforts by the Recreation Department (through the Parks Coordinator) to sponsor and publicize walking events should continue as a high priority.

Prior to the pandemic, Bike Mansfield conducted workshops once or twice a year at the Mansfield Community Center on bicycle maintenance, bicycle commuting, riding in traffic, bicycle touring, strength and nutrition for cycling, and essential bike skills and safety. All of the Mansfield Resident Troopers are bicycle certified, and the Resident State Trooper has designated a liaison to deal specifically with bicycling issues, enforcement and education in Town. In addition to assisting the Mansfield Downtown Partnership in coordinating the annual "Tour de Mansfield" cycling event, the Town's Recreation Department has conducted bike educational and recreational events for children.

Over the past 2 years there has been an effort to incorporate "hands-on" bicycle education in the Mansfield school's for the 4<sup>th</sup> graders (these programs exist in several other Connecticut Towns). In 2021, Mansfield 4<sup>th</sup> grade PE teachers and others interested in implementing such a program participated in a "train the trainers" course conducted by BikeWalkCT and funded by CRCOG held at Southeast School. The Mansfield Lions Club, Bike Mansfield and the Eastern Highlands Health District have also set aside funds to support this program. More funds are still needed to bring in qualified League Cycling Instructors (LCIs -- certified by the American League of Bicyclists), rent or purchase appropriately sized bicycles, purchase needed materials (i.e., helmets), and so on. This plan recommends the implementation of this program during the 2023-24 school year as the new Mansfield Elementary School is now in operation. Additional funds should also be budgeted to support this program, as well as private and non-profit fundraising.

Under the auspices of a Town staff person assigned to help promote bicycle transportation in Mansfield (as recommended in the Institutional section above), this plan recommends the continuation of educational events in Mansfield, as well as a public information campaign to educate drivers of their responsibilities around cyclists.

## **Infrastructure**

Maintenance of the existing trails, sidewalks, multi-use pathways, bike route signs/pavements, bike racks, and the Transportation Center in Mansfield should be the first goal of the Town so that all existing active transportation facilities are in good repair and will last for many years. Additions to the walkway and bikeway networks should proceed as recommended in the above section on Gaps and Needs, in concert with the Town's adopted *criteria for sidewalk and bikeway projects* which is included in Appendix A. If and when sidewalks, multi-use pathways or bike lanes are to be built on the Town's scenic roads. These projects should attempt to save as many roadside trees as possible while also achieving the goal of achieving complete streets along these scenic routes. Design considerations must therefore favor pathways that are separated from the road's edge by a buffer strip that contains the roadside trees so the path can wind its way parallel to the road behind and through the trees that can remain. The acquisition of additional right-of-ways and/or easements should be given due consideration to accomplish this type of construction.

Other infrastructure needs include additional bicycle parking in commercial areas, additional crosswalks where many pedestrians cross state and local roadways, bicycle sensors at the signals on Route 195 where bicycle traffic is the highest and pedestrian warning devices at busy mid-block crossings on state highways (for example at the Route

195/Hanks Hill Road intersection). Three such pedestrian/bicyclist actuated flashing signals have been funded by state grants and have been installed at Route 195 crossings near Downtown Storrs.

Establishing an active transportation line item in the Recreation and Public Works Department operating budgets as recommended in this plan will help to ensure funding of important walking and bicycling infrastructure maintenance and minor improvements.

## **Enforcement**

Controlling vehicle speeds is the top enforcement priority to ensure safe biking in Mansfield, but there are a number of state and local laws and regulations for walking and cycling in Mansfield that should be focused as enforcement priorities in the more distant future. These include:

- Illegal parking by vehicles on multi-use pathways
- Motorized vehicles on walking trails, sidewalks and multi-use pathways
- The required 3-foot distance between an overtaking vehicle and a bicyclist on any roadway
- Excessive vehicle speeds on bike routes; limited bicycle speeds on sidewalks
- The required use of lights on bicycles ridden after dark
- Bicycling in parks and preserves and on Town trails that specifically prohibit cycling

Mansfield relies on the Resident State Trooper program for police enforcement in Town. Mansfield's Resident State Trooper works with the Town and its bicycle advocates to enforce walking and biking regulations as well as assisting in educating the public about them. A "Safe Roads Together" safety card with tips for motorists, pedestrians and cyclists was prepared in 2018 and should be more widely distributed. Working through the Resident State Trooper's office and its designated liaison, the Town's advisory committees, and active transportation advocates, a permanent strategy for education and enforcement for walking, cycling and other modes of active transportation should be assembled and adopted by the Town. This plan should be developed in coordination with the UConn Police Department and UConn Transportation Services to ensure cohesion of regulation and enforcement throughout the community.

## **Transportation Center& Public Transit**

The Town's federally funded transportation center in downtown Storrs was intended to become a multi-modal "hub" to be utilized for both bicycle and bus transportation. While it does currently operate as a transit station for local and regional busses, it's bicycle commuting facilities are somewhat underutilized. Accordingly, this plan recommends the Town undertake a sustained marketing effort for the bicycle commuting facilities so that cyclists in the area are aware of them. These are tasks well suited to a Transportation Coordinator, who could also publicize the opportunities to transport bicycles on the local WRTD buses (which are equipped with bike racks).

## **Potential Funding Sources**

Without stating it outright, Mansfield has for many years had the vision to increase its walking and bicycling facilities for the recreation and health benefits of the entire community. The local economic benefits in communities that promote active transportation are also well documented. Through a combination of local funds and federal and regional grants, the Town has constructed over \$6.0 million in bicycle and walking facilities.

As recommended in this plan, more facilities are needed to expand this benefit and to close the gaps in the walking and biking networks to create more opportunities for residents to use walking and bicycling (active)transportation. This will take additional grant funds as well as local funds for maintenance, design and constructing smaller projects. The Town's staff is well aware of the grant programs that are available for walking and bicycling facilities, but new grant programs

are launched every year (for example, the 2021 Federal Infrastructure funding bill). A partial listing of pedestrian and bicycling funding sources is given here in Table 3.

**TABLE 3 - A Partial Listing of Pedestrian & Bicycle Funding Opportunities**

*(sources: FHWA, CT DOT, CRCOG & Advocacy Advance websites --*

*See also the CRCOG Guide to Major Transportation Funding Sources included in Appendix B)*

- Federal Safe Routes to School Program (SRTS)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program (federal)
- Federal Transit Administration Bicycles & Transit Grants
- Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Safe Streets and Roads for All (SS4A) grant program (federal)
- Federal Fast Act National Highway Performance Program (Fast Act NHPP)
- Federal Surface Transportation Block Grant Program & Transportation Alternatives (Enhancements) set aside
- Federal-Aid Highway Programs National Highway System & Surface Transportation Program
- National Scenic Byways Program
- FHWA Planning Program (for plans and educational programs, not bricks and mortar)
- State and Community Highway Safety Grant Program (federal)
- Federal Lands Access Program (FLAP)
- Connecticut Recreational Trails Program (administered by CT DEEP)
- Connecticut's Responsible Growth and Transit-Oriented Development Grant Program (OPM)
- Local Transportation Capital Improvement Program (LOTICIP)
- CT Bonding Commission (projects as sponsored by legislators)
- Regional Pedestrian/Bicycle Grant Program via CRCOG
- Small Town Economic Assistance Program (STEAP)

## Appendix A: Criteria for Sidewalk and Bikeway Projects from the POCD

### CRITERIA FOR SIDEWALK AND BIKEWAY PROJECTS

Until a formal bicycle and pedestrian master plan is completed, the following criteria should be used by the Transportation Advisory Committee to review and rank requests for new sidewalk and bikeway projects.

- **Land Use/Zoning Designation.** The proposed project is in an area planned or zoned for mixed-use development and/or higher densities. This criterion provides a direct link between the Town's future land use plan (see Chapter 8) and infrastructure improvements.
- **Pedestrian & Bicycle Use (Existing or Potential).** The proposed project is in an area with high pedestrian/bicycle use, or in an area with a potential for high pedestrian/bicycle use if a safe, off-road facility were available. The purpose of this criterion is to recognize existing patterns of pedestrian and bicycle use. Where there is not high pedestrian/bicycle use existing, data must be provided to demonstrate the potential for high use such as survey results or accident data to receive credit.
- **Connectivity.** The proposed project will provide a connection between existing systems. This criterion emphasizes the importance of building connections to create an overall network as opposed to disjointed pieces that serve only a limited area.
- **Community Facilities.** The proposed project will provide access to state and municipal facilities. This criterion also emphasizes connectivity; in this case the focus is on community facilities such as Town Hall, the Community Center, Senior Center, Library, schools and parks, as well as state facilities such as the University.
- **Transit.** The proposed project will provide a connection to transit facilities. Walkways and bikeways are an important component of a multi-modal system, enhancing the ability of residents and visitors to move around town without a personal vehicle.
- **Constructability and Cost.** This criterion recognizes that some projects will be cheaper and easier to build than others due to physical constraints such as wetlands and slopes. Projects with minimal constraints and lower costs would receive credit in this category.
- **Exceptions.** Projects that have lower rankings or are not listed may be eligible for construction sooner than higher ranked projects if funds are available to construct that project and those funds could not be used to fund another project on the priority list.

## **APPENDIX B: Complete Streets Policy**

### **Vision and Purpose**

Complete Streets are designed and operated to promote an integrated and balanced transportation network. Furthermore, Complete Street Principles contribute toward the safety, health and economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian, non-motorized, and vehicular environments throughout the community.

The purpose of Mansfield's Complete Streets policy, therefore, is to accommodate all road users by creating a transportation network that meets the needs of individuals by utilizing a variety of transportation modes. This policy directs decision makers to consistently plan, design and construct streets to accommodate all anticipated users including but not limited to pedestrians, bicyclists, transit riders, motorists, emergency vehicles and freight and commercial vehicles. With the implementation of Complete Streets Policy, the Town seeks to provide a higher level of safety and accessibility for all users of its roadways, trails and transit systems.

### **Goals**

The goal of the Complete Street Policy is to ensure our Town roadways complement and enhance the surrounding land use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians and transit patrons, older residents, children and persons with mobility impairments. The specific goals are:

- a. Implement Community Design Principles identified in Mansfield Tomorrow to focus streets as three-dimensional shared spaces.
- b. To protect and preserve the environment of the Town of Mansfield by reducing the emission of greenhouse gases, improving stormwater runoff, and reducing the consumption of non-renewable energy resources.
- c. To expand opportunities for bicyclists and pedestrians throughout the Town.
- d. To make the roadway environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle and pedestrian-related accidents.
- e. To improve the safety of pedestrian and bicycle routes for children to get to school.
- f. To improve and enhance the health and physical fitness of the Town's residents by providing more safe and convenient opportunities for bicycling and walking.
- g. To improve the Town's quality of life and local economy by providing high quality recreational and multi-modal transportation facilities and providing non-motorized means of transportation.

### **Guiding Principles**

It is recognized that each Complete Street is unique and the following principles shall guide the development of transportation projects:

- a. Shall be suitable and appropriate to the function and context of the transportation facility;

- b. Complete Streets principles include the development and implementation of projects in a context-sensitive manner where project implementation is sensitive to the community's physical, financial and social setting;
- c. Shall be flexible in project design to ensure that all users have basic safe access and use;
- d. Shall be considered a component of a comprehensive, integrated and interconnected transportation network that allows all users to choose between different modes of travel; and
- e. Shall be consistent and compatible with Mansfield Tomorrow.
- f. Implementation of Complete Streets Policy will be carried out cooperatively within all departments in the Town of Mansfield with multi-jurisdictional cooperation, to the greatest extent possible, among private developers, and state, regional, and federal agencies.

### **Applicability and Scope**

All Transportation Improvements and phases fall under this policy. Complete Streets principles will be applied to all Town- or State-sponsored improvements and all privately-funded projects and developments that impact the right-of-way. The Town will approach every planned Transportation Improvement as an opportunity to create safer and more accessible streets for all users.

Transportation improvement phases include, but are not limited to, planning, programming, designing, engineering, construction and reconstruction, operation and maintenance. Maintenance activities alone are not Complete Streets Improvements, nor should they prompt street improvements that necessitate Complete Streets consideration except those improvements that may be necessary to satisfy legal mandates such as the Americans with Disabilities Act. To the maximum extent possible, provisions for safe access shall be made for pedestrians and bicyclists during maintenance activities. Complete Streets policy objectives may be achieved by implementing single elements into a project, completing a series of improvements over the course of time, or by developing major network level improvements. The Town recognizes that its infrastructure includes a transportation network that should provide convenient access and safe travel for all users within the Town.

### **Implementation**

The Town shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users and shall work in coordination with other departments, agencies and jurisdictions to achieve Complete Streets.

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents, zoning and subdivision regulations, and templates to integrate Complete Streets principals in all transportation projects. The Town shall maintain a comprehensive inventory of pedestrian and non-motorized facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bicycle network.

The Town will plan, design, construct, operate and maintain appropriate Facilities for pedestrians, bicyclists, transit riders, motorists, children, the elderly and people of all abilities in all new construction, reconstruction, and repaving improvements subject to the exceptions contained herein.

The Town will evaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets initiatives. The Town shall continue to identify regional, state and federal funds to implement Complete Streets Improvements to supplement the Town's Capital Improvement Program.

## Best Practices – Design Guidance

The Town will follow accepted or adopted design standards and use the best and latest design standards available, including the following:

- a. American Association of State Highway and Transportation Officials (AASHTO)
  - i. A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)
  - ii. Guide for the Development of Bicycle Facilities (4th edition, 2012)
  - iii. Guide for the Planning, Design and Operations of Pedestrian Facilities (2004)
- b. American Planning Association (APA)
  - i. Complete Streets: Best Policy and Implementation Practices (2012)
  - ii. U.S. Traffic Calming Manual
- c. Federal Highway Administration (FHWA)
  - i. Manual of Uniform Traffic Control Devices
  - ii. PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- d. Town of Mansfield
  - i. Guidelines for the Use of Speed Humps (1992)
  - ii. Mansfield Tomorrow
- e. Institute of Transportation Engineers (ITE)
  - i. Design Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- f. U.S. Architectural and Transportation Barriers Compliance Board
  - i. Accessible Rights-of-Way: Design Guide
- g. Connecticut Department of Transportation (CTDOT)
  - i. Highway Design Manual