



GLASTONBURY, CT

TOTAL POPULATION

34427

POPULATION DENSITY

655

TOTAL AREA (sq. miles)

52.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Glastonbury
High Speed Roads with Bike Facilities	35%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	6%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 115K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	2 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Silver	Glastonbury
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.0%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	RIDERSHIP TOO LOW TO CALCULATE
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Without secure and convenient bicycle parking it is difficult for a person to choose to ride their bicycle for transportation or utilitarian trips.

» Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all schools. In particular, middle and high school education efforts could be improved. These efforts are particularly important as older students learn to drive and share the road.

» The current built environment and land use patterns of Glastonbury likely make bicycling difficult for transportation. A focus on connectivity, including a trail system and intersection treatments, is likely to help create a more conducive environment for bicycling.

» The data that Glastonbury reported on its road network was incomplete or inconsistent. This lack of complete data makes it difficult

to judge the current state of bicycling infrastructure in Glastonbury, specifically the extent and quality of on-street bicycle infrastructure such as bike lanes. Ensure that data is available on your roadway network and your bicycle network so that your community can utilize GIS-based network analyses, can create high-quality bicycle network maps, and accurately assess the quality of your bicycle network.

» Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Congratulations on adopting the 2018-2028 Glastonbury Plan of Conservation and Development. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities.