



Greenways Enhancing Communities: Woodbury, CT

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*Town of Woodbury
Flanders Nature Center & Land Trust
Pomperaug River Watershed
Woodbury Senior Center
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Onward

I. Impact and Benefits of Greenways on
Communities and Individuals

Why Greenways?

II. Surveys, Counts & Successes

Data Sets

III. Woodbury: How to Do It

Trail Building

IV. Thoughts; Questions

Why Greenways?

- ✓ An integral part of transportation policy
- ✓ Provide “active” transportation opportunities
- ✓ Recreational facilities, or “linear parks”
- ✓ The healthy option
- ✓ Provide pollution and noise abatement
- ✓ Foster tourism & economic development
- ✓ Fantastic community amenities

Pedals & Feet are Transportation

Fact: CT DOT now views mobility in terms of people and not just the unrestricted movement of vehicles.

- ✓ Walking is our primary form of transportation. Any trip necessarily involves some element of perambulation.
- ✓ The Metric: A Balanced Transportation System = Motor Vehicles + Transit + Bicyclists + Pedestrians.
- ✓ There is not enough room or money to build new roads and highways. Light rail??
- ✓ Bike/ped infrastructure makes public transit more effective in meeting travel needs through multi-modal connectivity.

Active Transportation

Fact: Active, or alternative transportation is growing exponentially – note bicycle commutation and federal Safe Routes to School program.

- ✓ **Connectivity:** “Complete Streets” policies – sidewalks, trails, bicycle facilities, share the road signage, and sharrows.
- ✓ **Infrastructure:** Streetscape amenities, bike racks, benches, landscaping, lighting, public art.
- ✓ **The Key:** Better access to more destinations, providing healthy choices in how you can get where you want to go without relying on a car.

Parks & Rec.

Fact: Trails are recreational facilities, “linear parks”, and cultural classrooms.

- ✓ The original reason to build multi-use trails was purely recreational.
- ✓ Communities with these facilities are *MUCH* more sought after. People want a town where there are safe, accessible, and comfortable linear parks for all users, including people with disabilities (ADA compliance).
- ✓ These repurposed corridors are retained permanently as improved community open space.
- ✓ Create a connected linear park amenity: “Woodbury Trolley Historical Trail” would be a great community builder, enhancing cultural awareness and historical identity.

Public Health

Fact: The American health crisis is real and exercise *IS* health.

- ✓ Trails create healthy opportunities by providing users with attractive, safe, and accessible outdoor facilities. Their very existence lowers barriers to engagement in physical activity.
- ✓ Communities can use trails as tools to help make exercise more convenient and neighborhoods more exercise-friendly.
- ✓ With more trails on the ground than ever before, the evidence shows the extent of the positive impact they have on public health.
- ✓ The feds pay 28% of all health care costs in the US, and spend billions on infrastructure. Investing in trails hits the bottom line for both of these sectors.

Pollution Abatement

Fact: Walking or biking to a destination is a one to one reduction in vehicle trips obviating pollution and noise.

- ✓ Americans drive cars and taxis 1.5 trillion miles a year. Around 10% fewer vehicle miles are traveled in communities with good walking and cycling facilities.
- ✓ Safe routes are critical: parents driving their children to school make up about a quarter of morning commuters in suburbia!
- ✓ If the number of kids who walk and bike to school returned to 1969 levels, it would save 3.2 billion vehicle miles, 1.5 million tons of CO² and 89,000 tons of other pollutants annually.
- ✓ The health costs of air pollution are a minimum of \$10 billion a year.

Economic Development

Fact: Studies confirm that every dollar spent building multi-use trails returns a multiple of that yearly.

- ✓ Trail-based tourism is a major economic driver in communities, creating annual revenues of millions of dollars per trail in direct consumer spending, and making existing businesses more profitable.
- ✓ Trails promote a reinvigoration of municipal centers. Visit Collinsville, Southington, Simsbury, or Unionville on a sunny weekend day and be impressed.
- ✓ Safe and convenient pedestrian and bicycle access enables more individuals full participation in the local economy.
- ✓ Real estate prices are higher in more desirable walkable, bikeable communities. Homes near trails sell faster for more money.

A Community Amenity

Fact: Trails improve a community's quality of life.

- ✓ Residents are overwhelmingly positive about them. Such communities lure younger, professional, motivated citizenry.
- ✓ Trails have become sources of community identity and pride.
- ✓ CRCOG and UCONN did a survey in Hartford in which 86% of respondents agreed that more places where people can walk (rather than drive) point-to-point are needed. ***There is great demand.***
- ✓ Trails are the new “town square”. People naturally congregate, meeting family and friends away from the TV, making connections with neighbors, fostering pride, and building a better community.

Trail Building Feasibility

- 1) Identify owner (State, Utility, Private) and acquire ROW. Is your trail part of a significant national or regional trail network? If so, there may be special grants, guidelines or other opportunities.
- 2) Does trail have areas of concern or other significant natural amenities and characteristics? Describe and chart locations.
- 3) What resources will it take to transform the existing ROW to a safe and functional trail surface? Create project scope and feasibility. Develop mapping.
- 4) How many times does the trail cross roadways? Are the roads state highways or local roads? How can the design be safe for both trail users and motorists? Where should parking be provided?
- 5) Can adjacent land uses and ecological characteristics become amenities to the trail? Do they pose any threat?
- 6) Discuss connections to area businesses. Develop cultural and historical mapping.

Trail Building Nuts & Bolts

- 1) Species of concern: check (DEEP Natural Diversity Data Base).**
- 2) Trail condition: (drainage, crossings, grades, adjacent land uses).**
- 3) Source \$\$ to create initial design plans up to 20% for grants.**
- 4) Apply for necessary permits.**
- 5) Clear brush, limbs, and vegetation to 5' from each side of the trail.**
- 6) Install sedimentation controls as needed.**
- 7) Unclog drainage ditches, culverts, etc.**
- 8) Install any new drainage, culverts, etc. which may be necessary.**
- 9) Stabilize any eroding areas.**
- 10) Grade subsurface.**
- 11) Install bridges or other crossing as needed.**
- 12) Install base material.**
- 13) Install final surface (asphalt or stone dust).**
- 14) Install signs, mileage markers, benches, etc.**

Trail Specifications

10' minimum width for a two-way bike/ped path to accommodate various users.

Stone Dust

Cheaper

Needs maintenance

Not always ADA

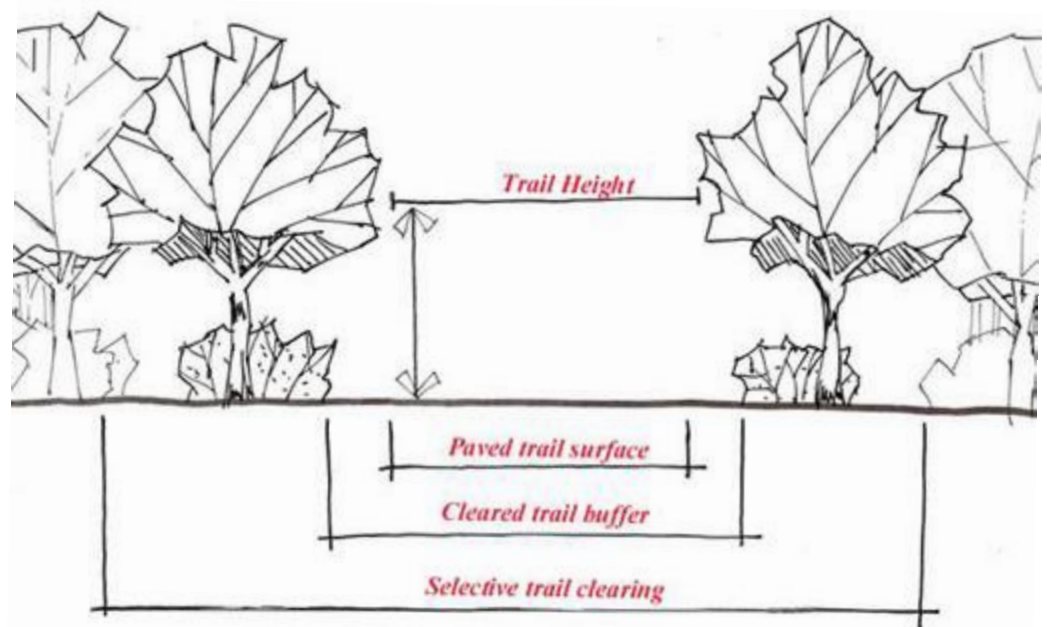
Compliant

Asphalt

Expensive

But worth it...

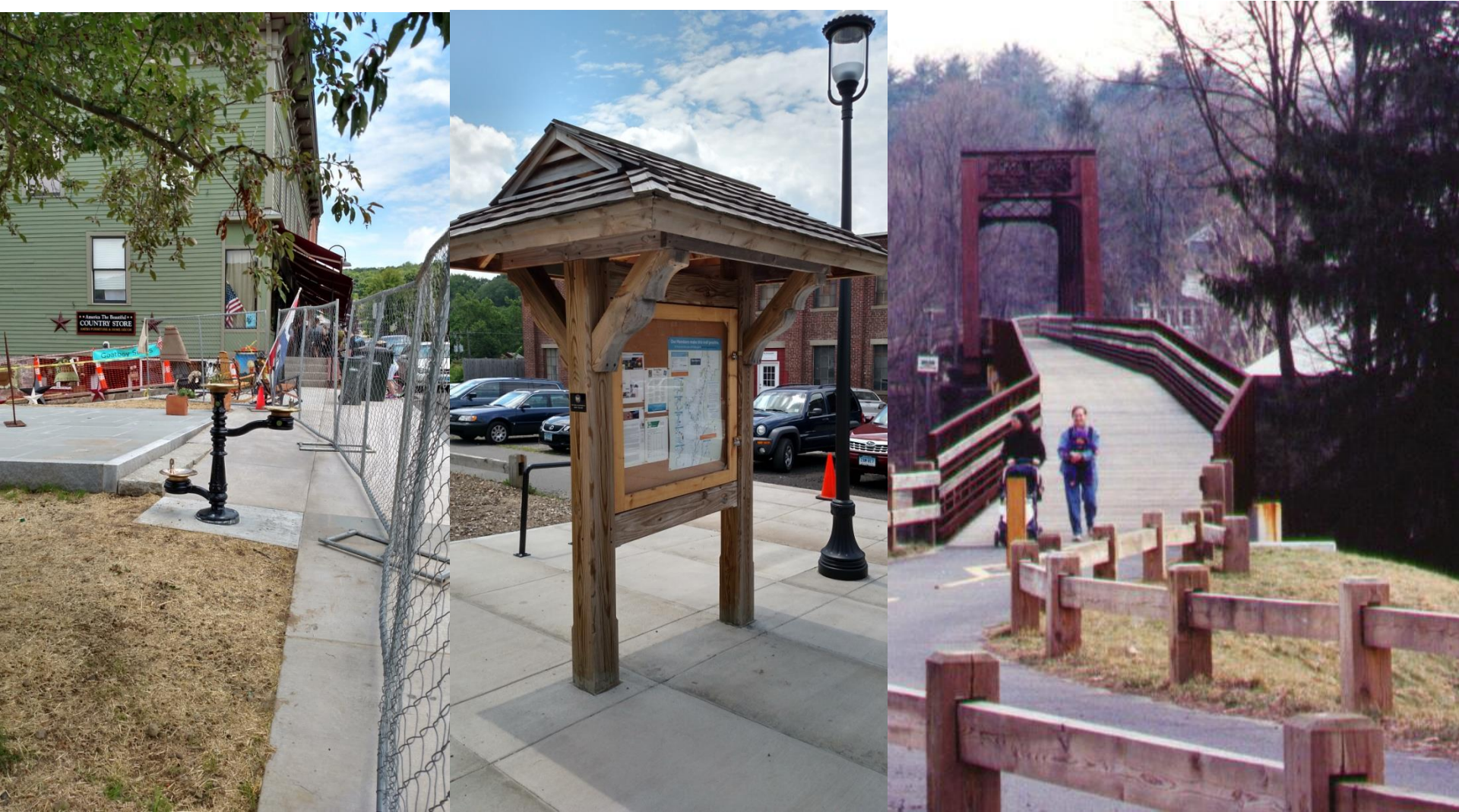
IF demographics & demand dictate fully multi-use trail



Cost v. Functionality Matrix

Successes: Collinsville

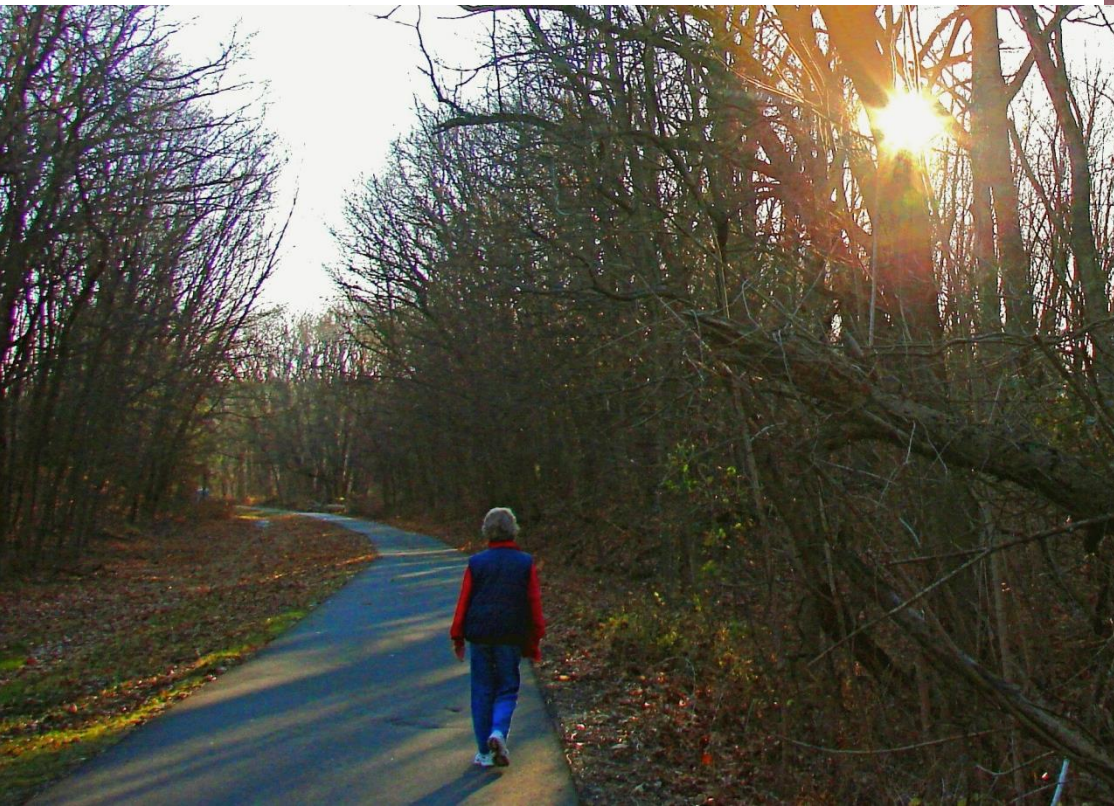
Farmington River Trail – Major Destination & Economic Success





Successes: Simsbury

Farmington Canal Heritage Trail
East Coast Greenway
Integrated Community Effort



FVTC Trail Counters

Extrapolated Summary Data Metric: Trail Uses*

	<u>2013</u>	<u>2014</u>	<u>2015</u>
Annual Farmington Total	97,482	80,451	121,584
Annual Canton Total	71,668	156,297	124,429
Annual Suffield Total	159,442	89,639	161,550
Average Total	107,451	108,995	135,854
Annual Regional Trail Total¹	262,874	261,110	326,050
Weekday Peak Hour	11:00 am	11:00 am	12:00 pm
Weekend Peak Hour	1:00 pm	12:00 pm	12:00 pm
Month with Highest Activity	August	July	August
Month with Lowest Activity	January	January	February
Weekday Peak Day Volume	565	610	698
Weekend Peak Day Volume	1,066	950	940

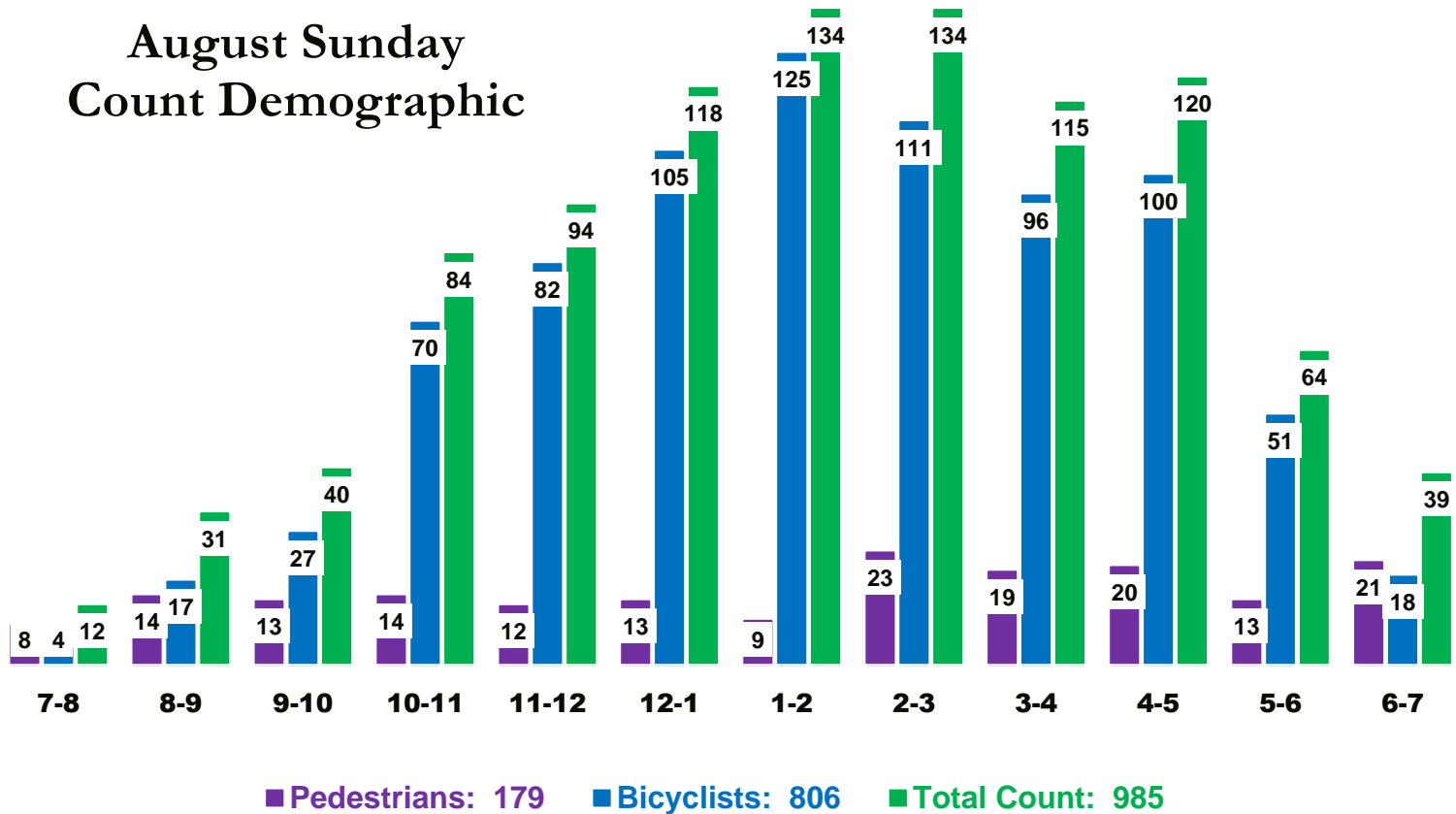
* Raw data is the average of three days at each site extrapolated using the National Bicycle and Pedestrian Documentation Project Methods:

<http://bikepeddocumentation.org/>

¹ This number is approximate and includes an estimate that 20% of uses at each of the three collection sites must be factored out as users traveling to or from another counted site. Note: 2013 numbers are restated to reflect the same time period as 2014 and 2015.

Westfield, MA Trail Count

August Sunday Count Demographic



CT State Survey 2015



Survey Question: Where you live now, do you currently favor more public investment in transportation in the following?

Maintenance for existing transportation systems	41%
New sidewalks and pedestrian crossings	38%
New roads	32%
New hiking or biking trails	23%
New bus systems	23%
New trains and light rail	22%
New bike lanes	19%

Connecticut's Legislative Commission on Aging; www.cga.ct.gov/coa May 2015

Statewide



Explanation

— Major Highways

Greenways

— Existing

— 2015 - West River Watershed

— Blue Blazed Hiking Trails

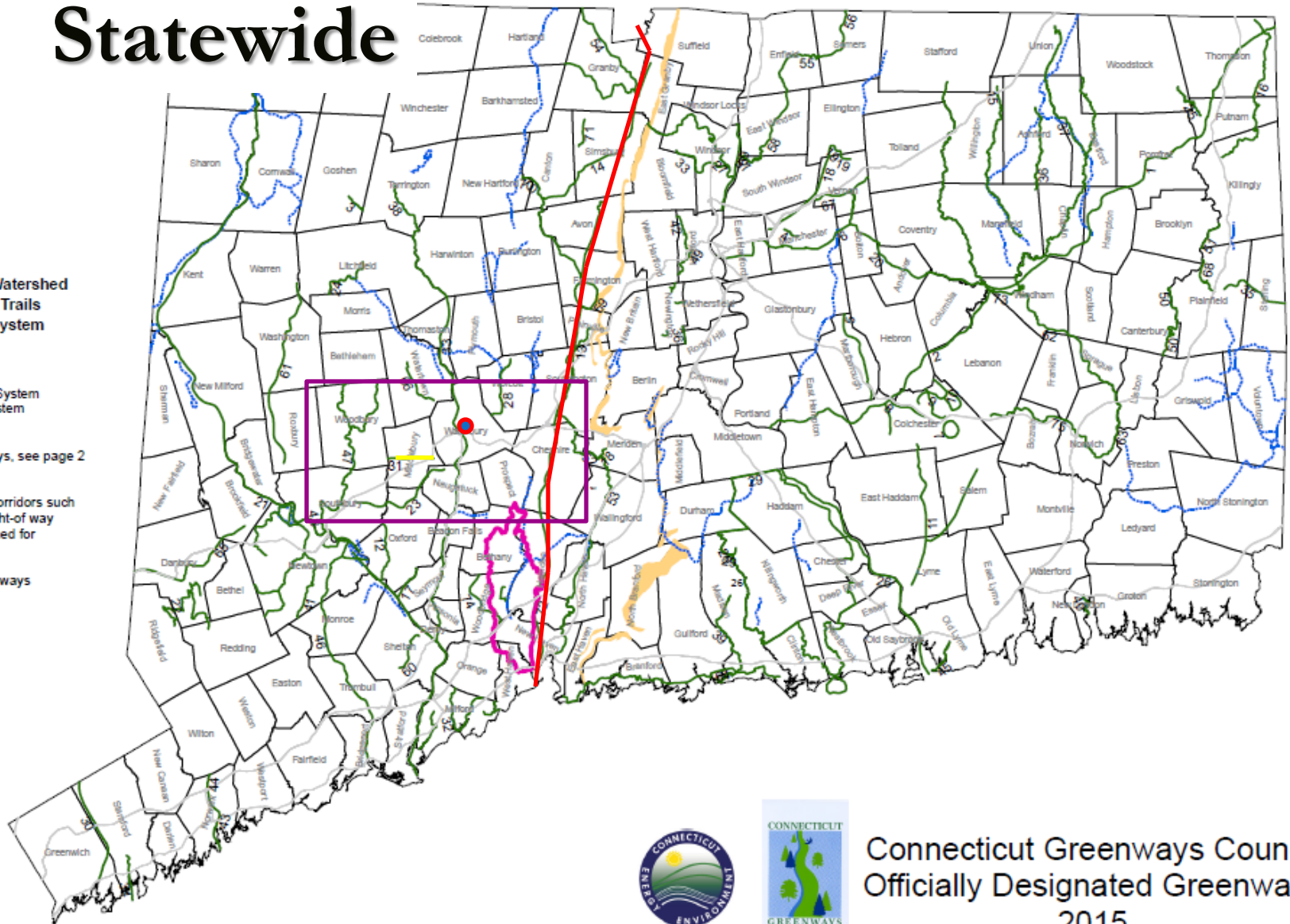
— Metacomet Ridge System

Notes:

The Blue Blazed Hiking Trail System and the Metacomet Ridge System are designated Greenways.

For an alpha Index to greenways, see page 2

Not all Greenways are trails.
Greenways are open space corridors such as a river valley or railroad right-of way and may contain a trail designed for non-vehicular public use.
For more information
Visit: <http://ct.gov/deep/greenways>



Connecticut Greenways Council
Officially Designated Greenways
2015

Middlebury Greenway

- ✓ 4.4 Miles
- ✓ Multi-Use Asphalt
- ✓ 1908 Trolley Line



Middlebury Greenway

Use Totals 10/3-10/30
(Adjusted to account for 24% undercount)

4-Week Total Uses	5,276
Weekly Average	1,319
Daily Average	188
Annual Estimated Uses*	95,188

**Extrapolated using the National Bicycle and Pedestrian Documentation Project
Methods: <http://bikepeddocumentation.org/>*

Woodbury Reservoir Open Space

The map displays the Woodbury Reservoir Open Space project area. Two parcels are highlighted in orange: Parcel 1, located south of Sherman Pond, and Parcel 2, located north of Sherman Pond. A pink dashed line indicates the Old Trolley Line, which runs from the west, through Sherman Pond, and east towards Lake Quassapaug. A green dashed line indicates the Middlebury Greenway, which runs along the eastern edge of the map. The map also shows various roads, including Route 6, Route 64, and several local roads like Hillview Ln, Scuppo Rd, and Old Sherman Hill Rd. Water bodies include Sherman Pond, Judd Hill Pond, Kelley Pond, and Lake Quassapaug. The map is titled 'Woodbury Reservoir Open Space' and is attributed to the 'Naugatuck Valley Council of Governments'.

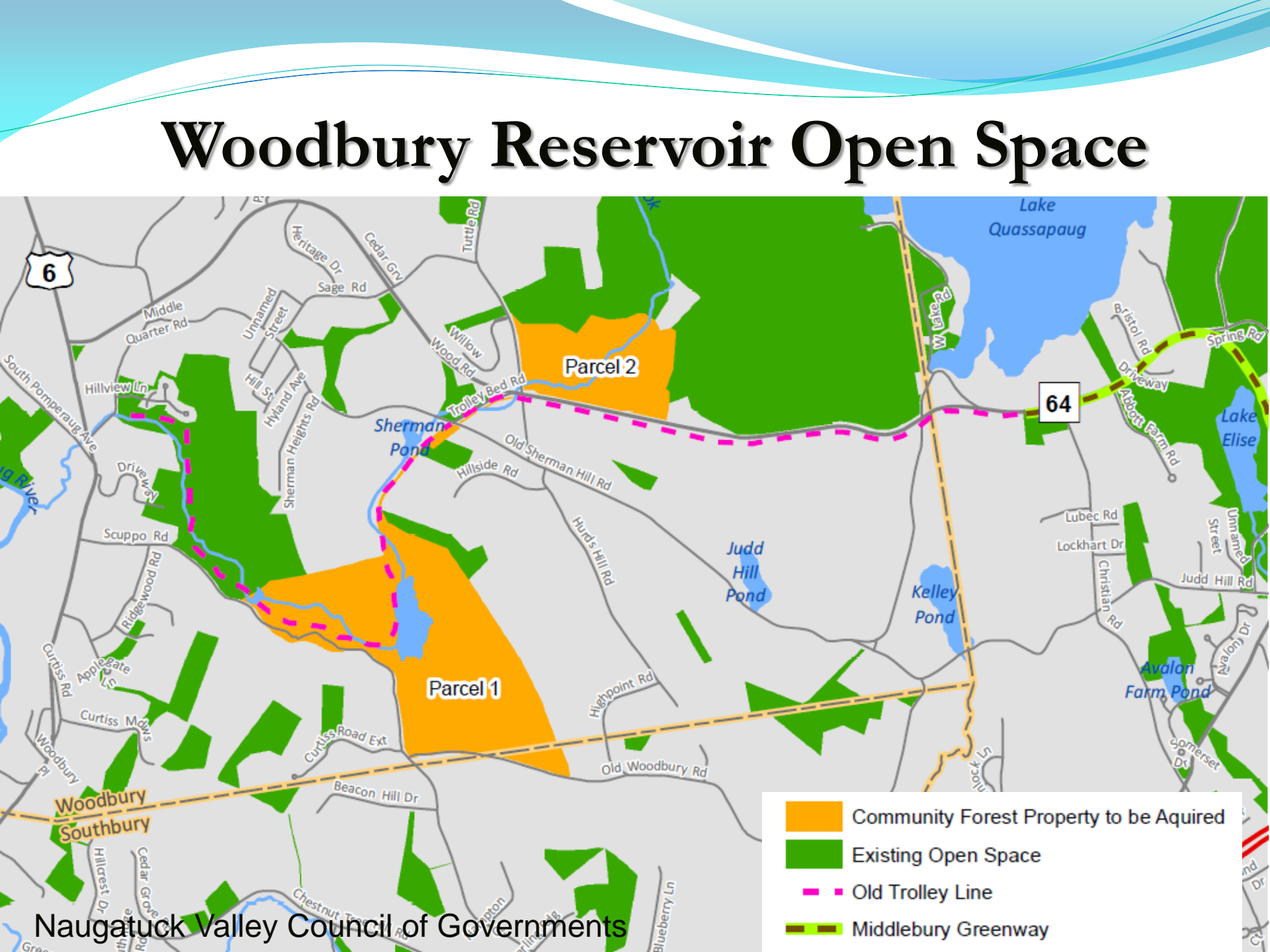
Parcel 2

Parcel 1

Woodbury Southbury

Naugatuck Valley Council of Governments

- Community Forest Property to be Acquired
- Existing Open Space
- Old Trolley Line
- Middlebury Greenway



Whittemore Sanctuary

Possible Connections?



The Opportunity

- ✓ Extend the Middlebury Greenway through the Woodbury Reservoir/Whittemore Sanctuary to Woodbury Center.
- ✓ Routes through Flanders to Reservoir property either on the Old East-West Rd. or a trail closer to RT 64.
- ✓ Flanders option requires two crossings of RT 64 but does not require purchase of any other land. Old trolley bed goes under RT 64 for a stretch between Middlebury and the Reservoir property.
- ✓ Critical issue for Woodbury is a proposed referendum for raising the matching funds to the State's open space grant for the Woodbury Reservoir property which also opens the opportunity for a greenway.

Thoughts

- ✓ Preserve the look and feel of Woodbury.
- ✓ Funding sources tend to follow the type of facility planned.
- ✓ Community support is critical to success. (Top down and bottom up).
- ✓ Connectivity is crucial; is there a point-to-point connection?
- ✓ Governor Malloy, Commissioner Redeker, Commissioner Klee, and most all elected officials are behind active transportation initiatives in CT.
- ✓ Where does the advocacy come from? Right here...

Bruce Donald

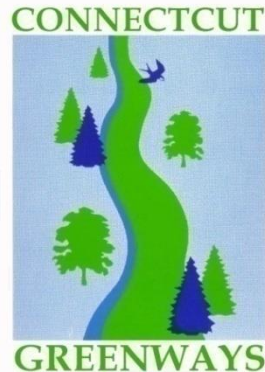
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Chairman



Chairman

