

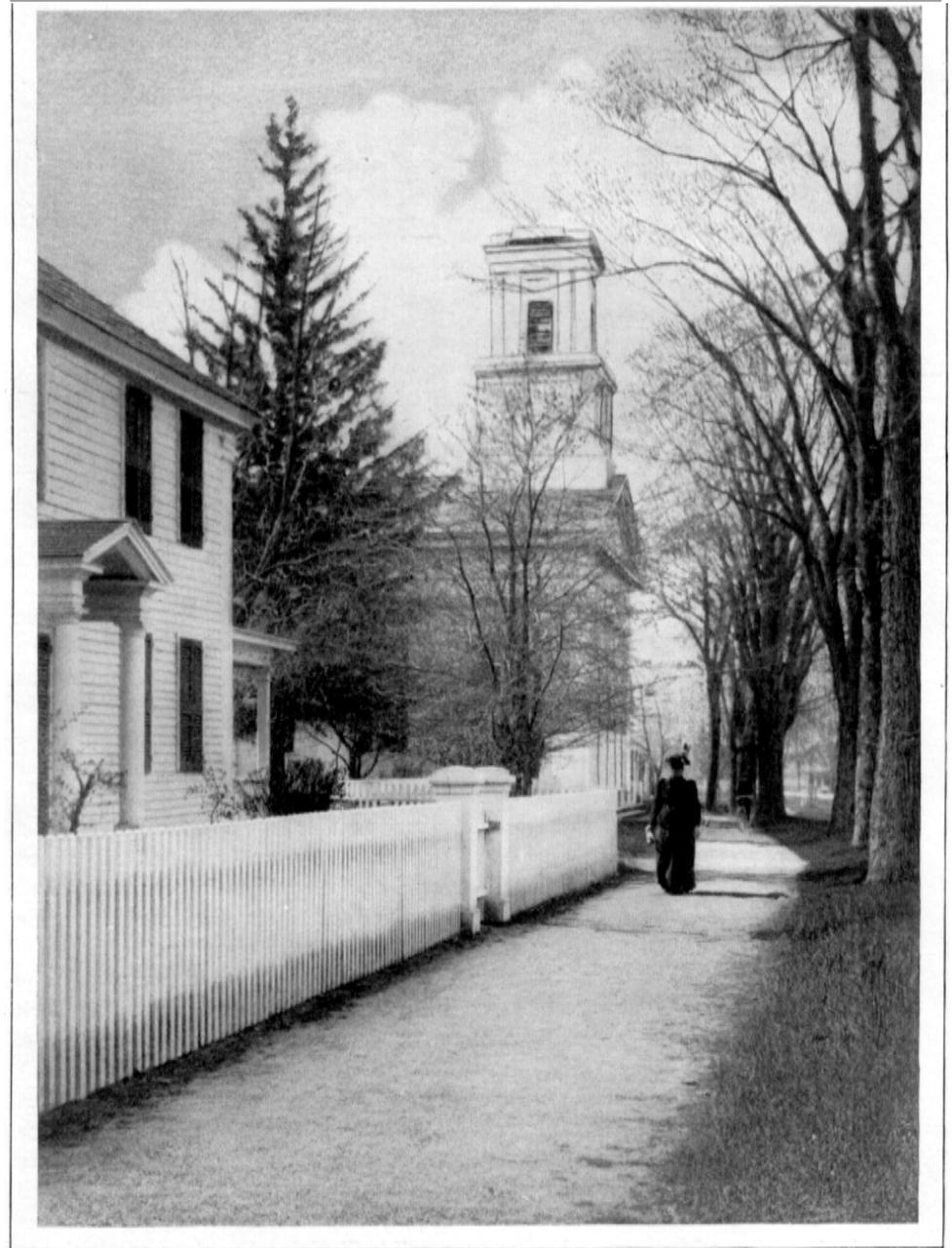
# Sidewalk Plan:

*Municipal Improvements,  
Programs & Standards  
for Sidewalks  
and other Pedestrian Resources*

**PREPARED BY  
OLD SAYBROOK PLANNING COMMISSION**

**FOR  
OLD SAYBROOK BOARD OF SELECTMEN**

*February 2006*



ON THE WALK

# Acknowledgments

*“On the Walk”, photograph from an article entitled "An Historic Town in Connecticut"  
by Clifton Johnson, published by New England Magazine, 1902.*

The Planning Commission recommends to the Board of Selectmen this **Sidewalk Plan: *Program for Municipal Improvement of Sidewalks and other Pedestrian Resources***. The Commission formed a committee of two members – H. Stuart Hanes and Judith S. Gallicchio – to develop this Plan. During the course of interviewing the Town’s officials and staff for an update to the Plan of Conservation & Development (Community Facilities section), the Committee learned that the condition of sidewalks was of particularly great interest to its citizens and undertook this initiative. This Plan offers orientation to existing standards, recommendations to update and codify new and long-held policies, and guidance for implementation of municipal improvements. The overriding goal of this Plan is to provide safe and efficient conveyance of pedestrians within, between and from neighborhoods to services, facilities, and amenities in the community and the region.

In preparing this Plan, the Committee met with many people and acknowledges them as valuable resources with thanks for their time and added energy: Kevin Ng, Ken Luciere, and Katherine Varachi, Transportation Engineers, and David Balzer, Bicycle & Pedestrian Coordinator, Connecticut Department of Transportation; L. Jean Davies, Transportation Planner, Connecticut River Estuary Regional Planning Agency; Jim Rode, Executive Director, Estuary Transit District; William Peace, Selectman, Old Saybrook Board of Selectmen; Larry Bonin, Director, Old Saybrook Public Works Department; Vicki Duffy, Director, Old Saybrook Parks & Recreation Department; Lieutenant Michael Gardner, Old Saybrook Department of Police Services; and Damon Hearne, Geographic Information Systems (GIS) “Map Maker”, and Christine Nelson, Director, Old Saybrook Land Use Department.

The Town especially recognizes Mr. David E. Smith (citizen), who wrote a comprehensive survey of every sidewalk in Old Saybrook in 1996 that served as a model for inventorying, analyzing, and recommending upgrades and extensions of pedestrian resources.

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# Sidewalks



*Providing paths for pedestrians has always been fundamental to community building, and while the need for and function of sidewalks has changed, it has not disappeared. The basic purpose of sidewalks is to provide a safe location for people to walk separated from motorized or mechanized vehicles. Sidewalks are an elemental form of transit, connecting people to public transit, schools, work, shopping, services, and cultural or recreational facilities and activities. They provide a space for spontaneous social interaction. They are increasingly used as a recreation and health amenity in themselves for walkers and joggers. For families with young children, sidewalks provide a safe dedicated space for youngsters to learn to ride a bicycle or rollerblade. For all of these reasons, Old Saybrook needs a comprehensive plan.*

## ISSUES FOR THE NEXT DECADE

In recent years, the Town has examined how the patterns of development throughout its several hundred years of growth and prosperity characterize the different corridors and neighborhoods of Old Saybrook of today. Additionally, the Town assessed how the location and availability of the existing infrastructure, such roads and sidewalks, not only influences social and economic development but also creates an infrastructure bias known as “auto-dependency”. Its assessments have been two-fold in effect – on-going efforts to update the Town’s land use regulations to guide developers to enhance private property values by better providing for pedestrians and bicyclists and continual initiatives by the Town itself to upgrade its public facilities and infrastructure for pedestrians and bicyclists.

This Plan echoes the larger efforts the Connecticut Department of Transportation and the Connecticut River Estuary Metropolitan Regional Planning Agency, whose goal is similar – **an integrated transportation system of various modes that will provide the public with the optimum levels of service, choice, mobility, convenience, and safety, and have a positive influence on the social, economic, and environmental values of the state and region.** This Plan reflects the preferences of the Regional Transportation Plan to provide planning for handicapped accessibility to multiple modes of transportation, including pedestrian facilities and public transit, as well as to incorporate facilities for pedestrians and bicycles in the planning programs and initiate that action.

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## **Economics**

Across the country, bicycle and pedestrian tourists are making significant contributions to the local economies of those towns that foster and promote “stroll-able” town centers, historic or cultural walking tours, scenic trails and greenways. Trails and greenways are especially popular among vacationing bicyclists and pedestrians. This Plan acknowledges that visitors appreciate and often return to communities that provide places for bicycling and walking that are comfortably removed from busy roads and streets. Trails offer scenic recreation opportunities suitable for a wide range of ages and abilities. Bicycle tourism often takes place with little or no investment in facilities or infrastructure normally required to sustain motor vehicle-based tourism, and on-road bicycle routes can provide visitors and residents alike an ecologically sound alternative to cars and motor coaches for sightseeing and recreational traveling purposes. Bicycle tourists attracted to scenic locations, such the shoreline of Old Saybrook, are important customers for bed and breakfasts, eateries, and service providers in even the smallest of communities.

Within Old Saybrook, there are several streets along which both residential and commercial uses are immediately adjacent or within the same building. The Town promotes such mixed-use development, including residences above retail shopping, as an economic incentive for stores to maintain longer business hours. For residents or patrons within these street-oriented venues, sidewalks are essential to elevating pedestrians above and away from the ever-present automobile traffic. This plan acknowledges sidewalks as an economic framework of business in Old

Saybrook because the interaction of pedestrians in its commercial settings – shopping, dining, attending entertainment, and other leisure activities – shape the community’s perception of its overall vitality and economic health.

For residents in more conventional single-family neighborhoods, the Town’s investment in trails and greenways can increase property values and improve the overall livability of the community. Bicycle and pedestrian facilities are a cost effective use of public funds in that the construction of multi-use trails allows its residents to replace out-of-town automobile trips with homegrown non-motorized trips. Realtors and homebuyers alike recognize the worth of residential properties located close by pedestrian and bicycle facilities; they provide a “value-added lifestyle” because neighbors get to know and rely upon each other through frequent social interaction and community association.

Locally and nationally, bicycle and pedestrian facilities have proven to be a cost effective use of public funds, especially in achieving public health objectives by providing increased opportunities for physical exercise.

## **Environmental Stewardship**

In 2005, the Connecticut Department of Environmental Protection began an outreach, education, and public relations campaign, dubbed “No Child Left Inside”, to reach families across Connecticut, especially those in our urban areas, and make them aware of the many recreational opportunities available to them. Its goals are similar to

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those of the Town of Old Saybrook in its assessment of sidewalks, bicycleways, and multi-use trails:

- Get children outside and make a connection to nature;
- Build an enthusiastic and supportive constituency for our parks and outdoor resources; and
- Develop the next generation of environmental stewards.

## **Public Awareness**

It is a goal of the Town to not merely accommodate pedestrians but to fundamentally promote walking and bicycling as legitimate modes of travel. However, because development patterns of the past fifty years have catered to the automobile, people have become reliant on their automobiles. Children, especially, gain little exposure to and practice with walking in various traffic situations because parents to drive them to school, dance class, soccer practice, etc. Therefore, encouragement, education and enforcement efforts are essential elements to the success of this Sidewalk Plan.

### **ENCOURAGEMENT**

Old Saybrook needs to get its people out of their cars and into the settings of its hiking trails, scenic walking loops, town center sidewalks, and town-wide bicycle routes. Unfortunately, reliance upon the automobile for transportation is an established mindset that will be difficult to counteract. This Plan acknowledges that it is the key responsibility of the Town to challenge the

assumptions underlying its own physical and mental inertia, as well as that of its residents, businesses, and visitors. To do so, the Town should team up with as many different “opinion-makers” as possible to most effectively encourage more people to walk more frequently and to more places in Old Saybrook:

The Economic Development Commission might persuade the business community to, first, help improve conditions for walkers at and around their existing establishments, and second, issue regular promotional literature that portrays Old Saybrook as a pedestrian-friendly place for its residents to shop and as a walkable destination for tourists to visit.

Cultural and environmental organizations could distribute their walking tours and maps.

Private sector companies and organizations might organize an annual event or ongoing activities designed to facilitate walking to work.

Schools should continue to address the national epidemic of childhood obesity through a variety of special pedestrian events to attract juvenile walkers of all ages and fitness levels.

The Town’s land use agencies need to articulate to developers and their design professionals the specifics of this Plan and its supporting regulations so that they may accommodate pedestrians and walking in the planning and design processes.

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## EDUCATION

Since pedestrians so often share the same space as automobiles or bicyclists, there is a need for education about the “rules of the road” to safeguard each. To do so, the Town should target its audiences – children, parents, adults, motorists, land use agencies, development/design professionals, and police services – individually to most effectively educate about the benefits of walking, as well as safe walking behavior and bicycling etiquette. Its primary media for education should include television, radio, and print public service announcements and feature newspaper stories.

Children need to acquire the primary skill of stopping at roadways, yielding before entering or crossing a roadway, and scanning left-right-left for traffic. Effective education and awareness efforts may include classroom-based programs; printed materials distributed through schools, the police services, or civic groups; and an annual safety event highlighting the most important safety messages.

Adults need to acknowledge reduced abilities due to age and impaired abilities due to alcohol consumption. Effective education and awareness efforts may include literature distributed through colleges, universities, major work centers, and senior centers.

Parents need to brush up on basic traffic safety skills to teach their children, such as to walk facing traffic and to bicycle along with traffic. Effective education and awareness efforts may include direct involvement in

safety programs through parent-teacher associations and other youth-oriented groups; literature sent home from schools and other youth-oriented outlets; pediatrician office literature; and videos and literature at parent nights at schools.

Motorists need to remember their responsibilities to stop for pedestrians in crosswalks and drive slowly in neighborhoods, especially when children are present. Effective education and awareness efforts may include pedestrian content added to driver training programs or driver license test to include pedestrian-related questions and situations.

Land use agencies and development/design professionals need to discuss how walking will take place and how to accommodate pedestrians in site and roadway design. Effective education and awareness efforts may include development of a facilities design manual and improved roadway design standards; and conducting professional training courses and workshops on all aspects of pedestrian planning and design.

Police services need to provide safety education, as well as enforcement of traffic laws, as they relate to the safety of bicyclists and pedestrians. Effective education and awareness efforts may include working with the Board of Education within its curricula at different levels of learning.

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## **TRAFFIC ENFORCEMENT**

The Police Services Department of the Town enforces traffic laws related to pedestrians and vehicles in order to decrease crashes and injuries and to protect people as they walk beside roadways or cross streets. State law requires motorists to obey speed limits and to stop for pedestrians in crosswalks, yet, as in many towns, the law is ignored all too often in Old Saybrook. As a result, crossing an intersection can be both difficult and dangerous, and many people may decide not to walk to nearby shops and parks rather than expose themselves to errant motorists.

The Plan of Conservation & Development identified Main Street as needing programs for pedestrian safety due to the presence of school children, senior citizens and tourists. Business and community members also support increased enforcement of speeding motorists. Therefore, the Town initiated an enforcement program to reduce the number of pedestrian/vehicle collisions on Main Street. These included decreasing speed limit, stricter and more regular enforcement at crosswalks, and increased signage and other traffic calming techniques. The Town should continue its enforcement program, and, if the enforcement initiative is successful on Main Street, the Town should expand the program elsewhere in town with similar problems.

The Town should increase its enforcement of laws pertaining to the conduct of pedestrian and bicycles with regard to automobiles and to each other. Pedestrians are often their own worst enemies in their

insistence on crossing lanes of traffic at locations other than at crosswalks and in parking lots. Similarly, pedestrians need to be aware that there are circumstances under which they share multi-use trails and walkways with bicyclists and that they need to listen for the common courtesy calling of bicyclists – “*passing on your left*” – as they travel within the same corridor.

## **Land Use Development Standards**

In the northern areas of Old Saybrook, the Town’s development standards prescribe low density and allow for loop roads and dead-end streets (“cul-de-sac”), both of which prescribe a certain amount of isolation between homes and from businesses. For the pedestrian, low densities create long trips, and single-use zoning districts separate people from needed services, such as grocery stores, beyond walking distance from the nearest homes. Since the tradition of building suburban-style homes, separated away from all business activity is well established and even preferred by many residents, this Plan does not propose any changes to land use development standards north of Interstate 95. Instead, this Plan recommends that the Town retrofit the neighborhoods in the highlands of Old Saybrook with pedestrian linkages, such as “cut-throughs” to adjoining residential developments and multi-use trails along commercial streets that promote and maintain walking continuity. Such cut-throughs enable pedestrians to travel the most direct route, or in some cases via alternate routes, to their destinations with fewer vehicular conflicts because pedestrians won’t have to use commercial streets to get from one local street to another.

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In the southern areas of Old Saybrook, however, there exists ample density in the beach communities and traditional neighborhoods and comfortable proximity to such services, including schools and parks that people do walk. These traditional developments incorporate grid patterns that allow connected networks of narrow streets and pedestrian-scale improvements, such as sidewalks; the roadways are narrower in width with reduced radii of roadway curves and intersection curbs.

### **MIXED USES**

This Plan acknowledges that there exists some mix of legal, but “non-conforming”, uses – beach stores or town center apartments – that bring residents and services together at the pedestrian level. The Town should consider which residential neighborhoods would most be eligible to “retrofit” to encourage mixed-uses, such as small grocery stores, video rentals, hair salons, and coffee shops, and amend its zoning regulations to allow those uses.

Similarly, the Town should allow property owners in the town center to locate residential dwelling units above buildings if they reserve the first floor for retail. Not only does this add density, it helps bring people and life to areas that are otherwise deserted at night.

The Restricted Business (B-3) District, a connector strip along the Boston Post Road between the Oyster River and Schoolhouse Road, is currently the only mixed-use zoning district in Old Saybrook. The Town permits single-family residences and restricts the scale of businesses to that of the adjacent large houses. The

Town should encourage the placement of sidewalks along this roadway to cement the inherent pedestrian nature of its mixed uses.

### **MULTI-MODAL PLANNING**

In conjunction with land use decisions, transportation systems can either isolate various modes of transportation into movement components or coordinate the multiple modes of movement into an integrated system that supports the goals of the general population. By “multi-modal” planning, the Town intends for easy access to and seamless transitions between pedestrians, bicycles, automobiles, buses, and trains; reduced congestions at critical locations to ensure continuation of movement; maintenance of the distinct character of Old Saybrook and the Estuary Region, particularly its rural roads; incorporation of transportation objectives in land use planning, such as construction of sidewalks, bicycle lanes or trails, bicycle storage, and bus stops in all corridor studies, road projects, and parking facilities.

### **TRANSIT-ENHANCED DEVELOPMENT**

A major objective of multi-modal transportation planning is coordinated “transit-enhanced development” within the existing historic town centers of the towns. Old Saybrook, like the other towns in the Estuary Region, has a viable and densely populated town center, which should facilitate the connection of the commercial districts by local bus routes, bicycles, and, in the future, trains. Via zoning regulation, the Town should create an overlay zone that “incentivizes”

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uses, collaborative site planning and shared infrastructure, and density. Uses that support transit include retail, restaurants, residences, coffee houses, offices, and stores selling general merchandise. The Town should collaborate with property owners near the train station to optimize the potential of their sites individually by providing connections for pedestrians between properties and easements for shared commuter parking. The goal is to provide a central, well-designed, sustainable location for multi-modal connections in the town.

### **BUILDING PLACEMENT**

As evidenced on Main Street, building location can have a positive effect on walking in a commercial setting. The compact network of streets in the business zoning districts enhances the ability to locate buildings close to the street, shortening walking distances between destinations. This, in turn, provides opportunities for important community structures such as town halls, theaters, churches, and museums to face open areas, parks or squares, thereby further increasing the aesthetics and livability of the neighborhood.

However, where sidewalks exist along commercial streets, such as the Boston Post Road, pedestrians can sometimes have trouble getting to adjacent buildings because large parking lots separate stores from the street. Pedestrians going to the shops must walk between long rows of parked cars; this situation can be particularly hazardous for children, seniors, and those with disabilities. Convenience stores, which sit back

from the street to allow drive-up parking in front, cause pedestrians to walk through the comings and goings of customer and delivery traffic. Similarly, cars entering “drive-up” restaurants, banks, and pharmacies, then crossing sidewalks to merging back onto the street, can take precedence over the narrow realm of the sidewalk.

The Town should review its design review guidelines and zoning regulations to ensure good access for pedestrians, particularly at feeder streets’ intersections with commercial streets or thoroughfares. In its consideration of the Boston Post Road, the Town found that at these “nodes”, the most obvious solution is to site buildings adjacent to the street right-of-way with parking at the side or back so that people can reach buildings without walking across large parking lots or across landscaping. If buildings must be set back, the Town should require a developer to provide a protected, landscaped sidewalk from the street to the building or a reasonable path through surface parking lots. The Town prefers:

- To orient uses and buildings along a street system with nearby off-site pedestrian facilities.
- To identify potential links to other magnets nearby and provide a walkway from anticipated transit stops.
- To define pedestrian space between the developed property and the highway and to make pedestrians routes from the street direct to the store.

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- To consolidate driveways and to “channelize” entrances, exits and vehicular paths through parking lots with landscaped islands
  - To soften the environment with landscaping, sign control, and so on.

## Design Considerations

As in the recent history of transportation planning, local engineering of roadways to accommodate pedestrian and bicycle movement was often a postscript to the dominant genre of the automobile. This Plan acknowledges that Old Saybrook was no different in its construction of roads, so the Town has begun to audit its *modus operandi* in order to codify the elements of good pedestrian planning into its Plan of Conservation & Development, design review guidelines, zoning and subdivision regulations, design and construction specifications for roads, and ordinances. Old Saybrook has what it takes to be a walkable community, and the Town will continue to update these documents from the perspective of the pedestrian.

The State Master Transportation Plan, the Town Subdivision Regulations, and the Town *Design & Construction Specifications* (a.k.a. the “road regulations”) all contain street classifications that establish the construction standards prescribed for building and improving the Town’s streets, sidewalks, and bicycleways. The Town’s road *Design & Construction Specifications* are typical but outdated in light of its desire to minimize impervious surfaces, and the Town relies heavily on Section 2.6.3 Alternate Standards for discretion in allowing developers

of new roads to construct less than that required by the current Road Regulations. In meeting its ultimate purposes of traffic safety and transportation efficiency, the Town is shifting away from the typical, and inadvertent, tendency to “overbuild” such infrastructure, which would otherwise detract from the scope, scale, and feel of adjacent properties and their improvements. The Town currently prefers to classify its streets according to the lowest classifications necessary so that it may minimize the cost of construction, maintenance, and repair; reduce the need to protect the environment from stormwater pollution; and protect pedestrians and bicyclists from motorized vehicles from the burden of “big streets”.

## WIDTH

This Plan acknowledges that, despite ordinances and enforcement efforts to the contrary, there are planters, mail boxes, light poles, signs, and other street furniture that reduce the effective sidewalk width for pedestrian movement in most of Old Saybrook. In most areas, two people walking together should be able to pass a third person comfortably, and different walking speeds should be possible. Therefore, this Plan recommends that the Town upgrade its standards consistently to prescribe a minimum sidewalk width of five feet (5’) to allow two pedestrians (including a wheelchair user) to walk side by side, to pass each other comfortably, or to pass a third pedestrian without leaving the sidewalk.

The Town’s road *Design & Construction Specifications* currently require four-foot (4’) wide sidewalks, but this Plan recommends that the Town should permit that

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width only when development constraints exist or when usage is low due to relative surrounding density of development. In areas of intense pedestrian use, such as the Town Center, sidewalks should be wider to accommodate the greater volume of walkers. The Town should continue to construct or require developers to construct sidewalks in the Town Center that are a minimum of eight feet (8') in width.

In areas where the street system does not conform to a convenient pattern of pedestrian circulation, the Town often requires the establishment of ten-foot (10') wide easements for pedestrian ways across private property in conjunction with permitting for development.

The sidewalk corridor should be easily accessible to all users, whatever their level of ability. The Americans with Disabilities Act requires a minimum clear passage of thirty-six inches (36"), and the Town should consider installing five-foot (5') square "passing areas" at intervals of no more than two hundred feet (200') when the sidewalk width is less than sixty inches (60"). Lastly, this Plan recommends that the Town and developers of commercial businesses or neighborhoods remember that sidewalk corridors should provide places for people to interact; there should be places for standing, visiting, and sitting. Notably, the corridor should be a place where residents and visitors can safely participate in public life.

#### **SETBACKS, SHOULDERS, BUFFERS**

Sidewalk corridors should allow pedestrians to feel a sense of safety and predictability rather than threat

from adjacent traffic. Where there is adequate space, "setbacks" from the street are desirable to separate pedestrians from adjacent roadways and other features. Within these setbacks there is space for grassed lawn and shade trees; room for utility and lighting poles, signposts, trash receptacles and fire hydrants, as well as temporary storage of leaves and snow by adjacent property owners; and room to accommodate driveway ramping, direct alignment of sidewalks with curb ramps and crosswalks at intersections.

Setbacks of three to four feet (3'-4') are common in residential areas and are sufficient along low volume streets to provide a buffer between parked and moving automobiles. However, vehicle speeds and percentages of truck traffic, which increase along commercial and feeder streets, require greater buffers for pedestrians from windblast, noise, and for increased comfort. This Plan recommends an increased range of four to eight feet (4'-8') from the roadway edge along commercial, thoroughfares and feeder streets according to the adjacent roadway configuration and land use.

In contrast to sidewalks, which are typically raised, walkways are usually built over the existing ground surface without being raised. Without the vertical separation by curb and gutter typical of most sidewalk design, it is important to horizontally separate walkways from streets by a planting buffer or ditch. The Town acknowledges that roadway shoulders can serve as suitable walkways in rural and low-density areas, especially if the alternative is no pedestrian travel area at all.

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The greenery of the setback or shoulder of a sidewalk/walkway corridor contributes to the character of neighborhoods and business districts and strengthens their identity. Landscaping of the setback area contributes to its function as a buffer between pedestrian and traffic and helps to slow motor vehicle traffic by better defining or “bounding” the roadway space. But, while landscaping contributes to the psychological and visual comfort of sidewalk users, the Town prefers grass shoulders on roadsides to optimize the visual clearance for automobile drivers, as well as to infiltrate water. Shrubs and other plantings should not exceed three feet (3’) in height. Where the Town designates the planting of street trees, it prefers to plant native, non-invasive species that contribute to the ecological “microclimates” of the surrounding area.

### **CURBS, CUTS, DRIVEWAYS AND RAMPS**

Access to private property can be built as conventional driveways or with designs that resemble street intersections. For pedestrian safety and comfort, the conventional driveway type is preferred because motorists must slow down more when turning into the driveway, and the pedestrian right-of-way is clearly established as motorists cross a sidewalk. Additionally, the Town should consider a program of access management along U.S. Route 1 and State Routes 154 and 166 to ease congestion created by cross-lane turning movements; combined driveways would minimize curb cuts across the pedestrian corridor. The Town prefers the following techniques to alleviate the above concerns:

- To keep driveway widths to the minimum needed for entering and exiting vehicles.
- To carry the sidewalk across the driveway, preferably at sidewalk height, so motorists know they are entering a pedestrian area, particularly within walking distance of any school or the Town Center.
- To provide stoplights at intersection-style driveways or to channelize high volumes of “right-in, right-out” vehicles associated with businesses along State routes.
- To replace continual curb cuts with a single, shared curb cuts wherever possible.

To promote absorption and natural renovation of stormwater into the ground, the Town has a goal of a reduction in the amount of curbing installed in the construction of all street classifications. However, this Plan acknowledges that often curbs serve to channel traffic and parking generated by intense land uses, and, in rural areas, street grade, stormwater management considerations, natural features and topography may require the installation of curbs. Therefore, this Plan recommends the Town to install curbs only where necessary on new or extended residential streets or on commercial thoroughfares or feeder streets.

### **MATERIALS**

Any material used for sidewalks and walkways needs to be accessible and meet the “stable, firm, and slip-

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resistant” criteria of the ADA design guidelines. The Town prefers to construct sidewalks of Portland cement concrete (PCC), which provides a smooth, durable finish that is easy to grade and repair, rather than asphaltic concrete, which is susceptible to breakup by vegetation, requires more frequent maintenance, and generally has a shorter life expectancy. The Town incorporates colored, stamped paving into the design of the sidewalks and pedestrian areas of the Town Center. Although typically not accessible to people using strollers or wheelchairs unless very smooth and well compacted, this Plan acknowledges that walkways are often constructed of materials other than concrete, such as asphalt or compacted granular stone, and compacted crushed rock or unpaved compacted earth is acceptable for certain multi-use trails in scenic and rural areas.

When individual lot development occurs within a developed residential street, the type of curb required should be consistent with the predominant material currently existing on that street. When existing roadways and sidewalks are reconstructed on local streets, curbs should be replaced with the predominant curb type that currently exists within the neighborhood.

### **CORNERS**

Street corners – the places where sidewalks converge or connect with a street – are busy places. Pedestrians crossing streets and other activities, such as school bus stops, benches, newspaper boxes, and public telephones, tend to cluster at street corners. However,

it is important to maintain corner areas free of obstructions. Pedestrians must have a good view of the travel lanes and motorists must be able to see waiting pedestrians. Corners must have enough space to accommodate a pedestrian throughway unencumbered by the typical number of pedestrians waiting to cross, the dip of the curb ramps, and street conversations.

There is no legal difference between a marked or unmarked intersection crossing (unmarked crosswalks exist where a sidewalk or walkway, if extended beyond the curb in the direction it is heading, would cross a street or highway.) However, marked crosswalks increase visibility of the pedestrian crossing area, define the space for crossing, and draw pedestrians to the appropriate crossing point. In locating crosswalks, the Town should make it obvious where to cross and easy to understand possible conflict points with traffic. The location and illumination of the crosswalk should allow pedestrians to see and be seen by approaching traffic while crossing. There should be a reasonable match between the frequency of good crossing opportunities along a street and the potential demand for crossing. A pedestrian should not have to wait unreasonably long for an opportunity to cross, and the time available for crossing should accommodate users of all abilities. The crosswalk should be a direct continuation of the pedestrian’s travel path, free of barriers, obstacles and hazards.

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## Maintenance and Enforcement

The primary functional goal of this Plan is least risk of crashes, injuries and fatalities to sidewalk and bicycle way users; the second, practicable only in conjunction with the first, is reduced potential liability for the Town.

In 1996, a resident of Old Saybrook voluntarily inspected and catalogued, in a memorandum to the Board of Selectmen, the condition of sidewalks throughout Old Saybrook. Typical problems include uneven pavement, standing water, overgrown shrubs and trees, sidewalk clutter (e.g., newspaper stands, portable “A”-frame signs, and construction activity), and snow-covered walkways that aren’t cleared promptly in winter. Inadequate maintenance results in conditions that hamper pedestrian safety and access and limit use of pedestrian facilities. The resident’s memorandum concluded that the town’s sidewalks were in “fairly good condition” but that they needed attention to make them safe and serviceable. The Planning Commission reviewed that inventory, and it agrees with the conclusions of the analysis.

Although the Town has an on-going maintenance management program, it should consider formalizing it as an annual program and focusing on priority areas with high pedestrian volumes, like school walking routes, areas near the Nine Town Transit stops, and the three geographic areas identified earlier in this Plan – the Coastal Loop Road, the Boston Post Road Corridor, and the Town Center. The Sidewalk Survey results called for consistent maintenance by property owners and for enforcement of maintenance by the Town. Additionally, the Town should

formalize its maintenance management program to better manage risk by developing written maintenance procedures, monitoring pedestrian facilities regularly, and keeping a report of maintenance activities and inspections. Such records may become significant in liability actions that take place later.

While the Town partners with developers to provide sidewalks in various locations throughout Old Saybrook, this Plan acknowledges the Town’s partnership with property owners in maintaining those sidewalks. Town ordinance currently decrees all owners of property adjacent to or abutting public sidewalks as responsible for keeping sidewalks free of hedges, shrubbery, grass and overgrown plantings. The Town similarly requires those same property owners to remove snow or ice from those sidewalks within twenty-four hours after a storm ceases. In both mandates, the Town ordinance (Streets and Sidewalks) states that the Board of Selectmen may charge the cost of controlling landscaping or removing snow to homeowners who fail to do so themselves. The Town assumes the larger burden of fixing or replacing sidewalks as needed.

However, the Town acknowledges that enforcement of this maintenance ordinance, particularly with regard to timely and effective removal of snow and ice, is time-consuming, costly and adversarial. The Town should consider both a public relations program to continuously make home- and business owners aware of the collaborative relationship with the Town in maintaining sidewalks and a compliance program to consistently reinforce that social agreement. The reasons why the

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Town asks property owners to share the workload of maintaining the sidewalks of Old Saybrook is to minimize costs, liability, and additional resources.

The Connecticut Conference of Municipalities (CCM) and the Town’s liability insurance provider, Connecticut Interlocal Risk Management Agency (CIRMA), encourage its members to follow the Connecticut General Statutes that enable towns to limit municipal liability for injuries suffered because of failure to remove ice and snow on public sidewalks. Most towns have updated its ordinances to reflect the protection of the State statute, and Old Saybrook should do so, as well.

### **REMOVAL OF SIDEWALKS**

In some settings, the Town may prefer to remove selective sidewalks to reduce the Town’s long-term maintenance costs and liability costs and to allow more neighborhood sidewalks to be repaired or replaced over the long-term. Conditions that may warrant the removal of sidewalks include the following:

- Use or lack of use;
- Danger or uncertain circumstances;
- Width of the total right-of-way available for vehicle lanes and sidewalks;
- Relative density of housing in the neighborhood;
- Volume and nature of vehicles on streets;

- Proximity to commercial / service uses that generate more traffic; or
- Width / number of lanes to cross between sides of the street.

### **Geographic Considerations**

This Plan identifies the most desirable locations for sidewalks throughout Old Saybrook. Streets follow the traditional patterns of community design that exist in and around the Town Center, Saybrook Point, and the beach neighborhoods, where the topography is relatively flat and terminates at the shorelines of the River or the Sound. The corridor system appears less “grid-like” north of Interstate 95, where road design responds to the difficulties of traversing the highlands or lowlands, and the character of development fades from suburban to rural. The Town strives for “interconnectivity” of its overall system of transportation corridors despite the abundance of natural constraints varying its circulation and flow throughout Old Saybrook. Sidewalks currently exist here and there throughout the town because of individual permits for development as required by the Planning Commission and Zoning Commission and previous municipal improvements programs (see Pedestrian Resources map).

This Plan prescribes, as a general policy, sidewalks on all State and local feeder streets and commercial thoroughfares south of Interstate 95. These street classifications are the most likely to facilitate movement of pedestrians to the most frequented areas of the town (see “Comparison of Street Classifications” chart). When the

Plan recommends a new sidewalk to be located on only one side of a street, it is preferable that the developer or Town locate sidewalks on the north and east sides of the right-of-way where possible to facilitate snow melt and ease of maintenance. When completing sidewalks as “infill”, it is then preferable to match the dominant pattern on the street or the street or in the neighborhood.

**COMPARISON OF STREET CLASSIFICATIONS**

Classification	Purpose
Commercial or Thoroughfare	A street giving direct access into or circulation within business or industrial areas, or a street serving as an artery for intercommunication among large areas of the Town.
Feeder	A street of considerable existing or potential continuity on which traffic past abutting lots will be dominant and needing two-way traffic flow capacity at all times.
Local Residential	A street primarily providing access to abutting lots used for residential purposes.

Although the Plan describes desirable locations for sidewalks throughout the town, it may not be prudent or practical to install sidewalks along the frontage of every new development. The pattern of circulation or the natural conditions of the right-of-way or surrounding area at the time of permitting may warrant a waiver of such a requirement. The Town may authorize a developer to pay a fee in lieu of installation of sidewalks or bicycleways where there is good cause to postpone installation of sidewalks, such as:

- There are no other sidewalks within a reasonable

distance of the subject site and installation would create gaps that are neither functionally nor aesthetically acceptable;

- There are no sidewalks existing on the street or in the area where the Town would otherwise require new sidewalks;
- There is no municipally funded project that would fill in the gaps that exist in the sidewalks system on the street where the development is proposed; or
- There is a major street reconstruction scheduled or planned in the near term that would fill gaps in the sidewalk system or a part for which it would be better to later construct the required sidewalks as part of the larger reconstruction project.

As a general policy, this Plan supports the installation of pedestrian crossing improvements in these locations:

- Part of a school-walking route.
- Part of a route identified in a non-motorized transportation or pedestrian circulation plan.
- Where there is a connection to significant retail activity.
- Where there is an important transit connection.
- Where the distance to a better crossing point is more than three hundred feet (300’).

- Where a majority of the people served by the crossing has a more difficult that average time crossing the street.
- Where a safety problem can be addressed by improving the crosswalk.

The Sidewalk Plan map indicates specific geographic locations to upgrade and extend sidewalks in addition to the Town’s general policy (see Sidewalk Plan map).

### North of Interstate 95

While Old Saybrook is largely a developed community, there are some roads north of Interstate 95 that are, and should remain, rural and scenic in character. In particular, the Town approved petitions in 2003 to designate Schoolhouse and Ingham Hill Roads as local scenic roads. Future development in these areas will be at low densities (one acre minimum per dwelling unit). In these areas, pedestrian and bicycle paths are more appropriate than sidewalks. Therefore, another general policy is to acknowledge the more rural character of the northern portions of Old Saybrook while providing access to town parks, conservation areas, recreational facilities, and neighboring towns by prescribing bicycle lanes or multi-use trails in this area. In addition, it is preferable to separate multi-use trails from the traveled way on rural roads wherever possible.

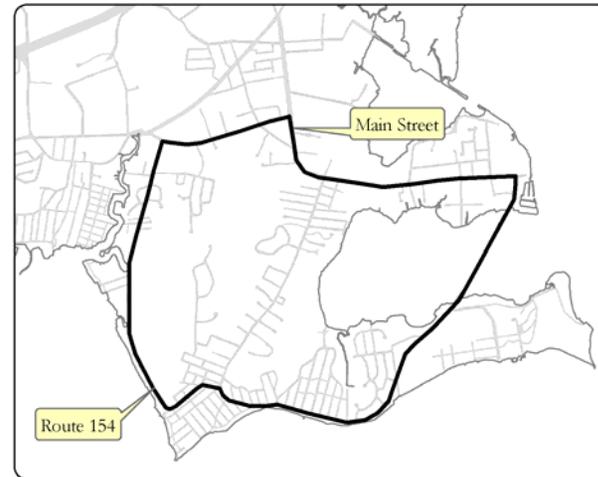
### South of Interstate 95

From the Planning Commission’s survey of residents’ and

businesses’ use of sidewalks, there emerged three distinct geographic themes based on the results of the Sidewalk Survey – the Connecticut Scenic Route 154 “Coastal Loop Road”, the U.S. Route 1 “Boston Post Road Corridor”, and the Main Street “Town Center”.

### CONN. SCENIC ROUTE 154 “COASTAL LOOP ROAD”

In 2003, the Town successfully petitioned the Connecticut Department of Transportation (“DOT”) to designate Route 154 as a State scenic road.

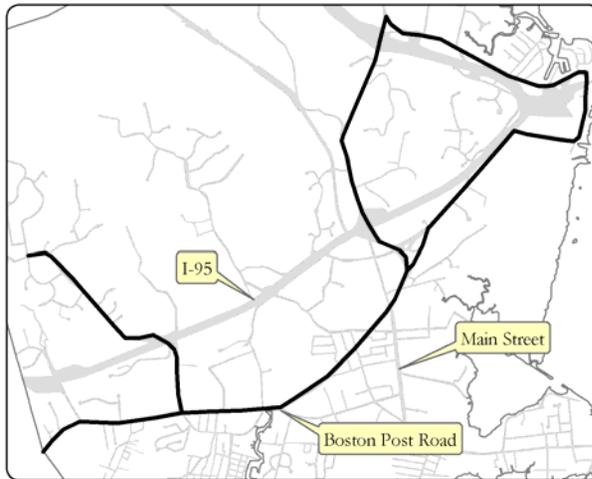


This Plan charts out a complete “loop” of sidewalks from Main Street (at Old Boston Post Road) easterly along College Street to Saybrook Point, down Bridge Street and alongside the Causeway, continuing along Route 154 as it travels through the Fenwood, Knollwood, and Cornfield Point neighborhoods, up the length of Plum Bank and Great Hammock Roads,

returning easterly along the historic neighborhood of the Old Boston Post Road to Main Street. This Sidewalk Plan identifies that “coastal loop road” as a distinct geographic area for which there should be a consistent system of sidewalks (see Sidewalk Plan map).

### **U.S. ROUTE 1 “BOSTON POST ROAD CORRIDOR”**

In 2004, the Town studied Route 1 as a commercial corridor.

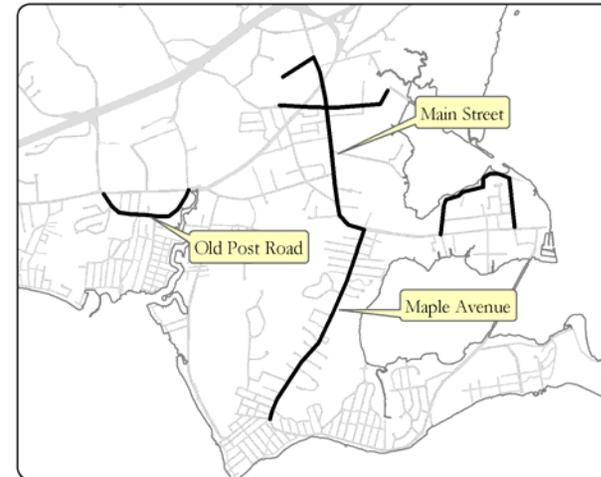


This Plan delineates a path to and through the travel lanes and curb cuts of the automobile-oriented nature of the Boston Post Road to allow patrons and residential neighbors to navigate and arrive at more pedestrian-oriented gateways and nodes. These include its intersections with Spencer Plain Road, Schoolhouse Road, the Oyster River gateway, Lynde and Elm Streets, and the Main Street gateway. This Sidewalk

Plan identifies that Boston Post Road “corridor” as a distinct geographic area for which there should be a consistent system of sidewalks (see Sidewalk Plan map).

### **MAIN STREET “TOWN CENTER”**

In 2002, the Town updated the Town Center section of the Plan of Conservation & Development. In 2004, the Town laid out a Town Green Plan at the center of the surrounding bicycle- and pedestrian-oriented “community campus” between elementary, middle, and parochial schools, including town dock, recreation center, town hall, community arts theater, fire station, police station, south (trivet) green, and public library.



This Plan identifies the Town Center as a distinct geographic area, for which there should be a consistent system of sidewalks (see Sidewalk Plan map).

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## PLANNING FOR THE NEXT DECADE

### Goals

- Safe and efficient conveyance of pedestrians within, between and from neighborhoods to services, facilities, and amenities in the community and the region.
- An integrated transportation system of various modes that will provide the public with the optimum levels of service, choice, mobility, convenience, and safety, and have a positive influence on the social, economic, and environmental values of the state and region.
- Recreational opportunities for walkers and bicyclists suitable for a wide range of ages and abilities.
- Comfortable, attractive and “stroll-able” destinations for visitors to return often for shopping, dining, entertainment, and other leisure activities.
- Sidewalks as an economic framework of business.
- Trails and greenways that increase property values.
- Increased opportunities for physical exercise.
- Social interaction and community association.
- Easy access to and seamless transitions between pedestrians, bicycles, automobiles, buses, and trains.
- Reduced congestions at critical locations to ensure continuation of movement.
- Maintenance of the distinct character of Old Saybrook and the Estuary Region, particularly its rural roads.
- Incorporation of transportation objectives in land use planning, such as construction of sidewalks, bicycle lanes or trails, bicycle storage, and bus stops in all corridor studies, road projects, and parking facilities.
- Coordinated “transit-enhanced development” within the existing historic town centers of the towns.
- A central, well-designed, sustainable location for multi-modal connections in Old Saybrook.
- Housing in above every building in the town center.
- Walking and bicycling as legitimate modes of travel.
- Children who have exposure to and practice with walking in various traffic situations.
- Children who get outside and make a connection to nature.
- An enthusiastic and supportive constituency for our parks and outdoor resources.

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- A “next generation” of environmental stewards.
  - Decrease in automobile crashes and injuries to pedestrians and bicyclists.
  - Pedestrian-oriented Town Center with on-street parking, wide shady sidewalks, and mixed-use buildings, containing street-level stores with businesses and residences above, forming the street wall.
  - Plants that fit the character of the surrounding area and be adapted to the local climate to survive without protection or intensive irrigation.
  - Visibility and sight distance at intersections, driveways, crossings, and other critical areas along the street or highway.
  - Safe and convenient movement for pedestrians through parking areas to all uses, structures, and parking spaces.
  - Reduction in the amount of curbing installed in the construction of all street classifications
  - Sidewalks constructed of stable, firm, and slip-resistant material.
  - Increased aesthetics and livability of any neighborhood.
  - Least risk of crashes, injuries and fatalities to sidewalk and bicycle-way users.
  - Reduced potential liability for the Town.
  - Enforcement of the Town ordinance requiring all owners of property adjacent to or abutting public sidewalks as responsible for keeping sidewalks free of hedges, shrubbery, grass and overgrown plantings.
  - Enforcement of the Town ordinance requiring that property owners remove snow or ice from sidewalks within twenty-four hours after a storm ceases.
  - Clarification of existing circulation and use patterns.
  - Optimization of the annual capital and operating budgets to maintain the system of sidewalks
  - Obvious and predictable sidewalks/walking paths within the highly populated southern areas of Old Saybrook.
  - Scenic walk along the coastal loop of Route 154 and through the historic neighborhoods.
  - Safe and convenient passage along the automobile-oriented strips of the Boston Post Road to its more pedestrian-oriented intersecting gateways and nodes.
  - Traditionally “walkable” Main Street and campus of Town-owned facilities as a public realm integral to the Town Center.
  - Visible and continuous bicycle lanes/ multi-use trails adjacent to north-south through-roads in the commonly traveled northern areas of Old Saybrook.

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## Policies

- To provide planning for handicapped accessibility to multiple modes of transportation including pedestrian facilities and public transit.
- To incorporate facilities for pedestrians and bicycles in the planning programs and initiate action that will begin planned projects.
- To elevate pedestrians above and away from automobile traffic.
- To team up with as many different “opinion-makers” as possible to most effectively encourage more people to walk more frequently and to more places in Old Saybrook.
- To target audiences – children, parents, adults, motorists, land use agencies and development/design professionals – individually to most effectively educate about the benefits of walking, as well as safe walking behavior and bicycling etiquette. To continue to give special regard for pedestrian safety in the town center due to the presence of school children, senior citizens and tourists.
- To exclude pedestrian sidewalks from “paved area” used in the calculation of Total Lot Coverage so as not to discourage provision of pedestrian ways to and through site plans permitted by the Zoning Commission; similarly, to include pedestrian trails within the open space of Planned Residential Developments.
- To classify streets according to the lowest standards necessary for safety and efficiency.
- To provide a minimum clear passage of thirty-six inches (36”) under all circumstances of pedestrian ways; minimum sidewalk widths as little as four feet (4’) only under constraining circumstances; five feet (5’) elsewhere; and eight feet (8’) in the Town Center and other areas of intense pedestrian activity.
- To provide five-foot (5’) square “passing areas” at intervals of no more than two hundred feet (200’) when the sidewalk width is less than sixty inches (60”).
- To provide a shoulder width of four to eight feet (4’-8’) from the roadway edge along commercial, thoroughfares and feeder streets according to the adjacent roadway configuration and land use
- To grass shoulders on roadsides to optimize the visual clearance for automobile drivers; shrubs and other plantings should not exceed three feet (3’) in height.
- To plant native, non-invasive species of street trees that contribute to the ecological “microclimates” of the surrounding area
- To plant hedges a minimum of three feet (3’) from the edge of a sidewalk.

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- To plant low-height shrubs and upward branching trees that will not obscure pedestrians or signs from motor vehicles-especially at crossing locations.
  - To space street trees evenly along the street at a minimum of fifty feet (50') apart.
  - To keep driveway widths to the minimum needed for entering and exiting vehicles.
  - To carry the sidewalk across the driveway, preferably at sidewalk height, so motorists know they are entering a pedestrian area, particularly within walking distance of any school or the Town Center.
  - To provide stoplights at intersection-style driveways or to channelize high volumes of “right-in, right-out” vehicles associated with businesses along State routes.
  - To replace continual curb cuts with a single, shared curb cuts wherever possible.
  - To install curbs only where necessary on new or extended residential streets or on commercial thoroughfares or feeder streets.
  - To construct sidewalks in the Town Center of colored, stamped Portland cement concrete and to construct sidewalks elsewhere of Portland cement concrete.
  - To construct multi-use trails in scenic and rural areas of compacted crushed rock or unpaved compacted earth.
  - To replace curb consistent with the predominant material currently existing on the street or in the neighborhood.
  - To bring residents and services together at the pedestrian level
  - To shorten walking distances between destinations.
  - To situate important community structures, such as town halls, theaters, churches, and museums, to face open areas, parks or squares.
  - To orient uses and buildings along a street system with nearby off-site pedestrian facilities.
  - To identify potential links to other magnets nearby and provide a walkway from anticipated transit stops.
  - To define pedestrian space between the developed property and the highway and to make pedestrians routes from the street direct to the store.
  - To consolidate driveways and to “channelize” entrances, exits and vehicular paths through parking lots with landscaped islands
  - To soften the environment with landscaping, sign control, and so on.
  - To charge the cost of controlling landscaping or removing snow to homeowners who fail to do so themselves.

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- To remove selective sidewalks to reduce the Town's long-term maintenance costs and liability costs.
  - To include multi-modal elements to increase accessibility.
  - To use sidewalks to encourage infill development.
  - To facilitate pass-through from fronts and backs of retail units to parking/communal space.
  - To discourage in-car "hops" between businesses.
  - To use sidewalks to enliven storefronts, alleys, and public areas.
  - To preserve important natural or cultural features, such as rocks/ledges, specimen trees, waterways, or stonewalls, when placing sidewalks and bicycleways.
  - To require a majority of any parking to be located at the rear or sides of buildings on a lot.
  - To place bicycle lanes/ multi-use trails along all State

and local feeder and commercial thoroughfares north of Interstate 95.

- To separate multi-use trails from the traveled way on rural roads wherever possible.
- To place sidewalks / walking paths on all State and local feeder streets and commercial thoroughfares south of Interstate 95.
- To locate sidewalks wherever students tend to walk to and from the Town's schools.
- To locate sidewalks on the north and east sides of the right-of-way to facilitate snowmelt and ease of maintenance.
- To match the dominant pattern on a street or in a neighborhood when completing "infill" sidewalks.
- To maintain a proactive, forward-thinking, and flexible outlook when considering pedestrians in geographic circumstances other than that dealt with generally or specifically by this Plan.

## Municipal Improvements, Programs, and Standards

- RECREATIONAL TRAIL, HISTORICAL WALKING TOUR & SCENIC OVERLOOK PROMOTIONAL BROCHURE.** Create and regularly “refresh” a brochure extolling the virtues of Old Saybrook as a that portrays Old Saybrook as a walkable destination for tourists to visit its pedestrian-friendly town center, shoreline, and highland conservation areas; partner with cultural and environmental organizations for distribution.
- MIXED-USE NEIGHBORHOODS.** Review and revise the Zoning Regulations to permit mixed-use development, including residences above retail shopping, in commercial settings, such as Central Business B-1 District, Restricted Business B-3 District, and Marine Commercial MMC District, and to require appropriate infrastructure and amenities for pedestrians.
- MULTI-USE TRAIL SYSTEM.** Construct multi-use trails on feeder streets north of Interstate 95.
- WALK-TO-WORK INITIATIVE.** Partner with the business community to improve conditions for walkers at and around existing establishments; encourage private sector companies and organizations to organize an annual event or ongoing activities designed to facilitate walking to work.
- “NO CHILD LEFT INSIDE” CAMPAIGN.** Join in the Connecticut DEP outreach, education, and public relations campaign to make families aware of the many recreational opportunities available to them, and address the national epidemic of childhood obesity through a variety of special events to attract juvenile residents of all ages and fitness levels.
- CONSISTENT PEDESTRIAN POLICY.** Orient and regularly reinforce among the Town’s land use agencies the specifics of this Plan and its supporting regulations so that they may articulate to developers and their design professionals how to incorporate pedestrians and walking into planning and design of private development.

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## Municipal Improvements, Programs, and Standards, continued

- CHILD SAFETY PROGRAM.** Educate children to acquire the primary skill of stopping at roadways, yielding before entering or crossing a roadway, and scanning left-right-left for traffic. Effective education and awareness efforts may include classroom-based programs; printed materials distributed through schools, police services, or civic groups; and an annual safety event highlighting the most important safety messages.
  
- ADULT SAFETY PROGRAM.** Educate adults to acknowledge reduced abilities due to age and impaired abilities due to alcohol consumption. Effective education and awareness efforts may include literature distributed through colleges, universities, major work centers, and senior centers.
  
- PARENT SAFETY PROGRAM.** Educate parents to brush up on basic traffic safety skills to teach their children, such as to walk facing traffic and to bicycle along with traffic. Effective education and awareness efforts may include direct involvement in safety programs through parent-teacher associations and other youth-oriented groups; literature sent home from schools and other youth-oriented outlets; pediatrician office literature; and videos and literature at parent nights at schools.
  
- MOTORIST SAFETY PROGRAM.** Educate motorists to remember their responsibilities to stop for pedestrians in crosswalks and drive slowly in neighborhoods, especially when children are present. Effective education and awareness efforts may include pedestrian content added to driver training programs or driver license test to include pedestrian-related questions and situations.
  
- LAND USE SAFETY PROGRAM.** Train land use agencies and development/design professionals about how walking will take place and how to accommodate pedestrians safely in site and roadway design. Effective education and awareness efforts may include development of a facilities design manual and improved roadway design standards; and conducting professional training courses and workshops on all aspects of pedestrian planning and design.

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## Municipal Improvements, Programs, and Standards, continued

- ❑ **POLICE SERVICES SAFETY PROGRAM.** Provide safety education, as well as enforcement of traffic laws, as they relate to the safety of bicyclists and pedestrians. Effective education and awareness efforts may include working with the Board of Education within its curricula at different levels of learning.
  
- ❑ **MAIN STREET SAFETY PROGRAM.** Continue the enforcement program to reduce the number of pedestrian/vehicle collisions on Main Street, which previously included decreasing speed limit, stricter and more regular enforcement at crosswalks, and increased signage and other traffic calming techniques. **Responsibility:** BOS.
  
- ❑ **PILOT SAFETY PROGRAM.** The Town should identify additional places in Old Saybrook in need of special enforcement of automobiles to protect pedestrians and bicyclists. **Responsibility:** BOS.
  
- ❑ **HIGHLAND NEIGHBORHOOD CUT-THROUGH PATHS & TRAILS.** Retrofit neighborhoods in the northern portions of Old Saybrook with pedestrian linkages between adjoining residential developments and with multi-use trails along commercial streets that promote and maintain walking continuity, to give pedestrians the most direct route, or in some cases via alternate routes, to travel to their destinations.
  
- ❑ **BEACH STORES.** Retrofit regulations and infrastructure to encourage mixed-uses at a pedestrian-scale, such as small grocery stores, video rentals, hair salons, coffee shops, or beach stores.
  
- ❑ **BOULEVARD AMENITIES.** Locate sidewalks and other amenities, such as landscaping, buffer areas, benches, and walkway illumination, waste containers in the Restricted Business (B-3) District.

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## Municipal Improvements, Programs, and Standards, continued

- INTERSECTION REGULATION.** Review and revise design review guidelines and zoning regulations to ensure good access for pedestrians, particularly at feeder streets' intersections with commercial streets or thoroughfares.
  
- ROUTE 1 NODE IMPROVEMENT.** Require, via the Town's design review guidelines or zoning regulations, that developers provide good access for pedestrians, particularly at feeder streets' intersections with commercial streets or thoroughfares; require developers to site buildings adjacent to the street right-of-way with parking at the side or back so that people can reach buildings without walking across large parking lots or across landscaping, or if buildings must be set back, provide a protected, landscaped sidewalk from the street to the building or a reasonable path through surface parking lots.
  
- TRANSIT-ENHANCED DEVELOPMENT OVERLAY ZONE.** Create an overlay zone that "incentivizes" uses, collaborative site planning and shared infrastructure, and density. Uses that support transit include retail, restaurants, residences, coffee houses, offices, and general merchandise. The Town should collaborate with property owners near the train station to optimize the potential of their sites individually by providing connections for pedestrians between properties and easements for shared commuter parking.
  
- STUDY OF SIDEWALKS.** Maintain an inventory of the condition of sidewalks.
  
- MAINTENANCE MANAGEMENT PROGRAM.** Formalize the Town's on-going maintenance management as an annual program focusing on priority areas, as well as by developing written maintenance procedures, monitoring pedestrian facilities regularly, and keeping a report of all maintenance activities and inspections.

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## Municipal Improvements, Programs, and Standards, continued

- SNOW & VEGETATION REMOVAL ENFORCEMENT.** Enforce the Town ordinance requiring all owners of property adjacent to or abutting public sidewalks as responsible for keeping sidewalks free of hedges, shrubbery, grass and overgrown plantings; enforce the same ordinance requiring that property owners remove snow or ice from sidewalks within twenty-four hours after a storm ceases; charge the cost of controlling landscaping or removing snow to homeowners who fail to do so themselves; fix or replace sidewalks as needed.
  
- SNOW & VEGETATION REMOVAL AWARENESS.** Conduct a public relations program to continuously make home- and business owners aware of the collaborative relationship with the Town in maintaining sidewalks and a compliance program to consistently reinforce that social agreement.
  
- LIABILITY FOR SIDEWALK SAFETY.** Update *Streets and Sidewalks* ordinance, consistent with current statutory and case law limit the Town's liability for abutting property owners failure to comply with the ordinance that requires removal of snow and ice.
  
- ACCESS MANAGEMENT PROGRAM.** Conduct a program of access management along U.S. Route 1 and State Routes 154 and 166 to ease congestion created by cross-lane turning movements; combined driveways would minimize curb cuts across the pedestrian corridor.
  
- PEDESTRIAN CROSSING REFUGES.** Clarify pedestrian crossings/havens via colored pavement or plantings.
  
- PEDESTRIAN SAFETY MEASURES.** [Continue to improve pedestrian safety, including visual definition of crosswalks, public education, and maintenance of sidewalks. (From Town Center section.)]

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## Municipal Improvements, Programs, and Standards, continued

- ART ENCLAVES.** Community-constructed streetscape improvements, such as enclaves for the location of public art.
- PAYMENT-IN-LIEU OF INSTALLATION.** Adopt an ordinance to authorize an applicant for development of land, as permitted by the Planning Commission or Zoning Commission, to pay a fee to the municipality in lieu of any requirement to install sidewalks or bicycleways and to deposit any such payments in a fund that shall be used for the purpose of installing sidewalks or bicycleways in the future in places deemed proper by this Sidewalk Plan; amend the Subdivision and Zoning Regulations to authorize each commission to waive its requirements for sidewalks in keeping with this program.
- COMPREHENSIVE UPDATE OF ROAD REGULATIONS.** Comprehensively audit and update the Town’s road *Design & Construction Specifications*.

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- CONNECTICUT SCENIC ROUTE 154 “COASTAL LOOP ROAD” IMPROVEMENTS.** Provide/complete sidewalks along the entire “loop” of sidewalks from Main Street (at Pennywise Lane) and along College Street to Saybrook Point, down Bridge Street and alongside the Causeway, continuing along Route 154 as it travels through the Fenwood, Knollwood, and Cornfield Point neighborhoods, up the length of Plum Bank and Great Hammock Roads, returning along the historic neighborhood of the Old Boston Post Road to Main Street:

**PRIORITY ONE**

- 1A** Add a crosswalk across Main Street at North Cove Road where the sidewalk changes from one side of the street to the other.
- 1B** Continue the sidewalk on the *eastern* side of Rte 154 from Nibang Ave to the crosswalk at the golf course parking area.
- 1C** From the crosswalk near the golf course parking area continue the sidewalk on the *western* side of Rte 154 (Maple Avenue) through Fenwood past Fenwood Drive, connecting with the established sidewalk.
- 1D** Continue the sidewalk or a walkway/bicycleway from the 4-way stop at Maple Ave/Indianola/Town Beach Road on one side of Indianola along Plum Bank, past the Town Beaches, along Great Hammock to connect with the established sidewalk at Seaview Avenue.

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1E Add a crosswalk (across Rte 154) at Harvey’s Beach if a walkway is built on the *eastern* side.

1F Add a crosswalk in the vicinity of Farview Avenue to Bayside Road.

1G Add a crosswalk across Rte 154 at Old Boston Post Road.

**PRIORITY TWO**

2T Provide/complete the sidewalk on both sides along Main Street/College Street to Saybrook Point.

❑ **U.S. ROUTE 1 “BOSTON POST ROAD CORRIDOR” IMPROVEMENTS.** Delineate a path to and through the travel lanes and curb cuts of the Boston Post Road’s automobile-oriented commercial corridor to allow patrons and residential neighbors to navigate and arrive at more pedestrian-oriented gateways and nodes at its intersections with Spencer Plain Road, Schoolhouse Road, the Oyster River gateway, Lynde and Elm Streets, and the Main Street gateway.

**PRIORITY TWO**

2A Provide a sidewalk along the entire *southern* side of Route 1 from Westbrook to the Stage Road intersection; provide a sidewalk on the northern side of Route 1 from Ingham Hill Road to the River Street intersection.

2B Add a crosswalk across Route 1 at River Street/Stage Road.

2C Provide/complete the sidewalk on the *western* side from Stage Road to Pat’s Kountry Kitchen.

2D Add a crosswalk across Mill Rock Road *easterly* to Pat’s Kountry Kitchen.

2E Provide a walkway/bicycleway from Pat’s Kountry Kitchen *easterly* along Route 1 to Ferry Road, then to Essex Road, to Middlesex Turnpike, south to Pat’s Kountry Kitchen.

2F Provide a walkway/bicycleway along the *eastern* side of Schoolhouse Road from Cinnamon Ridge (at the corner of Wood Pond Lane) past the Town Park to Route 1.

2G Add a crosswalk across Route 1 at Schoolhouse Road.

2H Add a crosswalk across Old Post Road at both the Oyster River end and the Schoolhouse Road end.

2I Complete the sidewalk on the *eastern* side of Lynde Street from Old Boston Post Road to Route 1.

2J Add a crosswalk across Lynde Street at Route 1.

2K Add a crosswalk across Route 1 at Elm Street on the *western* side from Dunkin Donuts to Chucky’s, and across Elm Street to the Old Saybrook Shopping Center parking lot.

2L Provide a sidewalk on the *eastern* side of North Main Street from Route 1 to the railroad station.

2M Complete the 3-way crosswalk at the intersection of Route 1, Main Street, and North Main Street.

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**PRIORITY THREE**

**3A** Provide a walkway/bicycleway in the Ferry Point area, as it develops.

**3B** Provide a walkway/bicycleway on Spencer Plain Road from Route 1 to the motel near the Railroad Bridge, as it develops.

**3C** Provide a walkway/bicycleway from the High School to Schoolhouse Road via the Donnelly property.

**3J** Add crosswalks at the buttons existing at the intersections of the Route 1 and Spencer Plain Road.

- MAIN STREET “TOWN CENTER” IMPROVEMENTS.** Create a bicycle- and pedestrian-oriented “community campus” between elementary, middle, and parochial schools, including Town Hall, Town Green, Police Station, (planned) Town Theater, and Town Green.

**PRIORITY ONE**

**1H** Provide/complete the sidewalk on the *western* side of Main Street from Elm Street to the corner of Route 1 and continue *westerly* on the *southern* side of Route 1 to Elm Street.

**PRIORITY TWO**

**2N** Add a crosswalk in the vicinity of the Town Hall across Main Street to the vicinity of the Police Station.

**2O** Complete the sidewalk on the *northern* side of Coulter Street to connect with the North Cove Crossing condominiums and Founders Memorial Park.

**2P** Provide a bicycleway/walkway (one side) along the entire length of North Cove Road and Cromwell Place to College Street.

**2Q** Provide a walkway/bicycleway along the entire length of the Old Post Road (one side).

**2R** Move crosswalk signs on Maple Avenue, currently at Soundview Avenue to Clinton Avenue, to coincide with the crosswalk.

**2S** Continue the sidewalk on the *eastern* side of Maple Avenue from Hill Street to Clinton Avenue

**2U** Complete the sidewalk on the *northern* side of Pennywise Lane.

**2V** Provide a sidewalk along the *eastern* side of Elm Street at Route 1 to connect to the front and rear of the Old Saybrook Shopping Center.

**PRIORITY THREE**

**3D** Complete the sidewalk on the *eastern* side of Maple Avenue from Clinton Avenue to the Town Beach Road intersection.

**3E** Provide a sidewalk to connect North Main Street, via the property behind the cemetery, to the Old Saybrook Shopping Center, as it develops.

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- 3F** Provide a sidewalk on the *western* side of North Main Street, as it develops.
  - 3G** Provide a sidewalk on the *northern* side of Stage Road between North Main Street and Route 1/Route 154.
  - 3H** Develop a clear pattern of parking lots and sidewalks at the “backs” of stores on Main Street.
  - 3I** Construct sidewalks around the Old Town Pump at intersection of Main Street and Old Boston Post Road.

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