Avonôs transportation system includes a network of local roads, State roads, and private roads totaling 155.9 miles. It also includes 3.7 miles of sidewalks, as well as the Farmington Valley Greenway, which is 4.8 miles in length. Since the adoption of the last Plan in 2006 there have been an additional 9.7 miles of new local roads constructed and accepted by the Town. In addition, there are 2.4 miles of new roads currently under construction by private developers that have not yet been accepted but will be after completion. **Table 10-1** shows a breakdown of this network.

	# OF MILES
Local Roads	109.1
State Road	15.9
Private Roads	30.9
Total	**155.9**

Sidewalks	**3.7**
Farmington Valley Greenway	4.8

Table 10-1 Avonôs Transportation Network

The survey conducted by GreatBlue Research asked residents to rate the quality of roads in Avon. A majority, or 67%, indicated a ranking of either good or excellent. Traffic congestion, however, was voiced as a major problem by 29% of respondents, while 55% viewed it as at least a minor problem. The most frequent problem area cited was Route 44, with 14% highlighting it as the area of greatest concern.

The Planning and Zoning Commission has made the establishment of a safe and efficient roadway network a top priority, beginning with the first Plan of Conservation and Development in 1956. This continuous effort along with steady incremental improvements has generally kept pace with population growth and has resulted in a safe and efficient transportation network. This Chapter does, however, recommend either improvements to, or the study of, certain existing roadways and presents a plan for the extension of roadways known as temporary cul-de-sacs. **Exhibit 10-1** shows a much earlier effort to establish transportation goals in 1956 at a point in time when Avon, of course, had far fewer roadways.

The Commission endorses a concept known as complete streets. Rather than simply an emphasis on street design to accommodate motor vehicles, complete streets are designed to enable safe access to all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. There is no single design standard to be followed. Design will typically vary based on traffic volumes, topography, design speeds, etc. It is an especially difficult task for a community such as Avon where most road infrastructure is now in place. In many instances, Avonôs major roadways have their origins dating back to the Colonial era. There are both physical and monetary limitations to accomplishing these goals. Nevertheless, the Commission supports these objectives and encourages investments by the Town, State of Connecticut, and private developers to improve existing infrastructure and construct new roadways which meet these objectives.

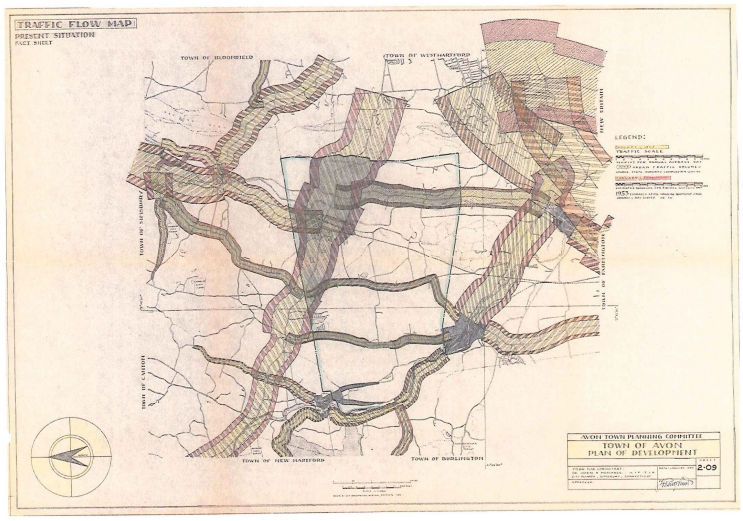

Exhibit 10-1 1956 Transportation Plan Traffic Flow Map

Town roadways are classified as local, collector, or arterial, according to their function and they are defined as follows:

- Local Streets ï The primary purpose of local streets is to serve abutting properties. They carry modest amounts or no through traffic (permanent cul-de-sac). They, generally have a 50-foot right-of-way and a 26-foot travel way.
- Collector Streets ï Collector streets are designed to funnel traffic from residential areas to arterial streets. They carry mostly local but some regional traffic. They, generally, have a 60-foot right-of-way and a 32-foot travel way.
- Arterial Streets ï Arterial streets are designed to efficiently distribute local and regional traffic through Town and carry the greatest traffic volumes. Arterial roads, such as Route 44, also service heavy traffic generators such as retail establishments as well as nearby businesses, such as those located in Avon Park North and South. Arterial roads generally have a substantial right-of-way although widths vary greatly.

Table 10-2 lists all collector and arterial roads in Avon and **Map 10-1** presents the Plan of Circulation which indicates how all roadways in Avon are classified.

ARTERIAL ROADS
Route 44 (East and West Main Street)
Route 10 (Waterville Road and Simsbury Road)
Route 167 (West Avon Road)
Route 177 (Lovely Street)
COLLECTOR ROADS
Arch Road
Burnham Road
Carriage Drive
Chevas Road
Climax Road
Country Club Road
Deercliff Road
Hollister Drive
Huckleberry Hill Road
Juniper Drive
Lofgren Road
New Road
Nod Road
Northington Drive
Old Farms Road
Scoville Road
Stagecoach Road
Thompson Road
Tillotson Road
Woodmont Road

Table 10-2 Arterial and Collector Roads in Avon

Arterial Roads

The Townôs arterial road network consists of 4 State roadways: Route 44, Route 10, Route 167, and Route 177. Exhibit 10-2 presents information on the daily traffic volumes as of 2012 on each of these roadways at key locations.

Route 44

Route 44 is the principal east-west route through Avon. As shown in Exhibit 10-2, it carries average daily traffic volumes of between 19,500 and 28,900 vehicles with the highest volumes in Avon Center at the intersection of Route 44 and Route 10. Route 44 has the burden of accomplishing many tasks. It must safely and efficiently carry these traffic volumes from a broad region outside of Avon, move local traffic, and service commercial establishments located on and nearby the roadway. The appearance of the roadway is also important, as Route 44 is also Avonôs Main Street (East Main Street and West Main Street). Achieving this balance has been a challenging task for both the State Department of Transportation (DOT) and the Town.

In anticipation of future growth in the region, the State DOT has studied/proposed several new highway projects over the past 50+ years, each of which was met by significant local opposition from Avon residents and those of surrounding towns and, ultimately, each plan was abandoned by the State. These included:

- 1956 – State DOT proposed incorporating Route 44 West of Hartford into the interstate highway system.
- 1963 – State DOT proposed a 4-6 lane roadway leading from I-291 through Avon to North Canaan.
- 1967 – State DOT sought Federal funds to relocate a portion of Route 44 south of its current location in the vicinity of what is now Meadow Ridge.
- 1970 – The State considered construction of a tunnel through Avon Mountain.
- 1997 – State DOT study conducted to ease traffic in the Farmington Valley. A plan called for two new roadways to be constructed, north and south of Route 44. The north road would be two lanes, connecting Bloomfield, Avon, and Route 10 in Simsbury. A tunnel through Avon Mountain would cost about $500 million. The south road would extend from I-84 at Route 9 in Farmington as a four-lane highway, then narrow to two lanes and join Route 44 in Avon.

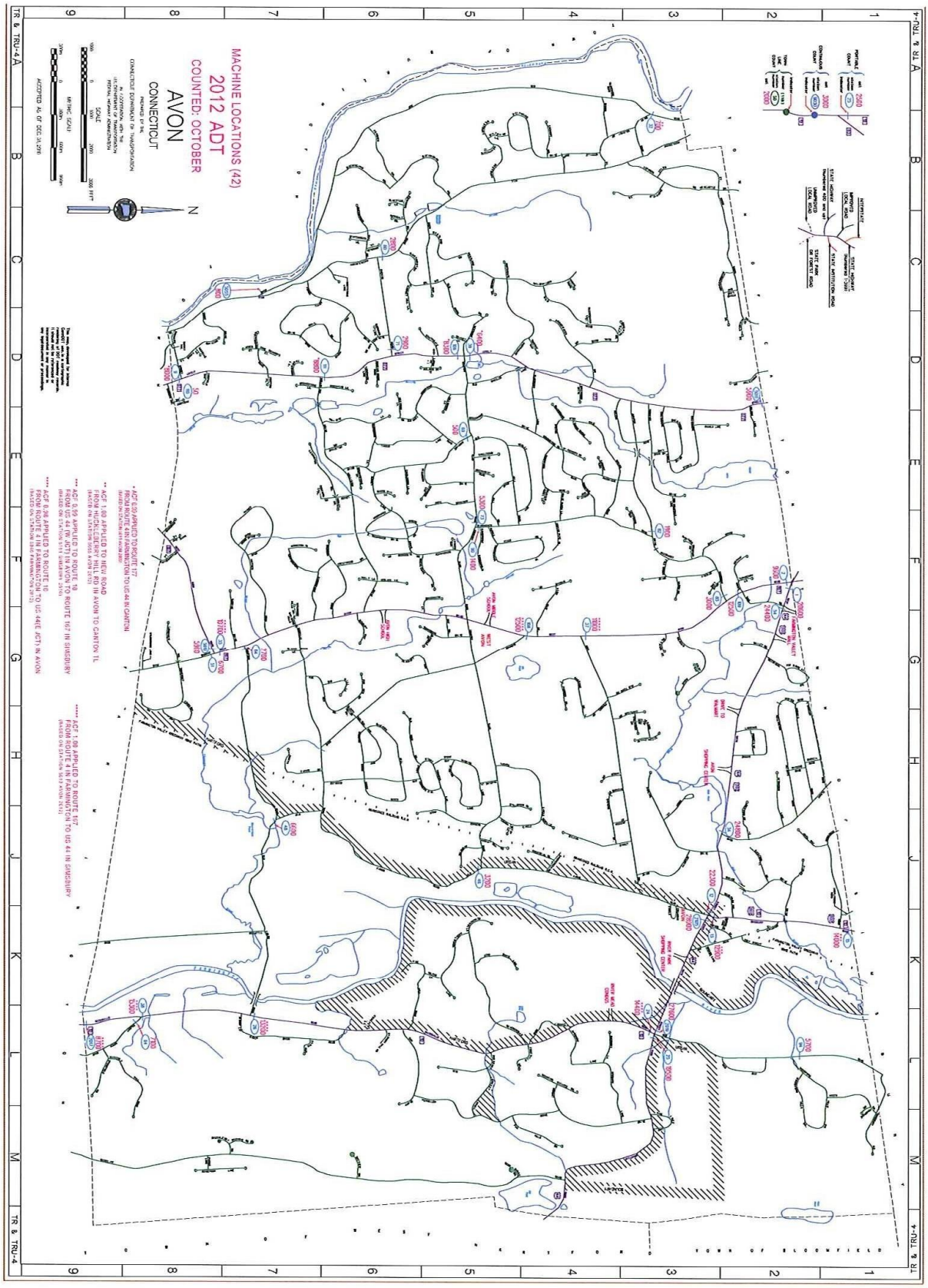

Exhibit 10-2 Average Daily Traffic Volumes on State Arterial Roadways, 2012

The most recent study was the 2001 Route 44 and Route 10 Corridor Study, prepared for the Capitol Region Council of Governments and the Connecticut Department of Transportation by JHK Associates, Purcell Associates, Fitzgerald & Halliday, Inc., and Mary Means Associates, State Project No. 63-519. Route 44 was studied from Hartford to West Hartford and Route 10 was studied from Farmington to Granby. The Planning and Zoning Commission, Town Council, and town Staff participated in this study along with representatives from all towns along the corridors. After a three-year effort, both the Town Council and Planning and Zoning Commission adopted the recommendations in these studies by resolution in 2001. Unlike past plans, there were no large-scale recommendations to construct new roadways, but rather a number of less aggressive modifications were proposed.

One significant recommendation concerning improvements on Avon Mountain from the West Hartford Town line to the intersection with Route 10 and Nod Road was completed in 2013. This work included improvements to roadway geometry, realignment of curves, improvements to roadway shoulders, and installation of a landscaped center median with guard rail. It has resulted in a reduction in the number of accidents, especially serious accidents involving vehicles crossing into opposing traffic. The Commission believes that many of the study objectives for Route 44 and Route10 (which have not yet been accomplished) are still relevant. These are discussed next.

Route 44 – Summary of Recommendations from 2001 Route 44 Corridor Study

- Improve driveway safety by consolidating, closing, and relocating commercial driveways when appropriate.

  Discussion: This continues to be an ongoing objective of the Commission. (Please see discussion in Chapter 9, Business and Industry, concerning access management.) Efforts will continue to be made in association with the review of individual site plan applications and/or consolidated parcel agreements.

- Installation of a landscaped center median from the Simsbury Town line east to Climax Road.

  Discussion: There currently are a substantial number of accidents relating to left-hand turning movements from motorists traveling on Route 44 and turning left in and out of driveways serving businesses at unsignalized intersections. Forcing all left-hand turns to existing signalized intersections would resolve this issue and assist in the flow of traffic. The 2001 Study indicated that, with a few exceptions, the State right-of-way is of sufficient width to construct a raised landscaped center median. At this time, the State DOT has not assigned any priority for this work. In addition, a solution would need to be found to address landscape maintenance within the State ROW. The Stateôs policy is not to perform any routine maintenance for such landscaping. In addition, the Town does not have proper training or sufficient manpower to perform this work. It is the Commissionôs recommendation that this option be discussed with both business owners and property owners along the corridor. The establishment of a Business Improvement District could be considered. Such a district could collect fees to be used to promote the district and to contract with private landscape contractors for the routine maintenance of these areas. Exhibit 10-3 shows an example of how this could be designed in the area of Nod Brook Mall. Exhibit 10-4 depicts a typical cross section of the roadway with these improvements. If there is support from the business community, these improvements should be discussed with the DOT, and State and Federal funding pursued to accomplish this work.

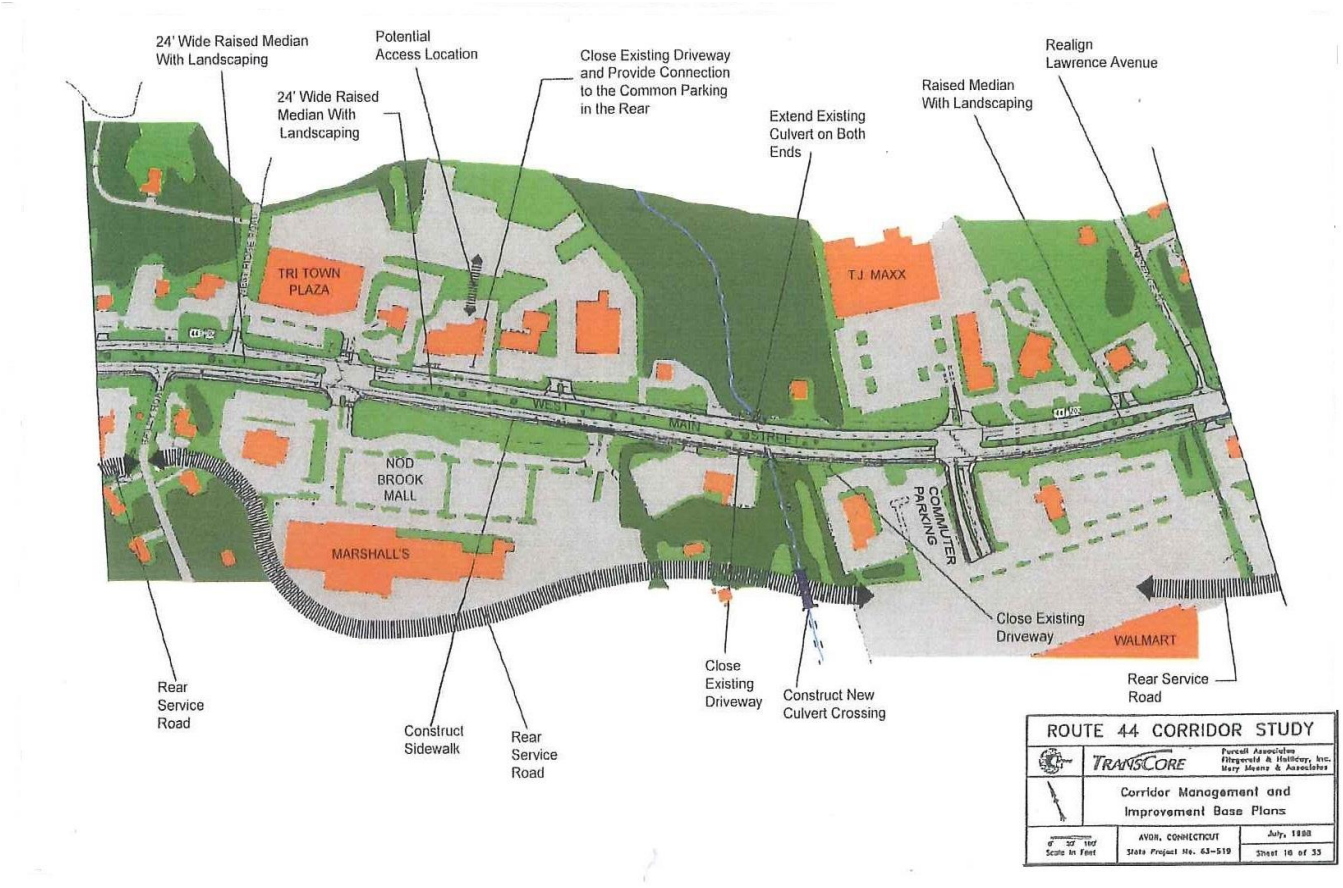

Exhibit 10-3 Example of a Center Median for Route 44

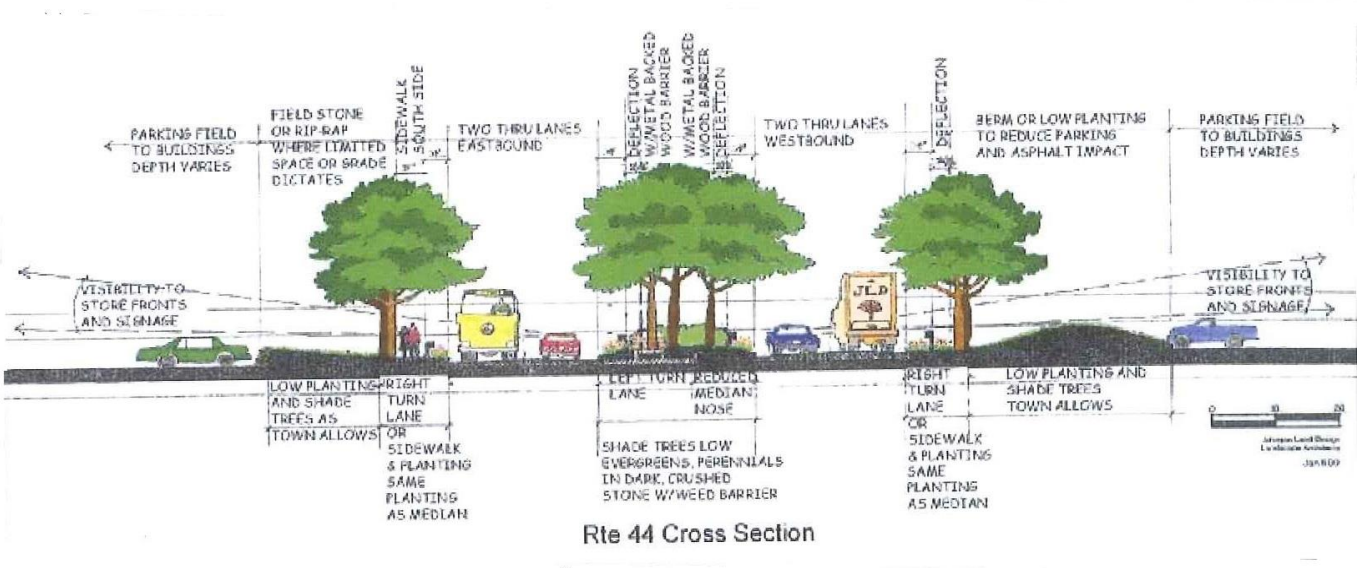

Exhibit 10-4 Typical Roadway Cross Section as Suggested by the CT DOT 1998 Route 44 Corridor Study *Drawing by Dean Johnson, LA, Johnson Land Design*

Bus Shelters

Currently, there is only a single bus shelter located in the Park and Ride lot at the Walmart Plaza on Route 44. The Town should work with the State Department of Transportation to add additional shelters that would benefit Avon residents as well as workers commuting to work in Avon via CT Transit. A first priority should be in the vicinity of the new Avon Town Center project and the Walmart Plaza.

Route 10 – Summary of Recommendations from the 2001 Route 10 Corridor Study

- A wholesale widening to four lanes is not necessary and is not desired by residents.
- Many locations have geometrically substandard shoulders that do not provide an adequate opportunity for a motorist to bypass a left-turning vehicle and safely accommodate pedestrians and bicyclists. As maintenance activities are undertaken, such as repaving, shoulders should be widened to six feet in rural areas and four feet in urban areas.
- Replace the bridge across the Farmington River at Old Farms Road and improve the excessively steep eastbound approach.

  Discussion: This project is currently under design and discussed later in this Chapter.

Road Circulation

As mentioned previously, through a long history of planning, and an investment of tax dollars in improvements to local and collector roads, the Planning and Zoning Commission and Avon Town Council have been able to accomplish a safe and efficient network of roadways. This has often been done in small increments. An example which involves new road construction is Northington Drive, a planned collector roadway serving Huckleberry Hill. This road was initially shown in the 1991 Plan of Conservation and Development (POCD) when Huckleberry Hill was largely undeveloped. It was constructed over a 25-year period of time by several private developers in connection with individual subdivision applications. In the review of each application, the Commission ensured that when portions of the roadway were to be built that they followed the layout established in the POCD. The last remaining section of Northington Drive was completed in 2014 through a portion of the Found Land. The roadway, which is approximately 10,000 feet in length, now links Lofgren Road along the ridge of Huckleberry Hill to both Lovely Street and Huckleberry Hill Road and serves more than 300 homes.

Avon has now reached 86% buildout and the existing network of collector and arterial roadways should serve the Town well into the future. Some roads which form critical parts of the Townôs collector road system that have been built over the past 50 years meet or come close to meeting modern design standards. These include roads such as Hollister Drive, Woodmont, Stagecoach Road, and Juniper Drive. However, many other collector roads are much older and were constructed at a time when Avon was a small agricultural Town. These include roads such as Country Club Road, Thompson Road, Scoville Road, New Road, Nod Road, Huckleberry Hill Road, and Deercliff Road. The Town has made major investments in improvements to several of these roads including Nod Road, Country Club Road, and New Road. Future emphasis will be on additional improvements to these roadways and other collector roads relating to geometry, lane width, and storm drainage, as opposed to the construction of new collector roadways. One possible exception, however, relates to Old Farms Road and is discussed next. Old Farms Road cannot adequately handle current traffic volumes, has received only a modest series of improvements to date, and is discussed next.

Old Farms Road

Old Farms Road, a collector roadway is one of the most scenic roadways in Avon, as it meanders past the Avon Old Farms School; the Schoolôs privately-owned forest; the Farmington River floodplain; and the Fisher Meadows Recreation area. However, the roadway is not designed to accommodate the current volume of traffic that uses the roadway. It lacks sufficient geometry, width, and horizontal and vertical alignment. Two existing bridges over Thompson Brook are too narrow. The bridge over the Farmington River is too steep as it approaches Route 10. It also has structural deterioration such that it needs to be replaced.

Plans to relocate Old Farms Road in a new alignment south of the existing roadway have been studied for many years and have been discussed/shown in the Plan of Conservation and Development in 1968, 1991, and 2006. The Town has invested significant resources in an effort to acquire land from Avon Old Farms School and obtain permits and funding from both State and Federal agencies for more than three decades. During this period, the board of Directors of Old Farms School has indicated their support for moving the roadway away from the ñcore campusò.

However, although a preliminary agreement with the Avon Old Farms School has been reached, the State DEEP, Federal EPA, and the US Army Corps of Engineers have raised significant concerns with regard to wetland impacts.

An alternative plan is to reconstruct Old Farms Road in its current corridor.

In 2016 the Town contracted with C & C Consulting Engineers to evaluate the cost of building a new road (new alignment) and the Town Engineering Department evaluated the cost of improving the road in place. These findings indicated that improving the road in place would cost significantly less than relocating the road to a new alignment. As a result of these findings and concerns raised by the aforementioned permitting agencies, the Avon Town Council has decided to pursue improvements to the roadway primarily in its current location. Given the Schoolôs long-term desire to move the roadway away from the core campus, a portion of the road relocation plan may involve the reconfiguration of the intersection of Old Farms Road and Thompson Road and the possible westerly relocation of a portion of Old Farms Road north of this intersection all the way to the Schoolôs northerly property line. **Exhibit 10-5** depicts 2 possible alignments for reconstructing this portion of the roadway.

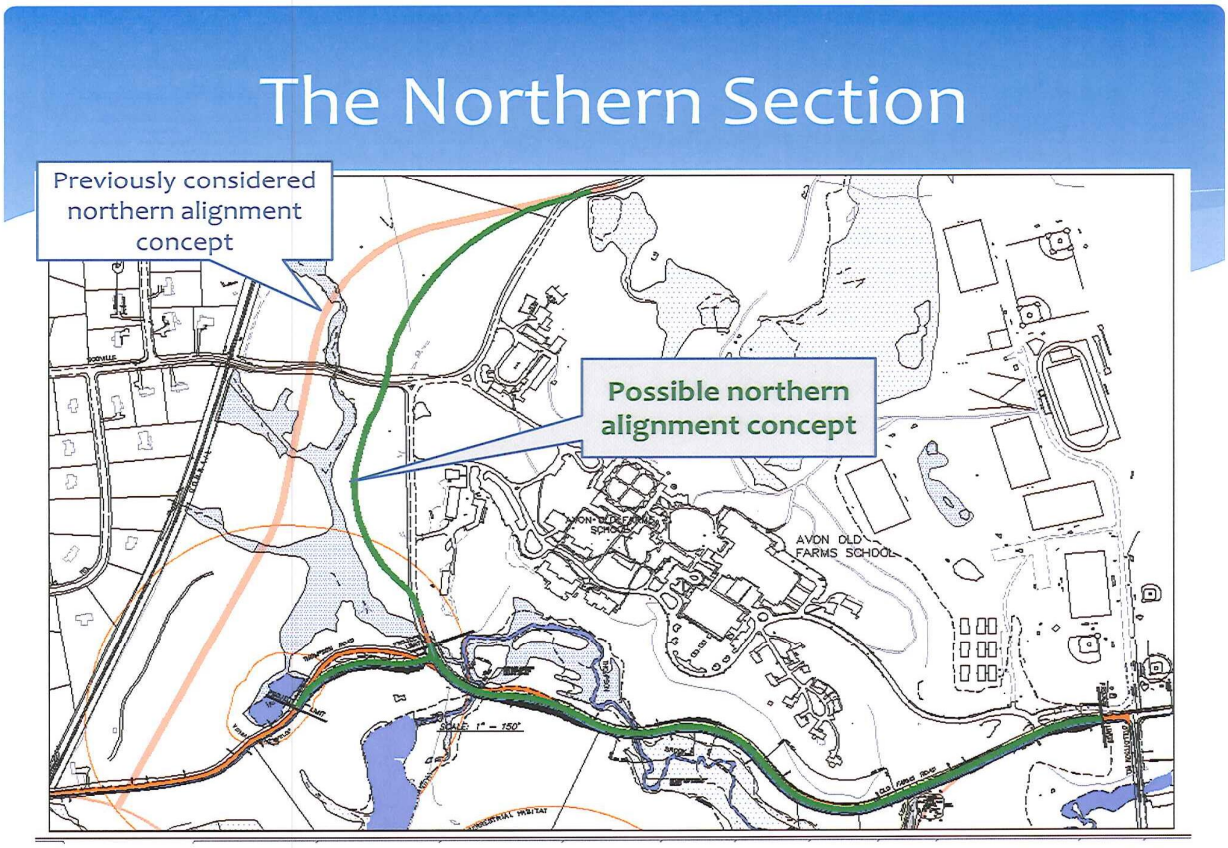

Exhibit 10-5 Old Farms Road Studyð Possible Northern Alignment Concept

The bridge on Old Farms Road that crosses the Farmington River is scheduled to be replaced with a new bridge as an independent project. This new bridge will be constructed just north of the current bridge. Improvements will also be made to Route 10, north and south of the intersection, as well as Bishop Lane. The cost of this project, estimated to be 14 million dollars will be paid for by the State and is currently under design as Project No. 04-1.The schedule is to begin construction in 2018 with project completion expected by 2020.

Temporary Cul-de-Sacs and Plan of Circulation

In order to promote adequate road circulation the Commission, as part of their review of new subdivision applications, has designated certain new cul-de-sac roadways as temporary. These cul-de-sacs are built to the property line of the adjoining parcel and designed and graded such that they may be extended in the future. The extension of these roadways has greatly contributed to roadway circulation. Notice of the temporary nature of these cul-de-sacs is provided on record subdivision plans so as to alert prospective home buyers. In many cases, the roadway is extended within a relatively short period of time but in some instances a much longer period of time passes, as it is necessary to wait for adjoining undeveloped property to be sold and proposed for development. This was the case in the Commissionôs approval in 2015 of the Stratford Crossing Subdivision. This resulted in an important connection between Haynes Road (providing access to West Avon Road) and Lexington Drive (providing access to Hollister Drive) but took 50 years to accomplish.

The number of temporary cul-de-sacs in inventory varies from year to year. In 1998 there were 33 temporary cul-de-sacs. In 2004 there were 17. Presently there are 15 in inventory; of these, the three most recently approved temporary cul-de-sacs are also the highest priority road connections. These include Pioneer Drive (providing access to property located to the east), Stratford Crossing (providing another connection to Hollister Drive), and Wood Creek Road (providing access to 160 acres to the north and a connection to Princeton Drive). Another possible road connection is from Bishop Lane to Oak Bluff, although there are significant topographic and wetland challenges that would have to be addressed. These connections, as well as all existing temporary cul-de-sacs, are shown on **Map 10-1** (Plan of Circulation).

Emergency Road Connections

In their review of applications for site plan approval (commercial buildings and multifamily housing) and subdivision approval (single-family housing) the Commission, on occasion, requires the construction of an emergency access road often based on the recommendations of the Townôs public safety departments. They are constructed by private developers. Some of these connections are then the responsibility of the Town to maintain while most are maintained privately, as they are located on private property. **Table 10-3** presents a list of these emergency connections.

TOWN MAINTAINED EMERGENCY CONNECTION/ACCESS ROADS	PRIVATELY MAINTAINED EMERGENCY CONNECTIONS/ ACCESS ROADS
Mountain View Avenue/Sperry Park	Chelsea Place/Edwards Road
Sandscreen Road	Alcott Way/Buttonwood Hill Road
Ariel Way/Climax Road	Byron Drive/Concord Place
Darling Drive/Arch Road	Whispering Pines/Forest Mews
Far Hills Drive/Route 44 (Avon Mountain Rd)	Climax Road/Forest Mews
	Arch Road/Peachtree Village
	Scoville Road/Thompson Road
	Pond Place/Route 44
	Avon Place/River Mead Condominiums
	Bolleswood/Diane Drive
	Old Farms Crossing/Berta Lane
	Sconsett Point/Avon Self Storage

Table 10-3 Inventory of Emergency Connections/Access Roads

Many of these connections serve an important function for emergency response. They can either improve response time or in some instances provide an alternate means of access in the event that the main access is not passable. For example, the gate at Byron Drive and Concord Place is used frequently by the Fire Department as it can greatly improve response time. However, a recent survey of these connections found that several have not been properly maintained. The Townôs public safety departments should evaluate the importance of each of these connections. For those deemed important but where proper maintenance has not taken place, the Town should initiate action to ensure proper routine maintenance.

Darling Drive to Arch Road Connection

This connection warrants special mention. The gravel emergency connection between Avon Park South and Arch Road serves an important public safety function for businesses in the Park, as well as Pond Place Condominiums (210 homes). The construction of this road was first discussed with the establishment of Avon Park North and the construction of Pond Place in the 1970ôs and was built in 1992 at the Townôs request by Reflexite Corporation. A fifty-foot right-of-way was then deeded to the Town. The Commission supports the paving of this road which will enhance its all-weather capabilities. At a minimum, this existing gravel road should be maintained year round.

Roadways and Intersections Requiring Further Study

The Commission finds that the following roadways should be prioritized for study and/or improvements:

- Country Club and Burnham intersection. A preliminary survey has been conducted by the Town indicating that more than one criteria used by the State DOT has been met for adding stop control on Country Club. A more detailed study and design should be conducted.

- Country Club and West Avon Road. The State DOT recently completed a study concluding that current conditions do not meet criteria used to determine if improvements are warranted. However, some improvements to lane width at this intersection would help move traffic more efficiently during the AM and PM peak periods. The Town may wish to consider these improvements as a Town project.

- Thompson Road and West Avon Road intersection. A request has been made to the State DOT to determine if improvements and or signalization is warranted due to traffic concerns that relate to the operations of the Thompson Brook School during AM drop off and PM pick up.

- Curve on Route 167 in the area of Smith Farm. Several accidents have occurred in this area. It may be prudent to ask the State DOT to conduct a study regarding possible improvements relating to limited site line.

- Farmington Valley Greenway Trail Crossing at Scoville Road and Thompson Road
  These intersections should be studied to improve line of sight for both motorists and trail users. Also consider installation of a flashing or strobe lighting system allowing trail users to stop traffic when crossing.

- Dale Road and Route 44
  Consider changes to pavement markings on Dale Road which would favor right-hand turns for vehicles heading eastbound on Route 44.

- Route 44 and Route 10
  It is expected that over the next several years there will be a significant increase in traffic volumes at this intersection due to the implementation of the approved mixed-use development plan in Avon Center, as well as several new projects on Route 10 in Simsbury just north of the Avon Town line. It may be prudent to ask that the State DOT conduct a study of this intersection in anticipation of this projected growth.

Sidewalks

Avon currently has 3.7 miles of sidewalks located within a public right-of-way. Town Subdivision Regulations do not require the construction of sidewalks adjacent to proposed new public roads. The cost associated with sidewalk construction, maintenance, and snow removal is substantial. Avon experienced significant growth in the decades of the 60s and 70s. At that time there was less public interest in establishing a sidewalk network and more emphasis on preserving Avonôs rural character. In part, residents often viewed sidewalks as being more appropriate for a ñsuburbanò community. Avon has now, in fact, transitioned to a suburban community. At the same time there is an increased public awareness of the connection between exercise and human health and a much greater interest in walking. The survey conducted by GreatBlue Research asked residents how important it is that sidewalks be expanded to other areas of Town. Forty seven percent (47%) indicated that this way very important, while an additional 23% ranked this as somewhat important. When asked to indicate priorities for the location of new sidewalk construction, the most frequent responses were Route 44 (11%); Country Club Road (10%); and West Avon Road (6%).

New sidewalk construction can be accomplished in several different ways. The following chart indicates some of those ways.

Capital Budgeting

The Town has invested tax dollars in building a small network of sidewalks which serve the High School, Middle School, Thompson Brook School, Pine Grove Elementary School, and Avon Library. These include sidewalks on West Avon Road from the Middle School south to Scoville Road and Scoville Road from West Avon Road to the Farmington Valley Greenway.

State Grants

The Town has been awarded more than $1.2M from the State of CT through a program known as the Small Town Economic Assistance Program (STEAP). Sidewalks have been constructed on Route 44 (West and East Main Street) and Route 10 (Simsbury Road).

As Required by Planning and Zoning Regulations

The Commission has used its authority to require the construction of public sidewalks in many instances. This includes several properties on Route 44, subdivisions such as Buckingham and private developments such as Farmington Woods and Hunters Run. Zoning Regulations should be amended to require the construction of sidewalks in association with commercial projects on Route 44 when a proposed project is over a certain threshold size

Since the adoption of the last Plan in 2006 several important sidewalk projects have been completed. They include the following:

- Reconstruction of sidewalks and installation of granite curbing along the north side of Route 44 from the Town Green (Ensign Drive) east to Old Avon Village North.
- Construction of new sidewalks along the east side of Route 10 (Simsbury Road) from the intersection with Route 44 north to Sperry Park.
- Construction of new sidewalks on the west side of Route 10 (Simsbury Road) from Fisher Drive north to LCB Senior Living (117 Simsbury Road) to the Simsbury Town line. Construction is expected to start in the summer of 2016.

Priorities for New Sidewalk Construction

Route 44

The Commission will continue to promote the construction of sidewalks along both the north and south side of Route 44 with the goal of establishing sidewalks from the Simsbury Town line to River Park (Farmington River). The Commission has used its authority when reviewing zoning applications to require that private developers construct sidewalks along the frontage of the property being developed. Recent examples include: Cosi Plaza, Fresh Market, and Fleet Bank. The reconstruction of sidewalks on the north side of Route 44 from the Town Green east to Avon Village and River Park are complete. Full design for this area on the south side of Route 44 is complete. Funding has not yet been obtained.

Route 167 (West Avon Road)

Sidewalks currently consist of a mix of bituminous pavement and concrete and should be replaced with concrete walks.

Avon Town Center

In November, 2015, the Commission approved a master plan for a 1.2 million square foot mixed-use project on 93 acres of land within Avon Park North. Some existing roads will be reconstructed and other new roads built. This entire project will be both bicycle and pedestrian friendly. Sidewalks will be incorporated throughout.

Route 10 (Simsbury Road)

Design plans have been completed and funding is in place through a STEAP Grant to construct sidewalks from Sperry Park north to the Simsbury Town line (on the east side of the Route 10). Construction is expected to begin in the summer of 2016 or the spring of 2017.

Country Club Road

The Town Engineering Department conducted a study in 2014 including preliminary design and cost estimates for the construction of sidewalks on the north side of Country Club Road from West Avon Road to Lovely Street. The cost of construction would be quite significant as the work would include 4 culvert crossings (one which would require a cantilevered structural bridge to hang off the existing concrete box culvert) and a significant amount of earth work. The total length would be 8,300 feet at an estimated cost of $900,000. The Engineering Department also studied constructing a sidewalk over a portion of the roadway from West Avon Road to Stagecoach Road. This distance of 2,900 feet was estimated to cost $265,000. Extending sidewalks on Country Club Road would benefit a large number of residents who live in the neighborhoods north and south of the roadway. There has been significant interest from many residents in support of this project. This sidewalk would also greatly extend opportunities for a substantial number of school aged children residing in this area. It is recommended that the Town pursue grant funding to assist with the cost of this project.

Crosswalks on Route 44

Route 44 from the Simsbury Town line to the base of Avon Mountain has 12 signalized intersections. Currently, six of these intersections do not have painted crosswalk pavement markings. Some of these intersections have pedestrian actuators and they are being used to stop traffic and cross the road. Installing painted markings, handicap ramps, and sidewalks in each of these locations is a priority of this Plan. **Exhibit 10-6** depicts these locations.

Planning for Bicycles

Since the adoption of the last Plan and especially over the past 20 years, a substantial number of residents are interested in improving opportunities for bicycling for recreation and as an alternative to driving a car to work, shopping, and other destinations. The five-mile long Farmington Valley Greenway and its connections south to Farmington and north to the Massachusetts State line is well used by Avon residents.

A study entitled Recommendations for Bicycle Planning and Design in Avon, CT was prepared by Christopher McCahill PhD, in 2012, and is incorporated as Appendix D to this Plan. It includes a brief assessment of the suitability of biking on Town roads based on traffic volumes and shoulder width.

The Capitol Region Council of Governments is currently updating the 2008 regulation bicycle plan, as shown in **Exhibit 10-7**. This 2008 Plan establishes an on road network but acknowledges that these roads need to be evaluated with regards to safety. The CRCOG report states that the plan:

> ñidentifies the on road network, those roads that are needed to provide effective linkage for bicyclists between towns and to commercial locations within towns.ò

The Plan goes on to state:

> ñIt should be noted that the on road network does not recommend bicycle routes. These roadways need to be examined to determine if they are adequate for bicyclists and if not what improvements will be needed.ò

These bike routes, as designated by CROCG in this 2008 Plan, are shown **Exhibit 10-7**.

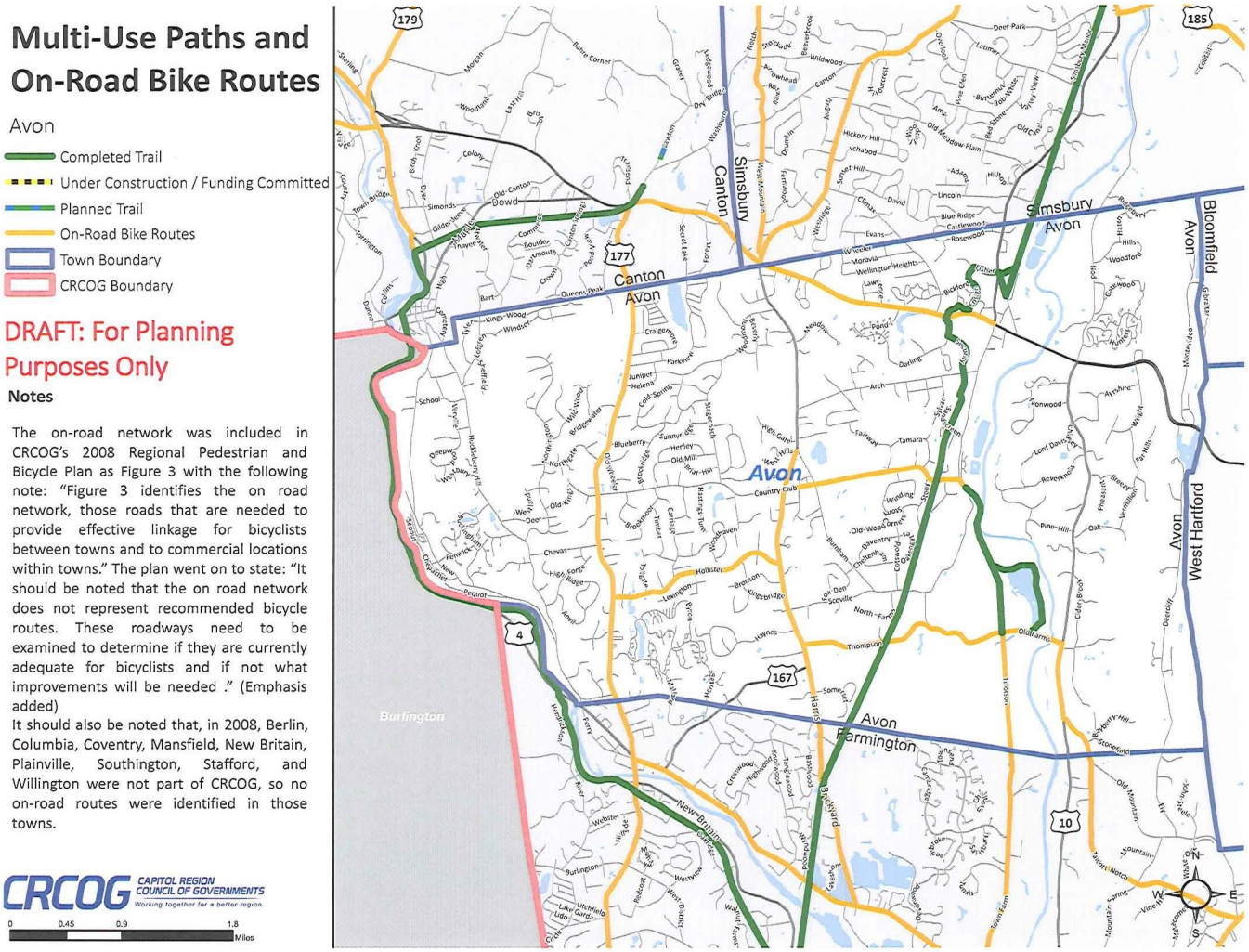

Exhibit 10-7 2008 CRCOG Bicycle Plan

The issue of safety has, in fact, been the Townsôprincipal concern in attempting to establish a bicycle network and to mark even a modest number of roads with bike sharrows.

In 2013 the Town hired VHB, Inc. to prepare a design plan for installing signage and bicycle sharrow pavement markings for the entire length of Scoville Road. This design was considered as a possible demonstration project that could then be expanded to other roadways in Avon. Exhibit 10-7 depicts this plan. However, a close review of the current configuration of Scoville Road and recommended design standards for bike sharrows as published by the American Society of Highway Engineers (ASHTO) revealed several deficiencies. See **Exhibit 10-8**.

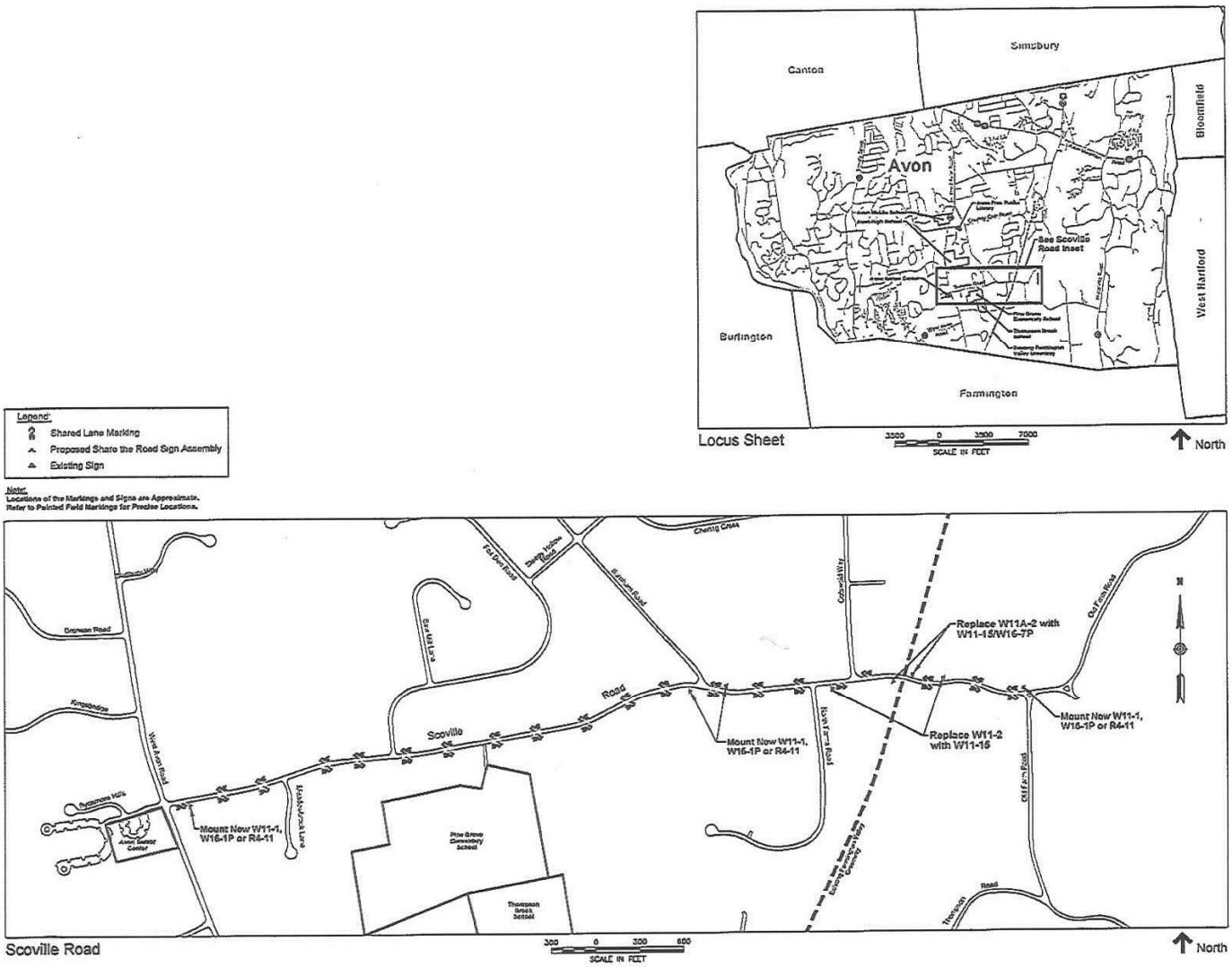

Exhibit 10-8 Bicycle Sharrow Design Study, Scoville Road
Drawing by VHB (Vanasse Hangen Brustlin, Inc.) Middletown, CT

As discussed earlier in this Chapter, Scoville Road although a collector roadway is one of several collector roads which predate modern design standards making it difficult to accommodate bicycles. The Town Council decided not to pursue this project due to these design challenges.

It is recommended that a more detailed study of Town roadways be conducted building on the 2012 McCahill Study. In addition, it is recommended that any roadway design which the town may undertake involving improvements to existing roadways attempt to make accommodations for bicycles. It is also recommended that that lane striping be evaluated in connection with the Towns Pavement Management Program to accommodate bicycles. It may be prudent on selected roadways to narrow the travel lane to 11 feet providing more comfort and safety for cyclists. Finally, it is recommended that grant funding be pursued for more significant improvements to the Townôs collector roadways that can both improve roadway safety and better accommodate bicycles.

Goal and Policies

Goal: Provide for the safe and efficient movement of vehicular, pedestrian, and bicycle traffic within Avon

Policies:

1. Continue to promote the objectives of the 2001 Corridor Study for Route 44 and Route 10 including access management. Further investigate support for the installation of a landscape center median on Route 44.

2. Continue to invest in upgrades to the Townôs collector road system, especially older roads which do not meet modern design standards.

3. Old Farms Road should either be reconstructed in a new southerly alignment or upgraded in its current location. Continue to evaluate these options and pursue this work as a high priority.

4. Require the extension of temporary cul-de-sacs in order to promote overall road circulation, unless deemed infeasible by the Commission due to environmental impacts.

5. Evaluate all emergency road connections. For those deemed essential, ensure year round maintenance.

6. Promote the construction of new sidewalks as outlined. Amend Zoning Regulations to clarify when private developers are required to install sidewalks in association with site plan approval for commercial projects.

7. Pursue with the State Department of Transportation the installation of pavement markings and handicap ramps at all signalized intersections on Route 44.

8. Conduct a detailed evaluation of existing roadways and their suitability for on-road cycling, building on the 2012 study prepared by Chris McCahill, PhD. Evaluate roadways in association with the Townôs Pavement Management Program. Determine if lane markings may be adjusted to better accommodate bicycles.