

**AVON TOWN COUNCIL  
SPECIAL MEETING MINUTES  
June 20, 2023**

**I. CALL TO ORDER**

A Special Meeting was called to order at 7:02 p.m. at the Avon Senior Center, 635 West Avon Road, by Chairman Polhamus. Members present: Mmes: Ausiello, Maguire (arrived at 7:30 p.m.), and Mr. Polhamus. Messrs: Indomenico and Weber were absent. A quorum was present.

Town staff present: Town Manager Brandon Robertson, Assistant Town Manager Grace Tiezzi, Director of Planning and Community Development Hiram Peck, and Lt. John Schmalberger.

The Pledge of Allegiance was led by Chairman Polhamus.

**II. NEW BUSINESS**

**22/23-119 Second Public Meeting to Discuss Bicycle & Pedestrian Master Plan**

Holly Parker, Principal Transportation Planner, Dave Sullivan, Manager of Highways & Transportation Planning, and Fiona Flynn, Transportation Engineer, SLR Consulting, provided a presentation (which is attached and made part of these minutes). Members of the public engaged in discussion with SLR Consulting, Town Council, and Town staff.

**III. ADJOURN**

The special meeting adjourned at 9:05 p.m.

Attest: Jennifer Worsman, Clerk



SLRCONSULTING.COM

# Town of Avon Bicycle & Pedestrian Master Plan

Public Meeting #2



Scan to visit the  
project StoryMap



June 20, 2023

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## Agenda

- Welcome
- Project Timeline
- Public Input
- Existing Conditions
  - Speed, Right-of-Way, Policy, Programs
- Bicycle Connections
- Pedestrian Connections
- Short Term Implementation
- Potential Longer Term Improvement Options
- Next Steps
- Questions?

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# Timeline



## January 2023

Project Kickoff



## February & March

- \* Create project Storymap and survey questions
- \* Collect and coalesce existing conditions information and Avon residents' feedback
- \* Meet with Avon's seniors at Meals & Minds
- \* Meet with town staff



## April & May

- \* First Public Meeting
- \* Continue to receive and analyze public input
- \* Begin to develop recommendations



## June & July

- \* Second Public Meeting
- \* Refine recommendations and begin to prepare a prioritization plan



## August & September

Present the plan to the Town Council for approval

3



# Responses to Monthly Mobility Questions

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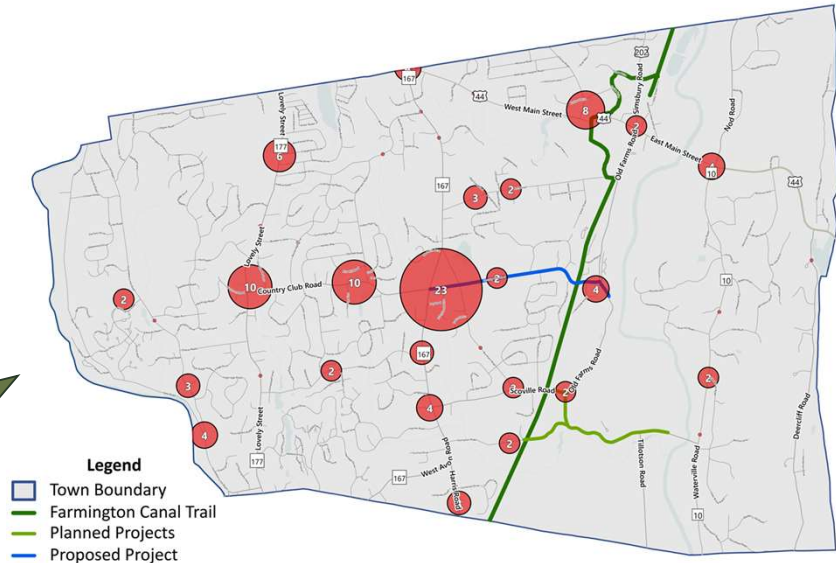
## Where do you wish you could walk or bike safely? (130)

### Mobility Question of the Month #1

"Country Club Rd, Arch Rd, Burnham Rd, W Avon Rd. None of them have bike lanes or even wide curbs and people speed on them. If those 4 roads were bike friendly, I feel the vast majority of the town would be accessible by bike."

"I wish I could walk from Fisher Meadows to the Rails to Trails, then on to Whole Foods on Route 44."

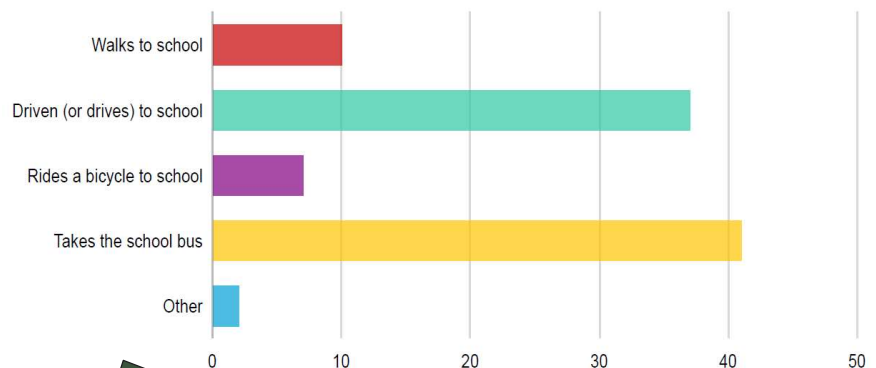
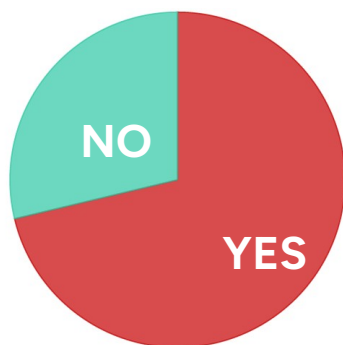
"Please prioritize linking the bike trails with safe bike lanes."



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## Do you have school-age children? (87) If so, how do they get to school? (62)

### Mobility Question of the Month #2



My child has the ability to walk to school. We do not do so often as no crossing guards are present, there are a number of cars speeding, as well as many who do not stop when people are at the crosswalks.

We would love more bike accessibility, larger roads with bike lanes, and cross walks on busy roads especially to roaring brook school

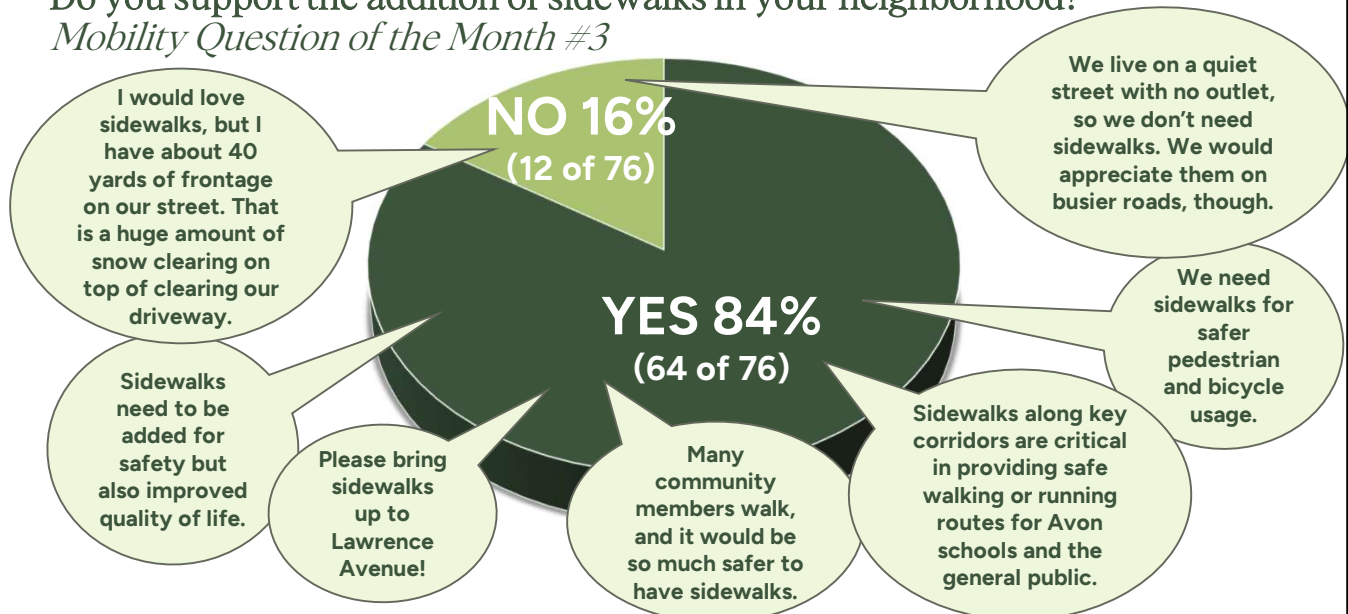
If there was a sidewalk on the west side of West Avon road from the middle school to the high school, I would not need to drive them.

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Do you support the addition of sidewalks in your neighborhood? \*

*Mobility Question of the Month #3*



\* given that the sidewalks would primarily be installed in the public Right of Way, and that you as the property owner, would be responsible for the maintenance of the sidewalks, including but not limited to snow removal in accordance with Town ordinance.

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## Existing Conditions



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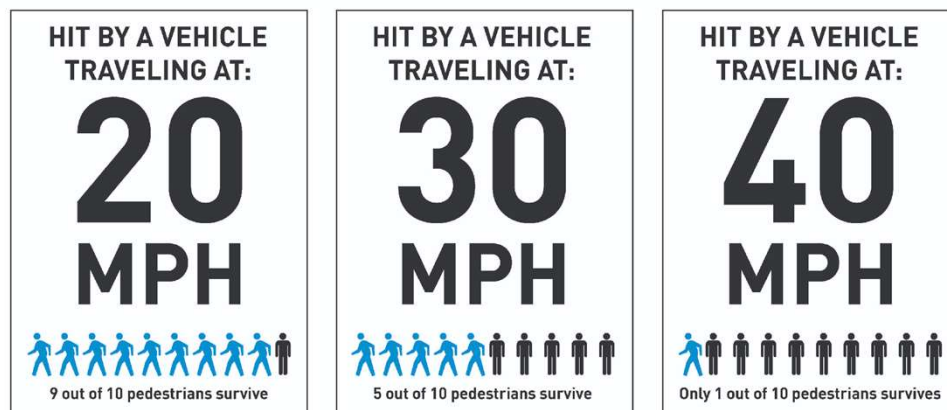
## Speed Limits in Avon

25 mph	30 mph		35 mph	40 mph	45 mph
Burnham Road, West Avon to Country Club Road	Arch Road	New Road	Country Club Road, Tamara Circle (w) to West Avon Road	Avon Mountain Road	Waterville Road, Pheasant Run to Talcott Notch
Carriage Drive	Burnham Road, Country Club to Scoville Road	Nod Road	Darling Drive	Lovely Street	
Climax Road	Chevas Road	Old Farms Road, West Main Street to Country Club Road	Huck Hill, Deer Run to Canton Line	Simsbury Road	
Deercliff Road	Country Club Road (west)	Scoville Road	Tillotson Road	Waterville Road, East Main Street to Pheasant Run	
Huck Hill, Farmington line to Deer Run	Country Club Road, Old Farms to Tamara Circle (w)	Security Drive	West & East Main Street	Waterville Road, Talcott Notch to Farmington line	
Juniper Drive	Harris Road	Stagecoach Road		West Avon Road	
Old Farms Road, Country Club Road to Waterville Road	Hollister Drive	Woodmont			
Orchard Street					
Thompson Road					

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## Signage & Speed



Source: Seattle Department of Transportation

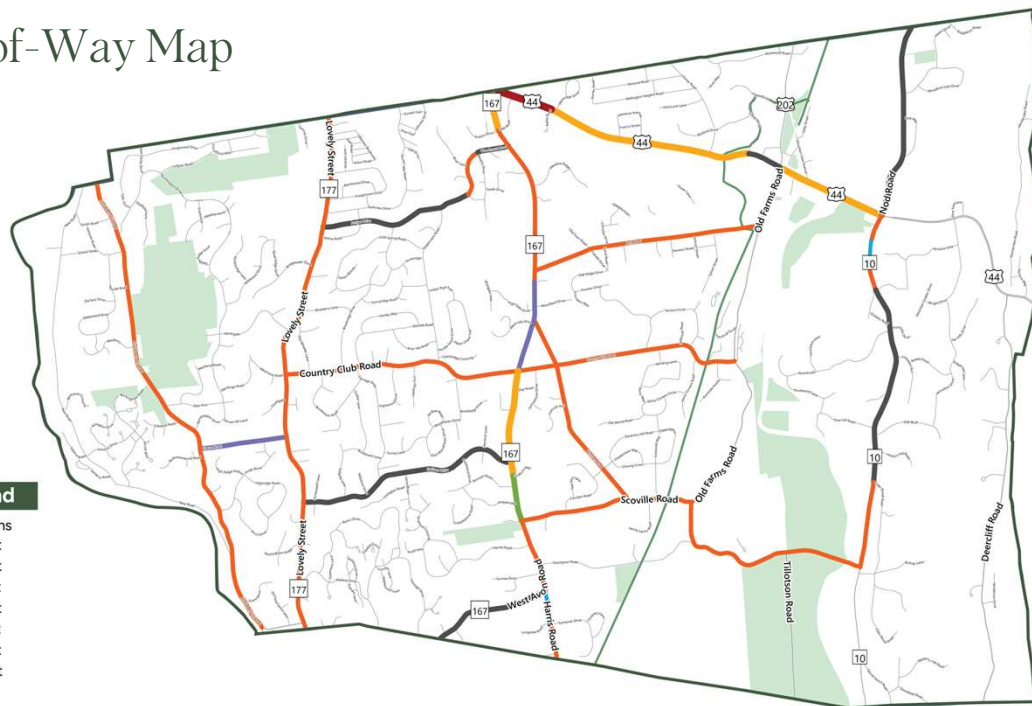
<https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/speedlimits>

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## Right-of-Way Map

### Legend

ROW Widths  
 45 ft  
 50 ft  
 55 ft  
 60 ft  
 65 ft  
 70 ft  
 80 ft



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## Policy

- The Town of Avon passed a Complete Streets Resolution that provides a policy framework for improved bicycle, pedestrian, and transit accommodations
- Changes to zoning:
  - Provide guidance or specific design guidelines for both short- and long-term bicycle parking with new developments or significant renovations to town and commercial buildings
  - Requiring developers to install sidewalk as a condition for permitting



### Town of Avon

60 West Main Street  
 Avon, Connecticut 06001-3719  
 (860) 405-4300 • www.avonct.gov

#### RESOLUTION IN SUPPORT OF COMPLETE STREETS

- RESOLVED:** That the Town Council, on this 1<sup>st</sup> day of June, 2023, adopts this resolution in support of the continued implementation of the Complete Streets design strategy on public roads within the Town of Avon.
- WHEREAS:** "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel for all users, including pedestrians, bicyclists, persons with disabilities, motorists, transit vehicles, emergency responders, users and operators of public transportation, seniors, children, youth and families, and;
- WHEREAS:** Public Act 09-154, "An Act Improving Bicycle and Pedestrian Access" requires the integration of Complete Streets principles in every state-funded highway, road or street project that is implemented by the State of Connecticut or a Municipality of the State, and;
- WHEREAS:** The Town of Avon's 2016 Plan of Conservation and Development includes an endorsement of the Complete Streets concept by the Planning & Zoning Commission; encouraging investments by the Town, State and private developers to improve existing infrastructure and construct new roadways that meet the objectives of Complete Streets, and;
- WHEREAS:** Avon residents have expressed a desire and need for additional opportunities for walking and bicycling and in response the Town has engaged in a Bicycle & Pedestrian Master Planning effort in order to develop prioritized recommendations for improving and expanding the Town's existing bicycle and pedestrian network, and;
- WHEREAS:** Complete Streets contributes toward the safety, health, economic vitality and quality of life in a community by providing safe, convenient, and efficient connections between home, school, work, recreation and other destinations, and improving the Town's existing transportation network by creating a connected and comprehensive network, and;
- WHEREAS:** Complete Streets policies are commonly implemented by local government agencies that are regularly involved in the design, construction, operation, and maintenance of a transportation network as a method of improving travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, all transit users, and;
- WHEREAS:** The Town is already in the practice of including Complete Streets concepts as part of state- and town-funded projects that are completed within the Town's road network, where practicable, and;
- WHEREAS:** The Town recognizes that the implementation of a Complete Streets Policy will be an essential tool to aid in the Town's pursuits to apply for state funding to support local transportation projects in the near future.

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## Policy

- Respect the speed limit on the Farmington Canal Trail



### A Guide to Smart Trail Use

Each trail town is responsible for regulating use of the trail within its borders. The following guidelines are provided to encourage safe and enjoyable trail use without endangering others.

- Ride, walk, jog and skate on the right and pass on the left. Alert others of your intent to pass using a bell, horn or your voice. When stopped, move off to the side of the trail.
- Come to a complete stop at all road crossings. Use traffic control devices where available.
- ~~Never assume traffic will stop for you (it frequently won't).~~
- The speed limit on the trail is 12 mph.

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## Programs

- Bike rodeos, trail clean up days, sponsored group rides and hikes, bike to work and school days, and used bicycle collections offered throughout the year.
- A Bicycle Education program for fourth graders attending the Avon Public Schools.

**Let's go for a ride!**

**Avon Town Council Bike Ride**

Join members of the Town Council on  
Thursday, May 18, 2023 at 5:30 p.m.  
 for an easy 5 mile ride on the  
 Farmington Canal Heritage Trail.  
 Meet in the Town Hall Parking Lot.

Questions? Contact Bikewalk Avon, CT at  
[bikewalkavonct@gmail.com](mailto:bikewalkavonct@gmail.com).

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# Primary Bike Connectivity Roadways



Route 44/East and West Main Street  
 Country Club Road  
 Nod Road  
 Route 10/Waterville Road  
 Scoville Road  
 Route 167/West Avon Road  
 Route 177/Lovely Street

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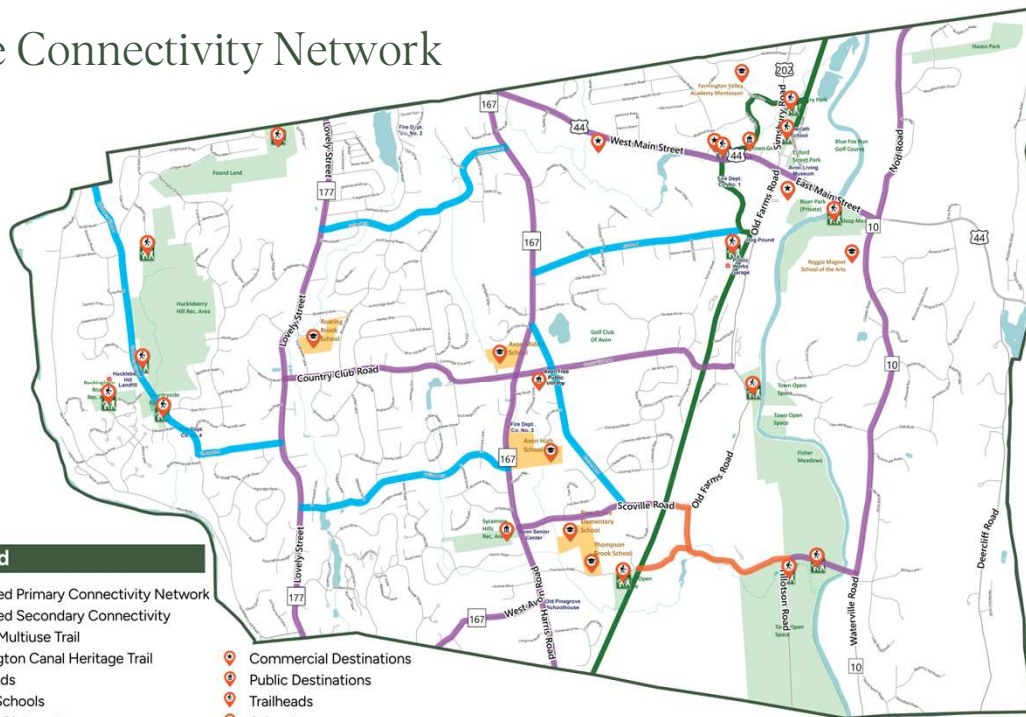
## Bicycle Connectivity Network



### Legend

- Proposed Primary Connectivity Network
- Proposed Secondary Connectivity
- Future Multiuse Trail
- Farmington Canal Heritage Trail
- Trailheads
- Public Schools
- Points of Interest

- Commercial Destinations
- Public Destinations
- Trailheads
- Schools



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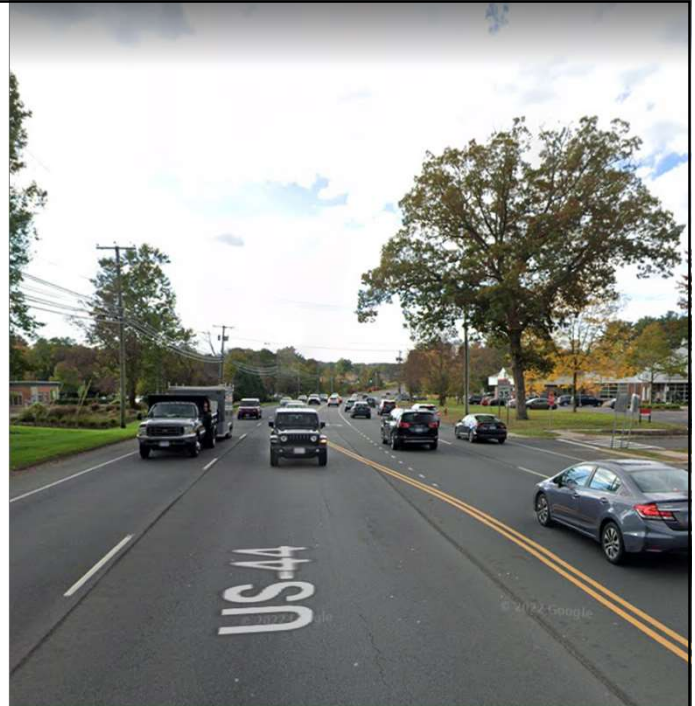


## U.S. Route 44

From Simsbury Town Line to Nod Road



- **Roadway Characteristics**
  - 10-12' lanes with 1-10' shoulders
  - Right-of-Way (ROW) varies 62' to 100'+
- **Annual Average Daily Traffic (AADT) = 17,000 – 26,000 vehicles**
- **Speed limit of 35 mph**  
(with travel speeds much higher)
- **Identified constraints:**
  - Bridge (Farmington River)
  - Culverts & Wetlands (Nod Brook, Stub Pond)
  - Lot of fast traffic
  - Intermittent sidewalks
  - Not many crossings



Route 44 / 202 near Walmart & Big Y  
Image from Google Street View

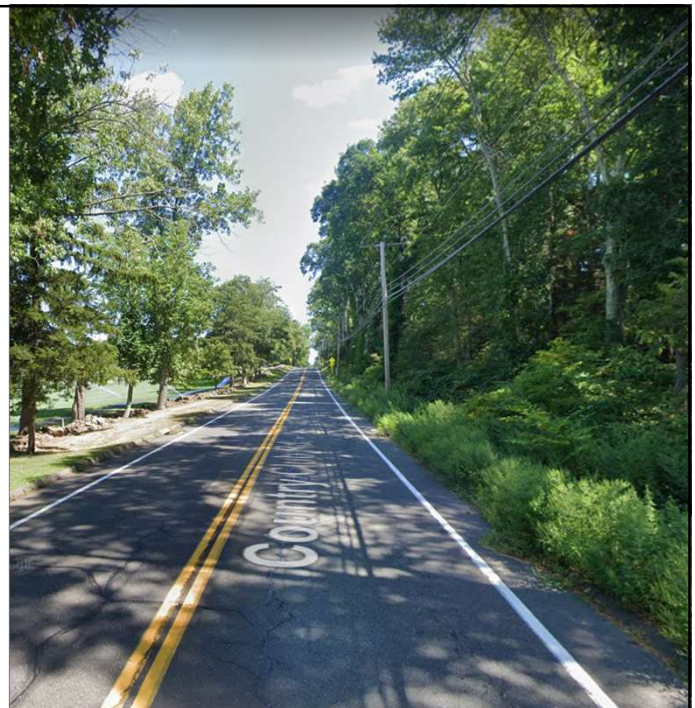
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## Country Club Road

From Lovely Street to Old Farms Road



- **Roadway Characteristics**
  - 11-12' lanes, 2-5' shoulders
  - 50' of available right-of-way (ROW)
- **Annual Average Daily Traffic (AADT) = 7,100 to 8,600 vehicles**
- **Speed limit of 30 to 35 mph**
- **85<sup>th</sup> percentile speeds: 49.8 to 56.8 mph**
- **Identified constraints:**
  - Bridge over Roaring Brook
  - Guide rail between Old Wheeler Lane and Brookmoor Road
  - Stone wall near Tanglewood Drive
  - Bridge over Big Brook
  - Bridge over Chidsey Brook
  - Stone wall adjacent to road near golf course
  - Steep grade and winding east of Winding Lane
- **Received LOTCIP grant to build new sidewalk**



Country Club Road between Burnham Road and Tamara Circle  
Image from Google Street View

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# Secondary Bike Connectivity Roadways



Burnham Road  
Juniper Drive  
Arch Road  
Woodmont Road  
Hollister Drive  
Chevas Road  
Huckleberry Hill Road

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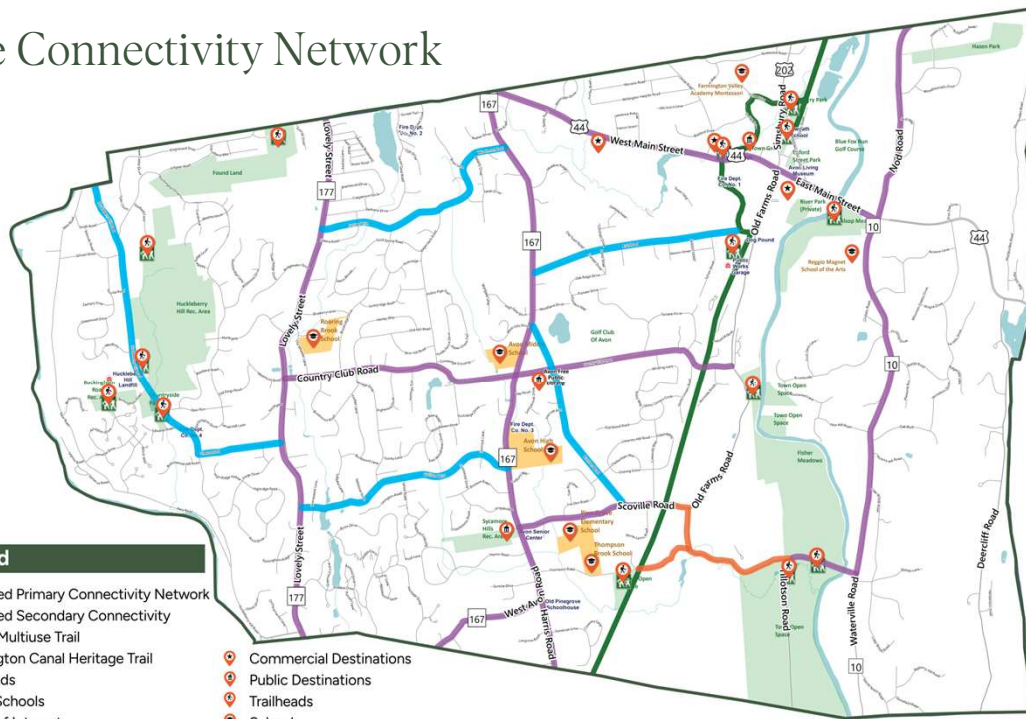
## Bicycle Connectivity Network



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- Proposed Primary Connectivity Network
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- Commercial Destinations
- Public Destinations
- Trailheads
- Schools



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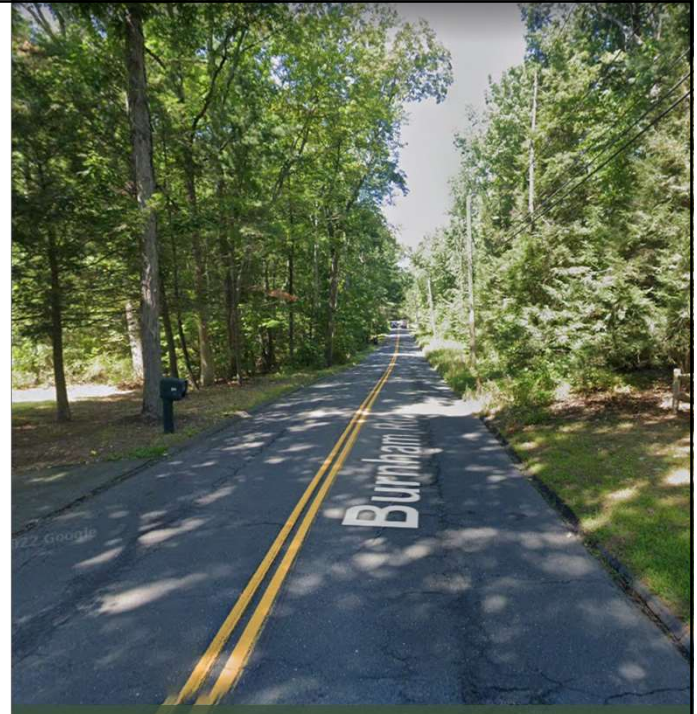




## Burnham Road

From West Avon Road to Scoville Road

- Roadway Characteristics
  - 10-14' lanes, 2-6' shoulders
  - 50' of available right-of-way (ROW)
- AADT and travel speed data unavailable
- Speed limit of 30 mph
- Identified constraints:
  - Cemetery at intersection with Country Club Road
  - Dense mature tree growth close to road
- Street is being repaved this year



Burnham Road between Foxcroft Run and Sleepy Hollow Road  
Image from Google Street View

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## Juniper Drive

From Lovely Street to Stagecoach Road

- Roadway Characteristics
  - 12-13' lanes, no shoulders
  - 60' of available right-of-way (ROW)
- Annual Average Daily Traffic (AADT) = 1,700 vehicles
- Speed limit of 25 mph
- 85<sup>th</sup> percentile speed: 45.2 mph (west of Stagecoach Road)
- Identified constraints:
  - Horizontal curvature limits visibility
  - Sections of steep grade on road
- Street is being repaved this year



Juniper Drive between Avonridge and Stagecoach Road  
Image from Google Street View

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# Pedestrian Connectivity



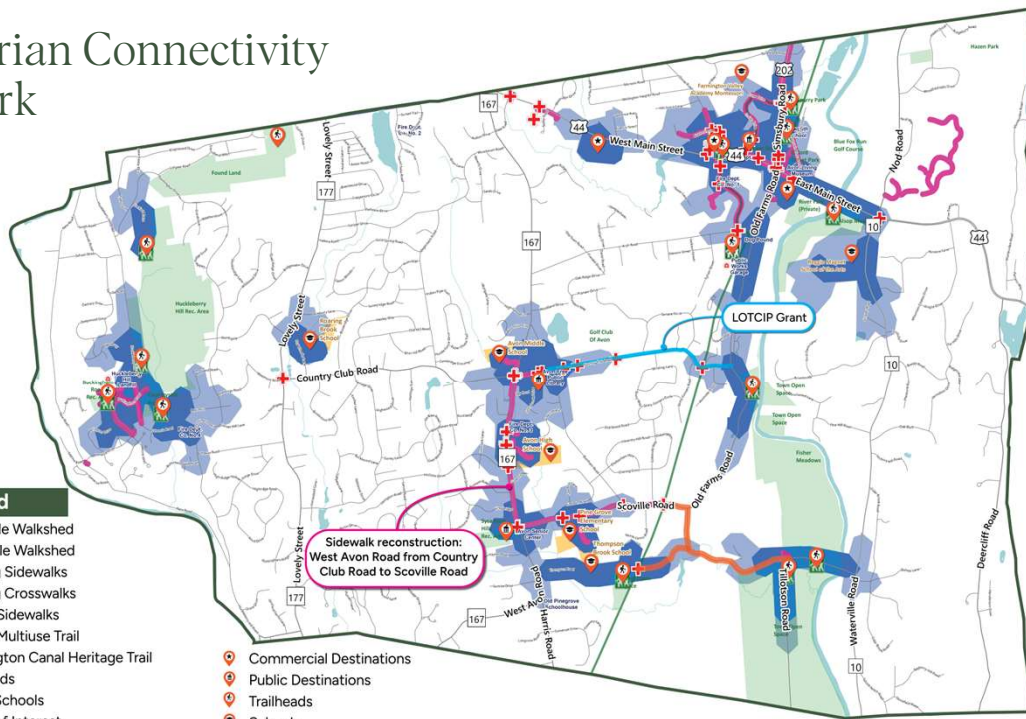
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## Pedestrian Connectivity Network

### Legend

- 0.25 Mile Walkshed
- 0.50 Mile Walkshed
- Existing Sidewalks
- Existing Crosswalks
- Future Sidewalks
- Future Multiuse Trail
- Farmington Canal Heritage Trail
- Trailheads
- Public Schools
- Points of Interest

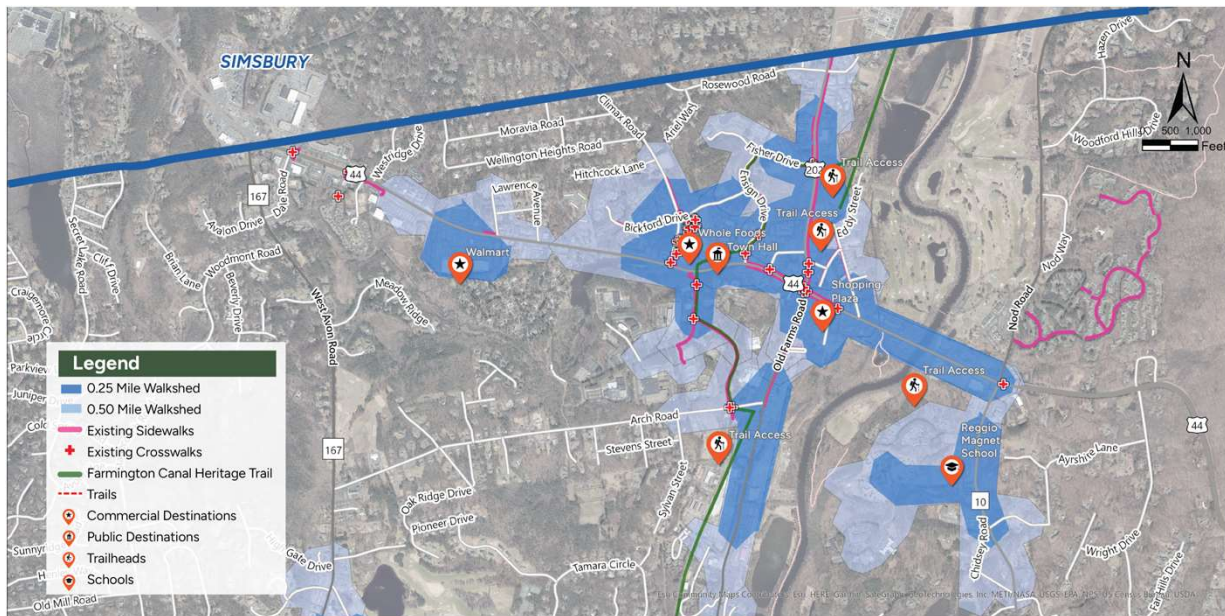
- Commercial Destinations
- Public Destinations
- Trailheads
- Schools



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## Downtown Avon Walkshed



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## Western Avon Walkshed



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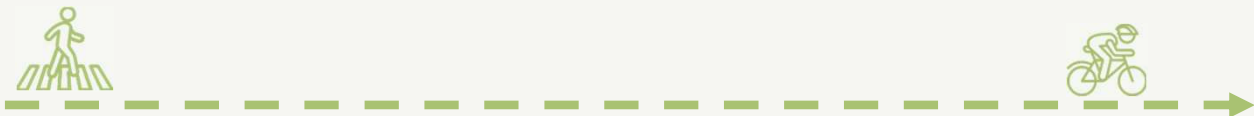
## Central and South Avon Walkshed



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## Short Term Implementation Guidance



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## Decision-Making Criteria



SAFETY



FEASIBILITY



EQUITY



CONNECTIVITY



COST

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## Add Fog Lines to Maximize Shoulders

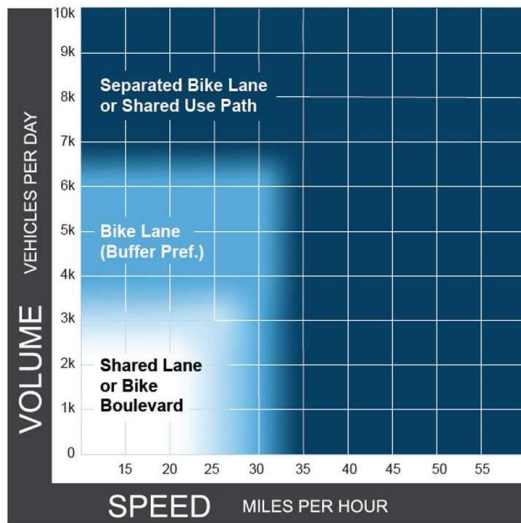


## Reduce/Minimize Lane Width

ROAD NAME	FUNCTIONAL CLASS	AADT	ALLOWED LANE WIDTH
State roads (US Routes 44/202, Routes 10, 167, 177)	Arterial	-	11 ft
Talcott Notch Road	Collector	6,000	
Nod Road		5,400	
Old Farms Road		3,000	
Thompson Road		2,500	
Country Club Road		4,800	
Arch Road		4,100	
Harris Road		6,600	
Hollister Drive		2,900	
Woodmont Road		3,000	
Chevas Road		2,500	
Huckleberry Road	Local	3,000	10 ft
Stagecoach Road		1,400	
Juniper Road		1,700	
New Road		800	
Carriage Drive	Local	450	9 ft or 10 ft
All other non-State roads (e.g. Burnham Road)		-	

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## FHWA Bikeway Guidance



### Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

This graphic from the Federal Highway Administration (FHWA)'s Bikeway Selection Guide shows how to determine the best types of bicycle facilities for a given roadway based on the volume and speed of car traffic.

Source: FHWA Bikeway Selection Guide, Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban, and Rural Town Contexts

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## FHWA Pedestrian Toolbox



Crosswalk  
Visibility  
Enhancements



Raised  
Crosswalk



Pedestrian  
Refuge Island



Rectangular  
Rapid-Flashing  
Beacon (RRFB)



Curb  
Extensions



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## U.S. Route 44 Toolbox



### Pedestrian / Bicyclist Mobility & Safety Enhancements

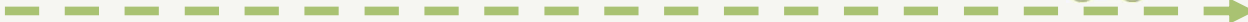
Sidewalk Buildout
Shared-Use Paths
Alternate Parallel Routes
Road Diet
Pedestrian Signal Enhancements / Upgrades
Additional Crosswalks
Medians / Pedestrian Refuge Islands
ADA Compliance Needs
On-Road Bike Lanes
Repurposing Wide Shoulders
Culvert Widening
Wetland Considerations
Signage
Easements where R.O.W. Constrained
Bus Stop Enhancements



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## Short Term Implementation Options



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## Sharrows



- Install sharrows where roadway width, vehicle speed, and Annual Average Daily Traffic (AADT) allow
- Sharrows are not a substitute for bike lanes or bike paths



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## Signage & Storage



Impact behavior by providing better guidance on where motorized and non-motorized vehicles are allowed to travel, and providing more & better parking and storage options for them.



*Bike racks at Avon Town Center*

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# Potential Improvement Options

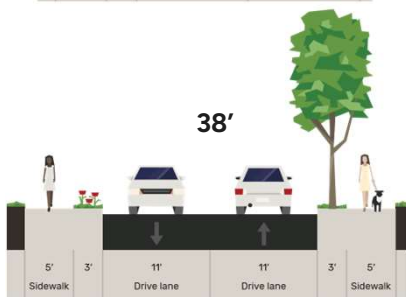
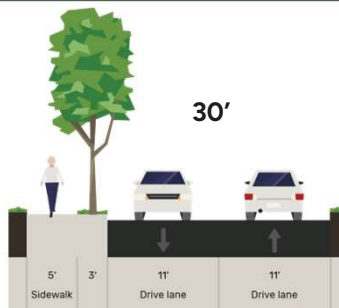


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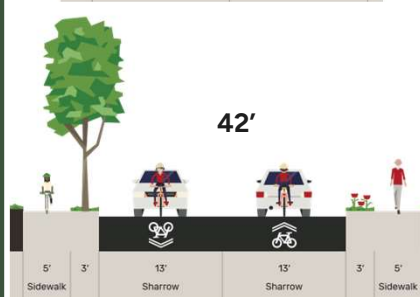
## Cross Sections



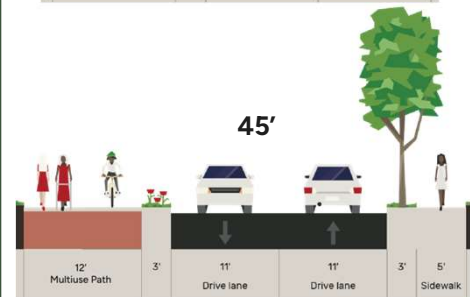
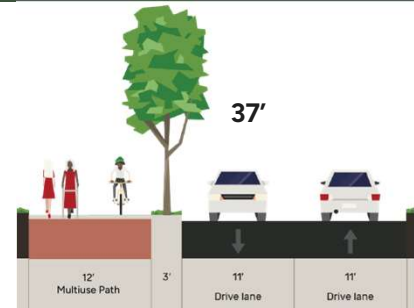
### Sidewalks Only



### Sharrows



### Multiuse Path



Made using Streetmix ([www.streetmix.net](http://www.streetmix.net))

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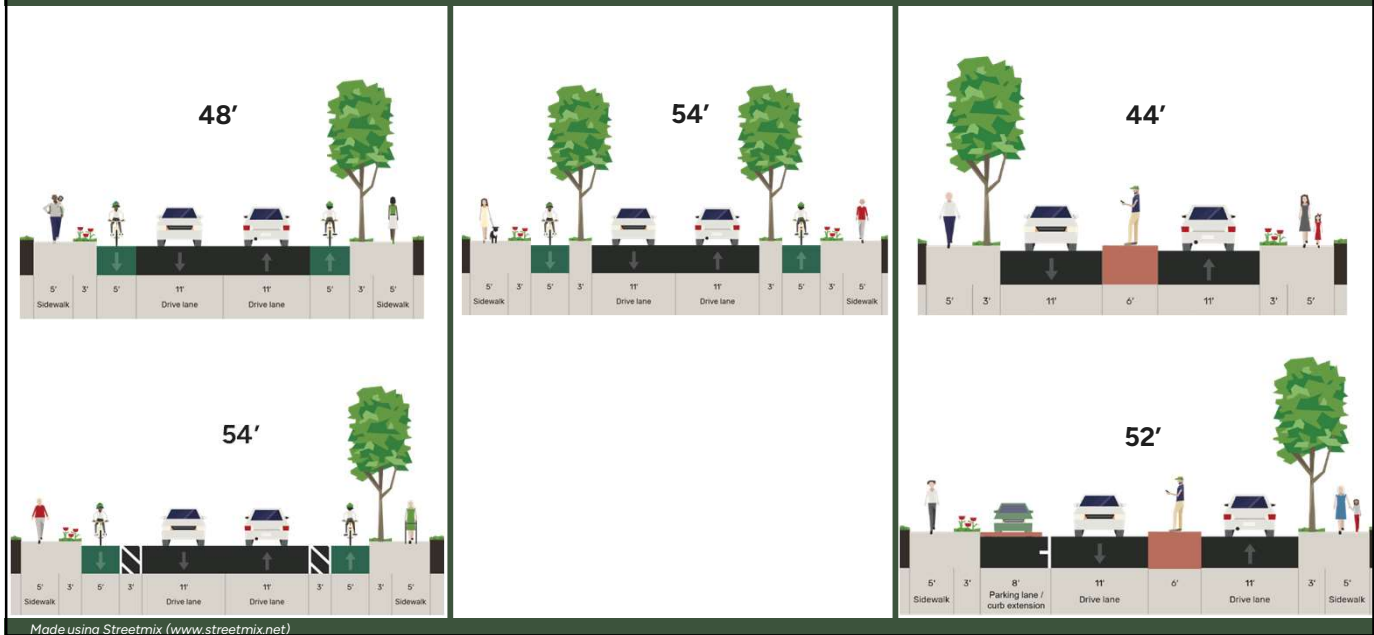
## Cross Sections (continued)



### Bike Lanes

### Separated Bike Path

### Pedestrian Refuge Islands



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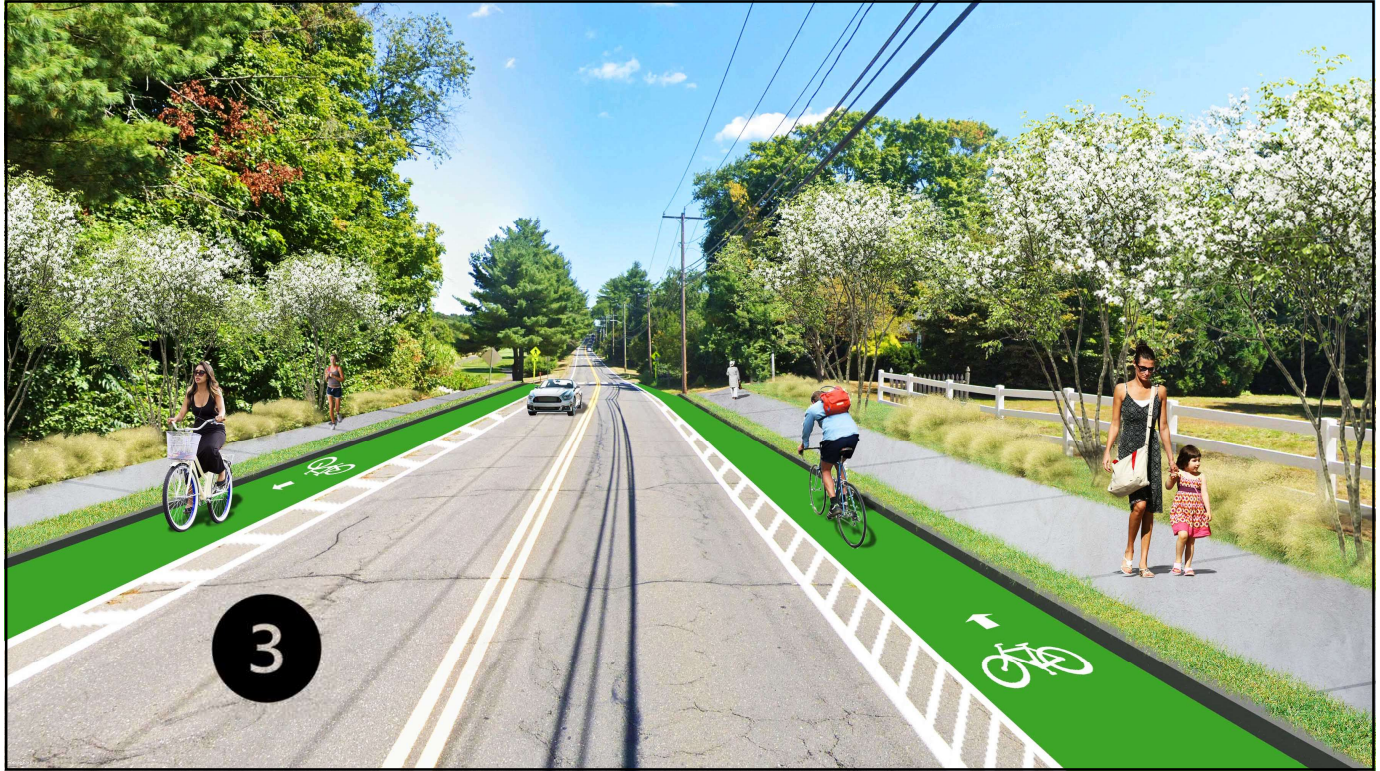


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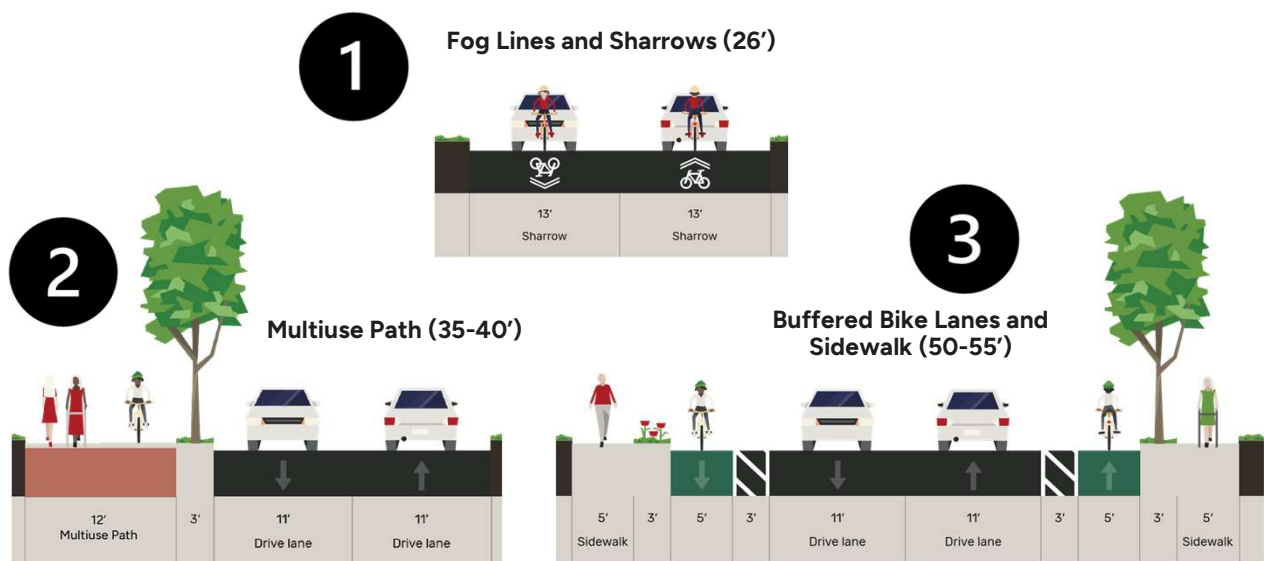
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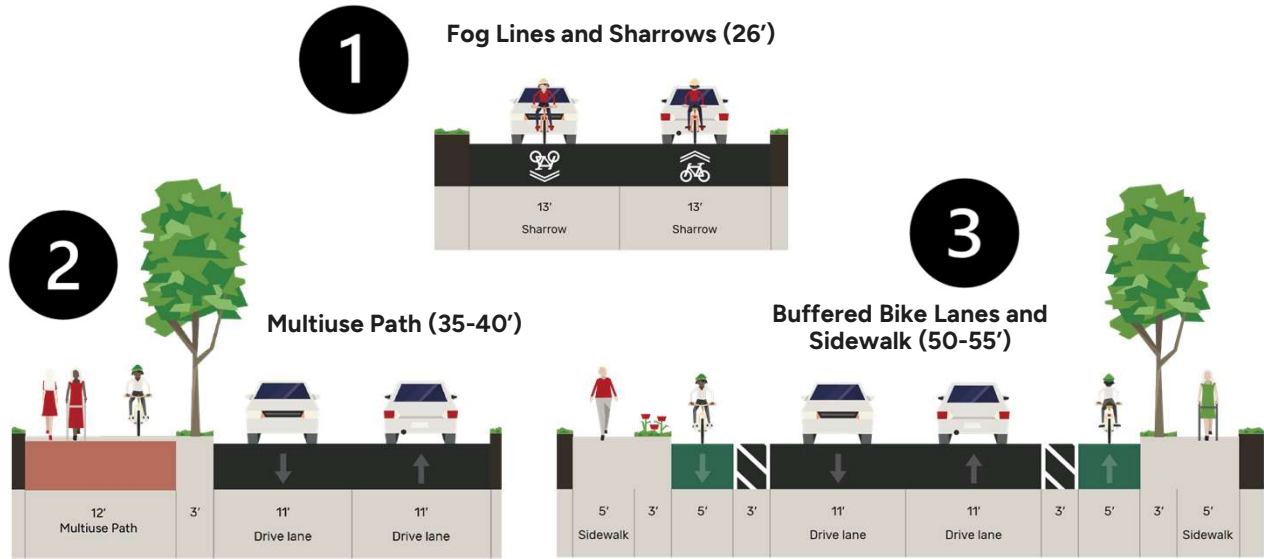
Question 1: Which option would you like to see implemented throughout Avon?



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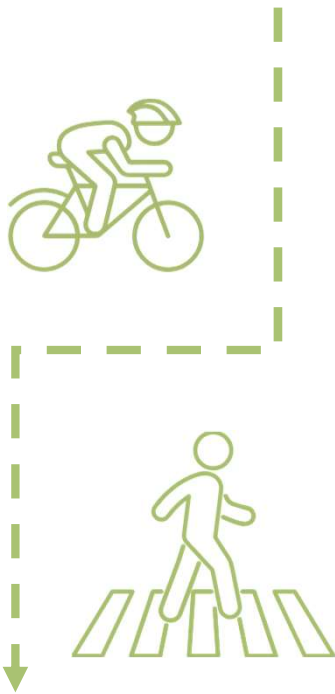
Question 2: Which option would you like to see implemented on your street?



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## Implementation Plan



- Identify bike connectivity opportunities
- Identify pedestrian connectivity opportunities
- Identify constraints
- Integrate bike and pedestrian networks as appropriate
- Identify funding opportunities
- Prepare implementation matrix

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## Next Steps



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## Questions/ Comments?

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