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Town of Avon Bicycle & Pedestrian Master Plan

Public Meeting #3



Scan to visit the
project StoryMap

September 19, 2023



1



2

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

Third Public Meeting

October & November

- * Finalize recommendations, Implementation Matrix, and Final Plan document
- * Present the plan to the Town Council for approval

3

Progress



The Town of Avon has:

- Become a BFC;
- Obtained preliminary approval of \$4 million to improve Country Club Road & install pedestrian facilities from the library to Old Farms Road;
- Passed a Complete Streets Resolution that provides a policy framework for improved bicycle, pedestrian, and transit accommodations;
- Developed a bicycle education program for fourth graders attending the Avon Public Schools.
- Chosen to allow road widths to be as narrow as 10' – where practical – on low traffic volume *Collector & Local* roads, calming traffic;
- Applied for a grant to install bus shelters at 5 locations on Route 44; and
- Improved sidewalk on W. Avon Rd. from Sunnybrook Dr. to 460 W. Avon Rd.



Town of Avon

66 West Main Street
Avon, Connecticut 06001-3719
(860) 499-4300 • www.avonet.gov

RESOLUTION IN SUPPORT OF COMPLETE STREETS

- RESOLVED:** That the Town Council, on this 1st 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.

4

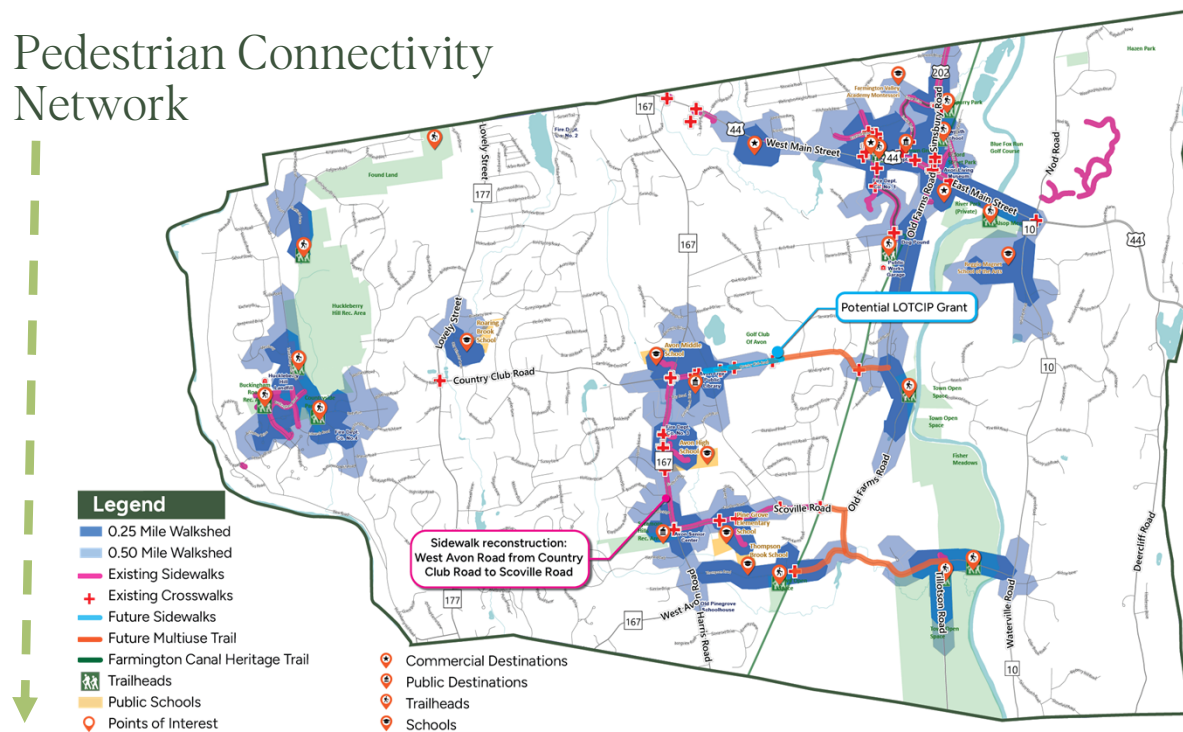


Pedestrian Connections



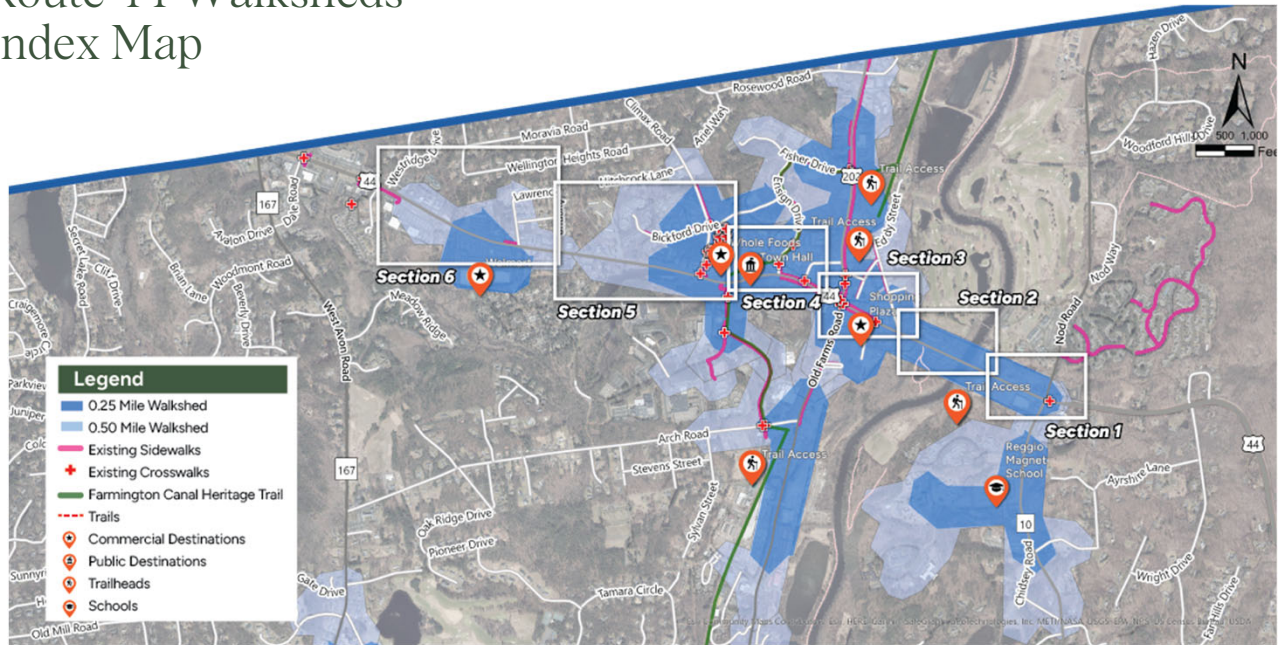
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Pedestrian Connectivity Network



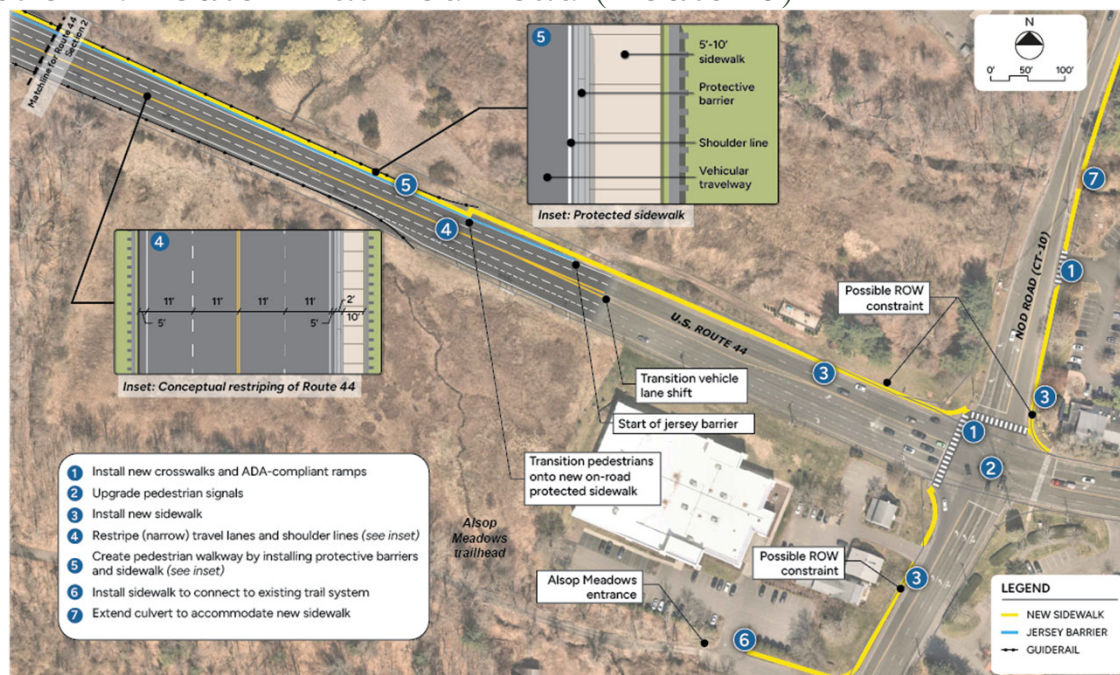
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Route 44 Walksheds Index Map



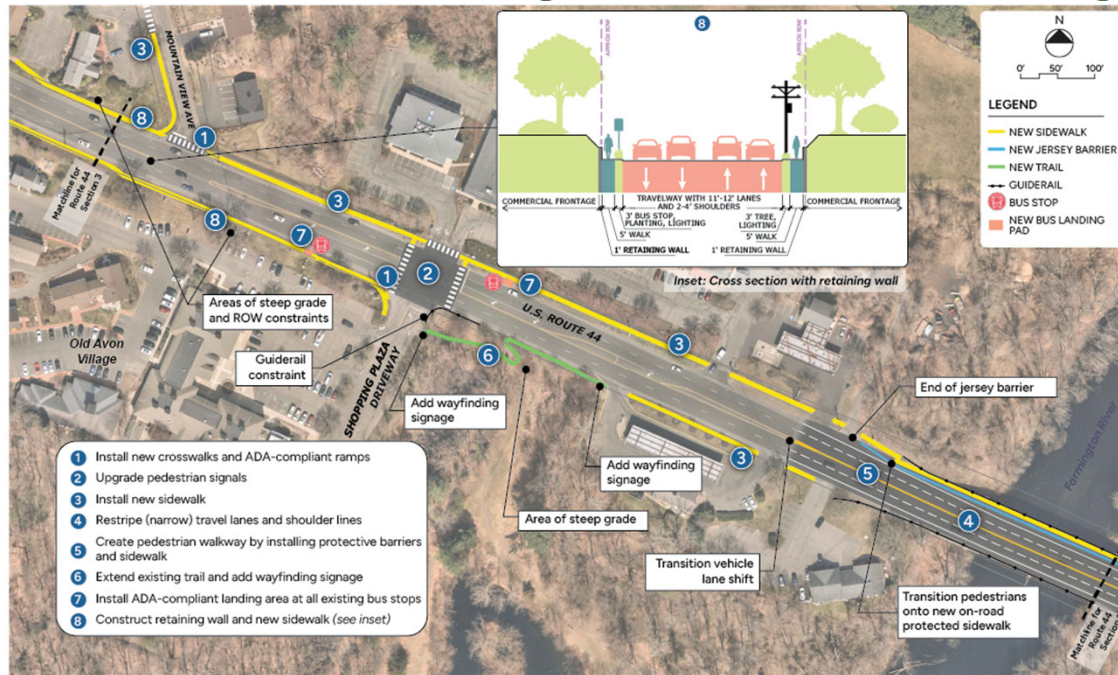
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Section 1: Route 44 at Nod Road (Route 10)



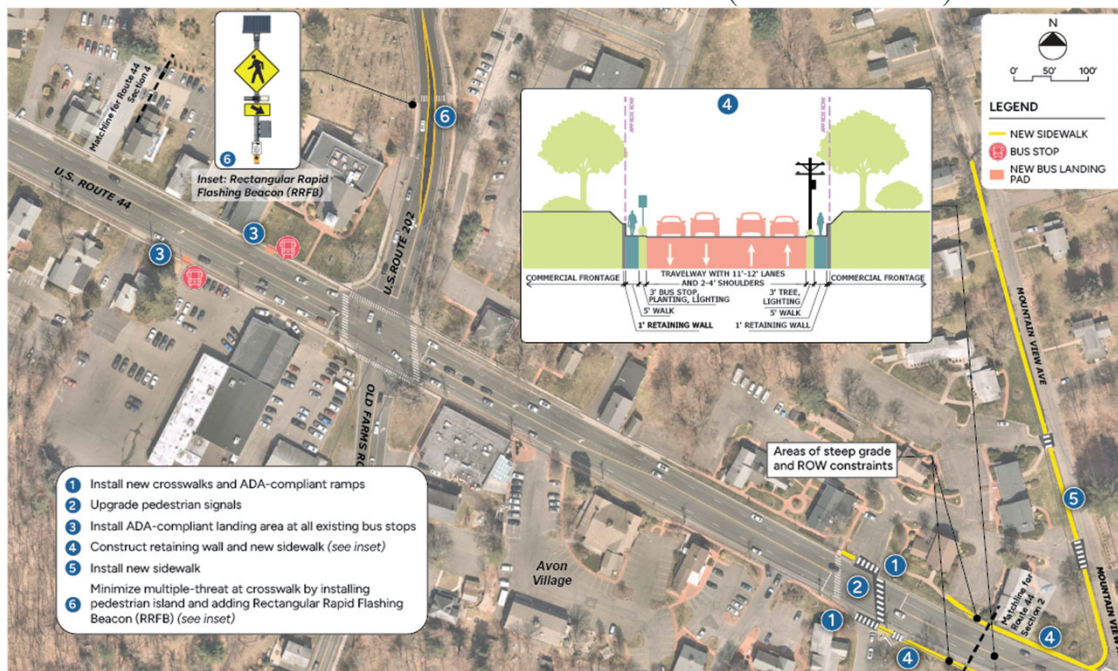
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Section 2: Route 44 near Farmington River and Old Avon Village



9

Section 3: Route 44 at Old Farms Road (Route 202)



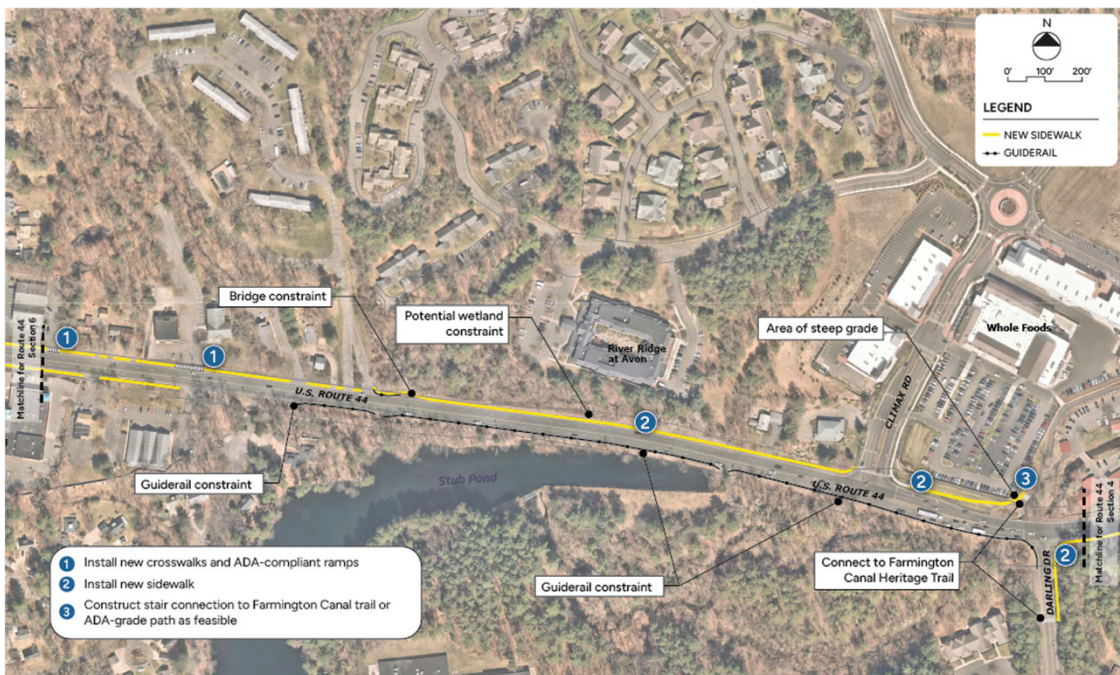
10

Section 4: Route 44 at Ensign Drive, near Town Hall



11

Section 5: Route 44 near Whole Foods and Stub Pond



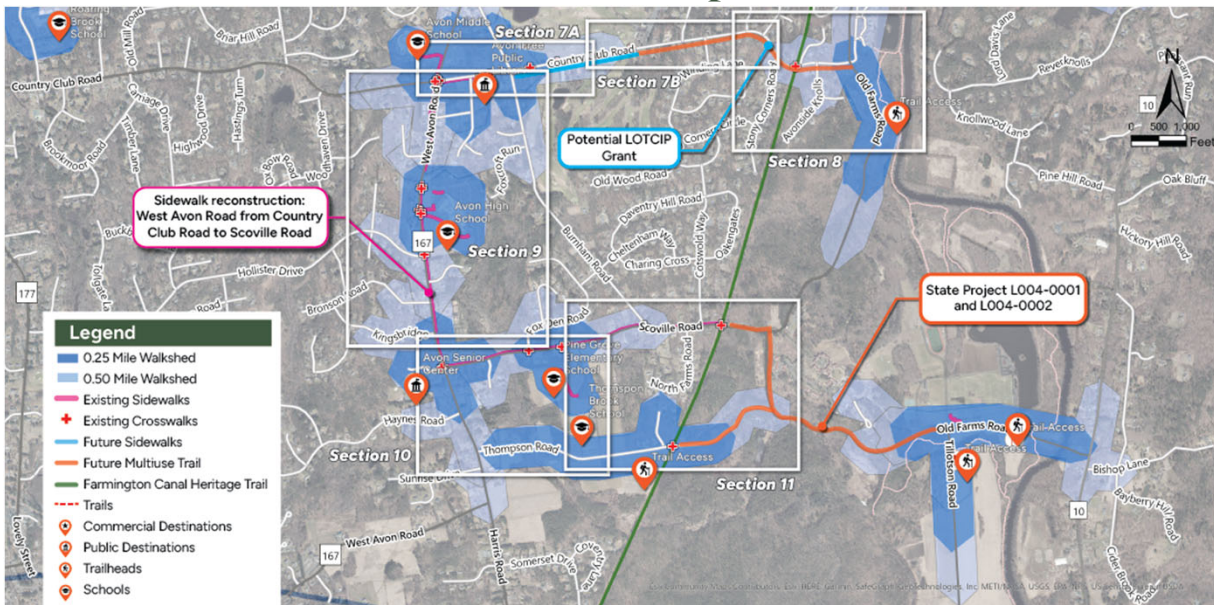
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Section 6: Route 44 near Walmart and Nod Brook Mall



13

Central Avon Walksheds Index Map



14

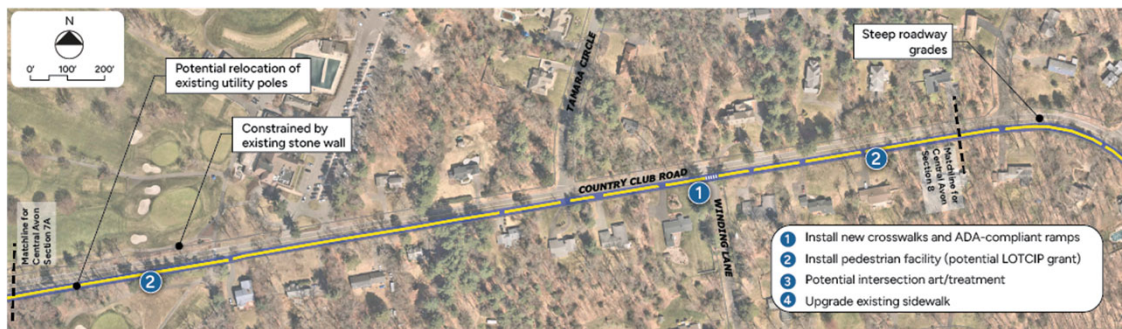
Section 7: Country Club Road



7A



7B



15

Section 8: Country Club Road



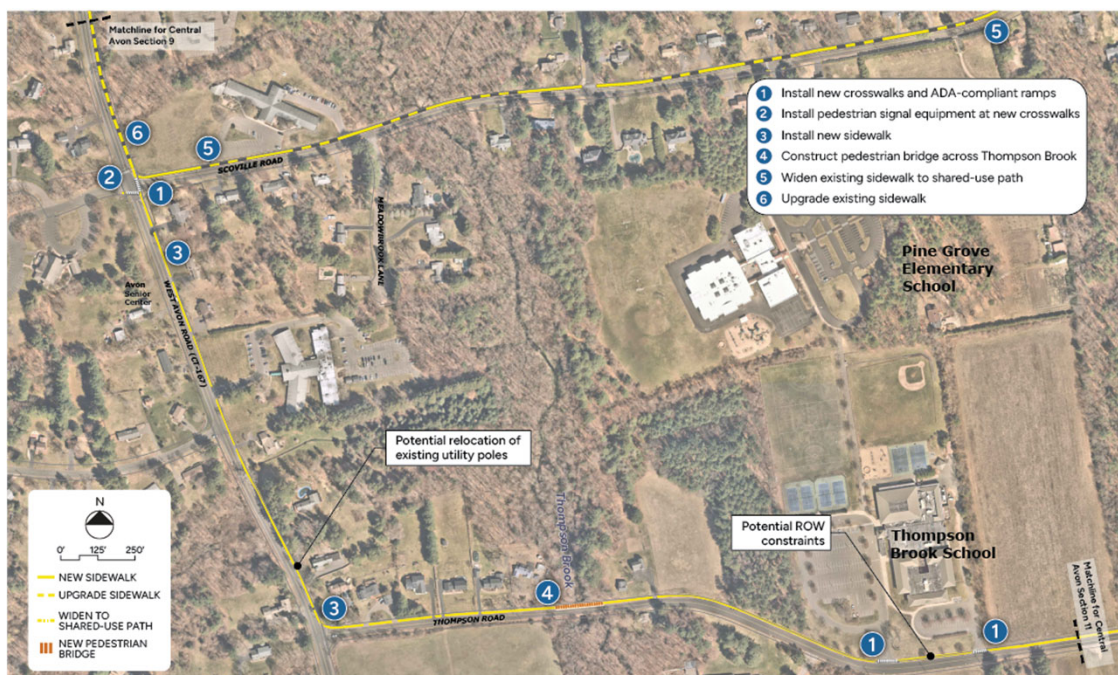
16

Section 9: West Avon Road between Country Club Road and Scoville Road



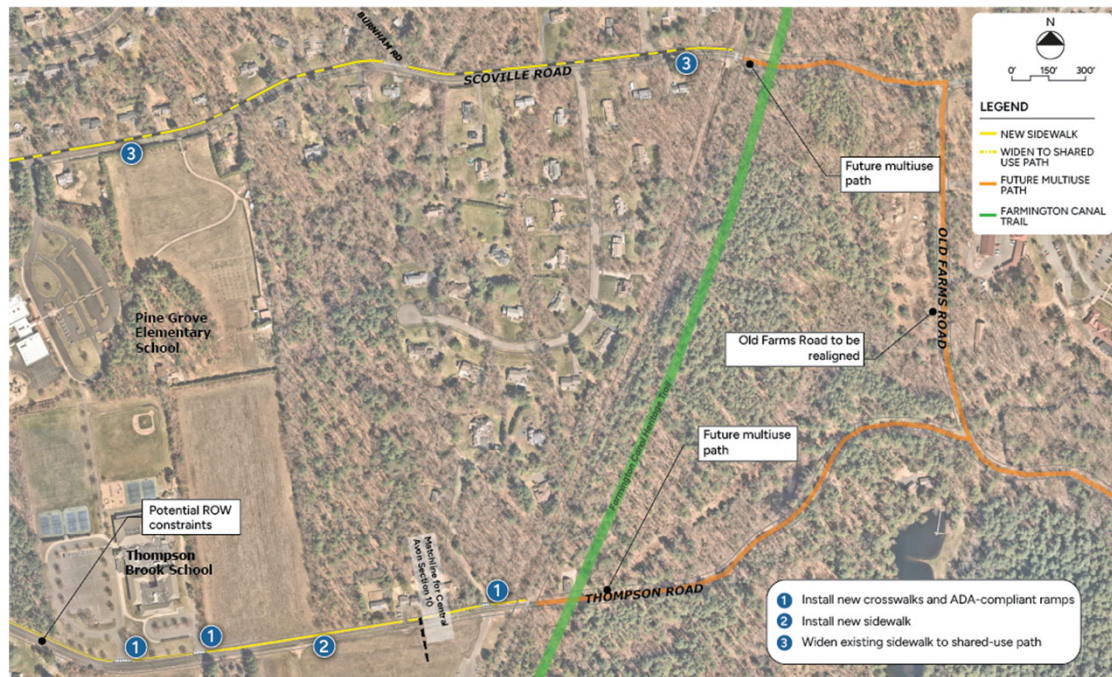
17

Section 10: Scoville Road and Thompson Road, near West Avon Road



18

Section 11: Scoville Road and Thompson Road near Farmington Canal



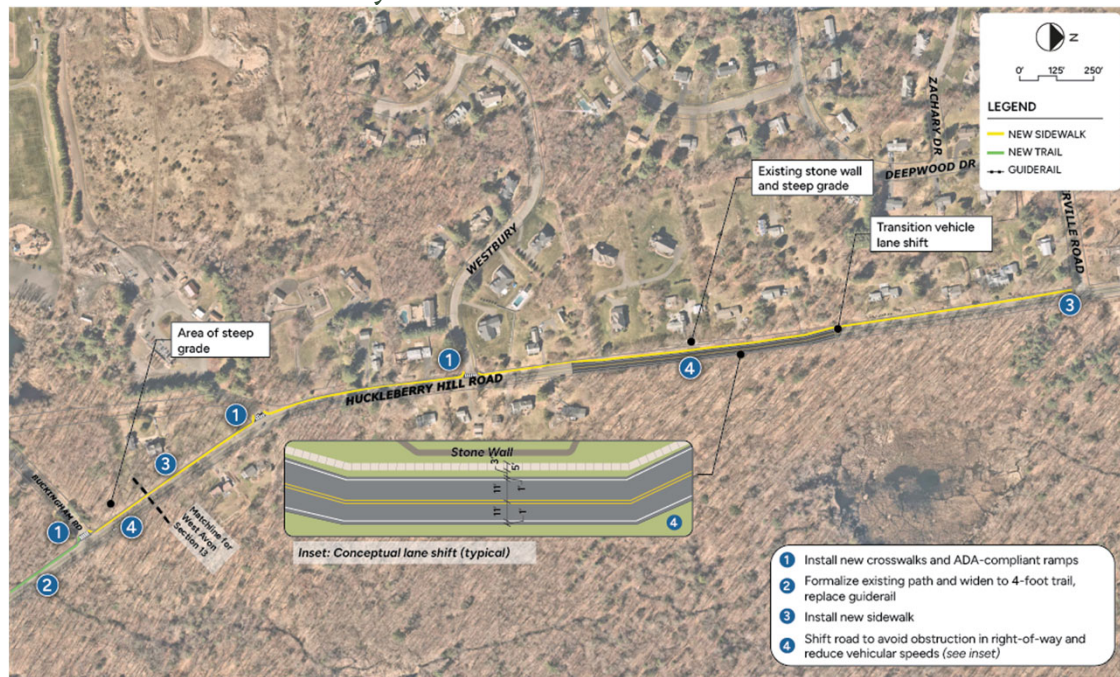
19

Western Avon Walksheds Index Map



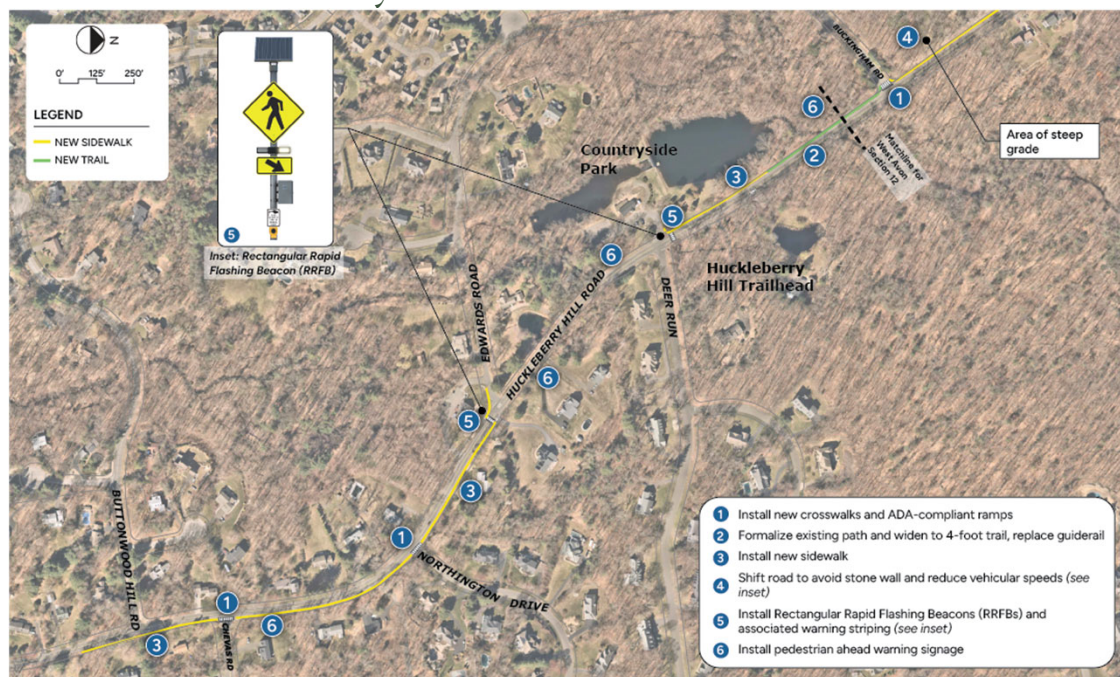
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Section 12: Huckleberry Hill Road



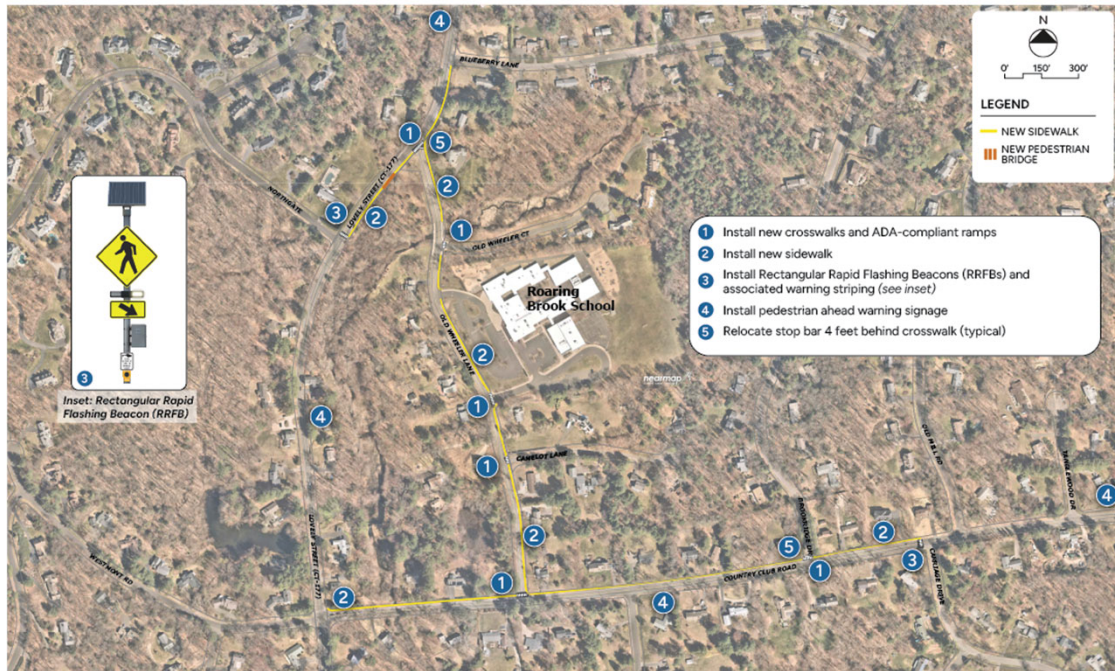
21

Section 13: Huckleberry Hill Road



22

Section 14: Roaring Brook School



23

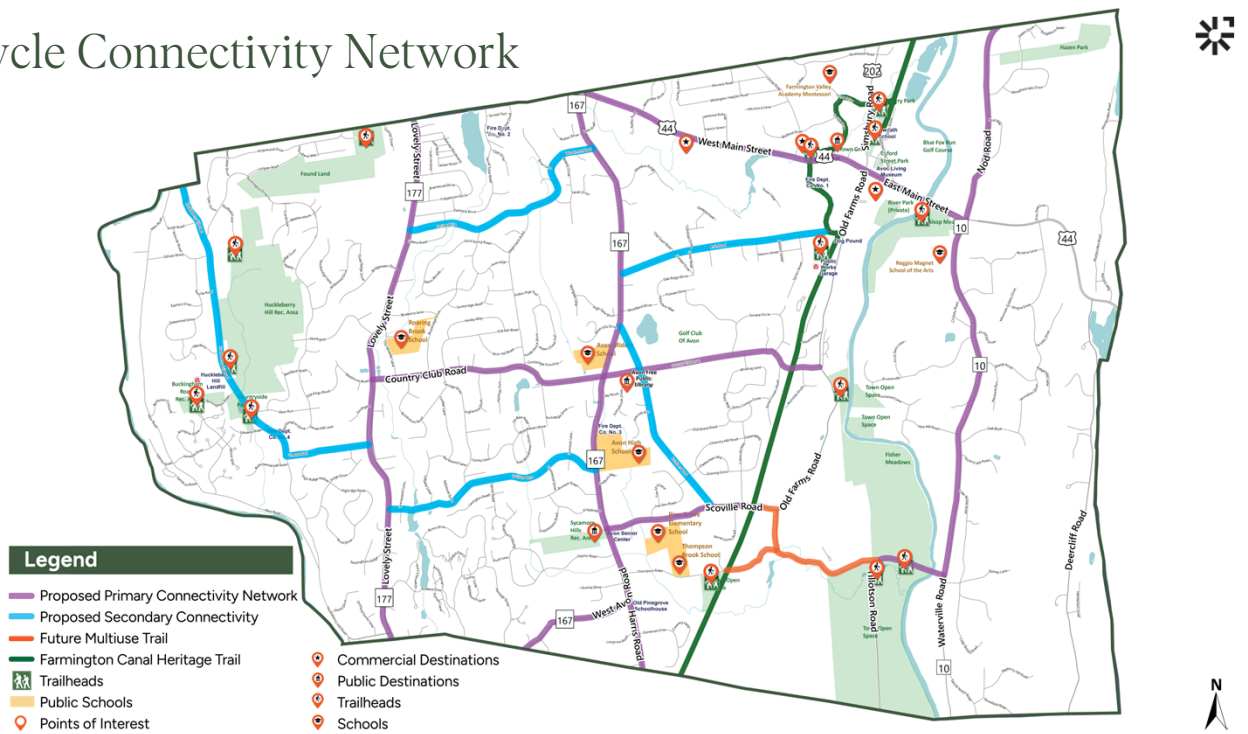


Bicycle Connections



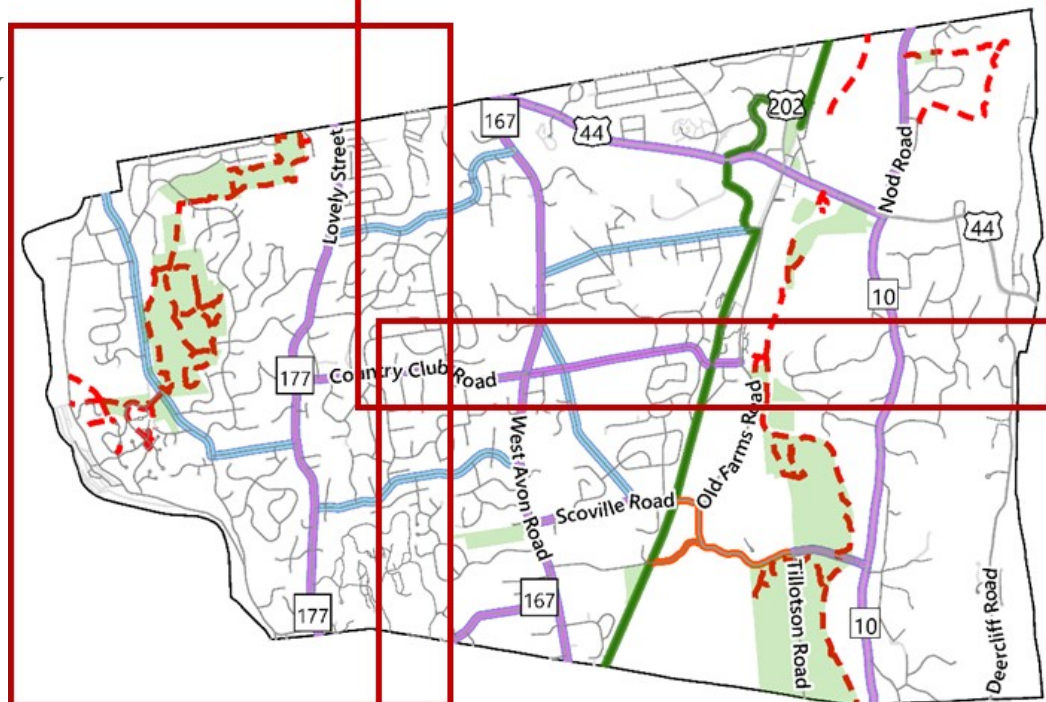
24

Bicycle Connectivity Network

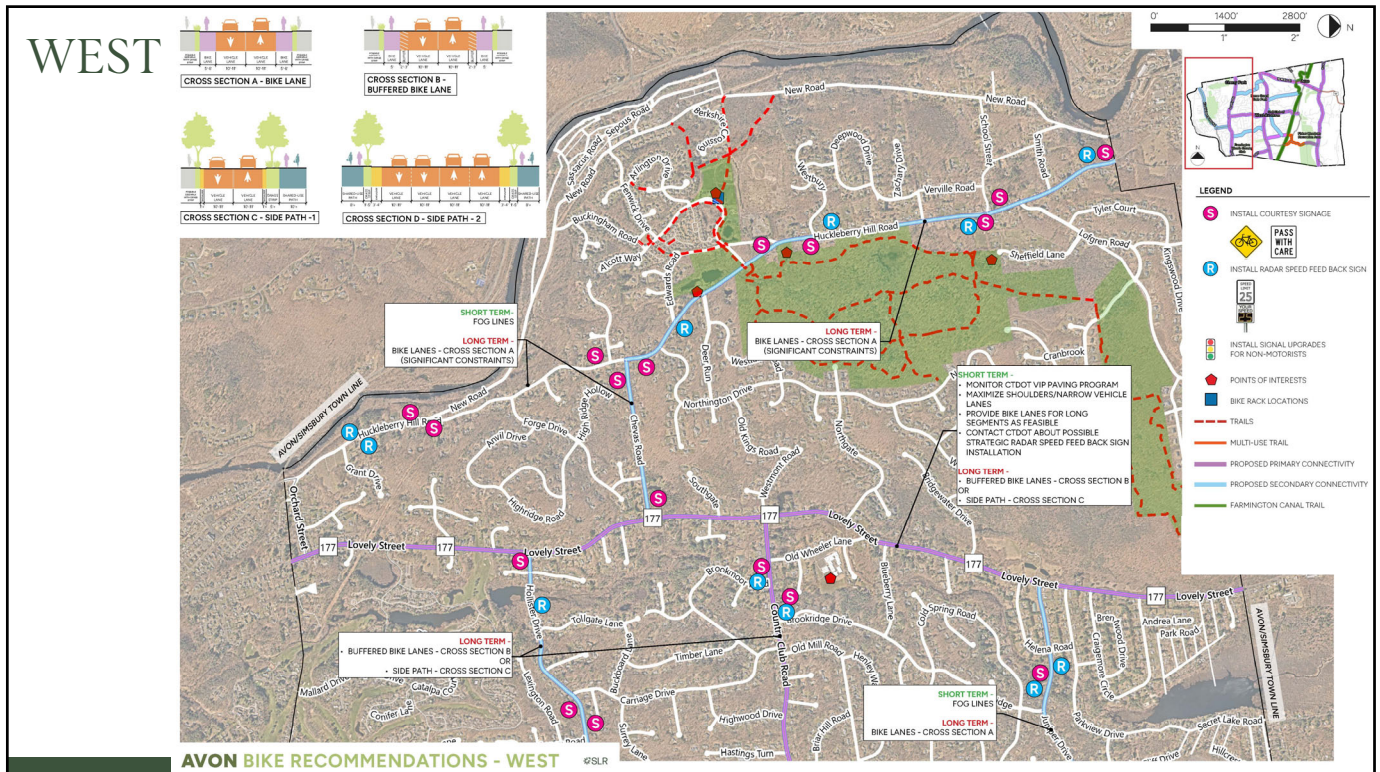


25

Bicycle Connectivity Index Map



26



Policy

- Respect the speed limit on the Farmington Canal Trail



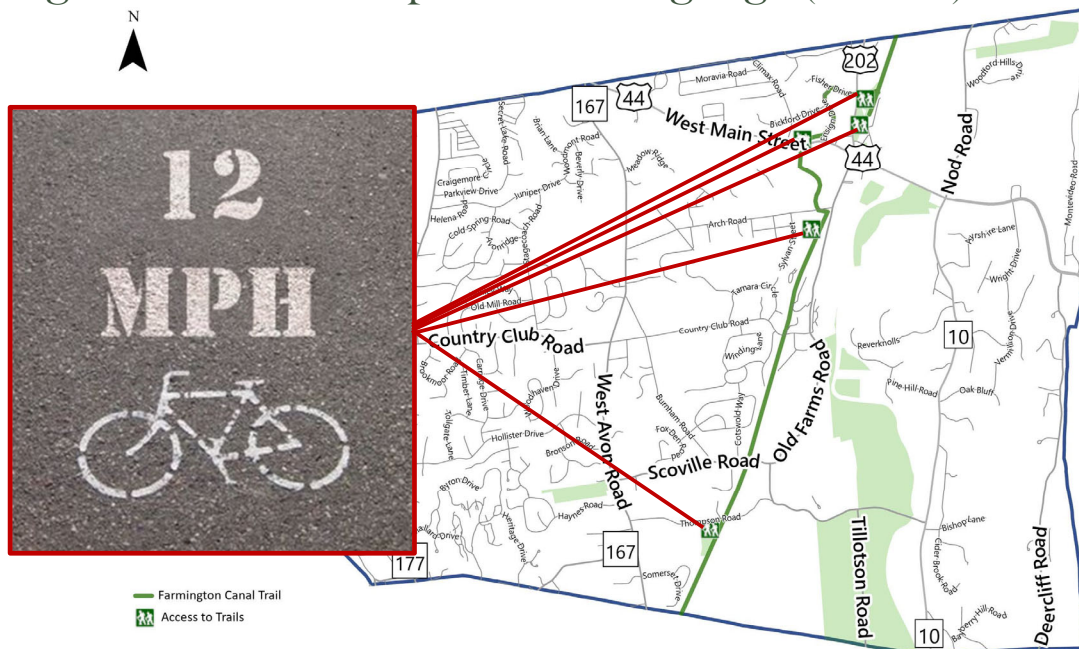
A Guide to Smart Trail Use

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.

31

Farmington Canal Trail Speed Limit Signage (Stencil)



32

Policy



Amend **zoning** to ensure that **Complete Streets** Principles are codified through **Bicycle and Pedestrian Design and Development Standards**:

- Provide guidance or specific design guidelines for both short- and long-term bicycle parking
- Require developers to install sidewalk as a condition for permitting

7.9.D Bicycle Design Standards

1. Convenient and appropriate bicycle parking facilities shall be provided as part of any new construction, changes of use, or substantial improvements.
2. Bicycle parking facilities shall be provided in accordance with the following minimum amounts:

Use	Minimum Bicycle Parking Requirement
Residential (Multi – Family)	One bicycle parking space per dwelling unit
Commercial Uses	One bicycle parking space per 10 required vehicular parking spaces
Schools	One bicycle parking space for every 10 students and staff
Government	One bicycle parking space per every 10 employees
Industrial Uses	1 bicycle parking space per 1000 SF of GFA

Source: Guilford, CT's *DRAFT Planning and Zoning Regulations*

33



Opportunities



34

Crosswalk & Intersection Art



35

STEAP Grant Application for Bus Shelters



36

Digital Speed Radar Signs



37

Signal Equipment Upgrades



- Curb Extensions
- Accessible Pedestrian Signals (APS)
- PROWAG & ADA Accessible Pedestrian Ramps
- Shorter Pedestrian Crossings
- Leading Pedestrian Interval (LPI) Pedestrian Phasing
- Illuminated "Turning Vehicles Yield to Pedestrians" Signage
- Shared Use Bicycle Lanes
- Colored Thermoplastic Crosswalks



38

Safe Routes to School

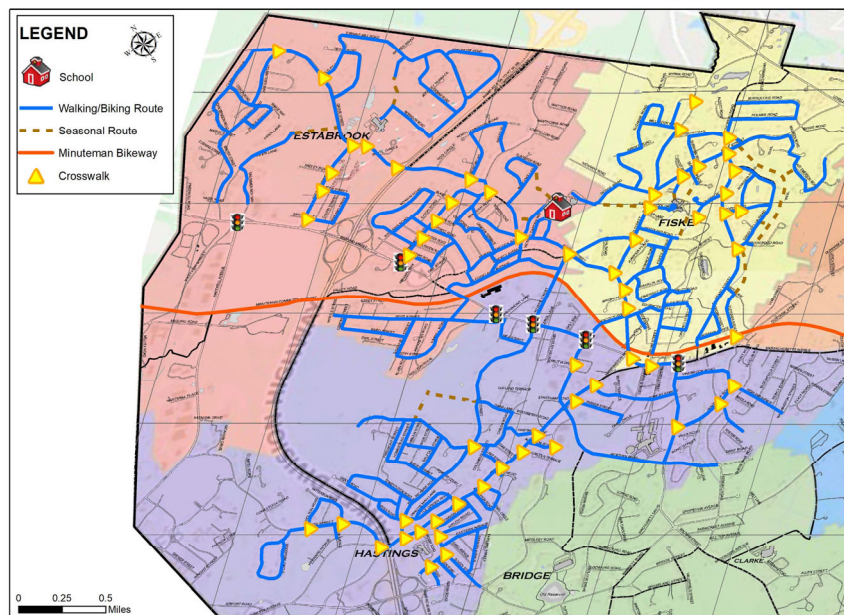
- New signs
- Street print / High visibility crosswalks
- Evaluate speeds – Implement speed interactive school zones



39

Safe Routes to School Maps (Lexington, MA example)

William Diamond Middle School Walking/Biking Routes



40

Gateway to Avon Signage

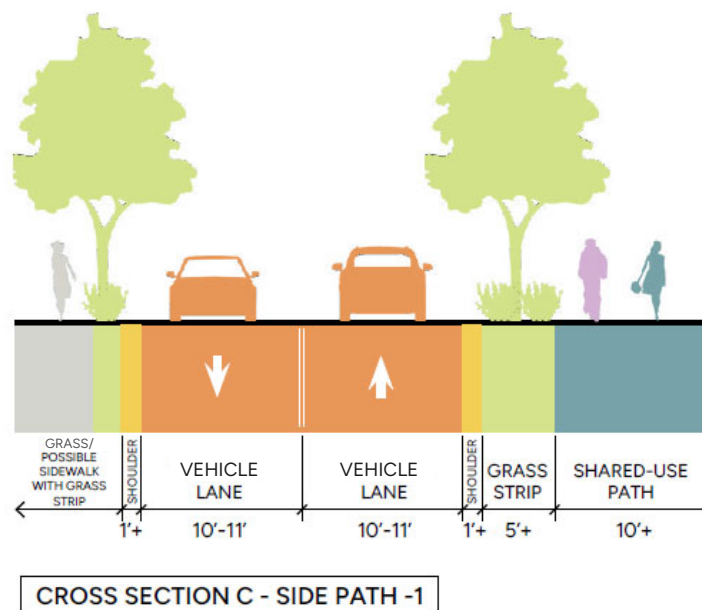


41

Long Term Considerations



- Right of Way
- Wetlands
- Grades
- Landscaping/Aesthetics
- Lighting
- Utilities
- Cost/Funding
- Design/Permitting
- CTDOT Coordination



42

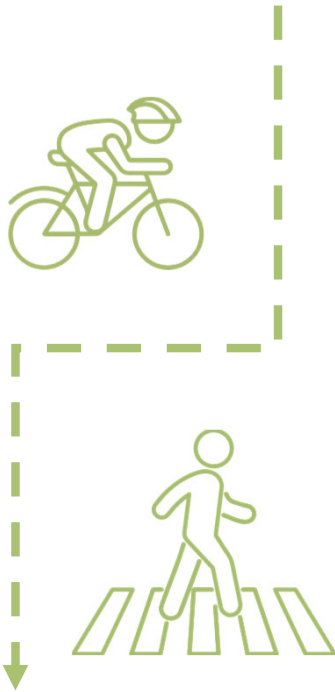
Funds for Transportation Infrastructure - 2023



	Town Budget	Grant
Capital Improvement Plan (road improvements)	\$419,791	
Council-approved supplemental appropriation for road improvements	\$750,000	
Preliminary Approval of Country Club Rd LOTCIP		\$4,000,000
Sidewalk repairs	\$25,000	
✓ Replace existing sidewalks on W. Avon Rd. from Sunnybrook Dr. to 460 W. Avon Rd.	\$25,000	\$128,205
+ \$424,000 (federal earmark)		\$424,000
Trail maintenance for walking and hiking trails (in the recreation and parks budget)	\$15,000	
Submitted STEAP Grant to install bus shelters on Route 44		\$255,000
Old Farms Rd. Community Connectivity Grant Phase I: install a multi-use trail adjacent to the new N/S section (construction begins this fall)		\$350,000
Community Connectivity Grant Phase II		\$800,000
TOTAL	\$1,234,791	

43

Implementation



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

44

Next Steps



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45



Questions/ Comments?



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46