

COMPLETE STREETS POLICY

2017 ANNUAL REPORT

January 5, 2018

SUBMITTED BY:

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Town Manager

PREPARED BY:

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Town Engineer



In accordance with the Town's Complete Streets Policy (Policy), adopted on July 21, 2015, an Annual Report is to be submitted to the Town Council in order to evaluate progress made toward the development of Complete Streets.

Over the course of the 2017 construction season, the Engineering Division incorporated a wide range of Complete Streets Improvements into its designs and construction projects. As specified in the Policy, the performance measures below are presented in linear feet and miles.

BICYCLE LANES

Total Length of Bicycle Lanes Added:

6,800 feet or 1.3 Miles (Each Direction), 13,600 feet or 2.6 Miles (Both Directions)



Ridgewood Road Bike Lanes -Looking South near Sunrise Hill Drive

Ridgewood Road

Tunxis Road to Westpoint Terrace

4,500 feet or 0.9 miles each direction

9,000 feet or 1.8 miles total length

Four foot wide bike lanes were installed in the northbound and southbound directions



King Philip Drive Buffered Bike Lanes - Looking North just south of Lyman Road

King Philip Drive

Fuller Drive to Mohawk Drive

2,300 feet or 0.4 miles each direction

4,600 feet or 0.8 miles total length

5 foot wide bike lanes in the northbound and southbound directions. The northbound direction is buffered along the King Philip Middle School frontage.

Cost of the roadway widening to accommodate bicycle lanes, bicycle pavement markings, and bicycle signage = \$30,000

BICYCLE ROUTES

Total Length of Bicycle Routes Added:

8,620 feet or 1.6 Miles each direction, 17,240 feet or 3.2 Miles both directions

❖ 36 Sharrow pavement markings installed

❖ Old Meadow Road (North Main Street to King Philip Drive)

520 feet or 0.1 miles each direction, 1,040 feet or 0.2 miles both directions



Still Road Sharrow Pavement Markings - Looking West

Still Road

2,300 feet or 0.4 miles each direction

4,600 feet or 0.8 miles both directions



Flagg Road Sharrow Pavement Marking - Looking West

Flagg Road

4,600 feet or .9 miles each direction

9,200 feet or 1.8 miles both directions



Brookside Boulevard Sharrow Pavement Marking - Looking East

Brookside Boulevard

Brookside Place to North Main Street

1,200 feet or .23 miles each direction

2,400 feet or .45 miles both directions

Cost of the sharrow pavement markings and signage = \$3,500

PEDESTRIAN ACCOMMODATIONS

Sidewalk installed or replaced throughout Town: 11,930 feet or 2.3 miles

This total includes the re-establishment of sidewalk on the south side of Still Road near Mountain Road, the completion of brick paver sidewalk on the northeast corner of Bishops Corner, and numerous sidewalk section replacements all over the Town.



**Still Road Sidewalk Re-establishment
South Sidewalk between Mountain Road and Still Lane**

Still Road Sidewalk Replacement Mountain Road to Still Lane

There was already an asphalt sidewalk on the south side of Still Road between Mountain Road and Still Lane. However, it was not maintained. It became very narrow and trees and other vegetation grow into the sidewalk area. This sidewalk was restored. This sidewalk project cost \$38,000.



**Bishops Corner Northeast Quadrant
North Main Street to Starkel Road - Sidewalk Replacement**

Bishops Corner Sidewalk Replacement Northeast Quadrant North Main Street to Starkel Road

The northeast quadrant of Bishops Corner was the last remaining section to receive the brick paver/decorative light streetscape improvement. The sidewalk work for this project cost \$97,000.

Cost of the sidewalk installation and replacement = \$543,500

CROSSWALKS IMPROVEMENTS

- ❖ 37 Crosswalks replaced including the following 6 enhanced crosswalks:
- ❖ 1 stamped asphalt crosswalk across King Philip Drive at the King Philip Middle School entrance
- ❖ 1 stamped asphalt crosswalk across St. James Street at the Florence E. Smith Elementary School
- ❖ 4 stamped asphalt crosswalks at the intersection of Raymond Road at Memorial Road (Installed by the Delamar Hotel developer as a condition of approval)



King Philip Drive Stamped Asphalt Crosswalk Enhancement
(In front of the King Philip Middle School Entrance)



St. James Street Stamped Asphalt Crosswalk Enhancement
(In front of the Florence E. Smith Elementary School)

Cost of the crosswalk enhancements, pavement markings and signage = \$24,000

AMERICANS WITH DISABILITIES ACT ACCOMMODATIONS

Forty four sidewalk ramps were replaced all over Town. The new sidewalk ramps contained detectable warning devices as shown below.



Brookside Boulevard at North Main Street
Sidewalk Ramp Replacement



King Philip Drive at King Philip Middle School
Sidewalk Ramp Replacement

Cost of the concrete sidewalk ramp installations = \$51,000

TRAFFIC CALMING FACILITIES

A semi-diverter was installed on the south Whiting Lane leg of the intersection with Boulevard to improve the intersection safety by eliminating crashes involving northbound and southbound Whiting Lane motorists crossing Boulevard.



Boulevard at Whiting Lane – Looking North
Semi-Diverter Installation

Cost of the traffic calming installation = \$15,000

TRAFFIC CONTROL SIGNAL IMPROVEMENTS

The traffic control signal at the intersection of Boulevard at Raymond Road was improved with the addition of accessible pedestrian signal equipment (audible message push buttons) and the incorporation of an exclusive pedestrian phase.

The traffic control signal at the intersection of Raymond Road at Memorial Road was also improved with the replacement of the existing pedestrian push buttons with accessible pedestrian push buttons. Both of these traffic signal improvements were completed and paid for by the Delamar Hotel developer as conditions of the hotel's approval.

POLICY EXCEPTIONS

No Complete Streets policy exceptions were requested in 2017.

TOTAL COST FOR ALL OF THE 2017 COMPLETE STREETS IMPROVEMENTS = \$667,000
