

Connecticut DOT Community Connectivity Grant Awarded to Andover

CGS 8-24 Referral to
Andover Planning and Zoning Commission
Public Hearing
to get community input into the plan

Outline

- CGS 8-24
- Background on POCD and 'Complete Streets Master Plan'
- Andover's 'Complete Streets Master Plan'
 - What and Why
 - Goals
 - Plan Specifics related to this Grant Project
- Project Description
- Public Input into Final Design

CGS 8-24

- *Connecticut General Statute 8-24* requires that towns refer any proposed Municipal Improvement to the Planning Commission
- The Planning Commission must determine if the proposal is consistent with the towns planning documents i.e., Plan of Conservation and Development.
- The Town governing body can overrule the Planning Commission but only with a supermajority

Background

- In 2015 the Town of Andover completed the Plan of Conservation and Development (POCD)
 - The POCD had information on general accessibility and transportation but was not detailed enough
 - The P&ZC realized that it needed a more detailed plan for ‘Complete Streets’ in Andover
 - In 2016 P&ZC adopted the ***Complete Streets Master Plan*** for Andover

What Does Complete Streets Mean?

“Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”

-Transportation.gov

Why does the Town of Andover need a Complete Streets master plan?

- What we have now, are streets designed with only cars in mind. This limits opportunity's for residents by making walking, and bicycling as transportation or recreation inconvenient, unattractive and dangerous.
- Changing policy to routinely include the needs of people on foot, public transportation, and bicycles would make walking, riding bikes, and riding buses safer and easier. People of all ages and abilities would have more options when traveling throughout town to work, to school, to worship and to shop.
- Using complete streets thinking is a low cost way to increase quality of life for Andover residents. By focusing initially on low cost high impact projects, Andover residents can see the value in future changes.
- By having a plan, the town can more easily apply for state and federal funding to adopt the recommendations.

Andover's 'Complete Streets Master Plan' Abstract Part 1:

- The 2016 Plan of Conservation and Development highlighted issues of alternative transportation and sketched the outlines of a plan to make Andover more pedestrian and bike friendly.
- Andover, like many rural towns in Connecticut has been developed around the automobile as the primary method of transportation.
- This document will serve as a master plan to changing the infrastructure to accommodate other forms of transportation and increase safety for all residents.

Andover's 'Complete Streets Master Plan' Abstract Part 2:

- The long term objective of this plan is to enable residents of all ages to better access Andover resources and increase quality of life for all
- There is no single approach that will work throughout town but the plan includes sidewalks, shared use lanes (Sharrows), bike lanes (or wide paved shoulders), access to public transportation, including senior transportation, and safe crossing opportunities across Rt 6, Rt 316 and Rt 87, Accessible pedestrian signals, and dedicated bike and pedestrian connections to town facilities and Andover businesses.

Challenges

- One of Andover's biggest challenges is that Route 6 cuts the town in half and acts as a barrier for safe pedestrian and bicycle access.
- There are 3 crossings that have a pedestrian signal, but none have a sidewalk/ path connecting them on both sides of the road.
- The crossing at Long Hill Rd was prioritized since it connects the most town assets.

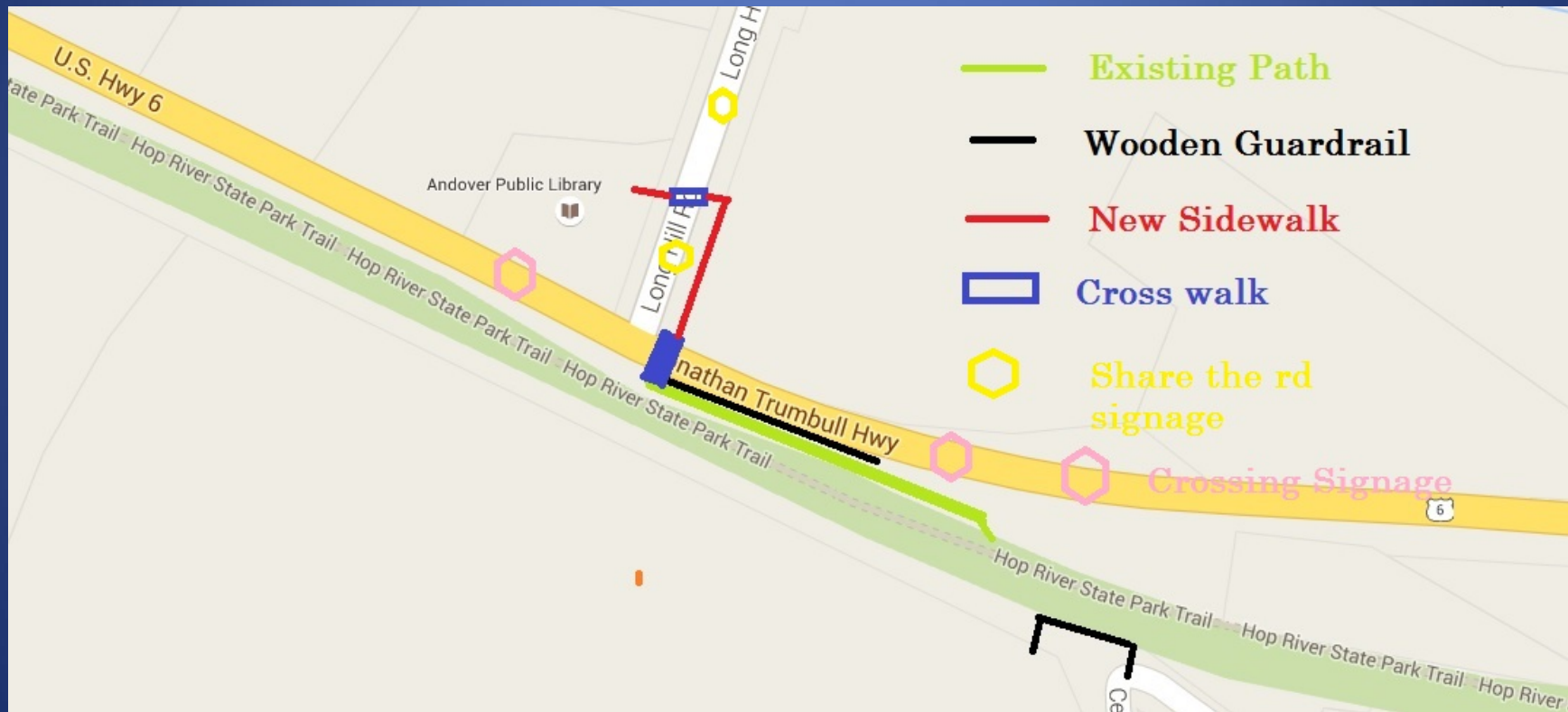
Highlights of the 'Complete Streets Master Plan'

- The Next few slides are excerpts of the Complete Streets Plan that relate to the projects we are proposing
- By comparing the proposed improvements with the Complete Streets Master Plan we hope to demonstrate that the project is consistent with the POCD

Andover Complete Streets Plan CH 2

- The intersection of Long Hill Rd and Route 6 has a Traffic Light with a signalized pedestrian Crosswalk. This provides a series of connections, including the Center street section of town, public library, Congregational Church, Andover Recreational fields, and Rail trail.
- This crossing has a high priority for improvement since it is likely to get the highest daily usage and highest traffic crossing in the town. This is currently **a dangerous and underutilized crossing** that can be improved considerably. The goal is to facilitate pedestrian and bicycle traffic across Route 6.

Andover Complete Streets Plan CH 2



Complete Streets Master Plan Ch.

4

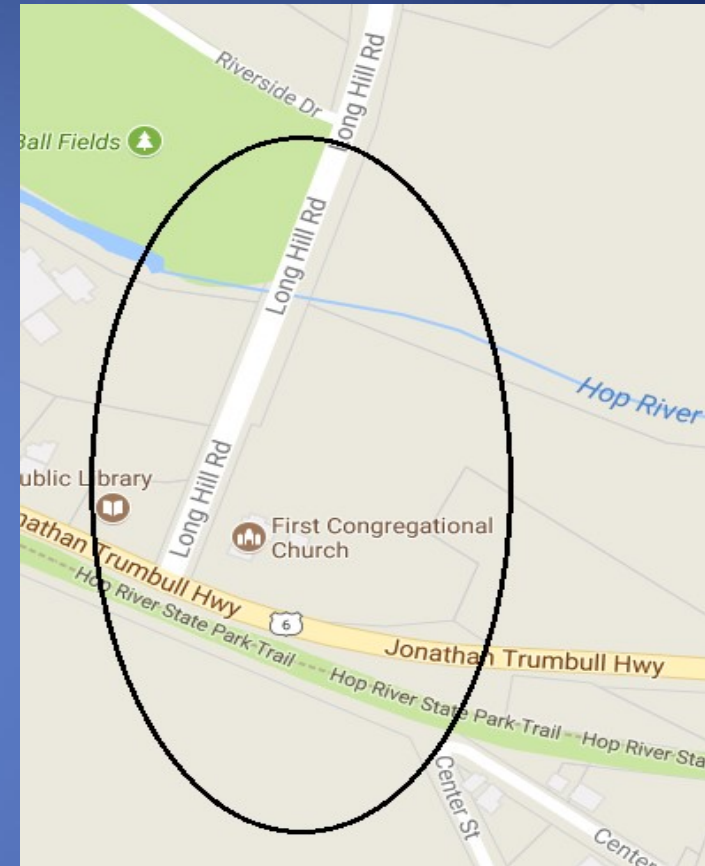
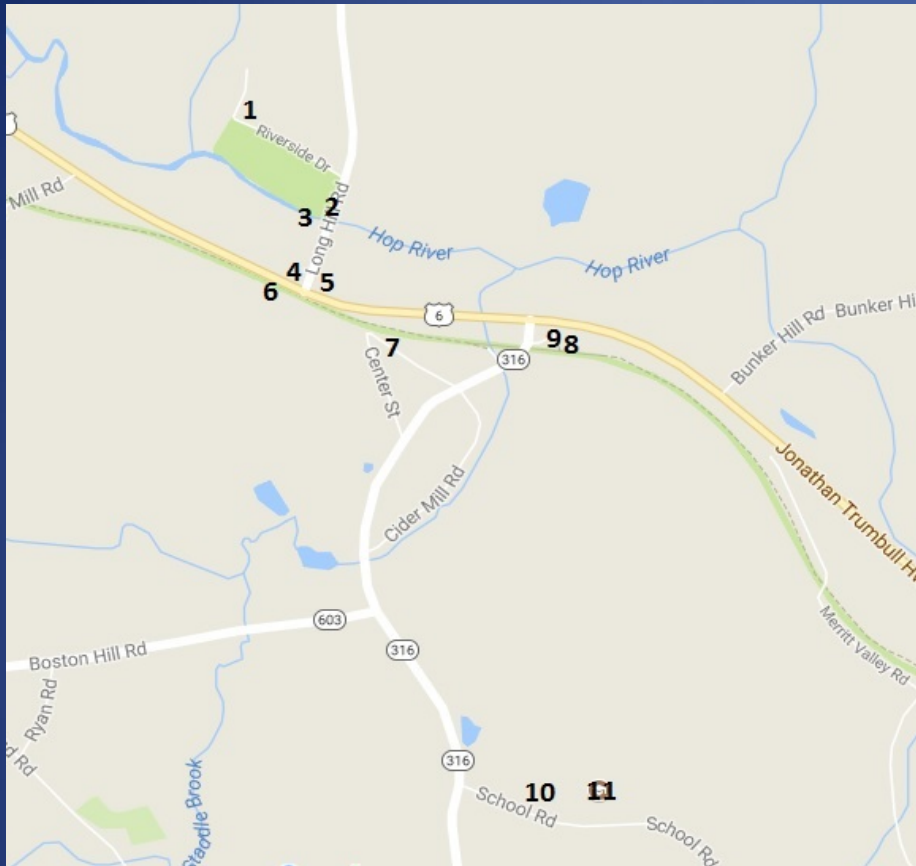
- It is recommended that the space at Center Street be utilized for rail trail access. The Cement blocks should be replaced with either large landscape boulders or a timber fence.
- Signage should designate it as parking for the rail trail. The area should be regraded and stone dust or millings used to level the parking area.
- A removable bollard should be used to keep vehicles from entering the space but be removable in case the Emergency services needs access.
- Signage should be erected showing directions to town features.

Connecticut DOT Community Connectivity Grant Award to Andover

- 2017 Andover Applied for a CDOT grant focusing on improving the area between Center Street and the Andover Veterans Memorial (Rec) field
- Andover also successfully pushed the DOT to add Long Hill Rd to the list of Pedestrian/ Crosswalk signals to be upgraded and to add a second signal/ crosswalk for crossing Long Hill RD
- In Spring 2019 the DOT awarded Andover a \$297,000 grant to implement the Project

Connecticut DOT Community Connectivity Grant Details

- 100% funding for Construction costs
- Andover pays for project Engineering and Design costs
- Design/ Engineering by CES Engineering as the Town of Andover's Consulting Engineer
 - Paid for from the POCD Implementation Fund



1. Senior housing
2. Andover Recreational Fields
3. Hop River Waterfront access
4. Andover Library
5. Andover Congregational Church
6. Hop River Rail Trail linear state park

7. Old Andover Senior Center
8. Andover Historical Museum
9. Andover Town Green
10. Andover Town Hall
11. Andover Elementary School

Project Goal 1

- New Rail Trail Access Point at Center Street
 - Already used for parking
 - Relieve congestion at Museum
 - Allows easy access to cross walk at Long Hill Rd
 - Historically significant (Andover Depot)
 - Improves Aesthetics
 - Add route finding signage and information kiosk
 - Improve defective drainage

Project Goal 2

- Redo access path from Rail Trail to Long Hill Crosswalk
 - Originally paved in 1990
 - Needs to be wider
 - Redesigned for ease of maintenance
 - Materials Choices ?
 - Bituminous Pavement (asphalt)
 - PC concrete

Current Access Path

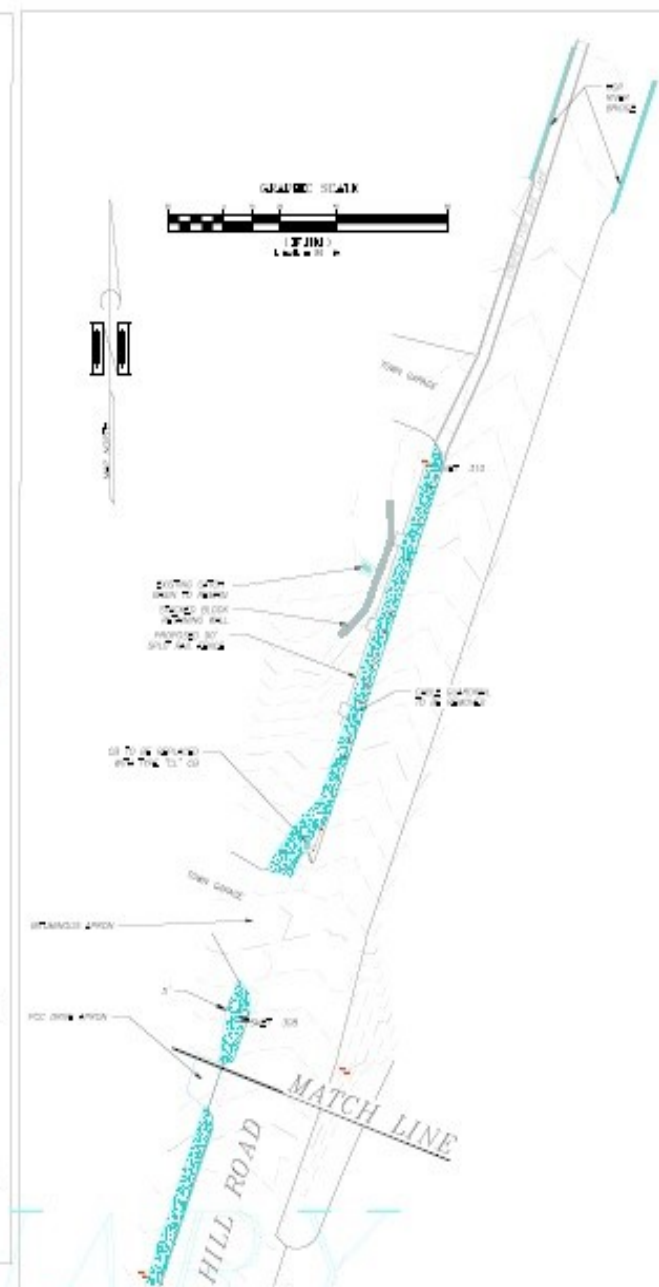
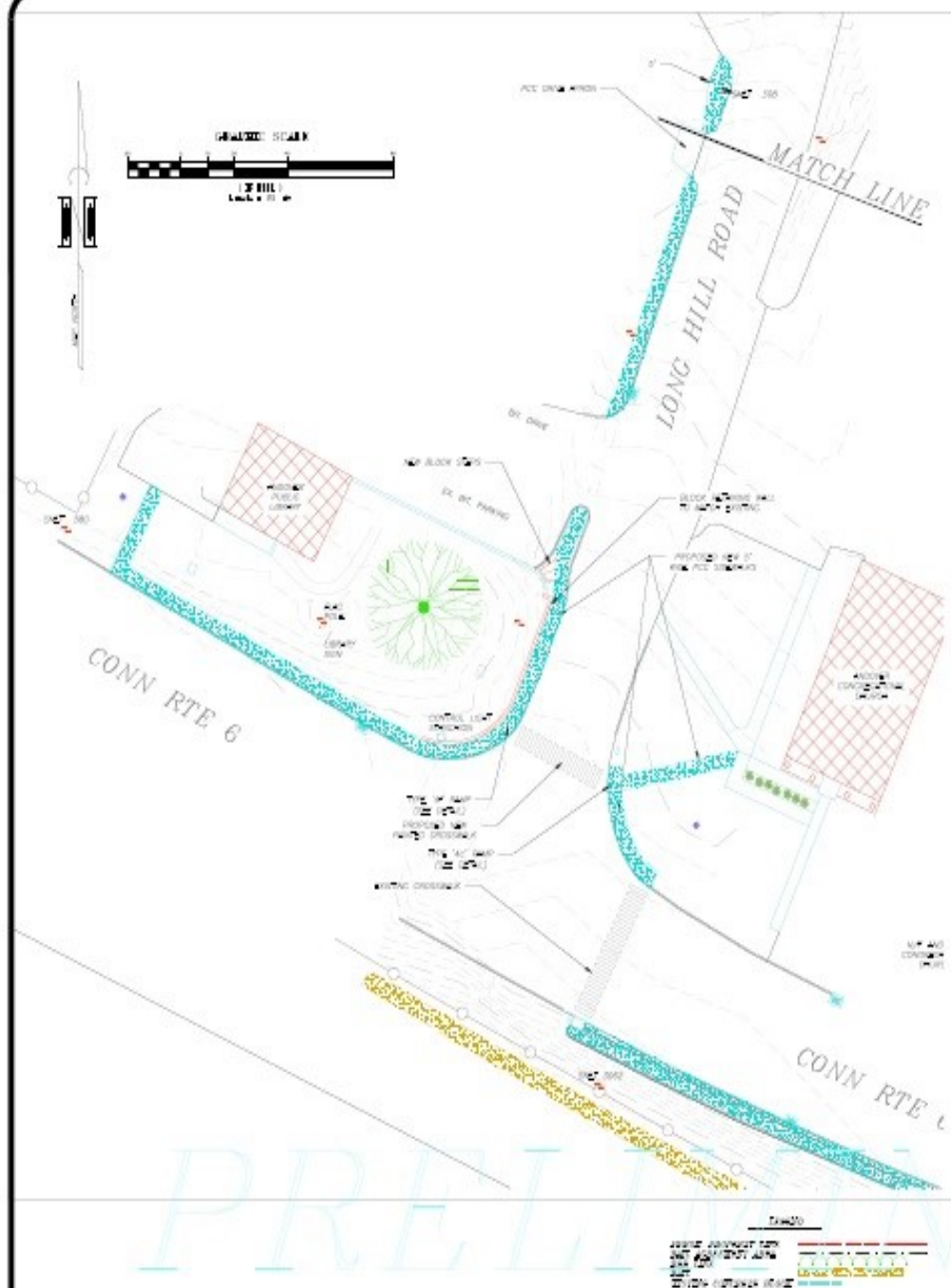


Project Goal 3

- Library-church Connectivity and Accessibility
 - Create a crosswalk and safe connection between library and Church (both use other for overflow parking)
 - Also establishes a safe connection from the library across Route 6
 - Bike Rack at the Andover Library
 - Accessible Path to the library main entrance
 - Balance Accessibility and Aesthetics

Project Goals 4

- Long Hill Rd improvements
 - Create a Sidewalk along Long Hill Rd on the West side from the Library to the Hop River Bridge
 - Sharrows and safety signage along Long Hill Rd to Riverside Drive
 - When Bridge is replaced, add a sidewalk to the bridge to complete Project
 - Add bike Rack at Veterans Memorial Field



Grand News

ASTRONOMY: 27-301-20001

DOI: 10.1002/anie.200525002

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ANDOVER
WALKS / RIDES
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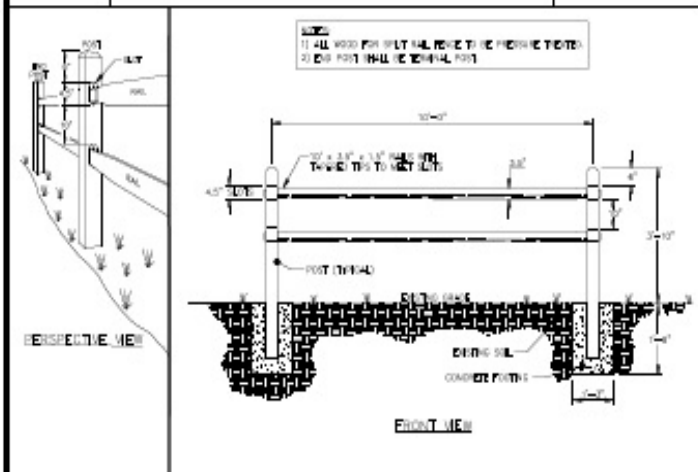
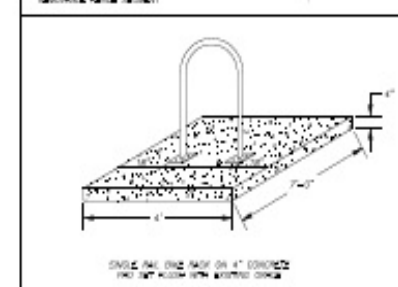
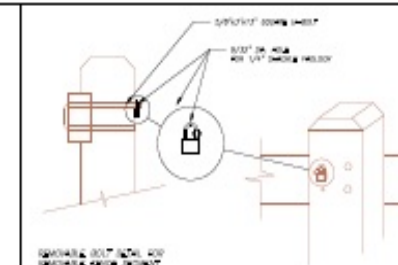
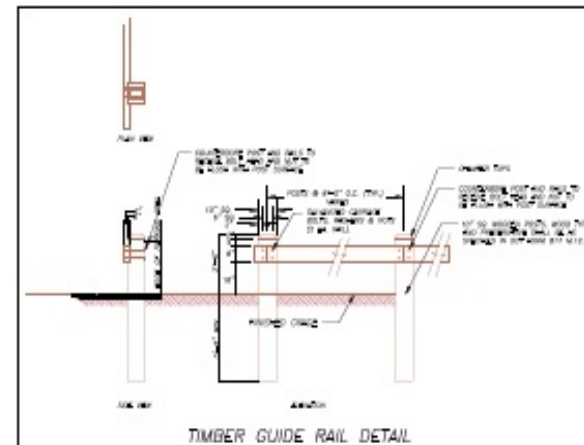
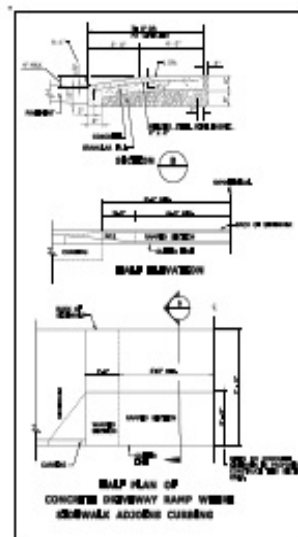
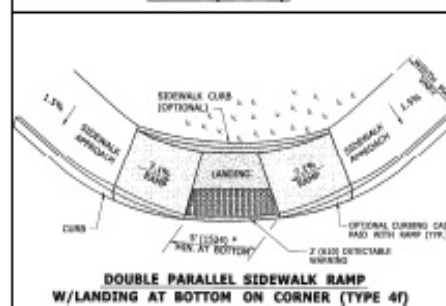
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7-12-20
1st - 20th

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Questions

- Pavement or concrete on the south side of Route 6 access path?
- Pavers vs concrete for the walkway along Long Hill RD and Route 6.
- Pavement vs concrete for the walkway along Long Hill Rd to the ball fields.