

Town-Wide Transportation and Traffic Circulation (PLANNING AREA SEVEN)



Definition

The goal of the circulation network in Glastonbury is to provide for safe and efficient movement of vehicular traffic and to promote the continued preservation of Glastonbury's historical and natural settings. An inventory of the circulation network indicates that the Town possesses 193.8 miles of improved road and 4.4 miles of unimproved road.

Roads that are located within the Town of Glastonbury fall into four categories: expressways, arterials, collectors, and local streets, all serving different functions.

- An **Expressway** is a State owned road with limited access which serves the purpose of rapid movement of traffic. Examples are Connecticut Route 3, Route 2, and Route 17.
- An **Arterial Street** is one which provides for through traffic movement between areas and across the Town, direct access to abutting property, and where the projected average daily traffic 20 years after the completion of construction is over 3,000 vehicles. Examples of arterial streets include Hebron Avenue and New

London Turnpike.

- A **Collector Street** is one which provides for traffic movement between arterials and local streets, direct access to abutting property, and where the projected average daily traffic 20 years after completion of construction is between 1,500 and 3,000 vehicles. Examples of collector streets include Hopewell Road and Chestnut Hill Road
- A **Local Street** is one which provides for direct access to abutting land, where the projected average daily traffic 20 years after completion of construction is between 500 and 1,500 vehicles.

Policies

- 1) Reconstruct and maintain Town roads in accordance with an ongoing Capital Improvement Program.
- 2) , Evaluate the effect that each development proposal may have on the safe and efficient movement of pedestrian and vehicle traffic. When feasible, considering topographical and environmental conditions encourage the interconnection of roadways to provide improved and equitable traffic distribution and multiple points of access for emergency services. Provide walking connections where feasible to provide for neighborhood connections/continuity.
- 3) Design, orient and construct proposed roads in such a way as to maximize and induce efficient and safe vehicular movements throughout the Town. Evaluate the need for traffic calming techniques for proposed roads on a case-to-case basis.
- 4) Limit the number of new curb cuts along arterials. Provide shared and connected parking lots for adjacent commercial properties.
- 5) Encourage connections at existing road gaps as well as those necessary for ultimate development of large employment areas and neighborhoods.
- 6) Promote and enhance the aesthetic quality of all roads by utilizing landscaping, signage and layout.
- 7) Continue to support a comprehensive sidewalk construction program to eliminate existing gaps in the sidewalk network. Modify zoning regulations to require sidewalks for commercially zoned projects.
- 8) Improve street lighting where required for increased public safety. Consider the

impacts of light pollution for any proposals for street lighting. Consider updating the existing street light policy.

- 9) When feasible, based upon topographical and environmental conditions, orient roads in such a way as to promote exposure of buildings to solar radiation.
 - 10) Continue to support the existing bus routes for public transportation and encourage additional routes. Promote improvements, advancements and usage of public transportation systems.
 - 11) Provide pedestrian crosswalks where needed, especially in the elderly housing areas.
 - 12) Town-wide, create opportunities for Glastonbury residents to walk, hike and bicycle safely through the Town. Consider implementing the recommendations from the Town's Master Bicycle Plan.
 - 13) Maintain an acceptable level of safety on Town designated unimproved roads while preserving their scenic and aesthetic character.
 - 14) Review and evaluate the 2008 report by Fuss & O'Neill entitled "*Glastonbury Town Center Traffic and Streetscape Improvements Final Report*" for implementation where desirable and practical.
 - 15) Where feasible, include Glastonbury's Complete Streets Policy (adopted February 2015) in all phases of street planning, design and construction.
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