

Action 6.1.6 Worksheet

Please complete a separate grid below for each Complete Streets project for which you are submitting.

Note: Projects in the design phase are not eligible for points under this action.

Complete Streets Project #1- Completed November 2020

Information Requested	Responses (Please also refer to any relevant document titles included in your submission)
Project title	GLASTONBURY BLVD PEDESTRIAN SAFETY IMPROVEMENTS AND PAVEMENT REHABILITATION
Is the project a spot or area-wide improvement (please see full action write-up for distinction)?	This was an area wide improvement. Project limits covered 2824' of roadway across 4 + lanes.
Is the project on a municipal road or non-municipal road (i.e. a state road)? If it is on a non-municipal road, provide a description of the municipality's role in the project.	Glastonbury Blvd is a Municipally owned and maintained road.
Short project description, including how the project expands safe, connected active transportation networks. Please refer to the action description for project examples.	<p>This project was completed in 2020 and include pavement rehabilitation and bicycle/pedestrian improvements on Glastonbury Boulevard over the full 2824' length from Main Street to Naubuc Avenue. This Town owned roadway is classified as a minor arterial and intersects the State Route 3 northbound on ramp. Glastonbury Boulevard has an average daily traffic count of approximately 14,000. There are a number of major traffic generators located on the roadway. The Town's largest retail development (Somerset Square) consists of 116,000 square feet of retail and restaurant space and is accessed exclusively from Glastonbury Boulevard. The Development draws from the entire Capitol region due to its size and convenient highway access. Likewise, Class A office space totaling 494,000 square feet over six buildings is located on this street and there are several popular restaurants that are patronized by residents from multiple communities.</p> <p>There is a significant amount of pedestrian traffic crossing Glastonbury Boulevard due to the various land uses on either side of the road throughout the project limits, and the Town has received many</p>

	<p>inquiries over the years regarding the difficulty pedestrians have crossing this 4 lane road. Prior to construction, the intersection on Glastonbury Boulevard and Main Street was the only signalized intersection within the project limits that included a designated pedestrian phase and pedestrian signals. All of the other 3 signalized intersections in the corridor were without such equipment, but were modified to provide exclusive pedestrian crossing phases as part of the project. In addition, the Town installed 3 new mid-block crossings equipped with rapid rectangular flashing beacons (RRFB) and new ADA compliant sidewalk ramps within the project limits. These crossings use the raised median as an island of refuge and allowed pedestrians to cross one direction of traffic at a time and simplify crossing by eliminating conflicts with turning vehicles at intersections.</p> <p>The project also included vehicular lane width modifications which allowed for establishment of wider shoulders that contribute to increased cyclist comfort and safety. The project is consistent with the objectives of the Town’s complete streets policy sections articulated as follows:</p> <p>2. OBJECTIVES AND BENEFITS</p> <p>2.1. Improved safety and mobility for pedestrians, bicyclists, children, older individuals, non drivers and the mobility challenged as well as those who cannot afford a car or choose to live car free.</p> <p>2.3 Reduced traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions and promoting energy conservation</p> <p>2.4 Livable and healthier communities</p> <p>2.5 Achieve cost effective design and construction, as applicable, by considering the requirements of non –motorized users early in the planning and design process.</p>
<p>Photograph(s) of the project (where possible, please include before and after photos and label them clearly as such), which may be pasted into this Word document below this grid and labeled.</p>	<p>See before and after photos on following pages.</p>



Pedestrian Crossing prior to construction



Absence of shoulder width prior to construction



Wider shoulder width to accommodate cyclists post construction



One of three newly installed RRFB signalized pedestrian crossings. Pedestrian phases also added to three existing signalized intersections.