

Town of South Windsor Complete Street Policy

SECTION I. Introduction

Roads have traditionally been built for passenger vehicles, trucks, busses and emergency vehicles. Today, walking and bicycling are becoming more and more popular as modes of transportation. Transit provides important transportation options to a number of residents. Limited resources, both in funding and land, generally means that these transportation modes must coexist in the same general space. It is the view of the Town of South Windsor that transportation systems and facilities should provide for all transportation users. “Complete Streets” are supported in the South Windsor Plan of Conservation and Development as well as the South Windsor Walk and Wheel Way’s Master Plan.

A Complete Street is defined as a roadway designed to safely accommodate all users including pedestrians, pedestrians with special needs such as the disabled, the young and the elderly, bicyclists, transit users and motorists. It is a framework that emphasizes changing design standards so that streets meet the travel needs of all users, not just the needs of motor vehicles.

Complete Streets may include facilities and amenities, including but not limited to, pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signage and improved pedestrian and bicycle access to transit stops and stations; bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; and adequate drainage facilities, including opportunities for storm water quality treatment facilities.

SECTION II. Purpose and Vision

It is the intent of the Town of South Windsor in enacting this policy to improve the safety and quality of life of residents of South Windsor by providing safe, convenient, and comfortable routes and connections for walking, bicycling, and public transportation; encourage healthy, active living; and reduce traffic congestion and fossil fuel use.

By advancing a Complete Streets policy in our community, active transportation choices will be provided to the people who live, work and travel on our town streets. Developing a Complete Streets program encourages a full range of travel choices, creates a comprehensive transportation system, and offers easy access to retail, residential housing, employment and businesses. Some of the benefits include:

- Improve safety for all road users for the population that does not drive;
- Provide residents with the ability to walk and bicycle more often encourages a healthy and active community;
- Improve the mobility of users by offering multiple modes of transportation in and around Town;
- Improve the air quality and address climate change; and
- Offer more travel choices to residents and visitors resulting in potential economic benefits to the Town.

To accomplish this, the Town of South Windsor needs to strive for its transportation systems and facilities to accommodate this coexistence in a safe and practical manner. Planning and design need to consider all potential modes of transportation in their development. The concept is to provide, where practical, pedestrian and bicycle friendly connections between neighborhoods, transit stops, bike routes and greenways / trails, recreational area; public buildings, parks, schools, points of interest, town center, and other key commercial areas; and also transit service between destinations as demand and need dictates.

SECTION III. Objectives

The objectives of the South Windsor Complete Street policy are:

- Improve safety and mobility for pedestrians, bicyclists, children, older individuals, non-drivers and the mobility challenged, as well as those who choose to live vehicle free;
- Develop and support a transportation system that is accommodating of active transportation modes that promote healthier life styles;
- Develop and support a transportation system that is conducive of compact, sustainable and livable communities.
- Improve mobility and accessibility to activity centers, including employment and commercial centers, schools, public buildings, parks, transit, and trails;
- Encourage a shift to alternative transportation modes, reducing reliance of carbon fuels and promoting energy conservation;

This policy will be implemented via a Complete Streets Advisory Committee with membership from key departments whose responsibilities are reasonably related to complete street interests. Membership may include representatives from Parks and Recreation, Planning, Public Works, Engineering and Police. The Committee will seek input from other Boards and Commission (e.g. South Windsor Walk and Wheel Ways) as appropriate.

SECTION IV. Role of Complete Streets Advisory Committee

The Advisory committee would meet on a quarterly basis or as needed, and at the inception of public transportation projects or private projects that affect the transportation system, within the South Windsor limits.

The purpose of the advisory committee is to:

- Provide input on public projects to further the Town's complete streets philosophy.
- Review and make recommendations on short and long-range transportation plans as related to pedestrian and bicycle issues in South Windsor and assist in the implementation of the Transportation component of the Plan of Conservation and Development
- Review and recommend transportation project prioritization and funding as related to pedestrian and bicycle issues in the Town.
- Assist and advise the Planning and Zoning Commission with respect to pedestrian and bicycle facilities and parking.
- Coordinate with adjacent municipal, and regional public entities to promote creation of networked pedestrian and bicycle facilities as appropriate.
- Assist in the development and implementation of Safe Routes to Schools Program.

- Seek grant money and other States and Federal monies for pedestrian and bicycle project enhancements.

The Committee may pursue other initiatives to increase safety and awareness regarding complete street considerations throughout the municipality.

- Training: Key officials whose responsibilities are reasonably related to complete street interests will attend training related to complete streets. Such officials may include the Director of Public Works, Police Chief, Director of Planning, Town Engineer, Local Traffic Authority, Board of Education staff, and other relevant official representing the interests of the Town.
- Checklists: The Town of South Windsor may utilize a Complete Streets Checklist to assist in ensuring compliance with this policy and at the earliest point in project development for all applicable projects.
- Department Reviews: Complete Streets shall be considered in all projects receiving public funding. The Checklist will be integrated into all department reviews including Planning, Engineering, Public Works, and Public Safety. The Checklist will consider all travel modes, along with environmental and social context.
- Design Guidance: The Town of South Windsor shall utilize the latest engineering practices in its design, construction, and maintenance of highways to reflect the accommodation of all users
- Regulations, Documents, and Policies: The Town of South Windsor shall work to update Zoning Regulations, Subdivision Regulations, and the Plan of Conservation and Development, Public Improvement Specifications and other relevant regulatory documents to facilitate the implementation of the objectives of this policy.
- Street Connectivity: The Town of South Windsor shall promote changes to provide a system of streets with multiple routes and connections serving the same origins and destinations to encourage street connectivity. By increasing the number of street connections or local street intersections in communities, bicycle and pedestrian travel also is enhanced. A well-planned, connected network of collector roadways allows emergency responders to operate more efficiently, and generally increases quality of life enjoyed by residents.

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