

Complete Streets in Bolton

BOS Meeting
April 1, 2025





Thank you for your time and engagement today!

- We'd like for this to be a discussion.
- Please ask your questions.
- We are happy to come to a future meeting to continue the conversation.






Bolton Needs Complete Streets

- 894 crashes with **8 fatalities** from 2015-2024
- Children who live 2 blocks from Bolton Center School take a bus because they are unable to walk 2 blocks safely





Complete Streets are Streets for Everyone

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including motorists, pedestrians, bicyclists, and transit riders of all ages and abilities.

Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Complete Streets Reduce Traffic Injuries

- According to a study, designing streets for pedestrian travel can **reduce accidents by about 70 percent**
- Safer conditions created by **complete streets projects avoided a total of \$18.1 million** in collision and injury costs in **one year** alone

Complete Streets Benefit Everyone



A housing study in Massachusetts found that **developments that supported walking and biking were valued higher** than housing with larger lots.



A CRCOG survey found that **over 80% of survey respondents agreed on the need for more places where people can walk**, rather than drive.



Greater walkability associates with market-value increases for office, retail, and residential properties.



“Complete streets **bring people to businesses** while bike paths can create **economic vitality** in the places through which they pass.”



Complete Streets are Different for Everyone



While Complete Streets are a **process** and **approach** to street design, there is no singular design prescription for Complete Streets. Each one is unique and responds to its community context.



The context and needs of users are different in **rural**, suburban, and urban communities, and streets will look different as a result, even when using a Complete Streets approach.

Complete Streets Connect Communities

Complete Streets foster community connections.



Complete Streets in Andover

Andover adopted a Complete Streets Master Plan in August 2016

“Using complete streets thinking is a low cost way to increase quality of life for Andover residents”

- Andover Complete Streets Master Plan



bikewalkbolton

Complete Streets Projects Are Low-Cost

“Complete Streets projects cost significantly less than conventional transportation projects, yet can still deliver transportation benefits...”

Bolton has Key Components of Complete Streets Plan

The following ideas are included in Bolton's Plan of Conservation and Development (adopted 2015) and are all components of a Complete Streets Plan.

- Continue to encourage and support **provisions for walking and bicycles**
- Evaluate options **to improve municipal transport** for commuters, senior citizens and the disabled
- **Become a part of any future bus services** between Hartford and the Storrs UCONN campus
- **Evaluate local roads** and State highways for their potential for bicycle use
- **Design and delineate local routes** for bicycles
- **Pursue bicycle friendly status**
- Continue to **address locations on local roads** where **unsafe or hazardous conditions** may arise
- Consider allowing **a reduction in paved width** for residential streets
- Provide opportunities for housing that is affordable for a diverse range of ages, incomes, and lifestyles
- Improving **pedestrian connections** and trails
- Create a **comprehensive greenway system** that interconnects areas
- Make **better trail connections to Bolton Center**
- Extend the Charter Oak Greenway through Bolton
- Implement inclusionary zoning regulations
- Promote public use of and access to open space
- **Encourage walking & biking**
- **Interconnect** open spaces into greenbelts with trails



Why Formalize a Complete Streets Plan?

- Align with State Law & Policies
 - Vision Zero
 - Complete Streets is the law
- Remain a Desirable Community
- Access to Funding



As of 2023, 34 individual municipalities and 5 regional COGs in Connecticut had adopted Complete Streets plans.

How BWB Can Help



Drafting a Preliminary Complete Streets Plan



Working with Planning & Zoning Commission to ensure alignment with POCD



Continuing to Partner with State and Regional Transportation Groups



Searching and Applying for Funding Opportunities



Continuing to raise resident concerns related to traffic safety

Appendix

- Funding Opportunities:
 - A small selection of opportunities we have identified to assist with the development of a Complete Streets Plan and the implementation of Complete Streets related Initiatives
- Crash Data
 - Town of Bolton Crash Data from 2015-2024
- Additional Resources & Partners
- BWB Mission Statement
- Sources & Related Materials
 - Sources referenced throughout this presentation and additional materials related to Complete Streets
- Personal Stories from a Selection of Residents about Traffic Concerns in Bolton (hard copies provided)

Appendix: Funding Opportunities

- CT Department of Transportation's Community Connectivity Grant Program (CCGP)
- CT Department of Transportation's Rural Improvement Grant Program (TRIP)
- Active Transportation Infrastructure Investment Program (ATIIP)
- AARP Community Challenge
- UCONN Department of Engineering Student Design Project
 - No cost to the town for participating
 - Proposal submitted to UCONN before July 2025 for 2025-2026 academic year

Appendix: Town of Bolton crash data

	Injury of any type (Serious, Minor, Possible)	Fatal (Kill)	Property Damage Only	Total
2013	0	0	0	0
2014	0	0	0	0
2015	28	1	74	103
2016	31	1	84	116
2017	21	0	91	112
2018	26	3	82	111
2019	23	0	75	98
2020	19	1	34	54
2021	27	1	51	79
2022	22	0	49	71
2023	21	0	49	70
2024	24	1	55	80
2025	0	0	0	0

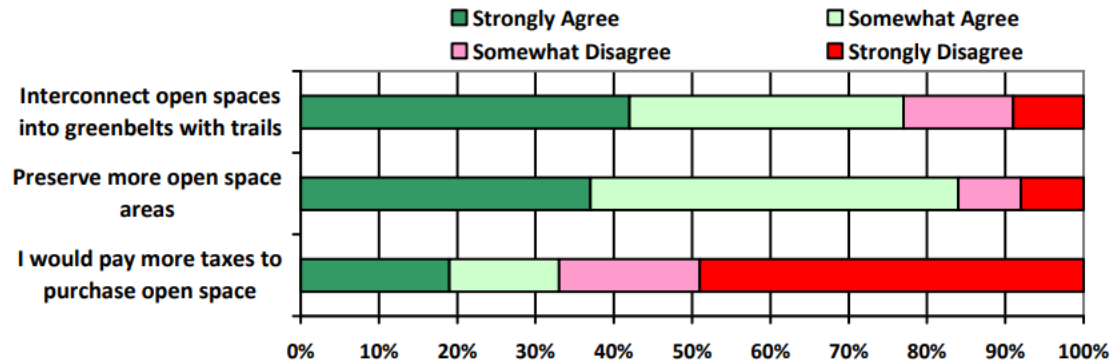
From 2015 – 2024, total of:

- 894 crashes
- **8 fatalities**



Appendix: Bolton's POCD

Open Space – Survey participants indicated the following regarding open space:



Some of the key recommendations from the study include:

- Maintaining Town Hall in Bolton Center and undertaking an expansion to meet community needs,
- Realigning Toomey Road and Bolton Center Road,
- Improving pedestrian connections and trails,
- Renovating / repurposing key buildings (Heritage Barn, Heritage Farmhouse, Stagecoach Tavern),
- Enhancing the community / educational value of the Heritage Farm
- Making improvements to the Library Green,
- Preserving open space and viewsheds.

INFRASTRUCTURE-RELATED ISSUES

- Maintain / enhance the level of community facilities and services
- Determine which community facilities are needed and which can be recycled or reused for other purposes
- Encourage walking and biking

Appendix: Bolton's POCD

Action Steps		
8. Extend the Charter Oak Greenway through Bolton from Manchester to Coventry.	Town	BLT CC OSAP
9. Make better trail connections to Bolton Center: <ul style="list-style-type: none"> from the Hop River Trail through the Heritage Farm, along Toomey Road, from Herrick Park, and from the Charter Oak Greenway along Route 85. 	Town	BLT CC OSAP HFC
10. Consider acquiring land adjacent to existing open spaces in order to expand and enhance those open spaces.	BOS	BLT CC OSAP
11. Create and distribute maps to identify publicly accessible open space in Bolton.	Town	BLT CC OSAP
12. Update the definition of "open space" in the Zoning Regulations and other local programs to reflect the definition recommended in the POCD (page 28).	PZC	OSAP CC

Continue to Preserve Open Space		
Policies	Leader	Partners
1. Preserve 20 percent of Bolton as open space.	OSAP	BLT CC PZC Town
2. Use the Open Space Plan to guide the preservation of open space in Bolton.	OSAP	BLT CC Town
3. Promote public use of, and access to, open space.	OSAP	BLT CC
4. Create a comprehensive greenway system that inter-connects areas.	OSAP	BLT CC Town
5. Work with the Bolton Land Trust and other organizations to preserve open space.	OSAP	PZC CC
6. Obtain open space (or a fee in lieu of open space) at the time of development of any subdivision.	PZC	OSAP BLT
7. Maintain the inventory of existing open space and desirable open space properties.	OSAP	BLT CC

Appendix: Additional Resources and Partners

- [bike-walk-ct](#)
- CRCOG Complete Streets Planning Resources
 - [Capitol Region Complete Streets Plan - CRCOG | Capitol Region Council of Governments](#)
- [Connecticut Bicycle & Pedestrian Advisory Board](#)
 - [2015 Model Complete Streets Ordinance for CT Municipalities](#)
 - [2015 Model Complete Streets Zoning Regulations for CT Municipalities](#)
 - [2015 Model Complete Streets Checklist for CT Municipalities](#)
 - [2015 Model Complete Streets Plan of Conservation and Development Considerations](#)

Appendix: BWB Mission Statement & Contacts



March 2016

Bike Walk Bolton is a volunteer organization made up of Bolton residents whose **mission** is to advocate for the expansion of safe, practical and accessible means for moving about our community for pedestrians, cyclists and the handicapped. In order to execute our mission, we strive to expand our membership within the community and make ourselves available as a valuable resource to the Town of Bolton.

Mission Statement

As an organization, we see the following values as being central to our mission: safety, health and growth.

We have the following goals:

- 1) Educating Bolton residents of all ages on bike/pedestrian related issues
- 2) Advocating for development and use of multi-use trail infrastructure
- 3) Working towards a *Bike Friendly Community* status for the town of Bolton
 - a. Obtain approval from the BOS to apply for a *Bike Friendly Community* status
 - b. Work towards completion of the application by meeting criteria for established by the *Bike Federation of America* for a bike friendly community (many listed above)

The more people involved the more likely we will achieve our goals. Therefore, we welcome interested people to join us. We are also committed to communicating all that we learn in the process.

Detailed Objectives for our Goals:

- 1) Education of all Bolton Residents on bike/pedestrian issues
 - a. Provide bike and pedestrian safety education for adults and children
 - b. Provide education on impact of multiuse and rail to trail infrastructure on quality of life, health benefits and economic development
 - c. Work towards improved signage on roads and trails to allow residents and others to know the laws (3 foot law)
 - d. Provide education on "smart street designs" that include traffic calming and other features that make biking safer on roads
- 2) Advocating for development and use of multi-use trail infrastructure. We will:
 - a. Keep informed about multi-use path development in Bolton and beyond
 - b. Monitor granting opportunities from the state and other organizations
 - c. Contribute to the writing of these grants or support others writing grants
 - d. Promote walking and biking as good options for both neighborhood and community transportation
 - e. Promote commuting options with education on the possibility of multi-modal transit that includes bike and bus options along the rte 44 corridor commuter lots
- 3) Work towards a *Bike Friendly Community* status for the town of Bolton
 - a. Obtain approval from the BOS to apply for a *Bike Friendly Community* status
 - b. Work towards completion of the application by meeting criteria for establishing a bike friendly community (many listed above)
 - c. Support safety enhancements of current Bolton roads

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Appendix: Sources Referenced

- [Complete Streets: A Primer | Congress.gov | Library of Congress](#)
- [April 2019 Connecticut Economic Digest - Complete Streets are Sweet](#)
- [Complete-Streets-White-Paper_Sept-2021.pdf](#)
- [Safer Streets, Stronger Economies - Smart Growth America](#)

Appendix: Complete Streets Opportunities

COMPLETE STREETS RIPPLE EFFECTS

Researchers studied 26 complete streets in 16 places to understand their economic benefits.



44,000

NEW JOBS



\$2.6 billion

NEW WAGES



16,000

NEW HOUSEHOLDS,
including 2,000 owner and
14,000 renter households



\$6 billion

NEW DEVELOPMENT,
leveraged from
\$600 million invested

Appendix: Personal Stories from a Selection of Residents about Traffic Concerns in Bolton

- Hard copies distributed