

## Changes in color plan from Public Info Meeting to Town Council Meeting

### Change:

- The sidewalk configuration at the intersection of Old Post Road and Route 195 has been moved closer to Route 195.

### Reason:

- CTDOT Traffic engineering commented that the crosswalks on Route 195 and Old Post Road should be located in front of the stop bars to allow for safer pedestrian crossing in front of stopped vehicles. This requires the sidewalk to be relocated closer to Route 195 in this area.

### Change:

- Sidewalk on Old Stafford Road (Tolland Green) is no longer proposed

### Reason:

- Crosswalks on Route 74 and Old Stafford Road are still proposed based on the recommendation from Town officials, however the sidewalk along Old Stafford Road has been removed based on public comment.

### Change:

- Landscaping is shown on the splitter islands at the northern and southern gateway

### Reason:

- The public informational meeting identified that residents are opposed to landscaping on the splitter island at the intersection of Route 74 and Route 195 however no substantial opposition was received regarding plantings at the splitter islands at the northern and southern gateway. These plantings are an integral component of the islands traffic calming ability.

### Change:

- The two splitter islands along the southern green will be flush with the pavement.

### Reason:

- Flush splitter islands are proposed adjacent to the southern green in an effort to maintain its historic nature. The flush islands will balance traffic calming effects with historic integrity.

### Change:

- The diverter island on Tolland Green has been removed and the turning limitations have been modified.

### Reason:

- Vehicles traveling southbound on Tolland Green will be limited to a right turn only onto Route 74 in order to improve the safety and operation of the intersection. The diverter island and other turning restrictions have been removed based on coordination with Town officials.

**Suggestions discussed at the Public Info that were investigated subsequent to the meeting that will not be incorporated**

Suggestion:

- Adding a second stop sign and cross walk at the intersection of Route 74 and Tolland Green Road

Reason:

- The Manual on Uniform Traffic Control Devices limits multiway stop control to intersecting roadways with approximately equal volumes. The volumes on Tolland Green are too low to warrant stop control. Drivers traveling westbound on Route 74 would become frustrated by being forced to stop twice in about 100 feet – where at the first stop they would encounter little conflicting traffic. This could result in disregard for the first sign and a false sense of security for drivers and pedestrians at that location.

Suggestion:

- Install textured pavement at crosswalk locations.

Reason:

- Standard practice calls for the use of white longitudinal lines installed parallel to the flow of traffic to delineate a crosswalk in areas where added visibility of the crossing is desired. This treatment results in highly visible crossings because of the contrast between the white lines and dark pavement. Any textured pavement used for a crosswalk would require transverse white lines which provide less visibility than the longitudinal lines. DOT maintenance forces don't have the ability to repair or replace textured pavement, which could result in the textured pavement being eliminated or paved over during future maintenance operations. Based on public comment, introducing a textured pavement would not be in keeping with the historic character of the area.

Suggestion:

- Install an additional crosswalk on Route 74 leading from the United Congregational Church to the northern green.

Reason:

- A crosswalk is provided on Route 195 approximately 80 feet from the suggested location. This crosswalk location was determined based on observed pedestrian travel patterns and public input. A second crosswalk in this vicinity would negatively impact the operations of the intersection.