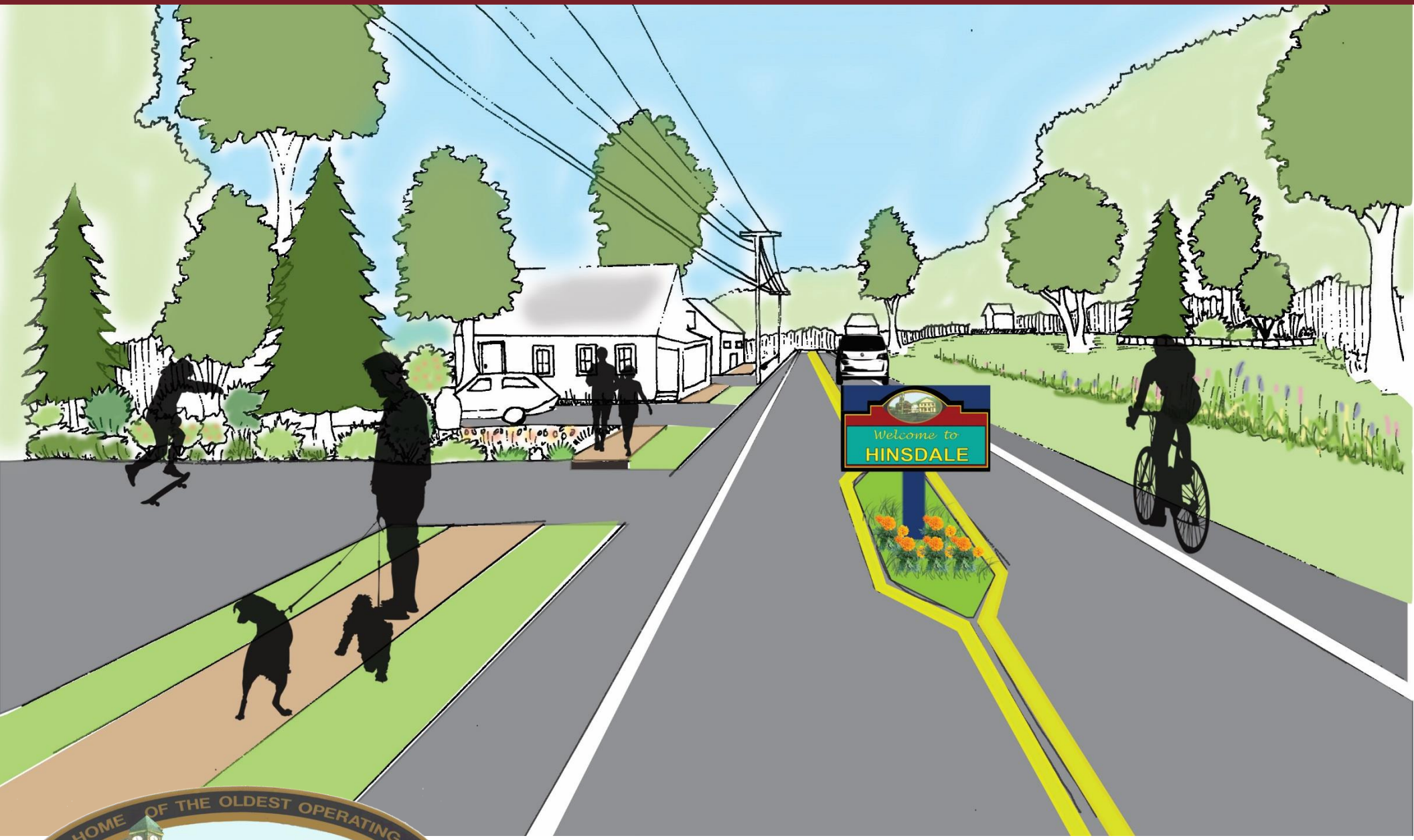

HINSDALE COMPLETE STREETS

PLANNING & DESIGN GUIDELINES ▪ 2016

HINSDALE COMPLETE STREETS

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ACKNOWLEDGEMENTS

In 2016, the Town of Hinsdale worked with the Southwest Region Planning Commission (SWRPC) to develop these design guidelines as part of the development of a local Complete Streets Policy. The Hinsdale Planning Board provided guidance, direction and locally relevant input to SWRPC staff throughout the process of developing this document. The Town and SWRPC are grateful for the contributions provided by members of the board, who are listed below.

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HINSDALE PLANNING BOARD

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HINSDALE COMPLETE STREETS

PLANNING & DESIGN GUIDELINES ▪ 2016

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INTRODUCTION

PROJECT BACKGROUND

In 2016, the Town of Hinsdale worked with Southwest Region Planning Commission (SWRPC) to develop a local Complete Streets policy. This policy has the Town consider all modes of transportation and the safety needs of all users, including motorists, pedestrians, bicyclists, seniors, youth, and persons with disabilities when making improvements to existing infrastructure or building new projects. In addition, it encourages street design that will be constructed in a manner that supports the surrounding land use and transportation context.

The policy establishes that the Town will utilize planning and design guidelines for Complete Streets. This document represents these guidelines, and serves as a resource for Town staff and officials when planning, designing, rehabilitating, constructing, reconstructing, or maintaining the public right-of-way. This document also serves as guidance for residents, businesses, and others to better understand Complete Streets concepts and design elements and how safety measures can be incorporated into the Town's different roadway types and land use contexts.

WHAT ARE COMPLETE STREETS?

Complete Streets are streets that are designed, operated, and maintained for everyone, regardless of age, ability, or how people get around.

- **Complete Streets make it safe and easy to walk to the store, cross the street, ride a bike to school, and drive to work.** Complete Streets incorporate design elements that emphasize safety, mobility and accessibility for those using a variety of travel modes. They can include features such as wide and safe sidewalks or shoulders, clearly marked crosswalks, space for bicyclists to travel, places to sit, street trees, and more.
- **What a Complete Street looks like will largely depend on where it is and who is using it.** For example, a Complete Street in a village center will look different than a street in a more rural area. In areas where many people walk, vehicle speeds should be slower and there should be highly visible and frequent places to cross the street. These areas should also have wider sidewalks, places for people to sit and rest, and landscaping to make it a desirable place to walk. If many large trucks are using the street, travel lanes will need to be wide enough so that these vehicles can pass each other and make safe turns. If mostly cars and bicyclists are using the street, the lanes can be narrower, which will help slow down vehicle speeds and make it safer for all users.

BENEFITS OF COMPLETE STREETS

- ✓ **INCREASED SAFETY** - By designing the road for all users, Complete Streets improve safety for everyone.
- ✓ **REDUCED BARRIERS FOR SENIORS AND PERSONS WITH DISABILITIES** - Complete Streets can include curb ramps at crosswalks, audible or tactile signals that can be used by blind pedestrians, longer crosswalk times, smooth and unobstructed sidewalks, and places to sit and rest.
- ✓ **INCREASED ECONOMIC VITALITY** - People can save money when they switch to biking, walking, and taking public transportation, which allows them to spend this money in other ways. In addition the presence of sidewalks, bike paths, and other elements that make neighborhoods more walkable has been shown to increase property values, stimulate the local economy, and attract new businesses and investment, especially in retail and downtown areas.
- ✓ **IMPROVED COMMUNITY HEALTH** - Complete Streets make active living an easy option by providing safe and convenient opportunities for people to walk and ride bikes. Studies have shown that people who live in walkable areas are substantially less likely to be overweight or obese than people who live in neighborhoods where walking is unsafe.
- ✓ **REDUCED AIR EMISSIONS** - Walking and bicycling are zero-emission transportation modes, and public transportation has much lower emissions than driving in a single occupancy vehicle. This helps to reduce heat-trapping pollution and makes the air we breathe cleaner.

TRAFFIC CALMING STRATEGIES

WHAT IS TRAFFIC CALMING?

Traffic calming is an integral part of the complete streets framework to ensure streets are safe for all users of the road. It is defined by the Institute of Transportation Engineers (ITE), the international association that represents traffic engineers, transportation planners and similar professionals who plan and design roads and neighborhoods, as the installation of measures designed "to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes." Traffic calming strategies can include engineering solutions, such as the installation of speed humps, curb extensions, or pavement markings, and education and enforcement strategies such as active speed signs, crossing guards near schools, and increased police presence in problematic areas.

WHY IS TRAFFIC CALMING IMPORTANT?

Slowing traffic saves lives. The faster motorized vehicles are traveling, the more likely they are to kill or seriously injure the people they run into. A pedestrian hit at 40 miles per hour has an 85 percent chance of fatality, while a pedestrian hit at 20 miles per hour has only a 5 percent chance of fatality. Speed also affects stopping distances. A driver travelling at 40 mph who sees a pedestrian 100 feet ahead will be traveling 38 mph on impact. If a driver was instead driving at 25 mph, he or she would have enough time to stop before ever reaching the pedestrian.

EXAMPLES OF TRAFFIC CALMING DESIGN STRATEGIES

PAVEMENT MARKINGS

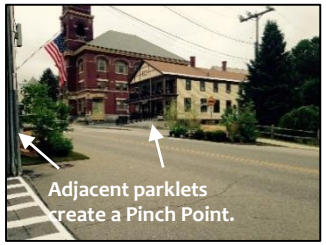
are an inexpensive way to encourage slower speeds on town streets by visually narrowing the roadway. Transverse pavement markings, pictured to the right, are one example of this design strategy.

TRAFFIC ISLANDS

are raised islands located along the centerline of a street to narrow the travel lanes and, if landscaped, provide a visual amenity. They are used to help slow traffic as it transitions to slower speed areas. Also called "splitter islands."

PINCH POINTS

are created when curb extensions or landscaping are applied at midblock locations to slow traffic speeds and add public space. They physically narrow the roadway, leading to slower speeds.



RAISED CROSSWALKS

are flat-topped speed humps with pedestrian crosswalk markings and are designed to make pedestrians more visible to approaching vehicles while encouraging lower speeds.

COMPONENTS OF COMPLETE STREETS

Complete Streets is a flexible approach to planning, designing, constructing, and maintaining roadways that takes into consideration the needs of all users of the road. Land use, population density, functional classification of the road, predominant travel modes, building types, and right-of-way width are a few examples of contextual information that should be considered when applying Complete Streets concepts. The following is a partial list of common components of complete streets which are organized by "Roadside Zone" and "Roadway Zone." Each component includes a general description and basic guidance on when each design element should be considered.

ROADSIDE ZONE

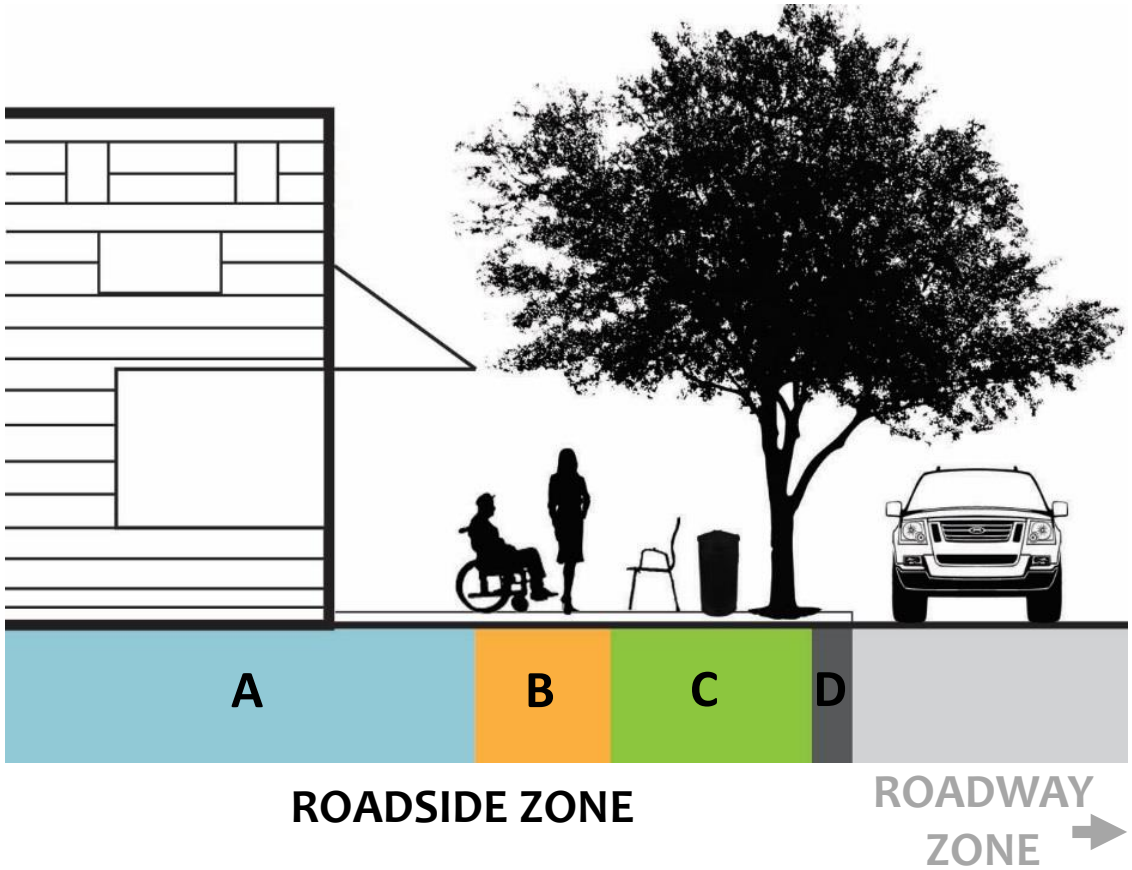
The Roadside Zone system encompasses the section of right-of-way between the curb/vehicle way and the adjacent land use. It is comprised of the following four zones:

A. FRONTAGE ZONE: The area of the sidewalk that transitions to adjacent land uses; commonly used for quasi-public activities, such as outdoor cafes.

B. PEDESTRIAN ZONE: The area of the sidewalk that should be clear for walking.

C. FURNITURE ZONE: Area of the sidewalk where refuse receptacles, benches, utilities and other objects are best placed.

D. CURB ZONE: Curbed area between the sidewalk and the vehicle ways; usually includes drain inlets.



COMPONENTS OF COMPLETE STREETS

ROADSIDE ZONE

SIDEWALKS. Paved sidewalks provide a safe space for people on foot to travel within the right-of-way by physically separating them from motor vehicles and on-road bicycles. They help create more welcoming public spaces and should be prioritized in town/commercial centers and neighborhoods within walking distance of destinations such as schools, parks, shops, etc. They should be ADA-compliant and ideally be separated from motor vehicle traffic by a buffer, curb, or both whenever possible. Sidewalks are most useful when they are located on both sides of the street, however in some cases it may be more practical to have a sidewalk on one side of the street due to expected future use, constrained right-of-way, or cost. In downtowns and village centers, sidewalks may be wider to accommodate higher volumes of pedestrian traffic.

STREET FURNITURE. Street furnishings create the setting for people to rest, eat, and interact socially within the public right-of-way. They can include anything from benches and trash cans to public art, utility boxes, and anything else that is placed in the roadside zone. Street furnishings should not obstruct entrances to buildings or the five foot pedestrian throughway. In addition to the functional aspect of street furnishings, they can also be socially significant by drawing people together in comfortable and attractive spaces. In general, street furniture should be prioritized on streets with high pedestrian volumes in downtown/village center areas or where furnishings are warranted by adjacent land use and pedestrian activity.

CURB EXTENSIONS. Curb extensions, also called "bulb-outs," are an extension of the sidewalk into the parking or travel lane at intersections and mid-block crossings. They reallocate underutilized roadway space around street crossings to green space and widened sidewalks, increasing the available space for street furniture, plantings, and street trees. Curb extensions serve a number of purposes for both pedestrians and drivers, including: improving visibility for pedestrians and motorists, shortening the crossing distance for the pedestrians, and calming traffic by visually and physically narrowing the roadway. Curb extensions should be considered in areas with marked crosswalks or where safety of crossings could be improved by increased visibility.

COMPONENTS OF COMPLETE STREETS

ROADSIDE ZONE

STREET LIGHTING. Street lighting facilitates safe movement of traffic and provides a sense of safety and security for pedestrians, especially in the evenings and at night. Lighting designs should ensure pedestrian walkways and crosswalks are sufficiently lit, use pedestrian scale lighting (lower than 16') alone or in combination with roadway scale lighting in high-activity areas, and use uniform lighting levels. LEDs are highly recommended for all street lights as they use less energy, improve color rendering, minimize light trespass (unwanted light), and require less maintenance.

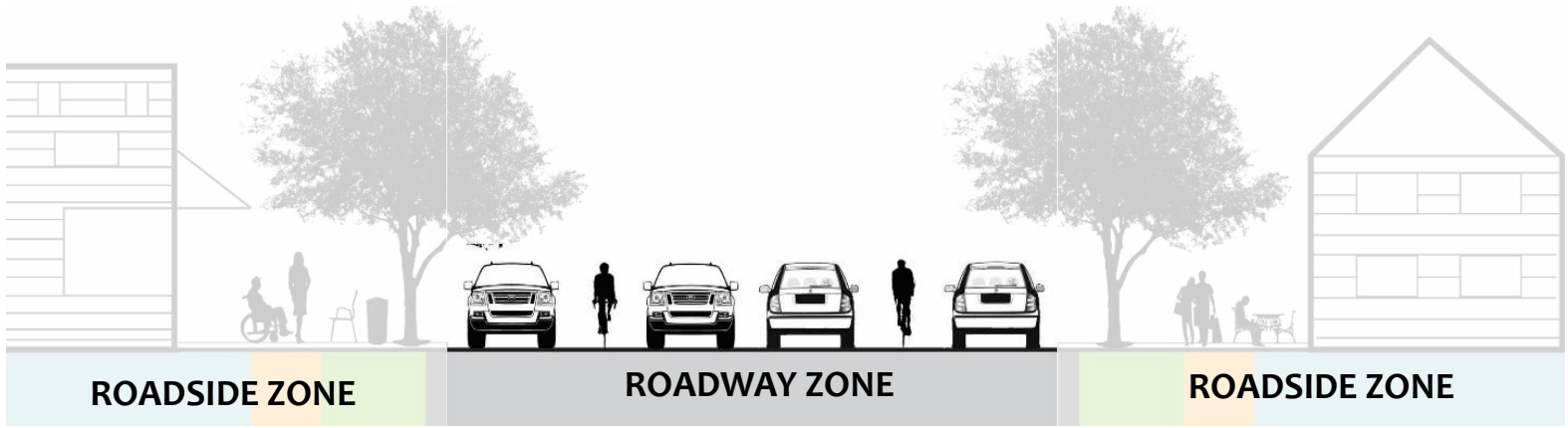
GREEN BUFFER. A green buffer is a planting strip of grass, trees, or plants that separates the sidewalk from the street. Green buffers should be used whenever possible because they increase pedestrian safety and comfort, and they provide many other useful functions such as space for street signs, snow storage, street furniture, mail boxes, fire hydrants, utility shut-offs, and poles for overhead wires. Green buffers can also be used for green storm water infrastructure, such as rain gardens, which help to treat runoff at its source. At a minimum, green buffers should be 2 feet wide for snow storage. If street trees are present, they should be at least 5 feet wide.

STREET TREES. Street trees provide scale and definition to the street and greatly improve pedestrian comfort. They also reduce stormwater runoff and local air pollution, sequester carbon, mitigate the urban heat island effect, provide shade for pedestrians, and provide habitat for wildlife. Trees calm traffic by reducing the apparent width of the street and can raise nearby property values. They may be placed in planting strips between the sidewalk and roadway, in tree basins in the sidewalk, and in medians. In general, street trees should be high crowned deciduous species that are tolerant of salt, pollution, soil compaction, and drought.

COMPONENTS OF COMPLETE STREETS

ROADWAY ZONE

The **Roadway Zone** is the area dedicated to on-street vehicular travel, which includes bicycles, cars, trucks, and buses. This area may also have space dedicated to parking.



TRAVEL LANE. The travel lane is the area of the roadway used for vehicular movement, including cars, trucks, buses, and bicycles. The width of the travel lane is a critical dimension that influences vehicular speed. Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. In general, 10 foot travel lanes provide adequate safety while discouraging speeding, however 11 foot lanes are more appropriate for truck routes. In areas with low traffic volumes and low speeds, 9 foot lanes may be appropriate.

BICYCLE LANE. Bicycle lanes provide dedicated space for bicyclists along the roadway, and should be considered for roads with high traffic volumes and/or speeds. Typically, bike lanes move with the direction of traffic (i.e. one lane in each direction) and are placed on the curb edge of the roadway. At a minimum, marking of the bike lane should include a white line, bicycle icon, and directional arrow. Four foot lanes are a minimum; 5-6 feet is preferable where space is available. Protected bicycle lanes, also called cycle tracks, are recommended where both traffic speeds and volume are high, there is high turnover in on-street parking, or in other high-stress situations.

COMPONENTS OF COMPLETE STREETS

ROADWAY ZONE

SHARED LANE MARKINGS. Shared Lane Markings, or "Sharrows," are painted bicycle symbols that serve as a visual reminder to motorists that bicyclists share the road. In addition, they offer an ideal 'line' for bicyclists to take on the street, away from the 'door zone' of parked cars and in areas clear of debris. Sharrows should be considered for roads with travel lanes that are too narrow for a motor vehicle and a bicycle to travel comfortably side by side within the same travel lane and where speeds are lower than 35 mph.

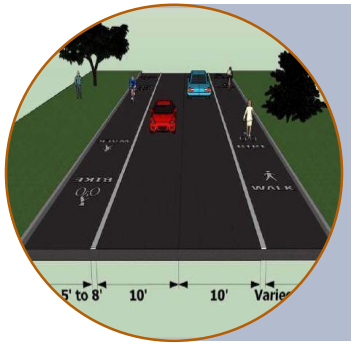
PEDESTRIAN CROSSINGS. Pedestrian crossings, i.e. crosswalks, alert motorists and bicyclists to look for pedestrians and guide pedestrians to preferred crossing locations. In areas with high pedestrian traffic and/or multiple destinations, frequent crossing opportunities can help reduce the number of people crossing at undesirable or unsafe locations. In general, pedestrians should not have to walk more than 300 feet to find a place to safely cross the street. Curb extensions can help reduce the crossing distance for crosswalks, which improves safety by making pedestrians more visible to motorists and shortening the distance/time it takes for people to cross the street.

ON-STREET PARKING. On-street parking can serve several purposes, including meeting some of the parking demands of adjacent land uses, providing a buffer between pedestrians and traffic, and adding to the activity on the street. It is a form of Shared Parking, with each space serving many destinations, and can reduce the need for off-street parking. On-street parking should be considered in village centers/downtown areas with retail destinations. In areas with high bicycle traffic, Sharrows should be used to direct bicyclists away from the door zone of parked cars.

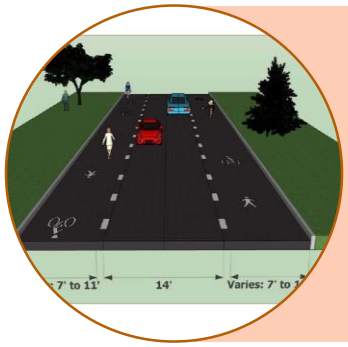
COMPONENTS OF COMPLETE STREETS

ROADWAY ZONE

PEDESTRIAN ISLAND. Pedestrian islands, also called "pedestrian refuge islands" or "pedestrian safety islands," are a type of traffic island placed in the middle of crosswalks to facilitate pedestrian crossing on busy and/or wide streets. They limit pedestrian exposure in the intersection by allowing pedestrians to cross in two shorter trips rather than one long trip, and they also serve as a traffic calming feature. While pedestrian islands may be used on both wide and narrow streets, they are generally applied at locations where speeds and volumes make crossings prohibitive or where crossings are unusually wide (i.e. three lanes or more).



BIKE-WALK SHOULDERS. Bike-Walk shoulders are an alternative to sidewalks, and can be used to accommodate pedestrian traffic in areas where sidewalks are not practical, traffic volumes are relatively low, and right-of-way permits. Adding Bike-Walk shoulders visually narrows the roadway and slows traffic, which can be especially beneficial in residential areas with wide paved streets. "Bike-Walk" shoulders should be at least 4 feet wide (though 5 feet is ideal), on both sides of the road, and contain pedestrian and bicycle symbols to indicate their use as a walkway/bikeway. The space allocated to vehicular travel lanes should be at least 18 feet. On roads with insufficient paved width, advisory Bike-Walk shoulders may be a good alternative to bike-walk shoulders.



ADVISORY BIKE-WALK SHOULDERS. Advisory Bike-Walk shoulders are similar to Bike-Walk shoulders, however they have dashed white lines instead of solid white lines separating them from the travel lanes, which indicates that vehicles can use the shoulder space to pass each other. This treatment should be considered on roads where sidewalks are not practical, traffic volumes are low, and the road is too narrow for bike-walk shoulders. The advisory bike-walk shoulders should ideally be a minimum of 4 feet wide (though 5 feet is ideal), on both sides of the road, and contain pedestrian and bicycle symbols to indicate their use as walkway/bikeway. The space allocated to vehicular travel lanes should be at least 14 feet.

HINSDALE COMPLETE STREETS TYPOLOGY

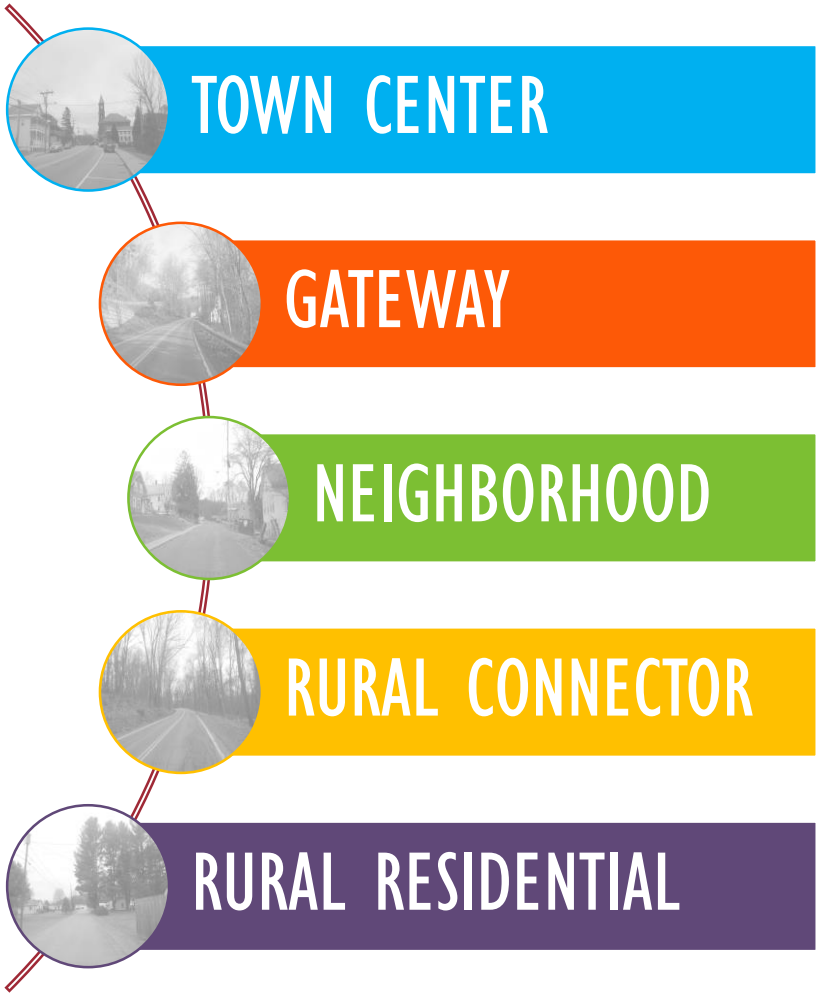
STREET DESIGN CONSIDERATIONS

The following sections provide Complete Street design considerations for Town staff, officials, and others to reference when working in the public right-of-way. The intent is to provide flexible guidance for accommodating and balancing the needs of multiple users of the roadway when making decisions. These considerations are intended to provide a simple and effective means to weigh and consider street design options, given a range of conditions.

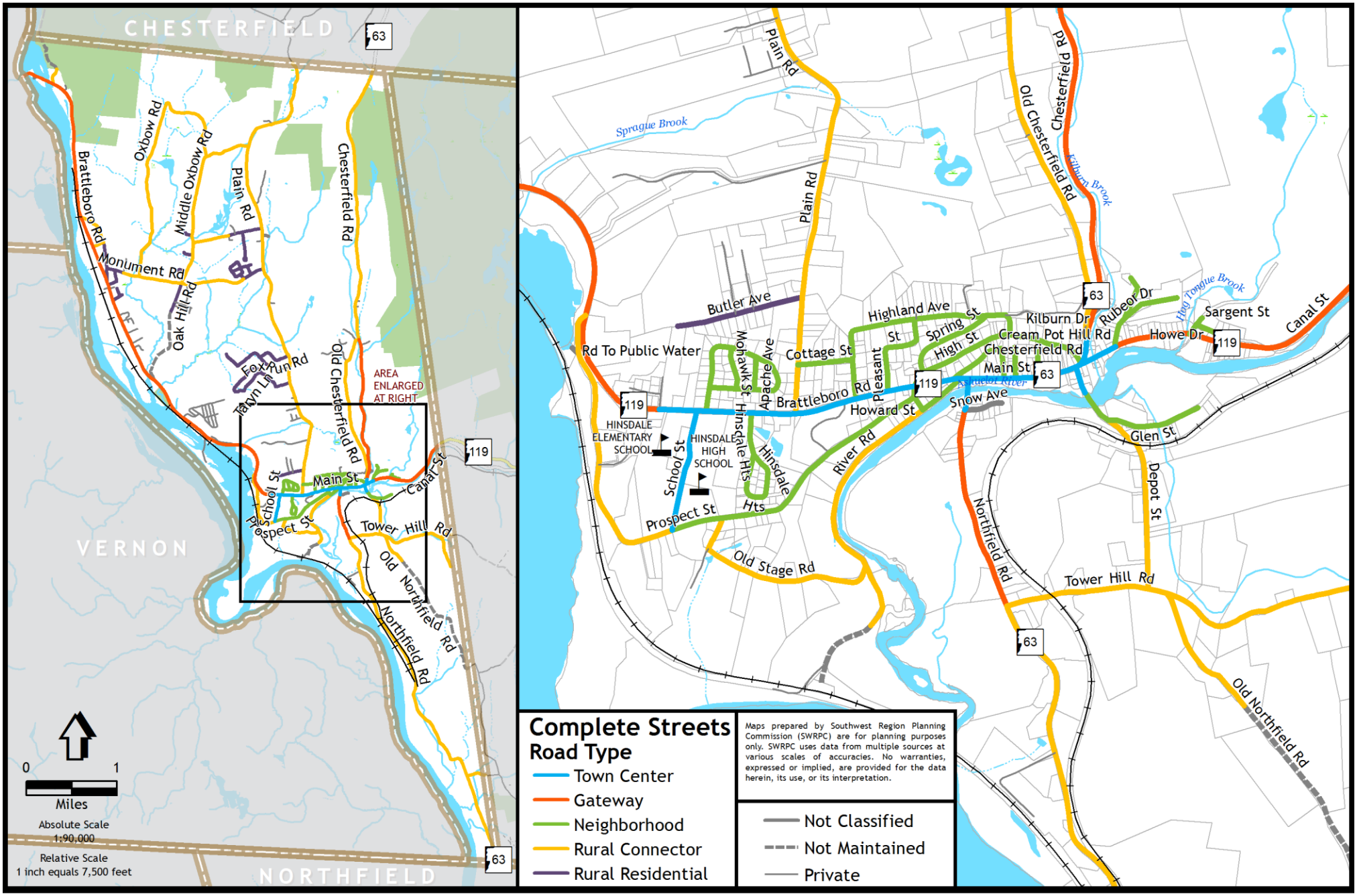
STREET TYPOLOGY

The Hinsdale street typology classifies streets by roadway function and surrounding context, including right of way width, building types, predominant travel modes, land use, and density of development. Street types are not necessarily continuous along the entire length of a street; a single street may change typology as the surrounding land uses or functions of the road change.

By designating Hinsdale's roadways as different street types, the town can ensure that the design and use of a street complements the surrounding area and vice versa. The typology system also ensures that there is connectivity within the street network for local trips in and around the community. The guidance included on the following pages is organized by the street types shown to the right: Town Center Streets, Gateway Streets, Neighborhood Streets, Rural Connector Streets, and Rural Residential Streets. The following sections of this document define and describe these street types and describe Complete Streets considerations for each.



HINSDALE COMPLETE STREETS TYPOLOGY MAP



TOWN CENTER STREETS

DESCRIPTION

Town Center Streets are streets located in the historic center of Hinsdale where there is a mix of land uses and destinations. These include, but are not limited to: municipal buildings, community institutions, historical buildings, schools, a public park, retail, businesses, restaurants, cafés, and multi-family and residential homes. Greater attention should be given to accommodating all modes of transportation, with special attention given to pedestrian safety and convenience.

VISION

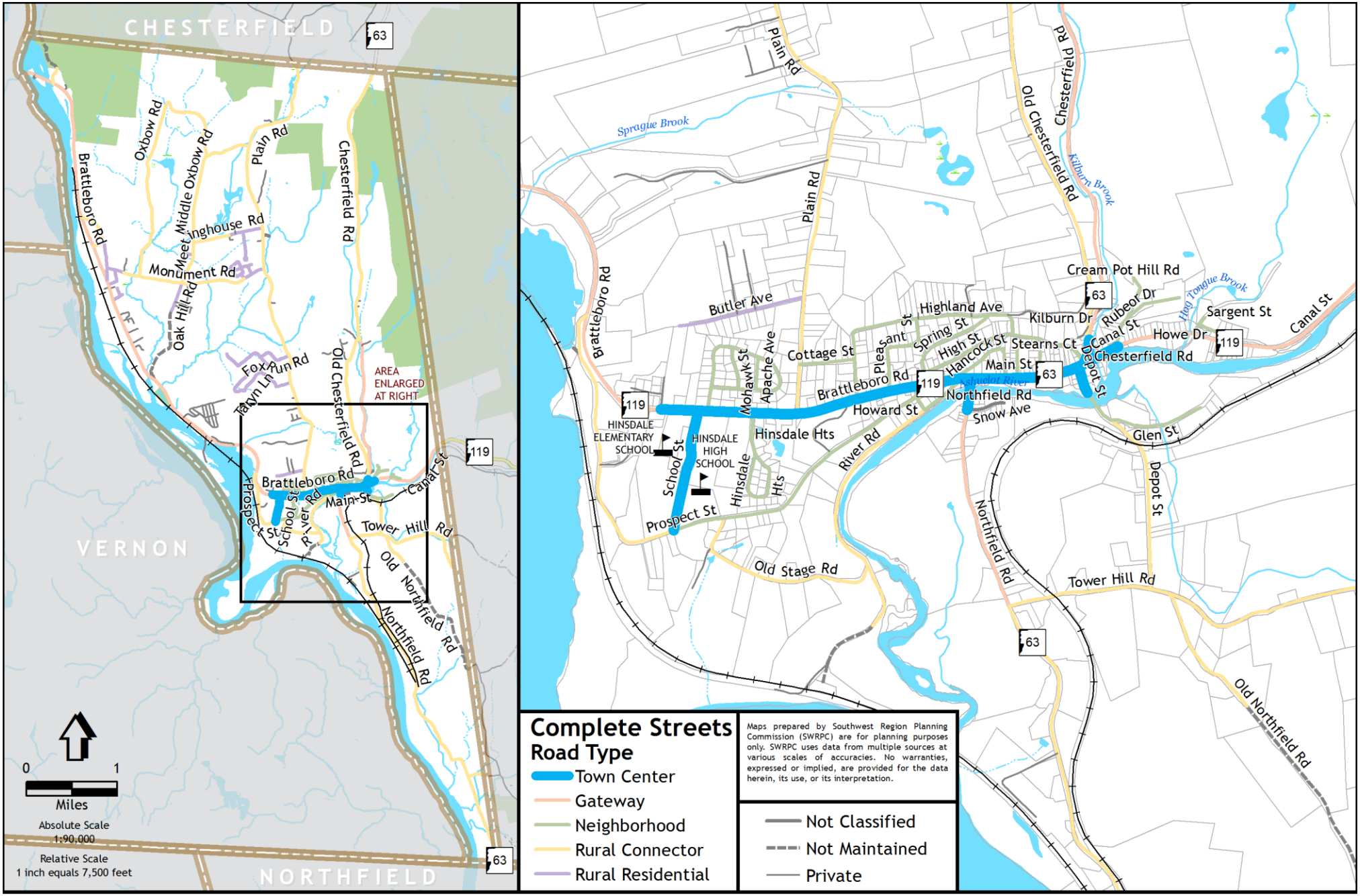
Streets within the Town Center are safe, convenient, and pleasant places to walk, ride a bike, take the bus, and drive a car. Traffic speeds are low to facilitate safe walking and bicycling, and road crossings are safe and highly visible to motorists. On-street parking helps meet the parking demands of adjacent land uses, serves as a safety barrier for pedestrians, calms traffic, and adds to the activity on the street. Businesses in this area thrive due to high levels of foot and bicycle traffic, and students are able to safely walk and bike to school.

LIST OF VILLAGE CENTER STREETS:

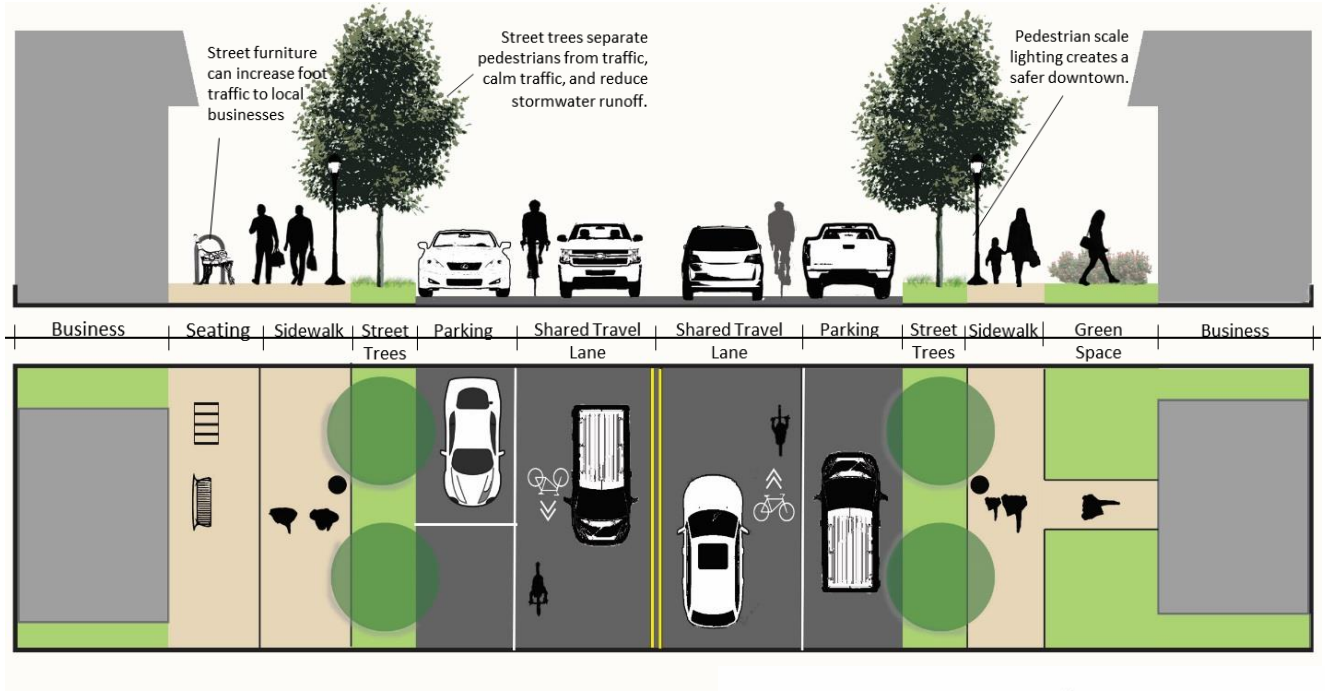
- Depot Road*
- NH Route 119/Brattleboro Road*
- NH Route 119/Main Street*
- NH Route 63/Chesterfield Road*
- NH Route 63/Northfield Road*
- School Street

** Street type changes along roadway segment*

WHERE ARE TOWN CENTER STREETS?



TOWN CENTER STREET CONSIDERATIONS



SCENARIO A

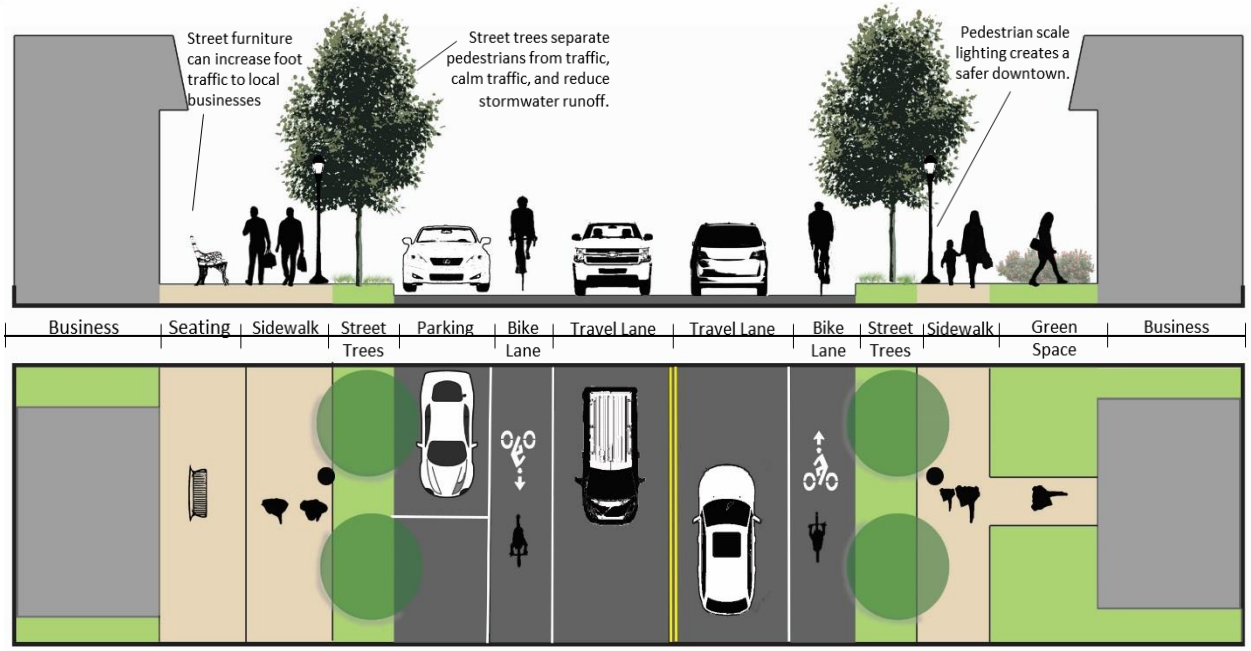
In this scenario, there is ample on-street parking for nearby businesses and community institutions.

Sharrows direct bicyclists to ride in the right side of the lane outside of the door zone of parked cars. Traffic calming should be prioritized in this scenario to increase safety for bicyclists, who must share the travel lane with motorized vehicles.

SCENARIO B

In this scenario, one lane of parking is removed to accommodate two bicycle lanes, one in each direction. Bicyclists are separated from motorized traffic, making it safer and more convenient for cars to safely pass.

Street trees, pedestrian-scale lighting, street furniture, bike racks, and landscaping help promote foot and bicycle traffic to local businesses.



GATEWAY STREETS

DESCRIPTION

Gateway Streets are the arterial roads moving in and out of Town. These streets are primary travel routes and should accommodate all modes of travel while allowing for smooth flow of vehicular traffic. They serve as the "Gateways" into the historic Town center/business district and can help transition motorists to Town Center streets.

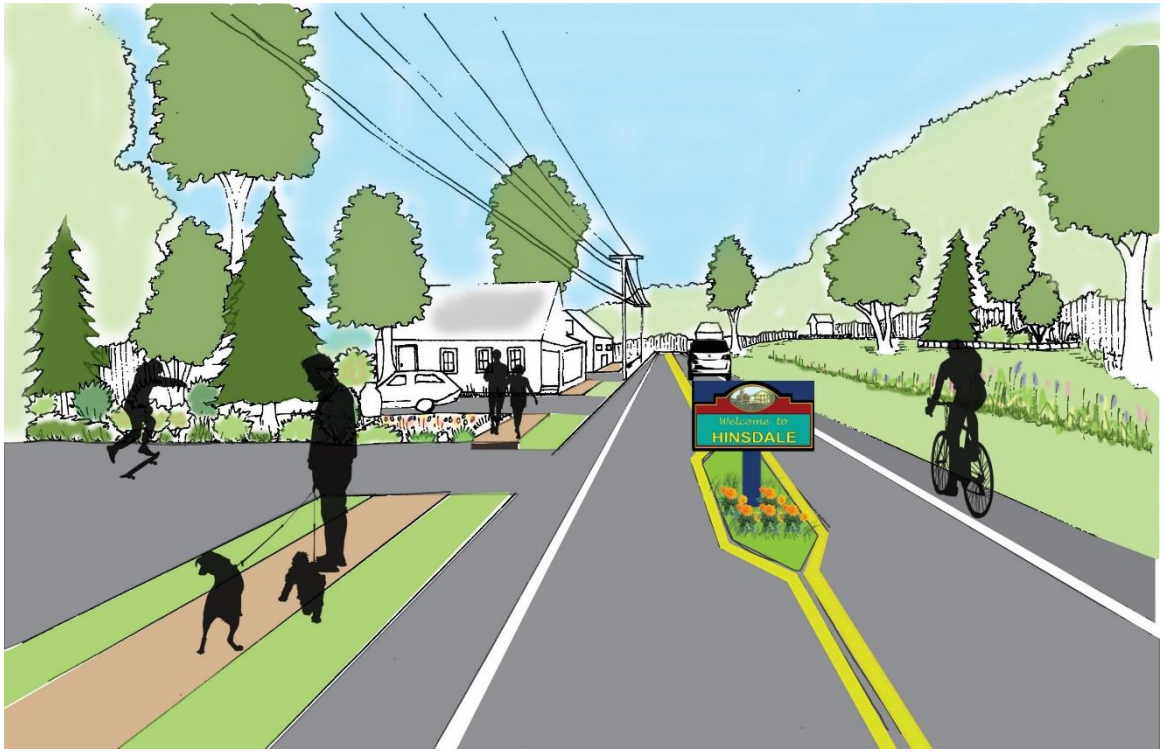
VISION

NH Route 119 and NH Route 63 provide a smooth transition from outlying areas into the Town Center. Traffic calming devices such as medians and narrowed travel lanes help to slow traffic, and wayfinding signs help direct people to destinations as they reach the town center.

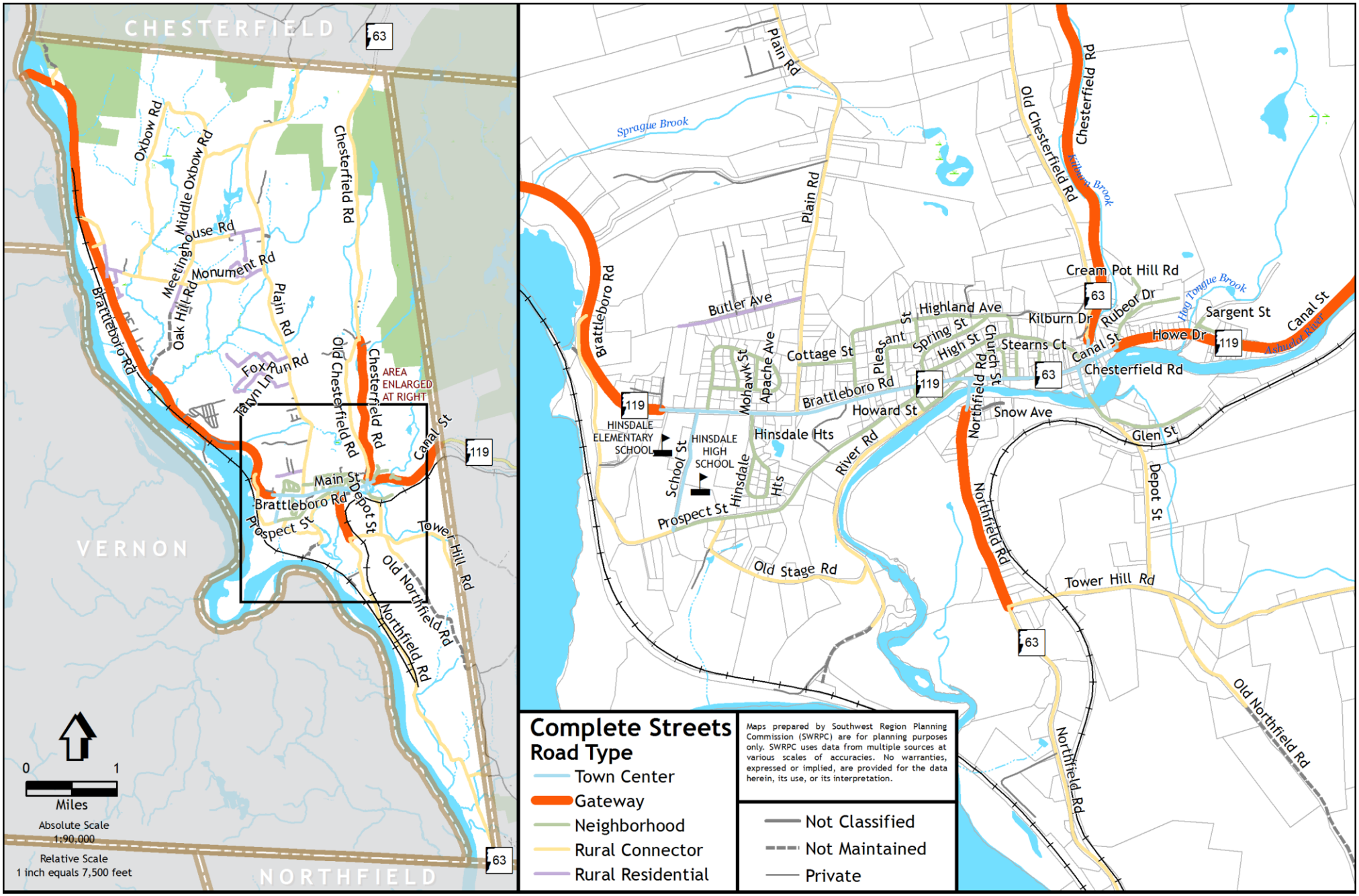
LIST OF GATEWAY STREETS:

- NH Route 119/Brattleboro Road*
- NH Route 119/Canal Street*
- NH Route 63/Chesterfield Road*
- NH Route 63/Northfield Road*

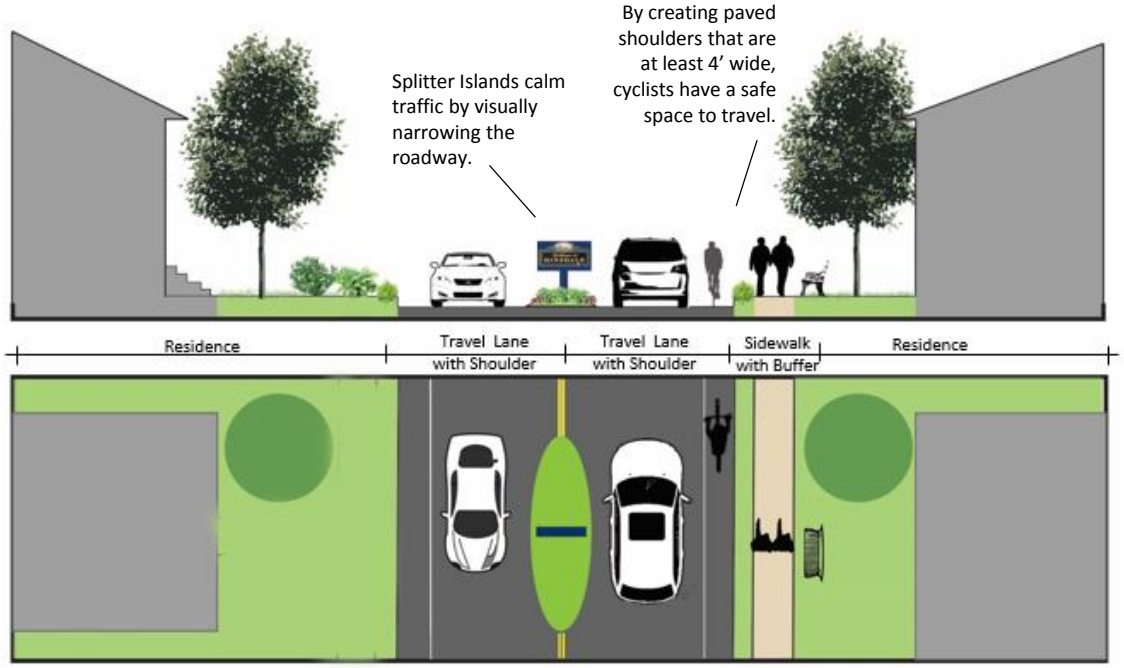
** Street type changes along roadway segment*



WHERE ARE GATEWAY STREETS?



GATEWAY STREET CONSIDERATIONS



SCENARIO A

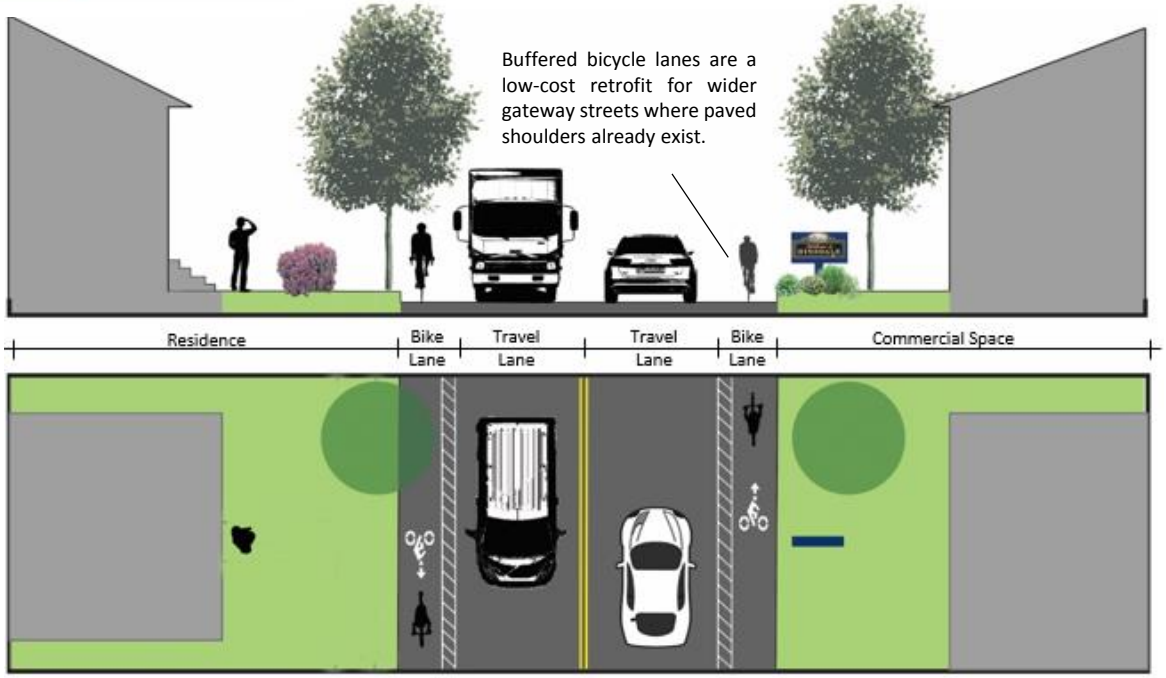
In this scenario, a landscaped splitter island with a "Welcome to Hinsdale" sign helps to slow traffic as it enters the Town and enhances the overall sense-of-place. Wayfinding signs help to direct drivers and cyclists to destinations, such as recreational areas and local businesses.

Paved shoulders provide space for bicyclists to safely ride along the street, and a sidewalk on one side of the street accommodates pedestrian traffic.

SCENARIO B

In this scenario, the existing paved shoulders have been converted into bike lanes with a striped buffer separating them from motorized traffic. This is a low-cost retrofit for roads where paved shoulders already exist.

Other design elements, such as wayfinding signs, street trees, and landscaping help create a sense-of-place for Hinsdale and direct motorists and cyclists to major destinations within town.



NEIGHBORHOOD STREETS

DESCRIPTION

Neighborhood streets are streets located in the more highly developed residential sections of town in the transitional area between the Town Center and the outlying rural areas. Traffic volume and speeds are low, houses are located closer together, and the predominant land use is residential. Special attention should be given to accommodating pedestrians and bicyclists, especially near multi-family residences and manufactured housing.

VISION

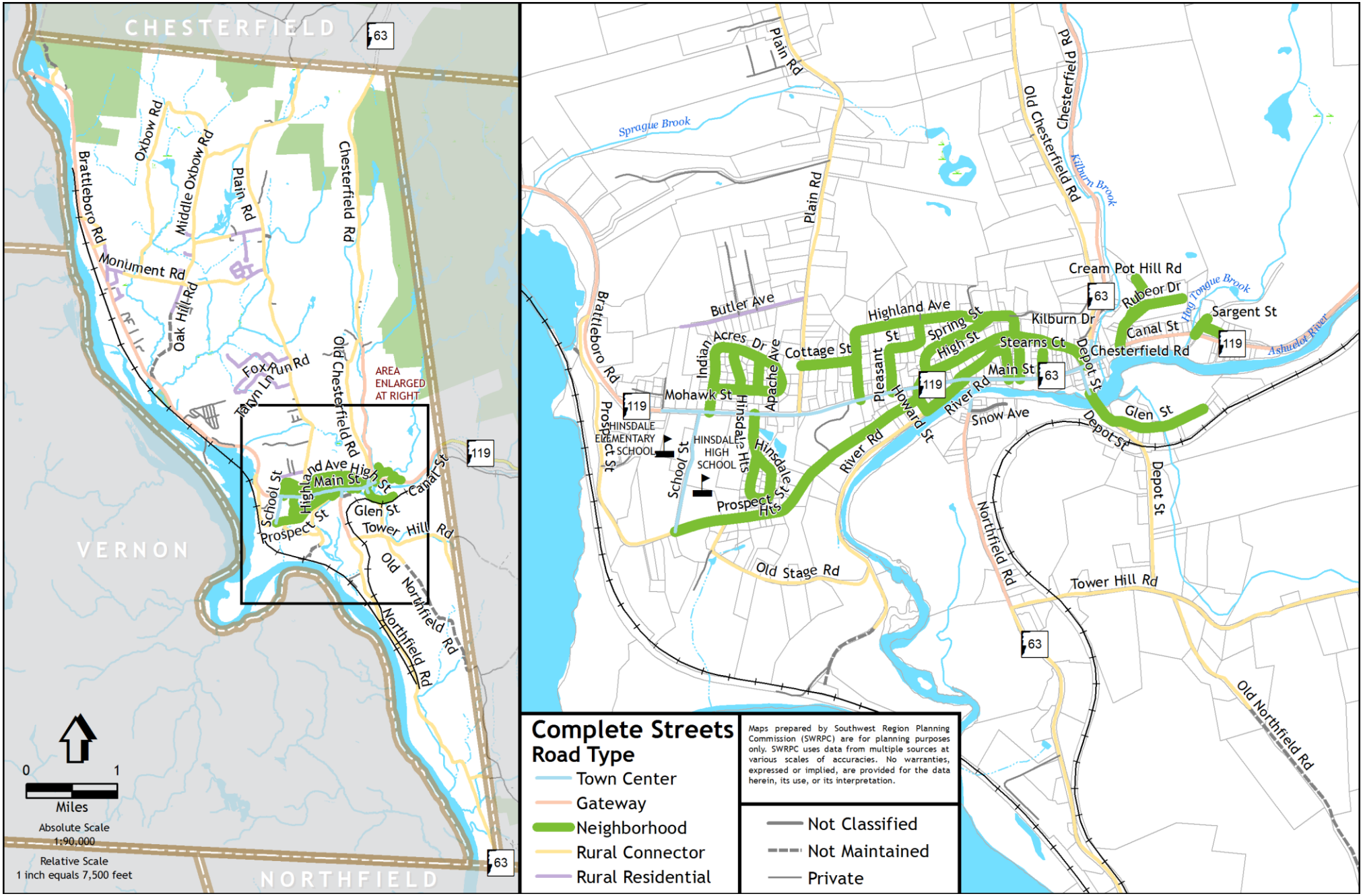
Neighborhood Streets are safe and pleasant streets to walk and bike. Traffic moves slowly and bicyclists are able to share the lane with motorized traffic. It is safe and convenient for residents to walk and bike to nearby destinations, as well as drive.

LIST OF NEIGHBORHOOD STREETS:

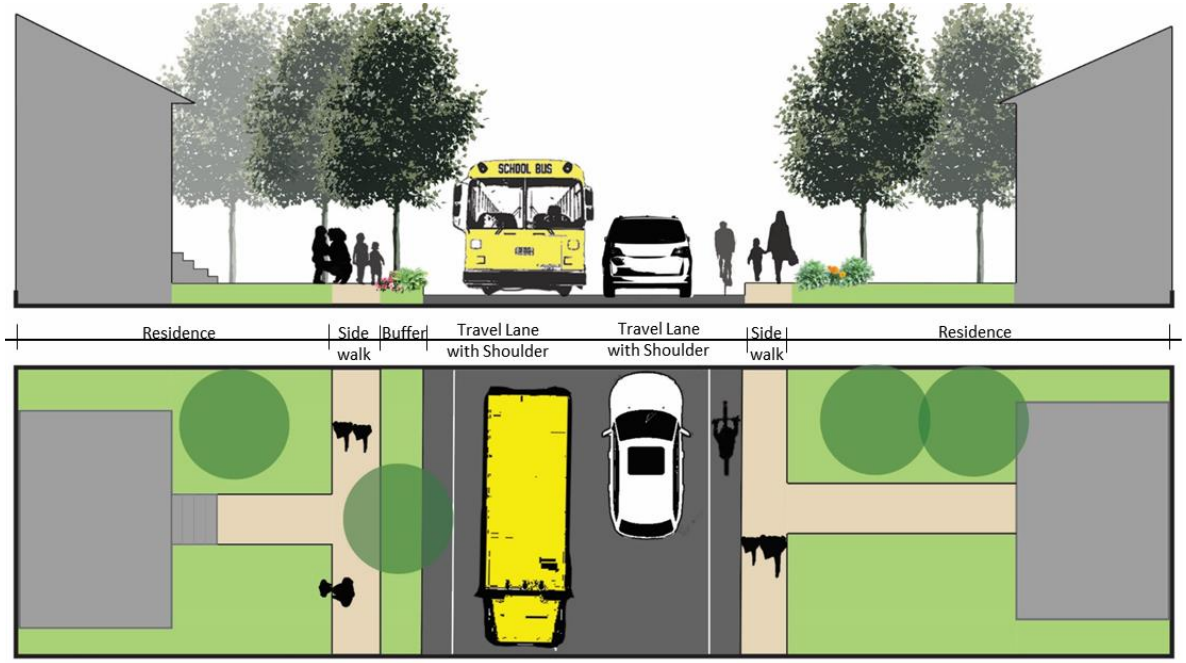
- Apache Avenue
- Butler Avenue
- Church Street
- Cottage Street
- Cream Pot Hill Road
- Depot Street*
- Fitzgerald Drive
- Glen Street
- Hancock Street
- High Street
- Highland Avenue
- Highland Street
- Hinsdale Heights
- Howe Drive
- Indian Acres Drive
- Mohawk Street
- Plain Road*
- Pleasant Street
- Prospect Street*
- River Road*
- Rolling Hills Drive
- Rubeor Drive
- Sargent Street
- Spring Street
- Stearns Court

** Street type changes along roadway segment*

WHERE ARE NEIGHBORHOOD STREETS?



NEIGHBORHOOD STREET CONSIDERATIONS



SCENARIO A

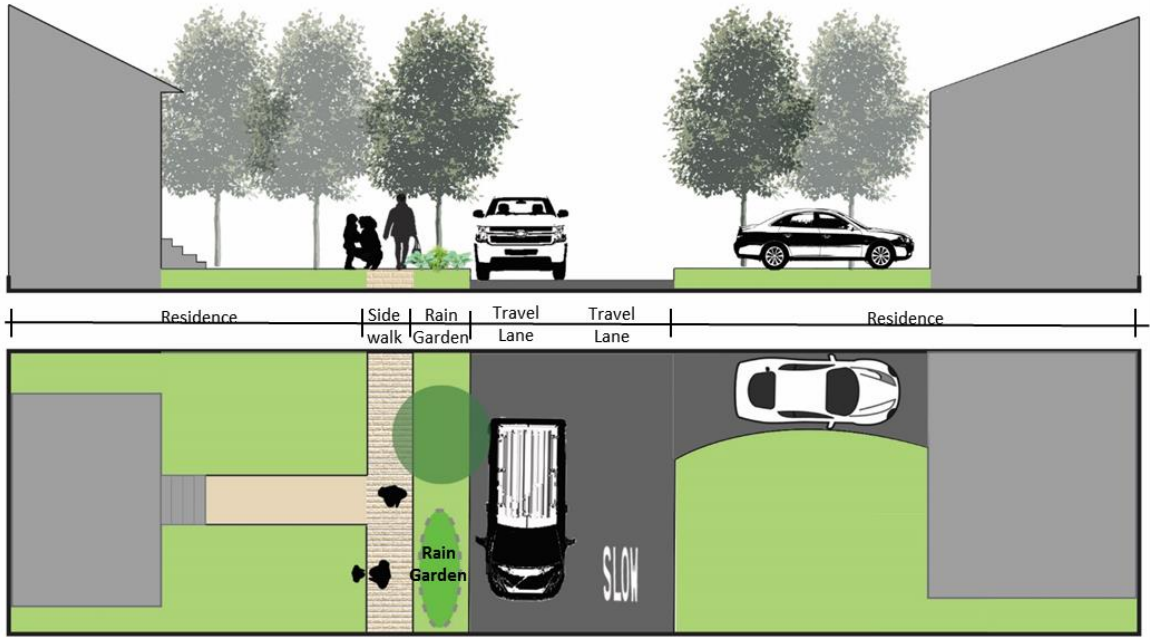
In this scenario, sidewalks and paved shoulders on both sides of the road provide space for walkers and bicyclists of all ages and abilities to get to school or nearby destinations. Sidewalks are separated from the road by a green buffer or curb.

Painted white lines delineate shoulder space and visually narrow the roadway, helping to slow traffic.

SCENARIO B

In this scenario, a sidewalk on one side of the street provides space for pedestrians. Bicyclists share the travel lane with motorized vehicles, underscoring the importance for slow traffic speeds.

"Slow" pavement markings communicate to drivers that they should drive with caution. Green stormwater infrastructure such as rain gardens serve a dual purpose: treating street runoff at its source and slowing traffic.



RURAL CONNECTOR STREETS

DESCRIPTION

Rural Connector Streets are streets located in low-density residential, natural, and agricultural areas. Destinations are farther apart and the predominant land use type is residential. Other common land uses include agriculture and forested lands.

VISION

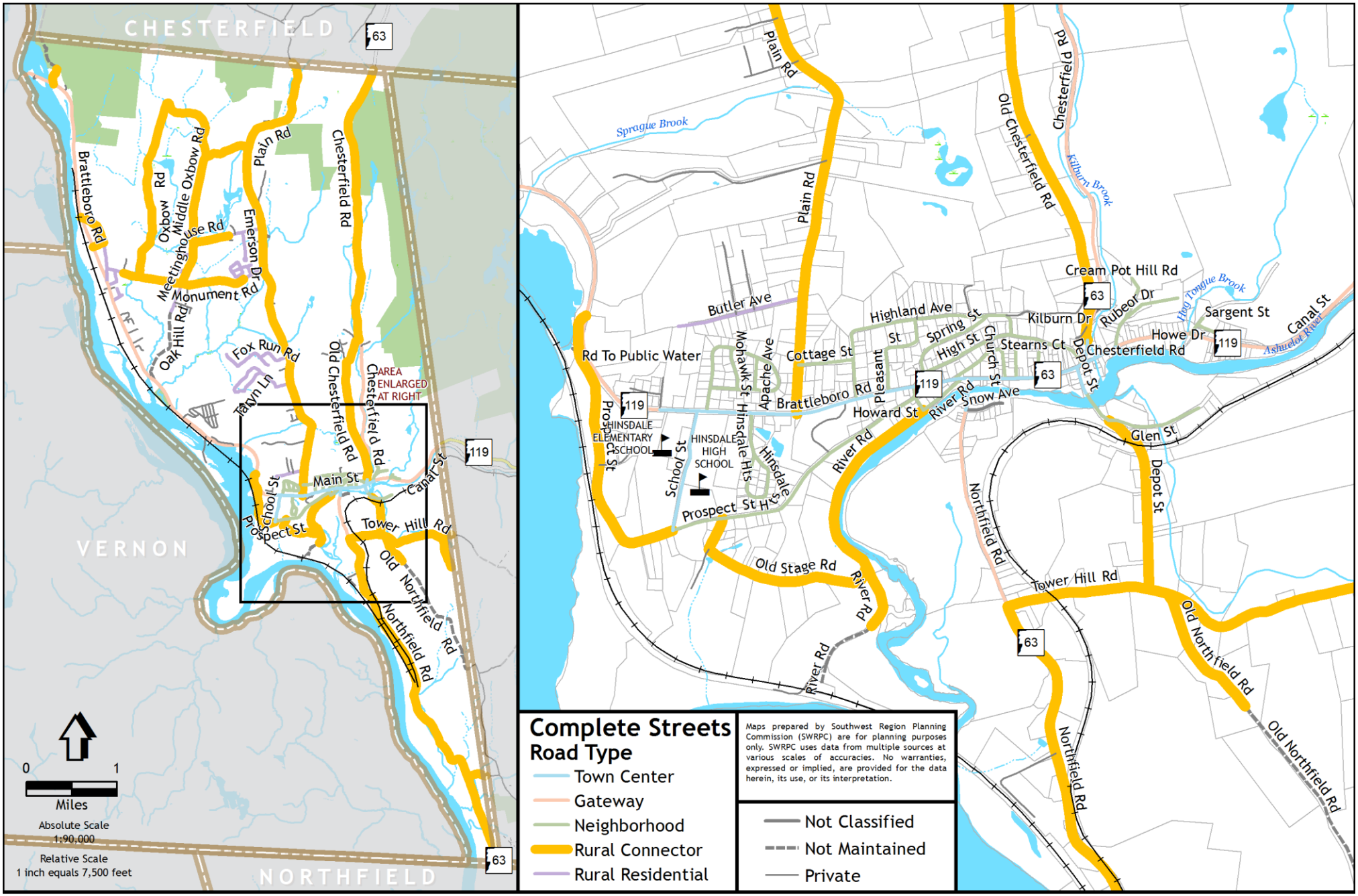
Paved shoulders create space for pedestrians and bicyclists to safely move along these roads. Motorists can safely pass bicyclists without entering the lane of oncoming traffic, and vegetation is maintained to ensure clear sight lines for drivers.

LIST OF NEIGHBORHOOD STREETS:

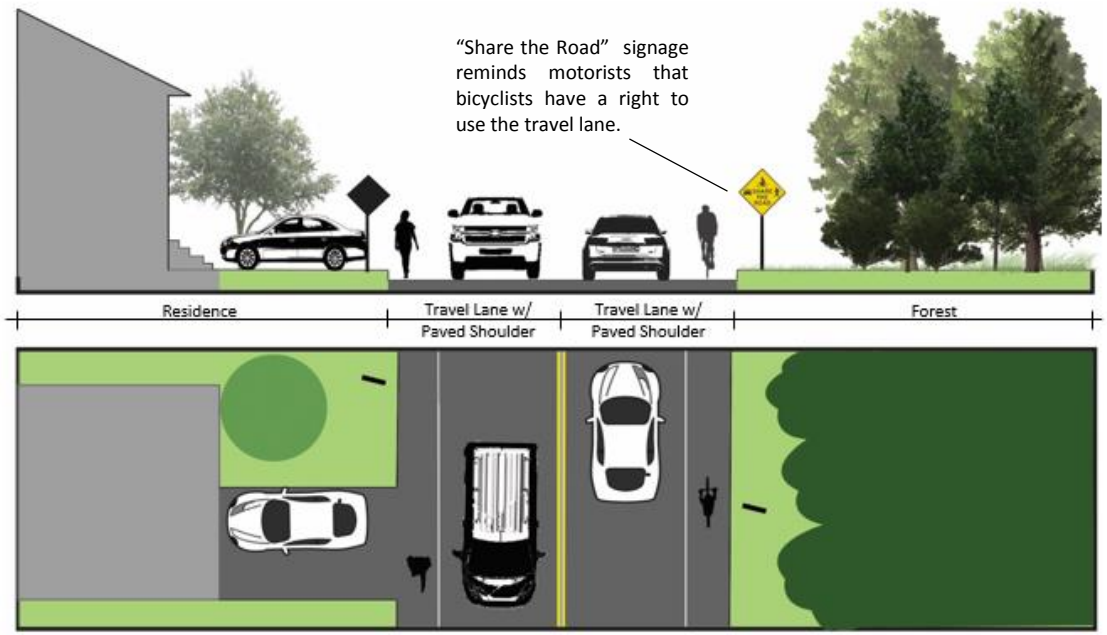
- Depot Street*
- Meetinghouse Road*
- Middle Oxbow Road
- Monument Road*
- Mountain Road
- NH Route 63/Chesterfield Road*
- NH Route 63/Northfield Road*
- Old Brattleboro Road*
- Old Chesterfield Road
- Old Northfield Road
- Old Stage Road
- Oxbow Road
- Plain Road*
- Prospect Street*
- Riley Road
- River Road*
- South Parrish Road
- Susan Drive
- Tower Hill Road

** Street type changes along roadway segment*

WHERE ARE RURAL CONNECTOR STREETS?



RURAL CONNECTOR STREET CONSIDERATIONS



SCENARIO A

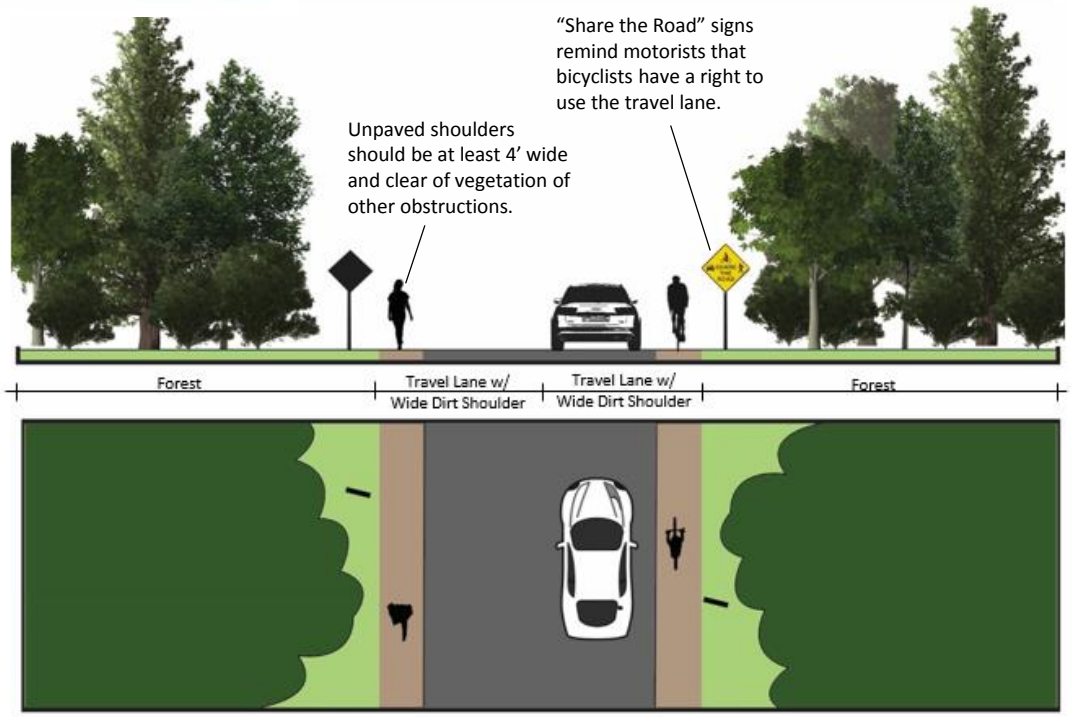
This scenario includes paved shoulders that are at least four feet wide on both sides of the road, providing separated space for bicyclists and pedestrians to travel.

Shoulders are delineated with white painted lines, which visually narrow the roadway and help to slow traffic. White shoulder lines also help motorists find the edge of the travel lane in low visibility conditions.

SCENARIO B

In this scenario, vegetation has been cut back and unpaved shoulders have been added or widened to create space for pedestrians and people riding off-road bicycles.

This option should only be considered when paved shoulders are not practical or feasible. In this scenario, people riding road bicycles are forced to share the travel lane with motorized vehicles, creating unsafe conditions for cyclists and motorists alike.



RURAL RESIDENTIAL STREETS

DESCRIPTION

Rural Residential Streets are residential subdivision streets located mainly in the Rural Agricultural and Industrial Zoning districts in Hinsdale. Destinations are farther apart and the predominant land use type is single-family residential homes. Major considerations for these roads include traffic calming to encourage slower, safer vehicle speeds.

VISION

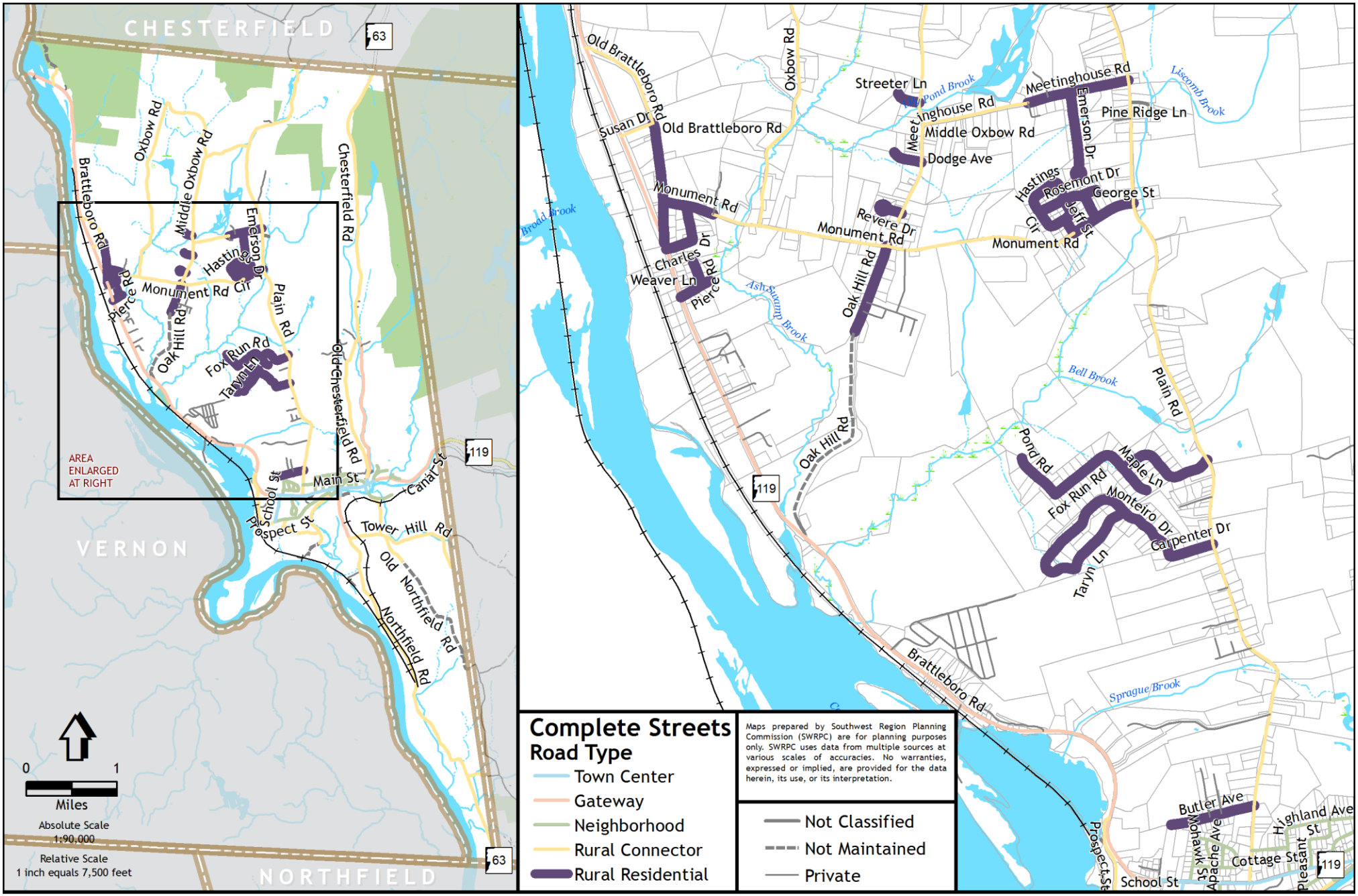
Residents feel safe and comfortable walking and bicycling on these streets. Vehicle traffic moves slowly and cautiously, and parents feel safe allowing their children to play in the front yard.

LIST OF RURAL RESIDENTIAL STREETS:

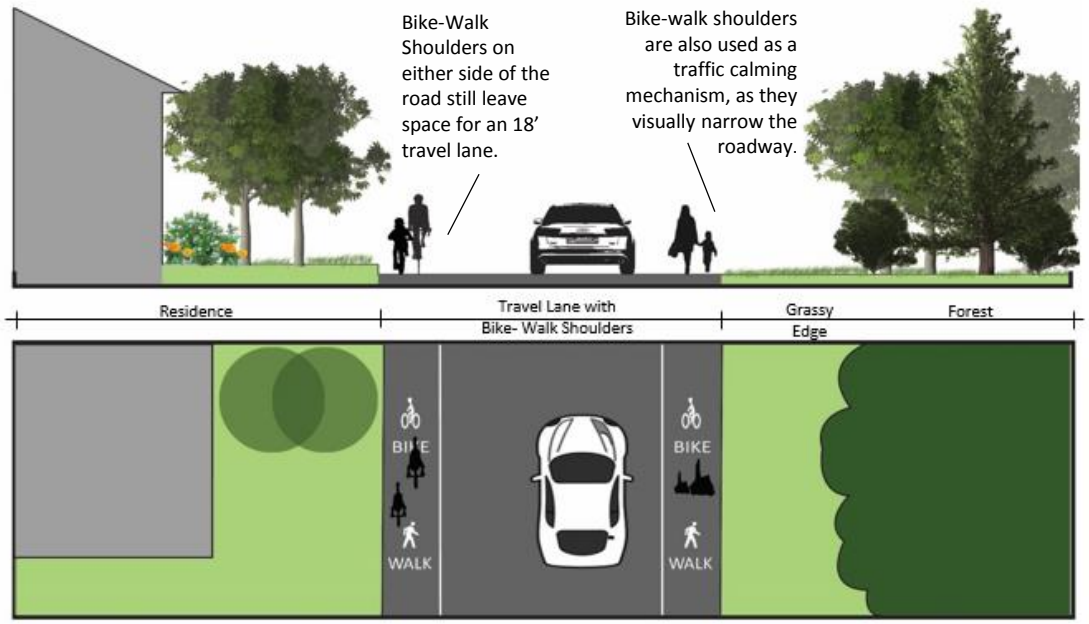
- Carpenter Drive
- Charles Drive
- Dodge Avenue
- Emerson Drive
- Fox Run Road
- George Street
- Hastings Circle
- Jeff Street
- Maple Lane
- Meetinghouse Road*
- Monteiro Drive
- Monument Road*
- Oak Hill Road
- Old Brattleboro Road*
- Pierce Road
- Pond Road
- Revere Drive
- Rosemont Drive
- Streeter Lane
- Taryn Lane
- Weaver Lane

** Street type changes along roadway segment*

WHERE ARE RURAL RESIDENTIAL STREETS?



RURAL RESIDENTIAL STREET CONSIDERATIONS



SCENARIO A

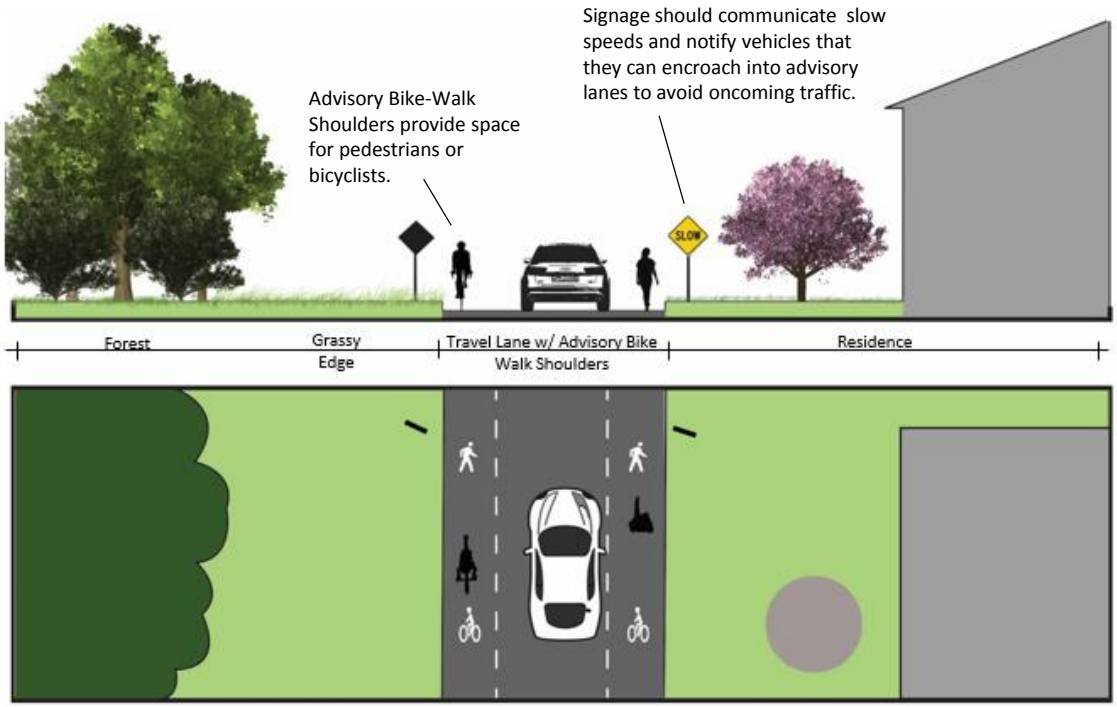
In this scenario, two bike-walk shoulders have been added to a wide residential road to create designated space for pedestrians and bicyclists. This is a low-cost alternative to sidewalks and should only be used for roads with low traffic speeds volumes.

By narrowing the travel lane, the bike-walk shoulders help to slow traffic and increase safety for residents walking and bicycling along these roads.

SCENARIO B

In this scenario, two advisory bike-walk shoulders have been added to a narrow residential road to create space for pedestrians and bicyclists and help slow traffic. This option should only be used where sidewalks are not practical or feasible, and the road is not wide enough for bike-walk shoulders.

Advisory bike-walk shoulders provide flexibility by allowing motorists to encroach into the advisory lane to avoid oncoming vehicles.

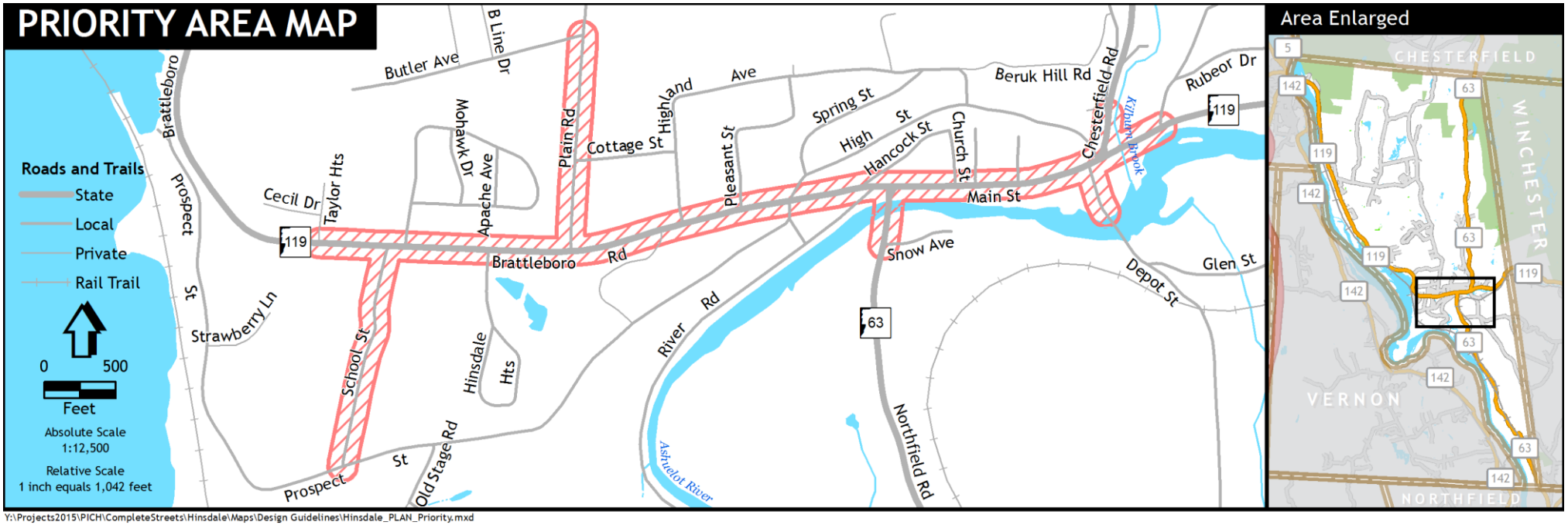


IMPLEMENTATION AND PRIORITY AREAS

The Town of Hinsdale recognizes that implementing Complete Streets is a process that will take time. As opportunities arise, the Town will incorporate Complete Streets principals into projects and/or through a series of smaller improvements or maintenance activities over time. This process will require ongoing commitment from the Town, the community, and partner organizations such as the New Hampshire Department of Transportation. The main goal of the Complete Streets policy is to ensure that the needs of all users are considered, however the Town recognizes that in many cases trade-offs will be required due to limiting factors such as right-of-way width and funding for transportation projects.

PRIORITY AREAS FOR IMPLEMENTING COMPLETE STREETS

The Hinsdale Complete Streets policy identifies areas in town that should be given high priority. These areas include the streets shown in the Priority Area Map below. These streets provide primary access to significant destinations, such as Town Hall, the Millstream Riverfront Park, the Police Station, schools, multi-family housing, and shopping areas. These are also the routes that children within walking or biking distance of the school would take to and from school.



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ADDITIONAL RESOURCES

General Resources:

- National Complete Streets Coalition: www.smartgrowthamerica.org/complete-streets
- Healthy Eating Active Living (HEAL) NH: www.healnh.org/index.php/complete-streets-policies
- American Planning Association: www.planning.org/research/streets/resources.htm
- American Association of Retired Persons (AARP): www.aarp.org/livable-communities/archives/info-2014/complete-streets.html
- U.S. Department of Transportation: www.fhwa.dot.gov/environment/bicycle_pedestrian

Recommended Street & Roadway Design Resources:

- Urban Street Design Guide and the Urban Bikeway Design Guide, published by the National Association of City Transportation Officials (NACTO)
- Walkable Urban Thoroughfares: A Context-Sensitive Approach, developed by the Institute of Transportation Engineers and the Congress for the New Urbanism;
- Separated Bike Lane Planning and Design Guide, published by the Federal Highway Administration.