CT ITE/NEITE Spring Meeting

Technical Session 2 - Complete Streets
April 11, 2017
Project Corridor
Project Background

- Project Catalyst: Provide better connectivity between CTfastrak stations
- Aesthetics and Placemaking will shift focus to transportation modes other than cars
- Roadway improvements must integrate with land use strategies and adhere to zoning regulations
Complete Streets

- Complete Streets are Right-of-Ways that are planned, designed, constructed, operated and maintained in such a way as to enable safe, comfortable and convenient access along and across the Right-of-Way by users of all ages and abilities, including but not limited to, pedestrians, bicyclists, transit riders, motorists, emergency, freight and commercial vehicle operators.

West Hartford Ranked Second Nationwide For Complete Streets Policy
Key Issue: Access Management
Fundamental Challenge

- Street vs. Road
- Make the best use of right of way space for all users
- Comfortable and safe feeling for pedestrians
## Key Issue: Crash History

<table>
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<th>Roadway Segment</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>Total</th>
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<td>Prospect Avenue/Layton Street</td>
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<tr>
<td>Foley Street</td>
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<td>Flatbush Avenue</td>
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<td>Jefferson Avenue/Darcy Street</td>
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<td>Home Depot/BJ's Parking Lot</td>
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<td>8</td>
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<td>Oakwood Avenue</td>
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<td>4</td>
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<td>Talcott Road</td>
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<td>New Britain Avenue</td>
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Public Outreach

- Pop-Up Kiosk
- Flyers
- Project Website
- Technical Advisory Committee
Workshop One Review

- April 20th
- Elmwood Community Center
- 50 Attendees
- Afternoon and Evening Sessions
- Three character sections
Workshop Two Review

- June 9th
- Afternoon and Evening Sessions at ECC
- Presented Alternatives
- Received Feedback from Community
Survey

- Survey conducted online
- 89 Respondents
- 12 Questions
- Augments public input received at Workshops

Q7: What are the biggest challenges facing the New Park Avenue Area? Please select up to three.

- Traffic congestion: 50.59% (43 responses)
- Traffic speed: 41.18% (35 responses)
- Lack of adequate, safe or comfortable sidewalks: 32.94% (28 responses)
- Lack of adequate, safe or comfortable crosswalks: 30.99% (26 responses)
- Lack of adequate, safe, or comfortable bicycle amenities: 36.47% (31 responses)
- Lack of on-street parking: 4.71% (4 responses)
- Lack of housing opportunities: 16.47% (14 responses)
- Type and mix of land uses: 41.18% (35 responses)
- Other (please specify): 15.29% (13 responses)

Total Respondents: 85
Goals for Alternatives

- Create balanced traffic flow
- Better bicycle and pedestrian accommodations
- Controlled access management
- Better use of curb to curb space
- Promote Trout Brook Trail
- Incorporate works of art
- Consistent and appealing landscapes
- Promote feeling of user safety
- Curb to Curb Width
Four Roadway Use Alternatives

Alternative 1
Coordinated Signal System

Alternative 2
Two-way Cycle Track

Alternative 3
Buffered Bike Lanes

Alternative 4
Boulevard Concept
Alternative 2 - Side Path Not Preferred
Alternative 4

- Includes a raised median or textured center median with TWLTL where applicable
- Dedicated buffered bike lanes
- Provides additional traffic calming

**Existing Cross-Section View**

**Proposed Cross-Section View**
Alternative 4