West Hartford Road Diet and Safety Study

CT ITE/NEITE Spring Meeting

Technical Session 2 – Complete Streets
April 11, 2017
North Main St. - Classified as a principal arterial...
But provides high levels of access

• Residential neighborhood

• Connects two main nodes- West Hartford Center and Bishops Corner shopping plaza

• Narrow road widths, narrow sidewalks and buffers, no shoulders
North Main Street
A “street” by context
A road by design
Defining the Issues
Why a road diet?

Multiple threat intersections
Speed Observations

North Main Street’s design communicates speed to motorists. This speed radar sign confirms this:
North Main Street PM Peak Hour Speeds

- Asylum Avenue Intersection
- Fern Street Intersection
- Brace Road/Farmington Avenue Intersections

Posted Speed

- MPH Speeds
- Location
  - Marshalls Plaza Intersection
  - Southbound Speed
  - Northbound Speed
Why does speed matter?

Driver's peripheral vision

Stopping distance

Crash risk

40+ MPH
Crash history confirms problem

Major intersections have highest crash frequency

Top Five Collision Types for All Crashes

- Fixed Object: 8%
- Rear-end: 35%
- Sideswipe-Same Direction: 26%
- Turning-Intersecting Paths: 19%
- Turning-Opposite Direction: 12%

DO YOU THINK SAFETY IS AN ISSUE ON NORTH MAIN STREET?

- No: 10%
- Yes: 90%

- Fixed Object
- Rear-end
- Sideswipe-Same Direction
- Turning-Intersecting Paths
- Turning-Opposite Direction
<table>
<thead>
<tr>
<th></th>
<th>Length</th>
<th>Volume</th>
<th>3 Year Crash Count</th>
<th>3 Year Crash Rate (per MVM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical urban 4-lane, undivided road</td>
<td>77.43</td>
<td>19,257.68</td>
<td>3,867</td>
<td>2.4</td>
</tr>
<tr>
<td>North Main Street between Farmington Avenue and Albany Avenue</td>
<td>1.7</td>
<td>21,500</td>
<td>274</td>
<td>6.8</td>
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</tbody>
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North Main Street’s crash rate is 2.9 times higher than the average, 4-lane, undivided road!
Outreach
Outreach

• Technical Study Committee
• Pop up events (Bishop’s Corner and LaSalle Farmer’s Markets)
• Online survey – 322 respondents
• Direct mailing to 1,500 residents
• Town eblast and Facebook page
• Three-day public workshop
• Public meeting
Where do you live in relation to North Main Street?

- On North Main Street
- On a local street near North Main Street
- Elsewhere in West Hartford
- Not in West Hartford
How do you travel on North Main Street? Check all that apply.

- Car or other Automobile: 100.0%
- Bicycle: 40.0%
- Walking: 20.0%
- Public Transportation: 0.0%
Do you think safety is an issue on North Main Street?

- Yes
- No
How ambitious should the Project Team be in the planning and design process?

- **Reimagine it all, impress us with some big ideas**
- **Keep it simple, and address maintenance and traffic safety needs**
- **Keep it as is, it works fine already**
Development Concepts
How much traffic can a road diet handle?

Intersection of North Main Street and Albany Avenue

Intersection of North Main Street and Brace Road
Bishops Corner and West Hartford Center have traffic volumes that make a road diet challenging.

Road Diet feasible on North Main Street from Haynes Road to Brace Road.
Concept 1

Cost

$90,000

North Main Street
Three-Lane Cross Section

Proposed cross section of Concept 1
Concept 2

North Main Street
Three-Lane Cross Section

Cost

$1,625,000
Side path for low speed/inexperienced riders
**Concept 3a**

**Cost**

3a - $2,100,000 for 8' wide concrete sidewalk

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**North Main Street**
**Option 2a**
36' Roadway Width
Concept 3b

Cost

3b - $1,625,000 for 10’ wide bituminous pathway

North Main Street
36’ Roadway Width

- Sidewalk
- Bike Lane
- Travel Lane
- Two-Way Left Turn Lane
- Travel Lane
- Shoulder
- Buffer Area
- Pathway
Concept 3c

Cost

3c - $1,250,000 for 8' bituminous pathway

North Main Street
36' Roadway Width

- Sidewalk
- Bike Lane
- Bike Buffer
- Travel Lane
- Two-Way Left Turn Lane
- Travel Lane
- Shoulder
- Buffer Area
- Pathway
Road diet transitions
Connections to Bishop’s Corner

Near-term

Cost

$400,000

Long-term
Connections to West Hartford Center
Other ideas to calm traffic and improves crossings