

MINUTES
WEST HARTFORD PEDESTRIAN AND BICYCLE COMMISSION MEETING
TUESDAY October 15, 2019
WEST HARTFORD TOWN HALL, ROOM 400
Next Meeting Tuesday November 12th, 2019 @ 7:00PM ROOM 400

Board Members in attendance: Ken Livingston, Dan Firestone, Sandy Fry, Jill Morawski, Daniel Johnson, Colin Gillespie, Paul Hogan

Town Staff in attendance: Marc Blanchard WH Leisure Services

Also: Presentation by Catherine Diviney , Clean Energy Commission on Sustainable CT and Sustainable CT matching grants

1. Quorum was held. Call to order 7:05PM.
2. Approval of previous meeting minutes on a motion by Dan Firestone, seconded by Daniel Johnson, the Minutes were approved unanimously
3. Old Business:
 - a. Status of Roadway Projects from Sandy Fry
 - i. Mountain Road/Albany Avenue project: design is underway and expected to be completed in spring 2020 with construction commencing in summer 2020 and completed in spring 2021.
 - ii. North Main Street Bridge project
 1. Bid receipt for the construction project was postponed until 10/17/2019. Because there are a large number of bid items it will take about 1 week to review and determine the bid winner.
 2. RFP is out for bridge inspection, 8 proposals were received
 3. Maryellen Thibodeau provided Road Diet Traffic Analysis for the City of Alexandria King street Road diet which Sandy shared (see attachment). The commission discussed the measures used in Alexandria to measure success from a traffic point of view - level of service and delay during the am and pm peak periods. The Commission asked Sandy to share the study with Duane Martin. Sandy will also talk to Duane about the Commission's concern about how the town will define "success" for the road diet. The Commission believes that in addition to traffic impact, safety (any change in crash rates and severity) should be included. Also, understanding how the road diet affects the perception of the street, especially for those who walk along it, will be important. Stakeholders need to be consulted to develop the measures of success.
 - b. Update regarding Boulevard restriping:
 - i. The bump out heading westbound and eastbound has been removed. The restriping will commence soon
 - c. New Park Avenue Road Diet
 - i. this project has two funding sources, LOTCIP and Transit Oriented development grant. It is moving slowly at CTDOT
 - ii. The Design concept has been developed, next steps - preliminary design, semi final design, and final design.
 - iii. The importance of linking Town bike facilities to Hartford bike facilities was noted
 - d. Trout Brook Drive
 - i. Campus traffic light signal will be removed, and the crosswalk will be removed

- e. Prospect and Kane Street crossing
 - i. A resident requested a crosswalk with proper ADA signal be installed
- f. Status of trout brook trail:
 - i. Phase 3 (Park Rd to Jackson Ave) is expected to have construction start next year
 - ii. Phase 5 and 6 (Farmington to Duffield) should be moving forward once DEEP and the Town have finalized the usage and maintenance agreement - it is very close. The trail is on DEEP owned land.
- g. Planning Department Matters
 - i. No updates
 - ii. 540 New Park Ave – ACME building – The housing authority is going to propose a mixed use (residential and commercial space) development.
- h. Marc Blanchard bike share update
 - i. CRCOG has completed its review of proposals in response to its request for proposals for bike share and plans to award the project by the end of the month. CRCOG will have a master agreement with the company and, the Town will negotiate individually with the company that wins the bid. The Town is not looking to include electric scooters. The bikes would also require docking stations.
 - ii. The cost is covered by the company and the Town is not exchanging any money.
 - iii. On a motion by Jill Morawski seconded by Daniel Johnson, the Commission unanimously approved the following motion “West Hartford Pedestrian and Bicycle Commission recommends town accept the bike share proposal and further we offer our assistance to the town in determining location of docking stations”.
 - i. Dan Firestone and Daniel Johnson plan to discuss bike education with board of education members after the election - seeking champions for the idea
 - j. General discussion – the commission agreed that it would be a good idea to develop an annual report outlining the successes and disappointments of the past year, which we would then present to Council, preferably at a Council meeting
- 4. New Business
 - a. Catherine Diviney : Catherine_Diviney@whps.org , energy Specialist for the Town and the Board of Education, Town coordinator for Sustainable CT : <https://sustainablect.org/>
 - i. The program is Statewide voluntary program, certification program for Towns in CT.
 - ii. Towns can choose a menu of actions and documentation; West Hartford is Bronze certified as of 2018. Certification last 3 years
 - 1. Current information is on the public site under community partners
 - iii. The Town is looking to get silver certified for the year 2020
 - iv. Information on other Towns is also available, you can explore what they are doing to be more sustainable.
 - v. The program has a new grant program <https://sustainablect.org/funding/> It is set up to help communities with crowd funding and will match those funds raised by communities. The applicant for the program can be the town or a non profit or a board or commission. The Commission discussed some possible ideas but did not come to any conclusions. Commission members and Bike West Hartford members are encouraged to look at the website for the program. One idea - support the educational element of Center Streets. Another - purchase of bike racks. Another – purchase an additional rickshaw.

- b. Schedule of Meetings 2020
 - i. Approval of 2020 meeting schedule on a motion by Jill Morawski, seconded by Ken Livingston, the agenda was approved unanimously. See attached meeting schedule.
- 5. Reports
 - a. Alan said the bike parking subcommittee has put together ideas for bike parking on Park Road and New Britain avenue. They will send the recommendations to the Commission soon
 - b. Update of Cycling Without age
 - i. 3 Town Rotary's walk event east of the river, a short distance was covered by the rickshaw and Pilot
 - c. Bike West Hartford, is in discussion with Bike Walk CT to run the safety rodeo during the center streets event
- 6. Next Meeting Tuesday November 12, 2019 (note this is a Tuesday)

Meeting adjourned at 8:40PM

Respectfully submitted,

Daniel Johnson, Secretary and Board Member
West Hartford Pedestrian and Bicycle Commission

MEMORANDUM

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DATE: September 9, 2017

TO: Raymond Hayhurst, City of Alexandria

CC: Maha Gilini, MSCE, CPM

FROM: Suresh Karre, P.E., PTOE

SUBJECT: King Street Road Diet Traffic Analysis – After Complete Street

Introduction

As part of the City of Alexandria's Complete Streets Initiative, VA-7 (King Street) has been converted to a two-lane, undivided arterial roadway with curb side bike lanes in both directions between its intersections with Braddock Road to the northwest and Janney's Lane to the southeast. Under this road diet, one through travel lane was removed in each direction, with left-turn bays provided at all intersections along the corridor. A previous study was conducted in December 2015 to analyze the proposed road diet and its impacts on traffic operations along King Street. The city of Alexandria has requested an updated traffic analysis to verify current operations after the road diet was implemented.

This memorandum has been prepared to summarize the updated traffic analysis conducted along King Street between Braddock Road and Highland Place under both Existing (after Complete Street) conditions and No Build conditions (prior to the implementation of the road diet).

Data Collection

The City of Alexandria provided STV with the intersection turning movement counts collected in October 2016 and in May 2017. In addition, queuing observations for each intersection along King Street collected in May 2017 were also provided by the City. Turning movement counts at the intersections of Braddock Road at Quaker Lane, King Street at Braddock Road and King Street at Quaker Road were collected in October 2016. Tube counts along King Street were collected in May 2017, in addition to turning movement counts at the intersections of King Street with Braddock Road and Janney's Lane. All data provided by The City are included as part of **Attachment A**.

These counts along King Street were reviewed and balanced to account for any inconsistencies between different count dates. It should be noted that the new (2016/2017) traffic volumes were generally lower than the previous analysis, which included traffic count data from June 2014. As directed by the City, the through volumes along King Street was increased in both the east- and westbound direction during the AM peak hour to reflect a more conservative analysis. The pedestrian volumes from previous study were maintained at locations without new data.

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Traffic Analysis

To compare the impacts of the road diet on traffic operations along King Street, the Existing (after Complete Street) and No Build (before Complete Street) conditions were modeled in Synchro 9.0. The City provided updated signal timing data and adjusted parameters under Existing AM and PM peak hour conditions. Both scenarios reflected an updated speed limit of 25 mph along King Street.

Queue observations provided by the City were compared to the queue lengths derived from the Existing scenario Synchro files to validate the models. The queue lengths derived from the Synchro models were generally consistent with the field-collected queue measurements. Based on an initial review of the models, the City has recommended several adjustments to the models, as identified below:

- Volume increases along both east- and westbound King Street (additional 125 vehicles in each direction in the AM peak hour)
- Lost time adjustments (adjusted to zero)
- Number of pedestrian calls (pedestrian call during every cycle)
- Conflicting bicycles (five in each direction per hour)

The above adjustments resulted in much longer queue lengths compared to the field-collected measurements and reflects a more conservative analysis. A summary table comparing the field-collected and Synchro queue lengths along with all the queue outputs are included as part of **Attachment B**.

Multiple Measures of Effectiveness (MOE) were considered on a comparative basis; the first of these MOE were the intersection approach and overall Level of Service (LOS) and delay at each intersection along the corridor. A summary of the Synchro outputs for intersection LOS and delay is shown in **Table 1**. All intersection LOS and delay outputs are included as part of **Attachment C**.

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Table 1: Synchro Intersection LOS and Delay

Intersection	Approach	No Build (Before Complete Street)				Existing (After Complete Street)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
King Street at Braddock Road	Eastbound	13.3	B	3.8	A	13.3	B	3.8	A
	Westbound	18.3	B	16.2	B	18.3	B	16.2	B
	Northbound	228.5	F	202.4	F	228.5	F	202.4	F
	Southbound	18.4	B	40.9	D	18.4	B	40.9	D
	Overall	64.4	E	67.3	E	64.4	E	67.3	E
King Street at Kenwood Avenue	Eastbound	17.0	B	15.2	B	16.3	B	17.2	B
	Westbound	26.6	C	16.2	B	38.2	D	37.4	D
	Northbound	22.0	C	19.2	B	42.9	D	31.0	C
	Southbound	33.5	C	38.2	D	41.5	D	53.0	D
	Overall	23.7	C	19.7	B	30.5	C	32.2	C
King Street at Chinquapin Drive	Eastbound	51.6	D	3.2	A	20.3	C	16.2	B
	Westbound	17.2	B	2.9	A	20.0	C	9.1	A
	Northbound	42.8	D	35.6	D	55.1	E	47.3	D
	Overall	35.7	D	4.6	A	25.0	C	14.6	B
King Street at Janney's Lane	Eastbound	32.4	C	19.0	B	32.4	C	19.1	B
	Westbound	18.2	B	10.5	B	18.2	B	10.7	B
	Northbound	53.6	D	30.3	C	53.6	D	30.0	C
	Overall	34.7	C	17.8	B	34.7	C	17.9	B
King Street at Highland Place	Eastbound	7.2	A	6.2	A	4.0	A	12.1	B
	Westbound	7.0	A	7.4	A	7.7	A	13.7	B
	Northbound	24.0	C	22.9	C	27.2	C	14.3	B
	Overall	7.8	A	7.1	A	6.7	A	13.0	B

As shown in **Table 1**, intersection approach delays generally increase at the intersections impacted by the road diet. All the changes resulting in a LOS change are highlighted in yellow (for increased delay) and green (for reduced delay). For example, the northbound approach delay at the intersection of King Street at Chinquapin Drive during the AM peak hour increased from 42.8 seconds (LOS D) to 55.1 seconds (LOS E). This is highlighted in yellow. However, the overall

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intersection delay improves from 35.7 seconds (LOS D) to 25.0 seconds (LOS C) because the exclusive pedestrian phase has been removed under the Existing conditions. This is highlighted in green.

While there are some increases in the individual approach delays, overall intersections appear to operate at a reasonable LOS and delay under Existing conditions (after Complete Street) compared to the No Build conditions (before Complete Street).

Arterial LOS was also considered to measure the corridor-wide impacts of the road diet. Summaries of the Synchro outputs for this MOE for both the AM and PM peak hours are shown in **Table 2** and **Table 3**, respectively. All arterial LOS outputs are included as part of **Attachment D**.

Table 2: Synchro Arterial LOS and Delay - AM Peak Hour

Signal	No Build AM (Before Complete Street)				Existing AM (After Complete Street)			
	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial LOS	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial LOS
Eastbound King Street								
Kenwood Avenue	20.1	50.0	0.17	D	19.5	49.4	0.17	D
Chinquapin Drive	50.6	73.4	0.13	F	27.9	50.7	0.13	D
Janney’s Lane	38.7	174.6	0.94	B	38.7	174.6	0.94	B
Highland	7.4	38.2	0.19	C	4.4	35.2	0.19	B
Overall	116.8	336.2	1.43	C	90.5	309.9	1.43	C
Westbound King Street								
Janney’s Lane	16.5	47.3	0.19	C	16.5	47.3	0.19	C
Chinquapin Drive	14.8	150.7	0.94	B	21.1	157.0	0.94	B
Kenwood Avenue	27.4	50.2	0.13	D	43.9	66.7	0.13	F
Braddock Road	209.0	238.9	0.17	F	209.0	238.9	0.17	F
Overall	267.7	487.1	1.43	D	290.5	509.9	1.43	D

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Table 3: Synchro Arterial LOS and Delay - PM Peak Hour

Signal	No Build PM (Before Complete Street)				Existing PM (After Complete Street)			
	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial LOS	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial LOS
Eastbound King Street								
Kenwood Avenue	17.2	47.1	0.17	D	18.8	48.7	0.17	D
Chinquapin Drive	3.4	26.2	0.13	C	19.4	42.2	0.13	D
Janney’s Lane	23.7	159.6	0.94	B	24.2	160.1	0.94	B
Highland	6.4	37.2	0.19	C	12.6	43.4	0.19	C
Overall	50.7	270.1	1.43	C	75.0	294.4	1.43	C
Westbound King Street								
Janney’s Lane	10.1	40.9	0.19	C	10.4	41.2	0.19	C
Chinquapin Drive	3.5	139.4	0.94	B	10.5	146.4	0.94	B
Kenwood Avenue	16.6	39.4	0.13	D	40.0	62.8	0.13	E
Braddock Road	186.1	216.0	0.17	F	186.1	216.0	0.17	F
Overall	216.3	435.7	1.43	D	247.0	466.4	1.43	D

As shown in **Table 2** and **Table 3**, the Existing corridor operations along King Street are relatively similar to No Build conditions. For example, the overall signal delay and travel time increase by approximately 23 seconds in the westbound direction during the AM peak hour. However, the same decrease by approximately 27 seconds in the eastbound direction.

The overall signal delay and travel time under Existing Conditions in comparison to No Build differs no more than 30.0 seconds under both AM and PM peak hours. Therefore, no traffic signal timing improvements are recommended at this time. It is also recommended that the traffic operations along this corridor be monitored in the future to address any potential operational issues.

Conclusions

Based on the updated traffic analysis of the King Street corridor, the overall corridor operations under Existing conditions (after complete street) are similar to No Build conditions (before complete street). While there are some increases in the individual approach delays, overall intersections appear to operate at a reasonable LOS and delay under Existing Conditions. In addition, the overall signal delay and travel time under Existing Conditions in comparison to No Build differs no more than 30.0 seconds under both AM and PM peak hours. As such, no traffic signal timing improvements were identified at this time.

2020 Meeting Schedule

MONTH	DATE/DATES	TIME & PLACE OF MEETING
JANUARY 2020	January 13, 2020	7 PM, Town Hall, Room 400
FEBRUARY	February 10, 2020	7 PM, Town Hall, Room 217
MARCH	March 9, 2020	7 PM, Town Hall, Room 400
APRIL	April 13, 2020	7 PM, Town Hall, Room 400
MAY	May 11, 2020	7 PM, Town Hall, Room 400
JUNE	June 8, 2020	7 PM, Town Hall, Room 400
JULY	July 13, 2020	7 PM, Town Hall, Room 400
AUGUST	August 10, 2020	7 PM, Town Hall, Room 400
SEPTEMBER	September 14, 2020	7 PM, Town Hall, Room 400
OCTOBER	October 13, 2020	7 PM, Town Hall, Room 400
NOVEMBER	November 9, 2020	7 PM, Town Hall, Room 400
DECEMBER	December 14, 2020	7 PM, Town Hall, Room 400
JANUARY 2021	January 11, 2021	7 PM, Town Hall, Room 400

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