



COMPLETE STREETS POLICY

2019 ANNUAL REPORT

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SUBMITTED BY:

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In accordance with the Town's Complete Streets Policy (Policy), adopted on July 21, 2015, an Annual Report is to be submitted to the Town Council in order to demonstrate annual efforts, evaluate progress, and measure effectiveness towards the development of Complete Streets.

The Engineering Division coordinates all of its projects involving bicycle facilities with the Pedestrian and Bicycle Committee. In addition, the Town of West Hartford Bicycle Facility Plan and Bicycle Network Map are referenced as a guide for our projects.

Over the course of the 2019 construction season, the Engineering Division incorporated a wide range of Complete Streets Improvements into its designs and construction projects. As specified in the Policy, the performance measures completed in 2019 are presented below in linear feet and miles.

BICYCLE LANE INSTALLATIONS

Total Length of Bicycle Lanes Added in 2019:

5,625 feet or 1.06 Miles (Total of Each Direction)



Boulevard -Looking West

Boulevard
South Main Street to Raymond Road
2,725 feet or 0.52 miles
(Total of both directions)

5-foot-wide, 2-foot buffered bike lanes installed in both directions. The bumpout on the northwest corner of Boulevard at Raymond Road was modified to accommodate the westbound bike lane.



Boulevard - Looking East

Boulevard
Quaker Lane South to Whiting Lane

1,450 feet or 0.27 miles
(In the eastbound direction only)

5-foot-wide bike lane installed in the eastbound direction only. Sharrows were installed in the westbound direction.



Fern Street - Looking South

Fern Street
(North Main Street to Trout Brook Drive)

1,450 feet or 0.27 miles
(Total of both directions)

5-foot-wide, 2-foot buffered bike lanes installed in both directions.

Cost of all 2019 bicycle pavement markings and signage = \$25,000

BICYCLE ROUTE INSTALLATIONS

Total Length of Bicycle Routes Added in 2019:

20,150 feet or 3.82 Miles (Total length of all directions)

42 Sharrow pavement markings installed



Boulevard – Looking west

Boulevard

(Quaker Lane South to Whiting Lane)

1,450 feet or 0.27 miles

(In the westbound direction only)

A bike lane was installed in the eastbound direction only.



Richmond Lane – Looking North

Richmond Lane

7,000 feet or 1.32 miles
(Total of both directions)



Richmond Road/Day Road – Looking West

Richmond Road/Day Road

1,900 feet or 0.36 miles
(Total of both directions)



Seymour Avenue – Looking West

Seymour Avenue

3,800 feet or 0.72 miles
(In both directions)



Hilldale Road – Looking West

Hilldale Road

6,000 feet or 1.14 miles
(In both directions)

Cost of all 2019 sharrow pavement markings = \$4,000

PEDESTRIAN IMPROVEMENTS

Sidewalk installed or replaced throughout Town in 2019: 10,000 feet or 1.9 miles

This total includes the replacement of concrete sidewalk all over the Town and the replacement of concrete paver sidewalk areas in higher pedestrian traffic areas like the center.



Hilldale Road Long Sidewalk Replacement

Hilldale Road

Long Sidewalk Replacement

In some cases, more extensive sidewalk replacements are required due to widespread deterioration and/or water trapping on the sidewalk. This area required a long sidewalk replacement due to water trapping, which cost \$25,000 in 2019.



Concrete Paver Replacement

Larger areas of concrete pavers were replaced in high commercial areas, including New Britain Avenue, Park Road, Farmington Avenue, and LaSalle Road in 2019.

New Britain Avenue Concrete Paver Replacement



Boulevard at Raymond Road Sidewalk Addition

A small, but important improvement was completed on the southeast corner of this intersection to expand the concrete sidewalk area for pedestrians to access the pedestrian push button. This area was a muddy spot prior to

Boulevard at Raymond Road – Southeast corner

Cost of all 2019 sidewalk installation and replacement = \$505,000.

CROSSWALK IMPROVEMENTS

64 crosswalks were replaced in 2019.



Hilldale Road at Peyote Road Crosswalk Replacement

Hilldale Road at Peyote Road

The crosswalks at the intersection of Hilldale Road at Peyote Road were replaced after these roadways were repaved. This intersection is near the Mary Louise Aiken Elementary School.

Cost of all 2019 crosswalk pavement markings and signage = \$25,000

AMERICANS WITH DISABILITIES ACT IMPROVEMENTS

38 concrete sidewalk ramps were replaced all over Town in 2019.



Hilldale Road at Peyote Road Sidewalk Ramp Replacement

Hilldale Road at Peyote Road

The new sidewalk ramps contain red detectable warning pads as shown below, which assist blind or visually impaired pedestrians with locating and warning of the nearby roadway edge.

Cost of all 2019 concrete sidewalk ramp installations = \$85,000

TRAFFIC SIGNAL IMPROVEMENTS

The following traffic signals were improved to incorporate accessible pedestrian signal equipment (push buttons and audible message) in 2019.



Trout Brook Drive at Memorial Road - Looking North

Trout Brook Drive at Memorial Road

Several pedestrian upgrades were included as part of the replacement of this traffic signal. These include: pedestrian push buttons with vibratory arrows pointing towards the respective sidewalk ramp/crosswalk; an audible message that plays when the walk sign is on; and a LED light that stays illuminated until the exclusive pedestrian phase starts, which informs the pedestrian that the traffic signal received the push button call.



Park Road at Trout Brook Drive - Looking North

Park Road at Trout Brook Drive

This traffic signal was replaced as part of the Park Road at Interstate 84 Interchange Improvement project. The traffic signal now has an exclusive pedestrian phase, accessible pedestrian signal equipment, and crosswalks on all four approaches.



Prospect Avenue at Kane Street - Looking North

Prospect Avenue at Kane Street

“Turning Vehicles Yield to Peds” signs were installed as a short-term safety measure until the traffic signal is modified to include an exclusive pedestrian phase and accessible pedestrian signal equipment. Currently, pedestrians cross with traffic. We received an intersection crossing complaint from a blind pedestrian. The traffic signal modification is being designed.



**Prospect Avenue at Shopping Center/McDonald Driveway
Looking East**

Prospect Avenue at Shopping Center Driveway

“Turning Vehicles Yield to Peds” signs were installed as a short-term safety measure until the traffic signal is modified to include an exclusive pedestrian phase and accessible pedestrian signal equipment. Currently, pedestrians cross with side street traffic. We received an intersection crossing complaint from a blind pedestrian. The traffic signal modification is being designed.



Farmington Avenue at Midblock Crosswalk – Looking North

Farmington Avenue at Municipal Parking Lot Driveway

The traffic signal pedestal and pedestrian push button, which is located on the north side, was relocated closer to the crosswalk. This improvement addressed a blind pedestrian's complaint that the push button was too far from the adjacent sidewalk ramp and not pointing to the intended direction of crossing.

Cost of all 2019 traffic signal improvements in 2019 = \$45,000

STREET TREES PLANTED

In 2019, the Town planted 1 new street tree on Rosedale Road at the intersection with Tunxis Road as part of a traffic calming feature. Rosedale Road was converted from a two-way roadway to a one-way roadway many years ago, but the roadway width was never changed. To slow entering traffic, we installed a bump out on Rosedale Road and planted a tree to alert motorists of the narrowing.

Cost of new 2019 street tree installation = \$1,500

POLICY EXCEPTIONS

One Complete Streets policy exception was requested and approved by the Town Council in 2019 as part of the Mountain Road at Route 44 (Albany Avenue) Intersection Improvement Project design. Mountain Road will be widened on both sides of Albany Avenue to increase traffic flow to and through this intersection. In order to accommodate the additional travel lanes, either a bike lane or a section of existing sidewalk on Mountain Road south of Albany Avenue needed to be eliminated. Ultimately, the elimination of the sidewalk section was selected due to higher bike lane usage compared to sidewalk usage.

The total cost for all 2019 Complete Streets Improvements was \$690,500

BICYCLE FACILITY PROGRESS AND BICYCLE NETWORK MAP

Most of the following bicycle facility accomplishments occurred after the Town's Complete Street Policy was adopted on July 21, 2015. However, the following bicycle facilities existed prior to the adoption of the Complete Streets Policy:

Completed prior to 2015

Bicycle Routes: 11.2 Miles (Total of all Directions)

Bicycle Lanes: 7.2 Miles (Total of all Directions)

Multi-Use Trails: 1.2 Miles

The following annual bicycle facility accomplishments occurred after the Complete Streets Policy adoption.

Completed in 2015

Bicycle Routes: 2.2 Miles (Total of all Directions)

Bicycle Lanes: 2.9 Miles (Total of all Directions)

Multi-Use Trails: .58 Miles

Completed in 2016

Bicycle Routes: 8.7 Miles (Total of all Directions)

Bicycle Lanes: .68 Miles (Total of all Directions)

Completed in 2017

Bicycle Routes: 3.2 Miles (Total of all Directions)

Bicycle Lanes: 2.6 Miles (Total of all Directions)

Completed in 2018

Bicycle Routes: 20.0 Miles (Total of all Directions)

Bicycle Lanes: 1.5 Miles (Total of all Directions)

Completed in 2019

Bicycle Routes: 3.82 Miles (Total of all Directions)

Bicycle Lanes: 1.06 Miles (Total of all Directions)

Total Bicycle Facility Accomplishments

As of December 31, 2019, the Town completed the following total bicycle facilities:

Bicycle Routes: 49.1 Miles (Total of all Directions)

Bicycle Lanes: 15.94 Miles (Total of all Directions)

Multi-Use Trails: 1.78 Miles

