



## **COMPLETE STREETS POLICY**

### **2020 ANNUAL REPORT**

**February 4, 2021**

**SUBMITTED BY:**

Matthew Hart  
Town Manager

**PREPARED BY:**

Duane Martin, P.E.  
Town Engineer

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

The Engineering Division coordinates all of its non-maintenance projects involving pedestrian and bicycle facilities with the Pedestrian and Bicycle Committee. In addition, we refer to the Town of West Hartford Bicycle Facility Plan and Bicycle Network Map for all of our projects.

Over the course of the 2020 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 2020 are presented below in linear feet and miles.

## **BICYCLE LANE INSTALLATIONS**

**Total Length of Bicycle Lanes Added:**

**22,570 feet or 4.27 Miles (Total of Each Direction)**



**Boulevard -Looking East  
Toward Mountain Road**

### **Boulevard**

**Farmington Avenue to Mountain Road**

1,860 feet or 0.35 miles  
(Total of both directions)

4.5-foot-wide, 2-foot buffered bike lane  
installed in both directions.



**Boulevard - Looking East  
Towards Prospect Avenue**

**Boulevard  
Whiting Lane to Prospect Avenue**

2,250 feet or 0.43 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 East  
Towards North Quaker Lane**

**Fern Street  
Trout Brook Drive to Prospect Avenue**

11,620 feet or 2.2 miles  
(Total of both directions)

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



**Park Road Looking East  
Towards Quaker Lane South**

### **Park Road**

#### **Trout Brook Drive to Quaker Lane South**

3,220 feet or .61 miles  
(Total of both directions)

5-foot-wide bike lane installed in both directions.



**Webster Hill Boulevard Looking South  
Towards Crestwood Road**

### **Webster Hill Boulevard**

#### **South Main Street to Crestwood Road**

3,620 feet or .68 miles  
(Total of both directions)

5-foot-wide bike lane installed in both directions.

---

---

**Cost of Bicycle Lanes (Pavement markings and signage) = \$25,000**



## **BICYCLE ROUTE INSTALLATIONS**

**Total Length of Bicycle Routes Added:**

**8,390 feet or 1.59 Miles (Total length of all directions)**

**52 Sharrow pavement markings installed**



**Boulevard Looking West  
Towards Prospect Avenue**

### **Boulevard**

**Whiting Lane to Prospect Avenue**

2,250 feet or 0.43 miles  
(In the westbound direction only)

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



**Hyde Road Looking West  
Towards Richmond Lane**

### **Hyde Road**

3,950 feet or 0.75 miles  
(Total of both directions)



**North Main Street**  
**Albany Avenue to Pioneer Drive/Haynes Road**  
2,190 feet or .41 miles  
(Total of both directions)

**North Main Street Looking North  
Towards Albany Avenue**

**Cost of Bicycle Routes (Sharrow pavement markings) = \$5,500**

---

## **BICYCLE RACK INSTALLATION**

The Engineering Division coordinated with the owner of Barb's Pizza restaurant to install a bicycle rack next to the restaurant to provide bicyclists a safe location to leave their bicycles. This installation only cost \$500 as the Town already had the bicycle rack in storage.



## **PEDESTRIAN IMPROVEMENTS**

### **Sidewalk installed or replaced throughout Town: 16,680 feet or 3.6 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.

### **Sidewalk Gap Elimination**

A new section of concrete sidewalk was added on the east side of Trout Brook Drive to connect existing sidewalk sections. This stretch had a visible path where grass was not growing due to the pedestrian use.



**East side of Trout Brook Drive Looking South  
Towards Memorial Road Intersection**

#### **New Trout Brook Drive Sidewalk**

Approximately 400 feet of new sidewalk was installed from existing sidewalk in front of 950 Trout Brook Drive (The Children's Museum) to existing sidewalk at the Memorial Road intersection.



**West Side of Ledyard Road Looking South**

#### **Ledyard Road Sidewalk Extension**

The Ledyard Road sidewalk was extended by 80 feet to a safer terminus at the intersection with Westwood Road.





**North Side of Tunxis Road Looking South  
Towards Fairwood Farms Road**

### **Tunxis Road Long Sidewalk Replacement**

Approximately 200 feet of sidewalk was replaced starting at Rosedale Road and continuing southwest.



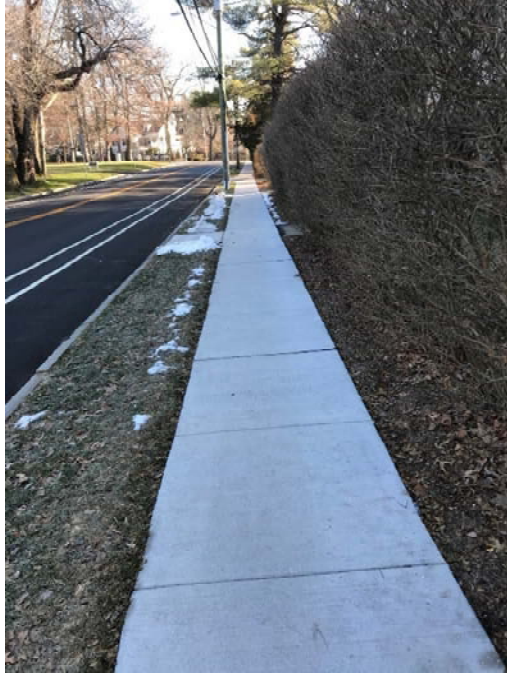
**North Side of Albany Avenue Looking West  
Towards Chesterfield Lane**

### **Albany Avenue**

#### **Long Sidewalk Replacement**

Approximately 330 feet of sidewalk was replaced starting at Northmoor Road and extending to the west.



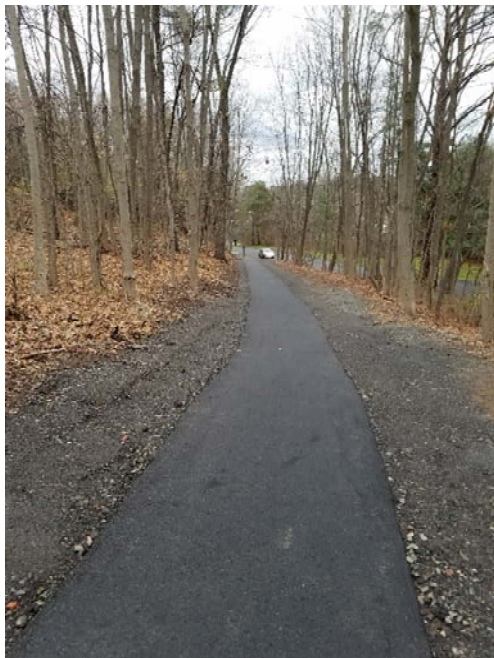


**South Side of Fern Street Looking East  
Towards Prospect Avenue**

### Fern Street

#### **Long Sidewalk Replacement**

Approximately 800 feet of sidewalk was replaced on the south side of Fern Street between Walbridge Road and Prospect Avenue.



**Brookmoor Road to Cornerstone Drive Looking East  
Towards Cornerstone Drive**

### Brookmoor Road to Cornerstone Drive

#### **Walkway Replacement**

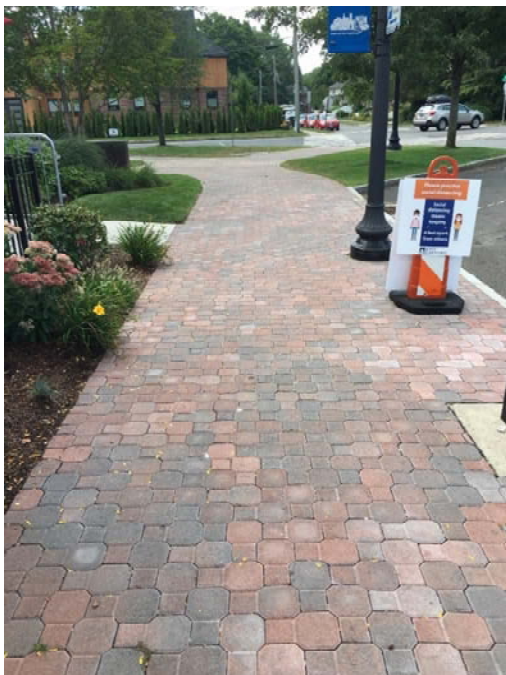
Approximately 500 feet of asphalt walkway was replaced between Brookmoor Road and Cornerstone Drive. This existing walkway/bike connector was in disrepair. It was also widened to reduce damage caused by snow removal equipment.



**Cliffmore Road to Gallaudet Drive Paved  
Looking North Towards Cliffmore Drive**

### Cliffmore Road to Gallaudet Drive Walkway Replacement

Approximately 250 feet of asphalt walkway was replaced between Cliffmore Road and Gallaudet Drive. This existing walkway/bike connector was in disrepair.



**LaSalle Road  
Looking South Towards Ellsworth Road**

### LaSalle Road Concrete Paver Replacement

Approximately 1,000 square feet of concrete paver area was replaced due to deterioration near the northeast corner of LaSalle Road at Ellsworth Road.



**Memorial Road at Isham Road  
Looking West Towards South Main Street**

### Memorial Road at Isham Road Corner Concrete Paver Replacement

Approximately 1,500 square feet of concrete paver area was replaced due to deterioration at all four corners of the Memorial Road at Isham Road intersection. New detectable warning tiles were added to warn visually impaired and blind pedestrians of the edge of sidewalk area.

---

**Cost of sidewalk installation and replacement = \$822,000.**

---

## **CROSSWALK IMPROVEMENTS**

30 crosswalks were replaced including one with a stamped asphalt crosswalk treatment.



**Fern Street at Cumberland Road/Bretton Road  
Looking South Towards Morley Elementary School**

### Fern Street at Cumberland And Bretton Roads **Stamped Asphalt Crosswalk**

After Fern Street was repaved, this white painted crosswalk was replaced with a stamped asphalt crosswalk to increase motorist awareness of pedestrians crossing, many of which access Morley Elementary School.





**Fern Street at Montclair Drive –  
Looking West Towards North Main Street**

### Fern Street at Montclair Drive Painted Crosswalk

On-street parking was prohibited on Fern Street with the addition of bike lanes. To assist patrons of the Universalist Church, we added this painted crosswalk across Fern Street to Montclair Drive.

In addition to new paint and stamped asphalt crosswalk improvements, Public Works installed Rectangular Rapid Flashing Beacon (RRFB) assemblies at two crosswalks accessed by a high volume of vulnerable pedestrians. This equipment provides push button activated flashing yellow lights to alert motorists of pedestrian crossing activities. The equipment, which cost \$15,000 was purchased with American Association of Retired Persons (AARP) grant funding.



**Fern Street at Cumberland Road/Bretton Road  
Looking South Towards Morley Elementary School**

### Fern Street at Cumberland Road/Bretton Road

#### **RRFB Installation**

A RRFB was installed at the west crosswalk across Fern Street near the Morley Elementary School.





**Starkel Road  
Looking North**

### Starkel Road RRFB Installation

A RRFB was installed at the Starkel Road crosswalk near the Bishops Corner Library and Senior Center.

---

**Cost of Crosswalk pavement markings and signage = \$18,000**

---

## **AMERICANS WITH DISABILITIES ACT IMPROVEMENTS**

42 concrete sidewalk ramps were replaced all over Town.



**Westmoreland Drive at Brighton Road  
Looking South**

### Westmoreland Drive at Brighton Road – Sidewalk Ramp Replacement

This is one example of a new sidewalk ramp that was installed to replace or create a sidewalk ramp that is designed to adhere to the Americans with Disabilities Act (ADA).

---

**Cost of Concrete sidewalk ramp installations = \$40,000**

---

## **TRAFFIC SIGNAL IMPROVEMENTS**

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



**Mountain Road at Fern Street/Hunter Drive  
Northwest corner**

### **Mountain Road at Fern Street/Hunter Drive**

The pedestrian push buttons were replaced with new buttons, which include vibratory arrows pointing towards the respective sidewalk ramp/crosswalk; an audible message that plays "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.



**Prospect Avenue at Shopping Center/McDonalds Driveways  
Looking East**

### **Prospect Avenue at Shopping Center/McDonalds Driveways**

This traffic signal now provides an exclusive pedestrian phase with new pedestrian signal heads, and new push buttons.

---

**Cost of the traffic signal improvements = \$10,000**

---

**The total cost for all 2020 Complete Streets Improvements was \$920,500**

## **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)

### **Completed in 2020**

Bicycle Routes: 1.59 Miles (Total of all Directions)

Bicycle Lanes: 4.27 Miles (Total of all Directions)

**Total Bicycle Facility Accomplishments**

As of December 31, 2020, the Town completed the following total bicycle facilities:

Bicycle Routes: 50.71 Miles (Total of all Directions)

Bicycle Lanes: 20.21 Miles (Total of all Directions)

Multi-Use Trails: 1.78 Miles