



# New Britain

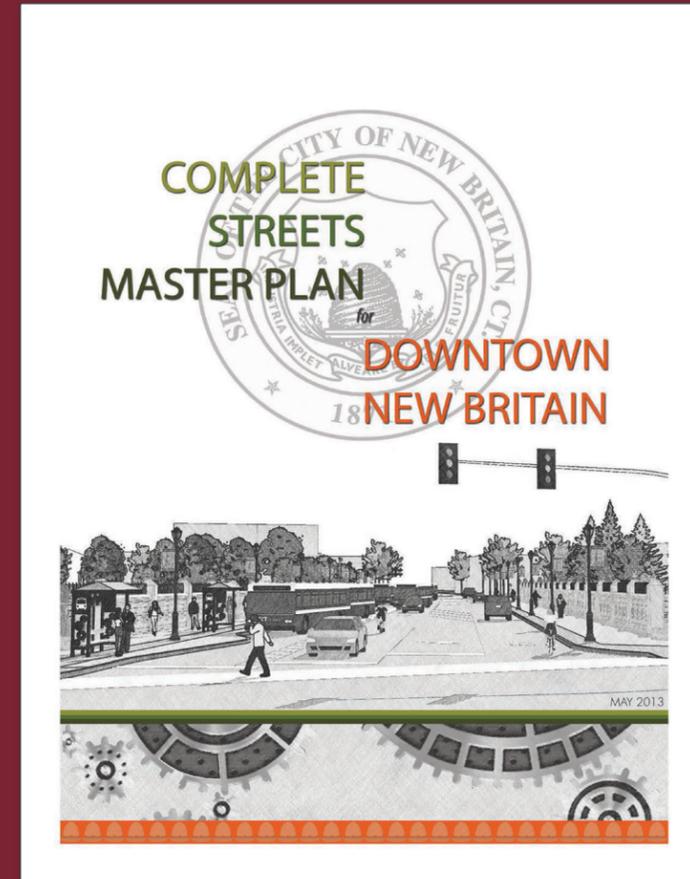
# A Look Back

Downtown Complete Streets Masterplan

# A LOOK BACK

The City of New Britain began its journey into Complete Streets in 2008 as it started preparing for the opening of the \$572M. CTfastrak Bus Rapid Transit (BRT) which began service in March of 2015. CTfastrak established a dedicated 9.4 mile long corridor between downtown New Britain and Hartford that also provides off-line feeder service to important regional locations like the UCONN Medical Center, the West Farms Mall area, and Bradley Airport among many other locations.

The City's 2008 Downtown Development Plan recognized that an important aspect of positioning itself for Transit Oriented Development (TOD) opportunities involved making the downtown New Britain road network safer and more pedestrian friendly. These issues were then more specifically addressed in the City's Complete Streets Masterplan for Downtown New Britain which was completed in the spring of 2013.



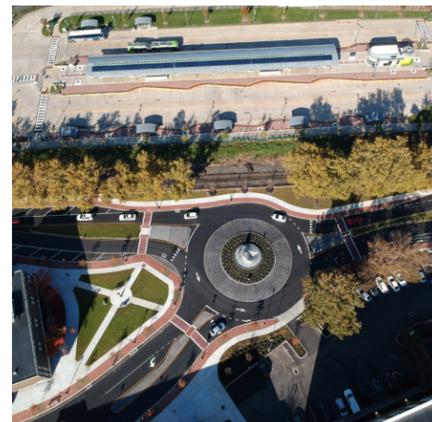
**Community Engagement:** A host of community partners including the Capital Region Council of Government (CCROG), Central Connecticut State University (CCSU), CT Main Street, New Britain Downtown District, the New Britain Museum of American Art, and a number of local residents helped develop the Complete Streets Master Plan for Downtown New Britain.

This Masterplan identified \$26.8 M in Complete Streets projects and improvements in the downtown area that would help address the following goals:

- 1 Establish a vision for the downtown by developing a consistent and attractive streetscape that is unique to New Britain and reflective of the City's rich history.
- 2 Utilize a Complete Streets design approach to balance the needs of cars, people, bicyclists and transit riders, and also provide a safe and attractive environment by improving the overall pedestrian experience.



- 3 Establish a more livable environment supportive of transit-oriented development, economic growth, and improving the quality of life.
- 4 Improve Central Park, the City's most significant urban space, by making the area more attractive, less isolated, and more conducive for civic functions.



**5** Reconnect the downtown and neighborhoods by carrying Complete Streets improvements across the State Route 72 overpasses. Re-establish Main Street as the focal street in the City, and reconnect the downtown with the Broad Street and New Brite Plaza area.



**7** Build upon the City's strong connection with the arts and establish a streetscape art program that includes both permanent and rotating art and sculptures to enhance the streetscape image and provide a destination for visitors.



**6** Create a way-finding and historic signage system to guide residents and visitors to destinations, and celebrate the City's rich history through special signage.



**8** Provide an implementable strategy for making the improvements identified in this Master Plan. The project map on the following page speaks to this goal.



**PHASE 2**  
South Main & Chestnut Streets

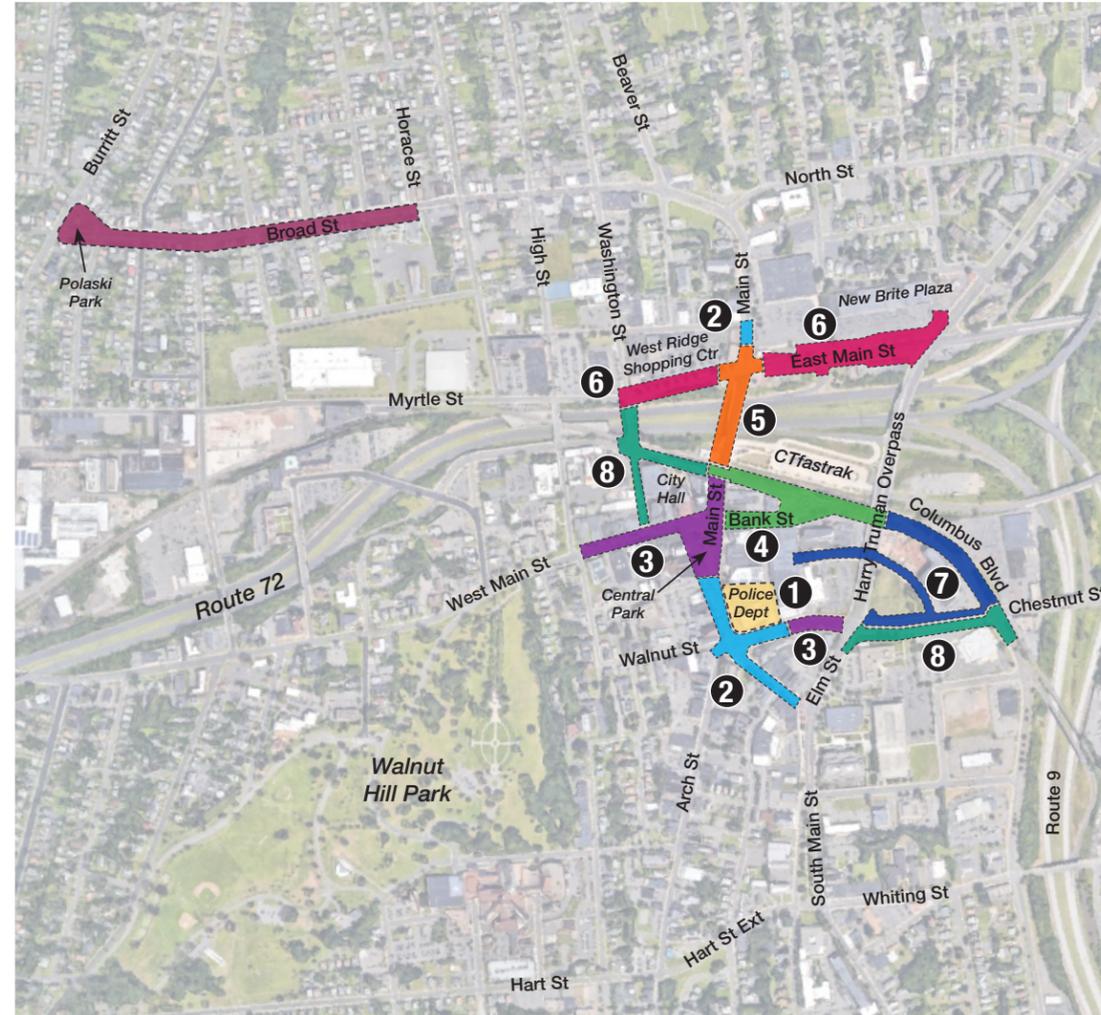
**PHASE 3**  
Central Park & City Hall Area

**PHASE 4**  
Columbus Gateway & Central Station

**PHASE 5**  
Beehive Bridge

**PHASE 6**  
East Main Street

**PHASE 1**  
New Britain Police Department Streetscape



**PHASE 7**  
Columbus & Chestnut Streets

**PHASE 8**  
Washington & Chestnut Streets

Broad Street Phase 2 & Polaski Park

City of New Britain  
**MASTER PLAN**  
PROJECT  
PHASES

In just eight short years, the City of New Britain has accomplished all eight of these goals! A phased approach was taken to complete these Complete Streets Capital Improvement Projects. The outcome was a rebalanced downtown road network that was attractive, pedestrian friendly, and one that enhanced transit ridership. To further develop a sense of place that honors the City, art and history specific to New Britain were incorporated.

The City's commitment to Complete Streets has resulted in award of more than \$30M in competitive grants (both regional and national). The practical and smart use of these grant awards has resulted in increased quality of life for those living, working, and spending time in New Britain.

Due to the forward thinking of Mayor Erin E. Stewart and her team (2016 "Creating Hives of Activity" TOD Plan) New Britain is also experiencing a major boom in transit-oriented development (TOD) projects and economic growth downtown. Historic downtown properties that sat vacant for decades, like the historic 1885 Porter Building next

to Central Park, have been redeveloped into upscale residential housing, and new high-end residential and mixed use developments. Examples of these include the \$35M Columbus Commons project and a new \$15M residential development project at the former Burritt Bank on the corner of Main and West Main Street which has been vacant for more than 30 years.



Historic 1885 Porter Building



Columbus Commons



222 Main Street



267 Main Street



Courtland Arms - 57 Court Street



CTfastrak



The Doris Building - 27 Main Street



The Andrews - 136 Main Street



The Berkowitz Bldg - 608-686 Main St

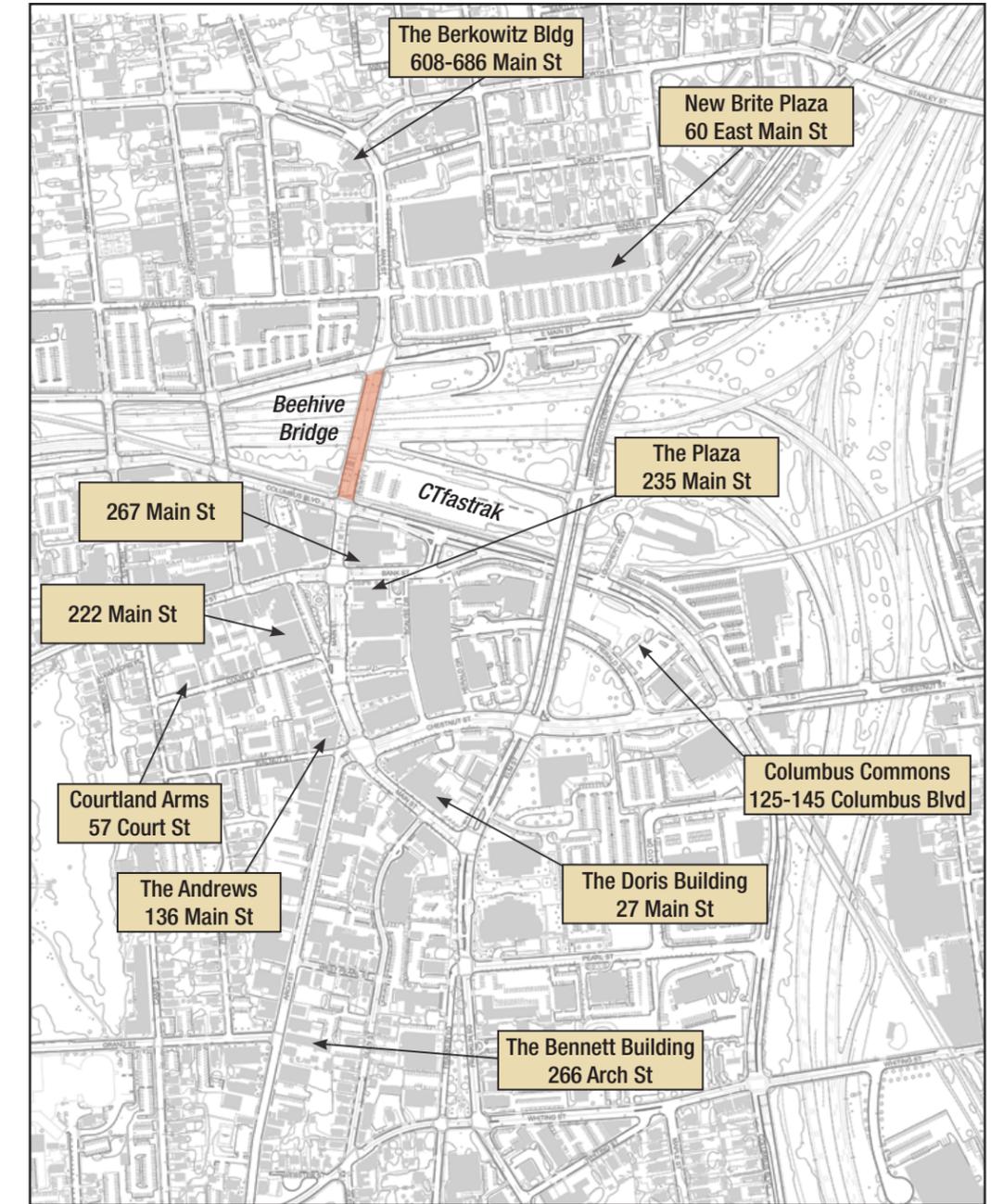


The Plaza - 235 Main Street



The Bennett Bldg - 266 Arch Street

## DOWNTOWN REVITALIZATION PROJECTS



# BIKE CONNECTIVITY

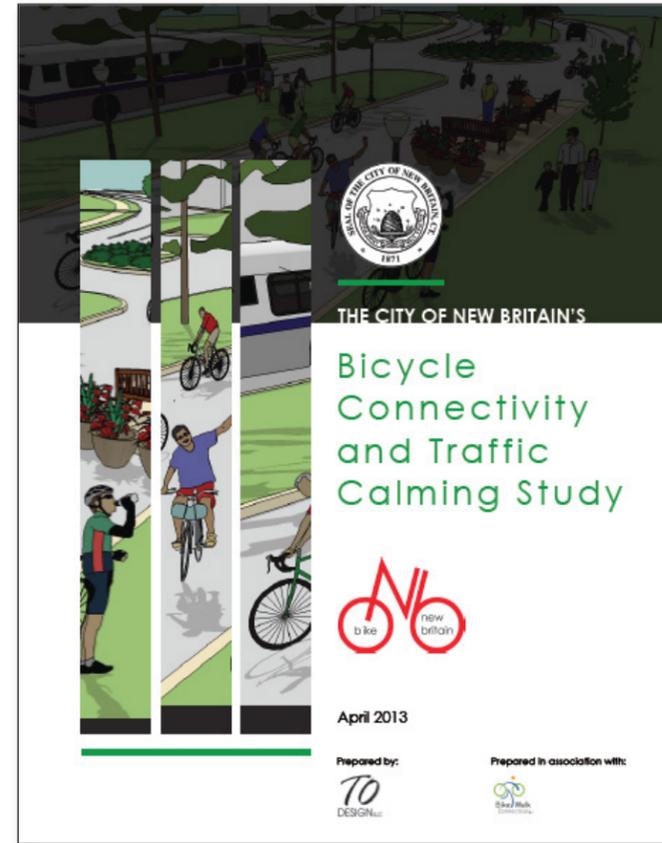
In 2013, coinciding with the City's downtown redevelopment work, the City of New Britain completed a Bike Connectivity and Traffic Calming Study that established an initial plan for providing citywide bicycle connectivity. The City worked with a group of local cycling advocates to develop this plan, which specifically focused on providing connections to schools, parks, transit, and commercial areas. These advocates went on to become the "Bike New Britain" 410c non-profit that now operates a community bike shop in the downtown area.

Upon completing the plan, the City installed the bicycle infrastructure and improvements that were identified. Today, the City of New Britain has built a bicycle network that consists of more than 50 miles of bicycle-specific infrastructure including:

Infrastructure Type (paved)	Total Length (miles)
Bike Lanes	18.19
Buffered Bike Lanes	1.90
Marked Shared Lanes (Sharrows)	18.42
Paved Multi-Use Trails	5.50
Bike Boulevards	0.41
Wide Paved Shoulders	8.41
<b>TOTAL</b>	<b>52.83 miles</b>

The City is currently constructing a number of off-road, multi-use trail projects. The Stanley Loop Trail will join Stanley Quarter and AW Stanley Parks through a 10-foot-wide paved, off-road nature trail and the Beeline Trail will ultimately make a 4.9-mile trail connection between the CTfastrak multi-use trail in downtown New Britain and the Farmington Canal Heritage Trail (FCHT) in Plainville.

The City has maintained bronze-level Bicycle Friendly Community status from the League of American Bicyclists since 2014, and, along with Bike New Britain, has become a strong partner to Bike Walk Connecticut. The City continues to maintain and improve its citywide bicycle connectivity system, and has hosted bicycle safety events and recreational group rides to demonstrate its commitment to making New Britain a bicycle-friendly community.



## Bicycle Lane

A bicycle lane designates a portion of the roadway for exclusive bicycle use through a dedicated lane, markings, and signage. Bicycle lanes are typically located between the curb and travel lane or between a parking lane and a travel lane. Bicycle lanes are the preferred facility for most bicycles.

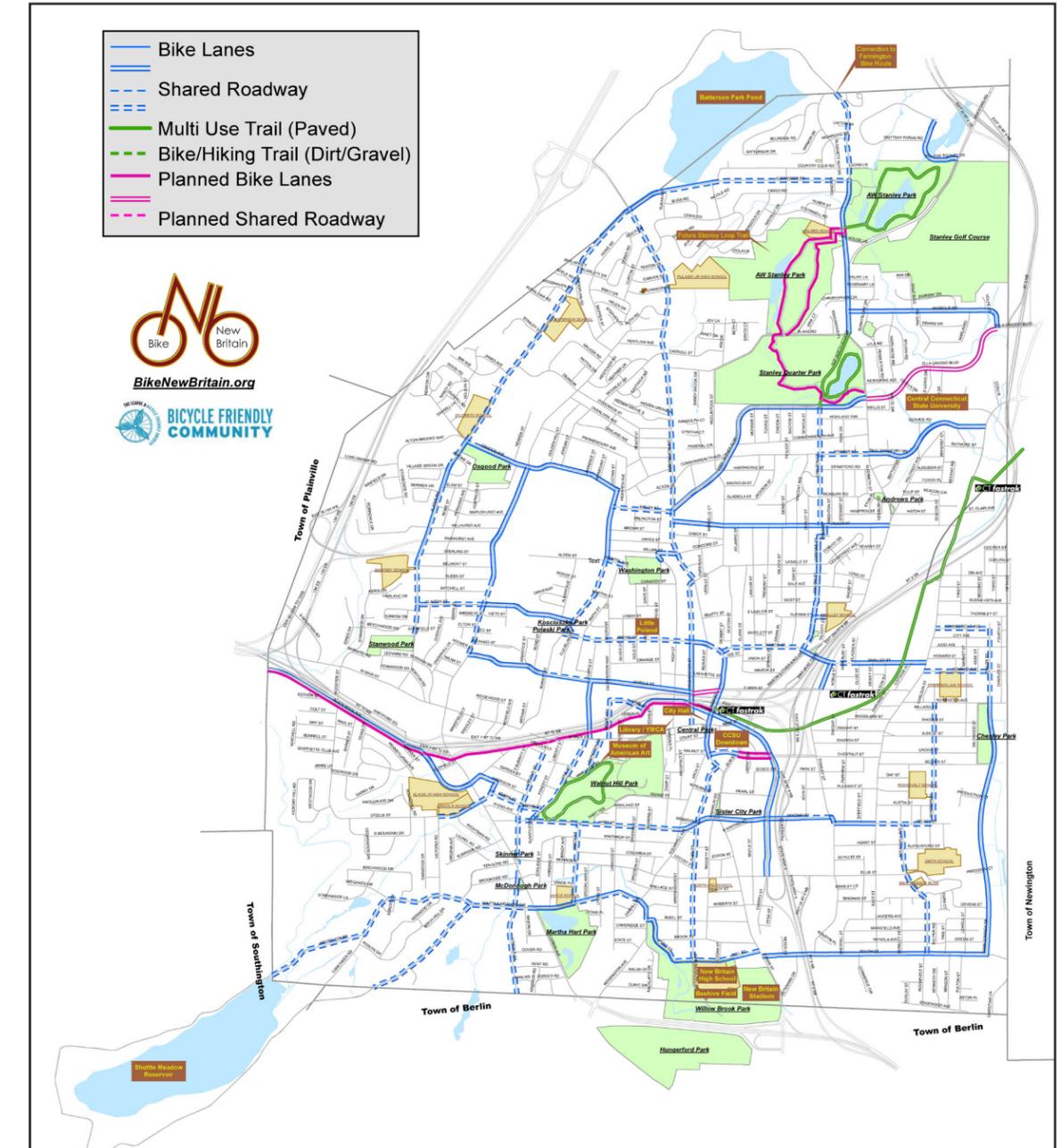


## Shared Roadway

A shared roadway accommodates both vehicular and bicycle traffic by sharing a travel lane. These lanes may include "Share the Roadway" signage, "Sharrow" pavement markings, or both. Sharrows operate on the principle that bicycles are already allowed on most streets. A sharrow symbol and/or sign simply act as a reminder to the driver that bicyclists may be encountered in the roadway. A sharrow is most often used on a roadway where bicycle traffic is desirable but lane width is insufficient for a full bike lane. Motorists must maneuver around bicyclists. Shared roadways are the most common type of bicycle facility in use today.



# IMPROVED BICYCLE CONNECTIVITY



The City is grateful to its funders listed below, and the long list of regional community partners including the Connecticut Department of Transportation, Capital Region Council of Government (CCROG), Central Connecticut State University (CCSU), CT Main Street, New Britain Downtown District and others that have helped make this all possible. The City of New Britain is looking forward to further Complete Streets success city-wide.

<b>City of New Britain Complete Streets Total Investment - March 2021</b>			
<b>Project</b>	<b>Grant</b>	<b>City</b>	<b>Project Status</b>
Downtown Complete Streets Phases 1-8	\$20,130,400	\$4,699,100	Varies, Phases 1-5 Complete
Broad Street - Phase 2 Improvements		\$3,730,696	Complete
Stanley Loop Trail Phase 1 CT DEEP Rec Trails Grant & LOCIP	\$248,000	\$91,100	Complete
Community Connectivity Bike/Ped Improvements	\$377,000		Bid Phase - 2021 Construction
CMAQ Traffic Signal System	\$3,000,000		In Construction
Stanley Loop Trail Phase 2 - TA Set Aside Grant	\$2,610,000	\$2,610,000	In Design - 2021 Construction
Beeline Trail Phase 1 - 3 TA Set Aside Grant & CT DEEP Rec Trail Grant	\$3,180,000		In Design
Downtown Paving and Crosswalks		\$1,250,000	Complete up to Current Phases
City-wide Bicycle Infrastructure		\$150,000	Complete but forever being refined
Downtown Paving and Crosswalks		\$1,250,000	Complete up to Current Phases
John Downey Drive Improvements	\$3,000,000		Funded, Est. 2023 Construction
City-wide Bicycle Infrastructure		\$150,000	Installed w/ on-going maintenance
<b>TOTAL</b>	<b>\$32,545,400</b>	<b>\$8,781,896</b>	
<b>NB Complete Streets Total Investment</b>	<b>\$41,327,296</b>		