



# WEST HARTFORD

## **COMPLETE STREETS POLICY**

### **2021 ANNUAL REPORT**

**February 2022**

**SUBMITTED BY:**

Rick Ledwith  
Acting Town Manager

**PREPARED BY:**

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Assistant 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 Commission. 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 2021 construction season, the Engineering Division incorporated a wide range of Complete Streets Improvements into its designs and construction projects. As specified in the Policy, performance measures for improvements completed in 2021 are summarized below. The total cost for all 2021 Complete Streets Improvements was \$1,303,500 and no exceptions to the policy were filed in 2021.

### **BICYCLE FACILITY PROGRESS AND BICYCLE NETWORK MAP**

The Town's Complete Street Policy was adopted on July 21, 2015. Most of the following bicycle facility accomplishments occurred after that date. The table below summarizes annual bicycle facility improvements over the past four years.

Significant lengths of bicycle lanes were established over the past two years. These improvements were funded by a grant award of \$103,085 through the Community Connectivity Grant Program, administered by the CT Department of Transportation.

**Mileage of Bicycle Facilities by Year**

<i>Facility Type</i>	<i>Pre-2018</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>TOTAL</i>
Bicycle Routes	25.3	20.0	3.82	1.59	<b>2.16</b>	<b>52.87</b>
Bicycle Lanes	13.38	1.5	1.06	4.27	<b>4.44</b>	<b>24.65</b>
Multi-Use Trails	1.78	-	-	-	-	<b>1.78</b>

*All distances are reported in miles and represent the total of all directions.*

## **BICYCLE LANES**

**Total length of bicycle lanes added:  
23,470 feet or 4.44 miles (total of both directions)**



**Boulevard looking west  
towards Raymond Road**



**Fern Street looking west  
towards Fernridge Road**

### **Boulevard**

#### **Trout Brook Drive to Raymond Road**

1,150 feet or 0.22 miles  
(Total of both directions)

5-foot-wide, 2-foot buffered bike lane installed in both directions. Eliminated on-street parking to create space for buffered bike lanes. In-filled this section to eliminate a gap and provide connections to existing bicycle facilities to the east and west.



**Fern Street looking east  
towards Holbrook Road**

### **Fern Street**

#### **North Main Street to Mountain Road**

12,040 feet or 2.3 miles  
(Total of both directions)

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





**Mountain Road looking north  
towards West Maxwell Drive**



**Mountain Road looking north  
from Hedwig Court**

### **Mountain Road Sedgwick Road to West Maxwell Drive**

13,200 feet or 2.5 miles \*  
(total of both directions)

\* bike lanes were existing and previously  
included in the mileage totals

Re-striped existing 4-foot wide bike lane to  
5-foot wide. Sliver widening of Mountain  
Road north of Fern Street (circled in white in  
the photo) allowed bike lanes to continue  
through the intersection.



**Oakwood Avenue looking north  
near St. James Street**

### **Oakwood Avenue Park Road to Kane Street**

4,080 feet or .77 miles of bike lanes  
(total of both directions)

1,280 feet or .24 miles of shared lanes  
(total of both directions)

5-foot-wide bike lane installed in both  
directions with shared lanes in the vicinity of  
the intersections.

On-street parking maintained along the  
west side of Oakwood Avenue near Park  
Road to support commercial area.



**Ridgewood Road looking north  
towards Sedgwick Road**

### Ridgewood Road Sedgwick Road to Tunxis Road

2,200 feet or .42 miles of bike lanes  
(total of both directions)

5-foot-wide bike lane installed in both directions. Minor widening near the intersection of Sedgwick Road to accommodate a dedicated left turn lane and a shared lane through to the intersection.



**Tunxis Road looking north  
towards Sedgwick Road**

### Tunxis Road Sedgwick Road to Ridgewood Road

4,000 feet or .76 miles of bike lanes  
(total of both directions)

Re-striped existing shoulders to provide 5-foot wide bike lanes. A portion of this section is part of the signed Blue Bike Route.

**Cost of Bicycle Lanes (pavement markings and signage) = \$49,000**



## **BICYCLE SHARED ROUTES**

**Total Length of Bicycle Routes Added:**

**11,400 feet or 2.16 miles (total length of all directions)**

**45 Sharrow pavement markings installed**



**Mohegan Drive looking north  
near Brewster Road**



**Whitman Avenue looking east  
near Pleasant Street**

### **Mohegan Drive**

**Albany Avenue to Simsbury Road**

7,530 feet or 1.43 miles  
(total of both directions)

\* shared bike routes were existing and  
previously included in the mileage totals

Sharrows installed in both directions to  
support the signed Green Bike Route.

### **Tunxis Road**

**Wood Pond Road to Ridgewood Road**

1,650 feet or 0.31 miles  
(total of both directions)

\* shared bike routes were existing and  
previously included in the mileage totals

Sharrows installed in both directions to  
support the signed Blue Bike Route.

### **Whitman Avenue**

**Braeburn Road to North Main Street**

5,600 feet or 1.06 miles  
(total of both directions)

\* shared bike routes were existing and  
previously included in the mileage totals

Sharrows installed in both directions to  
support the signed Orange Bike Route.

**Cost of Bicycle Shared Routes (sharrow pavement markings and signage) = \$6,800**



## **BICYCLE PARKING**

The Town was awarded a grant through the Active Transportation component of DPH's State Physical Activity and Nutrition (SPAN) grant. The project includes the installation of 10 bike hitches in various locations along New Britain Avenue and Park Road. The locations were recommended by the Town's Pedestrian and Bicycle Commission. Bike hitches are currently being procured and are expected to be installed in 2022.

## **MULTI-USE TRAIL**

### **Trout Brook Trail – Phase 5**

#### **Farmington Avenue to Fern Street**

Construction began on the 2,990 foot section of multi-use trail between Farmington Avenue and Fern Street. The Construction is expected to be completed in Spring of 2022.



**Trout Brook Trail - Phase 5 (under construction)**



### Trout Brook Trail – Pavement Repairs

#### **Park Road to Farmington Avenue**

Resurfaced several areas of the multi-use trail between Park Road and Farmington Avenue. This section of the trail was constructed in 2008 and pavement surface was heavily cracked in some areas which posed a hazard to trail users. The pavement repairs cost approximately \$16,000.



**Trout Brook Trail - Phase 4  
looking north towards Memorial Road**

## **PEDESTRIAN IMPROVEMENTS**

**Sidewalk installed or replaced throughout Town: 21,427 feet or 4.1 miles**

This total includes the installation or replacement of concrete sidewalk all over the Town and the replacement of concrete paver sidewalk areas in commercial districts.



**Mountain Road at Fern Street looking north**

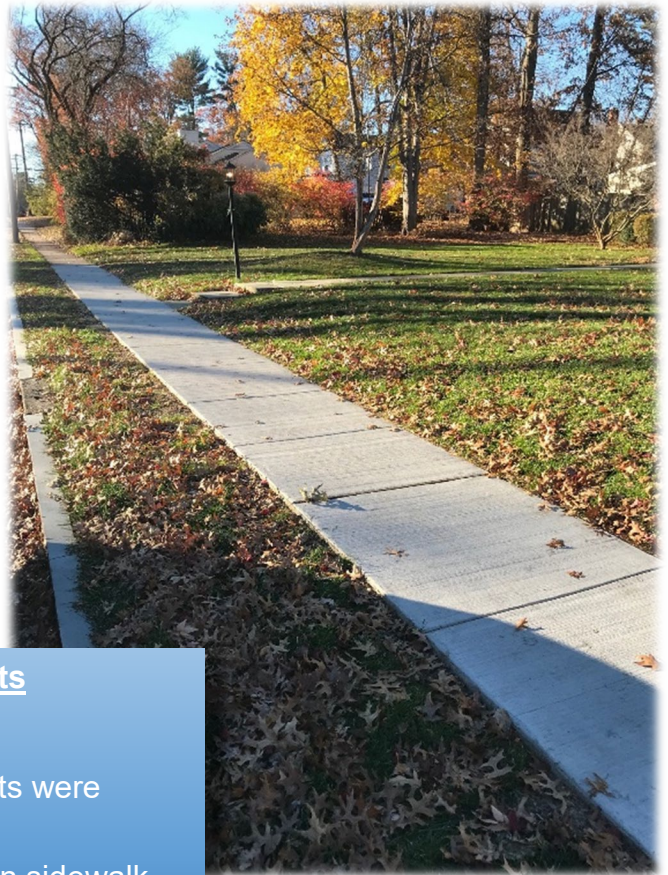
### Fern Street Sidewalk Gap Elimination

Approximately 400 feet of new sidewalk was installed along the south side of Fern Street between Mountain Road and Holbrook Road. Two new crosswalks were painted across Mountain Road and accessible sidewalk ramps were constructed.





**Berkshire Road**

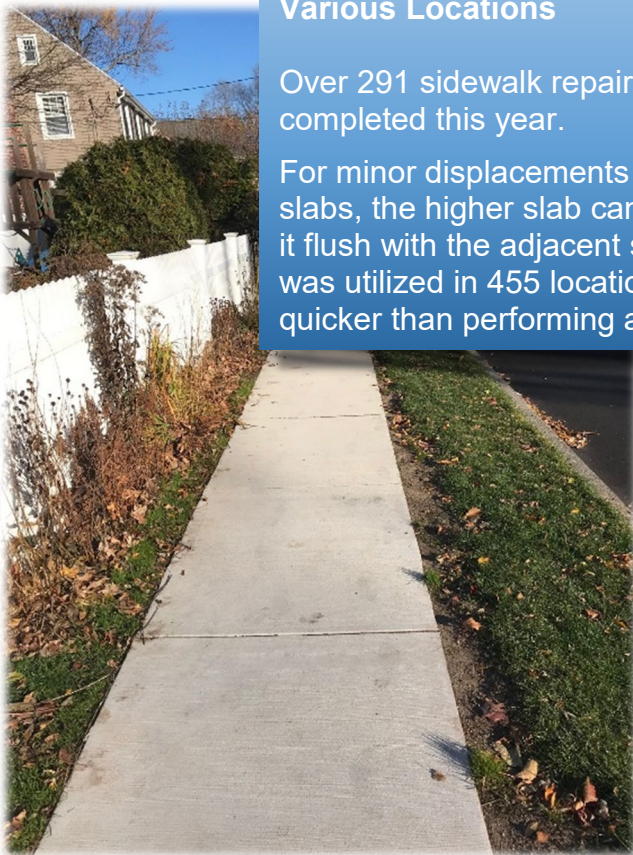


**Foxcroft Road**

### Sidewalk Repairs/Replacements Various Locations

Over 291 sidewalk repair requests were completed this year.

For minor displacements between sidewalk slabs, the higher slab can be saw cut to make it flush with the adjacent slab. This approach was utilized in 455 locations and is much quicker than performing a full replacement.



**LaSalle Road**



**North Main Street**

**Cost of sidewalk installation, replacement, or repairs = \$997,000.**



## **SIDEWALK RAMP IMPROVEMENTS**

A total of 40 accessible concrete sidewalk ramps were installed/replaced throughout the Town.

### **Prospect Avenue at Kane Street** **Sidewalk ramp replacement**

Installed accessible sidewalk ramps at the intersection in conjunction with an accessible pedestrian signal upgrade.



**Prospect Avenue at Kane Street**



**Albany Avenue at Mohegan Drive**

### **Albany Avenue at Mohegan Drive** **Sidewalk ramp replacement**

Installed accessible sidewalk ramps at the intersection in advance of the CT DOT upgrading the pedestrian crossing equipment at this intersection.

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**Cost of concrete sidewalk ramp installations = \$26,000**

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## **CROSSWALK IMPROVEMENTS**

A total of 47 crosswalks were re-painted in 2021, including two new crosswalk locations on Brace Road between Brunswick Avenue and Arundel Avenue and on Fern Street near Edmund Place/Steele Road.



**Brace Road between Brunswick Avenue and Arundel Avenue looking west**

### **Brace Road between Brunswick Avenue and Arundel Avenue**

A new crosswalk was add on Brace Road between Brunswick Avenue and Arundel Avenue. Sidewalk ramps are planned to be added in 2022.



**Fern Street at Edmund Place near Steele Road**

### **Fern Street at Edmund Place**

A new crosswalk was painted on Fern Street at Edmund Place near Steele Road. The sidewalk along the south side of Fern Street ends near Steele Road. The new crosswalk provides a connection to the existing sidewalk on the north side of Fern Street. Accessible sidewalk ramps were also constructed.

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**Cost of crosswalk pavement markings and signage = \$20,000 (approx.)**

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## **TRAFFIC SIGNAL IMPROVEMENTS**

The following traffic signals were modified to improve pedestrian accessibility.

### **Farmington Avenue at LaSalle Road**

The existing traffic signal was modified to reinforce the one-way flow on LaSalle Road. The new traffic pattern also afforded an opportunity to provide additional crossing time for LaSalle Road which will reduce pedestrian waiting times.



**Prospect Avenue at Kane Street**

### **Prospect Avenue at Kane Street**

This traffic signal now provides an exclusive pedestrian phase with new pedestrian signal heads and accessible push buttons. Additionally, crosswalks were reconfigured to shorten pedestrian crossing distances and new sidewalk ramps were installed.



**Prospect Avenue at Kane Street**

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**Cost of the traffic signal improvements = \$17,000 (approx.)**

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## **TRAFFIC CALMING**

Traffic calming employs non-physical (education and enforcement efforts) and self-enforcing physical features to alter driver behavior, reduce the negative effects of motor vehicle use, and improve conditions for non-motorized street users. The Town has successfully implemented traffic calming projects in the past, but has lacked a formal program.

In 2021 a program manual was developed to provide an overview of traffic calming methods that can be used to mitigate neighborhood traffic issues and standardizes the Town's process for systematically evaluating traffic calming needs, identifying appropriate solutions, and prioritizing implementation. Over the course of the year, several traffic calming projects were developed and constructed in cooperation with the neighborhoods. These projects are summarized below.



**Newport Avenue at Sedgwick Road**

### **Semi-Diversers**

#### **Four Mile Road and Newport Avenue**

Semi-diverters function as a barrier to restrict specific traffic maneuvers at an intersection. These installations are in response to a large number of motor vehicle crashes at the intersection of Boulevard and Four Mile Road, specifically with vehicles proceeding straight across Boulevard. The total cost for all four semi-diverters was approximately \$127,000.



**Four Mile Road at Boulevard**





**Grove Street north of Page Avenue**

### Speed Humps

#### **Grove Street**

Two speed humps were installed on the northern block of Grove Street to reduce travel speeds and also discourage cut-through traffic. The total cost was \$3,000.

### Street Trees

#### **Walbridge Road**

As part of the roadway re-construction, 19 street trees were planted in the grass strip between the curb and sidewalk. The street trees are intended to change the characteristics of the roadway and overtime reduce travel speeds. The roadway was also narrowed by two feet to provide a traffic calming benefit. The cost for the street trees was approximately \$10,000.



**Walbridge Road**

**Cost of the traffic calming improvements = \$140,000 (approx.)**



## **NORTH MAIN STREET ROAD DIET TRIAL**

In 2020, the Town of West Hartford hired VHB to conduct the second phase of the North Main Street Road Diet. This phase included a trial of the road diet which was implemented in mid-August. The purpose of the trial is to evaluate the road diet concept with extensive data collection and determine if it is a success or failure. The trial will continue through the end of the winter season. The Town will conduct a public informational meeting in the spring of 2022 to provide a final opportunity for the public to offer comments before a recommendation is presented to the Town Council.

Thus far the road diet trial has been generally well received by the community. In a recent survey two-thirds of the respondents to a survey about West Hartford's North Main Street road diet trial support making the change in the traffic flow permanent, and roughly 60% think the roadway feels safer and is more functional. The negative feedback pertains to congestion at the signalized intersections during the afternoon rush hour, confusion over proper usage of the two-way-left-turn-lane, and occasional difficulty accessing side streets and driveways.



**North Main Street at  
Asylum Avenue - looking south**



**North Main Street looking north towards  
American School for the Deaf**

**Cost of the road diet trial (implementation) = \$31,700 (approx.\*)**

**\*includes traffic signage and modification of pavement markings**