



**Town of West Hartford**

**COMPLETE STREETS POLICY  
2022 ANNUAL REPORT**

**March 2023**

SUBMITTED BY:

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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, the Town of West Hartford Bicycle Facility Plan and Bicycle Network Map are referenced during the planning and design of projects.

Over the course of the 2022 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 2022 are summarized below. The total cost for all 2022 Complete Streets Improvements was \$1,995,504. No exceptions to the policy were filed in 2022.

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

Since the 2015 adoption of the policy, the Town annually has increased the numbers of bicycle facilities in accordance with the Bicycle Network map. The table below breaks down annual bicycle facility improvements over the most recent four years and includes a summary of prior years' accomplishments.

**Mileage of Bicycle Facilities by Year**

<i>Facility Type</i>	<i>Pre-2019</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<b>2022</b>	<b>TOTAL</b>
Bicycle Routes	45.3	3.82	1.59	2.16	<b>-0.45<sup>1</sup></b>	<b>52.42</b>
Bicycle Lanes	14.88	1.06	4.27	4.44	<b>4.87</b>	<b>29.52</b>
Multi-Use Trails <sup>2</sup>	1.78	-	-	-	<b>0.57</b>	<b>2.35</b>

*Figure 1*

*Noted: Distances are reported in miles and represent the total of both directions*

<sup>1</sup>*Reduction due to upgrade of some bicycle routes to bicycle lanes*

<sup>2</sup>*Trail lengths are reported as one direction only*

## **BICYCLE LANES**

**Total length of bicycle lanes added:  
25,710 feet or 4.87 miles (total of both directions)**



**Farmington Ave. looking east  
towards West Hartford Center**

### **Farmington Avenue Mountain Road to Wardwell Road**

0.72 miles  
(Total of both directions)

5-foot-wide, installed in both directions. A 2-foot buffer was installed between Ridgewood and Garfield Roads. Existing on-street parking maintained. Connects to existing bicycle facilities on Mountain Road.

### **North Main Street Loomis Drive to Lawler Road**

2.20 miles  
(Total of both directions)

5-foot-wide bike lane installed in both directions between Lawler Road and Fern Street. Southbound 5-foot bike lane installed between Fern Street and Loomis Drive. Corresponding northbound bike lane is targeted for 2023 construction.



**North Main Street looking south  
from Asylum Avenue**



**Oakwood Avenue looking north  
towards Kane Street**



**Oakwood Avenue Looking South  
at COIA**

### **Oakwood Avenue** **Kane Street to Flatbush Avenue**

0.87 miles of bike lanes  
(Total of both directions; replaced existing shared lanes)

0.24 miles of existing shared lanes were resurfaced and restriped  
(Total of both directions)

5-foot-wide bike lane installed in both directions with a northbound shared lane in the vicinity of Kane Street.

On-street parking maintained along the west side of Oakwood Avenue near Charter Oak International Academy to support school-related parking (both of these locations were existing shared facilities)





**Webster Hill Boulevard Looking South  
at Ledgewood Road**

### **Webster Hill Boulevard Mayflower Street to Ledgewood Road**

0.52 miles of bike lanes  
(Total of both directions)

5-foot-wide bike lane installed in both directions. Parking maintained on west side. Links to Mayflower Street bike lanes on I-84 overpass.

### **Mayflower Street New Britain Avenue to Webster Hill Blvd**

0.55 miles of bike lanes  
(total of both directions)

5-foot-wide bike lane installed northbound  
and in both directions over I-84

Southbound shared lane installed south of  
I-84 to New Britain Avenue. Parking  
maintained on west/south side.



**Mayflower Street looking north  
near Elmhurst Street**

**Cost of Bicycle Lanes (pavement markings and incidentals) = \$29,026\***

\*Signs installed on bike facilities in 2022 were from existing stock

Note: CNRE funds were eliminated in 2022, limiting the ability to refresh existing bike facilities and other markings.

## **BICYCLE SHARED ROUTES**

**Length Resurfaced: 0.83 mi (omit, previously accounted for)**

**Length New: 0.42 mi (add)**

**Length Upgraded to Bike Lanes: 0.87 mi (deduct)**

**Net Bicycle Shared Routes: -0.45 miles (new less upgraded)**

**18 Sharrow pavement markings installed**



**Cliffmore Road looking east  
near Rustic Lane**

### **Cliffmore Road**

#### **Rustic Lane to Brookside Drive**

0.63 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.

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**Cost of Bicycle Shared Routes (sharrow pavement markings) = \$1,764**

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## **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 included the installation of four (4) bike hitches in various locations along New Britain Avenue. The locations were recommended by the Town's Pedestrian and Bicycle Commission. An additional four (4) hitches were installed by the owner of the plaza at 1140 New Britain Avenue.



**Cost of Bicycle Parking (bike hitches) = \$0\***

\*DPW labor costs excluded

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## **MULTI-USE TRAIL**

### **Trout Brook Trail – Phase 5**

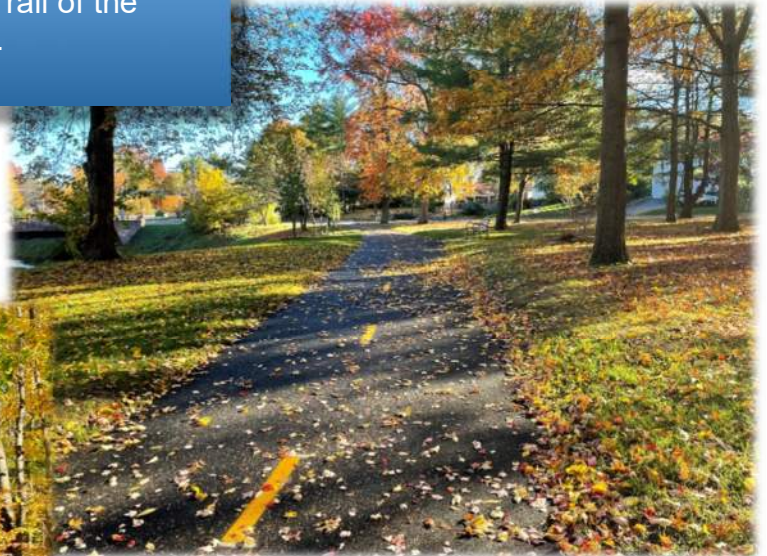
#### **Farmington Avenue to Fern Street**

Construction concluded in spring on the 2,990-foot section of multi-use trail between Farmington Avenue and Fern Street.

This section of Trout Brook Trail was named “Trail of the Month” in May 2022 by Bike Walk Connecticut.



**Trout Brook Trail - Phase 5**  
**(Mid-trail looking north)**



**Trout Brook Trail - Phase 5**  
**(Looking north near Fern Street)**

**Cost of Multi-Use Trail = \$807,212\***

**\*Construction costs only; includes \$157,181 in grant funds**



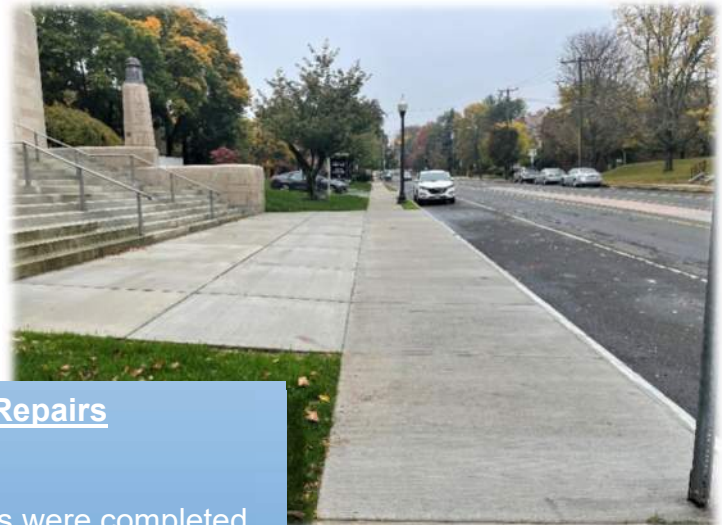
## **PEDESTRIAN IMPROVEMENTS**

**Sidewalk installed or replaced throughout Town: 21,050 feet or 4.0 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.



**Ellsworth Road**



**Farmington Avenue**

### **Sidewalk Replacements/Repairs** **Various Locations**

Over 250 sidewalk requests were completed this year by way of replacing damaged slabs or pavers or making a repair.

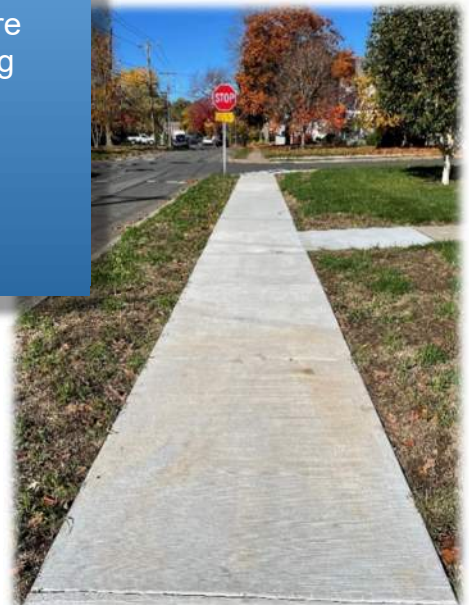
Repairs are made at minor displacements between sidewalk slabs, where the higher slab can be saw cut to make it flush with the adjacent slab. This is a faster, cleaner, and less disruptive process than full replacement.

About 210 new sidewalk work orders were received in 2022, leaving 1,050 remaining outstanding work orders.

An additional \$209,000 was allocated to sidewalks in 2022 through Community Development Block Grant funds.



**Four Mile Road**



**Newport Avenue**

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**Cost of sidewalk installation, replacement, or repairs = \$1,004,621**

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## **SIDEWALK RAMP IMPROVEMENTS**

A total of 49 accessible concrete sidewalk ramps were installed/replaced throughout the Town.

### **Trout Brook Drive at Asylum Avenue** **Sidewalk ramp replacement**

Installed accessible sidewalk ramps at intersections in conjunction with Accessible Pedestrian Signal upgrades.

This particular ramp was relocated to shorten pedestrian crosswalk distance.



**Trout Brook Drive at Asylum Avenue**



**Four Mile Road at Ellsworth Road**

### **Four Mile Road at Ellsworth Road** **Sidewalk ramp replacement**

Installed accessible sidewalk ramps as part of sidewalk replacement program. This is a typical replacement to adhere to the Americans with Disabilities Act.

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**Cost of concrete sidewalk ramp installations = \$46,184**

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## **CROSSWALK IMPROVEMENTS**

A total of 33 crosswalks were painted or repainted in 2022, including a new crosswalk at the intersection of Quaker Lane South and Talcott Road and enhancements to an existing crosswalk on Fern Street near Edmund Place/Steele Road.



**Quaker Lane South at  
Talcott Road**

### **Quaker Lane South at Talcott Road**

A new crosswalk was across Talcott Road on the east leg of this intersection. Pedestrian signal heads and buttons will be upgraded as part of a future signal replacement project.



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

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

Yield bars were added to an existing mid-block crosswalk on Fern Street at Edmund Place near Steele Road. Yield bars provide a visual indication of where drivers should stop when yielding to pedestrians in the crosswalk.

**Cost of crosswalk pavement markings = \$18,523**

Note: CNRE funds were eliminated in 2022, limiting the ability to refresh existing crosswalks and other markings



## **TRAFFIC SIGNAL IMPROVEMENTS**

The following traffic signals were modified to improve pedestrian accessibility.



**Farmington Avenue at Trout Brook Drive**

### **Farmington Avenue at Trout Brook Drive**

The existing traffic signal was modified to add Accessible Pedestrian Signal (APS) pushbuttons. Two crosswalks were realigned to reduce pedestrian crossing distances and five ramps were upgraded.



**Trout Brook Drive at Asylum Avenue**

### **Trout Brook Drive at Asylum Avenue**

The existing traffic signal was modified to add APS pushbuttons. One crosswalk was realigned to reduce pedestrian crossing distance and all ramps were upgraded.

**Cost of Traffic Signal improvements = \$16,783 \***

\*Excludes sidewalk and marking costs counted elsewhere in this report

## **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's Neighborhood Street Traffic Calming program was utilized in the implementation of one project, while the other project originated prior to the program.

These projects are summarized below:



**Riggs Avenue at Boulevard**

### **Semi-Diverter**

#### **Riggs Avenue at Boulevard**

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 along Boulevard at the Four Mile Road, Newport Avenue, and Riggs Avenue intersections, specifically those involving vehicles proceeding straight across Boulevard. Five (5) street trees were installed as part of this project. The cost for these two semi-diverters was \$53,253.



**Riggs Avenue at Boulevard**



Hillcrest Avenue south of New Britain Avenue

### Speed Humps

#### **Hillcrest Avenue**

Three speed humps were installed on the north-south section of Hillcrest Avenue to reduce travel. Speed humps can be used to combat high vehicle speeds on local roadways. The hump and marking costs were \$8,721.

**Cost of the traffic calming improvements = \$61,974\***

\*Excludes signage costs, which were taken from existing stock



## **NORTH MAIN STREET ROAD DIET**

In 2020, the Town of West Hartford hired VHB to conduct the second phase of the North Main Street Road Diet study. This phase included a trial of the road diet which began in August 2021. Extensive data collection and analysis occurred during and after the trial. A final public information meeting was held in April 2022 to collect public comments. VHB ultimately determined the road diet was a success based on the established metrics and criteria. A recommendation was made to Town Council that the road diet should remain in place permanently, along with recommending several additional physical improvements. Some of the improvements, such as painted and signed bike lanes and a crosswalk at Wyndwood Road, were implemented in 2022. The mid-block crosswalk includes the installation of concrete handicap ramps and a push-button activated flashing light warning system (Rectangular Rapid Flashing Beacon or RRFB). Other recommended improvements, including additional left turn signals and the widening of North Main Street south of Fern Street to accommodate a northbound 5' wide bike lane, are planned for 2023.



**North Main Street at mid-block crosswalk  
with RRFB system near Wyndwood Road**



**North Main Street near Hickory Lane**

**Cost of the RRFB system at crosswalk = \$8,506\***

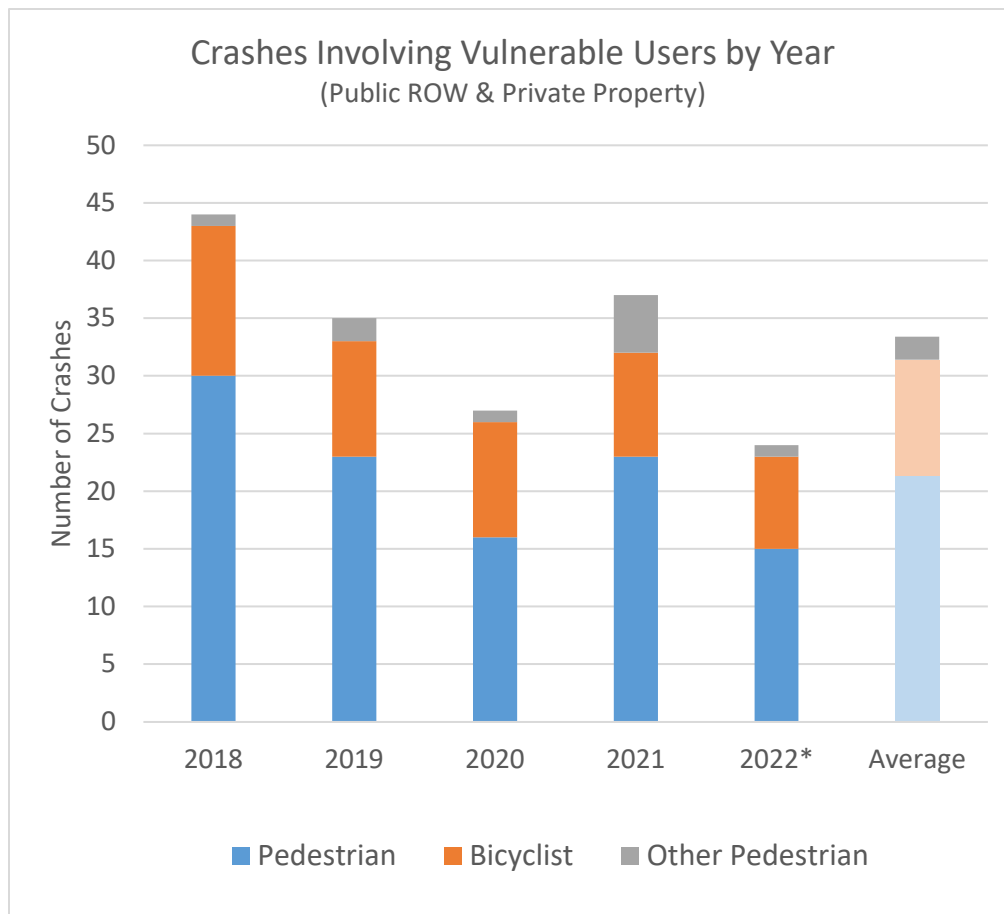
\*Excludes sidewalk ramp and marking costs counted elsewhere in this report

Note: Road diet trial implementation costs counted in previous reports;  
Study costs not included

## **VULNERABLE USER CRASHES**

During 2022, a total of 24 crashes involving a vulnerable user were reported\*. Of those 24 crashes, 20 occurred within the public right-of-way (ROW) and four (4) occurred on private property. The remainder of this report after Figure 2 will focus only on crashes within the ROW. Incidents from mainline I-84 and its ramps are excluded from this report.

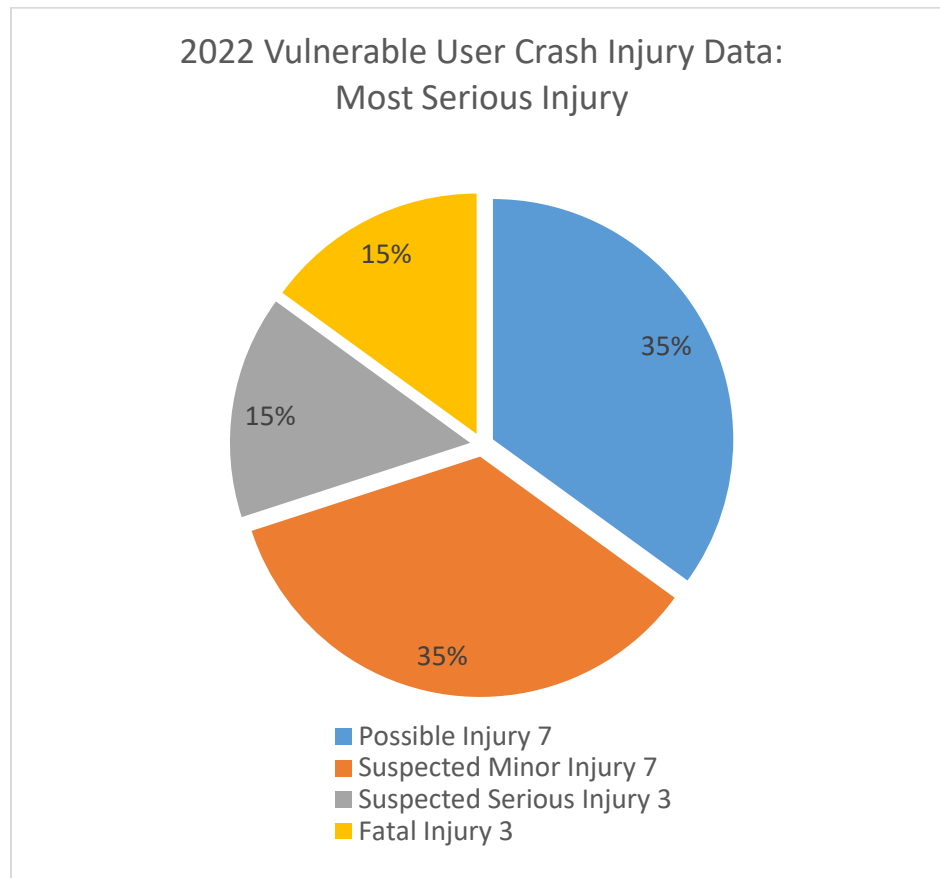
*\*Data source: UCONN Connecticut Crash Data Repository (CDR) (last accessed 3/7/2023). As data from the CDR can lag by up to three months, some crashes may be omitted. A 12/12/2022 crash was incorrectly coded in the CDR as occurring in West Hartford, but actually occurred in Hartford and was subsequently excluded. A 6/9/2022 crash was missing from the CDR for unknown reasons, but has been included in this report.*



**Figure 2**

*Note: "Other Pedestrian" is defined by the CDR as a pedestrian using a wheelchair or pedestrian conveyance; a skater; or a person in a building.*

The total number of vulnerable user crashes in 2022 represents a decrease when compared to previous years (see Figure 2), however, these gains were grossly outweighed by the deaths of three pedestrians. Additionally, in roughly one-third of 2022 vulnerable user crashes, the most serious injury reported was Fatal Injury or Suspected Serious Injury (see Figure 3).



*Figure 3*

Breaking down the 2022 crashes by user type, pedestrians were involved in eleven (11), bicyclists in eight (8), and other pedestrians in one (1). All but one of the crashes involved a single vulnerable user. The sole multi-vulnerable user crash involved two pedestrians.

Regarding enforcement action, data was available for all but two of the crashes. Motor vehicle drivers were cited or warned in just under one-third of all crashes. Vulnerable users who were found to be at fault were generally given warnings. In one instance, a cyclist attempted to evade after seemingly causing a crash with a motor vehicle, but was later found and arrested on an unrelated warrant. In five of the cases, no enforcement action was taken against either party.

### 2022 Police Enforcement in Vulnerable User Crashes

Driver		Pedestrian		Cyclist		Other Ped		Other Arrest	None	Awaiting Data
Warned	Cited	Warned	Cited	Warned	Cited	Warned	Cited			
2	5	2	1	1	0	1	0	1	5	2

*Figure 4*