



**WEST HARTFORD TOWN CENTER
INFRASTRUCTURE MASTER PLAN:
WINTER 2023 STREET DESIGN OPEN
HOUSE SUMMARY**

February, 2023

Prepared for:
Town of West Hartford

Prepared by:
Stantec

Project Number: 192311344

1 Street Design Open House Summary

In February 2023, the Stantec team and the Town of West Hartford facilitated an open house at Town Hall with the following objectives:

- Project awareness
- Project process update
- Present draft designs and rationale for both LaSalle Road/Farmington Avenue as well as the overall Master Plan
- Present preliminary thoughts for details such as plantings and materials
- Provide opportunity for public to comment on issues / opportunities

The open house consisted of an in-person event on February 2 at the Town Hall Auditorium from 6:00 pm to 8:00 pm. Materials for the open house included informational posters as well as posters that invited people to vote on design preferences.

It is important to note that the team is also meeting with key stakeholders for feedback. The project email, WHCenterPlan@WestHartfordCT.gov, is also open for feedback.

2 Findings

The sections below summarize key takeaways from the open house, including themes from public conversations and comments on the variety of open house exercises.

2.1 FEEDBACK ON INFORMATIONAL POSTERS

The open house had several posters that provided some information on what the team is considering for plantings, materiality, and the overall Master Plan. Participants provided input on these posters, summarized below.

Topic Area	Detailed Concerns	Feedback and Ideas
Plantings and Materiality	<ul style="list-style-type: none">• Blackbirds• Pavers are challenging to walk on, bike on, and maintain	<ul style="list-style-type: none">• Support for native plantings• Consider raised crosswalks• Desire for benches with both no backs and backs
Infrastructure Master Plan		<ul style="list-style-type: none">• Increase cost of on-street parking to maintain 80% occupancy



2.2 CONCEPT IDEAS RESULTS

Open house participants were asked to rank four concept ideas for two locations on posters at the open house. The locations were Unity Green and the intersection of Farmington Street at Main Street. The results of the ranking exercise are shown below. For design ideas, please see Appendix A or materials on the website.

Overall, respondents preferred options for both Unity Green and the Farmington Street at Main Street intersection that consolidated Main Street lanes.

Figure 1 Unity Green – Design Options Voting Results

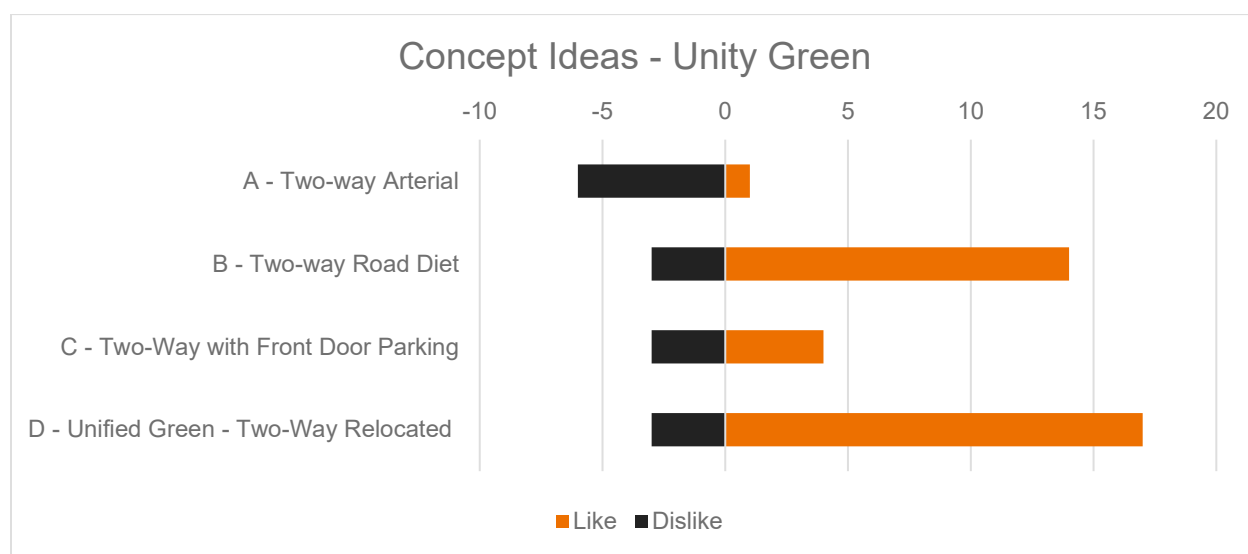
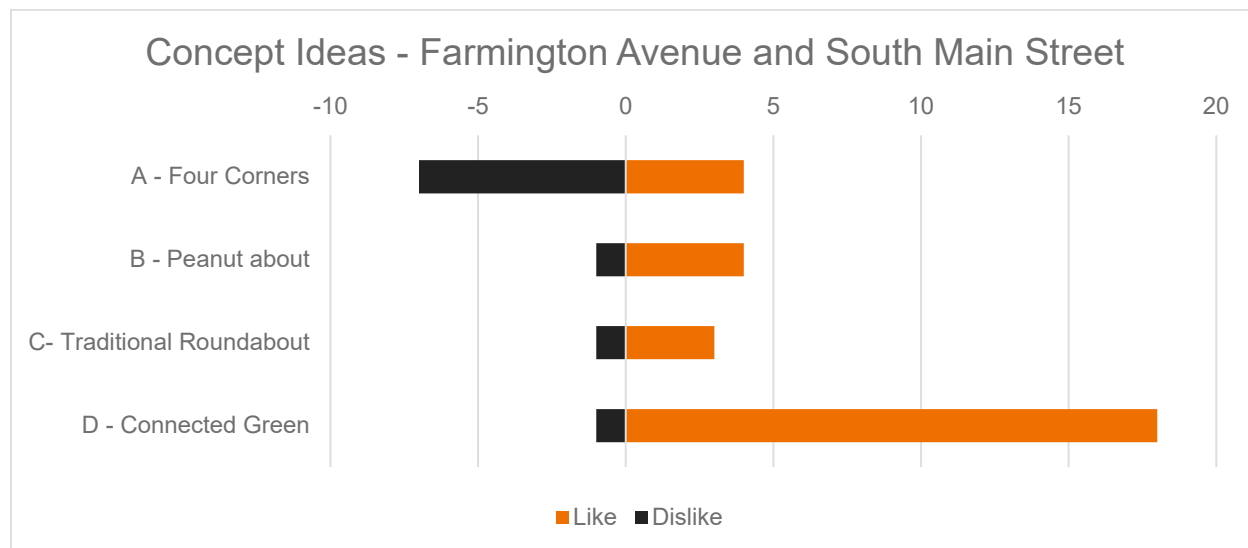


Figure 2 LaSalle Road – Street Design Options Survey Results



2.3 LASALLE ROAD AND FARMINGTON AVENUE

Open house participants had the opportunity to review a concept design for LaSalle Road, a concept design for Farmington Avenue, and to vote on the location of dining amenity space on LaSalle Road. Participants also offered comments on the concepts, summarized below. Figure 3 provides voting results on the two concept designs (LaSalle Road and Farmington Avenue, respectively) while Figure 4 shows the results of voting on where dining space should be on LaSalle Road.

Topic Area	Detailed Concerns	Feedback and Ideas
LaSalle Road	<ul style="list-style-type: none"> • Desire for bike lanes on LaSalle • Don't like dining close to traffic • If seating close to parking, concerns about people walking through from parking their cars 	<ul style="list-style-type: none"> • Keep LaSalle 1-way, widen sidewalks and provide bicycle amenities • Free up space by removing parking, and create drop and go spots, bicycle facilities, and/or more space for sidewalks • Close road entirely • Close road on weekends only • Higher priced street parking • LaSalle too short of a street for bicycle lanes
Farmington Avenue		<ul style="list-style-type: none"> • Sidewalks should prioritize pedestrians over dining • Like the idea of higher priced street parking, with lower priced parking in garages • Need physical barrier for bicycle facilities • Review Massachusetts Separated Bicycle Lane Design Guide for transit stop treatments

Figure 3 Voting Results on Concept Designs for LaSalle Road and Farmington Avenue

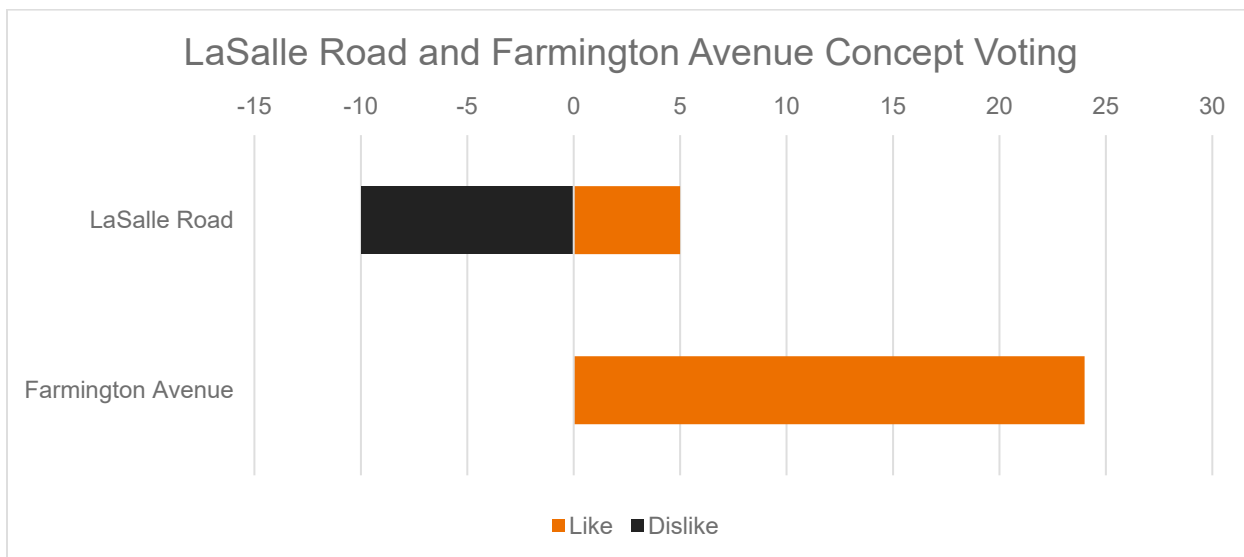
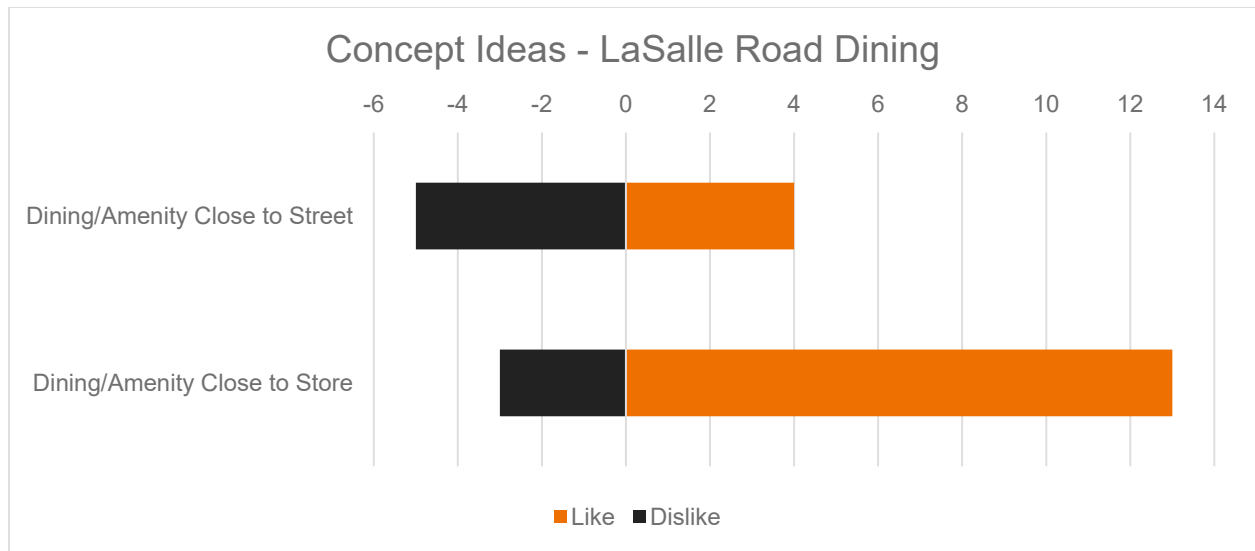


Figure 4 Voting Results - Dining Location



A.1 In-Person Open House Boards





West Hartford Center Infrastructure Master Plan

Public Meeting 2 Comments

-----PLANTING - Native Plant Palette -----

TREES

SPRING

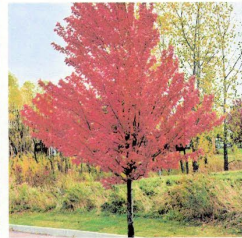


Acer rubrum – Red Maple ●

SUMMER



FALL



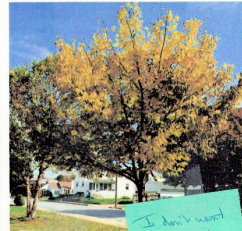
WINTER



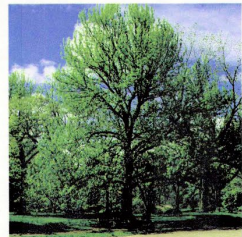
Yes to native



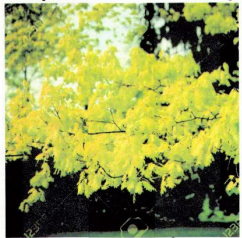
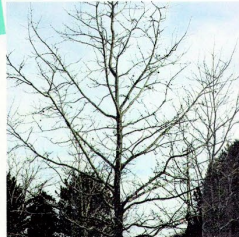
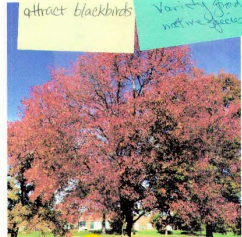
Celtis Occidentalis – Hackberry



I want wherever trees that do attract blackbirds
I don't want blackbirds
Variety good native species
Berry problem



Liquidambar styraciflua – Sweetgum ●



Quercus rubra – Northern Red Oak ●



SPRING

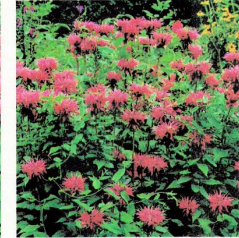


Monarda didyma – Bee Balm

SUMMER



FALL



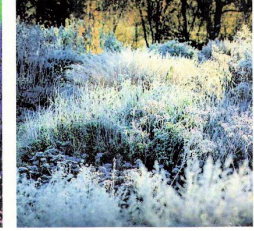
WINTER



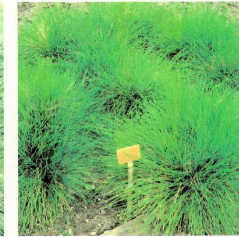
PERENNIALS & GRASSES - Green Infrastructure And Pollin



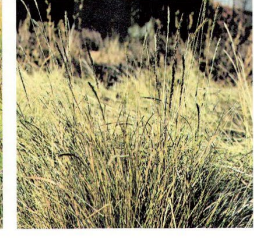
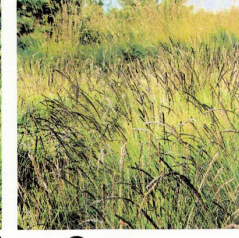
Salvia nemorosa – Woodland Sage



Dechampsia cespitosa – Tufted Hair Grass



Sesleria autumnalis – Autumn Moor Grass

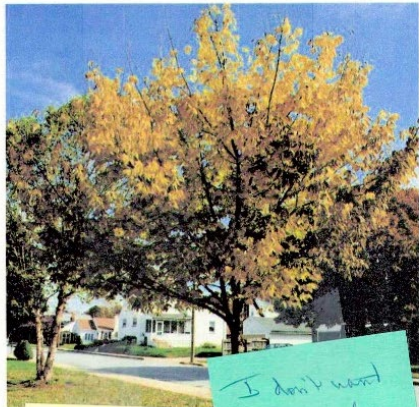


-----PLANTING - Native Plant Palette -----

FALL



WINTER



I want whatever trees that do attract blackbirds

I don't want blackbirds
Variety good native species

Berry problem

Yes to native

PERENNIALS & GRASSES - Green Infrastructure And Pollin

Mo

Sal

SPRING



Monarda didyma - Bee Balm

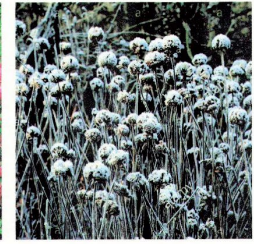
SUMMER



FALL



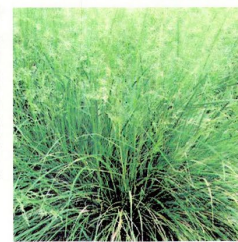
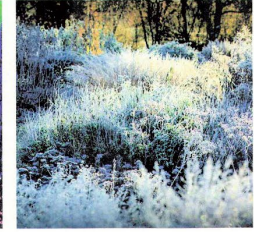
WINTER



PERENNIALS & GRASSES - Green Infrastructure And Pollin



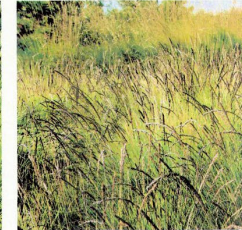
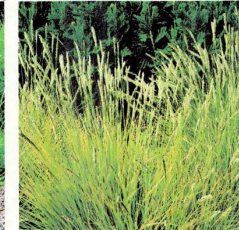
Salvia nemorosa - Woodland Sage



Dechampsia cespitosa - Tufted Hair Grass



Sesleria autumnalis - Autumn Moor Grass



Structure Master Plan:

Stay tuned on the project web page -
www.westhartfordct.gov/whcenterplan



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MATERIAL IDEAS - Pavement

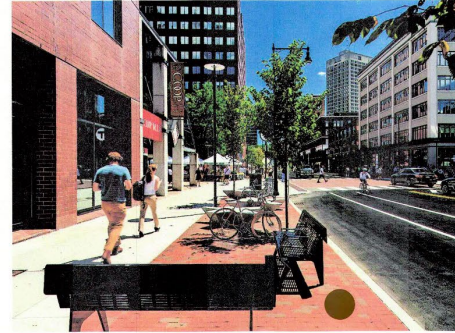
SIDEWALK PAVEMENT



Concrete Walkway with Paver Amenity Zone



Concrete Walkway with Paver Amenity Zone



Concrete Walkway with Paver Amenity Zone

I hate pavers. Awful for absolutely everyone to walk on.

Pavers around town are not being replaced and the road section is in danger of being maintained.

CURBLESS STREET (LASALLE)



Specialty Interlocking Unit Pavers - Cool Tone



Specialty Interlocking Unit Pavers - Warm Tone



Detectable Warning Pavers - Subtle Wayfinding

Detectable strips need to be high contrast or red on concrete for low-vision people.

CYCLE TRACK PAVEMENT



Bituminous Asphalt



Colored Bituminous Asphalt



Specialty Pavers

Pavers, unless well maintained, cause hazardous conditions even prior to people in wheelchairs.

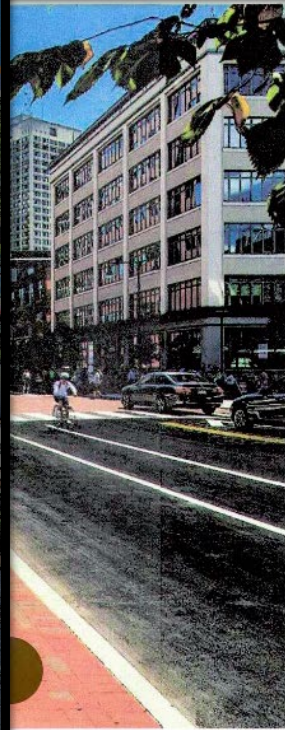
I hate pavers very dangerous for bicycling especially when wet.

Raised Crosswalks

SIDEWALK PAVEMENT

CURBLESS STREET (LASALLE)

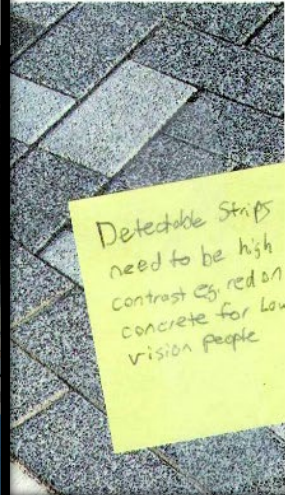
CYCLE TRACK PAVEMENT



I hate pavers
Awful for
absolutely
everyone to
walk on

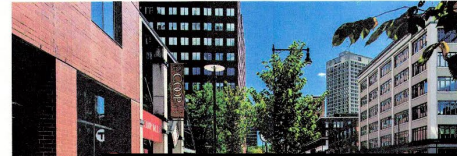
Pavers around
town are not
being replaced
and the raised
sections are dangerous
MAINTENANCE
KEY

Penity Zone

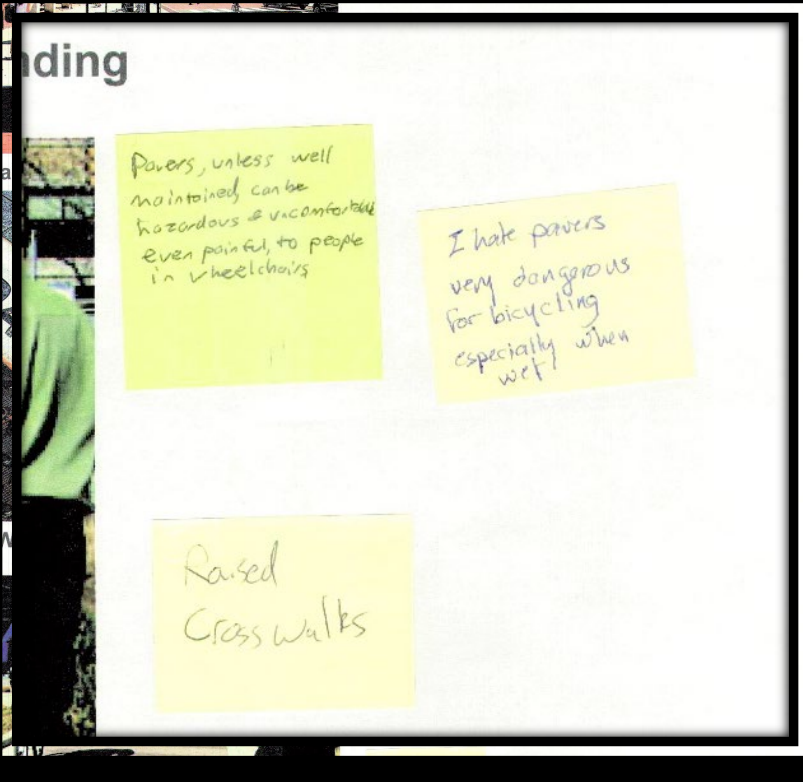


Detectable Strips
need to be high
contrast e.g. red on
concrete for low-
vision people

ement



I hate pavers
Awful for
absolutely
everyone to
walk on



inding

Pavers, unless well
maintained, can be
hazardous & uncomfortable
even painful, to people
in wheelchairs

I hate pavers
very dangerous
for bicycling
especially when
wet

Raised
Crosswalks

Concrete

DUNE

Detectab



Specialty Pavers

Crosswalks

Structure Master Plan:

Stay tuned on the project web page-
www.westhartfordct.gov/whcenterplan



Stantec

MATERIAL IDEAS - Site Furnishings

Which of these do you prefer for benches, bicycle racks, and litter/recycling? Please vote below:

BENCHES

Vote: *Traditional if it's coming*

Classic Modern

Vote: *It's simple*

Contemporary

Vote: *A mix of wood, metal & brick*

Modern Rugged

Vote:

Modern

BIKE RACKS

Vote:

Loop

Vote:

Contemporary Low Profile

Vote:

Simple Modern

Vote:

Utilitarian With Custom Identification

LITTER/RECYCLING

Vote:

Classic Modern

Vote:

Contemporary - Durable

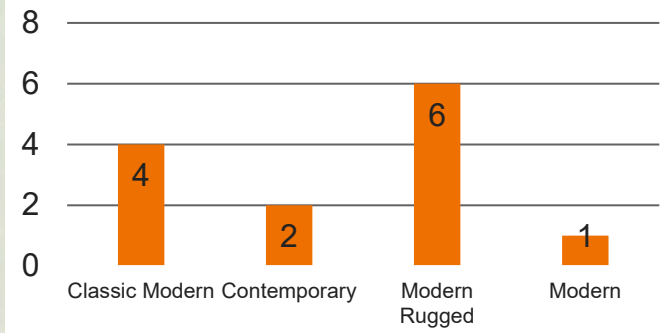
Vote:

Modern With Custom Identification

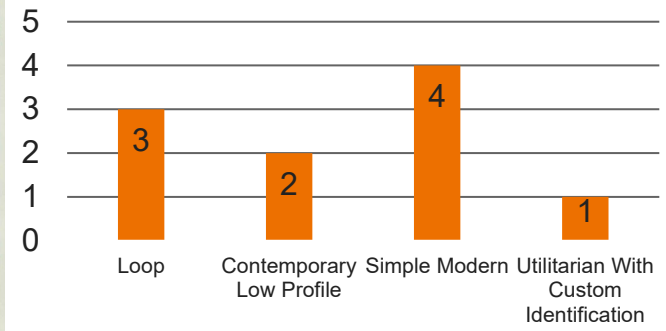
Vote:

Modern Utilitarian

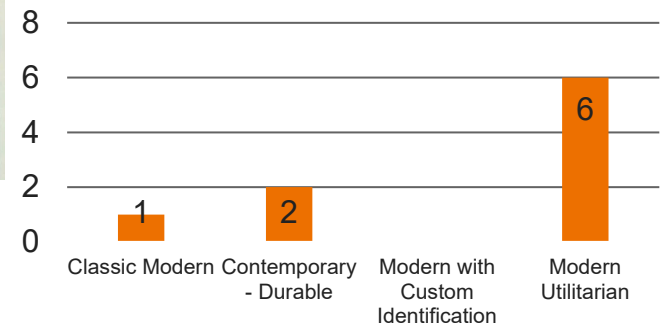
Benches



Bike Racks



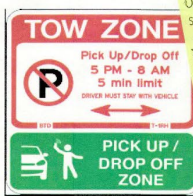
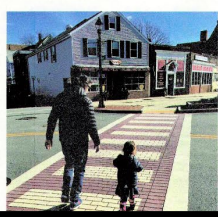
Litter/Recycling



---INFRASTRUCTURE MASTER PLAN - Preliminary Ideas

Below is a map of preliminary ideas for mobility-related infrastructure improvements in the Town Center. What else should we consider? Where?

MARK-UP
THIS MAP
ANYWHERE!



On-street Parking
Should be priced
to keep 80% capacity.
Increase cost until
~2 out of 10 spaces
are free at all times

MAKE DOORDASH
PICKUP IN PARKING LOT
DEDICATED SPACES

prioritize people walking across intersections, loading and deliveries as well as rideshare.

ideas for mobility-related infrastructure

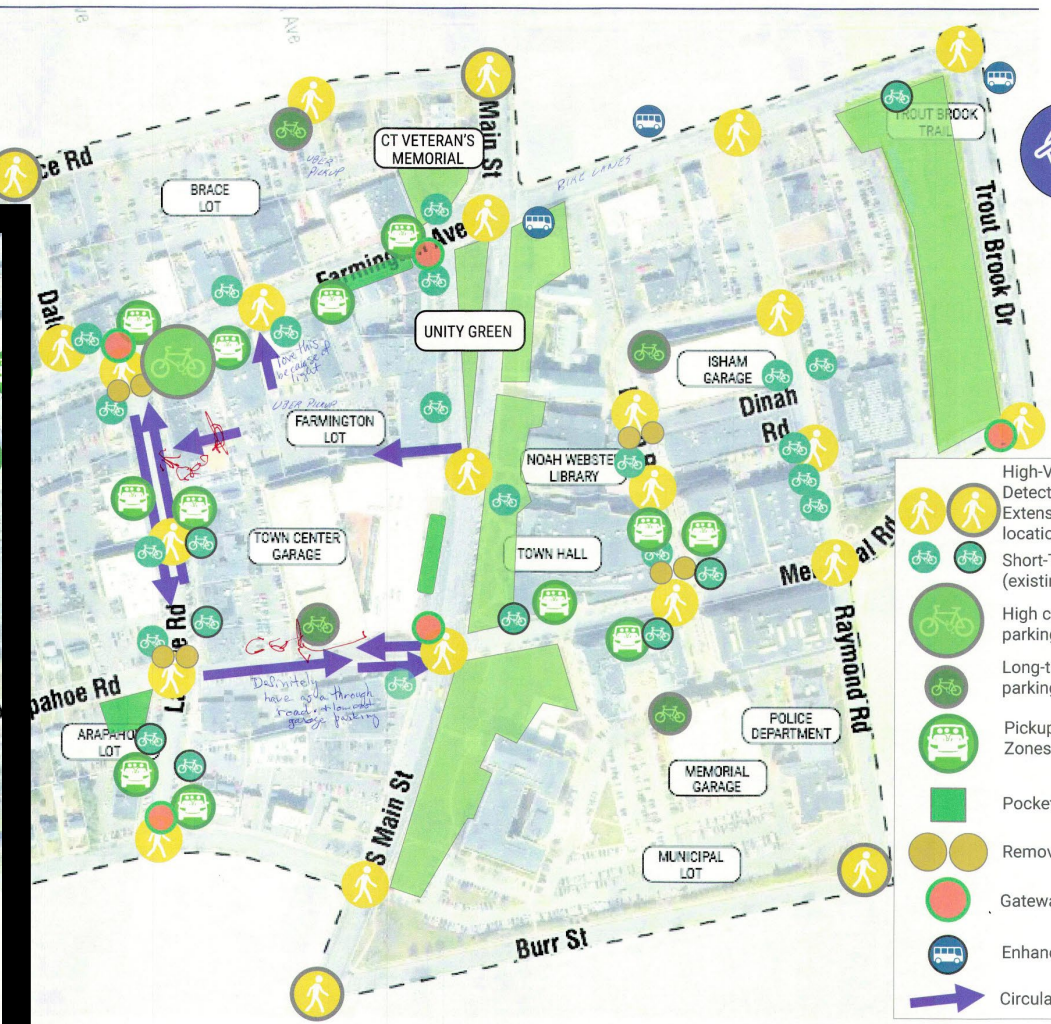
On-street Parking
Should be priced
to keep 80% capacity.
Increase cost until
~2 out of 10 spaces
are free at all times

ZONE
Pick Up/Drop Off
5 PM - 8 AM
5 min limit
DRIVER MUST STAY WITH VEHICLE

**PICK UP /
DROP OFF
ZONE**

MAKE DOORDASH
PICKUP IN PARKING LOT
DEDICATED SPACES

es can be used for
as well as rideshare.



- High-Visibility Crosswalks with Detectable Warning Panels, Curb Extensions (existing crossing locations / proposed new loc.)
- Short-Term Bicycle Parking (existing / proposed)
- High capacity short-term bicycle parking (e.g. bicycle corral)
- Long-term, secure bicycle parking
- Pickup / Dropoff / Loading Zones
- Pocket Park opportunity
- Removable bollards
- Gateway elements / public art
- Enhanced bus stop
- Circulation changes



CONCEPT IDEAS - Unity Green

The left turn lanes onto Main from Farmington are not really turn lanes, they are just two with lanes

A. Two-Way Arterial

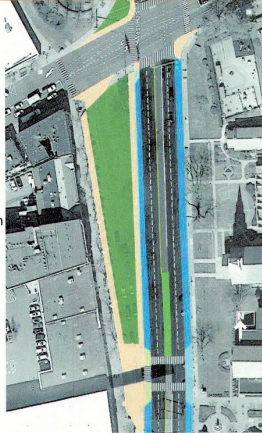
What this design offers:

Benefits

1. Provides a more accessible Unity Green
2. Shorter pedestrian crossings
3. New sidewalks along South Main Street
4. New on-street parking along South Main Street
5. New signalized parking lot entrance from South Main Street
- 6.

Potential issues:

1. Impact to eastern edge of Unity Green
2. Relocation of street parking across unity Green
3. Road capacity may be excessive



B. Two-Way Road Diet

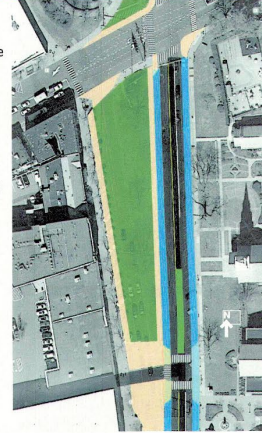
What this design offers:

Benefits

1. Provides bigger and more accessible Unity Green
2. Much shorter pedestrian crossings
3. New sidewalks along South Main Street
4. New on-street parking along South Main Street
5. New signalized parking lot entrance from South Main Street
6. Safe pedestrian crossing from Noah Webster Library

Potential issues:

1. Relocation of street parking across Unity Green



yes with a roundabout
could we add protected bike lanes?

C. Two-Way With Front-Door Parking

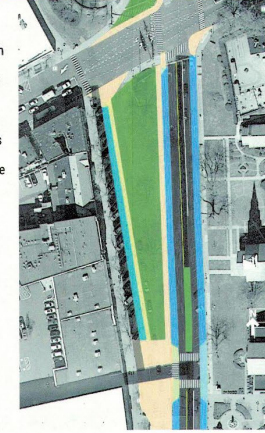
What this design offers:

Benefits

1. Retains front door parking on South Main
2. Much shorter pedestrian crossings
3. New sidewalks along South Main Street
4. New on-street parking along South Main Street, plus front door spaces retained
5. New signalized parking lot entrance from South Main Street

Potential issues:

1. Slightly smaller Unity Green
2. Turns to/from retained street front parking



D. Unified Green - Two-Way Relocated

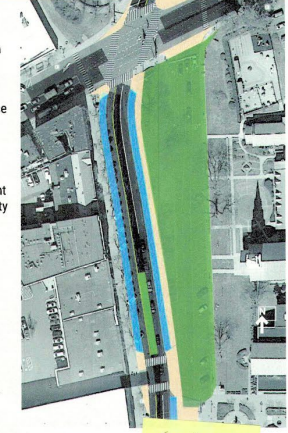
What this design offers:

Benefits

1. Significantly expanded Unity Green
2. Shorter pedestrian crossings
3. New on-street parking along Unity Green
4. New signalized parking lot entrance from South Main Street

Potential issues:

1. Significant change to Unity Green
2. Relocation of street parking in front of churches and library across Unity Green



In this design, the crossing through from west side of the green to south side is north bound. It seems like a good idea.
Loc the extra green space on the east side

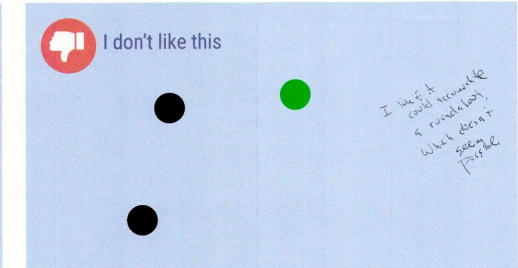
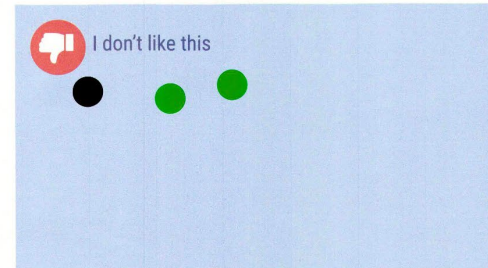
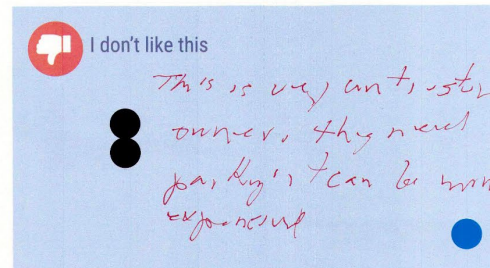
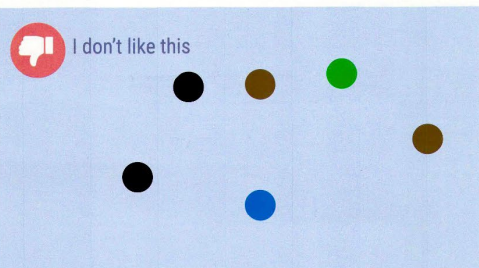
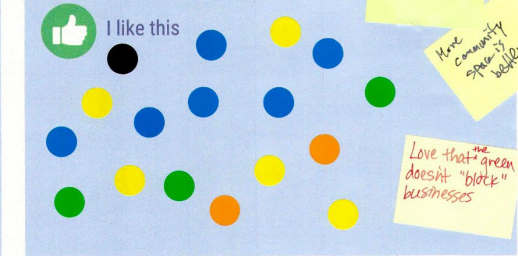
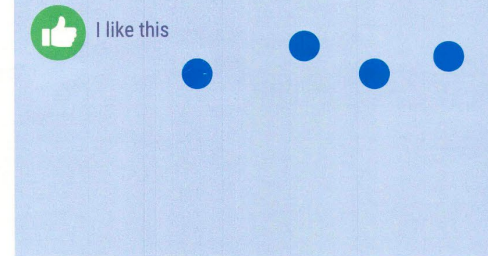
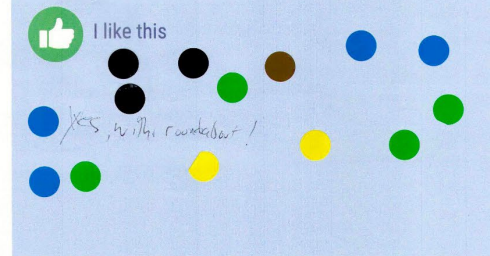
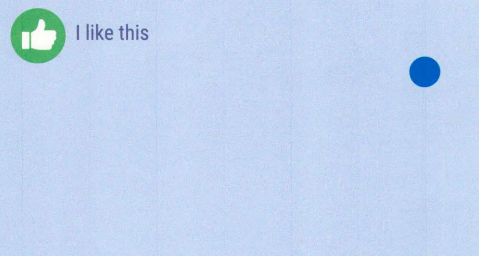
Loc the extra green space on the east side

More community space is better

Love that green doesn't "block" businesses

I like it, could accommodate a roundabout, which doesn't seem possible

What do you think? Place a sticker and/or write your thoughts below:



CONCEPT IDEAS - Unity Green

The left turn lanes onto Farmington are not really turn lanes and the width

A. Two-Way Arterial

What this design offers:

Benefits

1. Provides a more accessible Unity Green
2. Shorter pedestrian crossings
3. New sidewalks along South Main



B. Two-Way Road Diet

What this design offers:

Benefits

1. Provides bigger and more accessible Unity Green
2. Much shorter pedestrian crossings
3. New sidewalks along South Main



C. Two-Way With Front-Door Parking

What this design offers:

Benefits

1. Retains front door parking on South Main
2. Much shorter pedestrian crossings
3. New sidewalks along South Main



D. Unified Green - Two-Way Relocated

What this design offers:

Benefits

1. Significantly expanded Unity Green
2. Shorter pedestrian crossings
3. New on-street parking along Unity Green



Concept Ideas - Unity Green

-10 -5 0 5 10 15 20

A - Two-way Arterial



B - Two-way Road Diet



C - Two-Way with Front Door Parking



D - Unified Green - Two-Way Relocated



Like Dislike

"The left turn lanes onto Farmington are not really turn lanes. Need the width"

"Love that the green doesn't 'block' businesses"

CONCEPT IDEAS - Farmington Ave & South Main St

A. OPTION 1. Four Corners

What this design offers:

Benefits

1. Simplifies intersection operations
2. Shorter pedestrian crossings

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space

Potential issues:

1. Shifts Unity Green slightly westward



B. OPTION 2. Peanut-About

What this design offers:

Benefits

1. Slower vehicular movements
2. Shorter pedestrian crossings
3. Preserves most of existing Unity Green

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space

Potential issues:

1. Unconventional layout
2. Unsignalized "yield" crosswalks
3. Adjustment to new traffic patterns



C. OPTION 3. Traditional Roundabout

What this design offers:

Benefits

1. Shorter vehicular movements
2. Potential expansion of Unity Green

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space

Potential issues:

1. Unsignalized "yield" crosswalks



D. OPTION 4. Connected Green

What this design offers:

Benefits

1. Slower vehicular movements
2. Shorter pedestrian crossings
3. Potential expansion of Unity Green

Common to all options:

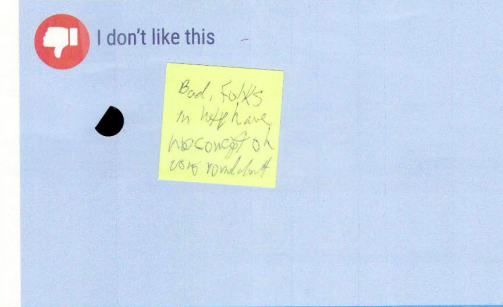
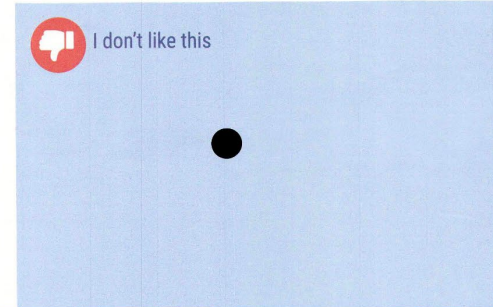
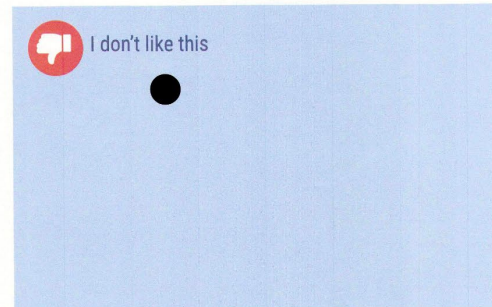
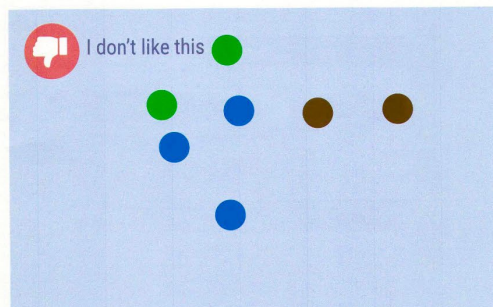
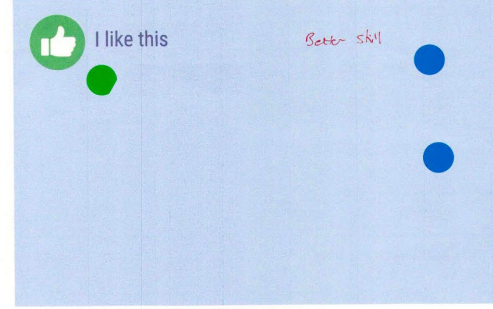
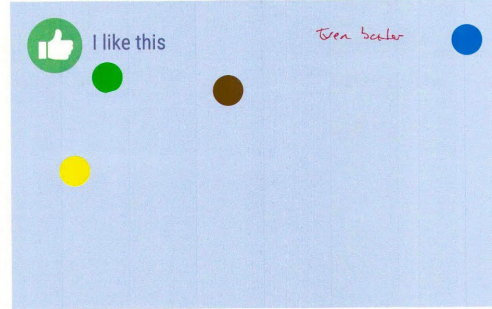
- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space

Potential issues:

1. Front door parking displaced across green
2. Unsignalized "yield" crosswalks



What do you think? Place a sticker and/or write your thoughts below:



Where are the bikes?

CONCEPT IDEAS - Farmington Ave & South Main St

A. OPTION 1. Four Corners

What this design offers:

Benefits

1. Simplifies intersection operations
2. Shorter pedestrian crossings

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space

Potential issues:

1. Shifts Unity Green slightly westward



B. OPTION 2. Peanut-About

What this design offers:

Benefits

1. Slower vehicular movements
2. Shorter pedestrian crossings
3. Preserves most of existing Unity Green

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space



C. OPTION 3. Traditional Roundabout

What this design offers:

Benefits

1. Shorter vehicular movements
2. Potential expansion of Unity Green

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space



D. OPTION 4. Connected Green

What this design offers:

Benefits

1. Slower vehicular movements
2. Shorter pedestrian crossings
3. Potential expansion of Unity Green

Common to all options:

- Protected bicycle lanes
- Wider sidewalks
- Expanded public outdoor space



Concept Ideas - Farmington Avenue and South Main Street

-10 -5 0 5 10 15 20

A - Four Corners



B - Peanut about



C- Traditional Roundabout



D - Connected Green

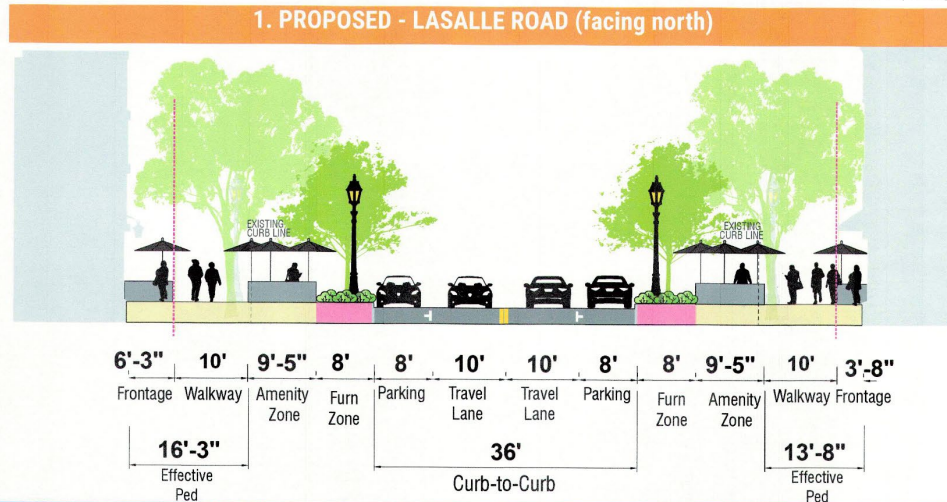
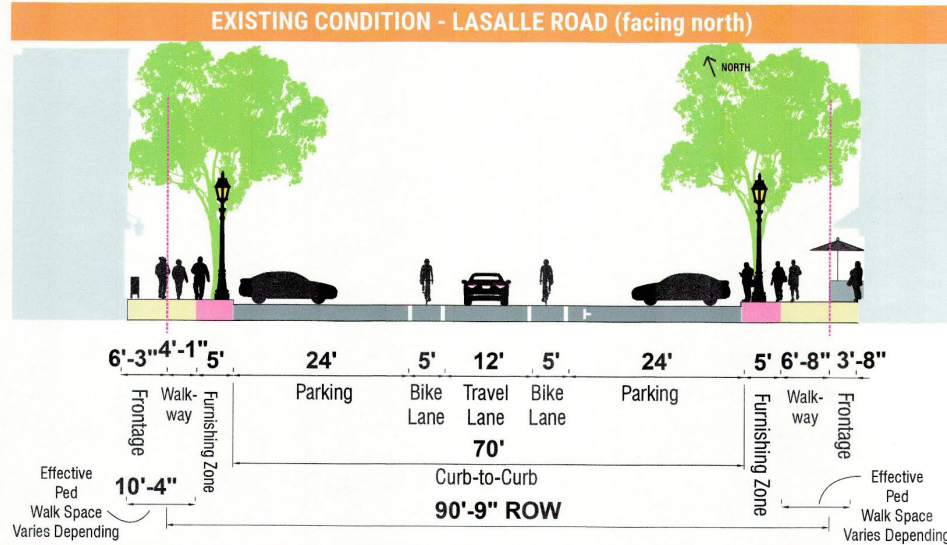


Like Dislike

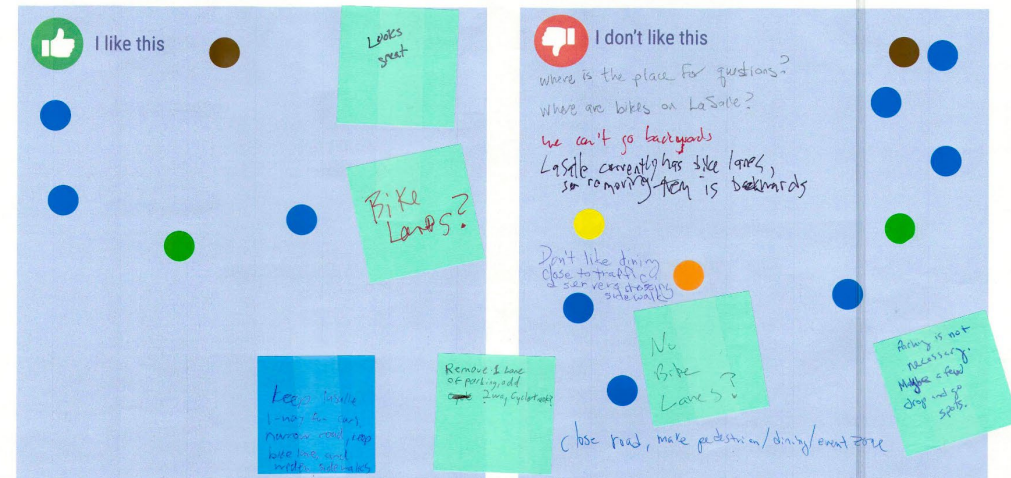


CONCEPT IDEAS - LaSalle Road

The cross-sections below demonstrate concepts for improved design and broader usage of the available street space.



What do you think? Place a sticker and/or write your thoughts below:



CONCEPT IDEAS - LaSalle Road



I like this

Looks
great

Bike
Lanes?

Keep LaSalle
1-way for cars,
narrow road, rep
bike lane, and
wider sidewalks

Remove 1 lane
of parking, add
2 way cycle track?



I don't like this

where is the place for questions?
where are bikes on LaSalle?

we can't go backwards
LaSalle currently has bike lanes,
so removing them is backwards

Don't like dining
close to traffic
seen very close to
sidewalk

No
Bike
Lanes?

close road, make pedestrian/dining/event zone

Parking is not
necessary.
Maybe a few
drop and go
spots.

Master Plan:

Stay tuned on the project web page -
www.westhartfordct.gov/whcenterplan

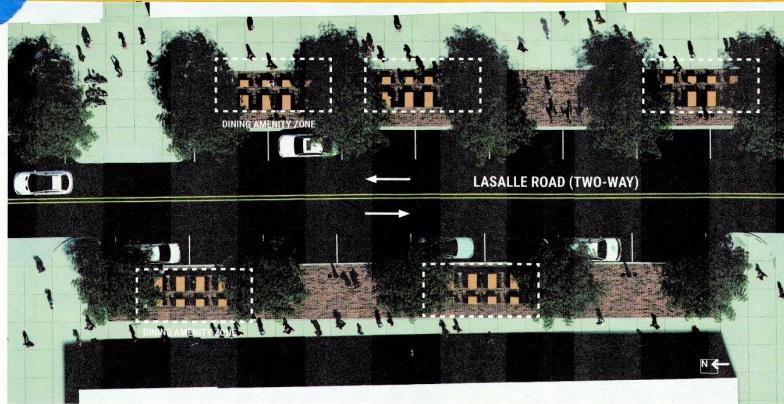


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CONCEPT IDEAS - LaSalle Road

The renderings below demonstrate concepts for envisioning locations for dining amenity zones.

1. Dining / Amenity Zone Close to Street



What this design offers:

Benefits

1. Dedicated outdoor dining space away from building facade to allow uninterrupted access to all businesses
2. Clear walking zone closer to buildings

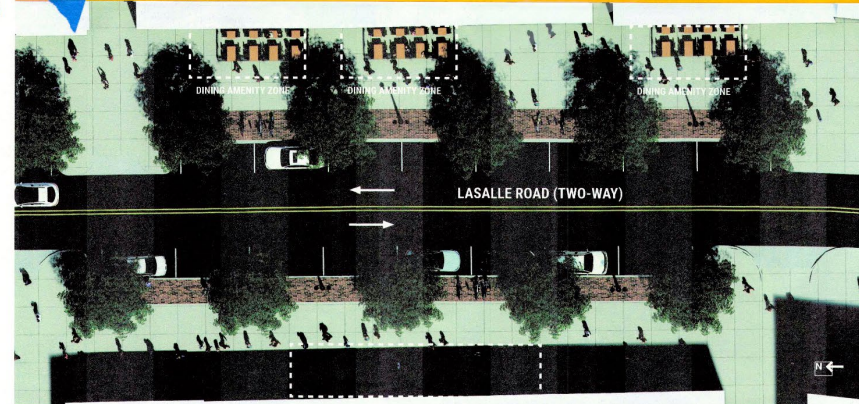
Common to both options:

- Reduces the roadway width to provide generous ADA accessible sidewalk space
- Replaces declining mono-culture of non-native trees with new diverse native street trees
- New site furnishings such as benches, bike racks and other amenities
- New paved surfaces

Potential issues:

1. Dining close to cars
2. Servers crossing sidewalks

2. Dining / Amenity Zone Close to Storefront



What this design offers:

Benefits

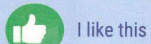
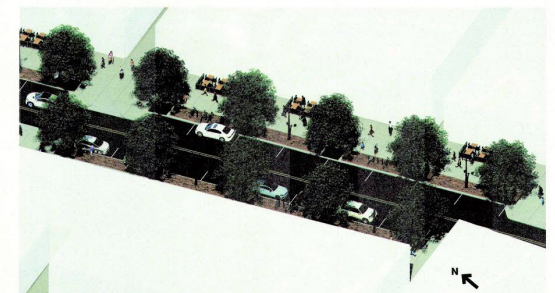
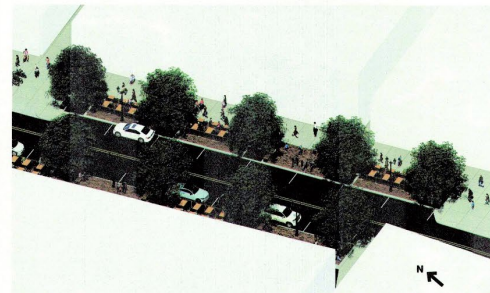
1. Dedicated outdoor dining space anchored to building facade
2. Clear walking zone closer to parked cars

Common to both options:

- Reduces the roadway width to provide generous ADA accessible sidewalk space
- Replaces declining mono-culture of non-native trees with new diverse native street trees
- New site furnishings such as benches, bike racks and other amenities
- New paved surfaces

Potential issues:

1. Privatized feel of outdoor dining
2. Movement of passerby away from building fronts, potentially impacting retailers



I like this

LaSalle should return to 2 way traffic to reduce congestion

Seating on LaSalle is great - problem w/ exits from street



I don't like this

Don't divide restaurants + tables - look for server to access + less noise for diners



I like this

Protect & Bike Lanes!

Can we free up more space by eliminating parking lanes?

Love idea of higher vis curb street parking

Remove some parking and replace w/ bump-outs w/ public tables



I don't like this

How does 2-way LaSalle actually work for B-Bus? I don't think so

Close it on weekends only

CONCEPT IDEAS - LaSalle Road

The renderings below demonstrate concepts for envisioning locations for dining amenity zones.

1. Dining / Amenity Zone Close to Street

What this design offers:
Benefits
1. Dedicated outdoor dining space away from building facade to

2. Dining / Amenity Zone Close to Storefront

What this design offers:
Benefits
1. Dedicated outdoor dining space anchored to building facade one closer to

Concept Ideas - LaSalle Road Dining

-6 -4 -2 0 2 4 6 8 10 12 14

Dining/Amenity Close to Street



Dining/Amenity Close to Store



Like Dislike

“LaSalle should remain 2 way traffic to reduce congestion”

“Do not divide restaurants and tables- bad for servers...for diners”

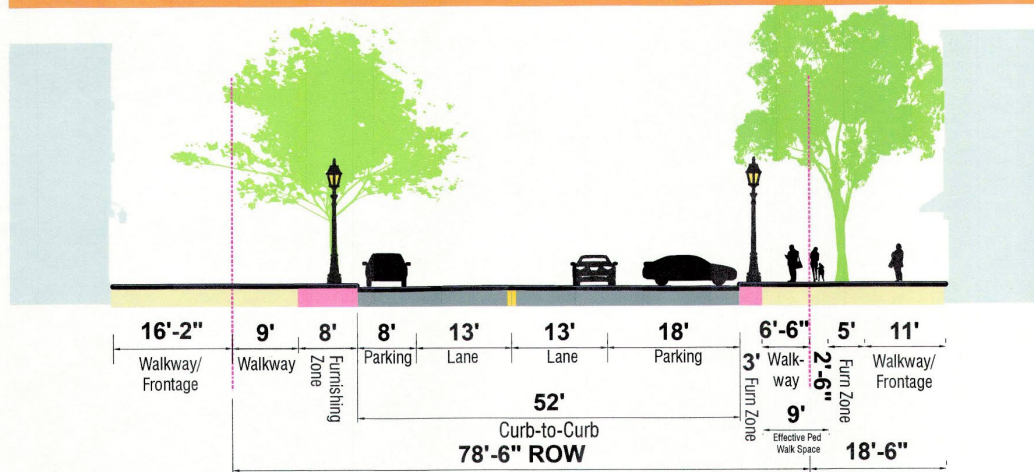
“Remove parking and replace w/bump-outs w/public tables”

“How does 2-way LaSalle actually work for 8-80? I don't think so.”

CONCEPT IDEAS - Farmington Ave

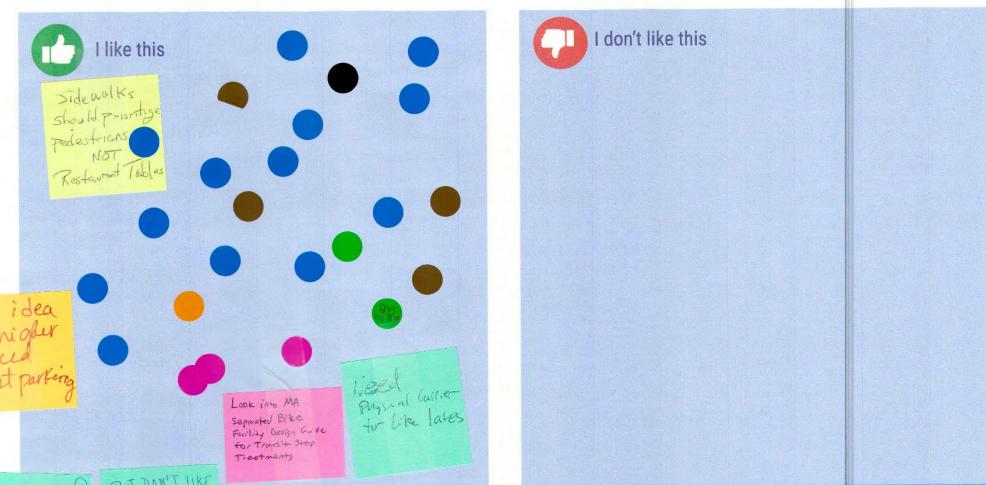
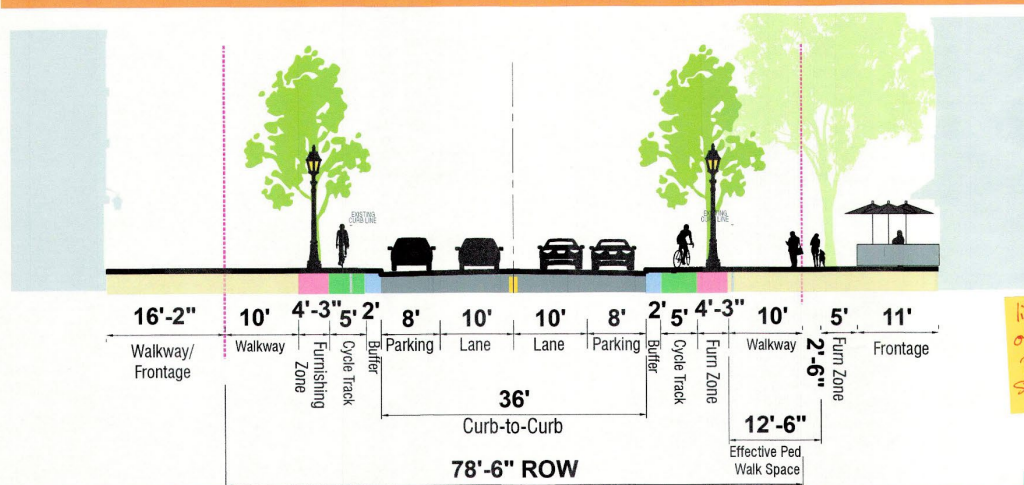
The cross-sections below demonstrate concepts for improved design and broader usage of the available street space.

EXISTING CONDITION - FARMINGTON AVE(facing east)



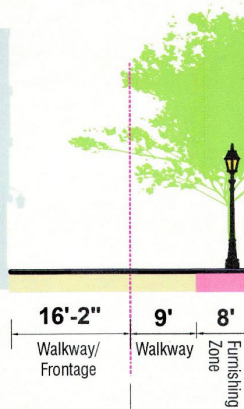
What do you think? Place a sticker and/or write your thoughts below:

1. PROPOSED- FARMINGTON AVE(facing east)

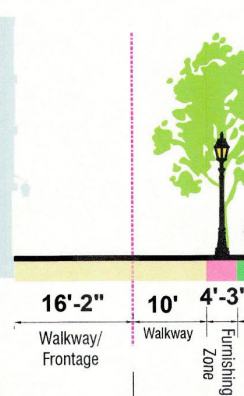


CONC

EXISTING



1. PR



West

What do you think? Place a sticker and



I like this

Sidewalks
should prioritize
pedestrians
NOT
Restaurant Tables

like idea
of higher
priced
street parking

Look into MA
Separated Bike
Facility Design Guide
for Transit Stop
Treatments

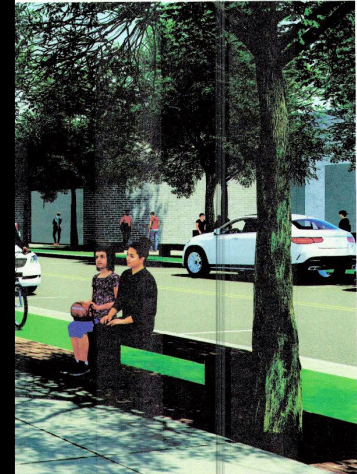
Need
Physical barrier
for bike lanes

Make parking
in garages
attractive with
significantly
lower cost.
~~Be careful on high
density street~~

BUT DON'T LIKE
BIKE LANE
ON LASALLE
Too short
a street

Plan:

Stay tuned on the pr
www.westhartfordct.gov



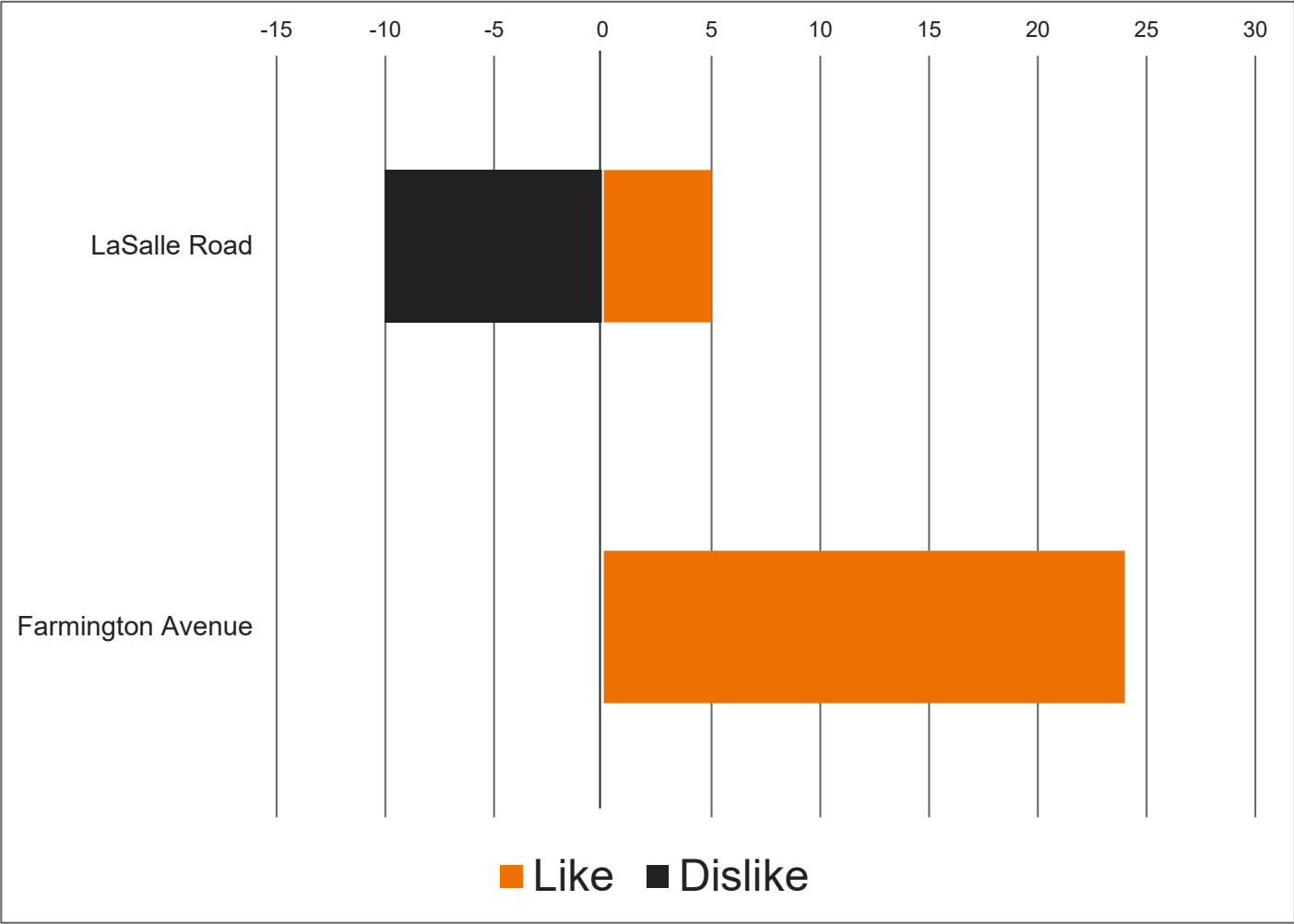
our thoughts below:

like this

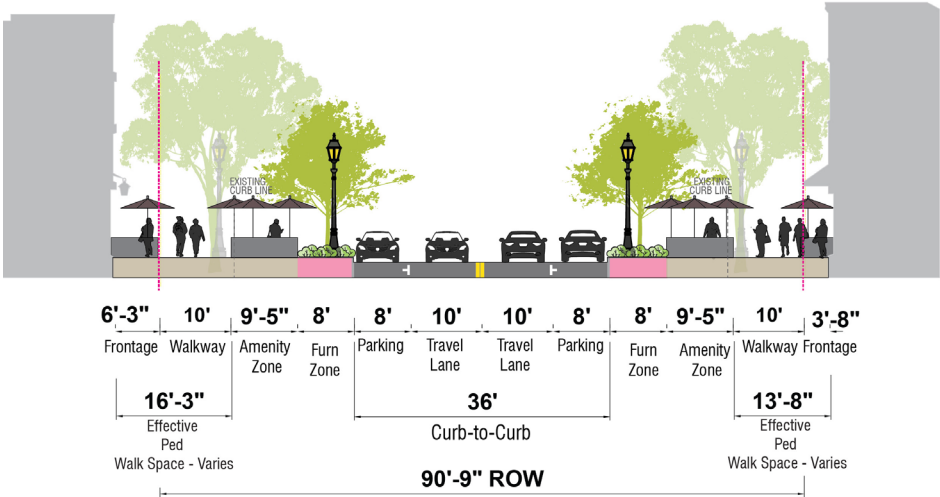


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Voting Summary: Concept Ideas



LaSalle Proposed



Farmington Proposed

