



West Hartford Vision Zero Task Force

Meeting with Consultants #3
June 26, 2023



Agenda

- Welcome
- Community Engagement
- Effective Vision Zero Action Plans
- Plan Structure & Format
- Plan & Policy Review
- Next Steps
- Task Force Calendar
- Public Comment



Project Updates



2023

Jan | Feb | Mar | Apr | May

- ✓ Town Adopts Vision Zero Resolution
- ✓ Town Convenes Task Force & Forms Sub-Committees
- ✓ Town Selects Consultant Team

2024

Jun | Jul | Aug | Sept | Oct | Nov | Dec | Jan



COMMUNITY ENGAGEMENT

Project Updates



- Vision Zero Action Plan
- Crash Analysis and High-Injury Network Recommendations
 - July 24th meeting
- Road Safety Audit
 - Separate track following Crash Analysis.
 - Likely an action of the VZ Action Plan
- Bicycle Facility Plan
 - Separate track following High-Injury Network Recommendations.
 - Likely an action of the VZ Action Plan

Ground Rules



- Section breaks for questions and discussion
- Highlights:
 - Listen carefully and speak honestly
 - Keep an open perspective
 - Allow all Task Force members the opportunity to speak
 - Take responsibility for the success of the meeting
 - Start and end on time
- Public Comment
 - Opportunity for brief public comment at the end of each meeting
 - 3 minutes per person
 - If time runs out, submit comments to the public record at VisionZero@WestHartfordCT.gov

Welcome New TF Members



- Aryan Grover (Hall High School)
- Amalia Seedman (Conard High School)



Community Engagement

What Does Engagement Look Like?

Consultants

Task Force &
Subcommittee
Meetings

Public Meetings

Interviews with
Town staff,
CROG &
CTDOT

Town Council
Presentations

Vision Zero
Webpage & Email

Community
Webmap, Survey
& Comments

Task Force

Ambassador for
Culture of Safety

Neighborhood or
Special Interest
Meetings

Engage with
Media

Community
Pop-Ups

Swag

Other?

Community Engagement



- Task Force engagement check-in
 - Recent happenings
 - Celebrate WH, WH Pride events, Juneteenth, etc
 - Feedback?
 - Upcoming events/opportunities
 - Photos of people walking, rolling, biking, taking transit, and driving/parking in town
- Accessibility discussions



Effective Vision Zero Action Plans



Foundational Elements



- Build a robust data framework
- Set measurable goals with a clear timeline for implementation
- Be accountable
- Ensure transparency

Potential Strategies



WEST HARTFORD

VISION ZERO

Design

- Capital safety investments
- Identify locations through predictive analysis
- **Rapid response protocols**
- Employ complete streets and transit first policies

Speed

- Reduce vehicle speeds
- Lower speed limits
- Automated speed enforcement
- Neighborhood traffic calming

Education

- Use data to prioritize strategies
- Safe Routes educational programming
- Vision Zero Manual
- Vision Zero training for frequent drivers

Equitable Enforcement

- Avoid racial profiling
- Enforce most dangerous behaviors
- Regular law enforcement updates
- Community policing
- Create diversion plans



Plan Structure & Format

Plan Structure

- **Front** = public facing; **Back** = more technical
- **Graphics** to show plan structure
- Write to the **public** / non-technical audiences
- **Flow themes** through the plan
- Include **performance measures**
- Use **action tables** to detail resources, funding, and legislation
- Include **biographies** of victims
- **Identify obstacles** that will impact implementation

Plan Structure



1. Executive Summary

- A. What is Vision Zero?
- B. Why is it important?
 - Broadly
 - Specific story
- C. Where are we now? (short summary)
- D. What is the approach? (just strategies)

2. Safety Assessment

- A. Key statistical data
- B. High injury network
- C. Demographic analysis

3. Public Engagement Summary

- A. Survey
- B. Web mapping tool
- C. Road Safety Audits
- D. Workshops

4. Action Plan

- A. Safe Design*
- B. Practices*
- C. Culture*
- D. Data*

** Equity is part of all the themes*

Action Plan Structure



- A. **Goal:** What are we trying to achieve? What does success look like?
- B. **Strategies:** What approach are we taking to achieve our goal?
- C. **Action Items:** What are the specific steps we need to take?

Action Plan Structure

A. Goal: Get to California for a wedding

B. Strategy: Fly

C. Action Items:

- Buy tickets (Walter)
- Book taxi (Carolina)
- Pack (Walter, make sure Carolina picks out dress for wedding)

A. Goal: Relaxed California vacation

B. Strategy: Road trip!

C. Action Items:

- Rent a car (Walter)
- Book hotels (Carolina)
- Snacks (Carolina lead, make sure Walter gets his Doritos)

Action Plan Structure



- A. Goal:** Slow Speeds - West Hartford drivers will drive slower and, as a result, be involved in fewer crashes that result in serious injury or death.
- B. Strategies:**
 - A. Build infrastructure that slows speeds on the high-injury network
 - B. Reduce speed limits at key locations
 - C. Enforce speed limits more strictly
- C. Action Items:**
 - Establish 15 mile-per-hour school zone speed limit
 - Update street design guidance document to include speed reduction techniques
 - Implement camera-based enforcement to ticket drivers

Action Plan Structure

Action Item ————— Safe Speed

Goal ————— Reduce driving speeds to lower the frequency and harm of crashes

Statements that define what needs to happen and what results need to be achieved in order to produce the vision. Goals are policy-related and propose fundamental actions which will result in long-term impacts and benefits.

Strategy —————

A plan of action or policy designer to achieve a major or overall aim.

- A.** Slow speeds using regulatory processes.
- B.** Advance equitable speed violation practices
- C.** Engage the public to change behaviors and attitudes towards high-speed driving
- D.** Implement infrastructure and policy that reduces driving speeds

Key Action —————

The steps to undertake the plan of action.

#	Action	Timeframe	Lead to Completion	Primary Support	Additional Support	Performance Metric
1	Establish 15 mile-per-hour school zone speed limit.	Within two years	Department of Transportation and Parking	Hoboken City Council		City shall implement time-dependent reduced speed limit zones adjacent to schools within six months of publication of Vision Zero Action Plan.

Action Plan Structure

Safe Speed

High speed driving puts people walking and biking at a greater risk of serious injury or death in the event of a crash. Actions for safe speeds focus on reducing vehicle speeds through policy changes, programs to reinforce slow speeds, and public awareness.

Reduce driving speeds to lower the frequency and harm of crashes.

- A.** Slow speeds using regulatory processes
- B.** Advance equitable speed violation practices
- C.** Engage the public to change behaviors and attitudes towards high-speed driving
- D.** Implement infrastructure and policy that reduces driving speeds

Key Actions

Key actions that will bring about safer driving speeds across Hoboken involve data collection, policy change, and infrastructural change. The City of Hoboken should, first and foremost, lower its speed limits to reflect safe speed thresholds citywide. It should develop a schedule for proactively collecting speed data annually on high crash corridors to identify locations where prevailing speeds exceed posted speed limits. The City should also implement treatments to slow turning vehicle speeds at high crash intersections including permanent curb extensions, mini traffic circles, and centerline hardening.

#	Action	Timeframe	Lead to Completion	Primary Support	Additional Support	Performance Metric
SSP6	Develop equitable fine and fee structures for traffic violations.	Immediately	Hoboken Police Department	Hoboken Housing Authority		Adopt a fee structure for violations that does not place undue burden on low income community members.
SSP3	Lower Citywide Speed Limit to reflect safe speed threshold.	Immediately	Department of Transportation and Parking	Hoboken City Council		Lower citywide speed limit adopted.
SSP1	Establish 15 mile-per-hour school zone speed limit.	Within two years	Department of Transportation and Parking	Hoboken City Council		City shall implement time-dependent reduced speed limit zones adjacent to schools within six months of publication of Vision Zero Action Plan.
SSP7	Establish a diversion program for persons cited for infractions related to walking, bicycling, and distracted driving.	Within two years	Hoboken Police Department			Adoption of diversion program.
SSP14	Install speed-reduction infrastructure along high crash segments where excessive speed is a prominent crash factor.	Within two years	Department of Transportation and Parking	City Engineer's Office		Conduct before and after prevailing speed data, and continue collecting speed data annually.
SSP4	Develop a plan for automated enforcement of speeding and red-light violations across Hoboken, with a focus on high crash areas.	Within five years	Hoboken Police Department	Department of Transportation and Parking		Secure municipal, state, and/or national funding for increased camera enforcement.
SSP5	Implement camera-based enforcement plan to ticket drivers who speed (particularly in school zones and busy pedestrian areas), run red lights, and park illegally in bike lanes.	Within five years	Department of Transportation and Parking	Police Department	New Jersey State Government	Camera enforcement is implemented at 100% of high crash locations.

Source: Hoboken Vision Zero Action Plan

Action Plan Structure



Theme (e.g., Culture)

- A. **Background:** Why is this theme important for Vision Zero?
- B. **Goal:** What are we trying to achieve? What does success look like?
- C. **Strategies:** What approach are we taking to achieve our goal?
- D. **Action Items:** What are the specific steps we need to take?
 1. Short description
 2. Lead Entity
 3. Supporting Entities
 4. Timeframe
 5. Performance metric
 - ★ 6. Equity considerations
 7. Major Needs
 - Staffing
 - Legislation
 - Funding



Plan Development Process

Workshop Approach Added



- Allows parallel plan development for each theme
- Everyone can provide input to all themes
- Highly collaborative
- Fast
- Engaging

Schedule Change

Prior Schedule

- July 24th
- August 7th - Virtual
- August 21st
- September 11th
- October 2nd - Virtual
- October 16th
- November 13th
- December 11th
- January 8th (TBD)

Schedule Change

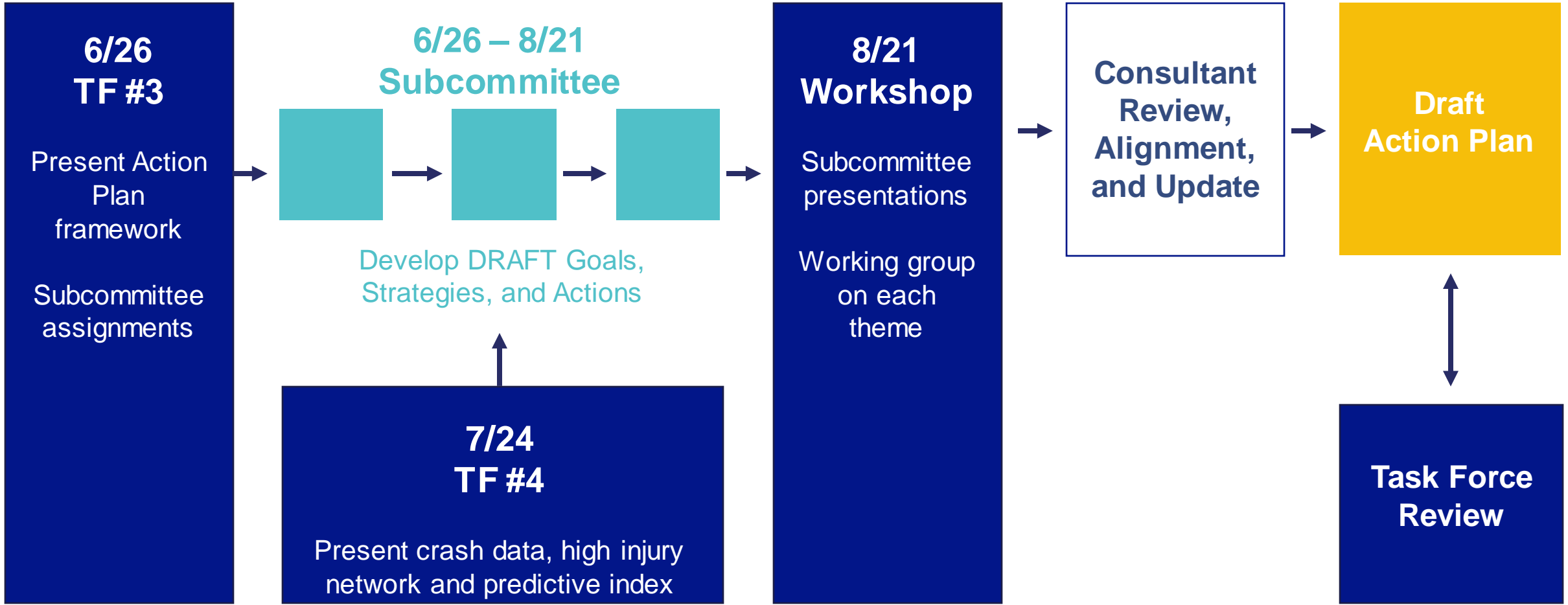
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- July 24th
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- October 16th
- November 13th
- December 11th
- ~~January 8th - (TBD)~~

NEW Schedule

- July 24th
- **August 21st – Workshop**
- September 11th
- October 2nd - Virtual
- October 16th
- November 13th
- December 11th

Plan Development Process



Subcommittee Assignments



- Community Outreach > **Culture**
- Walk Audit Team > **Safety**
- Campaign / Marketing > **Practices**
- Data > **Data**

*** If you would like to participate in more than one committee, please contact the committee chair.*

Next Steps: This Week



- Identify Subcommittee Chair
 - Email Chair contact info to Shawna at visionzero@westhartfordct.gov by Friday 6/30
 - Schedule 3 subcommittee working sessions to be held before 8/21 workshop
- Review worksheets and directions (any questions)
- Look at previous Plans & Policy Summary
- Expect a consultant check-in next week

Next Steps: Following Weeks



- Review detailed Plan & Policy for your theme
- Begin developing Action Plan for your theme
 - Review and update proposed goal
 - Create strategies
 - Develop actions
- Attend 7/24 Task Force Meeting (data)
- Prepare for **August 21st** Workshop



Plan & Policy Review

Background



Plans Reviewed

- Complete Streets Policy
- Maintenance and Protection of Traffic Policy
- 2020 Plan of Conservation and Development (POCD)
- 2022 Complete Streets Annual Report
- 2016 Bicycle Facilities Plan
- 2022 Neighborhood Street Traffic Calming Program
- 2017 New Park Avenue Transit Area Study
- 2022 North Main Street Road Diet Phase 2
- West Hartford Center Infrastructure Master Plan
- 2023 Bicycle Friendly Community (BFC) Application

Purpose & Intent



- Support the development of top-level goals
- Pull out previously identified strategies and actions that have *some relationship* with vision zero
- **Example: Complete Streets Policy**

2. GOALS

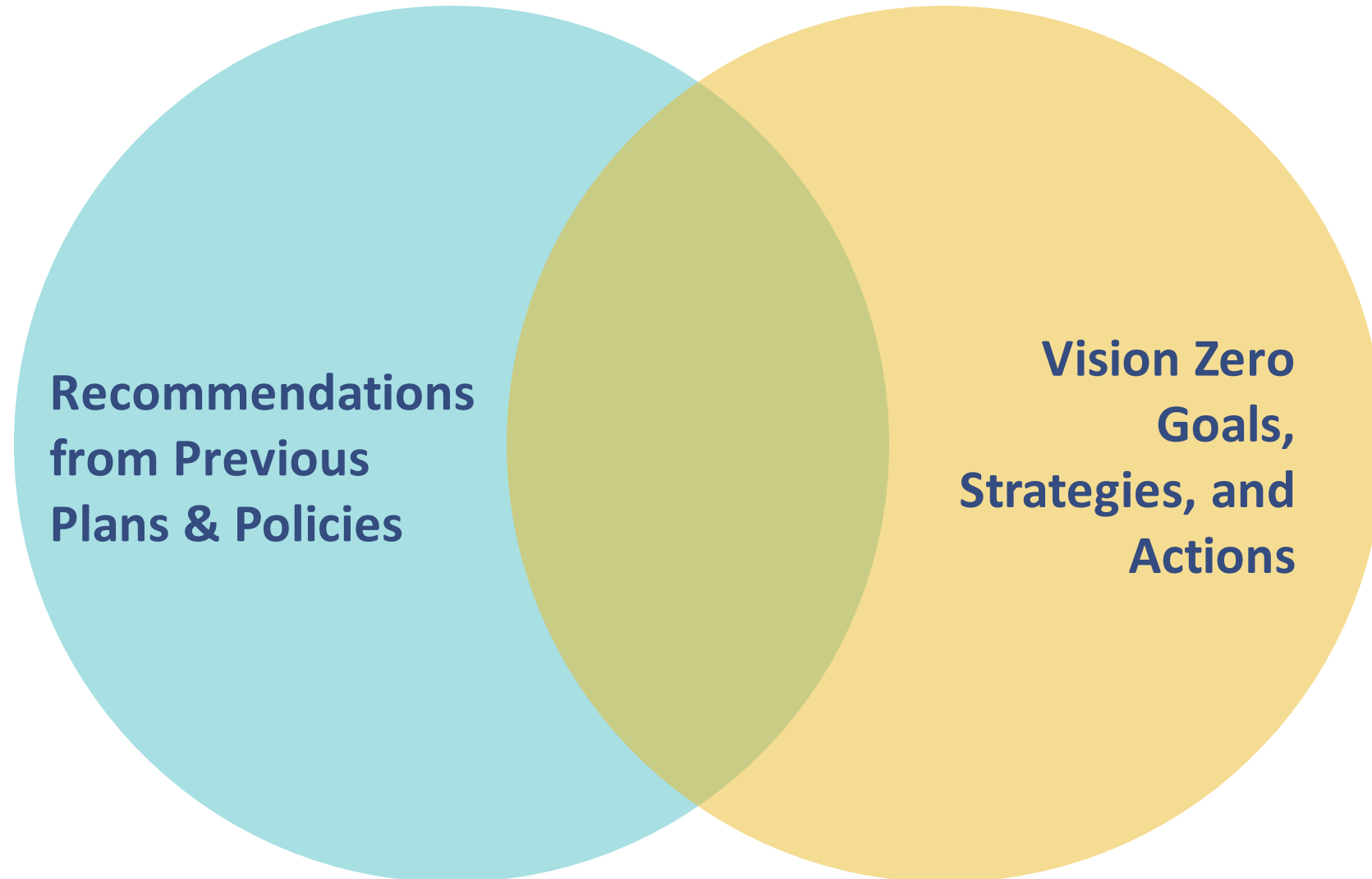
The goal of the Complete Street Policy is to ensure our Town roadways complement and enhance the surrounding land use and neighborhood character and accommodate all users, including drivers, bicyclists, pedestrians and transit patrons, older residents, children and persons with mobility impairments. The specific goals are:

- To protect and preserve the environment of the Town of West Hartford by reducing the emission of greenhouse gases, and reducing the consumption of non-renewable energy resources.
- To ensure the neighborhoods of West Hartford remain vibrant and livable.
- To expand opportunities for bicyclists and pedestrians throughout the Town.
- To make the roadway and street environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle and pedestrian-related accidents.
- To ensure safe pedestrian and bicycle routes for children to get to school.
- To improve and enhance the health and physical fitness of the city's residents by providing more safe and convenient opportunities for bicycling and walking in West Hartford.
- To improve the Town's quality of life and local economy by providing high quality recreational and multi-modal transportation facilities and providing non-motorized means of transportation.

← Related Goal to Vision Zero

← Related Strategy to Vision Zero

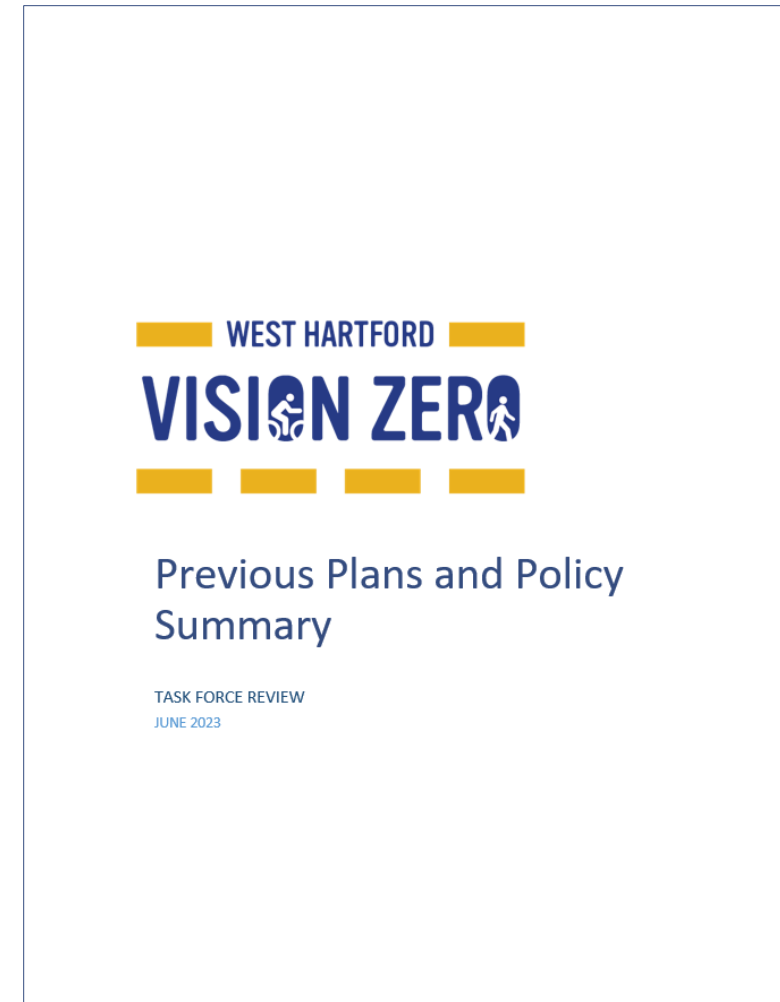
Next Steps: Previous Plans



Plan Review



- Preliminary goals to **start** your discussion
- Strategies and actions that have already been adopted but **may need changes to make them more relevant to Vision Zero**
- Everything is a **starting point** for sub-committee work



Preliminary goals and actions for sub-group discussion, edits, and refinements

Goal: West Hartford will have safe streets that reduce the frequency and severity of crashes. Street design will be sensitive to the neighborhood context and take into account the needs of the larger transportation network.

- Alter the road layout or appearance of roads to lower motor vehicle speed and volume
- Add streetscape elements to improve conditions and safety for bicyclists and pedestrians

Preliminary goals and actions for sub-group discussion, edits, and refinements

Goal: West Hartford residents, businesses, and Town staff will promote a shared culture of safety and responsibility to support the commitment to Vision Zero.

- Provide public educational programs to learn about road safety
- Strengthen and share messaging about Vision Zero practices
- Provide more safe, enjoyable, and convenient opportunities for bicycling and walking in West Hartford for bicyclists and pedestrians of all ages and abilities

Preliminary goals and actions for sub-group discussion, edits, and refinements

Goal: West Hartford will meet its Vision Zero commitment through measurable outcomes and transparent data reporting. Conclusions will reflect qualitative analysis and variables impacting data collection such as potential inconsistencies in enforcement and reporting. Town decisions will be evidence-based and reflect national best practices.

- Establish clear protocols for decision making
- Monitor progress
- Seek ongoing public input about experiences on the street
- Ensure accurate and update-to-date data is utilized

Preliminary goals and actions for sub-group discussion, edits, and refinements

Goal: West Hartford will embed Vision Zero principles into the Town's approach to policymaking and regulating.

- Promote safe street design standards through zoning and land use policies
- Continue to invest in and support infrastructure improvements that address the quality and safety of pedestrian and bicycle facilities
- Establish a system to pilot, assess, and construct new design interventions
- Eliminate racial bias in traffic safety laws, ordinances, or enforcement practices applied in the community
- Encourage collaboration between Town staff, commissions, community groups, residents, agencies or other stakeholders to understand key issues

Discussion



Goal: West Hartford will have safe streets that reduce the frequency and severity of crashes. Street design will be sensitive to the neighborhood context and take into account the needs of the larger transportation network.

Goal: West Hartford residents, businesses, and Town staff will promote a shared culture of safety and responsibility to support the commitment to Vision Zero.

Goal: West Hartford will embed Vision Zero principles into the Town's approach to policymaking and regulating.

Goal: West Hartford will embed Vision Zero principles into the Town's approach to policymaking and regulating.

Starting points from existing plans & policies for discussion



What are Actions?

What is an Action?



- Policy
- Law / Ordinance
- Program
- Projects
- Partnerships
- Funding Allocation
- Advocacy
- Staffing / Human Resources
- Plan or Study
- Data & Reporting

What is an Action?

- Policy
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Policies (Guidance) vs Ordinance (Requirement)

- Design policies & standards
- Institutional practices, processes, and procedures
- Administrative decisions
- Attitude adjustments (informal)

Partnerships

- Government
- Non-Government Organizations
- Business

Data & Reporting

- Data Collection
- Data Analysis
- Reporting

How specific should you be?

too detailed

- Laundry listing
- Removes agency
- Too much upfront work
- Bogs down process

al dente

- Clear direction
- Measurable
- Realistic
- Allows experts be experts

too general

- No way to measure success
- Insufficient direction
- Not related to Vision Zero

How specific should you be?

Install crosswalks at the intersection of Farmington & Lancaster

Update the design guide to require pedestrian safety measures at intersections

Make intersection improvements to improve safety

▲
too detailed

- Laundry listing
- Removes agency
- Too much upfront work
- Bogs down process

▲
al dente

- Clear direction
- Measurable
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▲
too general

- No way to measure success
- Insufficient direction
- Not related to Vision Zero

How specific should you be?

Amend Section X of the zoning ordinance to require 2 bicycle parking spaces per unit.

Review zoning ordinance to identify how bicycle parking can be expanded. Adopt changes.

Provide more bicycle parking in private developments



too detailed

- Laundry listing
- Removes agency
- Too much upfront work
- Bogs down process



al dente

- Clear direction
- Measurable
- Realistic
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too general

- No way to measure success
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How specific should you be?

Install speed bumps on all residential streets that are on the high injury network.

Conduct safety audits along 5 miles of residential streets that are on high injury network.

Create a city-wide pedestrian improvement plan.

too detailed

- Laundry listing
- Removes agency
- Too much upfront work
- Bogs down process

al dente

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Questions & Discussion



Public Comment



Thank you!

Next meeting: July 24th

