

# WEST HARTFORD VISION ZERO PLAN 2024

DEC 4, 2023 DRAFT





This plan was prepared for the Town Manager in collaboration with the Vision Zero Task Force. Assistance provided by FHI Studio with support from Toole Design.

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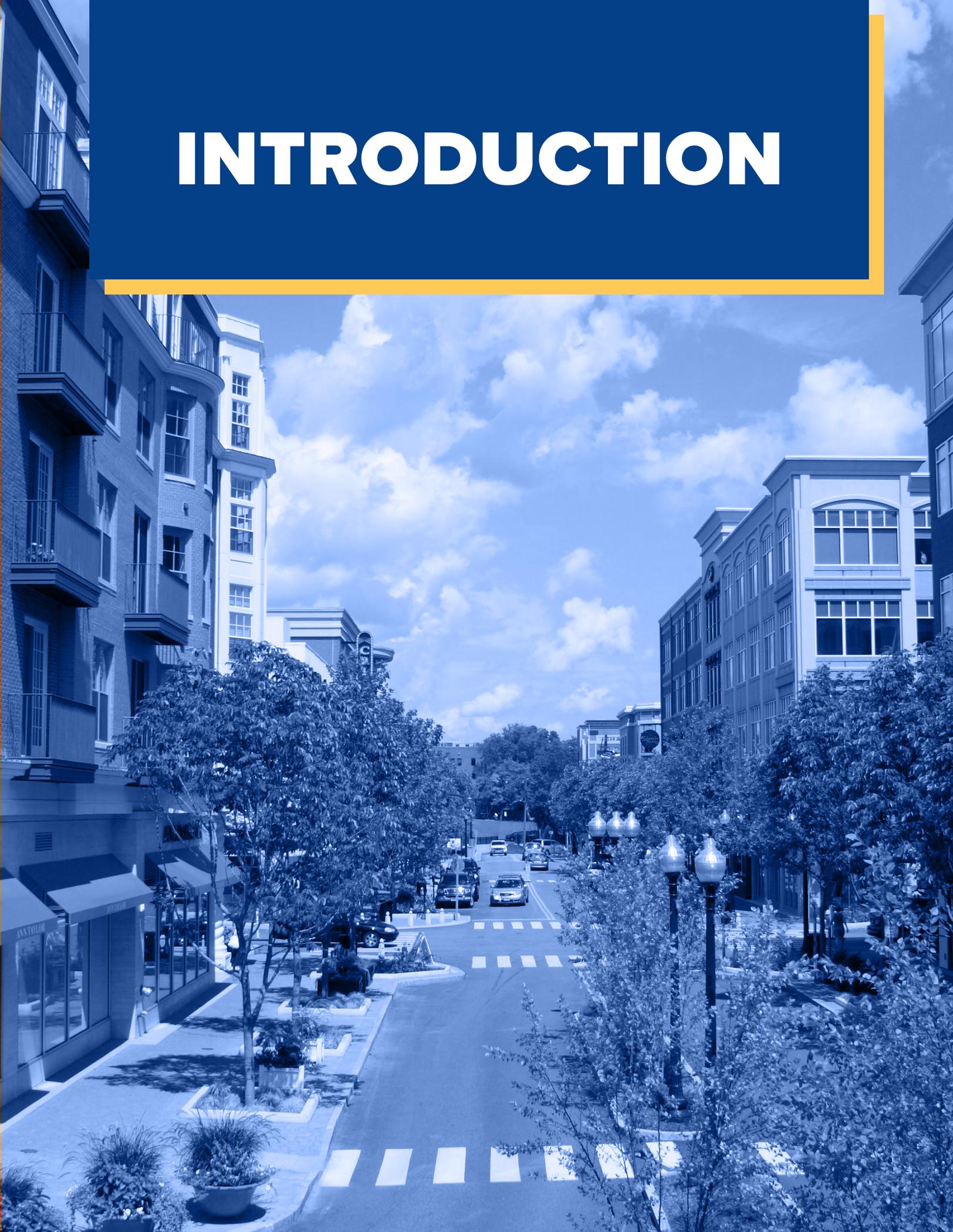
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# INTRODUCTION





## **WHAT IS VISION ZERO?**

**Vision Zero is a strategy to eliminate deaths and serious injuries from traffic crashes.** First implemented in Sweden, cities and towns across the United States are utilizing the approach to save lives.

### **Key Principles**

A strong Vision Zero approach includes:

**Making data-driven decisions:** Crashes can be prevented by proactively identifying risks and propose data-driven solutions. Data transparency is necessary to understand problems and measure progress towards fixing them.

**Building a culture of safety:** Communities must embrace the principle that traffic deaths and serious injuries are unacceptable and preventable.

**Designing for vulnerable users:** Roadways need to be designed for people

of all ages and abilities. They also need to be complete streets and include space for pedestrians, bicyclist, transit users, freight/trucks, and drivers, among others.

**Centering equity:** This includes paying close attention to the most vulnerable roadway users, rather than just drivers. It also takes into consideration how minority and underserved communities are disproportionately victims of serious crashes.

**Engaging everyone:** Robust public and stakeholder participation fosters a shared responsibility for safety and learn from diverse perspectives.

**Focusing on Accountability:** Clear, measurable short-term and mid-term goals, combined with timelines and ownership from responsible government agencies, will create a framework that is easier to evaluate and fund, and will build buy-in and accountability.

## Safe System Approach

Vision Zero implements the **Safe System Approach**, which differs from the traditional traffic safety strategies. This approach focuses on building and reinforcing multiple layers of protection to prevent crashes from happening and minimize the harm when they do occur. This requires a focus on all the different pieces that affect crash potential including policy, street design, road users behavior, and vehicles design, among others. The Safe System Approach is widely adopted by the Federal Highway Administration (FHWA) and the Vision Zero Network. The Safe System Approach principles correspond to the elements shown in the graphic to the right. The inside of the circle are the core focus areas that will reduce serious injuries and fatalities.



Source: FHWA

## Beyond the Traditional “E”s of Traffic Safety

The Es of traffic safety is a longstanding approach organized around engineering, education, and enforcement. The national Safe Routes to School Program has pioneered the use of 6 Es to drop enforcement and emphasize more proactive and just transportation systems. It is an excellent model for understanding how to achieve vision zero. Under this approach, communities focus on:

**Engagement:** Listen to community voices and build ongoing opportunities for engagement into the transportation system.

**Equity:** Ensure safety initiatives provide safe, healthy, and fair solutions for all.

**Engineering:** Improve the physical environment to address the needs of all

roadway users.

**Encouragement:** Get people excited about safety by hosting special events, walking and biking tours, competitions, and the like.

**Education:** Teach about safe roadway behavior.

**Evaluation:** Check to see if your strategies are working. Evaluation activities can help set goals and establish baseline data for planning projects.

## Equity Impact of Vision Zero

Traditional safety approaches frequently focus heavily on enforcement. Too often, this exacerbates racial and economic disparities in enforcement. A Safe System is more equitable because it (1) lessens the need for enforcement and (2) focuses on preventing serious crashes that disproportionately affect low income people and people of color.

# A ROAD SAFETY CRISIS

Traffic crashes are a threat to safety across the United States. **In 2021, 42,939 people, including 7,388 pedestrians, were killed in traffic crashes.** On average, a pedestrian was killed every 71 minutes. Pedestrian deaths are at their highest level decades and **pedestrian deaths increased 12.5% between 2020 and 2021.**

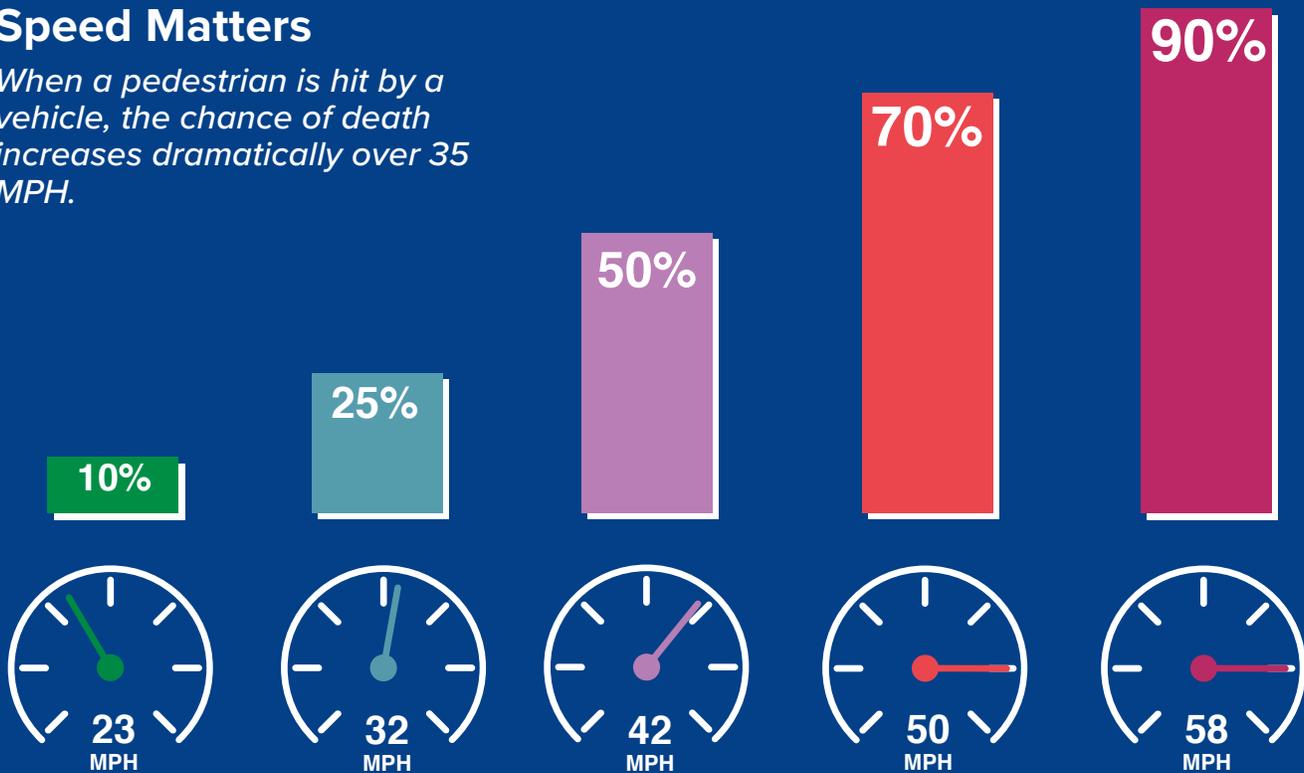
Source: National Center for Statistics and Analysis. (2023, June). Pedestrians: 2021 data (Traffic Safety Facts. Report No. DOT HS 813 458). National Highway Traffic Safety Administration.

Fatal crashes are not experienced across all members of the U.S. equally. **Traffic crashes disproportionately impact people who are Black and American Indian or Alaskan Native.** Between 2016-2018, the fatality rate for non-Hispanic Black Americans was 4.5 times higher while cycling; 2.2 times higher while walking; and 1.8 times higher while driving than for White Americans on a per mile traveled basis.

Disparities in Activity and Traffic Fatalities by Race/Ethnicity. Matthew A. Raifman, MPP and Ernani F. Choma, PhD. American Journal Of Preventative Medicine, June 7, 2022

## Speed Matters

*When a pedestrian is hit by a vehicle, the chance of death increases dramatically over 35 MPH.*



*Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018.*

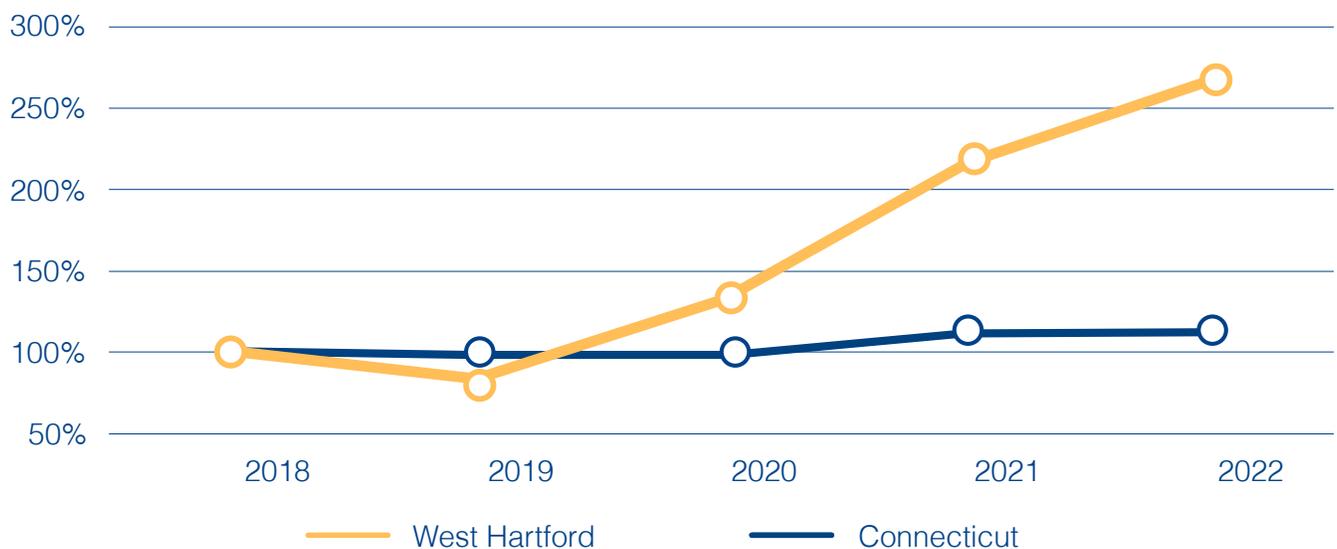
# WHY WEST HARTFORD NEEDS VISION ZERO

While fatal car crashes have decreased in the United States over the past 30 years, traffic fatalities started increasing in 2020. An estimated 368 people died in car crashes in Connecticut in 2022. This is the first time the state has recorded an average of more than one traffic fatality per day in more than a decade.

The situation in West Hartford is even more serious. **Over the past five years, 48 crashes resulted in death or serious**

**injury in West Hartford.** This is consistent with an upward trend in fatal and serious injury crashes since 2018. As illustrated in Figure 1, **over the past four years, the number of fatal and serious injury crashes has more than doubled in West Hartford**, far outpacing the rest of the state. **More than half of the fatal or serious injury crashes in West Hartford occur on the same 17 miles of roadway.**

**Figure 1. Percent change in number of Traffic Fatalities from 2018**



## In West Hartford...

**61%**  
of fatal or serious  
injury crashes



occur on  
**7%**  
of roadways



# VISION ZERO SUCCESS: JERSEY CITY

Jersey City made headlines in 2022 when it accomplished what Vision Zero advocates have been championing for years: zero traffic deaths on city streets. This was accomplished through a combination of hard work and following best practices in Vision Zero.

Jersey City became the first municipality in New Jersey to adopt the Vision Zero initiative with an executive order in 2018. They established a 15-member Vision Zero Task Force that consisted of representatives from various City divisions as well as the local transportation safety advocacy organizations. Together, they developed a comprehensive plan to ensure safety for all roadway users. The plan took a data-driven and equity-focused approach. It included recommendations on:

- Safer streets
- Culture
- City practices
- Enforcement, law, and policies
- Planning and data

Jersey City residents and stakeholders provided feedback via surveys and workshops. The City also made a strong commitment to continuing to engage residents after the adoption of the plan.

The City's embracing of tactical urbanism (also known as quick-build projects) utilizes faster and cheaper solutions that can be deployed quickly to demonstrate the value of permanent changes. For

example, the City installed small-diameter "mini-roundabouts" at two intersections, using traffic cones, planters, barrels, plastic delineators, and paint. The instant traffic circles — the city's first — forced drivers to slow down as they negotiated the crossings with pedestrians and other vehicles. The roundabouts were only up for a week. However, during their installation, the City found that traffic volumes increased even as speeds came down about 10%. The feedback from surveyed residents was overwhelmingly positive: 72% of respondents supported making the circles permanent.

The City also pilot tested ideas during lengthy transportation studies. This meant rather than waiting for studies to conclude—often a year or more—before pursuing changes, the city experimented with ideas to better inform the recommendations that would ultimately emerge when the studies finished.

The City has also continued to collaborate with its partners. The Vision Zero Task Force meets with the mayor's team every quarter to discuss progress. The City has also continued to reach out to cities that have made changes they wanted to see to gain insights on how it could work in Jersey City.

# VISION ZERO IN WEST HARTFORD



## **WEST HARTFORD'S PRINCIPLES**

**The Town of West Hartford is committed to eliminating roadway deaths and serious injuries by 2033.** Our overarching goal is to create a transportation system and culture that supports safe, enjoyable mobility options for all, especially the most vulnerable members of our community who experience disproportionate injury and death on roadways. To this end, the Town has adopted the following five principles to guide the development and implementation of this Plan:

1. Deaths and serious injuries caused by traffic crashes are preventable;
2. Human life and health should be prioritized in all transportation systems and all aspects of transportation planning and design;
3. Human error is inevitable and transportation systems should be forgiving;
4. Transportation planning should focus on system-level changes to influence all individuals' behavior; and
5. Speed is a highly important factor in crash severity.

## **DEVELOPING THE PLAN**

On January 10, 2023, the Town of West Hartford Town Council unanimously adopted the Vision Zero Initiative in Support of Safe, Healthy, and Equitable Mobility with the goal of eliminating fatalities and severe injuries on West Hartford streets by 2033. The Vision Zero Action Plan (the Plan) is West Hartford's roadmap to achieving zero fatalities or serious injuries. The Plan is data-driven, based on the best practices in the industry, and focused on implementation.

### **Task Force**

The Plan was developed in close collaboration with the Vision Zero Task Force. West Hartford Mayor Shari Cantor appointed Task Force members in early 2023. The Task Force includes a mix of Town of West Hartford staff and residents.

Staff included department leadership from engineering, communications, public safety, public works, equity, and the Town Manager. Residents include people with expertise in planning, media, disability rights, bicycle and pedestrian advocacy, and public health. As a result, the Plan was developed by people who will be both impacted by and responsible for implementing Vision Zero policies and actions.

### **The Vision Zero Task Force was charged with:**

- **Providing direction** to the project team to guide the development of the Vision Zero Action Plan.
- **Acting as a liaison** to organizations and agencies, sharing information, and soliciting feedback to inform the Action Plan.



*Task Force members show support for revisions to a section of the action plan.*

- **Identifying actions** specific to members' organizations or agencies.
- **Conducting community engagement** beyond the scope of the project team as agreed upon by the Task Force and Town Leadership.
- **Developing the vision**, goals, policy recommendations, actions, performance measures, and recommendations to get to zero.
- **Continuing as ongoing champions** for implementation of the Action Plan actions within Task Force members' organizations or agencies, as applicable.

## Plan Development Process

### Plan and Policy Review

Many plans already address mobility challenges and goals in West Hartford, so the project team reviewed previous plans and policies and identified those related to Vision Zero. This work served as the foundation for the development of additional recommendations specific to Vision Zero.

- Complete Streets Policy: Summary
- Maintenance and Protection of Traffic Policy (MPT): Summary
- 2020 POCD: Summary
- 2022 Complete Streets Annual Report: Summary
- 2016 Bicycle Facilities Plan: Summary
- 2022 Neighborhood Street Traffic Calming Program: Summary
- 2017 New Park Avenue Transit Area Study: Summary

- 2022 North Main Street Road Diet Phase 2: Summary
- West Hartford Center Infrastructure Master Plan: Summary
- 2023 Bicycle Friendly Community (BFC) Application: Summary

### Action Plan Framework

The project team worked closely with the Task Force to develop a framework for the Plan that would work for West Hartford. This included review plans from peer communities.

### Goals, Strategies, and Actions

The Plan was developed iteratively. Initially, the Task Force split into subcommittees to address the four key themes in the framework: practices and policies, safe design, culture, and data. Each subcommittee had a Town liaison. The subcommittees each developed goals, strategies, and actions for their respective topic.

These early drafts went through several rounds of revisions that incorporated consultant input, feedback from departments and partners, and additional input from the task force.

This process empowered and centered the Task Force in the creation of tailored recommendations that meet the needs and opportunities in West Hartford. It also ensured the Task Force members understood the Plan and were ready to support its implementation.

## Data Analysis and Best Practices Research

As the Task Force developed recommendations, the consultant team conducted data analysis on crash locations and types and researched best practices. The Task Force utilized this information to refine the strategies and actions. The data from this work is presented in subsequent chapters of this Plan.

## WHAT'S IN THE PLAN

A chapter in the Plan is dedicated to reviewing and summarizing each of the major efforts that led to the development of the Action Plan:

- **Safety Assessment:** Discusses the analysis of the location and types of crashes that lead to deaths and serious injuries. This section includes key statistics about death and serious injuries in West Hartford.
- **Public and Stakeholder Engagement:** Summarizes how the project team collected input from the public and stakeholders and how that information shaped the Action Items.
- **Equity Analysis:** Discusses how equity was centered in the development of the Plan and will be in the implementation of the recommendations.

The core recommendations in this Plan are identified in the **Action Plan (page 32)**. This section includes the goals, strategies, and actions organized around the following four themes:

- **Practices and Policies:** The changes that need to be made to Town practices and policies to effectively implement Vision Zero.
- **Safe Design:** The specific steps that the Town and its partners will undertake to design and redesign streets for safety.
- **Culture:** The ways that West Hartford will partner with the community to develop a culture of safety in West Hartford.
- **Data:** How West Hartford will improve and diversify its data sources, collection strategies, and analysis to make better decisions about roadway safety.

The crisis in roadway safety cannot be addressed townwide all at once. This Plan uses **Vision Zero Focus Areas (VZFA)** to prioritize streets that:

- Are known to have high incidents of serious injuries and fatalities (see High Injury Network in the Safety Assessment).
- Were identified by the public as being particularly unsafe based on their lived experience (see Webmap Survey in Public Engagement).
- Are located in areas with a high concentration of vulnerable users (see Transportation Equity Zones in Equity).

The prioritized VZFAs are identified in the **Action Plan**.

# SAFETY ASSESSMENT



## WHAT WE LOOKED AT

The Vision Zero Action Plan is informed by a review of 5-years of crash data sourced from Connecticut’s Statewide Data Repository for crashes that occurred between 2018 and 2022.

Crash statistics generally report the number of incidents involving at least one pedestrian, bicyclist, or motorist.

**Crash severity** describes the most severe injury at least one person in the crash suffered. Categories includes: fatality, suspected serious injury, suspected minor injury, possible injury and property damage only crashes.

Crashes that result in death or serious injury are also referred to as **KSI crashes**, or crashes resulting in someone killed or seriously injured.

A total of 5,956 crashes in this period were analyzed. This includes 48 crashes which resulted in at least one serious injury or fatality, and 1,779 crashes which resulted

in lesser injuries. These crashes resulted in a total of 9 deaths during this time.

There was a total of 84 crashes involving pedestrians and 43 crashes involving bicyclists.

## KEY FINDINGS

### Severe Crashes have Increased

Between 2018 and 2022, aggregate crash totals have decreased approximately 29% from 1,486 crashes in 2018 to 1,056 crashes in 2022. This trend outperforms trends reviewed at a statewide level which has decreased approximately 10% in this same period. **While the total number of crashes in West Hartford has decreased since 2018, the total number of crashes resulting in fatality or serious injury has increased over 150% during this same period.** The trend within West Hartford is substantially higher than statewide trends (which saw a 14% increase during the same period) and underscores the importance of this Vision Zero Action Plan.

**Figure 2. Crashes in West Hartford (2018 - 2022)**

Year	KSI*	Minor Injury	Property Only	All
2018	6	435	1045	1,486
2019	5	421	957	1,383
2020	8	267	636	911
2021	13	310	797	1,120
2022	16	346	694	1,056
Total	48	1779	4129	5,956

\* KSI = Killed or Serious Injury

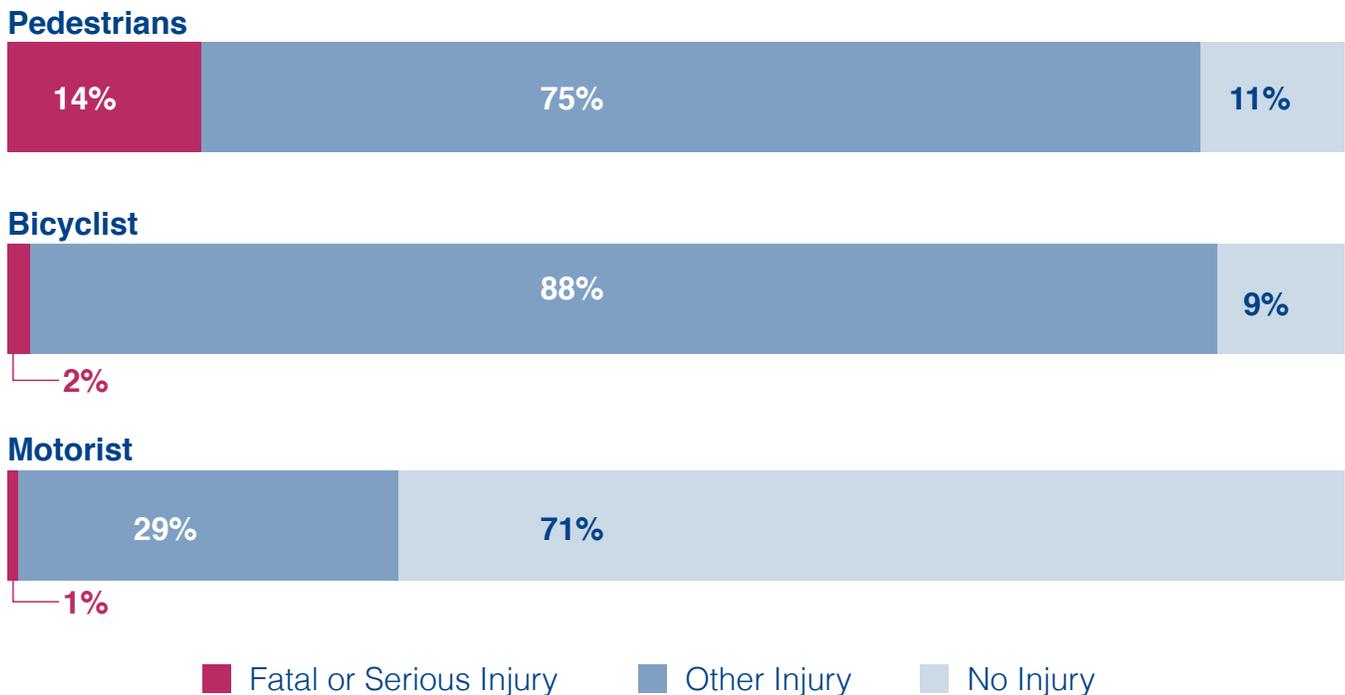
## There is Elevated Risk for Vulnerable Users

Vulnerable Users are those users who are at higher risk of injury or fatality in the event of a crash. This includes pedestrians, cyclists, and micromobility users. Children and elderly users are also particularly vulnerable due to limited awareness of traffic risks, reduced mobility and reduced reaction time. As illustrated in Figure 3, **crashes involving pedestrians and bicyclists are substantially more likely to result in injury as well as serious injuries or fatalities.**

A total of 127 crashes involving vulnerable users occurred during the 5-year

analysis period. While these crashes only represent approximately 2% of all crashes, crashes involving vulnerable users are overrepresented in crashes of higher severity. They account for 6% of crashes resulting in any type of injury, 27% of KSI crashes, and five of the seven crashes occurring in this period which resulted in fatality. Crashes involving vulnerable users occur at intersections accounted for 91% such crashes, with nearly 50% of these crashes occurring at two-way stop-controlled intersections and 40% occurring at signalized intersections.

Figure 3. Crash Severity by Mode



## HIGH INJURY NETWORK

Vision Zero plans typically include a High Injury Network (HIN) to focus efforts on the streets with crashes resulting in a high number of death, serious injury, or other injury. The HIN helps identify and prioritize road segments for Road Safety Audits, facility recommendations, and additional analysis for the Plan. The HIN has been developed based on national Vision Zero and Safety Action Plans best practices and West Hartford's unique context.

**The HIN (Figure 4) developed for West Hartford includes a street network of 20.7 miles, representing 9% of West Hartford's roadway miles.** The HIN includes 60% of all crashes, including 56% of all KSI crashes. The HIN also includes 69% of all pedestrian and bicyclist crashes, including 54% of all KSI bicyclist or pedestrian crashes.

The HIN was developed through an evaluation of all crashes resulting in injury and fatality. Crashes resulting in serious injury or fatality (also known as Killed or

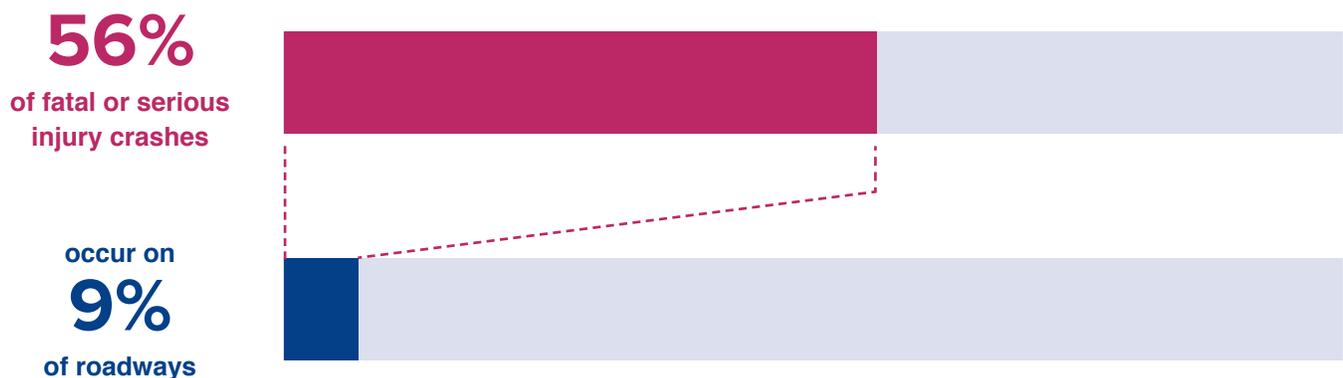
Serious Injury crashes) were weighted 10x higher relative to other crashes resulting in lesser injuries to acknowledge the severity of these crashes. All streets within West Hartford were analyzed and included review of crash data with the following perspectives:

- Bicyclist Crashes: Predictive Bicyclist Crash Risk (based on facility type and location)
- Pedestrian Crashes: Predictive Pedestrian Crash Risk (based on facility type and location)
- Motorist Crashes: Motorist Crash Rate (crash totals relative to traffic volume)

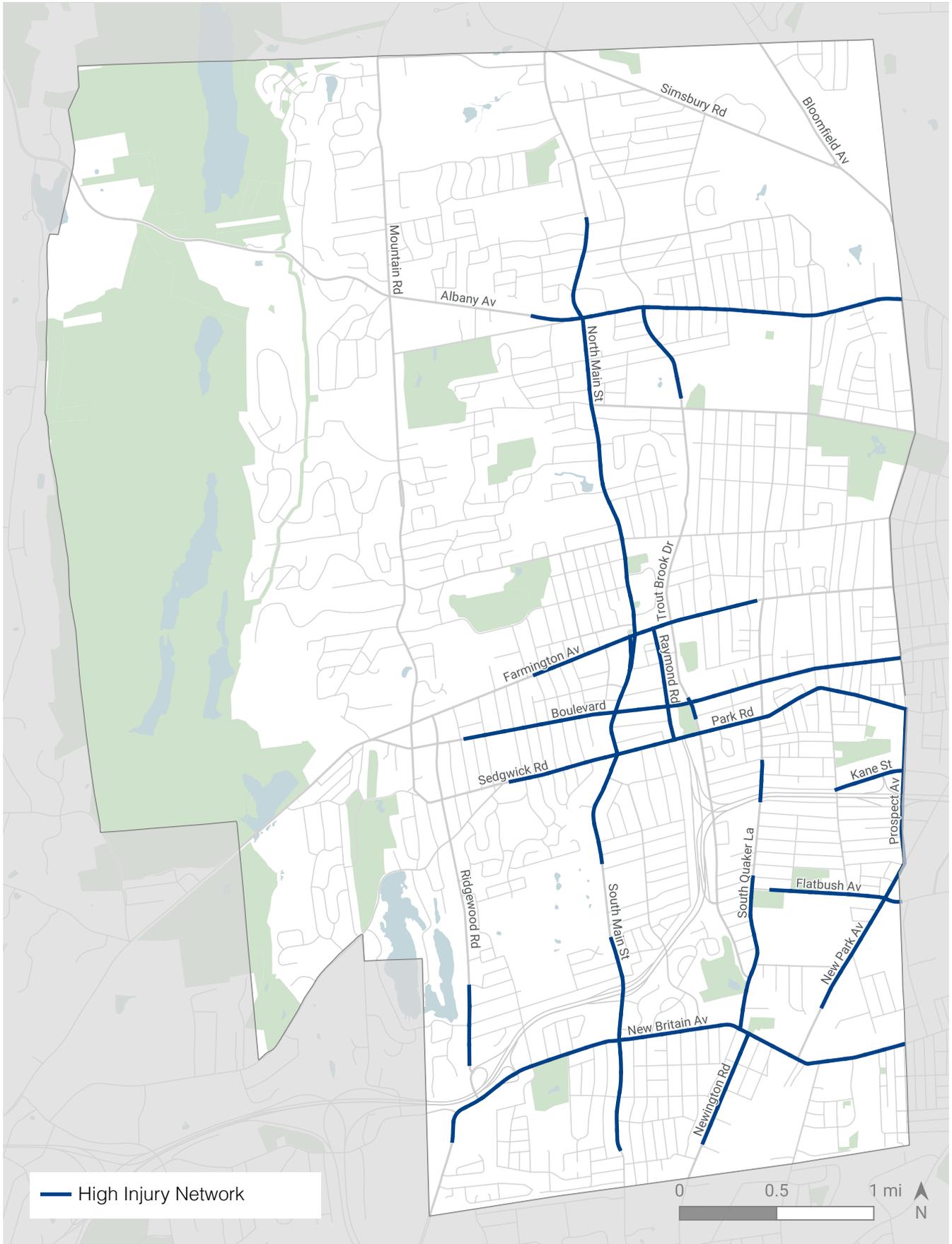
While there are KSI crashes that occurred outside the HIN, these generally occurred in areas where there are fewer nearby crashes resulting in injury. The HIN seeks to identify and prioritize street segments which have an established trend of crashes resulting in a fatality, serious injury, or other injury.

The full methodology is in [Appendix C](#).

### In West Hartford...



**Figure 4. High Injury Network**



## ELEVATED CRASH RISK IN SPECIFIC NEIGHBORHOODS

Local or residential roads typically do not show up in the HIN due to their lower vehicle volumes and limited crashes at singular locations. However, a group of adjacent local roads may exhibit a recurring pattern of crashes influenced by similar factors. To identify potential locations for further study, an analysis grouped crashes on local roads together into small, sub-neighborhood areas. In this way, this analysis reviewed clusters of adjacent streets which could all have a higher incidence of crashes. This was calculated by comparing the total number of crashes occurring on local roads compared to the total length of local roadway miles in each area.

This analysis identifies areas which account for 37% of all crashes on local roads. These areas are neighborhoods which are home to approximately 13,012 residents.

Both the HIN and the local road crash analysis are included as components of the Vision Zero Focus Areas (VZFA) in the **Action Plan**.

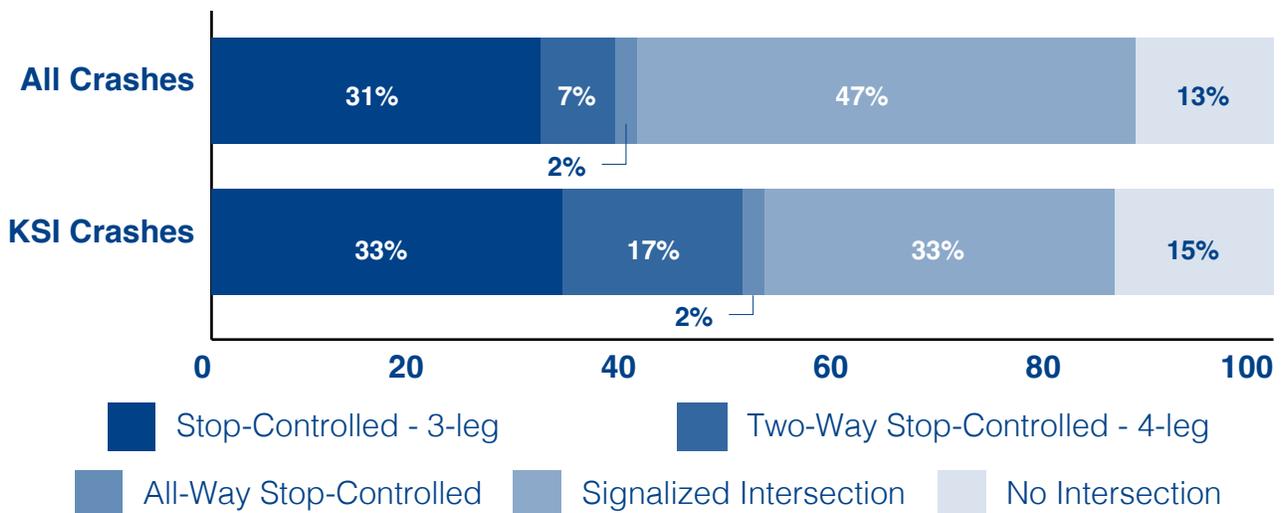
## OTHER FACTORS CONTRIBUTING TO SEVERE CRASHES

### Intersections and Major Driveways

Approximately 85% of all crashes occur at or proximate to intersections and major driveways. **All crashes resulting in fatality during the 5-year analysis period occurred at or near intersections or major driveways as well.**

As shown in Figure 5, 47% of all crashes occur at signalized intersections, while 40% of all crashes occur at stop-controlled intersections. While signalized intersections represent the largest proportion of all crashes, they represent a smaller proportion of KSI crashes. This indicates that crashes at signalized intersections

**Figure 5. Crashes by Intersection Type**



are less likely to result in fatality or serious injury compared to other intersection types.

Among stop-controlled intersections, 3-leg stop-controlled intersections (a “T” intersection with only a stop-sign on the minor road) represent the highest proportion of all crashes as well as KSI crashes. This is an expected result as this is the most common intersection type in town. The analysis shows that 4-leg two-way stop-controlled intersections (a 4-leg intersection where the primary road does not stop) is overrepresented amongst KSI crashes. While this intersection type accounts for only 7% of all crashes it accounts for approximately 17% of KSI crashes. This finding shows that crashes at these location are more likely to result in severe injury or fatality compared to other intersection types. Areas with intersections in this configuration, which are identified as part of the Vision Zero Focus Areas, include Boulevard between South Main Street and Mountain Road, and Trout Brook Drive between Asylum Avenue and Albany Avenue among other areas. These intersections should be evaluated in particular to address safety concerns at these locations. Example countermeasures are provided later in the Action Plan but could include access restrictions such as half closures or through movement restrictions such as those already implemented by the town in some areas such as at the intersection of Boulevard and Whiting Lane.

## **Driving under the Influence and Distracted Road Users**

Crashes which involve driving under the influence or a party of the crash being distracted was found to account for 11% of all crashes and 21% of KSI crashes. This rate is even higher for crashes involving pedestrians or bicyclists. For these severe crashes, driving under the influence or distraction was found to account for 31% of all crashes.

## **Angle Crashes at Two-Way Stop-Controlled Intersections**

Angle crashes between vehicles at two-way stop-controlled intersections are the most prevalent crash type (42% of all crashes) at these types of intersections. Angle crashes can be indicative of difficult turning movements due to traffic conditions or sightlines (e.g. parked vehicles or vegetation). This location has had a history of four angle crashes at this location between southbound turning traffic and westbound vehicles between 2018 and 2022. This area is included in the Action Plan as a Vision Zero Focus Area. Figure 6 illustrates motorist crashes by type at two-way stop-controlled intersections at collector and arterial roadways.

## **Head-On and Single Vehicle Collisions**

As shown in Figure 7, head-on crashes and single vehicle crashes are overrepresented in KSI crashes as well. While head-on collisions only account for 2% of all crashes, they represent 13% of all KSI crashes. Similarly, single vehicle collisions

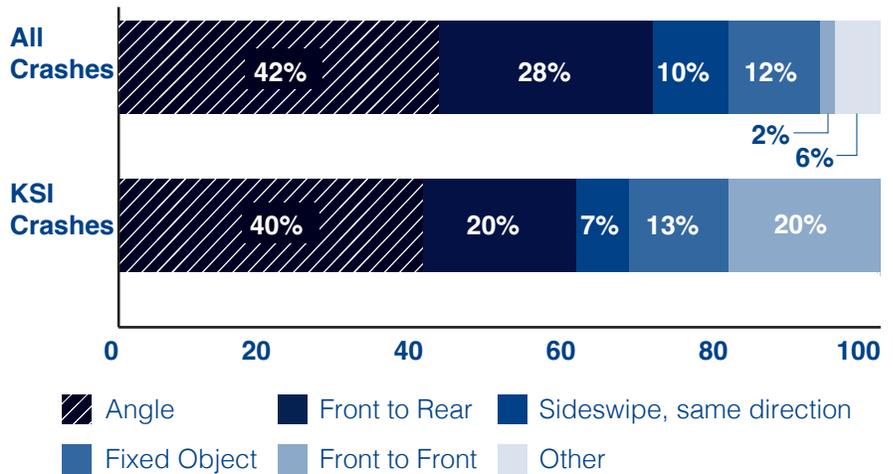
account for 11% of all crashes and account for 17% of all KSI crashes. Countermeasures to address these types of crashes should be prioritized within the Vision Zero Focus Areas.

### Crashes During Night

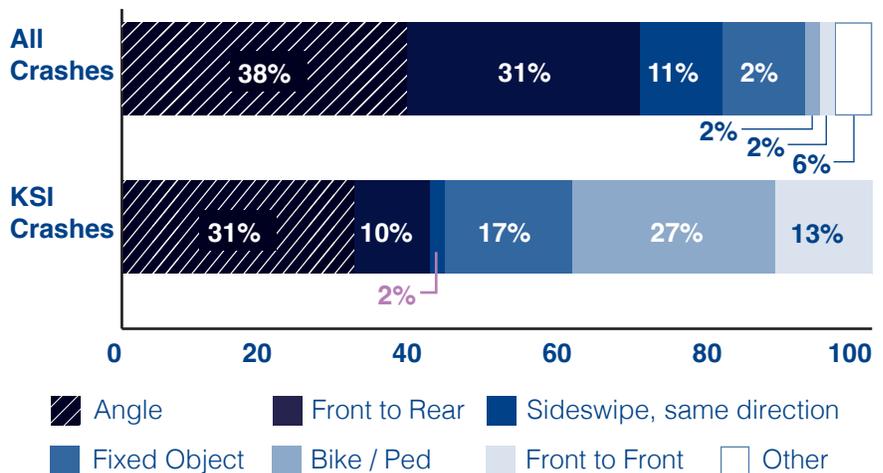
As shown in Figure 8, crashes occurring during dark conditions, with no lighting, were overrepresented in KSI crashes with 13% of KSI crashes occurring under these conditions relative to only 2% of all crashes. This could indicate a need for lighting to be reviewed in some areas.

Crashes involving pedestrians or bicyclists reveal a different pattern. These crashes are also more likely to occur during dark conditions but are more likely to occur in lighted areas. This could correlate to lighting being provided in areas of pedestrian activity but could also reveal a need for more or other types of lighting and/or tailored roadway design strategies in areas with streetlights with higher rates of nighttime pedestrian or bicyclist crashes.

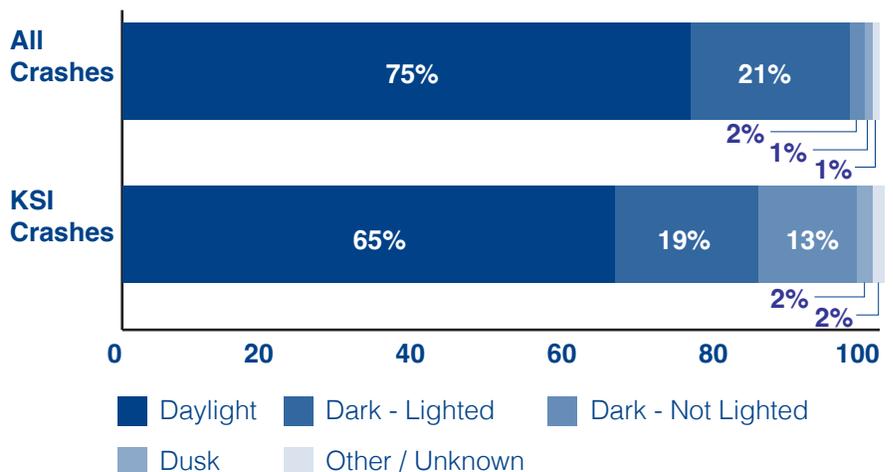
**Figure 8. Angle Crashes at Two-Way Stop-Controlled Intersections**



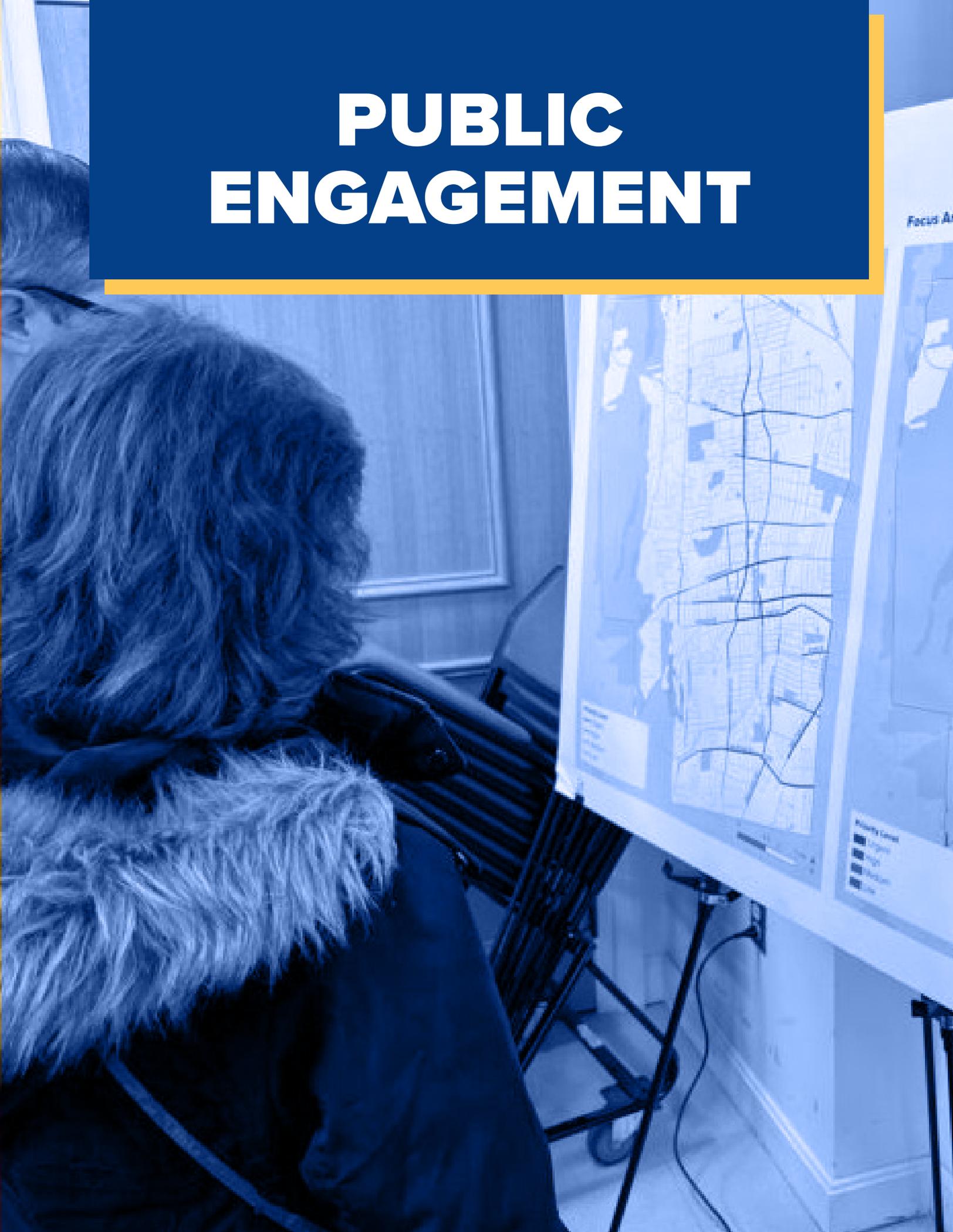
**Figure 9. Head-On and Single Vehicle Collisions**



**Figure 10. Crashes During Night**



# PUBLIC ENGAGEMENT



## **WHY IT MATTERS**

Public engagement raises awareness of Vision Zero and the Town's new approach to traffic safety, building the foundation of a positive safety culture. It is needed to gather public input regarding traffic safety issues and action steps specific to West Hartford. Public engagement will also carry Vision Zero forward through building consensus around recommendations within the Town and momentum to implement through shared responsibility.

Public engagement was essential to the development of the Vision Zero Action Plan and will be critical to its implementation. It will also be important to continue to engage people as Vision Zero progresses.

## **PLAN ENGAGEMENT**

Members of the West Hartford community had several ways of participating in the Plan:

- A public survey.
- A webmap where participants could identify locations where they felt safe, unsafe, or have an idea related to roadway safety.
- Two public meetings, including a final meeting to present the recommendations and solicit feedback.

All Task Force meetings were noticed and open to the public. Finally, Task Force members provided supplemental engagement through their own efforts to connect with their organizations, networks, and communities.

## **GETTING THE WORD OUT**

The project team developed digital flyers and social media posts introducing the Vision Zero Action Plan and opportunities for community input. The Town distributed project marketing material via their listserv, and Facebook and Instagram accounts. They also managed the project webpage, which included a Fact Sheet detailing what Vision Zero is and why West Hartford is committed to reducing deaths and serious injuries on local roadways by 2033.

Signage about the project was posted in multiple languages at key locations, including near survey pick-up and drop-off spots.

Local media attended many Task Force and public meetings and several articles were published about the project.

## **PUBLIC SURVEY**

In October 2023, the Town of West Hartford launched a public survey to assess mode usage and perceptions of roadway safety. The survey was available online through the project webpage. Hard copies were available at Town Hall and the three public libraries. The survey received a total of completed 788 responses, including 783 digital and five hard copies. The survey was available in English, Spanish, Chinese, and Portuguese.

More than half of respondents identified as a middle-aged adult (ages 35-64). More than a quarter of respondents identified as seniors (aged 65 and over). Young adults and teens (aged 34 and below) composed 12% of the responses.

As a town with a high driving and walking culture, West Hartford's Vision Zero initiatives are important to ensuring the safety of all users. Of the survey respondents, more than 75% drive or take rides in private vehicles, about 66% walk, and about 50% bike regularly. Fewer than 25% ride public transit or use ADA paratransit

### **Key Takeaways**

The following roadway behaviors were identified as making people feel the most unsafe in West Hartford, with the percentage of respondents who answered in parenthesis:

- Drivers speeding (77%)
- Distracted driving (74%)
- Non-compliance with rules of the road

(55%)

### **Issues by Mode**

What makes people feel unsafe depends upon how they travel. The following are the top three reasons respondents identified feeling unsafe, based on travel mode.

#### ***Pedestrians***

- Drivers do not yield at intersections/crosswalks (66%)
- Do not feel visible to drivers at intersections/crosswalks (36%)
- Lack of sidewalks or walking paths (25%)

#### ***Bicyclists/Scooters/Skaters***

- Lack of bike lanes and biking paths (57%)
- Bike lanes or biking paths don't have enough of a buffer from traveling vehicles (56%)
- Drivers do not yield at intersections/crosswalks (40%)

#### ***Drivers***

- Drivers do not yield at intersections/crosswalks (46%)
- Difficult to see pedestrians, bicyclists, or oncoming drivers at intersections/crosswalks (33%)
- Bicyclists riding in the roadway/shoulder (30%)

Drivers not consistently yielding at intersections and/or crosswalks was an issue that was common to all mode users. Similarly, lack of appropriate infrastructure was a common issue for both pedestrians and bicyclists/scooters/skaters.

## **WEBMAP**

A public webmap survey accompanied the written survey summarized above. The webmap asked respondents to identify areas where they feel safe, unsafe, or have an idea related to roadway safety. The webmap was available online through the project webpage with hard copies at Town Hall and the three public libraries as part of the community survey packet.

In total, 1,784 comments were received and the project team identified 15 themes across all of the comments. Figure 12 illustrates the top five themes, exclusive of comments that identified specific safety issues.

Figure 13 (following page) is a heatmap that illustrates where there were concentrations of safety concerns. This includes comments where users labeled an area unsafe or marked a location with

an idea. To create the heatmap, the project team first assigned comments to any street segment within 50 feet of the comment location. Then, the team divided the street network into 1/10th-mile segments and assigned each segment with a score based on the number of comments and comment likes within 1/2-mile on the same street, in each direction.

This approach highlights areas where users added many comments and agreed with existing comments (there was no option for a user to dislike a comment). In the map, the darker and thicker red lines represent segments that received more comments and likes. The High Injury Network (HIN) is overlaid to reveal how the HIN, which is based on historic crash data, compares with the webmap survey results, or people's perception of safety along the town's roadway network.

**Figure 12. Top Comment Themes**

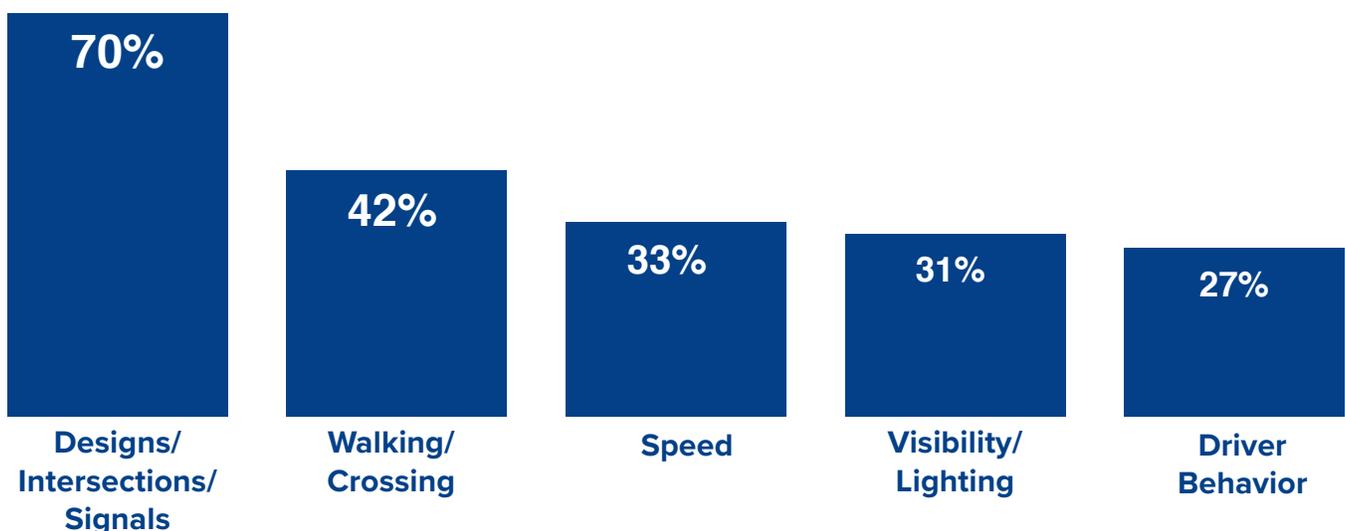
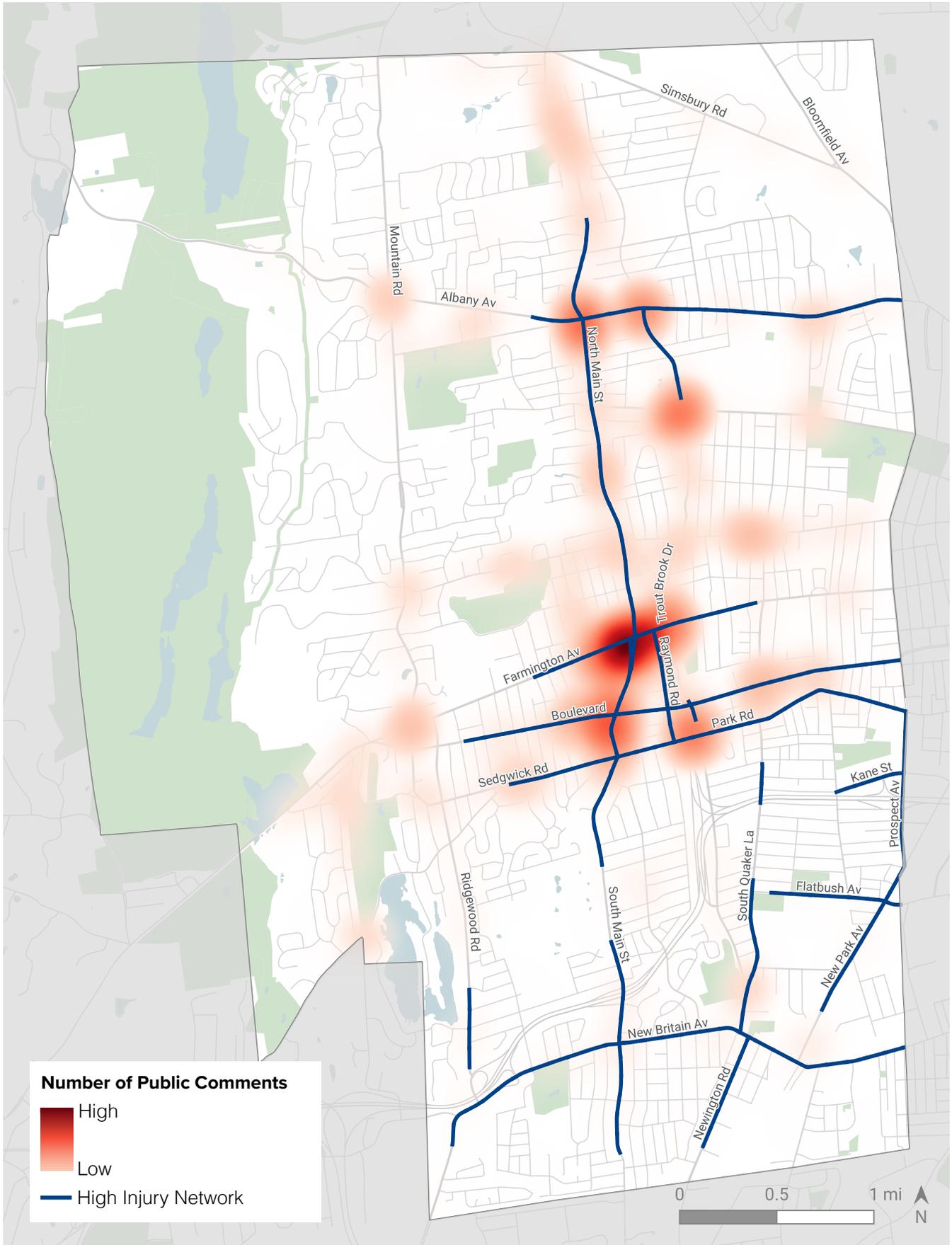


Figure 13. Heatmap of Public Comments



# **INTEGRATING COMMUNITY INPUT**

## **Plan Recommendations**

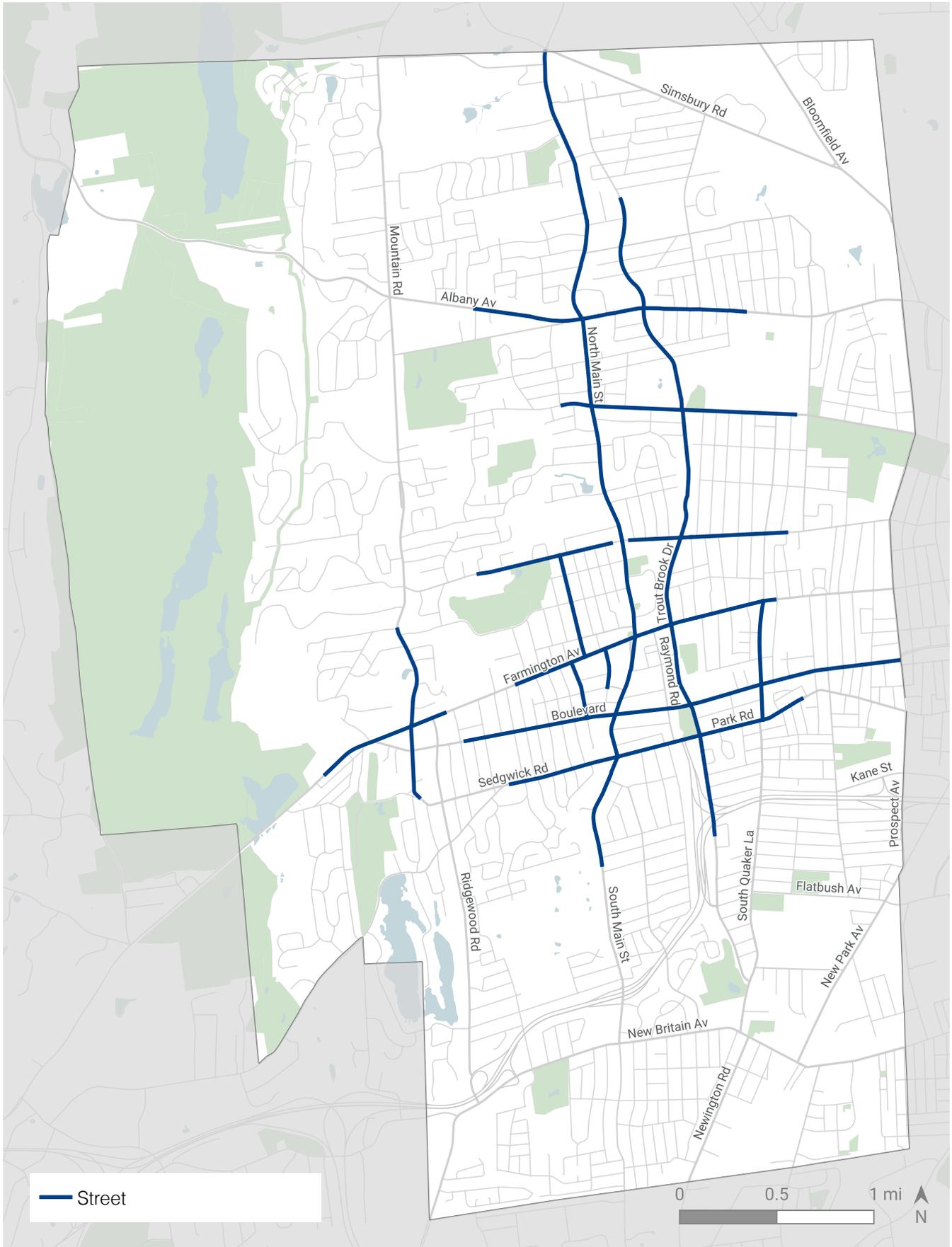
Public input shaped the recommendations in this Plan. The plan includes several action items that respond to concerns raised by participants, such as speeding and intersection viability. Many of these issues will be addressed as part of the Road Safety Audits, which are identified in the [Action Plan](#) and in the [Implementation Support](#) chapters.

The 20 miles of roadway segments that the public identified as being most unsafe are identified in Figure 14. The neighborhoods that represent the top 9% of local roads that the public identified as being most unsafe are shown in Figure 15. These roadway segments and neighborhoods were incorporated into the Vision Zero Focus Areas (VZFAs) as discussed in more detail in the [Action Plan](#).

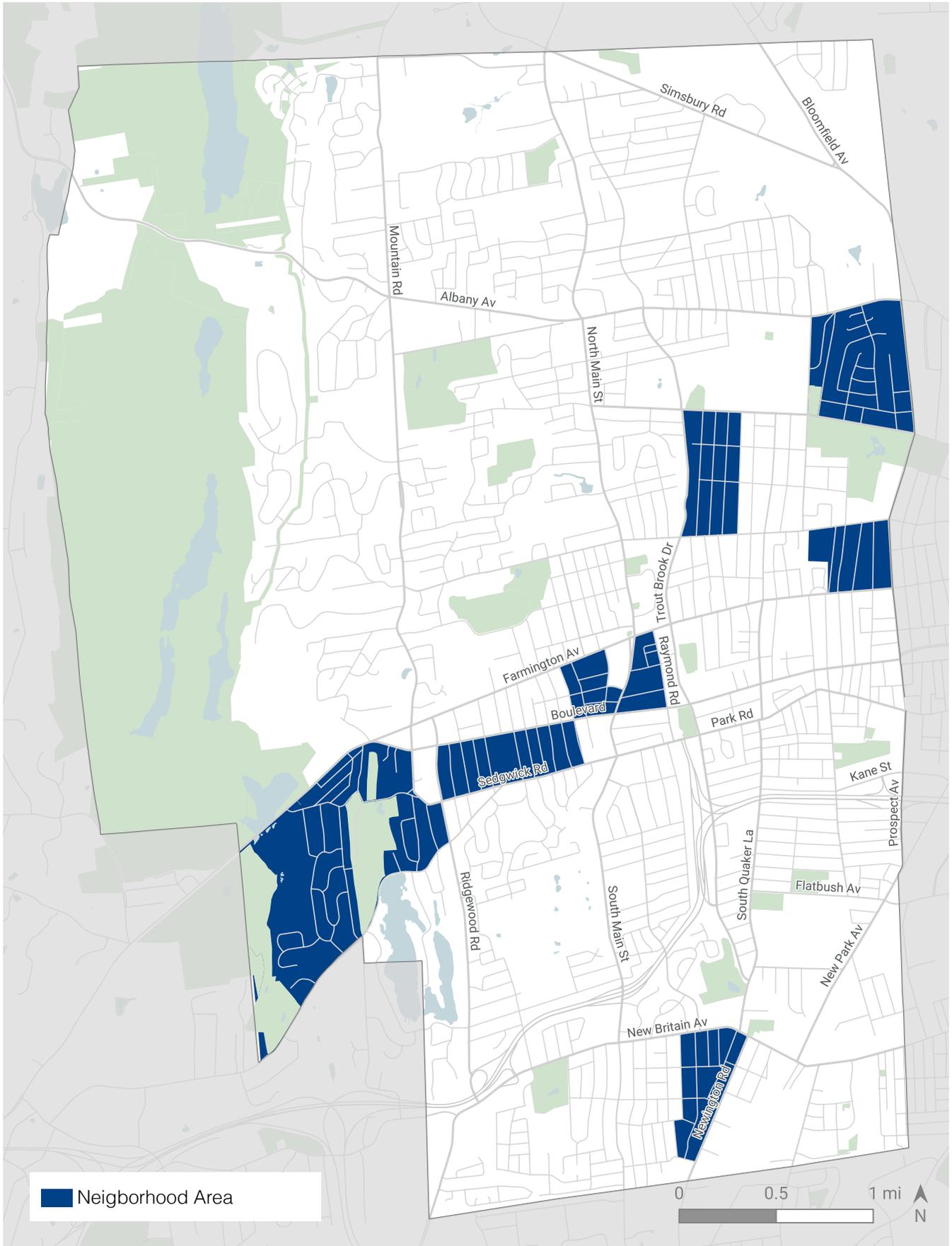
## **Plan Implementation**

The [Action Plan](#) includes clear direction on how the public should be engaged during implementation and subsequent updates to this Plan. In addition, the public input on the webmap will be used as a foundation for identifying safety solutions for the VZFAs. Finally, the Town will continue to engage residents in the design process as it has with past roadway improvement projects.

Figure 14. Unsafe Streets from Public Input



**Figure 15. Unsafe Neighborhood Areas from Public Input**



# EQUITY IN VISION ZERO



## EQUITY IN ACTION

Equity means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income during the development and implementation of Vision Zero. Unfortunately, the roadway system has frequently been built without inclusive engagement throughout the United States. It has also been designed to minimize the needs of marginalized populations who more frequently walk or bike and who have longer commutes.<sup>1</sup> The result is that these communities are at a greater risk of serious injury and death.

This plan centers equity in several ways. First, the project team recognized that communities that have been systematically marginalized may be less likely to report traffic crashes. Moreover members of marginalized communities are less likely to participate in community engagement efforts for lack of time, resources, and belief that their input will be valued. As a result, issues that are more likely to effect these individuals and their communities are frequently not identified through data analysis or public engagement. In response, the project team utilized Transportation Equity Zones (discussed in the following section) as a key input to prioritize the Vision Zero Focus Areas (discussed in more detail in the [Action Plan](#)).

---

<sup>1</sup> *Problem Has Existed over Endless Years: Racialized Difference in Commuting, 1980–2019.* Devin Michelle Bunten, Ellen Fu, Lyndsey Rolheiser, Christopher Severen. Federal Reserve Bank of Philadelphia, April 2022.

### KEY STATISTIC

**Between 2016-2018, the fatality rate for non-Hispanic Black Americans was 4.5 times higher while cycling; 2.2 times higher while walking; and 1.8 times higher while driving than for White Americans on a per mile traveled basis.**

Source: Disparities in Activity and Traffic Fatalities by Race/Ethnicity. Matthew A. Raifman, MPP and Ernani F. Choma, PhD. American Journal Of Preventative Medicine, June 7, 2022

Second, the task force was charged with a focus on inclusion. Task force participants represented many backgrounds including, various races, ethnicities, and incomes levels, as well as, intersecting demographics which included youth, senior and disabled community members.

Third, the project team and task force considered how the implementation of each action could be accessible and equitable. Those considerations are documented in the full action plan found in Appendix A.

Finally, the action plan includes goals, strategies, and actions that are specifically designed to support an inclusive implementation. This includes a focus on developing materials in multiple languages, disseminating information through a variety of different mediums, and collaborating with local community groups to support a grass-roots awareness campaign.

# TRANSPORTATION EQUITY ZONES

Transportation Equity Zones are designed to ensure equitable application of Vision Zero recommendations and prioritization in these areas. An area was defined as a Transportation Equity Zone if identified in one of the following:

- US Department of Housing and Urban Development Low- or Moderate-Income Census Block Group.
- Connecticut Department of Energy and Environmental Protection Environmental Justice Community.
- US Department of Transportation Equitable Transportation Community Explorer.

Figure 16 shows each of these original data sources mapped. Figure 17 shows the High Injury Network overlaying the identified Transportation Equity Zones.

## KEY STATISTIC

**In West Hartford, Transportation Equity Zones have...**

**24% of roadways**



**27% of population**

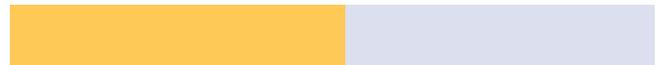


**But account for...**

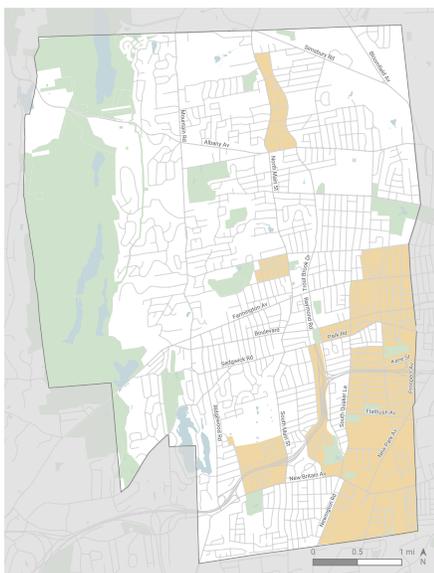
**38% of Deaths and Serious Injuries**



**52% of all Crashes**



**Figure 16. Data sources used to identify Transportation Equity Zones**



Low/Moderate Income  
Block Groups

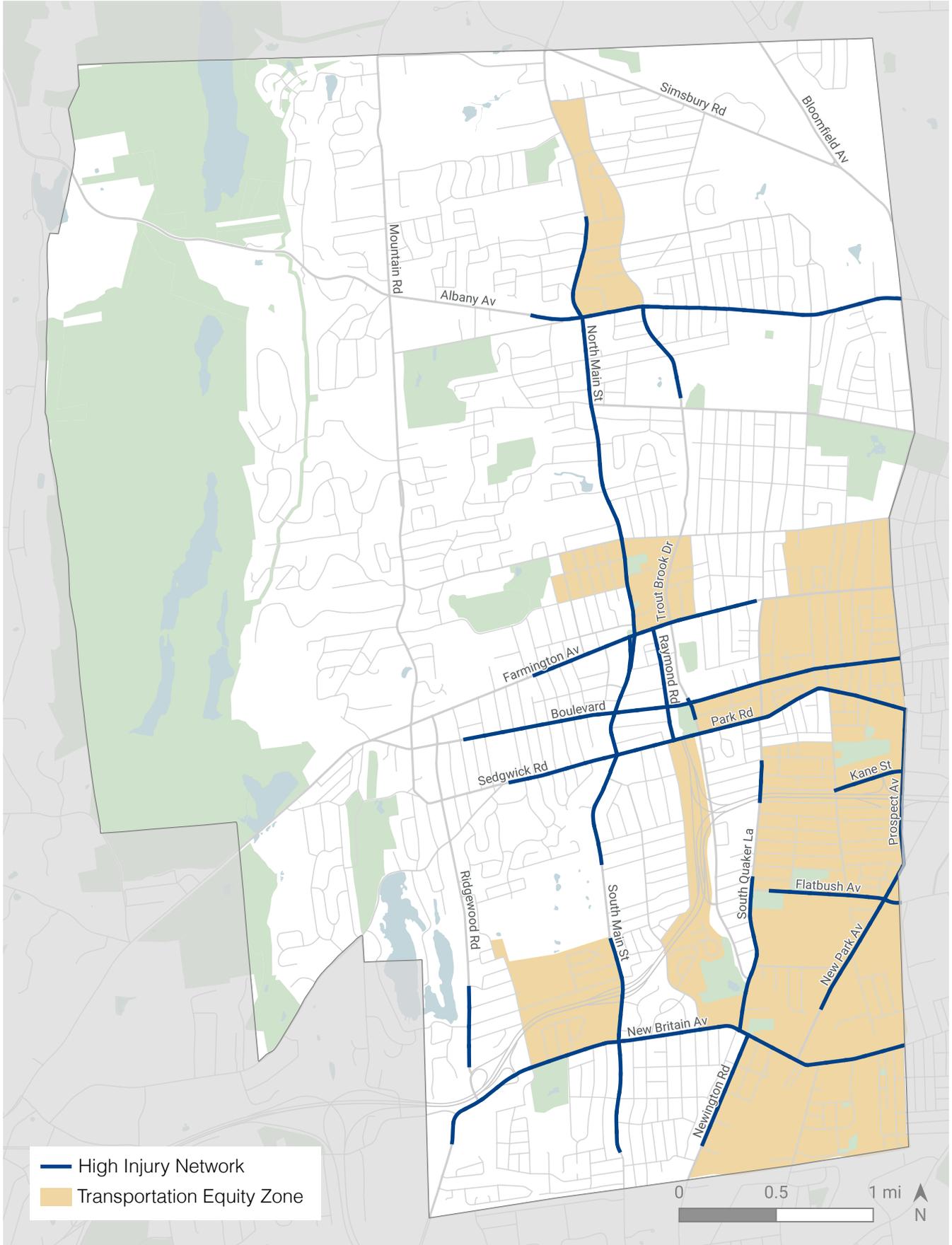


CT DEEP Environmental  
Justice Communities

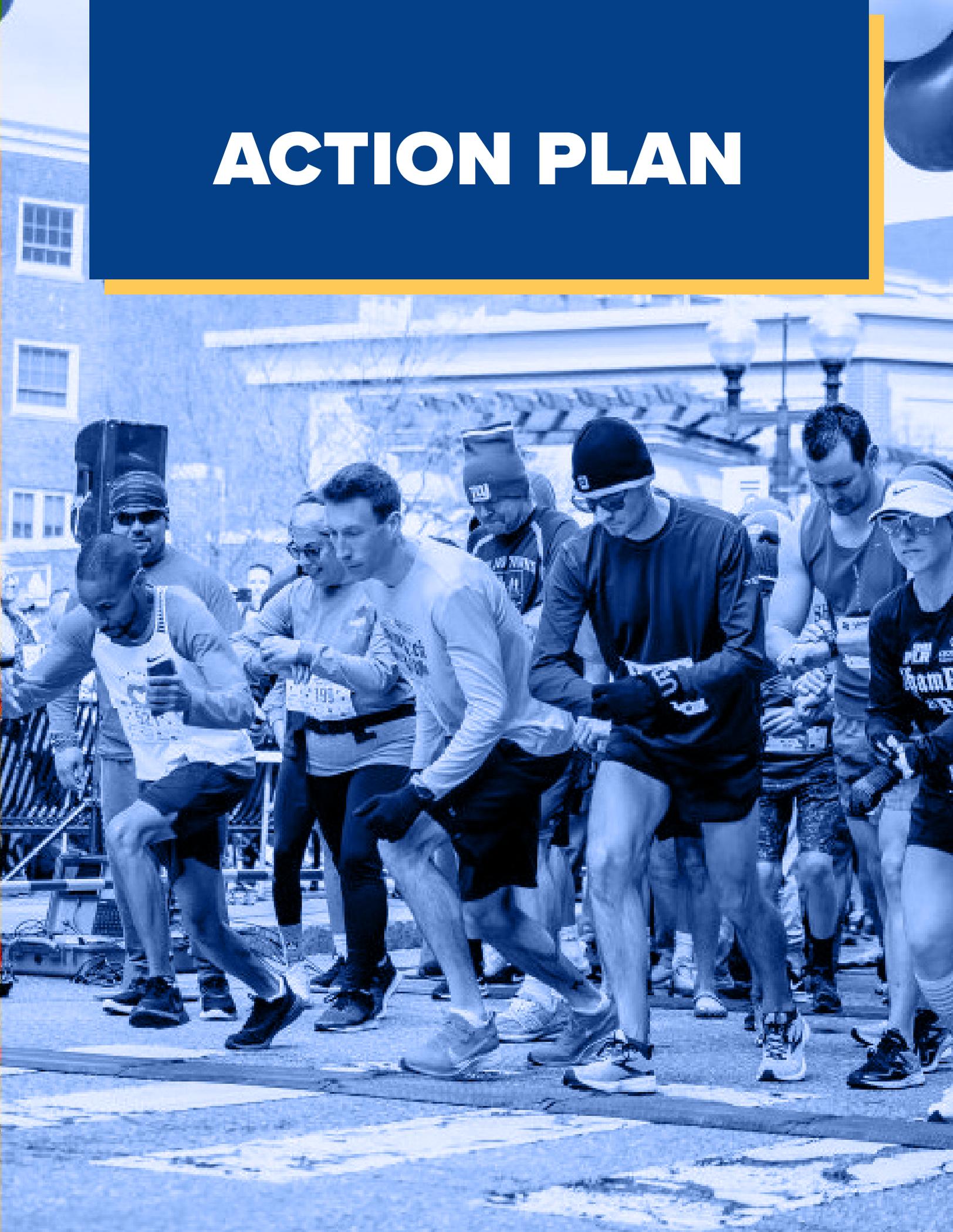


US DOT Equitable  
Transportation Community

Figure 17. High Injury Network and Transportation Equity Zones



# ACTION PLAN



# ACHIEVING VISION ZERO IN WEST HARTFORD

## Background

This Action Plan incorporates the data-driven and equity-focused approach, with extensive stakeholder and community input, that has been proven to eliminate deaths and serious injuries on roadways. The Plan is consistent with, and incorporates best-practices from, the Vision Zero Network's Guidelines for an Effective Vision Zero Action Plan (December 2017). This Action Plan:

- Is built on a robust data framework and includes strategies for improving data gathering.
- Includes measurable goals with a clear timeline for implementation.
- Identifies lead and supporting agencies
- Notes where additional funding, staffing, or legislative support is needed to implement the actions.
- Provides clear framework for measuring success and continuing to have an transparent process.
- Identified how implementation can be accessible and equitable.

The strategies and actions are also consistent with best practices in Vision Zero, including:

- Aligning Town policies and practices with Vision Zero and building the institutional frameworks necessary to implement the Plan.
- Prioritizing safe roadway design for all users.

- Focusing on speed management.
- Utilizing culturally sensitive and diverse engagement and education techniques.
- Using and improving data collection to better understand the causes and location of deaths and serious injuries.

The Plan is intended to address all public streets, except for I-84.

## Organization

The Action Plan recommendations are a comprehensive, integrated approach to get the Town to zero deaths and life-changing injuries on its streets. They are organized around the four goal areas established by the Task Force in collaboration with Town staff:

- **Practices and Policies:** The changes that need to be made to Town practices and policies to effectively implement Vision Zero.
- **Safe Design:** The specific steps that the Town and its partners will undertake to (re)design streets for safety.
- **Culture:** The ways that West Hartford will partner with the community to develop a culture of safety in West Hartford.
- **Data:** How West Hartford will improve and diversify its data sources, collection strategies, and analysis to make better decisions about roadway safety.

# Prioritization

## Vision Zero Focus Areas

This Plan uses **Vision Zero Focus Areas (VZFA)** to prioritize the location of improvements to the street network. There are two VZFA maps:

- VZFA Streets shall be used to prioritize interventions on major roads. (Figure 20 on page 36)
- VZFA Neighborhoods shall be used to prioritize interventions on residential streets in neighborhoods. (Figure 21 on page 37)

VZFA include streets and neighborhoods that:

- Are on the High Injury Network (HIN).
- Had High concentration of input on the Webmap Survey (Public).

- Are located in Transportation Equity Zones (TEZs).

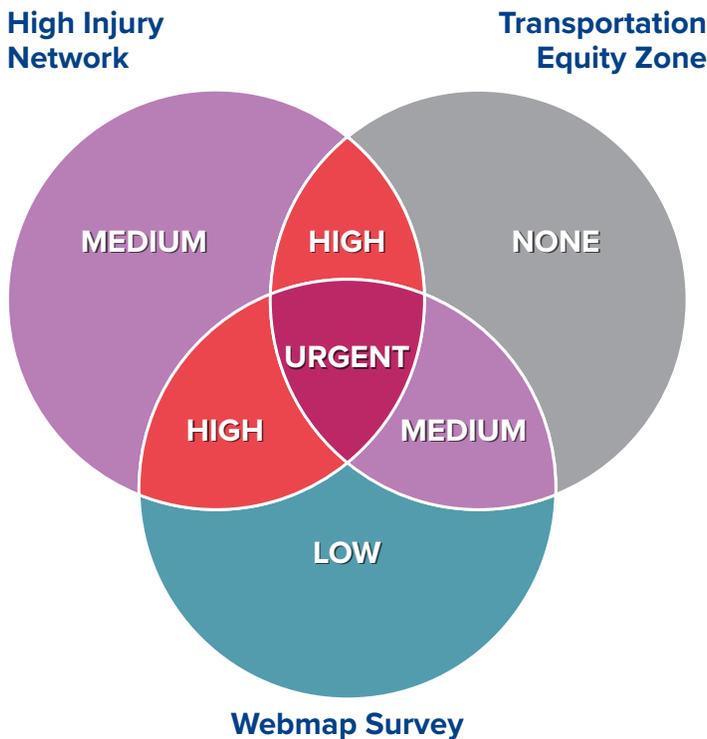
Street segments and local road areas that meet more than one of those criteria were given higher priority, as illustrated in Figure 18. [Appendix B](#) includes a list of all segments on the VZFA.

## Strategies and Actions

Each and every strategy and action is assigned a priority from high to low. The Town and the Task Force scored actions based on a combination of several factors including how needed or urgent implementation was and how big of an impact it would have. This scoring was refined based on input from lead and supporting entities.

When time and resources are limited, this prioritization system should be utilized to

**Figure 18. Prioritizing the Vision Zero Focus Areas**



**Urgent** segments were identified on the High Injury Network (HIN), were highly identified by the public, and were in Transportation Equity Zone (TEZ).\*\*

**High** priority segments had to be on the HIN and be highly identified by the public or be located in a TEZ.

**Medium** segments could either (1) be on the High Injury Network or (2) be highly identified by the public and be located in a TEZ.

**Low** priority segments had High public identification but were not on the HIN or in a TEZ.

\*\* Note: The most severe HIN segments were included in the urgent priority regardless of public input or location within a TEZ.

determine what actions and strategies should receive the most attention.

Priority does not always correspond to early implementation. Some actions may be higher priority but have obstacles that may prevent them from being executed quickly. Likewise, some lower priority items may have early implementation.

## Updating the Plan

As illustrated in Figure 19, implementing Vision Zero is an iterative process. The Action Plan includes recommendations to

monitor and adjust implementation and the Vision Zero Focus Areas.

## Full Action Plan

The Plan presented in this chapter highlights the major implementation elements. Appendix A includes the following additional information:

- Detailed gantt chart of implementation schedule from 2024 through 2031.
- Frequency of actions.
- Performance metrics.
- Accessibility considerations.
- Equity considerations.
- Additional notes and information to support implementation.

The full plan has been provided to the Town as an editable file so it can serve as a project management tool.

**Figure 19. Updating the Action Plan**

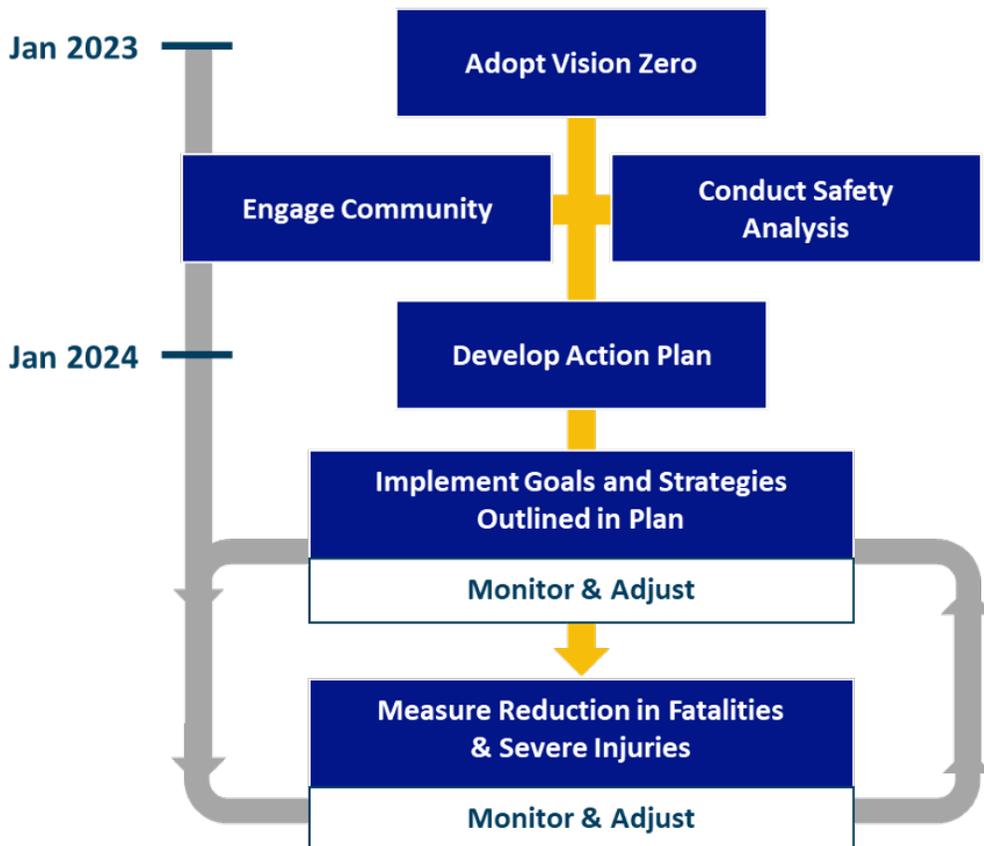
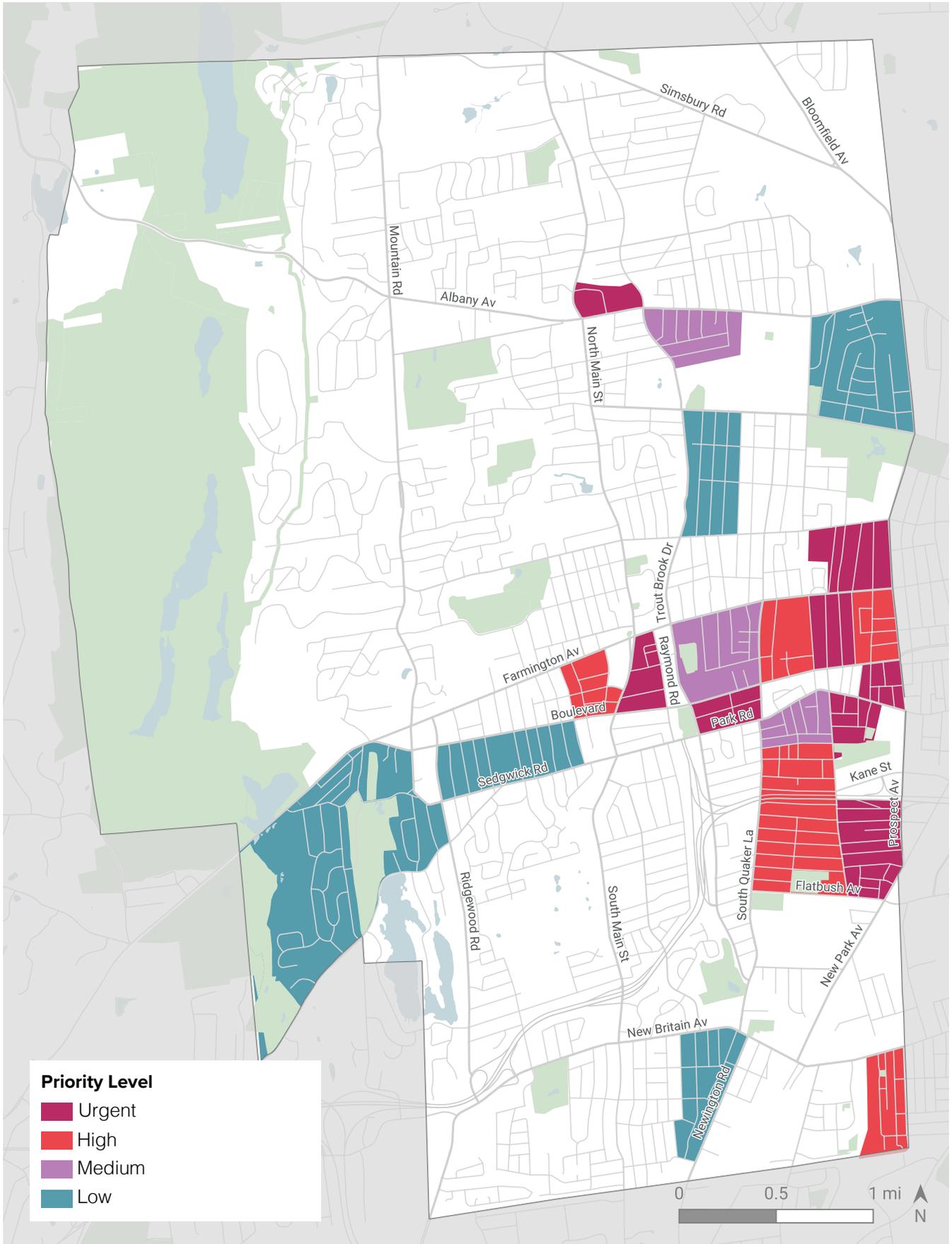




Figure 21. Focus Area Neighborhoods



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# PRACTICES & POLICIES

## Background

Effective policies, practices, and laws must be in place for the Town to implement many of the strategies identified in the other sections of this Plan. The following strategies and actions will create a proactive, safety-first framework for implementing Vision Zero. They will help the Town's departments and partnering agencies align their work to eliminate fatalities and serious injuries. The practices and policies should continue to be informed by public input and advance the Town's work on safety, data, and culture.

## Goal

West Hartford will integrate the Safe Systems approach to roadway design into the Town's policies and regulations.

## Strategies

ID	Strategy	Priority
A	Create the institutional framework for the implementation of Vision Zero.	High
B	Establish policies and programs that will support efforts to reduce speeds, calm traffic, and increase safety for all users.	High
C	Integrate safe street design standards into zoning and subdivision ordinances.	Medium
D	Build meaningful partnerships to support new policies, practices, and projects.	Medium
E	Undertake important studies and plans.	Medium
F	Become a leader in Vision Zero in Connecticut.	Low

## Practices & Policies

ID	Action	Priority
<b>A</b>	<b><i>Create the institutional framework for the implementation of Vision Zero.</i></b>	<b>High</b>
A1	Make the Vision Zero Task Force permanent and hold quarterly status update meetings.	High
A2	Create a specific line item under Transportation & Circulation in the Town's Capital Improvement Program budget that accounts for capital expenditures that advance Vision Zero. Provide dedicated funding to that line item.	High
A3	Pursue implementation grant funding to support the implementation of Vision Zero, including the Safe Streets and Roads for All (SS4A) grant.	High
A4	Establish a full-time permanent staff position responsible for overseeing the implementation of the Action Plan, annual review, data analysis, and the dashboard.	High
A5	Conduct an annual review of the Vision Zero Action Plan.	Medium
A6	Establish a Rapid Response Team to implement quick-build safety countermeasures and direct enforcement and education resources at fatal crash locations.	Medium
A7	Require that all street improvement projects funded by the Town include a checklist on how they advance Vision Zero.	Low
<b>B</b>	<b><i>Establish policies and programs that will support efforts to reduce speeds, calm traffic, and increase safety for all users.</i></b>	<b>High</b>
B1	Adopt a policy formalizing the use of target speed as the design approach for Town projects.	Medium
B2	Review of the Vision Zero Focus Areas (VZFAs) and identify locations where Town speed limits can be lowered.	High
B3	Reduce speeds along the HIN, where warranted.	High
B4	Establish pedestrian safety zones in commercial areas with significant pedestrian activity.	High
B5	Allow for Town-initiated projects through the Neighborhood Street Traffic Calming Program.	Medium

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2024	Community Development		<b>Yes</b>		
Ongoing	Engineering/ Police	Public Works		<b>Yes</b>	
2025	Community Development		<b>Yes</b>		
2024 - Ongoing	Engineering			<b>Yes</b>	
2026 - 2029	Town Manager	Community Development	<b>Yes</b>		
2026 - Ongoing	Engineering		<b>Yes</b>	<b>Yes</b>	
2026 - Ongoing	Town Manager	Community Development	<b>Yes</b>		
2024	Engineering		<b>Yes</b>		
2024 - 2025	Engineering		<b>Yes</b>		
2025 - 2030	Engineering	Public Works	<b>Yes</b>		
2025 - 2027	Town Manager	Engineering/ Public Works	<b>Yes</b>		
2025 - Ongoing	Engineering		<b>Yes</b>		

## Practices & Policies

ID	Action	Priority
B6	Update the Maintenance and Protection of Traffic Policy to include provisions for vulnerable road users. Identify that closures for these users should be the last option available particularly in school zones and pedestrian safety zones.	Low
B7	Set a schedule for routine maintenance of road infrastructure and off-street bike facilities (e.g., sweeping, snow removal, repainting lanes, removing vegetation, and sign repair).	Low
<b>C</b>	<b><i>Integrate safe street design standards into zoning and subdivision ordinances.</i></b>	Medium
C1	Undertake a review of the Town's zoning and subdivision ordinances to identify changes that will improve safety.	Medium
<b>D</b>	<b><i>Build meaningful partnerships to support new policies, practices, and projects.</i></b>	<b>Medium</b>
D1	Meet annually with the CT Department of Transportation to identify how improvements to state roads can advance Vision Zero in West Hartford.	Medium
D2	Work with the Capitol Region Council of Governments (CRCOG) and neighboring towns to create continuous bicycle and pedestrian networks to connect West Hartford to neighboring towns.	Low
D3	Collaborate with the State's Vision Zero Council and the Connecticut Department of Motor Vehicles (DMV) on incorporating Vision Zero concepts into their new driver manual and license renewal mailings.	Low
<b>E</b>	<b><i>Undertake important studies and plans.</i></b>	<b>Medium</b>
E1	Develop a list of reference manuals and roadway standards that can be used to implement Vision Zero.	High
E2	Update the Bicycle Facility Plan.	Medium
E3	Develop a Bicycle Facility Design Guide.	Low
<b>F</b>	<b><i>Become a leader in Vision Zero in Connecticut.</i></b>	<b>Low</b>
F1	Provide funding for two staff or Task Force members to attend at least one relevant conference or event every other year to share West Hartford's experience and learn from what other communities are doing.	Low

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2024 - 2025	Engineering	Public Works	<b>Yes</b>		
2027 - Ongoing	Public Works	Engineering	<b>Yes</b>	<b>Yes</b>	
2025 - 2026	Planning & Zoning	Public Works	<b>Yes</b>		
2024 - Ongoing	Community Development	Engineering			
2024 - Ongoing	Engineering		<b>Yes</b>		
2026 - Ongoing	Community Development	Public Relations/ Police			
2025 - 2026	Engineering		<b>Yes</b>	<b>Yes</b>	
2024	Engineering	Planning			
2024	Engineering		<b>Yes</b>		
2026 - Ongoing	Town Manager				

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# SAFE DESIGN

## Background

Roadway design, particularly its influence on motorist speed, is a key factor in achieving Vision Zero. Designing to reduce speeds not only decreases the risk of a crash but also decreases the risk of serious injury or death. The effects of speed are most pronounced for vulnerable road users whose risk of dying if struck by a vehicle increases dramatically with vehicle speed.

Physical changes to our streets will introduce permanent measures that will discourage dangerous, excessive, and intimidating driving and speeding. Efforts will include low-cost town-wide interventions and targeted investments in the Vision Zero Focus Areas. Safe roadway design will prioritize the needs of vulnerable road users. The action plan focuses on improvements to areas where these users may come into conflict with vehicular traffic such as intersections, crossings, and areas with missing sidewalks or bicycle facilities. These safety improvements will address existing issues while making West Hartford streets more appealing for walking and biking. The result will be fewer vehicle miles traveled, which will reduce the overall risk of injury and death.

## Goal

West Hartford will adopt road design practices that prioritize safety for all users over vehicle speed and throughput. Physical design changes on roadway segments and at intersections will play an important role in reducing the number of serious injuries and deaths. More roadway users will choose alternatives to driving and, as a result, reduce the total vehicle miles traveled in the Town.

## Strategies

ID	Strategies	Priority
G	Make infrastructure improvements that will make roads safer.	High
H	Reduce speeds.	High
I	Design for safe streets near schools.	Medium

## Safe Design

ID	Action	Priority
<b>G</b>	<b><i>Make infrastructure improvements that will make roads safer.</i></b>	<b>High</b>
G1	Conduct road safety audits and/or safety assessments of areas identified in the VZFA.	High
G2	Implement quick-build recommendations locations within two years of conducting the RSA.	High
G3	Implement short-term improvements within three to five years of conducting the RSA.	High
G4	Implement long-term improvements within six to ten years of conducting the RSA.	High
G5	Implement an automated enforcement (speed camera) program within Vision Zero Focus Areas to include speed enforcement and red-light enforcement.	High
G6	Prioritize the location of speed feedback signage to the Vision Zero Focus Areas.	High
G7	Construct single-lane modern roundabouts. Consider the intersections identified by the CRCOG Roundabout Study.	Low
G8	Upon completion of the Bicycle Facility Plan, identify goals and a schedule of expansion of the bicycle network that includes continuous low-stress north-south and east-west connectivity.	Low
<b>H</b>	<b><i>Reduce speeds.</i></b>	<b>High</b>
H1	Evaluate signal timing on coordinated signal systems to ensure consistency with corridor target speeds.	Medium
<b>I</b>	<b><i>Design for safe streets near schools.</i></b>	<b>Medium</b>
I1	Expand school zone speed limit program, including reducing speeds 20 MPH, flashing school zone speed signs, and speed feedback signage.	Medium

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2024 - Ongoing	Engineering	Community Development/ Public Works	Yes		
2025 - 2026	Engineering	Public Works	Yes		
2025 - 2029	Engineering	Public Works	Yes		
2027 - 3031	Engineering	Public Works	Yes		
2024 - 2025	Community Development	Town Manager/ Police/ Engineering/ Public Works/IT			<b>Yes</b>
2024 - Ongoing	Engineering	Public Works	Yes		
2026 - 2031	Engineering	Public Works	Yes	Yes	<b>Yes</b>
2031	Engineering	Public Works	Yes		
-					
2026 - 2031	Engineering	Public Works	Yes		
-					
2026 - 2031	Engineering	Public Works	Yes		

## Safe Design

ID	Action	Priority
12	Conduct Safe Routes to School reports for all schools within the West Hartford Public School system. Create schedule and implement short-term infrastructure and operational changes to improve safety.	Medium
13	Identify and implement short-term, quick-build recommendations for all schools.	Medium

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2026 - 2031	Board of Education	Engineering/ Public Works			
2027 - 2031	Engineering	Board of Education/Public Works	Yes		

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# CULTURE

## Background

While human error is inevitable, Vision Zero will be more successful if it is supported by members of the public who understand the importance of Vision Zero and the role that they play in ensuring safe streets. Vision Zero must actively engage with the public to expand education on traffic safety and design a safer system together. Cultural changes are evident in community action.

## Goal

People in West Hartford will use roadways safely and be able to explain why it is important to do so. West Hartford will become a more informed community on road safety, yielding fewer crashes that result in serious injuries or deaths. There will be an open dialogue between the Town and residents about Vision Zero through a variety of communication mediums (website, social media, local station, etc.) that are accessible to all individuals across various backgrounds and abilities.

## Strategies

ID	Strategy	Priority
J	Develop and execute a multi-medium awareness campaign to educate people on safe roadway behavior.	High
K	Integrate Vision Zero education into West Hartford schools.	High
L	Establish the Town as a leader in Vision Zero best behaviors.	Medium
M	Promote non-motorized travel as a viable alternative to driving.	Low

## Culture

ID	Action	Priority
<b>J</b>	<b><i>Develop and execute a multi-medium awareness campaign to educate people on safe roadway behavior.</i></b>	<b>High</b>
J1	Publish online and print public service announcements about Vision Zero.	High
J2	Maintain the West Hartford Vision Zero webpage on the Town website as a central database for the Vision Zero Action Plan, progress reports, upcoming programs, related organizations, and contact methods.	High
J3	Design a bumper sticker campaign targeting distracted driving.	High
J4	Collaborate with community groups to provide workshops and educational awareness campaigns tailored to specific topics related to Vision Zero and traffic safety.	High
J5	Design recognizable Vision Zero branding to be used in future reports, social media posts, and outreach materials.	Medium
J6	Build a multilingual Vision Zero outreach toolkit.	Medium
J7	Create and manage official West Hartford Vision Zero social media pages to share resources and interact with community members.	Medium
J8	Host a workshop for professional media on how to best communicate information about traffic crashes and Vision Zero.	Medium
J9	Conduct driver awareness sessions specific to Vision Zero for all Town staff.	Low
<b>K</b>	<b><i>Integrate Vision Zero education into West Hartford schools.</i></b>	<b>High</b>
K1	Work with students to develop a K-12 Vision Zero campaign that helps students understand the importance of road safety.	High
K2	Establish Vision Zero and Distracted Driving panels in schools to develop a traffic safety curriculum and oversee its implementation.	High

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2024 - Ongoing	Public Relations	Equity Advancement/ Town Manager			
Ongoing	Town Manager	IT/Public Relations/ Community Development/ Engineering			
2024 - 2025	Public Relations	Police		<b>Yes</b>	
2025 - Ongoing	Public Relations	Equity Advancement/ Town Manager	<b>Yes</b>		
2024	Public Relations	Equity Advancement/ Town Manager		<b>Yes</b>	
2024 - 2025	Equity Advancement	Public Relations	<b>Yes</b>		
Ongoing	Public Relations	Town Manager/ Equity Advancement	<b>Yes</b>		
2024	Public Relations	Town Manager/ Equity Advancement	<b>Yes</b>		
2025 - Ongoing	Police	Public Relations	<b>Yes</b>		
2024 - 2025	Board of Education/Police	Public Relations	<b>Yes</b>		
2025 - Ongoing	Public Relations	Board of Education/Police	<b>Yes</b>		

## Culture

ID	Action	Priority
K3	Coordinate engagement and outreach with the development of the Safe Routes to School Program.	High
K4	Provide educational videos catered to students on Vision Zero.	Medium
K5	Promote designated walk/bike to school days to encourage alternative transportation modes to cars.	Low
K6	Conduct information sessions with School District staff, especially school bus drivers, on safe roadway uses and their role in advancing Vision Zero.	High
<b>L</b>	<b><i>Establish the Town as a leader in Vision Zero best behaviors.</i></b>	<b><i>Medium</i></b>
L1	Update the language in public-facing Town documents to refer to “crashes,” not “accidents.” Ensure Town staff refer to crashes instead of accidents.	Medium
<b>M</b>	<b><i>Promote non-motorized travel as a viable alternative to driving.</i></b>	<b><i>Low</i></b>
M1	Identify key locations within the VZFA that would improve people's ability to meet their daily needs without a car. Map and integrate into prioritization framework.	High
M2	Develop an advertising strategy to promote how safety improvements are making West Hartford a better place to walk, bike, and take transit.	Medium
M3	Work with major employers to promote alternative transportation modes and designated bike/walk to workdays.	Medium
M4	Host guided bicycle rides for new bike facilities as they open.	Low

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
Ongoing	Board of Education/Police	Public Relations			
2026 - Ongoing	Public Relations	Board of Education/Police	<b>Yes</b>	<b>Yes</b>	
2026 - Ongoing	Board of Education	Public Relations			
2025 - Ongoing	Board of Education/ School Transportation	Public Relations/ Police	<b>Yes</b>		
2026	Public Relations	Town Manager			
2027	Engineering				
2027 - Ongoing	Public Relations	Town Manager	<b>Yes</b>	<b>Yes</b>	
Ongoing	Public Relations		<b>Yes</b>		
Ongoing	Police		<b>Yes</b>		

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# DATA

## Background

Good data is critical to ensuring the successful implementation of Vision Zero actions. Data reveals where problems are, who is impacted, and what does and does not work. Robust and transparent data collection, measurement, analysis, and reporting are crucial to understanding the system-level changes needed to achieve Vision Zero.

## Goal

West Hartford will improve and diversify its data sources, collection strategies, and analysis to make data-driven decisions. West Hartford will be accountable for its Vision Zero commitment through measurable outcomes and transparent data reporting.

## Strategies

ID	Action	Priority
N	Report data to community members, Town staff, and the state.	High
O	Analyze data to improve the Town's understanding of crash patterns.	Medium
P	Improve data diversity surrounding available crash data.	Low

## Data

ID	Action	Priority
<b>N</b>	<b>Report data to community members, Town staff, and the state.</b>	<b>High</b>
N1	Create a dashboard on the Vision Zero webpage to analyze the Action Plan's metrics and progress toward its goals.	High
N2	Publish project updates, progress on actions, and program updates to the data dashboard.	High
N3	Develop and publish an annual Vision Zero progress report focused on data-driven results and areas for improvement.	High
N4	Provide Town crash data about serious injuries and deaths on the data dashboard when it is made publicly available.	Medium
<b>O</b>	<b>Analyze data to improve the Town's understanding of crash patterns.</b>	<b>Medium</b>
O1	Update and modify the High Injury Network (HIN) and VZFA.	High
O2	Track and analyze trends in contributing factors identified on the HIN.	Medium
O3	Compare traffic data before and after traffic calming interventions to assess effectiveness and refine future applications.	Medium
O4	Identify nodes located near the HIN that attract trips by vulnerable users (schools, parks, transit hubs, health centers, trail crossings, etc.) to help prioritize implementation.	Medium
<b>P</b>	<b>Improve data diversity surrounding available crash data.</b>	<b>Low</b>
P1	Solicit public input on perception of traffic safety when updates are made to the Vision Zero Focus Areas.	High
P2	Collect speed data on High crash corridors to identify where prevailing speeds exceed the posted speed limit.	High
P3	Update and promote the Town's online system for road users to report problem road areas, hazards, near misses, and the like. Publish that information on the data dashboard.	Medium

Timeframe	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
2024	Engineering		<b>Yes</b>		
2025 - Ongoing	Engineering	Community Development			
2024 - Ongoing	Community Development	Engineering/ Police/Public Relations/Board of Education			
2025 - Ongoing	Police	IT			
2027	Engineering		<b>Yes</b>		
2026 - Ongoing	Engineering	Police	<b>Yes</b>		
2026 - Ongoing	Engineering		<b>Yes</b>		
2024	Engineering			<b>Yes</b>	
2026 & 2031	Public Relations	Engineering			
2024 - Ongoing	Engineering	Police	<b>Yes</b>		
2025	Public Relations	Public Works			

## Data

ID	Action	Priority
P4	Advocate for better crash data collection Statewide. This may include improved police data collection on crash report forms, particularly for crashes involving non-motorists.	Low

Timeframe

Lead

Partners

Staffing  
Obstacles

Funding  
Obstacles

Legislative  
Obstacles

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Ongoing

Police

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# IMPLEMENTATION SUPPORT



# SUPPORTING DOCUMENTS

## Background

As part of its initial efforts, the Task Force identified a variety of safety concerns that needed to be addressed in West Hartford. It was originally proposed that each of these issues be studied individually. This would have resulted in more than a dozen studies, which would have overwhelmed the Town and slowed implementation. Moreover, that approach lacked a focus on the Vision Zero Focus Areas (VZFA).

Instead, the team proposed, and the Task Force embraced, an approach that would utilize Road Safety Audits (RSAs) and smaller roadway assessments to advance Vision Zero. In this approach, the Town would conduct regular studies on roadway segments, prioritizing VZFAs. This would allow the Town to:

- Focus their attention on the highest need areas first.
- Study roadways holistically and address the totality of issues, not just the ones identified by the Task Force.
- More quickly identify projects for implementation.

In support of that effort, this chapter includes two important documents. The first are **RSA Field Considerations**, which can be used to identify safety issues during the RSAs. It is important to note that the list of considerations need not be static and should evolve as the Town learns from its initial RSA efforts.

This chapter also includes a **countermeasures matrix** that provides direction on which interventions could be appropriate for addressing the issues identified by the Task Forces.

## Urgent Segment Implementation Support

Throughout the development of this Action Plan, the project team has gathered a substantial amount of information about the urgent segments on the VZFA. As such, the team has supplied the Town with a matrix of the 14 most urgent segments includes:

- Crash history summary
- Public Comments summary
- Whether there are quick-build, short-term, or long-term projects that could advance vision zero along the segment.
- An initial indication regarding what countermeasures could potentially be used to address the safety issues.

# RSA FIELD CONSIDERATIONS

## Pedestrian

### Accommodations

- Sidewalks (width, grade, condition, drainage, buffer, etc.)
- Sidewalk connectivity \*\*
- Lighting
- Amenities (benches, trash receptacles, etc.)

### Pedestrian Crossings

- Crossing times and distance \*\*
- Signage
- Pavement markings \*\*
- Detectable warning devices (signal) \*\*
- Adequate sight distance
- Wheelchair accessible ramps (grades, orientation, tactile warning strips, etc.)
- Pedestrian refuge at islands
- Distance between crossings \*\*

### Bicycle Accommodations

- Bicycle facilities (design, location and condition)
- Gaps \*\*
- Separation from traffic
- Conflicts with on-street parking \*\*
- Pedestrian conflicts
- Bicycle signal detection
- Visibility
- Roadway speed limit
- Bicycle signage / markings

- Shared lane width
- Shoulder condition / width
- Traffic volume
- Heavy vehicles
- Pavement condition
- Debris

### Transit Accommodations

- Location
- Signage
- Seating / Covers
- Pedestrian connectivity \*\*

### Road Facilities

- Access points
- Drainage
- Tapers and lane shifts
- Roadside clear zone / slopes
- Guide rails / protection systems
- Capacity issues

### Road Surface Condition

- Pavement (excessive roughness or rutting, potholes, loose material)
- Edge drop-offs
- Drainage issues

### Intersections

- Geometry
- Sight distances \*\*
- Traffic control devices
- Safe storage for turning vehicles
- Exclusive right turn lanes \*\*

## Signals

- Visibility
- Operation
- Timing \*\*
- Safe placement of equipment
- Proper sight distance
- Adequate lane capacity

## Signage

- Correct use
- Clear messaging
- Good placement for visibility
- Adequate retro-reflectivity

## Pavement Markings

- Correct and consistent with MUTCD
- Lane widths \*\*
- Adequate visibility
- Condition
- Snow storage
- Edgelines provided

## Driver Behavior

- Compliance with speed limits \*\*
- Sight distance adequacy
- Safe passing opportunities
- Distractions
- Unaware of pedestrians / cyclists

## Miscellaneous

- Weather impacts

**\*\* Identified by Task Force as a common or persistent issue in West Hartford.**

# TYPICAL SAFETY ISSUES IDENTIFIED BY TASK FORCE

Issue	Potential Countermeasures
Speeding, especially when speeders are exceeding 35 MPH or 10 MPH above the speed limit.	Speed Limit Reduction, School Zone Speed Limit, Automated Speed Enforcement, Lane Striping Changes (Narrower Lanes), Road Diet, Neighborhood Traffic Calming, Roundabout, Bumpout, Signal Retiming, Adaptive Signals, Raised Intersection, Raised Crosswalk, Pedestrian Refuge Island (with horizontal deflection)
Excessive lane widths that encourage speeding or other dangerous behaviors	Lane Striping Changes (Narrower Lanes)
Excessive roadway capacity, especially where it may encourage unsafe behaviors	Road Diet, Right-Turn Lane Closure, Signal Retiming
Gaps in the sidewalk network, including lacking sidewalks and damaged sidewalks which make them difficult to use (especially by people with disabilities).	Sidewalks
Improper sight lines to nearby intersections and driveways	Sight Line Improvements at Corners (Vegetation and Parking)
Inadequate pedestrian infrastructure, especially at high-pedestrian crossing volume locations	Crosswalks, Mid-block Crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Refuge Island, Raised Crosswalk, Raised Intersection, Crosswalk Yield Lines and Other Pavement Markings, Automated Pedestrian Detection / Pedestrian Recall, Dynamic No-Turn on Red (NTOR) Signage with Pedestrian Signal Activation, Right-Turn Lane Closure, Bumpouts, Roundabout, Road Diet, Neighborhood Traffic Calming, Automated Speed Enforcement, Automated Red-Light Enforcement, Parking Restriction Enforcement, Additional Lighting, Speed Limit Reduction, School Zone Speed Limit
Overbuilt, unnecessary, poorly designed, or poorly signaled exclusive right-turn lanes	Raised Crosswalk (across Channeled Right-turn Lane), Dynamic No-Turn on Red (NTOR) Signage with Pedestrian Signal Activation), Right-Turn Lane Closure, Automated Red-Light Enforcement

Issue	Potential Countermeasures
Excessive pedestrian wait times at traffic signals that induces unsafe pedestrian activity.	Signal Retiming, Adaptive Signals, Automated Pedestrian Detection / Pedestrian Recall
Missing, long, unsafe, or inadequate pedestrian crossings at intersections (especially across arterials or collectors) and mid-block.	Crosswalks (at Intersections), Mid-block Crosswalks
Improper signal timing, especially when it encourages speeding or unsafe driver behaviors (e.g., jumping signals).	Signal Retiming, Adaptive Signals
Bus stop locations that have unsafe or inconvenient pedestrian access routes from the stops to nearby destinations.	Sidewalks, Crosswalks (at Intersections), Mid-block Crosswalks, Bus Stop Relocation
Gaps in the bicycle network	Bicycle Facility (Refer to Bike Plan)
Frequent vehicular parking occurs in bicycle facilities.	Parking Restriction Enforcement

# POTENTIAL COUNTERMEASURES

The following summarizes potential countermeasures that can support implementation. They are organized into the following categories:

- Pedestrian and Bicycle Countermeasures
- Countermeasures at Intersections and Driveways
- Cross Section Countermeasures
- Enforcement
- Miscellaneous Countermeasures

Countermeasures were based on review of available resources including the Federal Highway Administration’s Proven Safety Countermeasures website. Additionally, the Action Plan effort including a desktop review of the Vision Zero Focus Areas which were identified as an “Urgent” priority. Additional review of crash details in these areas as well as identification of appropriate countermeasures were included in this list. The list below is not exhaustive but rather representative of the most common countermeasures to be appropriate for the context in West Hartford.

Countermeasures		Safety Issues								
		Speeding	Pedestrian Crashes	Bicyclist Crashes	DUI & Distracted Users	Crashes at Intersections	Angle Crashes	Head-on Crashes	Single Vehicle Crashes	Crashes at Night
<b>Pedestrian and Bicycle</b>	Sidewalks		Yes							
	Crosswalks (at Intersections)		Yes			Yes				
	Mid-block Crosswalks		Yes			Yes				
	Rectangular Rapid Flashing Beacons (RRFB)		Yes			Yes				Yes
	Pedestrian Refuge Island	Yes	Yes			Yes				
	Raised Crosswalk	Yes	Yes			Yes				

Countermeasures		Safety Issues								
		Speeding	Pedestrian Crashes	Bicyclist Crashes	DUI & Distracted Users	Crashes at Intersections	Angle Crashes	Head-on Crashes	Single Vehicle Crashes	Crashes at Night
<b>Ped. &amp; Bicycle</b>	Raised Intersection	Yes	Yes			Yes				
	Crosswalk Yield Lines and Other Pavement Markings		Yes							
	Bus Stop Relocation		Yes							
	Bicycle Facility (Refer to Bike Plan)			Yes						
<b>Intersection and Driveways</b>	Traffic Signals					Yes	Yes			
	Signal Retiming	Yes	Yes			Yes		Yes		
	Adaptive Signals	Yes	Yes			Yes				
	Protected Left Phase					Yes	Yes	Yes		
	Flashing Yellow Arrow (FYA)					Yes	Yes	Yes		
	Automated Pedestrian Detection / Pedestrian Recall		Yes			Yes				
	Dynamic No-Turn on Red (NTOR) Signage with Pedestrian Signal Activation.		Yes			Yes				
	Retroreflective Backplates					Yes	Yes	Yes		Yes
	Left-Turn Lane Addition					Yes				
	Right-Turn Lane Closure		Yes			Yes				
Intersection "Cat Track" Markings			Yes		Yes	Yes	Yes			

Countermeasures		Safety Issues								
		Speeding	Pedestrian Crashes	Bicyclist Crashes	DUI & Distracted Users	Crashes at Intersections	Angle Crashes	Head-on Crashes	Single Vehicle Crashes	Crashes at Night
<b>Intersection and Driveways</b>	Bumpouts	Yes	Yes			Yes	Yes			
	Sight Line Improvements at Corners					Yes	Yes			
	Systematic Application of Signage at Stop-Controlled Intersections					Yes	Yes	Yes	Yes	Yes
	Roundabout	Yes	Yes			Yes	Yes	Yes		Yes
	Access Management					Yes	Yes	Yes		
<b>Cross Section</b>	Lane Striping Changes	Yes		Yes					Yes	Yes
	Road Diet	Yes	Yes	Yes		Yes		Yes		
	Wider Edgelines			Yes					Yes	Yes
	Centerline Rumble Strips							Yes	Yes	Yes
	Horizontal Curve Signage and Pavement Markings								Yes	Yes
	Neighborhood Traffic Calming	Yes	Yes	Yes						
<b>Enforcement</b>	Automated Speed Enforcement	Yes	Yes	Yes						
	Automated Red-Light Enforcement		Yes			Yes	Yes	Yes		
	DUI & Distracted User Enforcement				Yes					
	Parking Restriction Enforcement		Yes	Yes		Yes	Yes			

Countermeasures		Safety Issues								
		Speeding	Pedestrian Crashes	Bicyclist Crashes	DUI & Distracted Users	Crashes at Intersections	Angle Crashes	Head-on Crashes	Single Vehicle Crashes	Crashes at Night
<b>Miss.</b>	Additional Lighting		Yes			Yes				Yes
	Speed Limit Reduction	Yes	Yes	Yes						
	School Zone Speed Limit	Yes	Yes	Yes						

# **APPENDIX A. FULL ACTION PLAN**

The Full Action Plan remains in development as the Town continues to engage lead and supporting entities and gathering public input to identify appropriate performance metrics as well as accessibility and equity concerns.

**APPENDIX B. VISION  
ZERO FOCUS AREA  
SEGMENT LIST**

Road Segment ID	South / East Terminus	North / West Terminus
New Park Ave	1,200 Ft S/O Talcott Road	Prospect Avenue
South Main St 4	Park Road	Farmington Avenue
New Britain Ave 5	New Park Avenue	West Hartford Town Line
New Britain Ave 4	Mayflower Street	New Park Avenue
North Main St 3	Asylum Avenue	Albany Avenue
New Britain Ave 3	South Main Street	Mayflower Street
Park Rd 1	South Main Street	Trout Brook Drive
Boulevard 4	South Quaker Lane	Prospect Avenue
Albany Ave 2	North Main Street	Trout Brook Drive
North Main St 1	Farmington Avenue	Fern Street
Farmington Ave 3	South Main Street	Robin Road
North Main St 4	Albany Avenue	Huron Drive
Trout Brook Dr 2	Trout Brook Terrace	600 Ft N/O Boulevard
Boulevard 3	Trout Brook Drive	South Quaker Lane
Park Rd 2	Trout Brook Drive	Nesbit Avenue

# **APPENDIX C. HIGH INJURY NETWORK METHODOLOGY**