



Stantec

West Hartford Center Infrastructure Master Plan Public Information Meeting

February 7, 2024



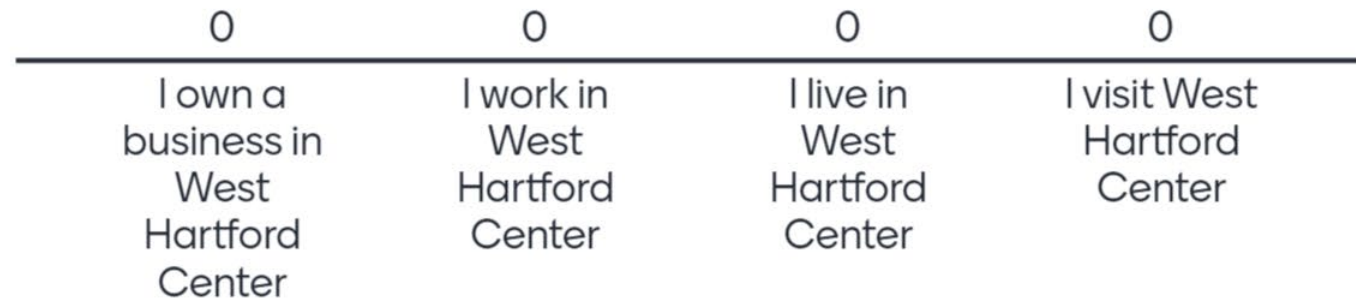
Agenda

- **Project Direction**
- **Summary of Past Outreach**
- **Live Polling Exercise!**
- **Current Conditions**
- **New Design Concepts**
- **Long-term Benefits of Infrastructure Improvements**
- **Potential Construction Phasing**
- **Questions and Answers**

Join at menti.com | use code 73 98 70 3

 Mentimeter

Who's in the room?





Summary of Past Outreach

- **Stakeholder and Focus Group Meetings**
 - Multiple Roundtable discussions
 - October 04, 2022
 - Emergency and First Responders
 - Sept 21, 2022 and October 04, 2022
 - Center Businesses Meeting
 - January 12, 2023
- **Online Surveys**
 - Interactive Map and Survey
 - Sept 21- October 28, 2022
 - Parking Survey
 - June 21 - July 29th, 2023
- **Boards and Commissions Meetings**
 - TPZ & DRAC – January 12, 2023
- **Design Workshop #1 – Sept. 21, 2022**
- **Design Workshop #2 – February 02, 2023**
- **Business Stakeholders – November 06, 2023**

Workshop #2 (80+ People)



Workshop #1 (80+ People)

WEST HARTFORD TOWN CENTER
STREET DESIGN
OPEN HOUSE

WEST HARTFORD CENTER INFRASTRUCTURE MASTER PLAN

INPUT NEEDED FOR EARLY STREET DESIGNS

Following productive discussions with the public and stakeholders in September, along with an online survey and interactive map, the project team is excited to present **preliminary concept designs** that have been prepared for key roadways like LaSalle and Farmington. These and a **series of recommendations** for improved bicycling/walking/driving circulation and streetscape design throughout downtown will be shared at a public open house.

PUBLIC OPEN HOUSE

WHEN
February 2, 2023
6:00 - 8:00PM
Presentation at 6. Open house to follow.
No RSVP required. Please feel free to come and go as you are able.

WHERE
Town Hall Auditorium
50 S Main St.

This is an important opportunity for you to provide feedback and influence the designs which will be finalized later this spring and potentially implemented in the near future. We look forward to seeing you!



Pop-Up Event



Business Stakeholder Concerns

- Business disruptions due to construction operations
- Loss of on-street parking spaces
- Difficulty navigating parallel parking versus angled
- Unknown utility impacts
- Lack of loading zones
- Explore less intensive design options
- More details regarding construction timeline





Project Direction

- No decisions today
- Obtain and process feedback
- Public meeting with an update in a couple months
- No construction in 2024
- Pre-construction public meetings with contractor, construction manager
- Utilize night construction as much as possible
- Use construction phasing to limit impacts





What We KNOW: Current Conditions





Current Conditions: Trees



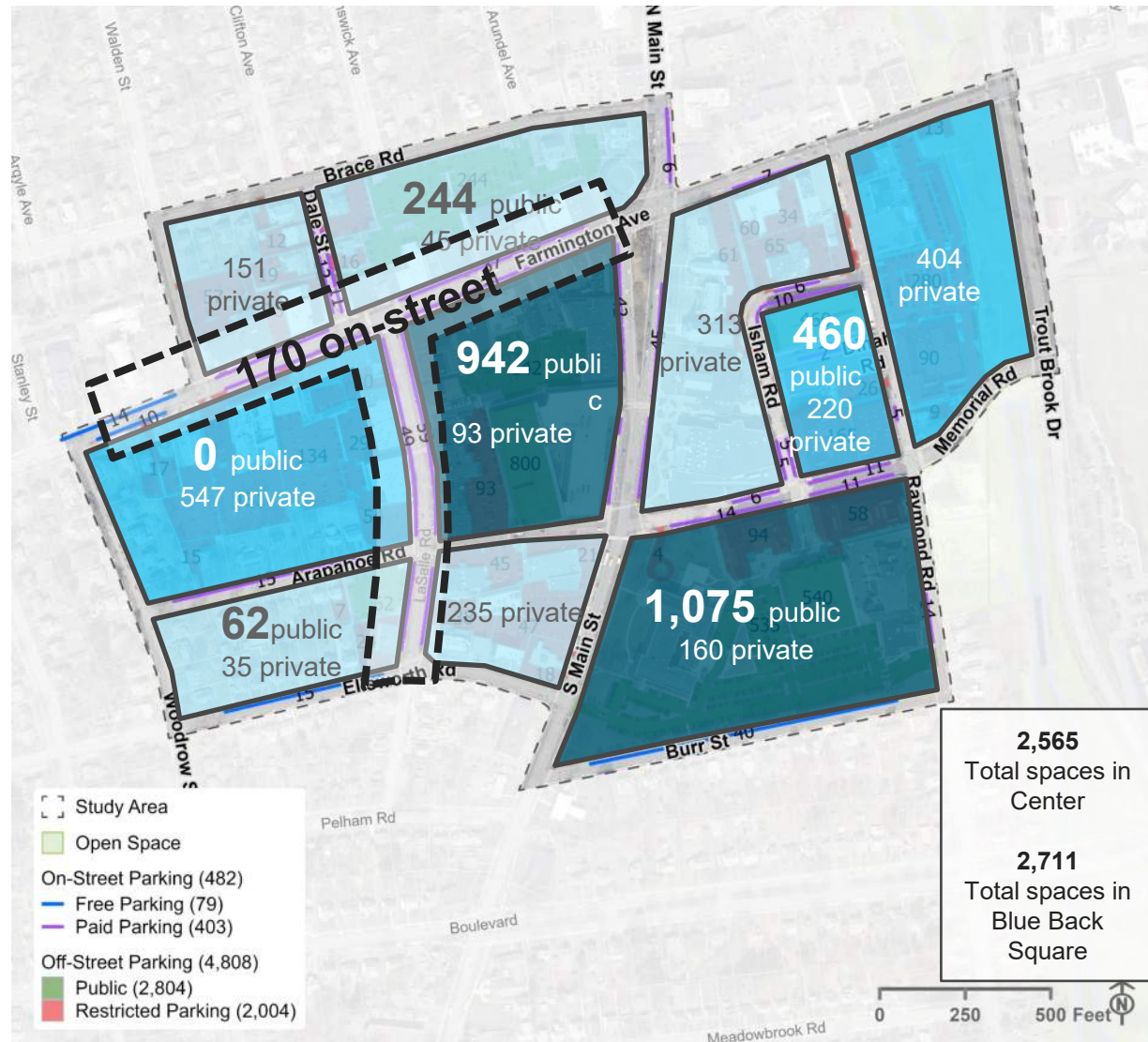


Current Conditions: Sidewalk Hazards

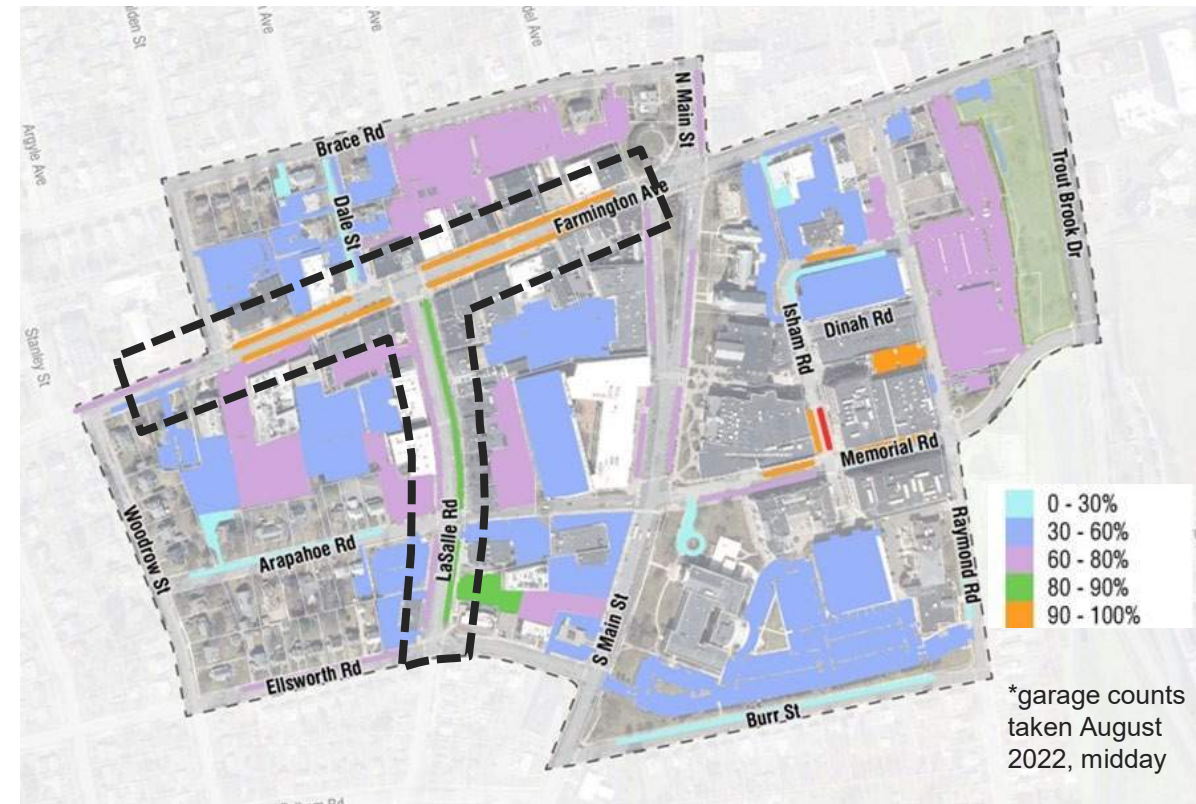




Parking Inventory by Block



Parking Utilization (Midday, 2019*)



At 7pm:

- Nearly 300 spaces empty in lots
- 1,200 spaces empty in garages



Current Conditions: Damaged Crosswalks





Current Conditions: Traffic and Pedestrian Safety



Image Credit: Jessica Hill / Special to the Courant

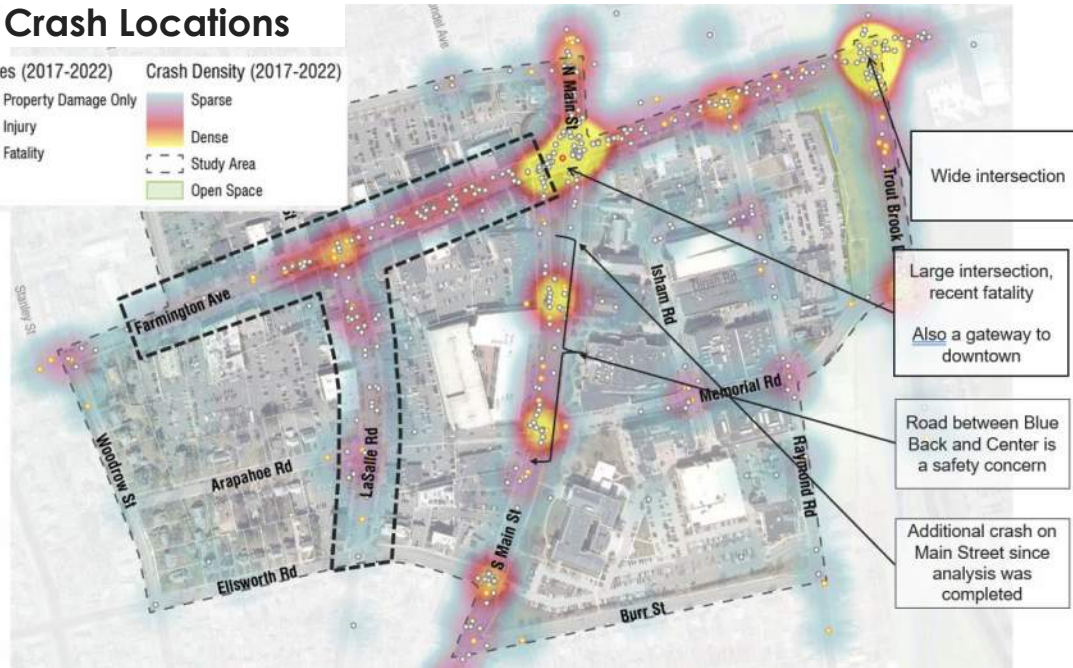


Crash Locations

Crashes (2017-2022) Crash Density (2017-2022)

- Property Damage Only
- Injury
- Fatality

- Sparse
- Dense
- Study Area
- Open Space



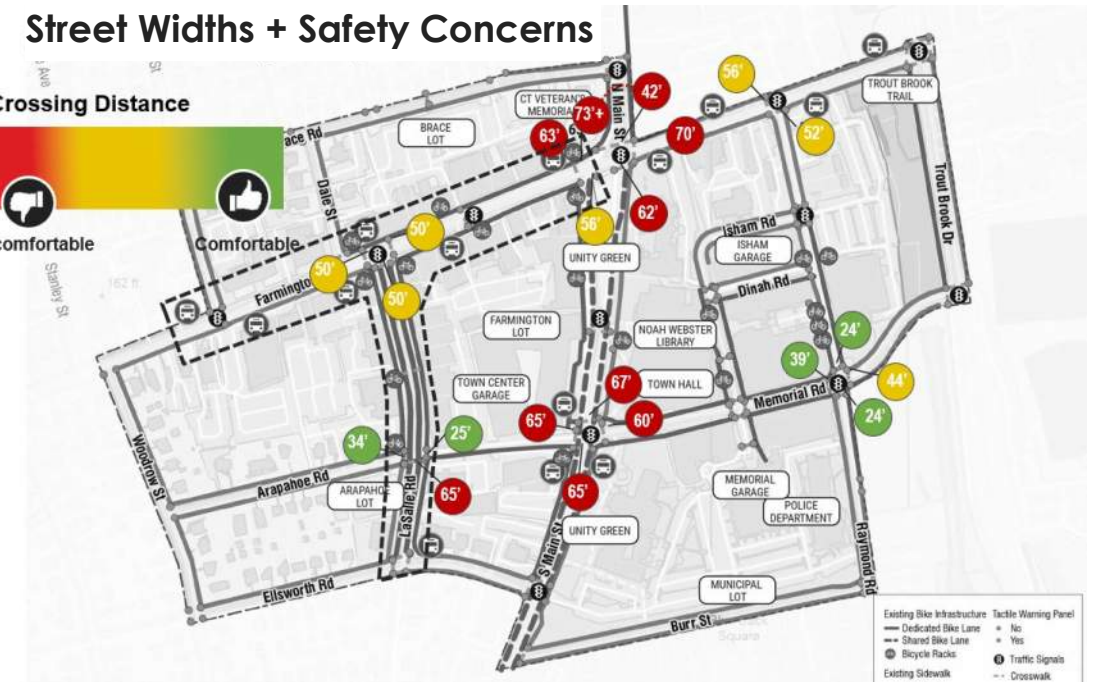
Street Widths + Safety Concerns

Crossing Distance



Uncomfortable

Comfortable



Existing Bike Network

Bicycle Level of Stress



Uncomfortable

Comfortable





POLL QUESTION PAUSE



Which of the following are important to incorporate into the project?

Outdoor
Dining

On-Street
Parking

Wider
Sidewalks

Pedestrian
Amenities
(i.e. new lighting,
benches, trash
receptacles)

Bicycle
Infrastructure

Trees and
Landscaping



Pre-Pandemic (2019):

Farmington Ave:

- 4 travel lanes
- 7'-6" parallel parking
- 67 parking stalls
- 50 - 70' crosswalks

LaSalle Road:

- 2-way travel
- Angled parking
- 107 parking stalls
- 50 - 70' crosswalks





Current Conditions:

Farmington Ave:

- 2 travel lanes
- 18' angled parking + 8' parallel parking
- 85-95 parking stalls + outdoor dining
- 50 - 70' crosswalks

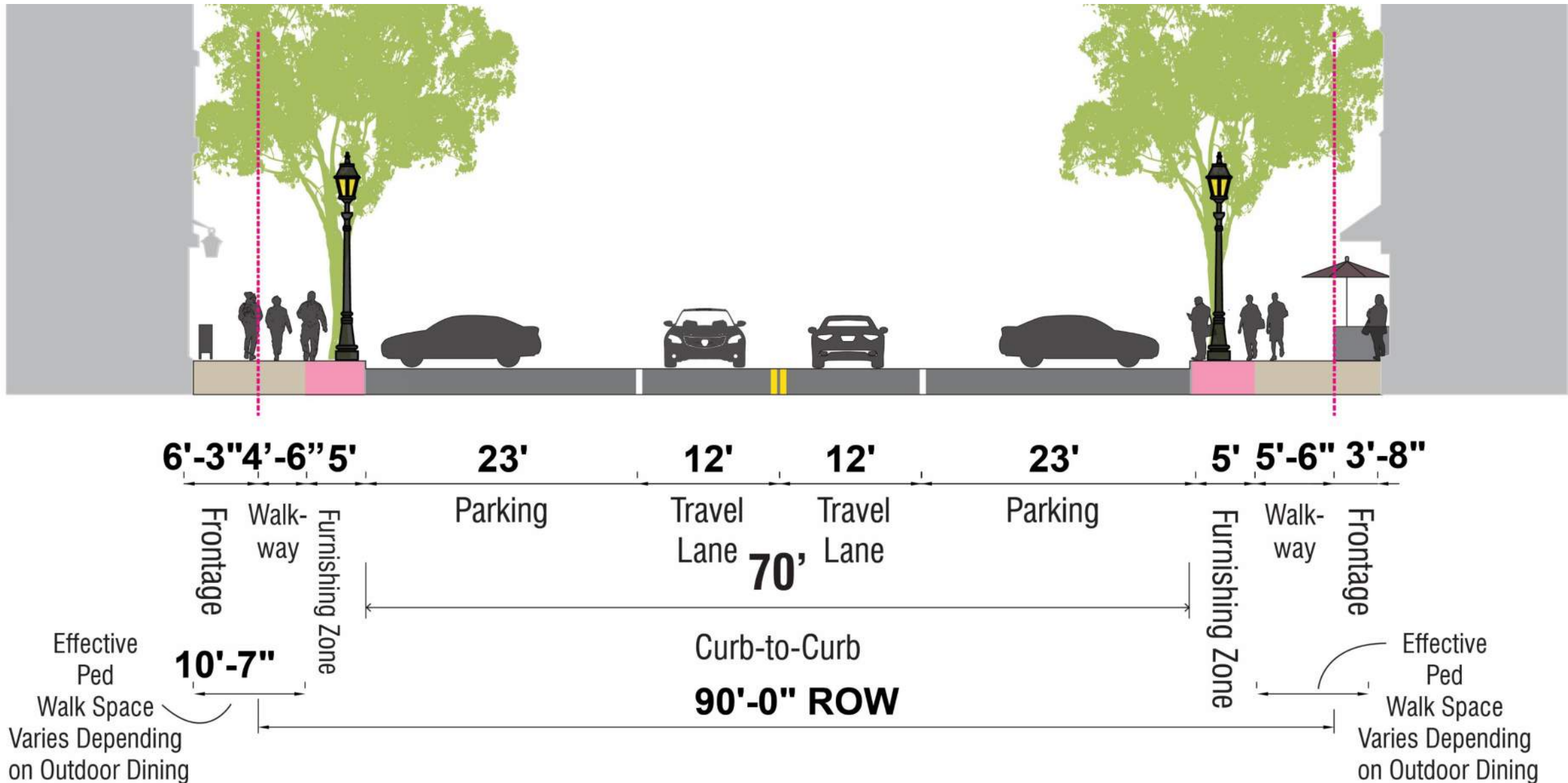
LaSalle Road:

- Returned to 2-way travel
- Angled parking
- 92-123 parking stalls + outdoor dining
- 50 - 70' crosswalks



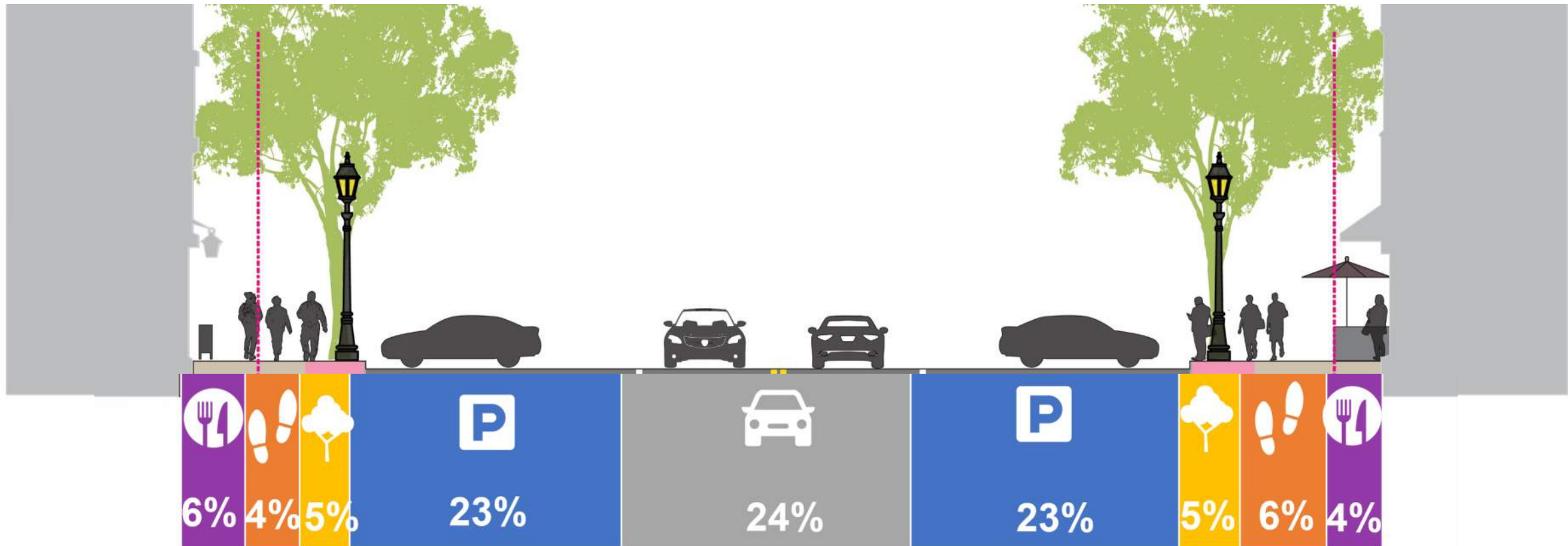


LaSalle Current Conditions



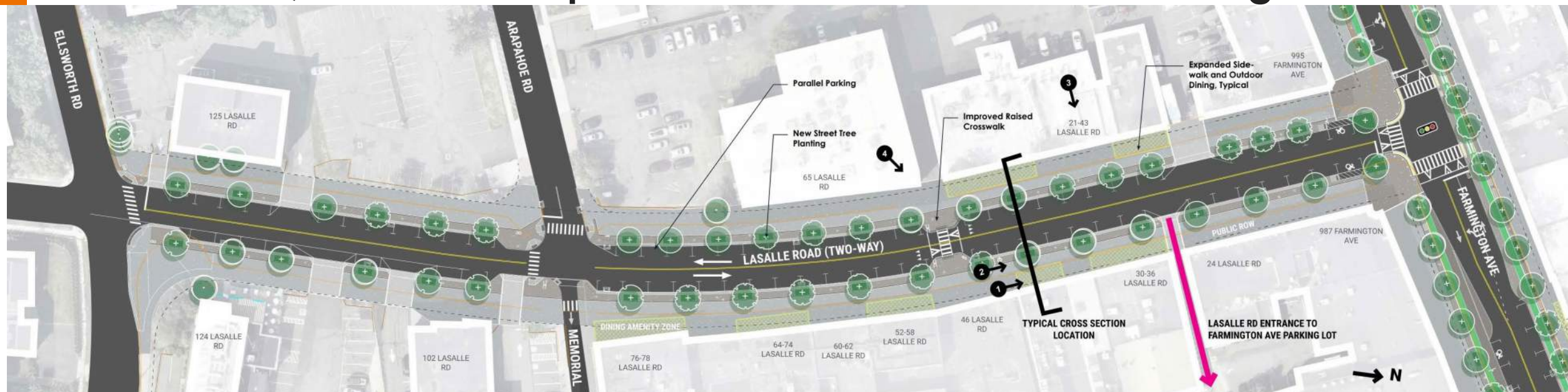


LaSalle Current Conditions





LaSalle Road, OPTION A: Expanded Sidewalks & Parallel Parking



KEY FEATURES

- Widened sidewalks (15' to 30'+)
- Expanded sidewalk level outdoor dining
- Wider landscaping area
- New & more street trees (36 to 42 trees)
- Narrowed travel lanes
- Parallel parking (107 to 70 spaces)
- Multiple loading zones
- Reduced crossing distances
- Raised intersection and crosswalks



Street Trees + Landscape Area

Existing
36 Street Trees



Proposed
42 Native Street Trees



Sidewalk Walking Space

Existing
East = 4'-6" to 10'-7"
West = 5'-6" to 9'-2"



Proposed
East = 10'-0"
West = 10'-0"



Public Parking Areas

Existing
- Pre-Pandemic = 107
- Current w/ Outdoor Dining = 92
- Current No Outdoor Dining = 123



Proposed
70 On Street Spaces



Programmable Space

Existing
East = 14'-2"
West = 15'-9"



Proposed
East = 31'-0"
West = 33'-8"



LaSalle Road, OPTION B: Baseline Reconstruction



KEY FEATURES

- Keeps existing sidewalk widths (14-15')
- Keeps narrow sidewalk space for outdoor dining
- Minimal landscaped area
- New street trees (36 to 38 trees)
- Widen travel lanes
- Angled parking (107 to 92 spaces)
- 2 Loading zones
- Reduce crossing distances
- Raised crosswalk



Street Trees + Landscape Area

Existing
36 Street Trees



Proposed
38 Native Street Trees



Sidewalk Walking Space

Existing
East = 4'-6" to 10'-7"
West = 5'-6" to 9'-2"



Proposed
East = 4'-6" to 10'-7"
West = 5'-6" to 9'-2"



Public Parking Areas

Existing

- Pre-Pandemic = 107
- Current w/ Outdoor Dining = 92
- Current No Outdoor Dining = 123



Proposed
92 On Street Spaces.
Loading zones added for deliveries



Programmable Space

Existing
East = 14'-2"
West = 15'-9"



Proposed
East = 14'-2"
West = 15'-9"



LaSalle Road, OPTION C: Hybrid of Angled Parking & Wider Sidewalks



KEY FEATURES

- Slightly widened sidewalks (15' to 20')
- Some sidewalk outdoor dining expansion
- Slightly wider landscaped area
- New & more street trees (36 to 42)
- Narrowed travel lanes
- Angled/parallel parking (107 to 88 spaces)



Street Trees + Landscape Area

Existing
36 Street Trees



Proposed
42 Native Street Trees



Sidewalk Walking Space

Existing
East = 4'-6" to 10'-7"
West = 5'-6" to 9'-2"



Proposed
East = 4'-6" to 10'-7"
West = 5'-6" to 9'-2"



Public Parking Areas

Existing

- Pre-Pandemic = 107
- Current w/ Outdoor Dining = 92
- Current No Outdoor Dining = 123



Proposed
88 On Street Spaces.
Loading zones added for deliveries



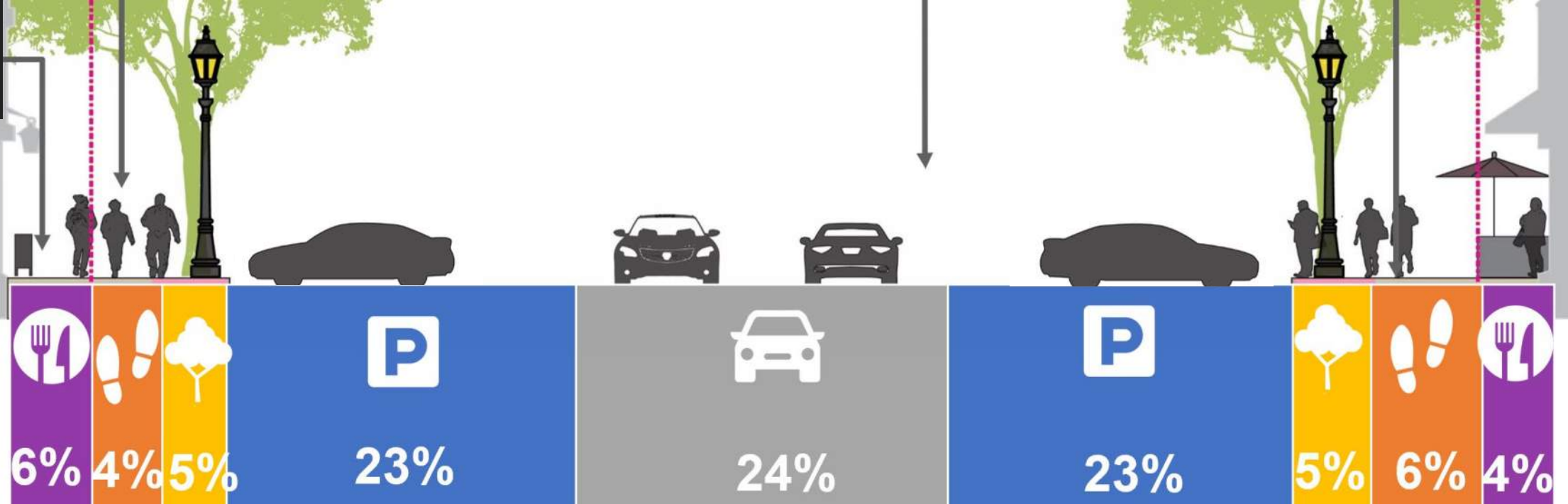
Programmable Space

Existing
East = 14'-2"
West = 15'-9"



Proposed
East = 19'-2"
West = 20'-9"

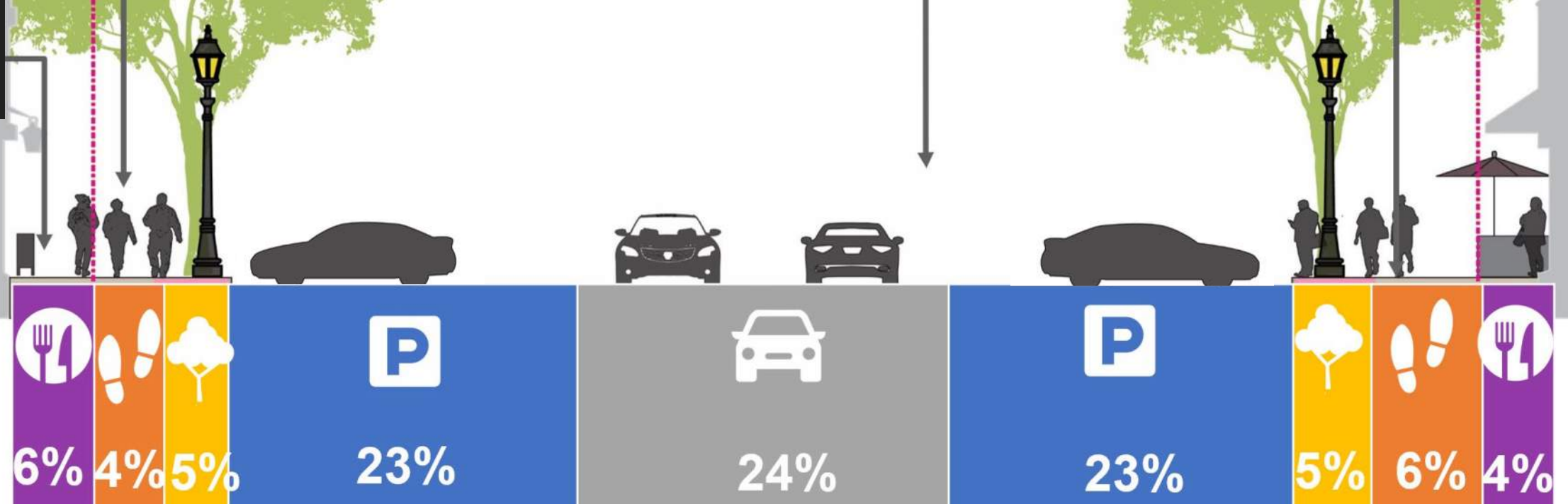
Existing



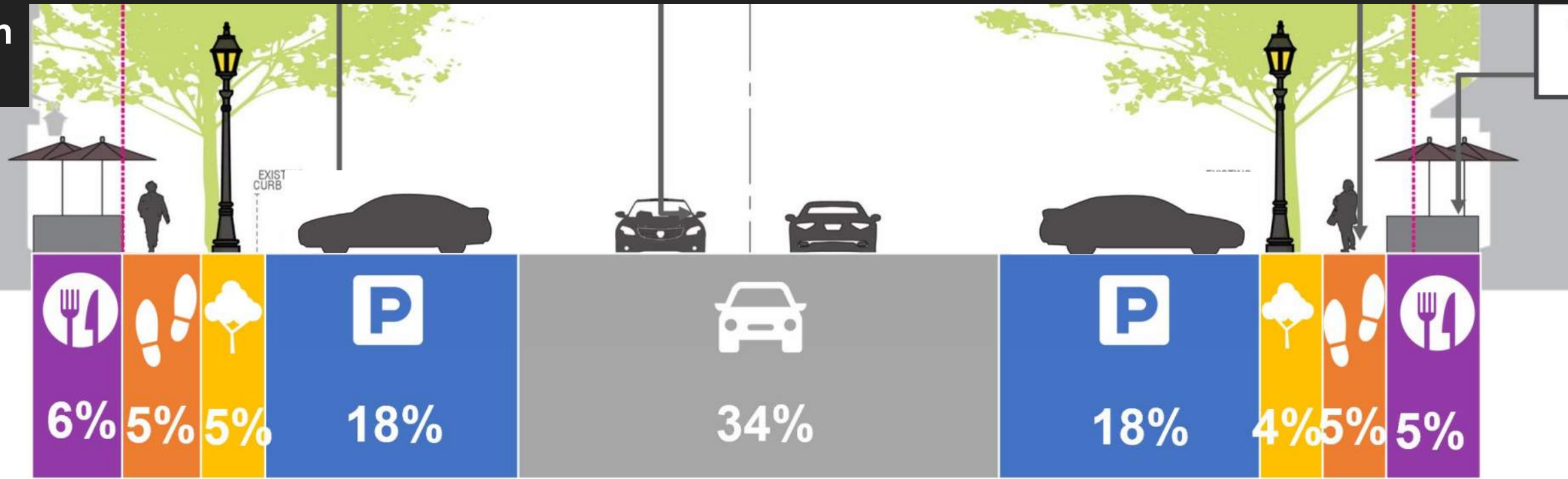
Option A



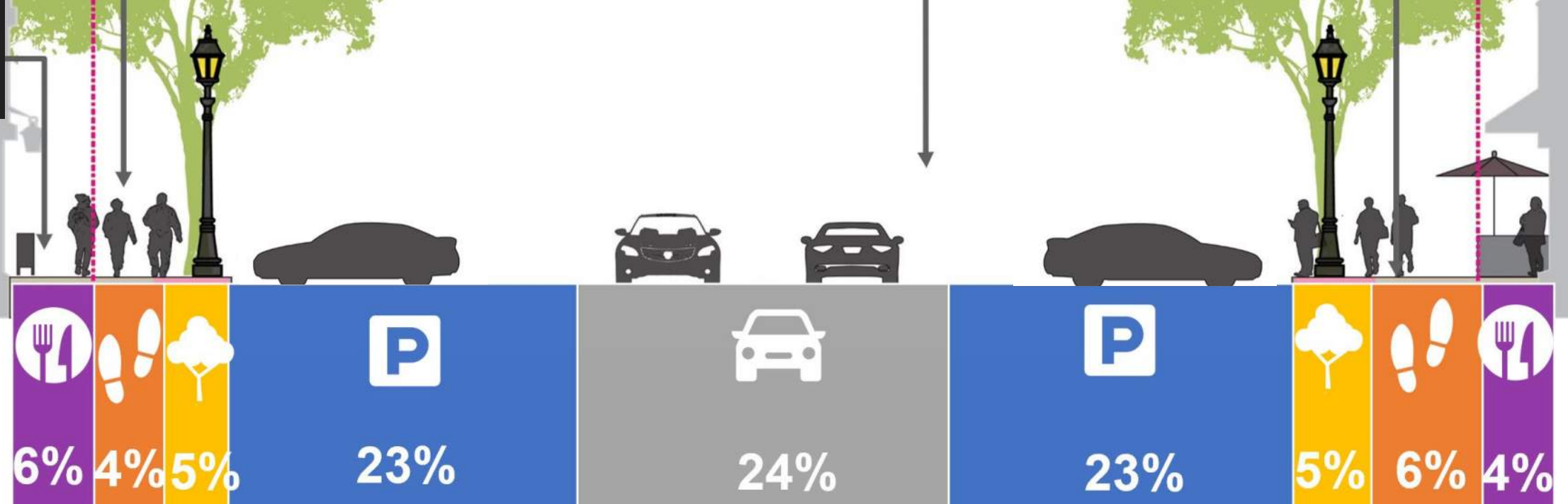
Existing



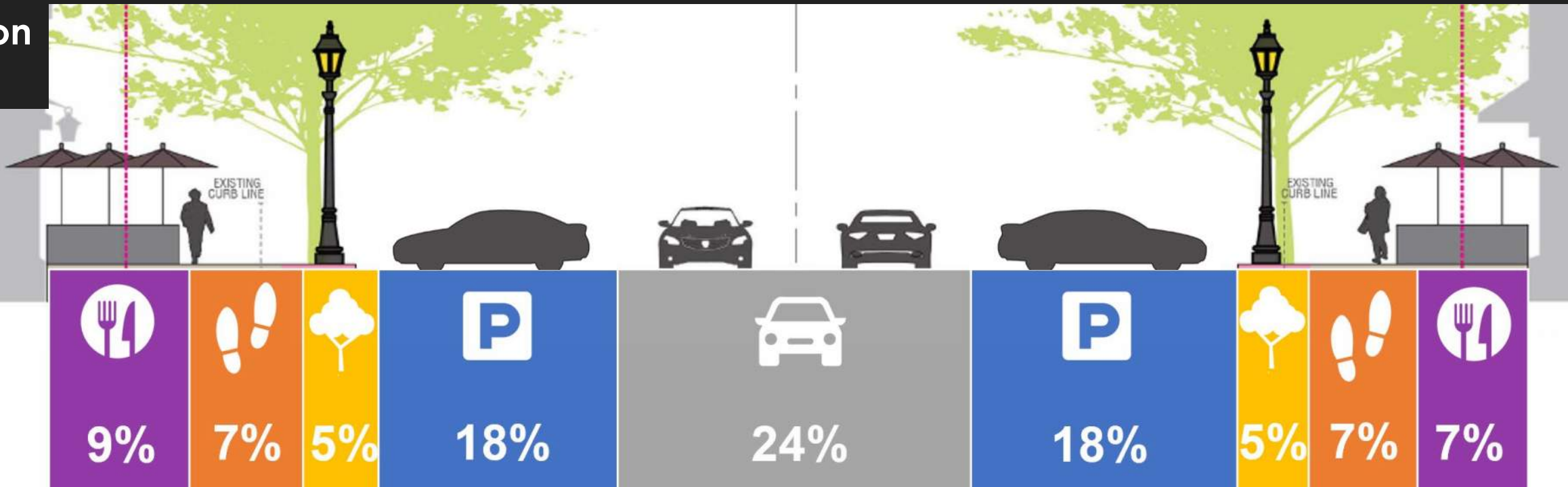
Option B



Existing



Option C





Which concept plan do you prefer for LaSalle Road?

1st

Option A- Parallel parking with wide sidewalks for expanded outdoor dining

2nd

Option B- Reconstruction in place with angle parking and existing sidewalk widths

3rd

Option C- Hybrid option with some parallel parking, moderate sidewalks

Existing LaSalle Road



Option A- Parallel Parking



Option B- Angle Parking

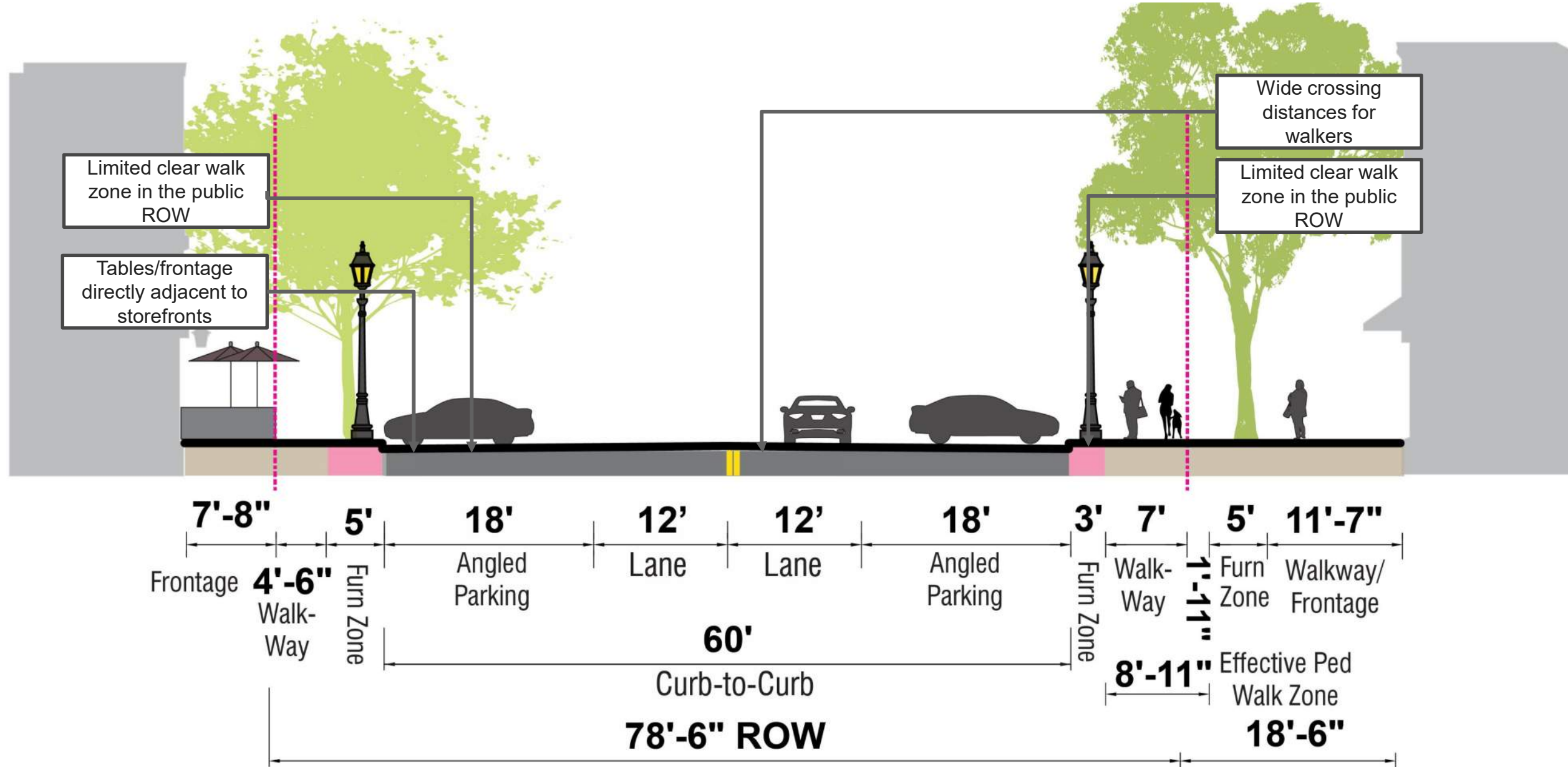


Option C- Mix of Angle and Parallel Parking



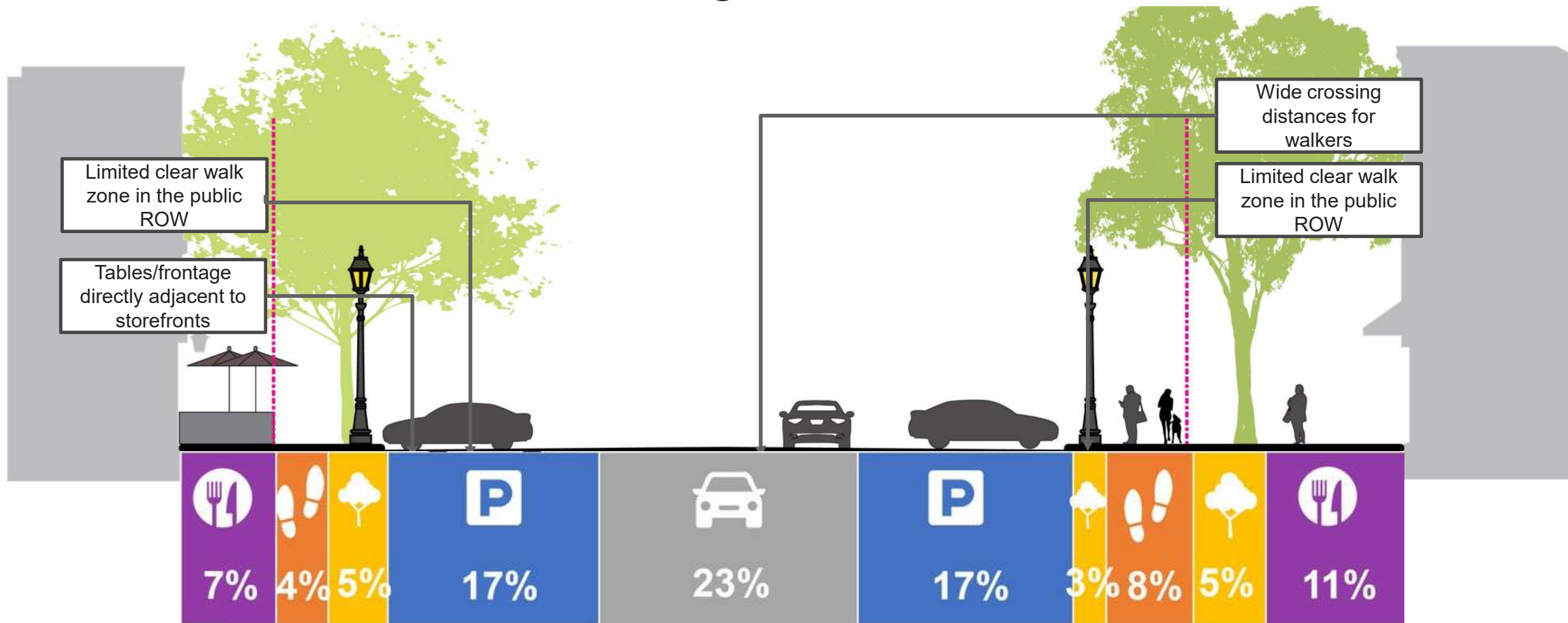


Current Conditions: Farmington Avenue





Current Conditions: Farmington Avenue





Farmington Ave, OPTION A: Expanded Sidewalk & Parallel Parking



KEY FEATURES

- Expanded sidewalks (by 10' on average)
- Expanded sidewalk level outdoor dining
- New & more street trees (38 to 55 trees)

- New protected bike lanes
- Parallel parking (67 to 67 spaces)
- Multiple loading zones
- Shorter Crossings
- Raised intersection



Street Trees + Landscape Area

Existing
38 Street Trees



Proposed
55 Native Street Trees



Sidewalk Walking Space

Existing
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Proposed
North = 8' to 9'-2"
South = 8' to 11'-1"



Public Parking Areas

Existing
- Pre-Pandemic = 67
- Current w/ Outdoor Dining = 85
- Current No Outdoor Dining = 95



Proposed
67 On Street Spaces



Programmable Space

Existing
North = Avg. 17'-2"
South = Varies 10' to 28'-6"



Proposed
North = Avg. 27'
South = Varies 18'-6" to 40'-0"



Farmington Ave, OPTION B: Baseline Reconstruction



KEY FEATURES

- Maintain existing sidewalk width
- Maintain existing sidewalk level outdoor dining
- New & more street trees (38 to 49)

- Bikes share lane with vehicles
- Angled parking (67 to 81 spaces)
- No loading zones
- Reduced crossing distances



Street Trees + Landscape Area

Existing
38 Street Trees



Proposed
49 Native Street Trees



Sidewalk Walking Space

Existing
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Proposed
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Public Parking Areas

Existing
- Pre-Pandemic = 67
- Current w/ Outdoor Dining = 85
- Current No Outdoor Dining = 95



Proposed
81 On Street Spaces



Programmable Space

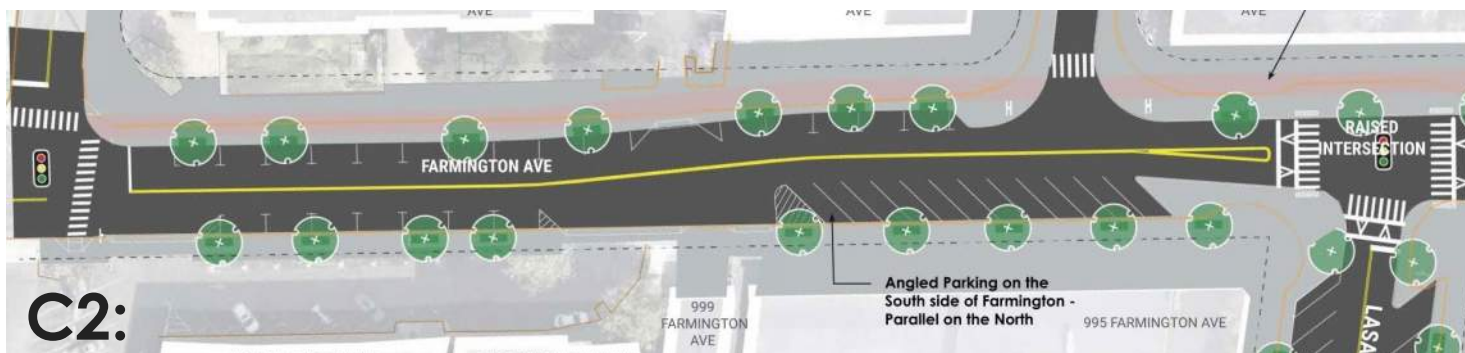
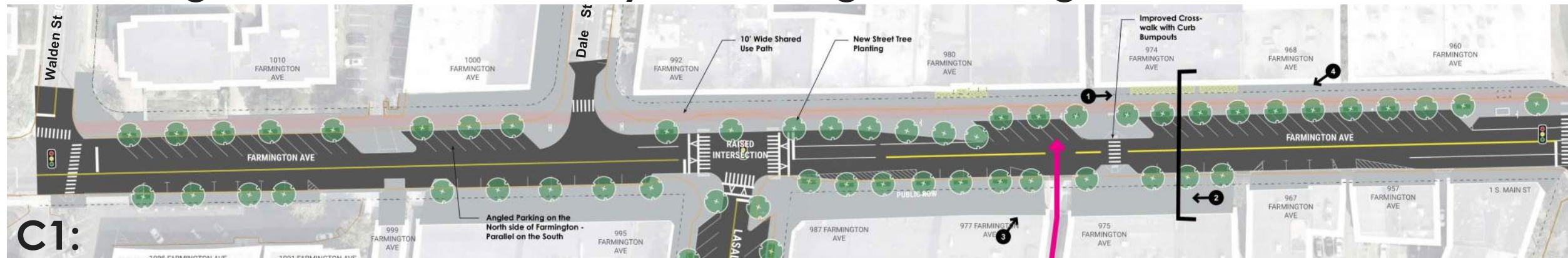
Existing
North = Avg. 17'-2"
South = Varies 10' to 28'-6"



Proposed
North = Avg. 17'-2"
South = Varies 10' to 28'-6"



Farmington Ave, OPTION C: Hybrid of Angled Parking & Wider Sidewalk



KEY FEATURES

- Wider sidewalks (North side by 10')
- Slightly sidewalk level expanded outdoor dining
- New & more street trees (38 to 50)
- Shared path for low-speed bike/ped
- C1 = Angled/parallel parking (67 to 76 spaces)
- C2 = Angled/parallel parking (67 to 73 spaces)
- Some loading zones
- Reduce crossing distances



Street Trees + Landscape Area

Existing
38 Street Trees



Proposed
49 Native Street Trees



Sidewalk Walking Space

Existing
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Proposed
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Public Parking Areas

Existing
- Pre-Pandemic = 67
- Current w/ Outdoor Dining = 85
- Current No Outdoor Dining = 95



Proposed
76 On Street Spaces



Programmable Space

Existing
North = Avg. 17'-2"
South = Varies 10' to 28'-6"



Proposed
North = Avg. 27'
South = Varies 11'-6" to 28'-6"



Farmington Ave - Parallel Parking with Conventional Bike Lane Option D



KEY FEATURES

- Wider sidewalks (by 5' on average)
- Slightly sidewalk level expanded outdoor dining
- New & more street trees (38 to 50)

- Conventional bike lanes
- Parallel parking (67 to 63 spaces)
- Some loading zones
- Reduce crossing distances



Street Trees + Landscape Area

Existing
38 Street Trees



Proposed
50 Native Street Trees



Sidewalk Walking Space w/ Shared Use Path

Existing
North = 4'-6" to 10'
South = 5'-6" to 9'-2"



Proposed
North = 15'-6"
South = 8' to 11'-6"



Public Parking Areas

Existing
- Pre-Pandemic = 67
- Current w/ Outdoor Dining = 85
- Current No Outdoor Dining = 95



Proposed
63 On Street Spaces



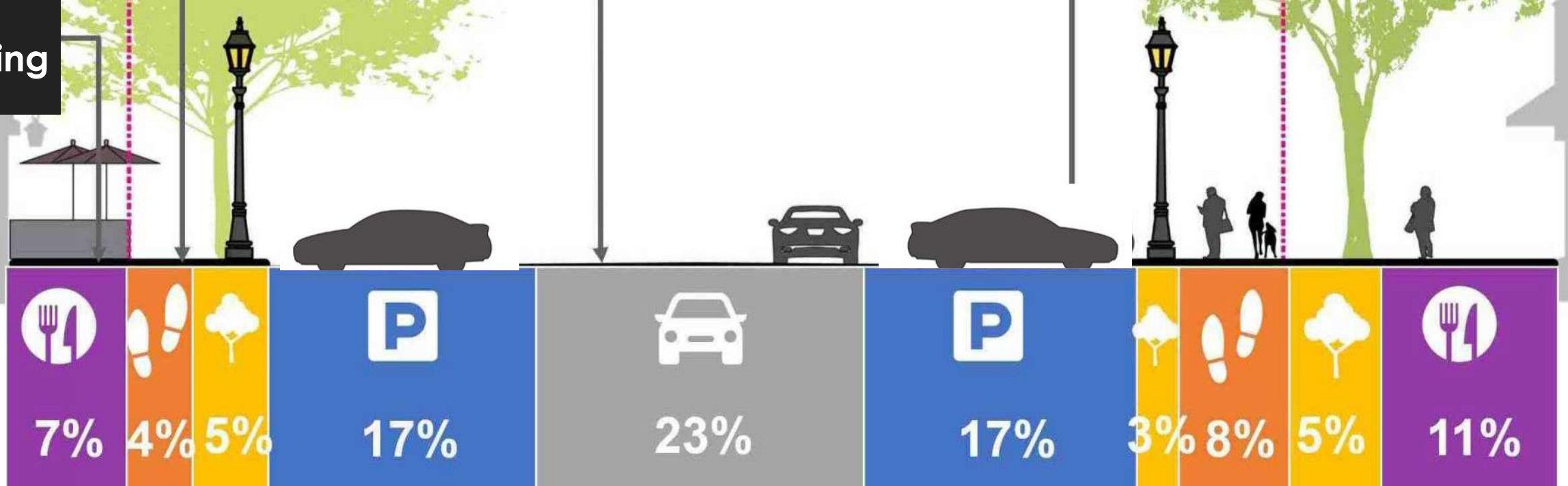
Programmable Space

Existing
North = Avg. 17'-2"
South = Varies 10' to 28'-6"

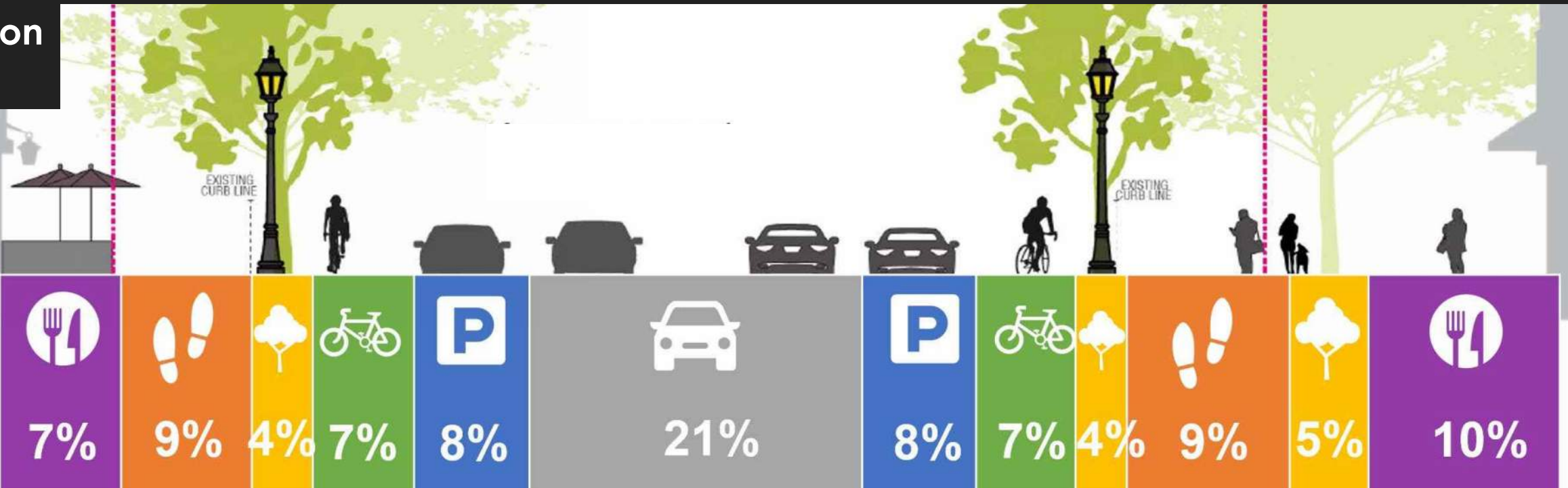


Proposed
North = 22'
South = Varies 9' to 33'-8"

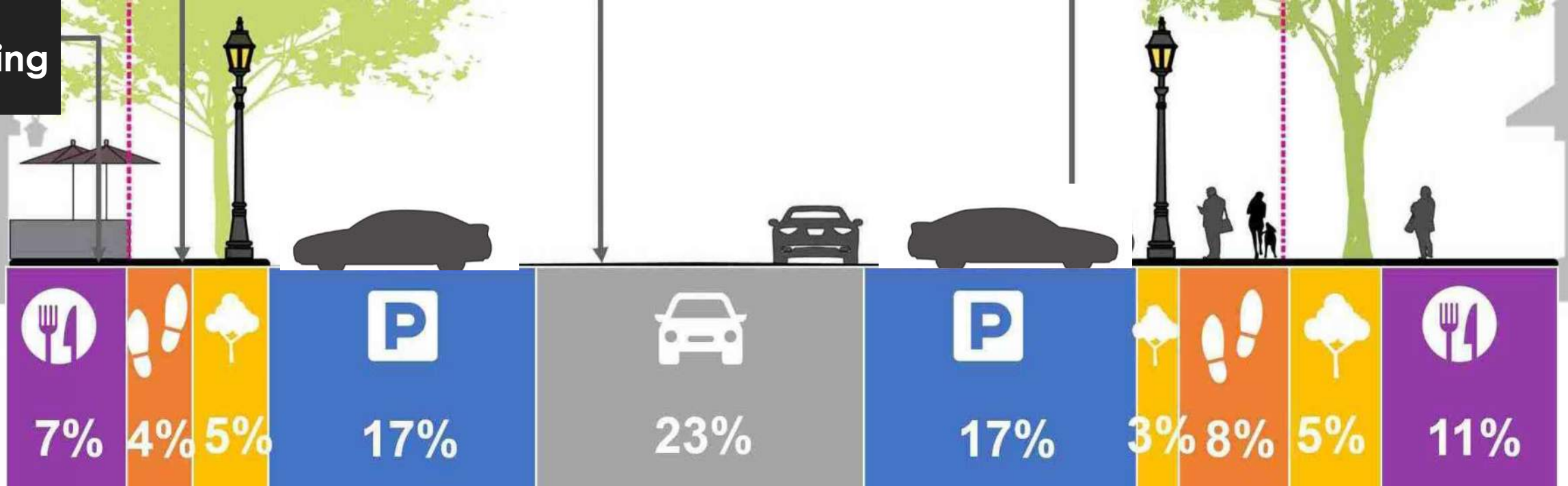
Existing



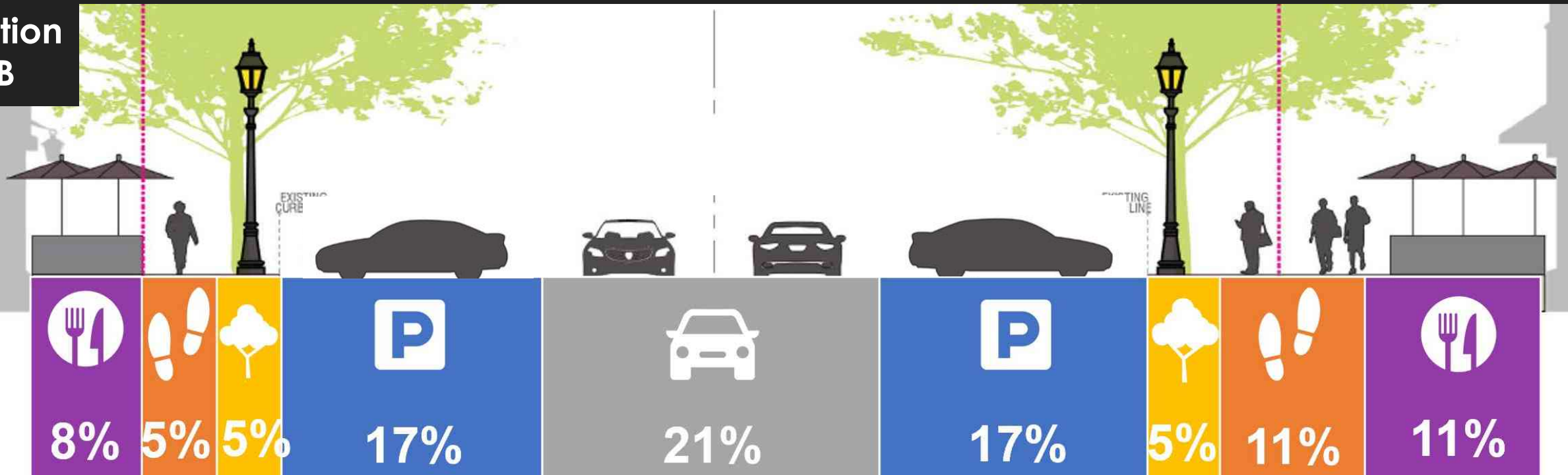
Option A



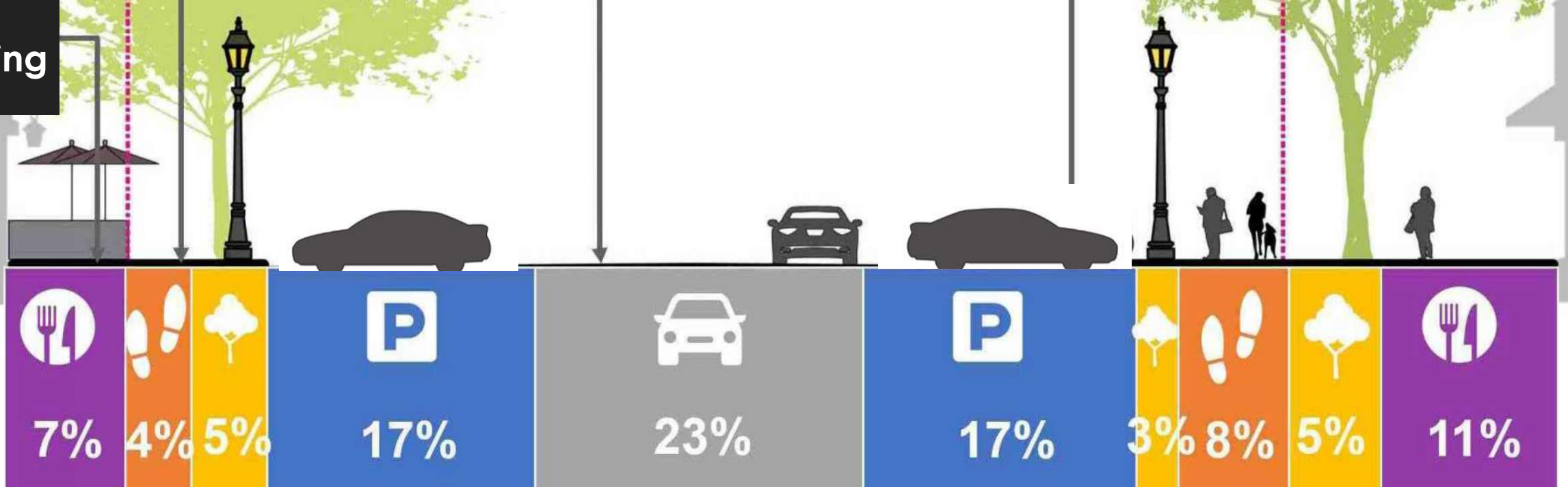
Existing



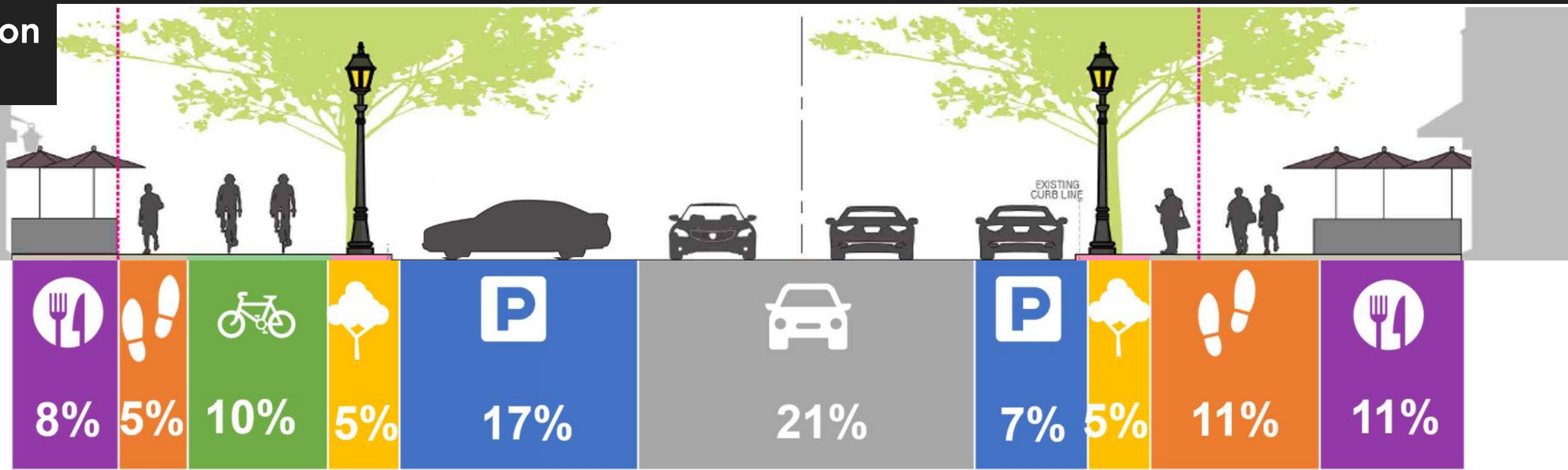
Option B



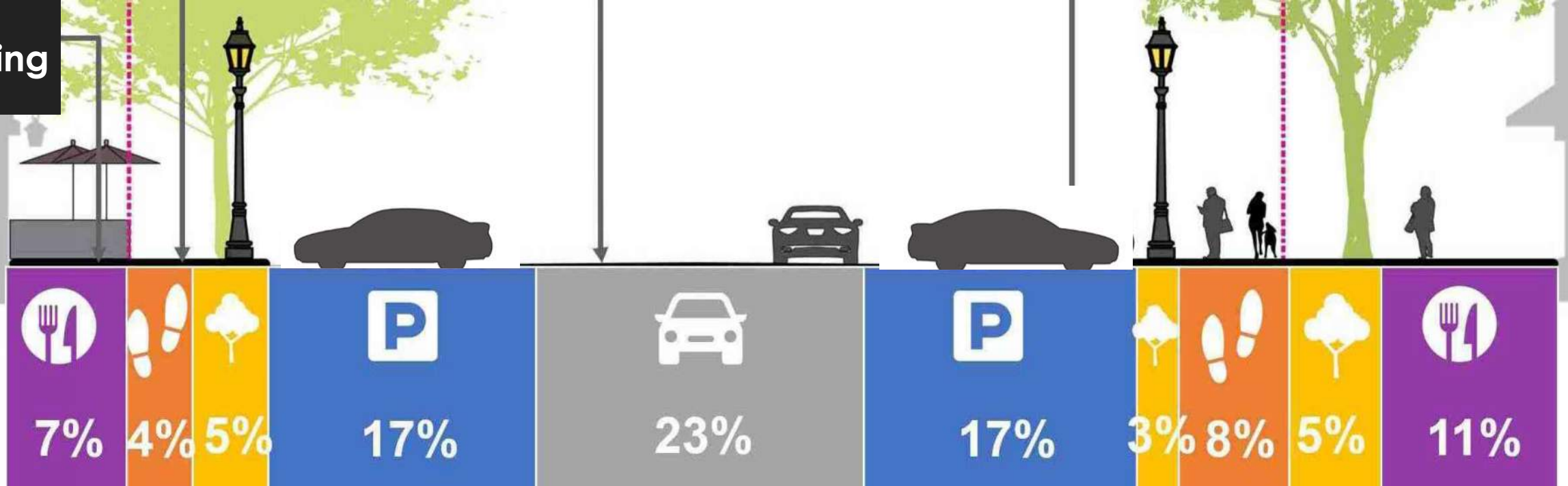
Existing



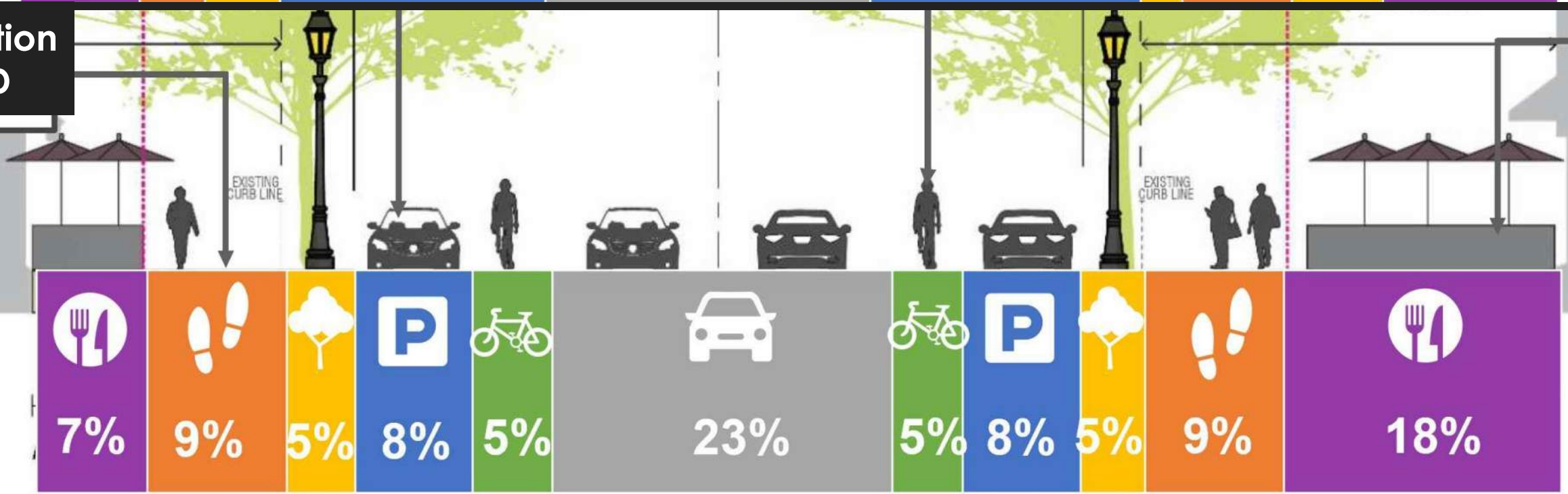
Option C



Existing



Option D



Which concept plan do you prefer for Farmington Ave?



- 1st | Option A- Parallel parking with wide sidewalks and separated bicycling facility
- 2nd | Option B- Reconstruction in place with angle parking and existing sidewalks
- 3rd | Option C- Hybrid option with some parallel parking, moderate sidewalks and multi-use path
- 4th | Option D- Parallel parking with conventional in-road bike lanes on Farmington Ave

Existing Farmington Ave



Option A- Parallel Parking



Option B- Angle Parking



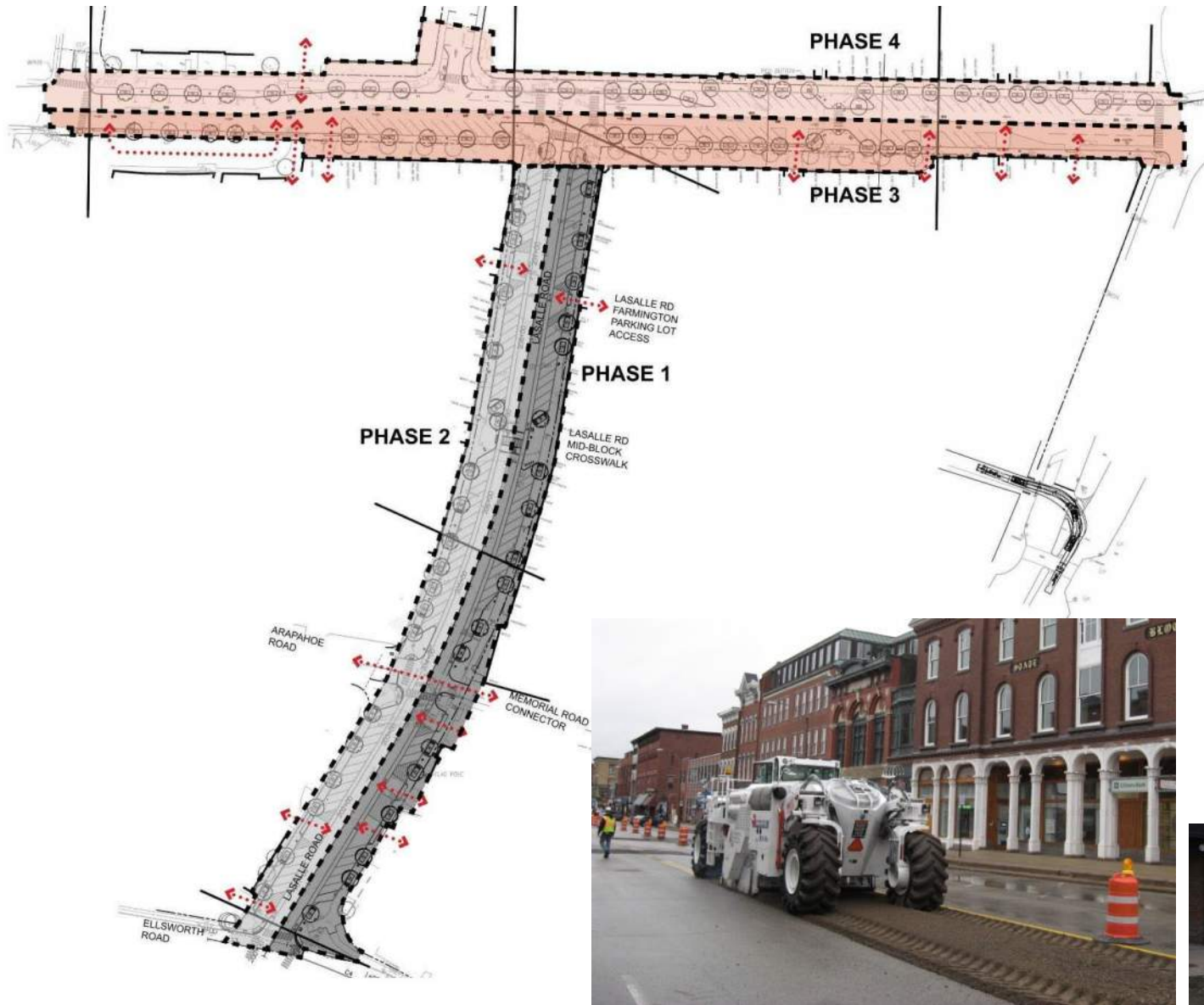
Option C- Mix of Angle and Parallel Parking



Option D- In-Lane Bike Lanes



Potential Construction Phasing



LaSalle Road Phase 1 & 2 :

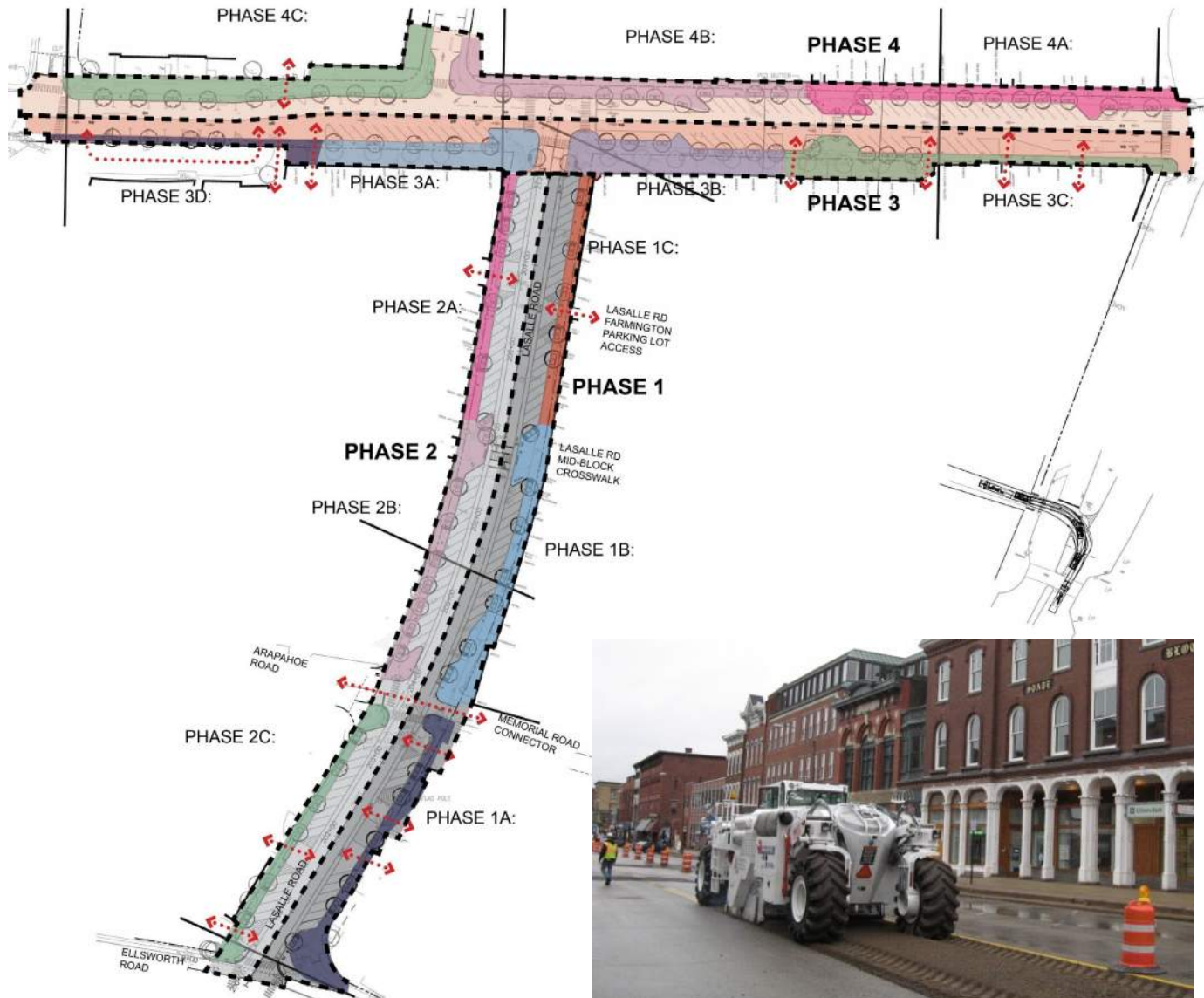
LaSalle Rd Phase 1 = East Side of LaSalle Rd
LaSalle Rd Phase 2 = West Side of LaSalle Rd

Farmington Phase 3 & 4:

Farmington Ave Phase 3 = South side of LaSalle Rd
Farmington Ave Phase 4 = North side of LaSalle Rd –



Potential Construction Phasing



LaSalle Road Phase 1 & 2 :

LaSalle Rd Phase 1 = East Side of LaSalle Rd
Phase 2 = West Side of LaSalle Rd

Farmington Phase 3 & 4:

Farmington Ave Phase 3 = South side of LaSalle Rd
Farmington Ave Phase 4 = North side of LaSalle Rd –





Next Steps

Stay tuned for a follow-up public meeting presenting design updates based on this feedback in one to two months time.

[**www.westhartfordct.gov/whcenterplan**](http://www.westhartfordct.gov/whcenterplan)



**WEST
HARTFORD**

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WEST HARTFORD CENTER INFRASTRUCTURE MASTER PLAN

YOUR FEEDBACK MATTERS!

In addition to the in-person public meeting, the Town is soliciting feedback on the Infrastructure Master Plan online through an interactive map and a digital survey.

An [interactive map of West Hartford Center](#) has been made available for community members to mark locations where issues currently exist and identify potential opportunities which could be addressed in the Infrastructure Master Plan. Community members can also view the feedback left by others and express their support for other ideas. To view the map [click here](#).

A [survey](#) is also being distributed to solicit input from the community regarding the goals of the Master Plan, as well as to understand which combination of potential street design elements are preferred for both LaSalle Road and Farmington Avenue. [Click here](#) for the survey. Because of the strong amount of participation so far, we have extended the time for community comments and will continue welcoming feedback through interactive map and/or the survey through the end of the day on Friday, October 28th.

[Planning & Zoning Home](#)[Affordable Housing Plan](#)[Agencies, Boards, Commissions](#)[Complete Streets](#)[Flood Hazard Information](#)[Online Resources](#)[Outdoor Dining & Outdoor Retail](#)



[**WHCenterPlan@WestHartfordCT.gov**](mailto:WHCenterPlan@WestHartfordCT.gov).



Questions?



Stantec

West Hartford Center Infrastructure Master Plan Public Information Meeting

February 7, 2024