



Town of West Hartford

COMPLETE STREETS POLICY 2023 ANNUAL REPORT

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In accordance with the Town’s Complete Streets Policy (Policy), adopted on July 21, 2015, an Annual Report shall be submitted to the Town Council to demonstrate annual accomplishments, evaluate progress, and measure effectiveness towards the development of Complete Streets.

The Engineering Division coordinates all of its non-maintenance projects involving pedestrian and bicycle facilities with the Pedestrian and Bicycle Commission. In addition, the Town of West Hartford Bicycle Facility Plan and Bicycle Network Map are referenced during the planning and design of projects.

Over the course of the 2023 construction season, the Engineering Division incorporated a wide range of Complete Streets improvements into its designs and construction projects. As specified in the Policy, performance measures for improvements completed in 2023 are summarized below. The total cost for all 2023 Complete Streets Improvements was **\$2,274,090**. No exceptions to the policy were filed in 2023.

Complete Streets Spending Per Year								
2015	2016	2017	2018	2019	2020	2021	2022	2023
\$1,235,000	\$784,000	\$667,000	\$555,600	\$690,500	\$920,500	\$997,000	\$1,995,504	\$2,274,090

Bicycle Facility Progress & Bicycle Network Map

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

Mileage of Bicycle Facilities by Year

<i>Facility Type</i>	<i>Pre-2020</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	2023	Total
Bicycle Routes	49.12	1.59	2.16	-0.45	-0.57¹	51.85
Bicycle Lanes	15.94	4.27	4.44	4.87	0.57³	30.09
Multi-Use Trails ²	1.78	0.00	0.00	0.57	0.68	3.02
Maintenance ⁴	0.00	0.00	0.00	0.00	0.59	N/A

Figure 1

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

¹ Reduction due to upgrade of some bicycle routes to bicycle lanes

² Trail lengths are reported as one direction only

³ Boulevard is expected to add an additional 2.12 miles of Bicycle Lanes; this was postponed until the Bicycle Facility Guide is updated

⁴ Maintenance of existing facilities already counted in mileage by year (e.g. milling and paving an existing bike route or reconstructing a bike lane)

Bicycle Lanes

Total length of bicycle lanes added: 0.57 miles (total of both directions)

Total length of existing bicycle lanes resurfaced: 0.23 miles (total of both directions)

Cost of bicycle lanes (pavement markings): = \$10,208

Pavement resurfacing costs are excluded; Signs taken from existing stock



**Quaker Lane South looking south
towards Elmwood**

Quaker Lane South

Flatbush Avenue to Talcott Road

0.57 miles (new, upgraded from routes)

0.23 miles (resurfaced)

(Totals are both directions)

4-foot-wide lane with 2-foot wide buffer, installed in both directions. Existing on-street parking maintained on west side of street. Connects to existing bicycle facilities on Quaker Lane South at Talcott Road.

Boulevard

Mountain Road to South Main Street

0.00 miles presently

2.12 miles planned

(Total of both directions)

This project is on hold to address neighborhood concerns about on-street parking. Bicycle lanes will be painted in accordance with the Bicycle Facilities Plan, once the update of that document is complete.

Bicycle Shared Routes

Length New: 0.00 mi

Length Upgraded to Bike Lanes: 0.57 mi

Net Bicycle Shared Routes: -0.57 miles (new less upgraded)

Length Resurfaced: 0.37 mi (Maintenance on previously accounted routes)

3 Sharrow pavement markings installed

Cost of Bicycle Shared Routes (sharrow pavement markings) = \$207

Berkshire Road

Beechwood Road to New Britain Avenue

0.29 miles (single direction only)

* Resurfacing

Sharrows installed in the southbound direction to support the signed Blue Bike Route.

Braeburn Road

Willowbrook Road to Whitman Avenue

0.08 miles (single direction only)

* Resurfacing

Sharrows installed in the eastbound direction to support the signed Orange Bike Route.



Bicycle Parking

No bicycle parking was constructed in 2023.

Crosswalk Improvements

A total of 31 crosswalks were painted or repainted in 2023. Other improvements at crosswalks included a new streetlight at a Brace Road crosswalk and a *SLOW SCHOOL* marking near a Braeburn Road crosswalk.

Cost of crosswalk pavement markings and other improvements = \$23,794



Brace Road

Multi-Use Trail

Length of multi-use trails constructed: .68 Miles

Cost of Multi-Use Trail = \$1,393,006*

**Includes \$1,174,297 in grant funds*



**Trout Brook Trail - Phase 6
(Mid-trail looking north)**

Trout Brook Trail – Phase 6

Fern Street to Duffield Drive

Construction concluded in late summer on the 0.55 mile section of multi-use trail between Fern Street and Duffield Drive.

Project was funded with a State and CRCOG backed LOTCIP grant, supplemented by Town funds.

Trout Brook Trail – Phase 7

Duffield Drive to Asylum Avenue

Construction concluded in late fall on this 0.13 mile extension of multi-use trail between to Asylum Avenue from Duffield Drive.



**Trout Brook Trail - Phase 7
Under Construction**

Street Trees

Forty-five (45) street trees were planted as part of Trout Brook Trail Phase 6. The majority were installed directly along Trout Brook Drive, while a portion were installed along the trail. Costs are included under Multi-Use Trail.

Transit Accessibility

Many of the pedestrian improvements listed in this report increase accessibility to transit. In 2023, there were no standalone transit accessibility improvements constructed.

Pedestrian Improvements: Sidewalks and Ramps

Sidewalk installed or replaced throughout Town:	2.7 miles (~2,800 slabs)
Sidewalk locations repaired with sawcutting:	577
Accessible concrete sidewalk ramps installed/replaced/retrofitted:	26
Cost of sidewalk installation, replacement, or repairs =	\$821,520
Cost of concrete sidewalk ramp installations =	\$9,672



Rockledge Drive



Greystone Road

Sidewalk Replacements/Repairs

Various Locations

Sidewalk work is split between new, replacement, and sawcut repair work. Occasionally, new sidewalks are poured or paved to eliminate sidewalk gaps. Replacement work includes pouring replacement concrete sidewalks, paving replacement asphalt sidewalks, and replacing concrete paver sidewalks, pavers being typically limited to commercial districts. Additionally, sawcut repairs are performed at minor displacements between sidewalk slabs, where the higher slab can be saw cut to make it flush with the adjacent slab. This is a faster, cleaner, and less disruptive process than full replacement.

As noted above, the equivalent of 2,800 4'x5' concrete sidewalk slabs were replaced in 2023. Stretched end to end, this is about 2.7 miles, roughly the distance from Bishops Corner to the Noah Webster House. In addition, 577 sawcut repairs were made in 2023. Nearly 5,500 locations have been sawcut since that repair program began in 2015.

Sidewalk ramps are the last portion of the sidewalk program. Ramps adhere to the Americans with Disabilities Act and typically involve the pouring of new concrete with the setting of a detectable warning surface in the ramp. Occasionally, retrofit warning tiles are adhered to existing ramps.

The sidewalk program is administered on both a complaint and proactive repair basis. In 2023, 129 prior requests were completed by way of complete slab or paver replacement. Residents submitted 189 new sidewalk work requests, leaving 913 remaining outstanding requests.

Traffic Signal Improvements

Multiple traffic signals were modified to improve accessibility and safety.

Cost of Traffic Signal Improvements= \$15,524*

**Excludes labor by Department of Public Works*



South Main Street at Boulevard

Accessible Pedestrian Signal (APS) Upgrades

Three traffic signals were modified to add Accessible Pedestrian Signal (APS) pushbuttons, which provide audible cues for blind and low-vision pedestrians. APS buttons assist pedestrians in finding the button as well as providing clear indications as to when the walk sign and don't walk sign phases are on. Non-compliant sidewalk ramps at these locations are actively being upgraded. The intersections are:

- Oakwood Avenue at Seymour Avenue**
- Farmington Avenue at Whiting Lane**
- South Main Street at Boulevard**

Left Turn Signals

In accordance with recommendations from the North Main Street Road Diet project, four left turn signals were added at existing intersections. Left turn signals reduce both crash risk and delay for certain maneuvers. The locations are:

- Asylum Avenue at North Main Street (eastbound)**
- Fern Street at North Main Street (eastbound)**
- Fern Street at Trout Brook Drive (both directions)**



Fern at North Main Street

Traffic Calming

Traffic calming employs non-physical (education and enforcement efforts) and self-enforcing physical features to alter driver behavior, reduce the negative effects of motor vehicle use, and improve conditions for non-motorized street users. No new projects were implemented in 2023 using the Town's Neighborhood Street Traffic Calming program. Markings were improved an existing traffic calming facility (speed humps) on Hillcrest Avenue.

Cost of traffic calming improvements= \$428

Vulnerable User Crashes

A total of 36 crashes involving a vulnerable user were reported* in 2023. Of those 36 crashes, 31 occurred within the public right-of-way (ROW) and five (5) occurred on private property. The remainder of this report after Figure 2 will focus only on crashes within the ROW. Incidents from mainline I-84 and its ramps are excluded from this report.

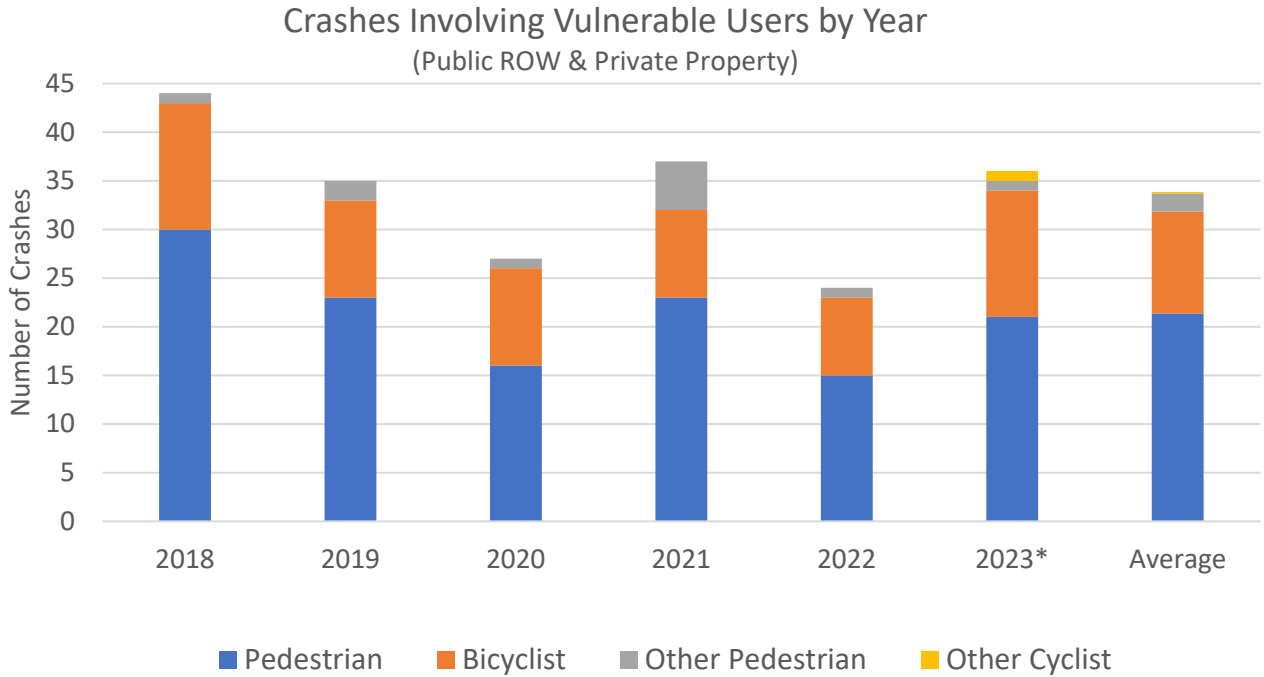


Figure 2

*Data source: UCONN [Connecticut Crash Data Repository](#) (CDR) (last queried 2/7/2024). As data from the CDR can lag by up to three months, some crashes may be omitted. A 9/15/2023 crash was intentionally omitted from this report as it involved a felony assault from an incident that began on private property.

Note: “Other Pedestrian” is defined by the CDR as a pedestrian using a wheelchair or pedestrian conveyance; a skater; or a person in a building. “Other Cyclist” is not defined by the CDR, but the sole incident in Figure 2 involved a cyclist on an e-bike.

The total number of vulnerable user crashes increased in 2023 (see Figure 2). Crashes increased for both bicyclists and pedestrians.

When crashes were examined by Most Severe Injury reported, two-thirds were Suspected Minor Injury or No Apparent Injury. Suspected Serious Injury crashes remained stable, while there were no Fatal Injury crashes. (See Figures 3 and 4)

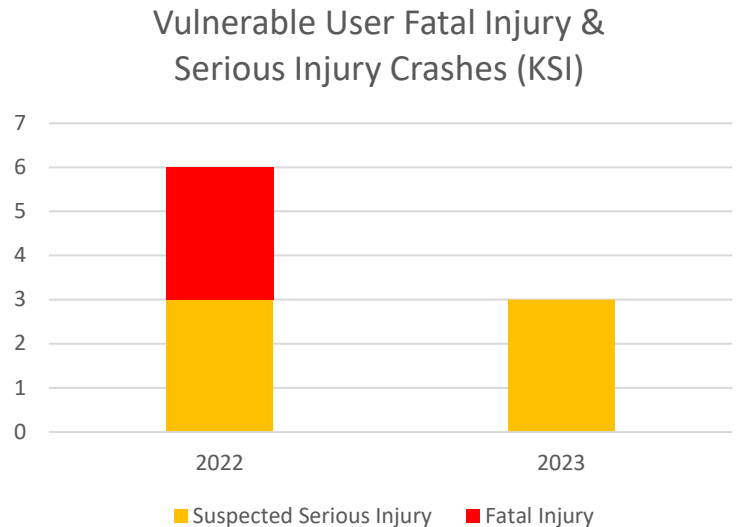


Figure 3

2023 Vulnerable User Crashes: Most Serious Injury Reported

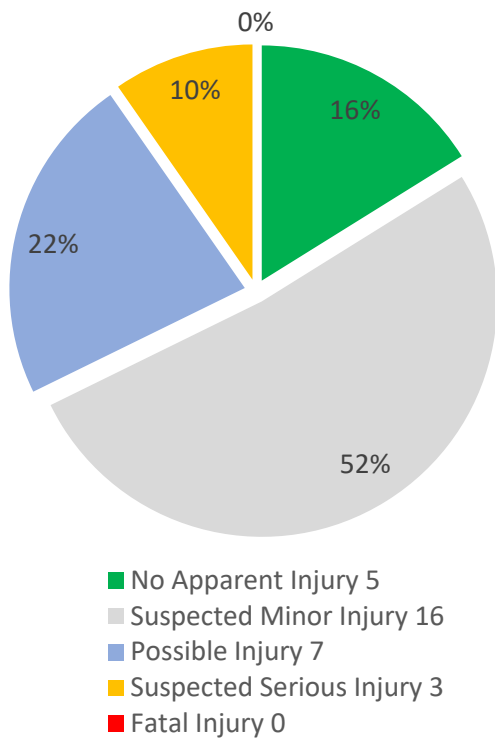


Figure 4

When the 2023 ROW crashes are examined by user type, pedestrians were involved in seventeen (17), bicyclists in twelve (12), other pedestrians in one (1), and other cyclists in one (1). All but one of the crashes involved a single vulnerable user. The sole multi-vulnerable user crash involved a wagon of six children, where no injuries were reported.

Regarding enforcement action, data was available for all crashes. Motor vehicle drivers were cited or warned in roughly two-thirds of all crashes. In one instance, both a pedestrian and a driver were found responsible and issued warnings. In two of the cases, the motorist evaded and thus police were unable to take enforcement action (see Figure 6).

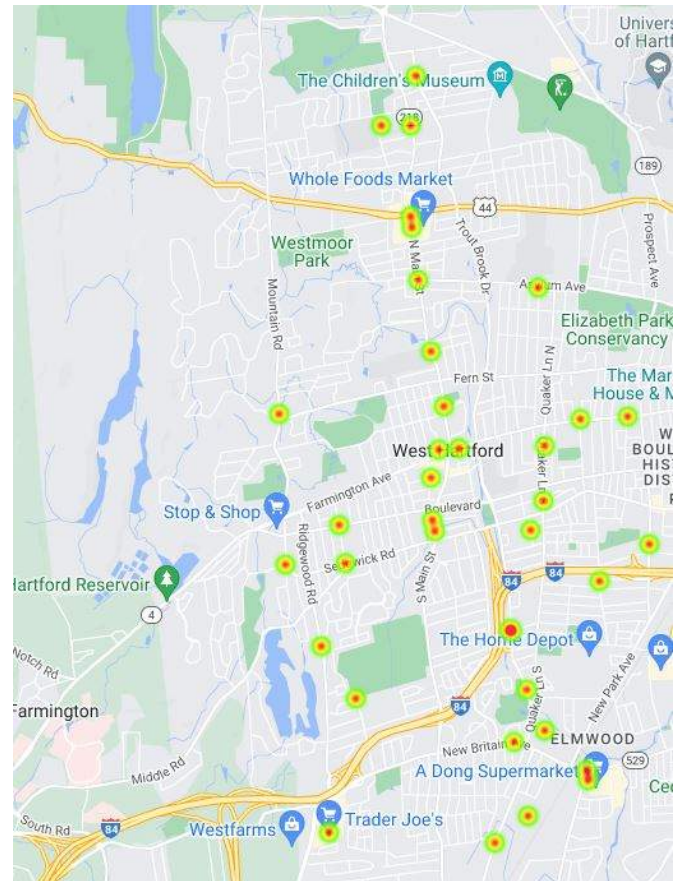


Figure 5

Vulnerable crashes occurred in many parts of town, with few “hot spot” locations as shown by the CDR-generated heat map in Figure 5

2023 Police Enforcement in Vulnerable User Crashes						
		Party Assigned Responsibility				None
		Driver	Pedestrian	Cyclist	Driver & Ped	
Action	Warning	8	5	1	1	
	Citation	8	2			
	None	1		1		2
	Evading	2				
Subtotal		19	7	2	1	2
Total						31

Figure 6