



Buffered Bike Lanes and RRFB on Fern Street at Edmund Place

Town of West Hartford

COMPLETE STREETS POLICY 2024 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 2024 construction season, the Engineering Division incorporated a wide range of Complete Streets improvements into its designs and construction projects throughout the Town of West Hartford. As specified in the Policy, performance measures for improvements completed in 2024 are summarized in this report. The total cost for all 2024 Complete Streets Improvements was **\$2,535,595**. No exceptions to the policy were filed in 2024.

2024 Spending Breakdown	
Bike Lanes	\$ 58,427
Bike Routes	\$ 2,100
Multi-Use Trail	\$ 957,463
Street Trees	\$ 19,966
Sidewalks	\$ 1,055,162
Sidewalk Ramps	\$ 15,331
Crosswalks	\$ 53,975
Traffic Signal Improv.	\$ 9,440
RRFBs	\$ 98,524
Traffic Calming	\$ 37,716
Consultant Design	\$ 227,491
	\$ 2,535,595

Table 1

Complete Streets Spending by Year & Source

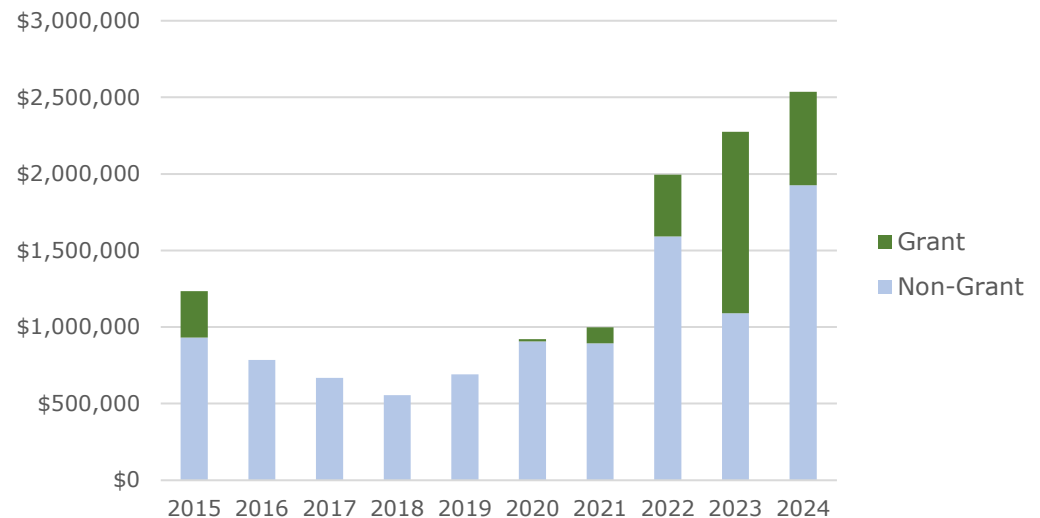


Figure 1

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. A major achievement in 2024 was the adoption of the updated *Bicycle Plan and Facility Selection & Design Guide* and corresponding *Bicycle Network Map*. Both documents can be found on the Town's website: <https://www.westhartfordct.gov/visit-us/bicycling>

Mileage of Bicycle Facilities by Year

Facility Type	Pre-2021	2021	2022	2023	2024	Total
Bicycle Routes ¹	50.71	2.16	-0.45	-0.57	0.63	52.48
Bicycle Lanes	20.21	4.44	4.87	0.57	4.31	34.40
Multi-Use Trails ²	1.74	0.00	0.57	0.68	0.75	3.73
Maintenance ³	0.00	0.00	0.00	0.59	5.40	N/A

Table 2

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

¹ Includes net upgrade of bicycle routes to bicycle lanes

² Trail lengths reported as one direction only

³ Resurfacing or restriping of existing facilities

Bicycle Shared Routes

Length New: 2.75 mi

Length Upgraded to Bicycle Lanes: 2.12 mi

Net Bicycle Shared Routes: 0.63 miles

Length Resurfaced: 0.0 mi (maintenance)

14 Sharrow pavement markings installed

Cost of Bicycle Shared Routes = \$2,100

Bicycle Routes

Buena Vista Road

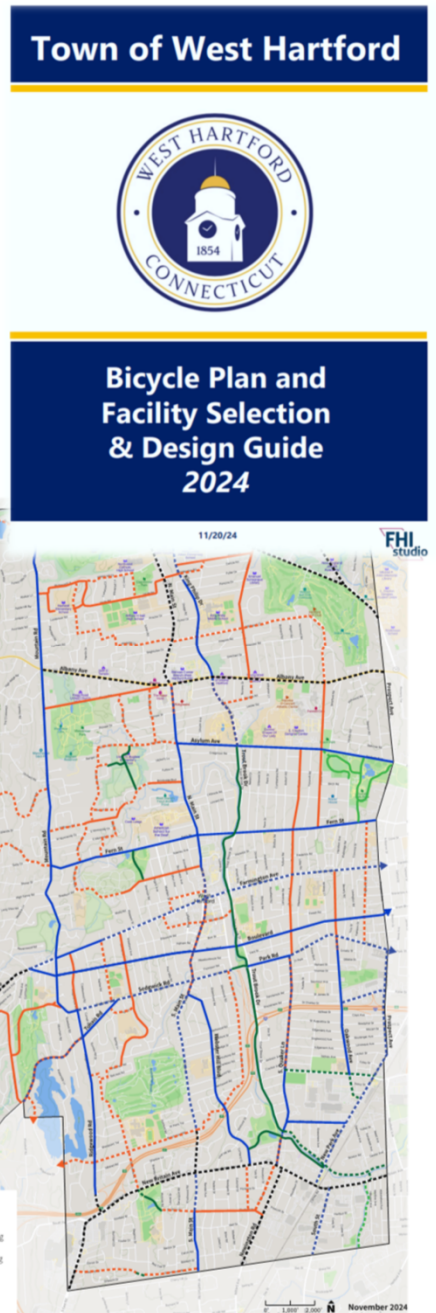
(Farmington Avenue to Brookmoor Road)

Brookmoor Road

(All)

Cornerstone Drive

(All)



Bicycle Lanes

Total length of bicycle lanes added: 4.31 miles

Total length of maintained bicycle lanes: 5.4 miles

Cost of bicycle lanes (pavement markings): = \$58,427

Pavement resurfacing costs are excluded; Signs taken from existing stock or absorbed in DPW materials maintenance budget

Bicycle Lanes

Boulevard

(Mountain Road to South Main Street)

Webster Hill Boulevard

(Crestwood Road to Ledgewood Road)

Talcott Road

(All)

Buena Vista Road

(Cornerstone Drive to Mountain Road)

**Webster Hill Boulevard
Bike Lane**



Bicycle Parking

No bicycle parking was constructed in 2024.

Multi-Use Trail

Length of multi-use trails constructed: 0.75 Miles

Cost of Multi-Use Trail = \$957,463*

**Includes \$500,000 in grant funds*

Trout Brook Trail – Phase 3

Park Road to Jackson Avenue

Construction concluded in early fall on the 0.75 mile section of multi-use trail between Park Road and Jackson Avenue.

Project was funded with a State grant, supplemented by Town funds. This completes Trout Brook Trail as initially envisioned, though future extensions are possible.



**Trout Brook Trail - Phase 3
Under Construction**

Consultant Design

Engineering and planning consultants were contracted to design the New Park Avenue Complete Streets Improvements project as well as the *Bicycle Plan and Facility Selection & Design Guide*. **Cost: \$227,491**

Street Trees

Forty-one (41) street trees were planted as part of Trout Brook Trail Phases 3 & 7 and on Riggs Avenue. **Cost: \$19,966**

Transit Accessibility

Many of the pedestrian improvements listed in this report increase accessibility to transit. In 2024, there were no standalone transit accessibility improvements constructed.

Traffic Signal Improvements

Multiple traffic signals were modified to improve accessibility and safety.

Cost of Traffic Signal Improvements= \$9440*

**Grant funds*



Sample APS Pushbuttons

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:

- Oakwood Avenue at Kane/St. Charles Streets
- South Main Street at Elmfield Street
- Trout Brook Drive at Fern Street

Traffic Calming

Several calming projects were implemented in 2024 under the Town's Vision Zero program (no new projects were implemented in 2024 using the Town's Neighborhood Street Traffic Calming program). Notable projects include raised crosswalks on Boulevard at Wardwell Road, Fern Street at Cumberland/Bretton Roads, and on Tunxis Road at Spring Lane.

Cost of traffic calming improvements= \$37,716

Crosswalk Improvements

A total of 46 crosswalks were painted or repainted in 2024 at an average cost of \$922 each. Street lighting was upgraded at one crosswalk location. Eleven (11) Rectangular Rapid Flashing Beacons (RRFBs) were installed in 2024 at crosswalks across town.

Cost of crosswalk pavement markings and lighting = \$53,975

Cost of RRFBs and one flashing stop sign = \$98,524*

**Grant funds*



**Boulevard at Wardwell Road
Raised Crosswalk**

Sidewalk and Ramp Improvements

Sidewalk replaced or constructed:

Sidewalk locations repaired with sawcutting:

Accessible concrete sidewalk ramps replaced/retrofitted/constructed:

Cost of sidewalk work:

Cost of ramp work:

**Includes \$970 in grant funds*

3.3 miles (~3400 slabs)

756

23

\$1,055,162

\$15,331*

Sidewalk Replacements/Repairs

Sidewalk work is commonly divided between replacement and sawcut repair work items. Less frequently, new sidewalks are constructed to eliminate sidewalk gaps. Replacement work includes pouring replacement concrete sidewalks, paving replacement asphalt sidewalks, and replacing concrete paver sidewalks. Sawcut repairs are performed at minor displacements between sidewalk slabs, where the higher slab can be sawcut to eliminate the trip hazard. This is a faster and less disruptive process than replacement.

The equivalent of 3,400 4'x5' concrete sidewalk slabs were replaced in 2024. Stretched end to end, this is about 3.3 miles, or roughly the distance between Westmoor Park and Beachland Park. In addition, 756 sawcut repairs were made. Nearly 6,300 locations have been sawcut since the sawcut program began in 2015.

Sidewalk ramps are the last portion of the sidewalk program. New or replacement 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 in sound condition.

The sidewalk program is administered on both a request and proactive repair basis. In 2024, 161 prior requests were completed by way of complete slab or paver replacement. Residents submitted 121 new sidewalk work requests, leaving 873 remaining outstanding requests.



**Raymond Road
New Sidewalk Ramp**

Vulnerable User Crashes

A total of 25 crashes involving a vulnerable user in the public Right-of-Way were reported in 2024.* Six (6) additional reported vulnerable user crashes occurred on private property, but are not otherwise included in this report. Incidents from mainline I-84, its ramps, and the CTfastrak guideway are similarly excluded.

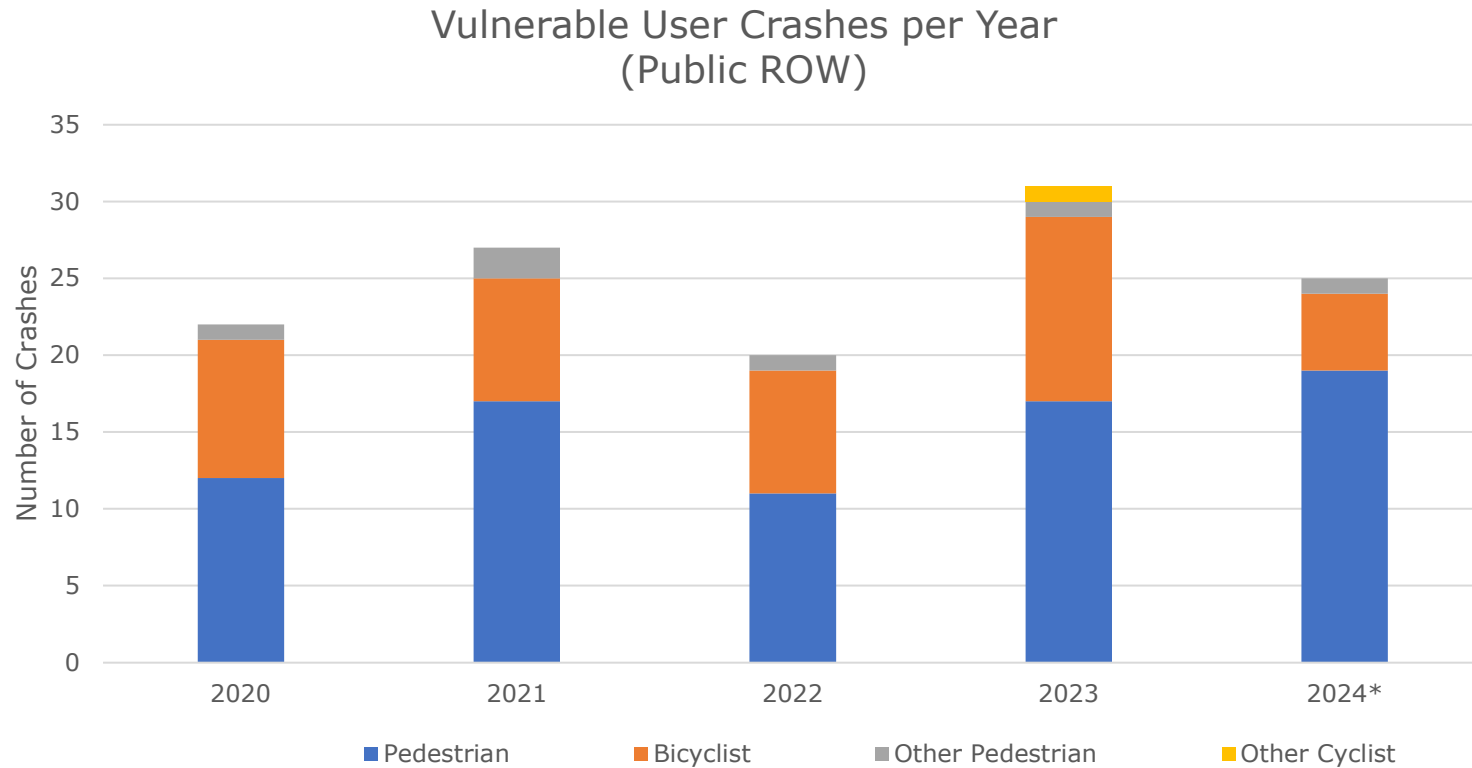


Figure 2

*Data sources: UCONN [Connecticut Crash Data Repository](#) (CDR) as of 2/11/2025 & WHPD; 11/8/24 and 11/27/24 crashes are not presently in CDR

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

Serious & Fatal Crashes

The total number of vulnerable user crashes decreased in 2024, but was offset by three fatalities and six suspected serious injury crashes. (Figures 2 & 3)

Behaviors & Contributing Factors

Drivers appeared to be responsible for fourteen of the crashes. Reported unsafe behaviors included (but were not limited to): operating too fast for conditions (snow/ice), operating a motorcycle on a sidewalk, and unsafe backing.

Pedestrian or bicyclist behavior was the major contributing factor in at least eleven instances. Reported unsafe behaviors included: being under the influence of drugs or alcohol, crossing outside of an unmarked or marked crosswalk, crossing against a red signal, walking in a travel lane when a sidewalk and shoulder were present, and turning a bicycle into oncoming traffic.

2024 Vulnerable User Crashes: Most Serious Injury Reported

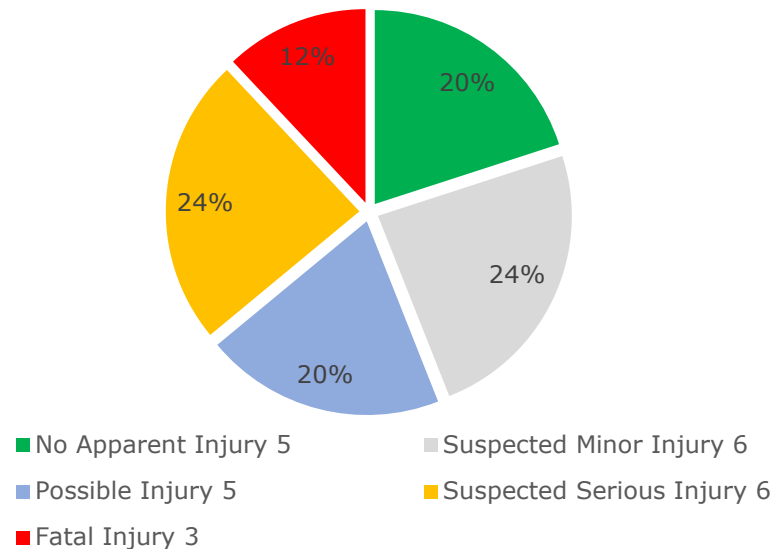
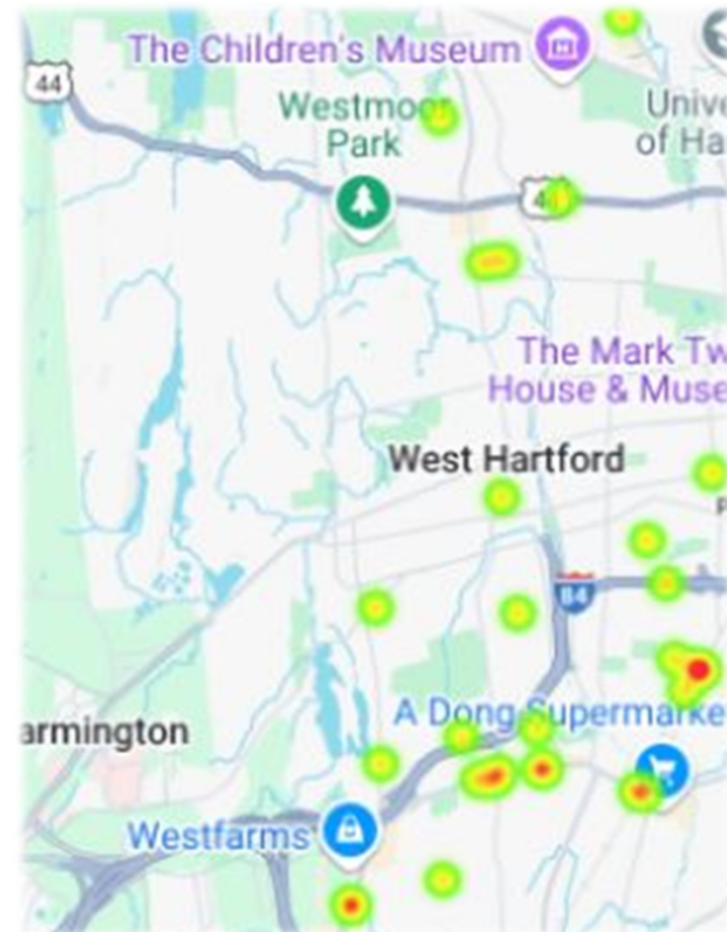


Figure 3



Vulnerable User Crash "Heat Map"
(Source: CDR)

Figure 4