

WEST HARTFORD VISION ZERO 2024 ANNUAL REPORT QUICK-BUILD SUPPLEMENT



WHAT ARE QUICK-BUILD PROJECTS

What are Quick-Builds?

Quick-builds are temporary projects that are fast and cheap to deploy and demonstrate the value of permanent changes. Quick-Build projects are defined by the following three characteristics (Capitol Region Council of Government's (CRCOG) [Guide to Community Quick-Builds for Complete Streets](#)):

Timeline: Implemented within a faster project delivery timeline than typical capital design and reconstruction projects; typically a few months to two years.

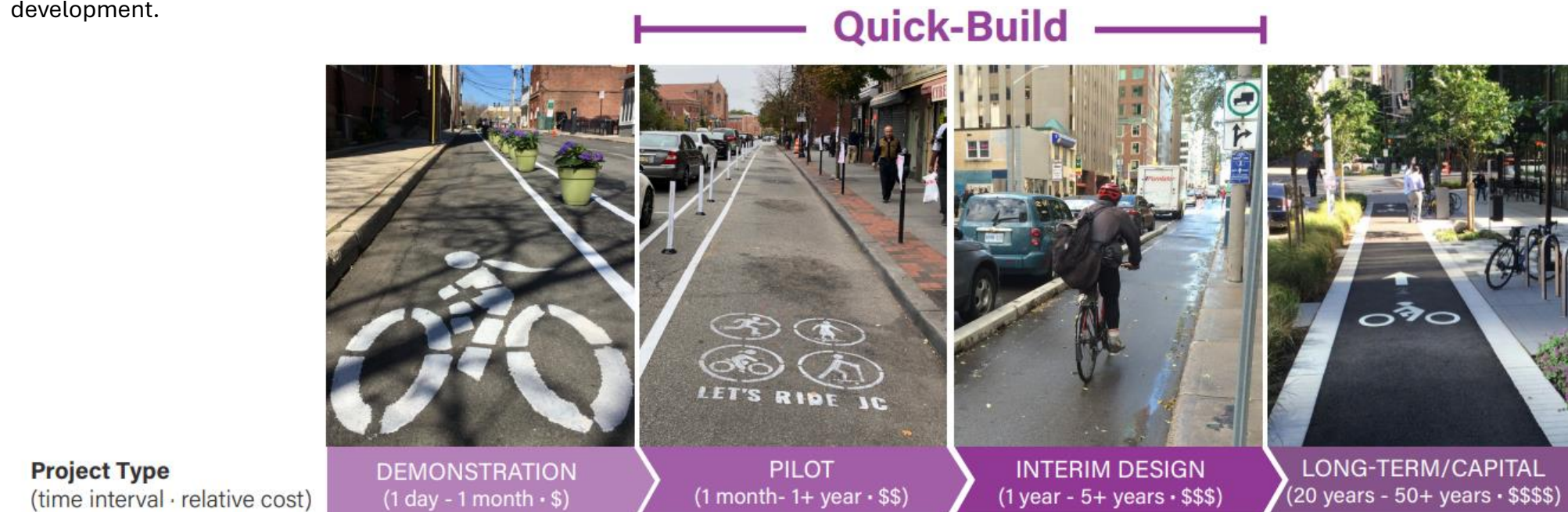
Budget: Temporary enough to be completed on a small budget using interim, flexible materials, but durable enough to provide the time, political capital, and budget to evaluate and iterate upon the initial project design; and

Process: Utilize a people-centric, holistic process to bridge the gap between successful ephemeral demonstration projects and capital reconstruction, which may be supported by scalable policy/program development.

Why Quick-Builds?

Quick-Builds allow the Town of West Hartford to implement highly-visible safety improvements at fraction of the cost and with a greater speed than traditional capital projects. Quick-Build projects can be implemented prior to long-term capital projects and be used to evaluate and modify potential designs. For example, a Quick-Build Neighborhood Traffic Circle could be modified (or removed) if it is found to not accommodate typical vehicles found at the given intersection.

Quick-Builds can further be used to improve roadway safety on a broader network than that possible with traditional capital projects. Consider, the Vision Zero Action Plan identifies 31.1 miles of roadway as part of the Vision Zero Focus Area (VZFA) network including 17.8 miles which are identified as "Urgent" or "High" priority". Quick-Builds can be an important tool to deliver meaningful safety improvements in more areas including streets without identified capital project in the planning horizon.



Graphic excerpted from Capitol Region Council of Government's (CRCOG) [Guide to Community Quick-Builds for Complete Streets](#)

QUICK-BUILD PROJECT CONSIDERATIONS

TYPICAL QUICK-BUILD MATERIALS



Flexible Delineator Posts
Specific Style TBD
\$100 - \$175 ea.
(200+ hit post)



Traversable Elements
Specific Style TBD
\$500 - \$1,500 ea.



Modular Curbing
Specific Style TBD
\$40 - \$100 ea.



Project Information

While less expensive than traditional capital projects, a successful Quick-Build program still requires careful planning and investment. Quick-Build projects not only require investment at time of installation but also investment for on-going maintenance by West Hartford DPW. A summary of anticipated installation and long-term maintenance needs is provided below:

Installation

High-quality Quick-Build materials are preferred to reduce replacement costs and burden to DPW staff to the greatest extent possible. While flexible delineator post may be procured for as little as \$30 each, these posts may require replacement in as little as 5 impacts. This compares with higher quality flexible delineator posts ranging from \$100 - \$175 which are rated to withstand 200 impacts or more. Typical Quick-Build projects will require engineering design, layout, line striping, and finally, installation of Quick-Build materials. Estimated total costs provided below include material and labor costs for installation:

	Est. Total Cost* (Quick-Build)	Est. Total Cost (Permanent)
Curb Extension (per corner, 7-10 posts)	\$750 - \$2,000	\$20k - \$30k
Hardened Centerline	\$1,500 - \$2,000	N/A
Median	\$1,000 - \$2,250	\$15k - \$30k
Mini-Roundabout	\$5,000 - \$20,000	\$100k - \$300k+
Neighborhood Traffic Circle	\$1,250 - \$2,500	\$15k - \$30k

Anticipated Maintenance

Quick-Build projects will increase maintenance demands for DPW staff, with maintenance needs varying by project type and site location. For example, DPW may need to remove snow in a Quick-Build curb extension by deploying small equipment. Snow removal may not be needed at a Quick-Build neighborhood traffic circle as this does not infringe on any pedestrian pathways. Anticipated maintenance tasks include:

- Snow Removal (Each Plowable Event)
- Roadway Sweeping (1 – 2x Annually)
- Catch Basin Clearance (1 – 2x Annually & as needed)
- Replacement of Quick-Build Materials (Assume 15% annually)

*Anticipated 2025 costs subject to change. Does not include Engineering staff time for design, layout, or any public outreach required.

TYPES OF QUICK-BUILD PROJECTS

Curb Extensions



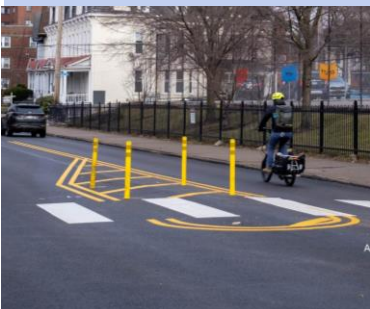
Curb extensions shorten crossing distances, provide additional pedestrian waiting space, and calm traffic by physically narrowing intersections. This results in lower vehicular turning speeds and improves motorist sight lines to pedestrians. Curb extensions are most appropriate on wide streets or streets with marked parking lanes. *(Photo: CRCOG Quick-Build Guide)*

Hardened Centerline



Hardened centerlines encourage motorists to make slower left-turns by tightening the turn radius while still giving larger vehicles the space they need to make their turn. They are most useful at intersections where left-turning traffic needs to yield to conflicting pedestrians or bicyclists on the far side of the intersection; for example, unsignalized intersections and signalized intersections with a concurrent pedestrian phase. *(Photo: stamfordct.gov)*

Pedestrian Refuge Island



Pedestrian safety islands are similar to median islands but include a crosswalk. Pedestrian safety islands are physically protected areas within the street that give pedestrians a safe and visible place to wait. These are particularly helpful at unsignalized intersections, as they relieve pedestrians of the stress of finding a gap in traffic to cross multiple vehicular travel lanes. *(Photo: pittsburghpa.gov)*

Median Island



Median islands are similar to pedestrian refuge islands but do not include a crosswalk. Median islands can be helpful in access management, turning movement restrictions, roadway narrowing, and enforcing roadway markings (for example, discouraging through movement in a two-way left-turn lane). *(Photo: minneapolismn.gov)*

Neighborhood Traffic Circle



Neighborhood traffic circles are similar to mini-roundabouts but do not feature splitter islands and do not necessarily feature yield control on all approaches. These can be paired with stop-signage. Neighborhood Traffic Circles are most appropriate at 4-leg intersections between two residential roadways. Narrow roadways and intersections with tight curb radii may not be able to accommodate these circles. *(Photo: smcoe.org)*

Mini-Roundabout



Mini-roundabouts are a type of modern roundabout which features a central island, splitter islands on all approaches and yield control for all entering vehicles. For a good discussion on the differences between roundabouts and other circular intersections see: wsdot.wa.gov/travel/traffic-safety-methods/roundabouts *(Photo: sandiego.gov)*

UPCOMING QUICK-BUILD PROJECTS

The Quick-Build locations with the goal for construction in 2025 were selected to meet the following goals:

- 1) Town-maintained facility (avoid coordination with CTDOT)
- 2) Prioritization of Vision Zero Focus Area (VZFA) network
- 3) Geographic Dispersion of Projects
- 4) Variety of Quick-Build Types

Quick-Build Curb Extensions

1. Fern Street at Cumberland Road
2. Flatbush Avenue at Charter Oak Boulevard
3. King Philip Drive at KPMS
4. King Philip Drive at Mohawk Drive
5. New Park Avenue at Flatbush Avenue
6. Park Road at Oakwood Avenue
7. Park Road at Prospect Avenue
8. Quaker Lane South at Farmington Avenue
9. Quaker Lane South at Kingswood Road
10. Quaker Lane South at Boulevard
11. Quaker Lane South at Seymour Avenue
12. Quaker Lane South at St. Charles Street
13. Sedgwick Road at Westminster Drive
14. Trout Brook Drive at Boulevard

Quick-Build Hardened Centerline

1. New Park Avenue at Flatbush Avenue (All Approaches)
2. Sedgwick Road at Tunxis Road (WB Approach)

Quick-Build Median Island

1. North Main Street N/O Mountain View
2. North Main Street N/O Hilltop Drive

Quick-Build Mini-Roundabout

1. Mohegan Drive at Brewster Road

Quick-Build Neighborhood Traffic Circle

1. Elmfield Street at Somerset Street

Quick-Build Pedestrian Refuge Island

1. Sedgwick Road at Wardwell Road
2. Sedgwick Road at Lemay Street
3. Westminster Drive at Sedgwick Road
4. Starkel Road at West Hartford Senior Center
5. Starkel Road at West Hartford Fellowship Housing

