

ROAD SAFETY AUDIT

NEW PARK AVENUE: WEST HARTFORD PLACE (HOME DEPOT PLAZA) TO PROSPECT AVENUE

November 2025



Contents

1. Introduction	3
2. Pre-Audit Meeting	5
3. RSA Assessment and Recommendations	8
3.1. Corridor-Wide Findings	8
3.2. New Park Avenue / West Hartford Place Intersection	15
3.3. New Park Avenue in the vicinity of Jefferson Avenue and Darcy Street	17
3.4. New Park Avenue / Flatbush Avenue Intersection	19
3.5. New Park Avenue / Foley Street Intersection	22
3.6. New Park Avenue / Prospect Avenue Intersection	24
3.7. RSA Field Considerations Checklist	28
4. Appendices	30

1. Introduction

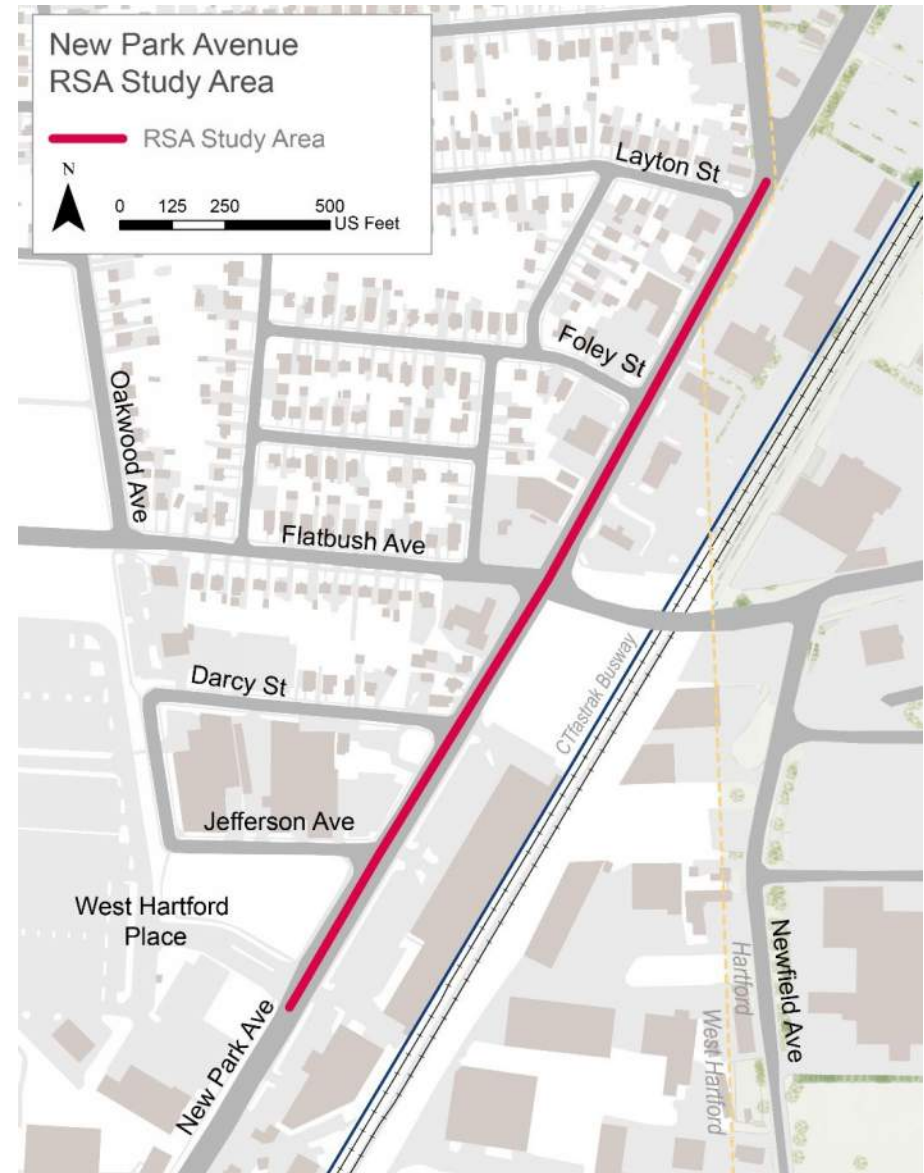
The Town of West Hartford initiated the New Park Avenue Road Safety Audit (RSA) following the adoption of the Vision Zero Action Plan. The corridor is identified as a High Priority Vision Zero Focus Area.

Members of the public made three comments on this corridor on the Vision Zero Action Plan interactive map, which were reviewed and incorporated into this RSA as appropriate.

The site visit for the RSA was conducted on November 20th, 2024.

The RSA study area is displayed in Exhibit 1.

Exhibit 1: RSA Study Area



Road Safety Audit: Definition and Purpose

An RSA is a systematic process that evaluates the safety performance of a road or intersection. The Federal Highway Administration (FHWA) considers the RSA process a proven safety countermeasure. FHWA research has determined that if recommendations from the RSA are implemented, crash reductions of up to 60 percent can be achieved.¹

RSAs consider the needs and perspectives of all road users, such as pedestrians, bicyclists, transit riders, motorcyclists, vehicular drivers, and service vehicle operators. The RSA process includes:

- Identifying the project location,
- Selecting an RSA team,
- Conducting a pre-audit meeting,
- Performing field review / site visit,
- Reporting on findings and present recommendations,
- Reviewing RSA (Town and stakeholders), and
- Incorporating findings.

The Road Safety Audit Team

The RSA team was composed of an independent and multidisciplinary team of experts who identified potential safety issues and suggested countermeasures to mitigate them. The RSA team for this corridor was composed of nine participants including Town staff, community stakeholders, and the consultant team. They included:

Town Staff

- James Brennan, PE – Assistant Town Engineer
- Parker Sorenson, PE – Engineering Department
- Kristen Gorski, Economic Development Director

Community Stakeholders

- Ed Pawlak – Pedestrian and Bicycle Commission Chair & Vision Zero Task Force Member
- Jay Stange – Vision Zero Task Force Member & BiCi Co.

CTtransit

- Fitzroy Smith

Consultant Team (FHI Studio, now IMEG)

- Rory Jacobson, AICP
- Nick Mandler, PE
- Christian Mazur, EIT

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit>

2. Pre-Audit Meeting

A virtual pre-audit meeting was conducted on November 19th, 2024 with RSA team participants. The purpose of the pre-audit meeting was to review the RSA study area; discuss existing conditions data collection including crash data, traffic data and roadway geometrics; present recent and on-going planning and construction within the study area; and discuss potential countermeasures to consider in the study area. The pre-audit meeting presentation is included in Appendix A. Highlights of the presentation include:

- The study area was identified as part of the safety analysis conducted for the Vision Zero Action Plan. This corridor was identified as a High Priority Vision Zero Focus Area.
- The speed limit is 35 miles per hour (MPH) on New Park Avenue throughout the study area.
- The study area is primarily comprised of large- and small-scale commercial plazas that include national retailers such as Home Depot, BJ's, and Raymour & Flanigan. A Cumberland Farms gas station, fast food retailers with drive thru service, and automotive dealerships are also located within the study area. Residential neighborhoods are located east and west of the corridor and are accessed by roadways that intersect New Park Avenue.
- The CT**fastrak** Flatbush Avenue station is within the study area and is accessed from New Park Avenue.
- Existing lane widths between West Hartford Place and Jefferson Avenue vary between 10-11 feet. Lanes

widen to 12 feet between Foley Street and Prospect Avenue. Typical lane widths are 10-11 feet depending on the context, as displayed in Exhibit 2.

- Road surface and sidewalk surface conditions vary, with areas of poor surface conditions. Sidewalks throughout the study area are constructed with concrete. Decorative pavers serve as a buffer between the sidewalk and road, but heaving is prevalent, especially at driveways. Vegetation encroachment is also notable at some locations. Debris and litter were prevalent throughout the study area.
- A five (5)-year review of crashes between 2019 and 2023 presented the following:
 - One-hundred and ninety-four (194) total crashes
 - Six (6) crashes involving a pedestrian and one (1) crash involving a bicyclist. These crashes all occurred in the vicinity of the intersection of New Park Avenue and Flatbush Avenue.
 - Of the 194 crashes:
 - One-hundred and twenty-eight (128) resulted in property damage only
 - Thirty-two (32) resulted in possible injury
 - Thirty-two (32) resulted in minor injury
 - Two (2) resulted in serious injury
 - None (0) resulted in fatality
- The RSA study area was reviewed against the Vision Zero Action Plan to discern any safety issues identified by the Action Plan which may be applicable to the study area. They are presented in Exhibit 3.

Exhibit 2: New Park Avenue Road Geometry

From	WH Plaza Entrance		Jefferson Av		Foley St	
To	Jefferson Av		Foley St		Prospect Av	
Distance	400 ft		1250 ft		600 ft	
Functional Classification	Minor Arterial		Minor Arterial		Minor Arterial	
Speed Limit	35 MPH		35 MPH		35 MPH	
Direction	NB	SB	NB	SB	NB	SB
Lanes	2	2	2	2	2	2
Lane Width	10-11'	10-11'	10-11'	10-11'	12'	10-14'
Sidewalk Type	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete
Sidewalk Width	6'	10'	7-10'	5-9'	5-6'	5'
Sidewalk Condition	Fair	Fair	Good-Fair	Good-Fair	Good-Fair	Good-Fair
ADA Ramp Present	Yes	Yes	Yes	Yes	Yes	Yes
ADA Ramp Compliant	Varies	Varies	Varies	Varies	Varies	Varies
Curb	Granite	Granite	Granite	Granite	Granite	Granite
Parking	No	No	No	No	No	No
Shoulder	None	None	None	None	None	None
Notes	66' width, left turn lanes, SB right turn lane		55' width, left turn lanes at Flatbush, inconsistent ADA & crosswalks		Inconsistent ADA & crosswalks	

Note: Highlighted cells indicate values which may warrant further investigation.

Exhibit 3: Applicability of Identified Safety Issues from West Hartford Vision Zero Action Plan

Safety Concern	Applicable	Location	Notes
Speeding	☒	Study Area	Based on RSA Feedback
Crashes Involving Vulnerable Users	☒	Foley/Flatbush/Dunkin' Donuts/CT fastrak entrance	Six (6) crashes involving pedestrian, One (1) crash involving bicyclist, resulting in no apparent injury
DUI / Distracted Crashes	☐		
Crashes at 4-leg, Two-Way Stop-Controlled (TWSC) Intersections	☐		
Angle Crashes at TWSC	☒	Jefferson/Darcy/Foley	Sixteen (16) angle crashes in last 5 years
Head-On Crashes	☐	Jefferson/Flatbush/Prospect	Eight (8) head on crashes in last 5 years
Single Vehicle Crashes	☒	Study Area (Corridor Wide)	Seventeen (17) single vehicle crashes
Crashes at Night	☒	Study Area (Corridor Wide)	Thirty-six (36) crashes in dark-lighted condition

Appendices B - E include additional RSA materials including field sheets, counts, and collision information.

3. RSA Assessment and Recommendations

The RSA assessment and recommendations are grouped into three sections:

1. Corridor-wide findings and recommendations,
2. Site-specific findings and recommendations, and
3. An overview table of elements from the West Hartford Vision Zero RSA field considerations applicable to the study area.

Site-specific findings and recommendations present photos and potential recommendations. These are presented from south to east, in order of the RSA walk. They highlight areas most discussed during the RSA. The roadway sections include:

- New Park Avenue / West Hartford Place Driveway intersection.
- New Park Avenue: Vicinity of Jefferson Avenue and Darcy Street.
- New Park Avenue / Flatbush Avenue intersection.
- New Park Avenue / Foley Street intersection.
- New Park Avenue / Prospect Avenue intersection.

3.1. Corridor-Wide Findings

RSA Findings

Several themes were discussed during the RSA, including:

- Pedestrian accommodation and crossings.
- Pedestrian access to the Flatbush Avenue CT**fastrak** Station.
- Lack of bicycle accommodations.
- Poor roadway and sidewalk surface condition, as displayed in Exhibit 4.
- Marked crossings, particularly along side streets, are in poor condition.
- High vehicular speeds.
- Weaving of traffic around left-turning vehicles.

Exhibit 4: Vegetation Encroachment on Sidewalk



Pedestrian and bicycle accommodations are presented below.

Pedestrian Accommodations and Crossings

- Crosswalks exist on all legs of the existing signalized intersection of New Park Avenue and Flatbush Avenue. The signalized intersection of New Park Avenue and the entrance to West Hartford Place has crosswalks on the north and west sides of the intersection. There is also a crosswalk north of Layton Street at the signalized intersection of New Park Avenue and Prospect Avenue.
- There is a crosswalk at the unsignalized intersection of New Park Avenue and Jefferson Avenue. Jefferson Avenue is the only intersecting street in the study area that has a marked crosswalk along a side street.
- Some sidewalks and curb ramps are not Americans with Disabilities Act (ADA)-compliant. The surface condition of sidewalks is uneven in many areas, particularly at driveways. Pedestrian signal infrastructure at the signalized intersection of West Hartford Place and New Park Avenue is not ADA-compliant as well. At the time of the RSA site visit, this signal was not working properly and did not trigger the pedestrian signal when activated. This signal has since been fixed by West Hartford Department of Public Works.
- Crosswalk paint is in generally poor condition throughout the study area. Many of these concerns will be addressed by the upcoming town-wide ADA curb ramp project.
- Existing light fixtures in the study area are 5,000 lumens. The Town has ordered 9,000 lumen fixtures for replacement throughout the corridor. Additionally, four

light fixtures will be added along the west side of New Park Avenue.

Bicycle Accommodations

- A planned roadway project on New Park Avenue, south of the study area, will include a sidepath from New Britain Avenue to the West Hartford Place driveway, with construction expected to begin in 2026. This sidepath offers a chance to link with bike lanes on Oakwood Avenue in the vicinity of Jefferson Avenue and Darcy Street, improving overall connectivity in the area.
- RSA participants stated that bicycle facilities are needed in the corridor. Some participants expressed interest in a two-way separated bike lane or other infrastructure aside from standard bicycle lanes.
- The corridor has an average daily traffic (ADT) as high as 17,284 (north of Foley Street) and 85th percentile speeds of 37-39 MPH. This corresponds to a sidepath or separated bike lane as the recommended bicycle facility. A buffered bike lane would also be an acceptable bicycle facility per the *West Hartford Bicycle Plan (2024)*.

Details on site-specific findings and recommendations are summarized in subsequent sections. Exhibit 5 thru Exhibit 7 present summary maps of corridor recommendations. Exhibit 8 and Exhibit 9 display cross sections at various locations along New Park Avenue.

Corridor-Wide Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Install retro-reflective backplates on all traffic signals.
- Replace all streetlight fixtures to ensure the lighting meets lumen output recommended by AAHSTO *Roadway Lighting Design Guide* (2018).
- Trim vegetation encroaching on sidewalk and sight triangles.
- Apply to Connecticut Office of the State Traffic Administration (OSTA) for a modification of the speed limit to 30 MPH based on the following:
 1. Recommended speed limit based on FHWA's [*Methods and Practices for Setting Speed Limits*](#) as one recommended method by Connecticut Department of Transportation (CTDOT) OSTA [*Guidelines for Establishing Speed Limits in the State of Connecticut*](#). Reductions in the speed limit are recommended by the methodology because of the number of driveways, pedestrian activity, and crash history.

Medium-Term Recommendations (Goal: 2 to 5 years):

- Repair sidewalk slabs in need of repair.
- Install decorative pedestrian lighting on the east side of road between West Hartford Place Plaza and Prospect Avenue.

- Connect side path south of West Hartford Place (soon to be under construction) to Oakwood Avenue bike lanes via Jefferson Avenue right-of-way.

Long-Term Recommendations (Goal: 5 or more years):

- Continue a low-stress bicycle facility (separated bike lanes or side path) along the west side of New Park Avenue to Prospect Avenue. Connect to existing buffered bike lanes in Hartford on New Park Avenue and the proposed bike facility on Prospect Avenue (See Prospect Avenue RSA).

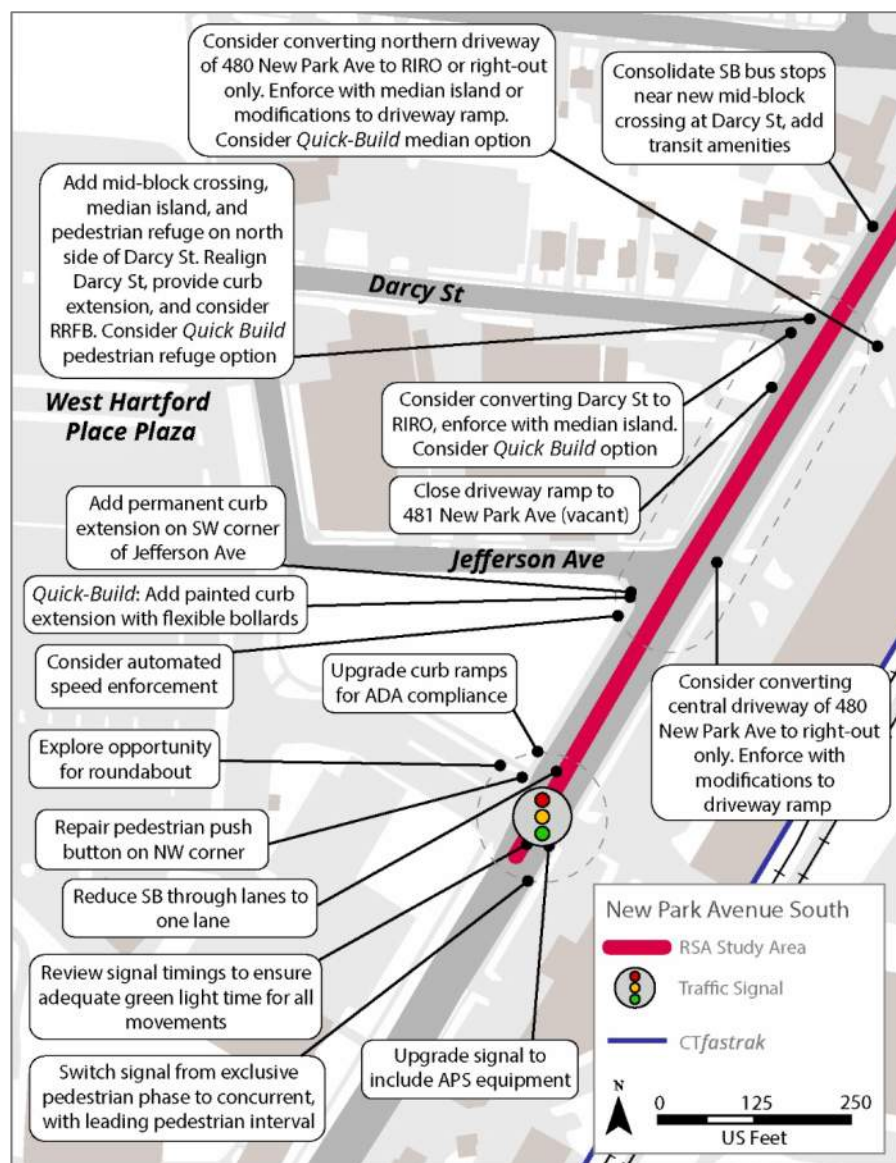
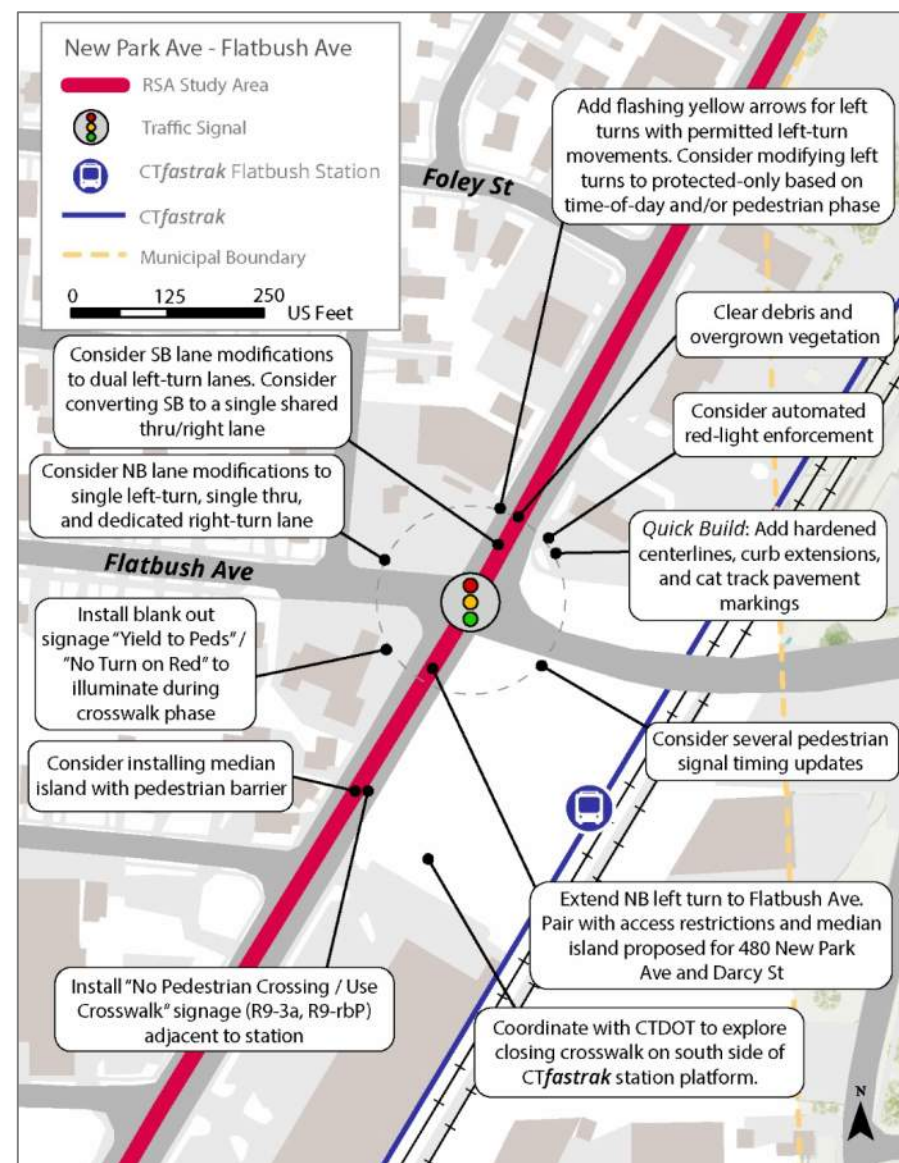
Exhibit 5: Corridor Recommendations - South

Exhibit 6: Corridor Recommendations – Middle


Exhibit 7: Corridor Recommendations - North

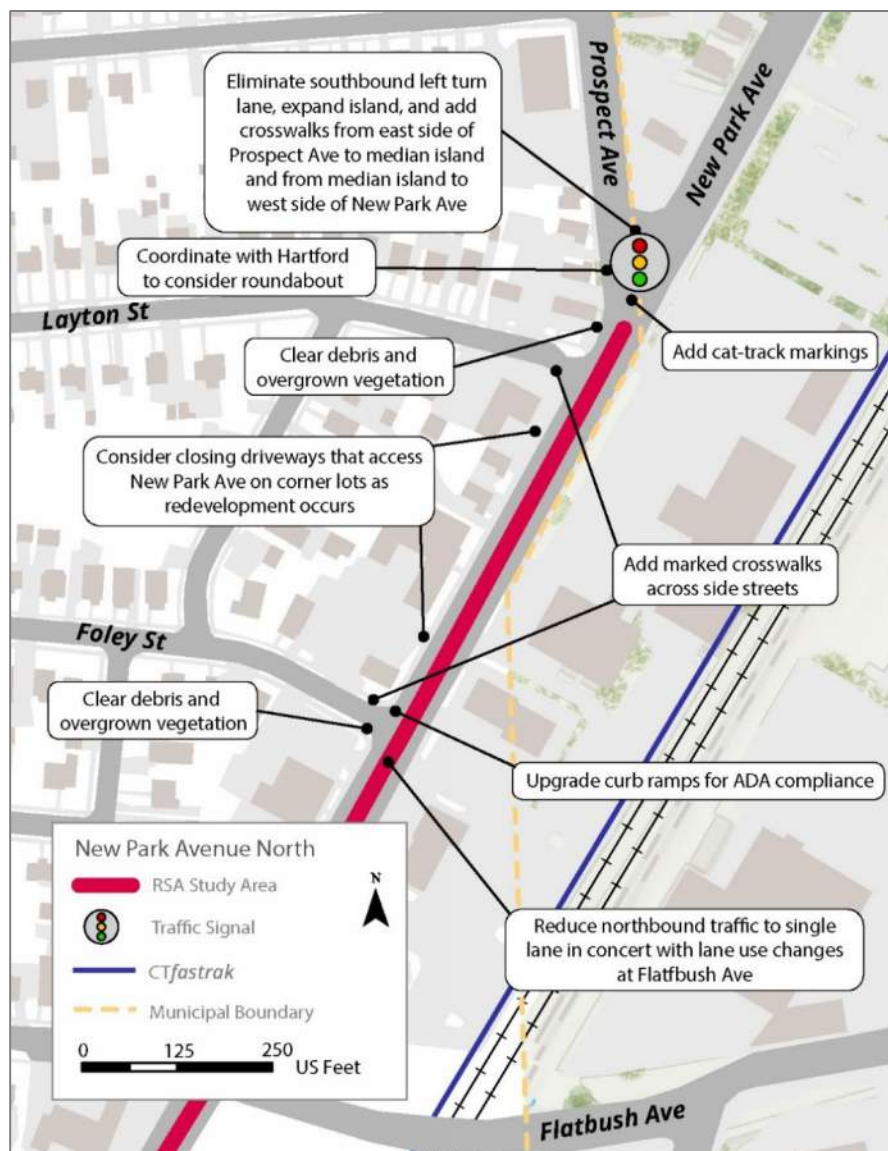


Exhibit 8: New Park Avenue Proposed Cross Section, at Flatbush Avenue Intersection, View North

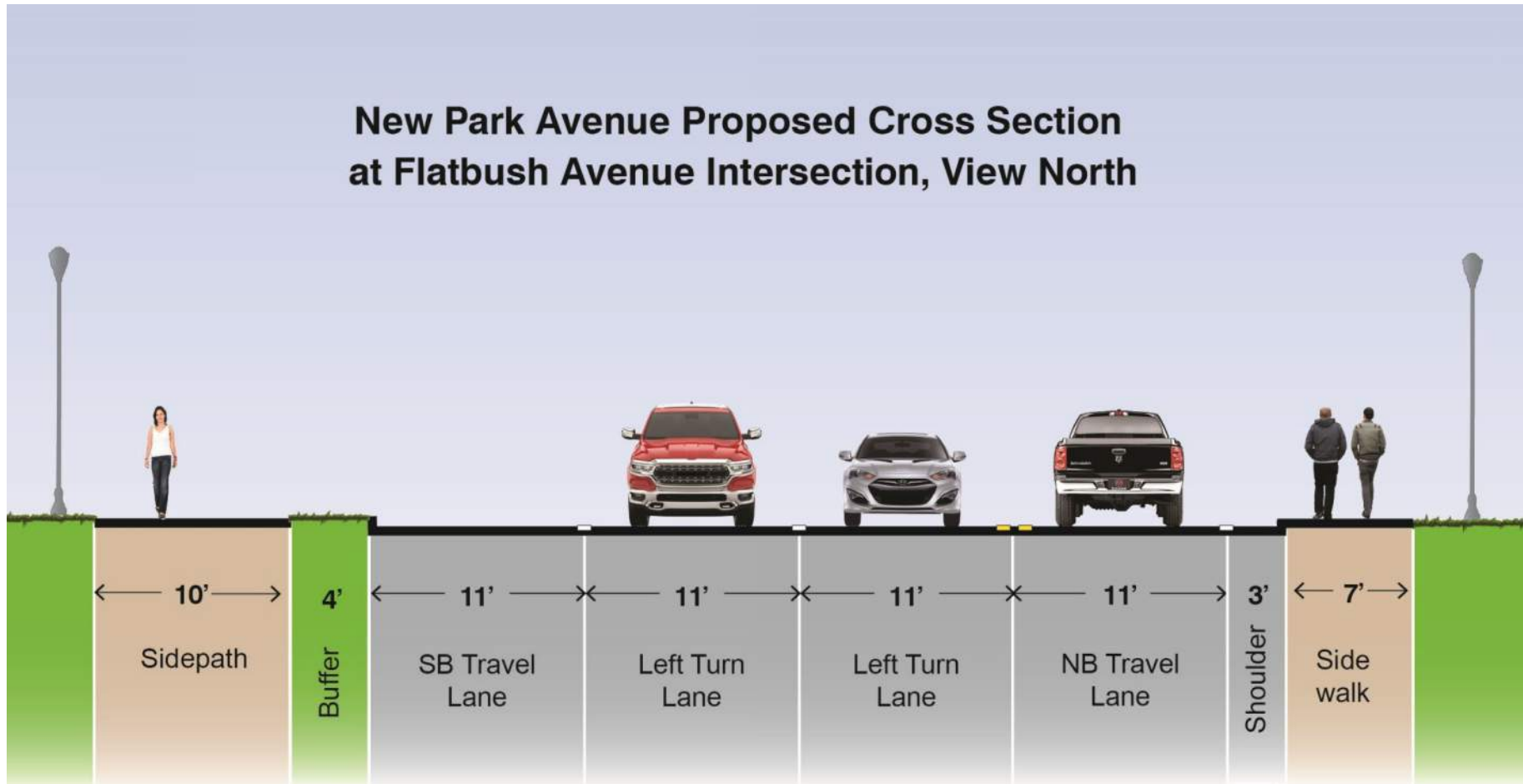
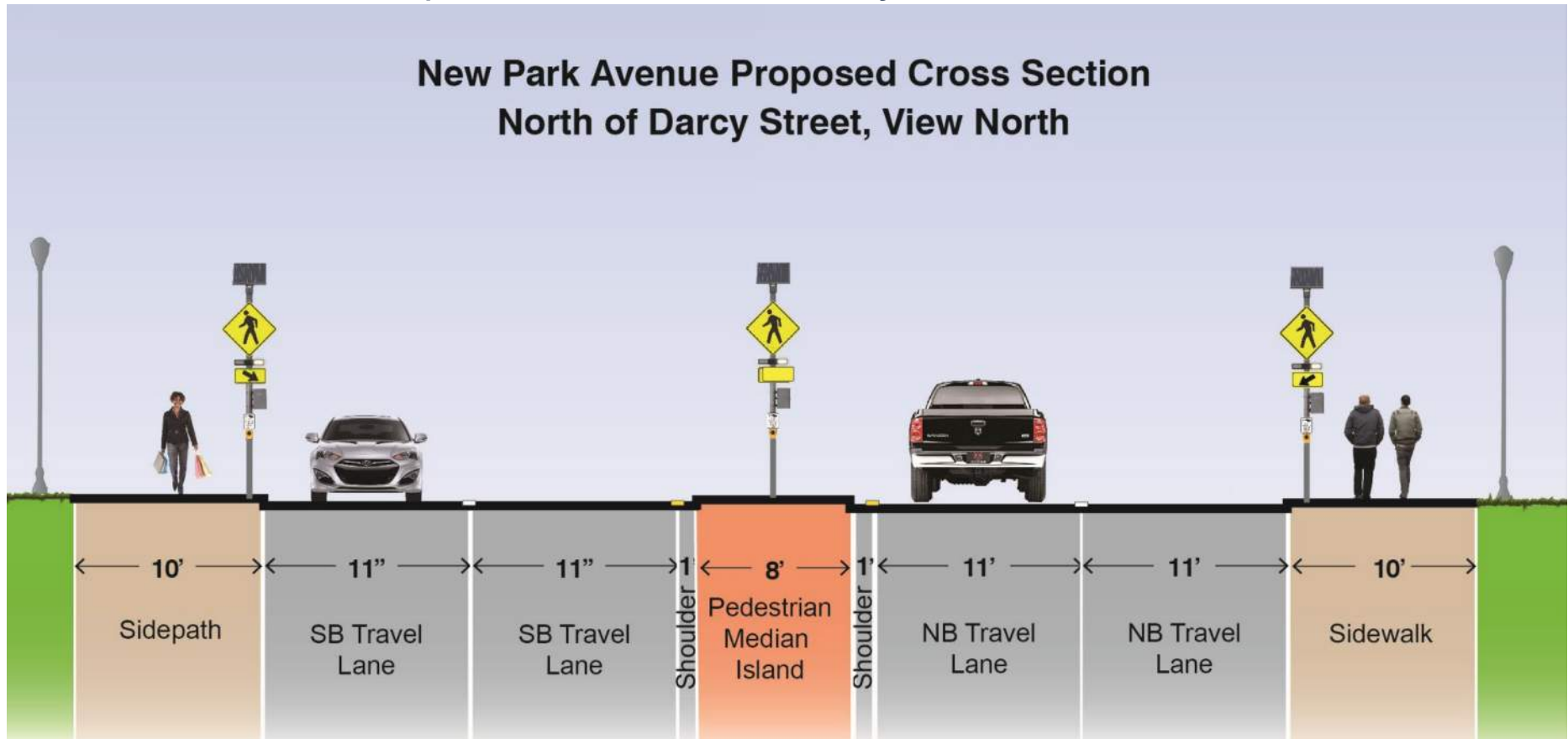


Exhibit 9: New Park Avenue Proposed Cross Section, North of Darcy Street, View North



3.2. New Park Avenue / West Hartford Place Intersection

RSA Findings

- The pedestrian ramp at the crossing is not ADA-compliant as there are no tactile warning strips and the pedestrian push button is located too far back from sidewalk. Additionally, there is insufficient landing space that is level at the top of the ramp. Exhibit 10 and Exhibit 11 display crosswalks at the intersection.
- The pedestrian light button at the intersection did not work at the northwestern quadrant of intersection. It worked when it was triggered by a pedestrian on the east side of New Park Avenue. There was no pedestrian count down in signal head. This signal has since been fixed by West Hartford Department of Public Works.
- This driveway into BJ's/Home Depot is the only access into the plaza. Tractor trailers utilize the intersection for deliveries.
- This location is the northern terminus of the New Park Avenue Road Diet Project that is expected to begin construction in 2026. The project will include streetscape upgrades; a road diet between this intersection and New Britain Avenue; and separated bicycle infrastructure (shared use sidepath between West Hartford Place and Talcott Road, street-level separated bike lanes between Talcott Road and New Britain Avenue) on the west side of New Park Avenue.
- The parcel between the West Hartford Place driveway and Jefferson Avenue is dedicated open space that was required as part of the development. It could be utilized for

a sidepath connection to Oakwood Avenue. This parcel remains privately owned. The sidewalk on this parcel is shown in Exhibit 12.

- Oakwood Avenue has bike lanes from Flatbush Avenue to Park Road and there are opportunities to connect into this network.
- Lighting in this area should be reviewed. There is cobra head lighting at the intersection, as shown in Exhibit 13 and Exhibit 14, but limited pedestrian scale lighting. Much of the corridor lacks pedestrian scale lighting.
- Two northbound through lanes are likely needed to match with the proposed lane arrangement from the New Park Avenue Road Diet Project exiting Oakwood Avenue. One southbound through lane may be feasible at this intersection.

Exhibit 10: New Park Avenue / West Hartford Place Intersection Crosswalks Lacking ADA-Compliance



Exhibit 11: New Park Avenue / West Hartford Place Intersection



Exhibit 12: Sidewalk Leading into West Hartford Place



Exhibit 13: Pavers and Sidewalk on New Park Avenue



Exhibit 14: View South Towards Intersection



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Review signal timings to ensure adequate green time provided for all movements.
- Repair pedestrian push button on northwest corner of the intersection.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Upgrade curb ramps for ADA-compliance.
- Upgrade traffic signal to include Accessible Pedestrian Signal (APS) equipment.
- Switch signal from exclusive pedestrian phase to concurrent, with leading pedestrian interval (LPI). Program the signal to always rest-in-walk for pedestrian movement along New Park Avenue.

Long-Term Recommendations (Goal: 5 or more years):

- Explore opportunities for a roundabout at this location.
- Reduce southbound through traffic lanes into one lane.

3.3. New Park Avenue in the vicinity of Jefferson Avenue and Darcy Street

RSA Findings

- The sidewalk on the east side of New Park Avenue narrows adjacent to the Dollar General parking lot.
- Vegetation overgrowth over the sidewalk is present at various locations, as shown in Exhibit 15.
- Sidewalks are generally in fair condition; however, some sections show signs of heaving.
- There are no midblock crossings in this area despite many pedestrians crossing at this location.
- There are no street trees in this area.
- Curb extensions and median islands were discussed in this area. Safe Streets 4 All (SS4A) grants could be utilized for funding.
- It is challenging for drivers to turn left from Jefferson Avenue and Darcy Street. Jefferson Avenue is shown in Exhibit 16.
- Participants observed high speeds in this location.
- Participants stated that drivers often pull into the left turn pocket that leads to Darcy Street thinking that they are getting into the left lane to turn onto Flatbush Avenue.
- There are multiple entrances and exit points into the Raymour & Flanigan and Dollar General Plaza as shown in Exhibit 17. Opportunities for access management could be pursued.

Exhibit 15: Vegetation overgrowth on sidewalk



Exhibit 16: Jefferson Avenue Intersection



Exhibit 17: Entrance to Dollar General Plaza



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- **Quick-Build:** Add painted curb extension with flexible bollards on the southwest corner of Jefferson Avenue.
- Consider location for automated speed enforcement.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Consider converting central driveway of 480 New Park Avenue (Raymour & Flanigan Plaza) to right-out only. Reinforce with modifications to the driveway ramp.

- Consider converting the northernmost driveway of 480 New Park Avenue (Raymour & Flanigan Plaza) to right-in / right-out (RIRO) or right-out only. Enforce with median island or modifications to the driveway ramp. Consider *Quick-Build* median option.
- Consider converting Darcy Street to RIRO only. Enforce with median island. Consider *Quick-Build* median option.
- Add mid-block crossing with median island and pedestrian refuge on north side of Darcy Street. Realign Darcy Street to the south and provide curb extension on northwest corner to accommodate crosswalk. Consider installing a Rectangular Rapid Flashing Beacon. Consider a *Quick-Build* pedestrian refuge option at this location, with the crossing to be considered with a pedestrian refuge and sufficient width.
- Close driveway ramp to 481 New Park Avenue (vacant).
- Add permanent curb extension on southwest corner of Jefferson Avenue.
- Consolidate southbound bus stops into one location near new mid-block crossing at Darcy Street with transit amenities.

3.4. New Park Avenue / Flatbush Avenue Intersection

RSA Findings

- There are high pedestrian crossing volumes at this intersection, particularly on the south and east legs as displayed in Exhibit 18. This can be attributed to the

high volume of transit riders who exit CT**transit** bus at Cumberland Farms, and cross to the Flatbush Avenue station. A pedestrian count on Saturday, February 15, 2020 counted a total of 330 pedestrians crossing this intersection between 6:30 AM and 5:30 PM.

Compliance to the pedestrian phase is very poor with only about 44% of pedestrians waiting for the pedestrian phase. Appendix E includes 2020 pedestrian counts.

- Several riders were observed getting on/off CT**transit** buses at this location. Exhibit 19 shows a bus dropping off across the street from the Flatbush Avenue entrance.
- The Flatbush Avenue station is identified as a future CT**rail** station, however, timing is uncertain. Consider future access and parking implications with expanded transit operations at this location.
- A sidewalk located south of the entrance provides pedestrian access into the CT**fastrak** station; it is displayed in Exhibit 20.
- Long queue lines to turn left in this location, particularly in the afternoon. On New Park Avenue in the southbound direction, queues to turn left onto Flatbush Avenue are often backed up to Prospect Avenue. Access to Walmart and I-84 eastbound is in this area.
- There is APS equipment at the intersection of New Park Avenue and Flatbush Avenue as shown in Exhibit 21.
- Vegetation overgrowth over the sidewalk is present at various locations such as the gas station north of Flatbush Avenue.

- Lighting improvements in this area are planned which will increase the light fixtures from 5,000 lumens to 9,000 lumens.
- Queues west of the intersection on Flatbush Avenue (heading eastbound) sometimes extend all the way to Oakwood Avenue.
- School bus drivers use Flatbush Avenue to avoid at-grade rail crossings, which they are not allowed to cross due to bus company policy.

Exhibit 18: Pedestrian Crossing South of Flatbush Avenue Intersection



Exhibit 19: Entrance to CTfastrak Flatbush Avenue Station



Exhibit 20: Entrance and Sidewalk into Station



Exhibit 21: Pedestrian Waiting for Signal at New Park and Flatbush Avenues



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- **Quick-Build:** Add hardened centerlines on all approaches to slow left-turning speeds. Consider curb extensions if feasible with larger vehicle turning movements and plowing operations. Install cat track pavement markings through intersection for turning movements to align with hardened centerlines.
- Install “No Pedestrian Crossing / Use Crosswalk” signage (R9-3a, R9-3bP) adjacent to CT**fastrak** station and opposite station to encourage pedestrians to cross utilizing the pedestrian signal at the Flatbush Avenue intersection. Include Spanish-language text on signage.

- Install blank out signage “Yield to Peds” / “No Turn on Red” to illuminate during crosswalk phase.
- Clear debris and overgrown vegetation.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Consider automated red-light enforcement at intersection.
- Add flashing yellow arrows for all left turns with permitted left-turn movements. Consider modifying left-turns to protected only based on the time-of-day and/or pedestrian phasing (deny permitted left movement when opposing pedestrian phase is active).
- Switch signal from exclusive pedestrian phase to concurrent, with LPI. Consider pedestrian phase recall or pedestrian detection on south and east legs at peak times to serve pedestrian demand and current crossing patterns. Program the signal to rest-in-walk for pedestrian movement along New Park Avenue.
- Extend northbound left-turn lane to Flatbush Avenue (requires proposed access modifications to 480 New Park Avenue and CT**fastrak** as described above). Pair with access restrictions and median island that is proposed for 480 New Park Avenue and Darcy Street.
- Coordinate with CTDOT to explore closing the crosswalk on the south side of the CT**fastrak** station platform to encourage transit riders to utilize the crosswalk at Flatbush Avenue. Pursue fencing opposite the northbound platform to reinforce the removal of the crosswalk.

Long-Term Recommendations (Goal: 6 to 10 years):

- Consider southbound lane modifications to dual left-turn lanes. Consider converting southbound to a single shared thru/right lane to support median island proposed on south side of Flatbush Avenue. This would require additional traffic analysis and protected-only northbound and southbound left-turn.
- Consider northbound lane modifications to a single left-turn, single thru-lane, and a dedicated right-turn lane.
- Consider installing flashing yellow arrows for northbound and westbound right-turn lane. These should be coordinated with LPI.
- Consider installing a median island with a pedestrian barrier (such as fencing) to discourage pedestrians from crossing New Park Avenue south of Flatbush Avenue. The pedestrian barrier should be continuous between Flatbush Avenue and the proposed crosswalk at Darcy Street and continue to the main driveway to 480 New Park Avenue (Raymour & Flanigan Plaza).

3.5. New Park Avenue / Foley Street Intersection

RSA Findings

- There is no marked crossing at Foley Street, as shown in Exhibit 22. The pedestrian ramp on the north side of the Foley Street / New Park Avenue intersection is not ADA-compliant as there are no tactile warning strips and a utility pole encroaching into the ramp area.

- Many angle crashes have occurred in this area.
- When drivers turn left out of the Dunkin Donuts driveway onto New Park Avenue southbound, it is difficult to tell if they then also immediately turn left again onto Flatbush Avenue eastbound. The left turn lane is displayed in Exhibit 23.
- Southbound drivers often turn right onto Foley Street to loop around and get onto Flatbush Avenue eastbound rather than entering the left turning lane at the Flatbush Avenue intersection due to persistent backups.
- There are multiple single driveways in this area, many with direct access onto New Park Avenue.
- Layton Street was converted to one-way about 15 years ago. The car dealerships in this area utilize the neighborhood streets to park vehicles.
- Sidewalks are generally in fair condition; however, some sections show signs of heaving.

Exhibit 22: View at Foley Street



Exhibit 23: Beginning of Left Turn Lane



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Clear debris and overgrown vegetation.
- Add marked crosswalks across side streets.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Upgrade curb ramps for ADA compliance.

Long-Term Recommendations (Goal: 6 to 10 years):

- Reduce northbound traffic to a single lane in concert with lane use changes at Flatbush Avenue.
- If redevelopment occurs on corner lots that have side street access to New Park Avenue, consider closing driveways that access New Park Avenue and utilize the side streets as their entrance / exit.

Exhibit 24: View Towards Prospect Avenue Intersection



Exhibit 25: New Park Avenue is a Busy Transit Corridor



3.6. New Park Avenue / Prospect Avenue Intersection

RSA Findings

- The left-turn lane on Prospect Avenue in the southbound direction was added to provide access into the Mitsubishi dealership.
- Vegetation overgrowth over the sidewalk is present at various locations.
- The crosswalk paint north of Layton Street at the intersection is in fair / poor condition and needs maintenance.
- Sidewalks are generally in fair / poor condition and there is limited buffer from roadway as displayed in Exhibit 24.
- There are no transit amenities in this area despite the multiple transit routes that utilize New Park Avenue, as shown in Exhibit 25.
- There is no painted crosswalk at Layton Street and the curb ramps are not ADA-compliant, as displayed in Exhibit 26.

Exhibit 26: Curb Ramp Lacking ADA-Compliance at Layton Street



of Prospect Avenue to connect to New Park Avenue continuing southbound.

Long-Term Recommendations (Goal: 6 to 10 years):

- Consider coordinating with Hartford to replace signal with a modern roundabout.

A summary matrix of corridor recommendations is presented in Exhibit 27.

Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Add cat track markings at intersection.
- Clear debris and overgrown vegetation.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Eliminate southbound left turn lane to plaza. Use excess space to expand island. Add pedestrian crossings on both legs to permit pedestrians traveling to / from the east side

Exhibit 27: Recommendations Matrix

Recommendations (grouped from south to north)		Short-term 0-2 Years	Medium-term 3-5 Years	Long-term 6-10 Years
Corridor Wide	Install retro-reflective backplates on traffic signals	•		
	Modify speed limit to 30 MPH	•		
	Replace streetlight fixtures to meet lumen output recommended by AAHSTO	•		
	Trim vegetation encroaching on sidewalk and sight triangles	•		
	Repair sidewalks in need of repair		•	
	Install decorative pedestrian lighting on east side between West Hartford PI Plaza and Prospect Ave		•	
	Connect sidepath south of West Hartford PI to Oakwood Ave bike lanes via Jefferson Ave right-of-way		•	
	Continue bicycle facility along the west side of New Park Ave to Prospect Ave			•
New Park Ave and West Hartford Place (Home Depot) Intersection	Review signal timings to ensure adequate green light time for all movements	•		
	Repair pedestrian push button on NW corner of intersection	•		
	Upgrade curb ramps for ADA-compliance		•	
	Upgrade signal to include APS equipment		•	
	Switch signal from exclusive pedestrian phase to concurrent, with leading pedestrian interval		•	
	Reduce SB through lanes to one lane			•
	Explore opportunities for roundabout			•
New Park Ave in the vicinity of Jefferson Ave and Darcy St	<i>Quick-Build</i> : Add painted curb extension with flexible bollards on SW corner of Jefferson Ave	•		
	Consider location for automated speed enforcement	•		
	Consider converting central driveway of 480 New Park (Raymour & Flanigan plaza) to right-out only. Enforce with modifications to driveway ramp		•	
	Consider converting northern driveway of 480 New Park to RIRO or right-out only. Enforce with median island or modifications to driveway ramp. Consider <i>Quick-Build</i> median option		•	
	Consider converting Darcy St to RIRO, enforce with median island. Consider <i>Quick-Build</i> median option		•	
	Add mid-block crossing, median island, and pedestrian refuge on north side of Darcy St. Realign Darcy St, provide curb extension, and consider RRFB. Consider <i>Quick-Build</i> pedestrian refuge option		•	
	Close driveway ramp to 481 New Park Ave (vacant)		•	
	Add permanent curb extension on SW corner of Jefferson Ave		•	
	Consolidate SB bus stops near new mid-block crossing at Darcy St, add transit amenities		•	

Exhibit 27: Recommendations Matrix (Continued)

Recommendations (grouped from south to north)		Short-term 0-2 Years	Medium-term 3-5 Years	Long-term 6-10 Years
New Park Ave and Flatbush Ave Intersection	<i>Quick-Build:</i> Add hardened centerlines, curb extensions, and cat track pavement markings	•		
	Install "No Pedestrian Crossing / Use Crosswalk" signage (R9-3a, R9-3bP) adjacent to stations	•		
	Install blank out signage "Yield to Peds" / "No Turn on Red" to illuminate during crosswalk phase	•		
	Clear debris and overgrown vegetation	•		
	Consider automated red-light enforcement at intersection		•	
	Add flashing yellow arrows for left turns with permitted left-turn movements. Consider modifying left-turns to protected only based on time-of-day and/or pedestrian phasing		•	
	Consider several pedestrian signal timing updates to intersection		•	
	Extend NB left-turn lane to Flatbush Ave. Pair with access restrictions and median island proposed for 480 New Park and Darcy St		•	
	Coordinate with CTDOT to explore closing crosswalk on south side of CT <i>fastrak</i> station platform		•	
	Consider SB lane modifications to dual left-turn lanes. Consider converting southbound to a single shared thru/right lane			•
	Consider northbound lane modifications to a single left-turn, single thru-lane, and a dedicated right-turn lane			•
	Consider installing flashing yellow arrow for NB and WB right-turn lane. Coordinate with leading pedestrian interval			•
	Consider installing median island with pedestrian barrier			•
New Park Ave and Foley St Intersection	Clear debris and overgrown vegetation	•		
	Add marked crosswalks across side streets	•		
	Upgrade curb ramps for ADA-compliance		•	
	Reduce NB traffic to single lane in concert with lane use changes at Flatbush Ave			•
	Consider closing driveways that access New Park Ave on corner lots as redevelopment occurs			•
New Park Ave and Prospect Ave Intersection	Add cat track markings at this intersection	•		
	Clear debris and overgrown vegetation	•		
	Eliminate SB left turn lane, expand island, add pedestrian crossings on both legs		•	
	Coordinate with Hartford to consider roundabout			•

3.7. RSA Field Considerations Checklist

<i>West Hartford Vision Zero – RSA Field Considerations</i>	<i>Item Identified or Discussed by RSA Participants?</i>
<i>Pedestrian Accommodations</i>	
Sidewalks (width, grade, condition, drainage, buffer, etc.)	☐
Sidewalk connectivity **	☐
Lighting	☒
Amenities (benches, trash receptacles, etc.)	☒
<i>Pedestrian Crossings</i>	
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 **	☒

<i>West Hartford Vision Zero – RSA Field Considerations</i>	<i>Item Identified or Discussed by RSA Participants?</i>
<i>Bicycle Accommodations</i>	
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	☒
<i>Transit Accommodations</i>	
Location	☒
Signage	☒
Seating / Covers	☒
Pedestrian connectivity **	☒
<i>Road Facilities</i>	
Access points	☒
Drainage	☐
Tapers and lane shifts	☐
Roadside clear zone / slopes	☐

West Hartford Vision Zero – RSA Field Considerations	Item Identified or Discussed by RSA Participants?
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	☐

West Hartford Vision Zero – RSA Field Considerations	Item Identified or Discussed by RSA Participants?
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 Vision Zero Task Force as a common or persistent issue in West Hartford**