

## **4. Appendices**

**Appendix A – Pre-RSA Presentation**

**Appendix B – RSA Materials**

**Appendix C – November 2024 Road Counts**

**Appendix D – New Park Avenue / Flatbush Avenue  
Collision Diagram**

**Appendix E – February 2020 Pedestrian Counts**

## *Appendix A: Pre-RSA Presentation*

# NEW PARK AVENUE ROAD SAFETY AUDIT

West Hartford Place (Home Depot) to Prospect Avenue



Google Maps, July 2024



Google Maps, Sept 2024



## NOVEMBER 2024

# INTRODUCTIONS



# AGENDA

---

1. Welcome and Team Introductions
2. Study Purpose and Goals
3. Study Area
4. Review of Site-Specific Data and Issues
5. Next Steps for Tomorrow's Site Visit Audit

# PURPOSE AND GOALS OF THE ROAD SAFETY AUDIT

---

Safety assessment of existing walking and biking routes

Improve transportation network for all users

Identify the issues that may discourage or prevent walking and bicycling

Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources.

# DELIVERABLES

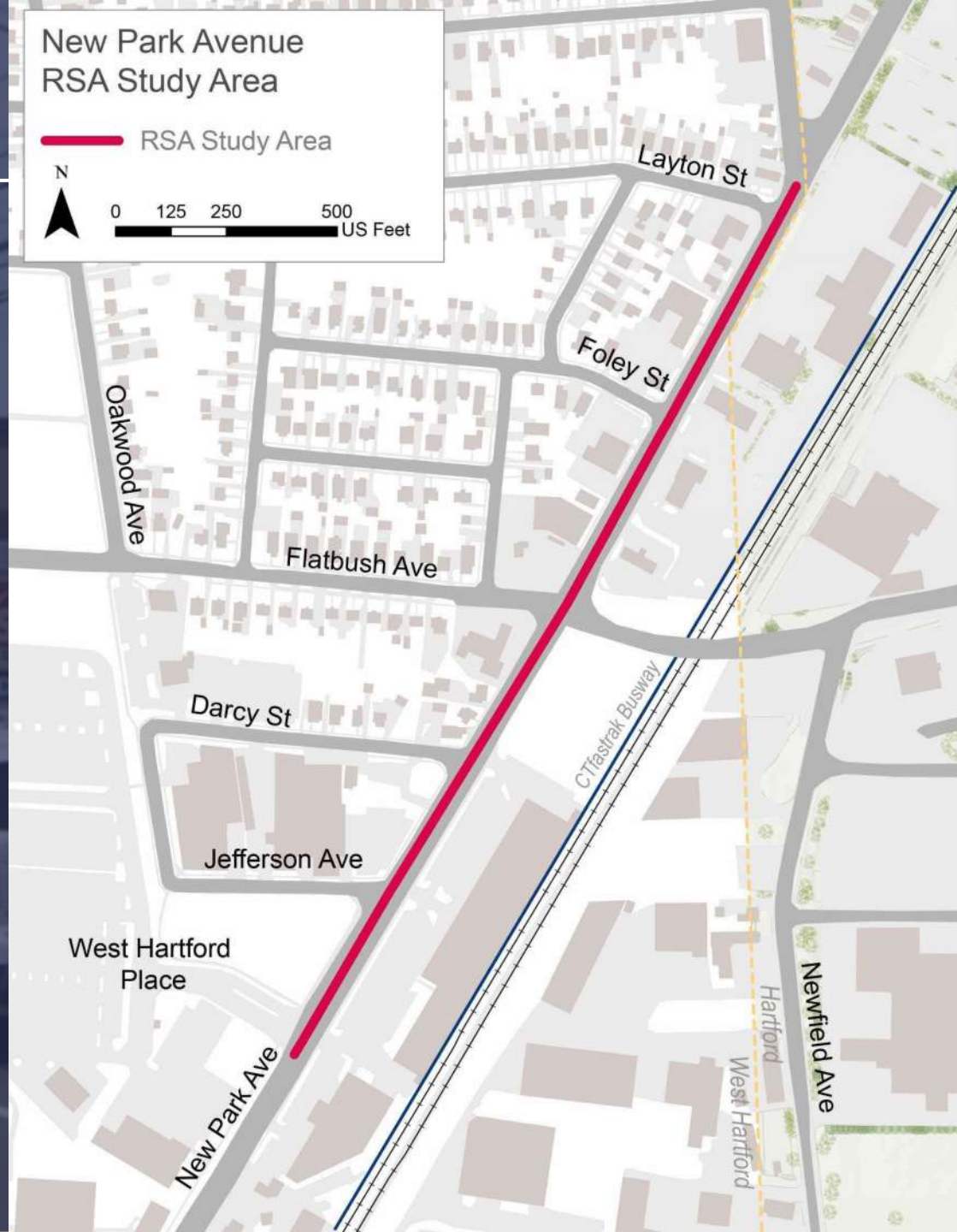
---

- Existing Conditions Data Collection
- Pre-Audit Meeting
- Field Audit
- Post Audit Meeting
- Road Safety Audit Report



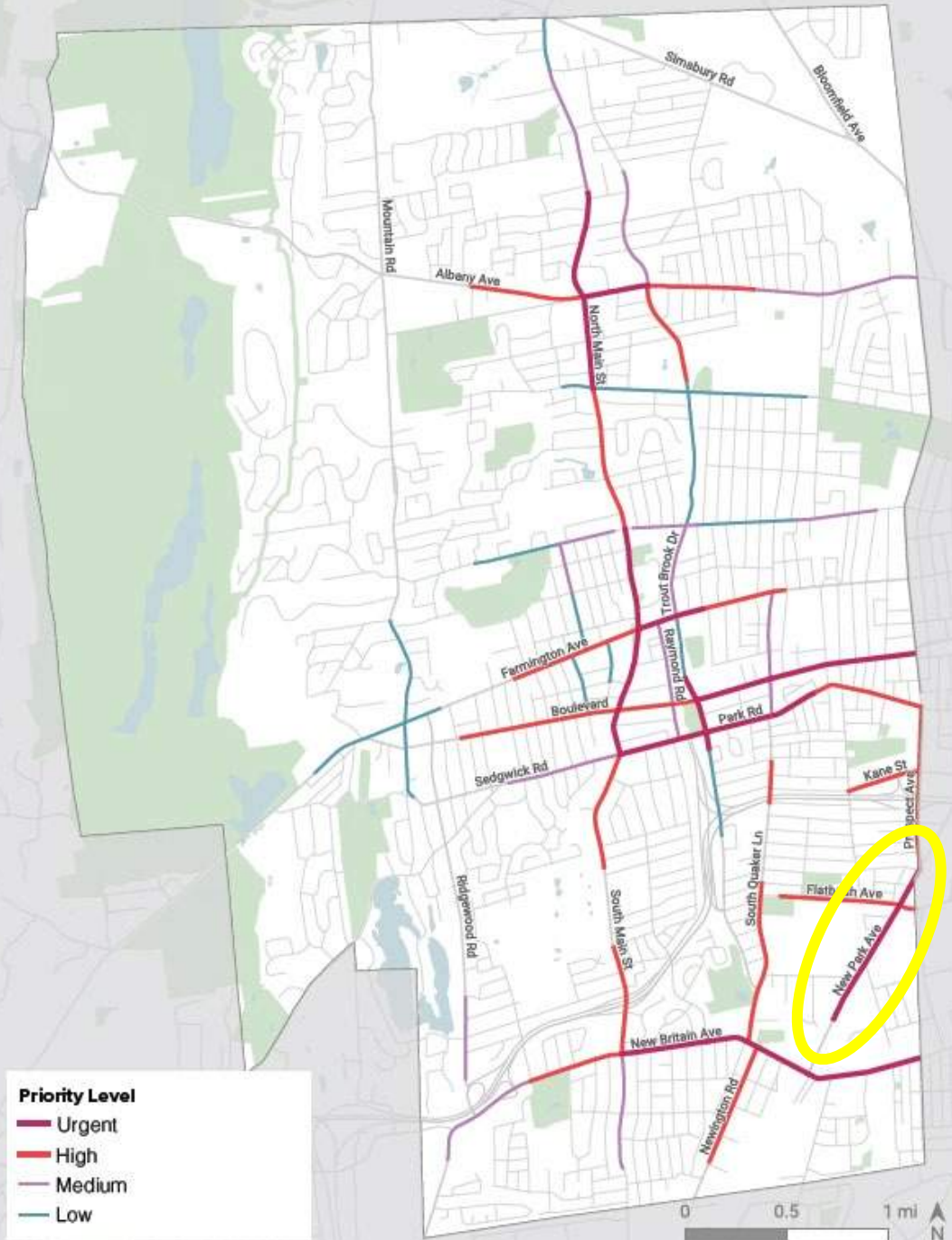
# STUDY AREA

- New Park Av from West Hartford PI (Home Depot Plaza) to Prospect Av
- Near West Hartford / Hartford municipal line
- About 0.4 miles in length



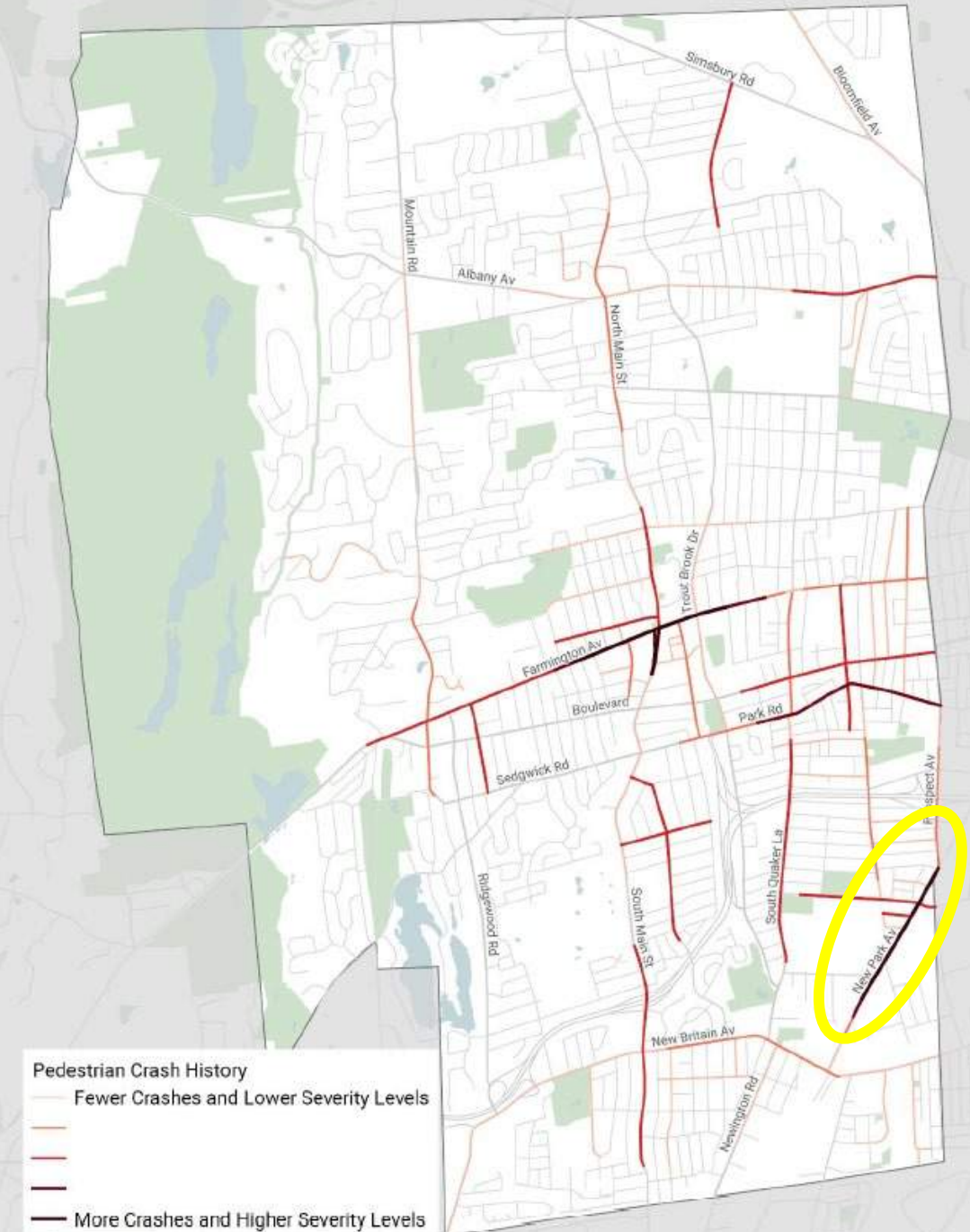
# VISION ZERO FOCUS AREA STREETS

- Section of New Park Av identified as “urgent priority”



# VISION ZERO FOCUS AREA STREETS

- One of the highest pedestrian crash corridors in West Hartford
- High crash activity, high crash severity
- Pedestrian issues related to CT **fastrak** Flatbush Station



# UPCOMING WORK

- Study area connects to New Park Av project between New Britain Av and Home Depot parking lot entrance
- Construction to begin in 2025
- Potential for bike lane connections



# UPCOMING WORK

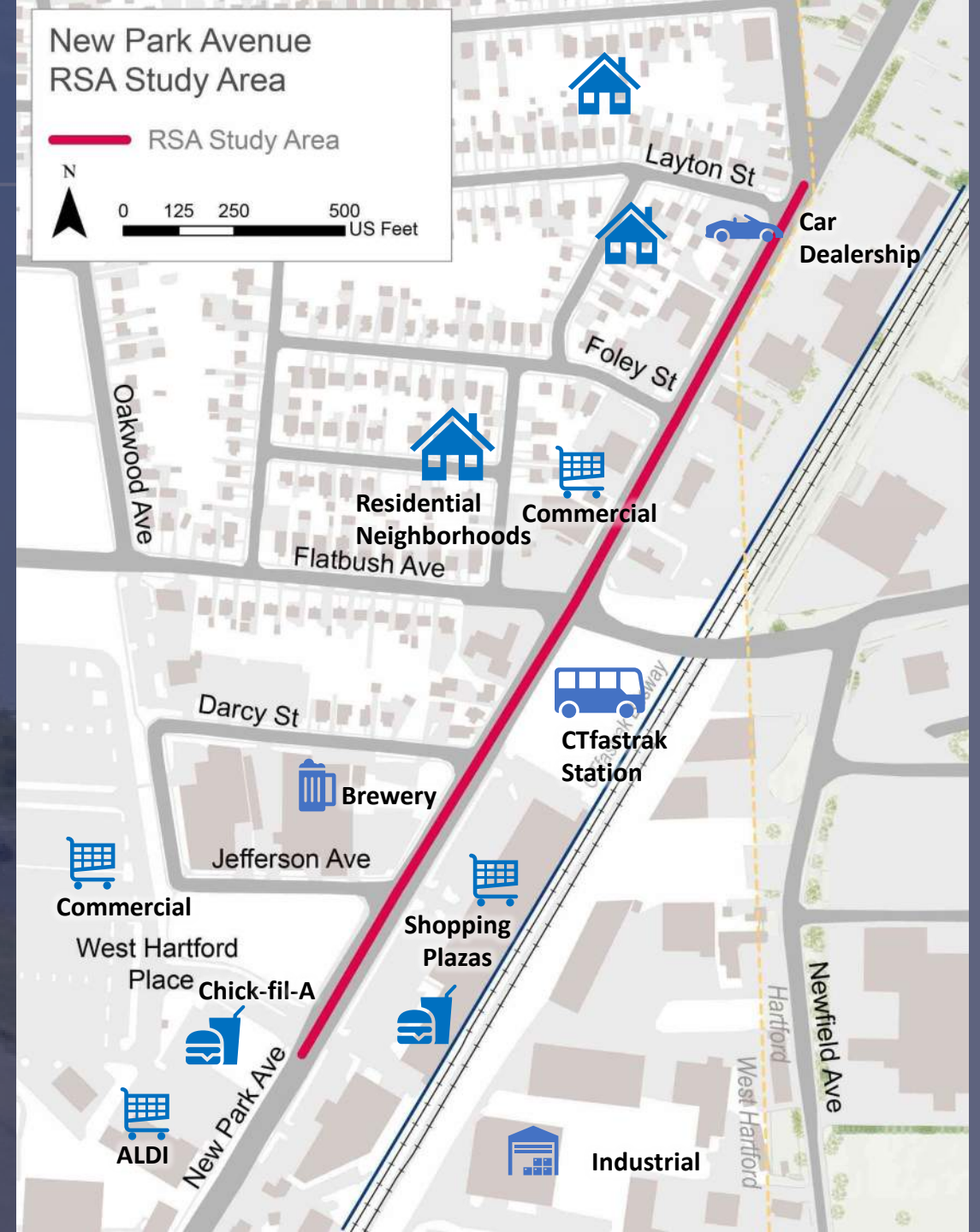
---

- 9,000 lumen fixtures (existing are 5,000 lumen) on order for corridor
- Adding four fixtures on west side of New Park Av

# POINTS OF INTEREST

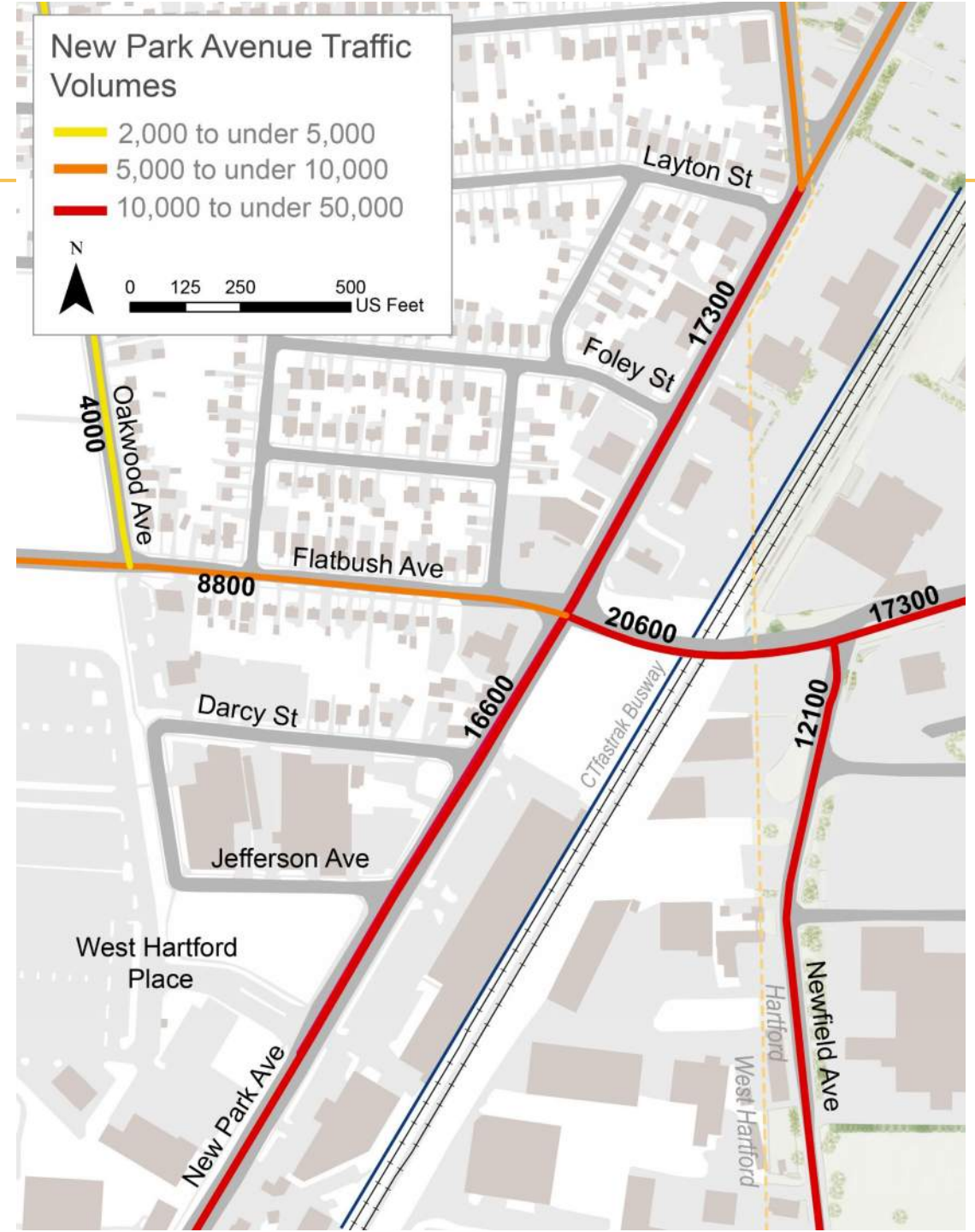
- CT**fastrak** Flatbush Station
- Large-scale commercial (e.g., Home Depot and BJ's)
- Commercial plazas with grocery / convenience stores
- Fast food (e.g., Dunkin Donuts, Chick-fil-A)
- New Park Brewing
- Gas stations
- Gyms
- Car dealership
- Residential neighborhoods

Google Maps, Sept 2024



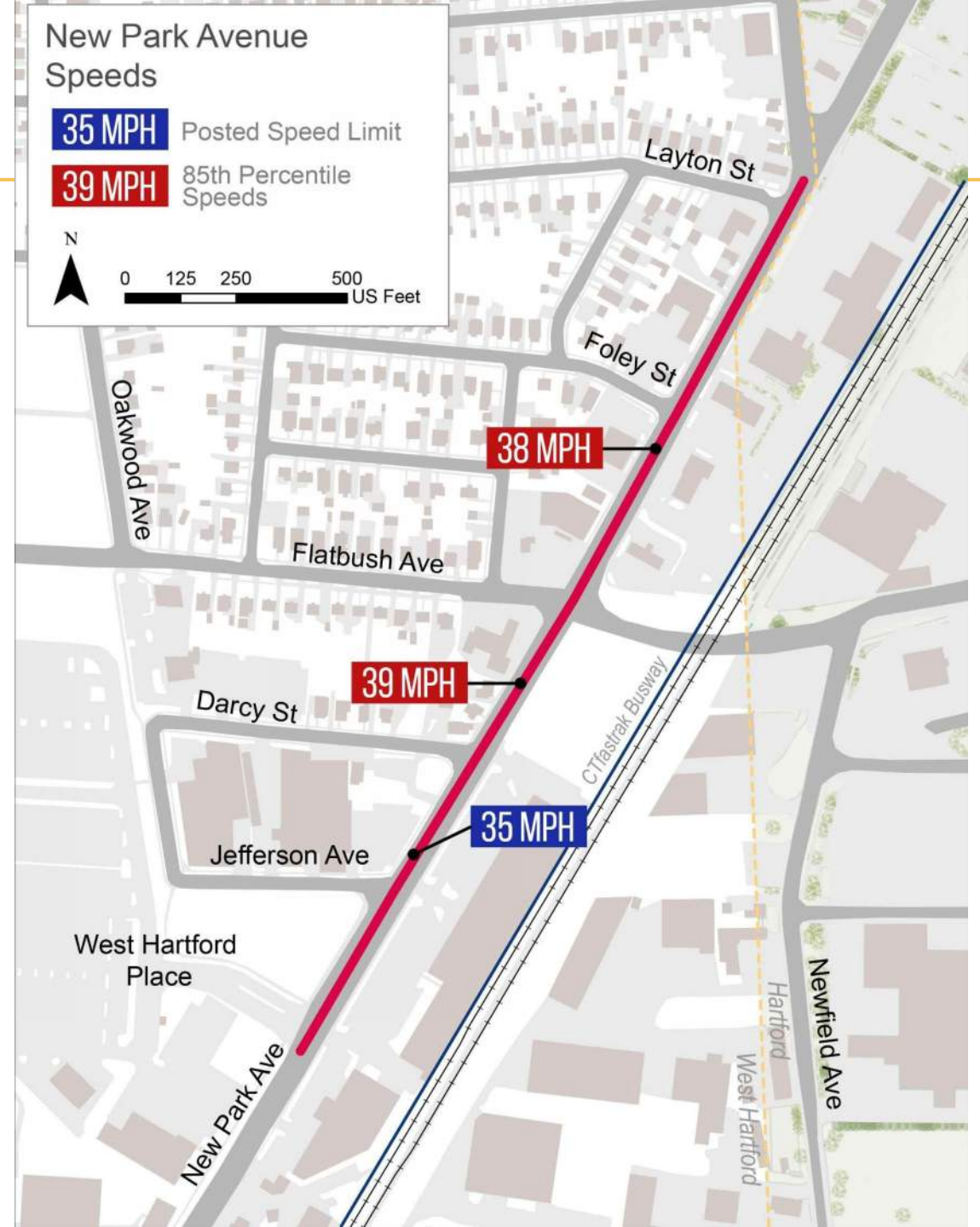
# TRAFFIC VOLUMES

- Average Annual Daily Traffic (AADT), vehicles / day
  - New Park Av: 12,100– 16,800
  - Flatbush Av: 8,800–20,600
- Volumes higher north of Flatbush Av



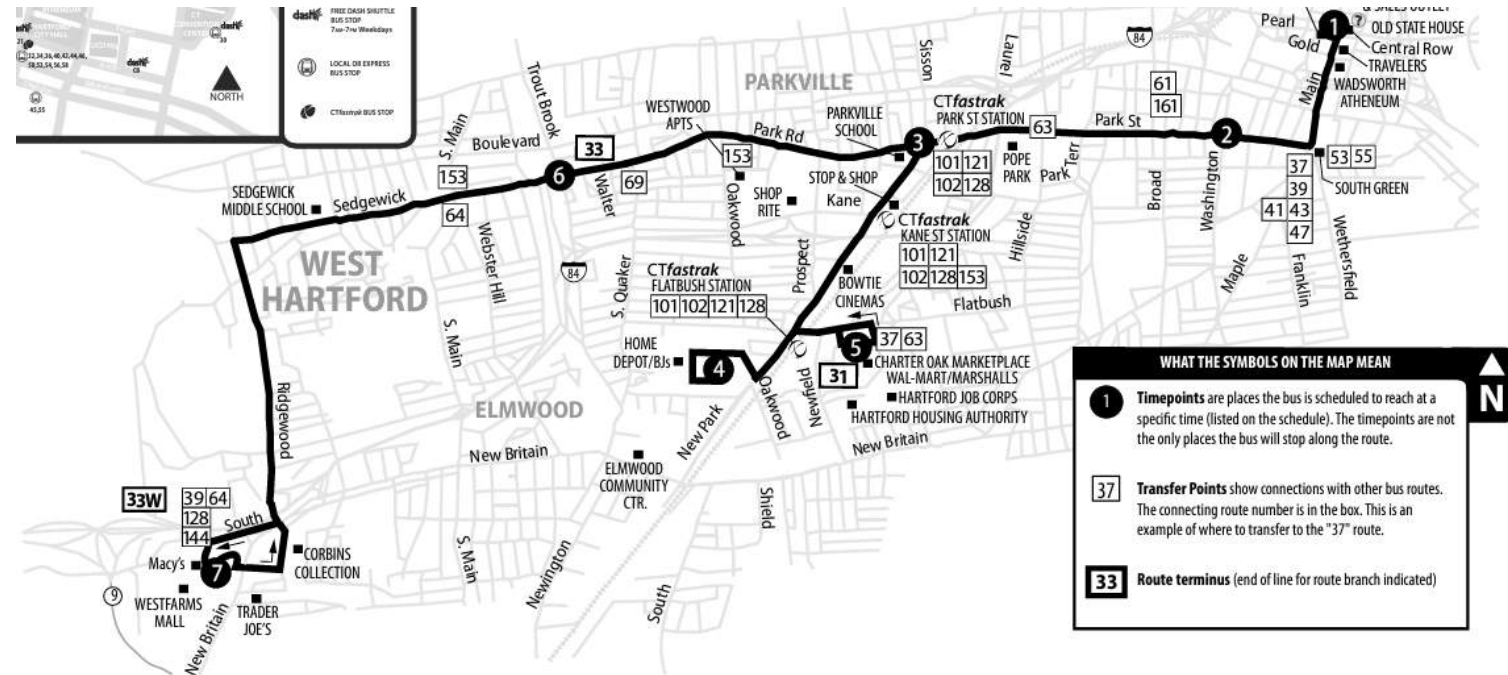
# TRAFFIC SPEEDS

- Speed limit: 35 MPH
  - Consider changing to 30 MPH
  - USLIMITS2 guidance to document and justify changes
- 85<sup>th</sup> percentile speeds
  - North of Flatbush Ave: 38 MPH
  - South of Flatbush Ave: 39 MPH



# TRANSIT NETWORK

- CT*transit* local Route 31  
– Park St – New Park Av
- CT*fastrak* Route 101, 102, 121, 128, and 153
- Dial-a-Ride



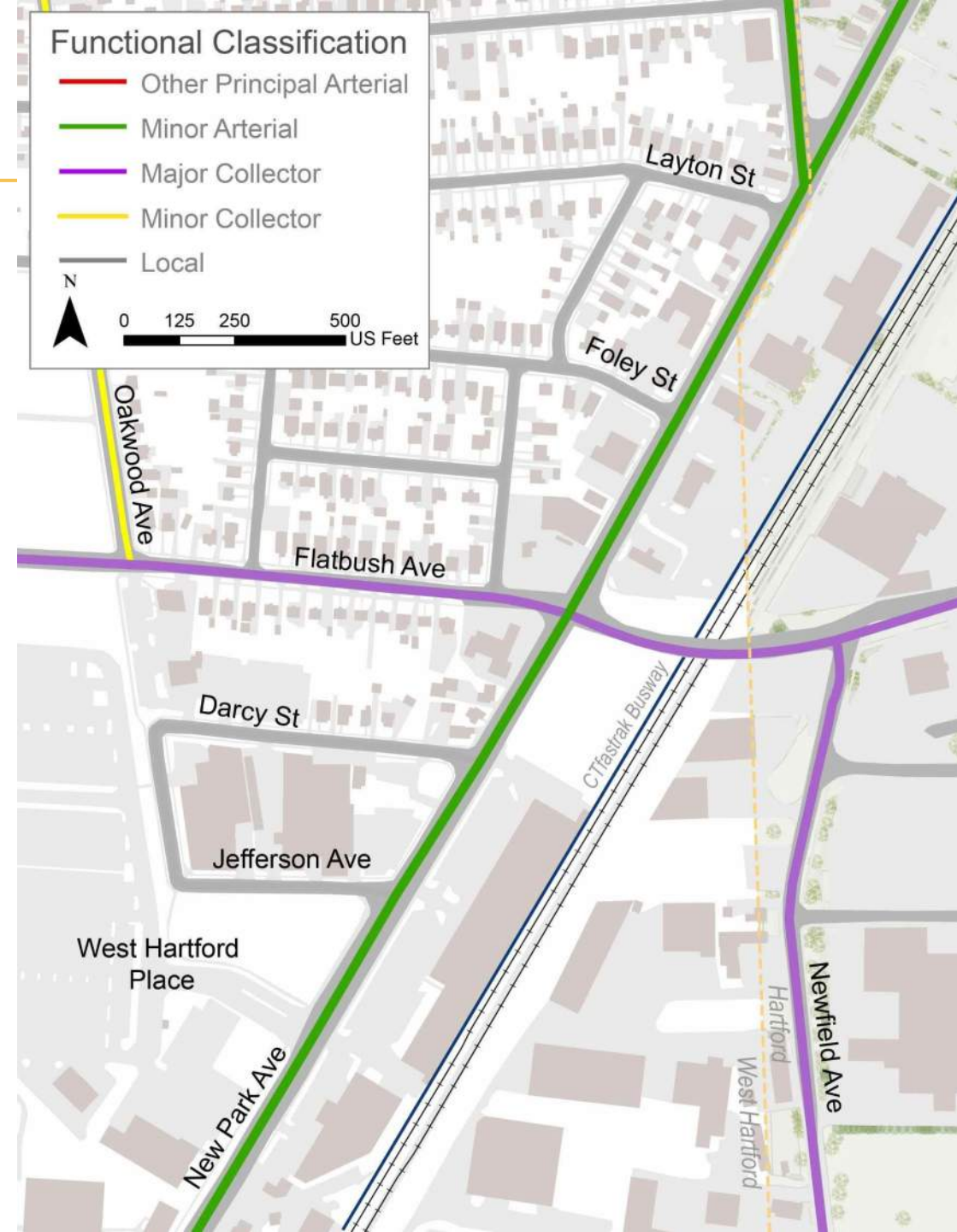
CTtransit Route 31: Park St-New Park Av

# ROADWAY GEOMETRY

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

# FUNCTIONAL CLASSIFICATION

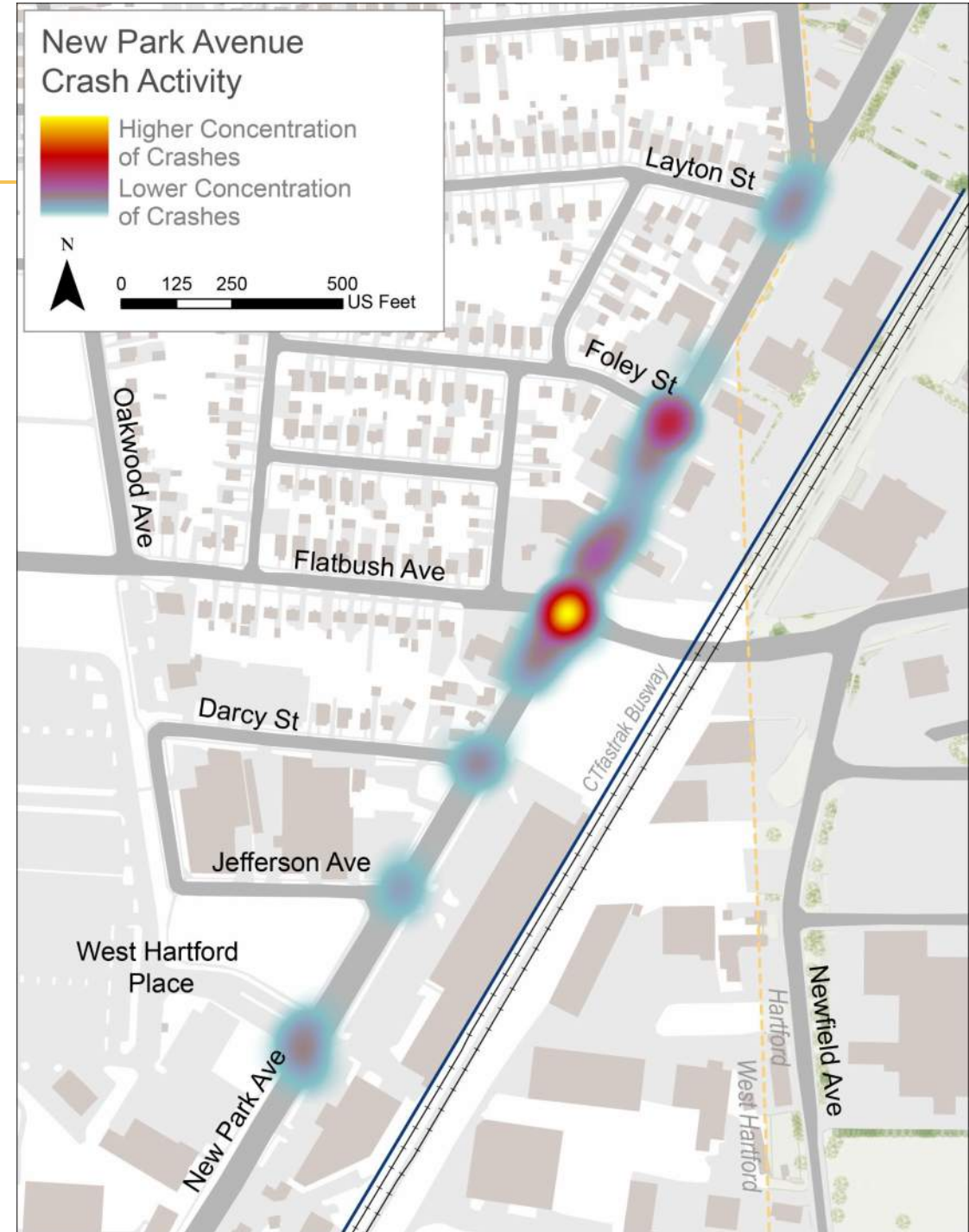
- New Park Av: Minor Arterial
- Prospect Av: Minor Arterial
- Flatbush Av: Major Collector
- Oakwood Av: Minor Collector



# CRASH ANALYSIS

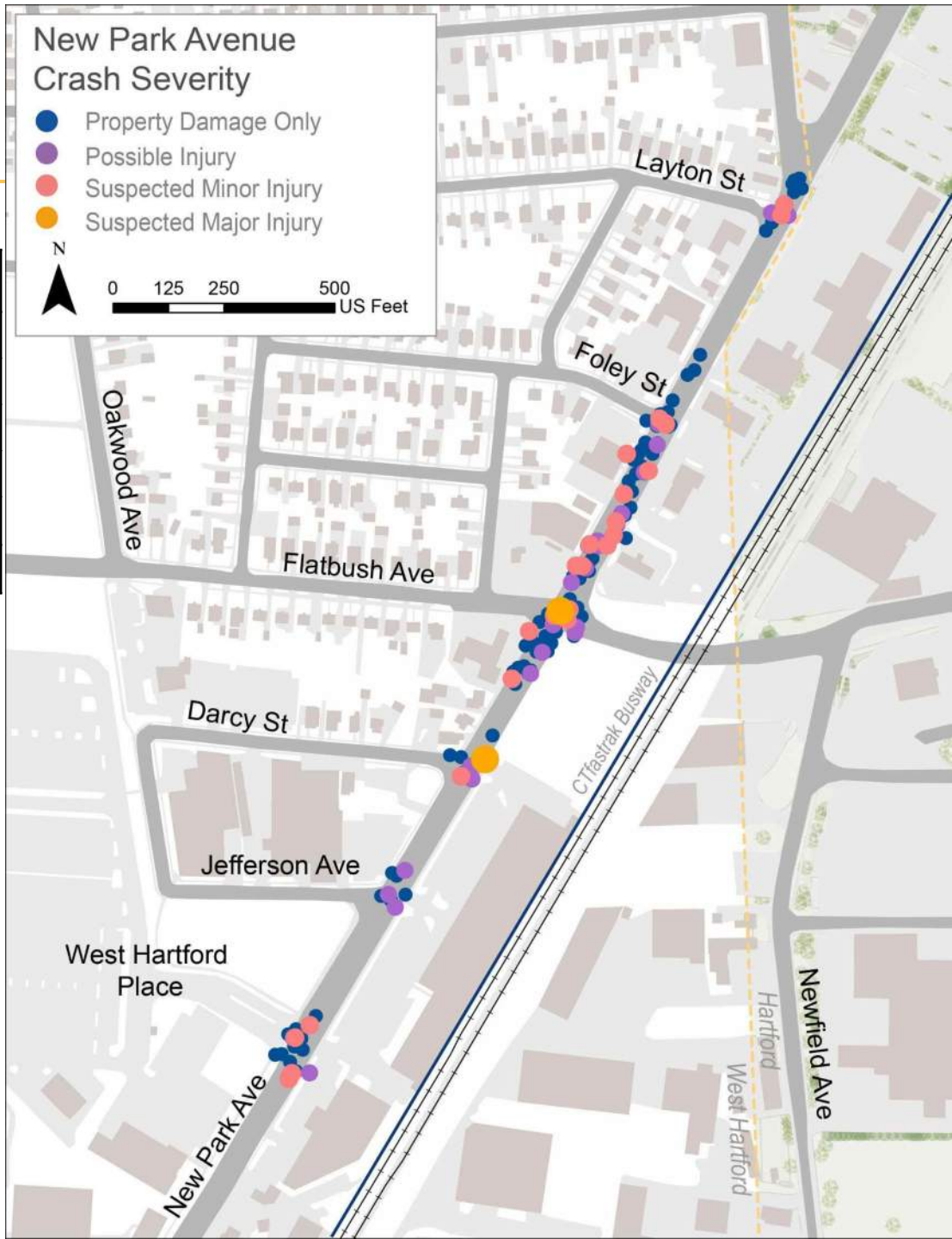
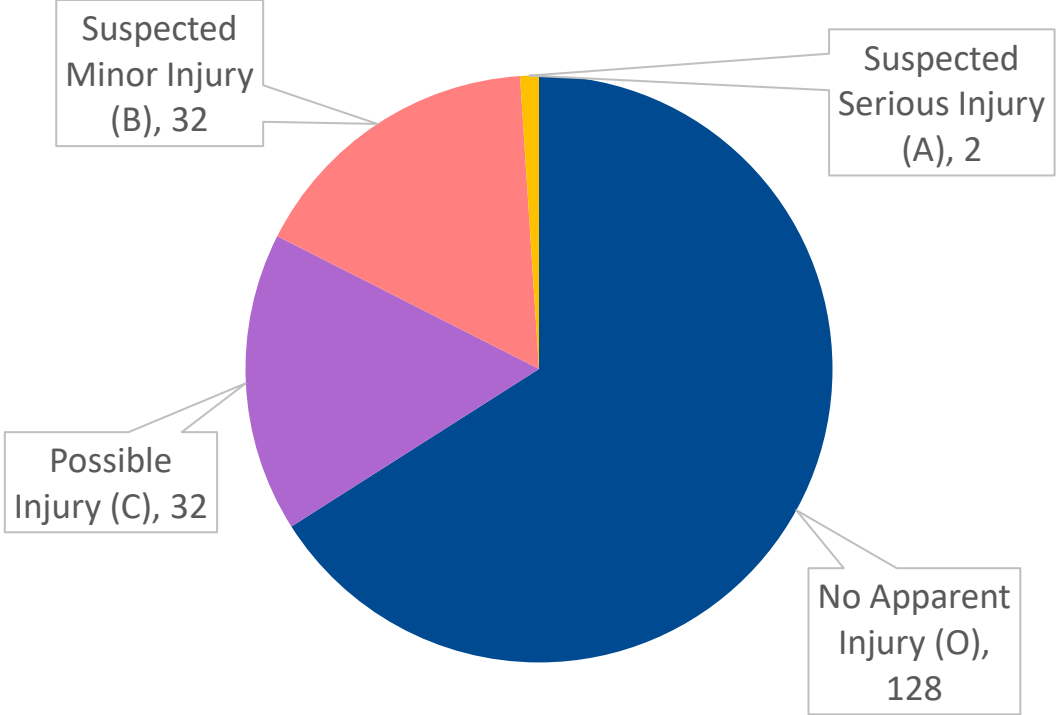
2019 – 2023 (5-Year total): 194 crashes

- Prospect Av: 14 crashes (4 involving injury)
- Flatbush Av: 81 crashes (18 involving injury)
- West Hartford Pl entrance: 18 crashes (6 involving injury)



# CRASH SEVERITY (2019 – 2023)

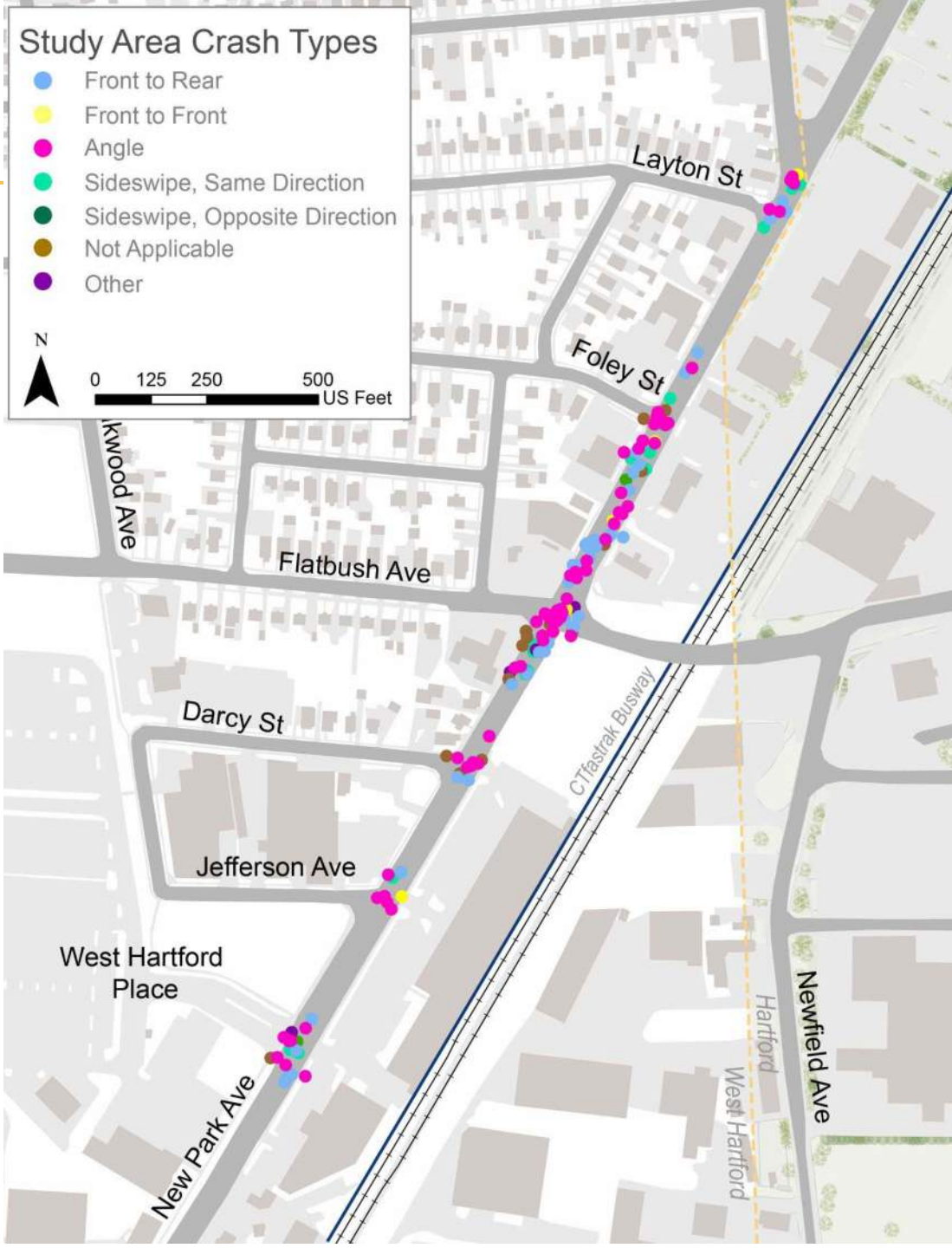
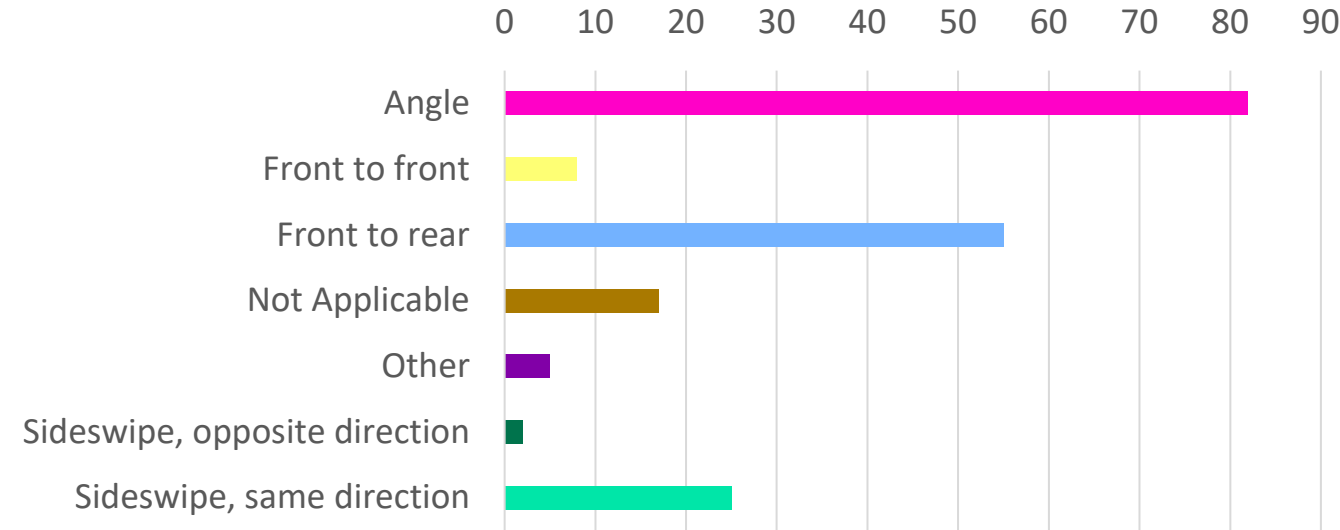
| Year  | No Apparent Injury | Possible Injury | Suspected Minor Injury | Suspected Major Injury | Total |
|-------|--------------------|-----------------|------------------------|------------------------|-------|
| 2019  | 29                 | 6               | 12                     |                        | 47    |
| 2020  | 23                 | 10              | 3                      |                        | 36    |
| 2021  | 28                 | 6               | 8                      |                        | 42    |
| 2022  | 15                 | 7               | 8                      | 2                      | 32    |
| 2023  | 33                 | 3               | 1                      |                        | 37    |
| Total | 128                | 32              | 32                     | 2                      | 194   |



# CRASH TYPES (2019 – 2023)

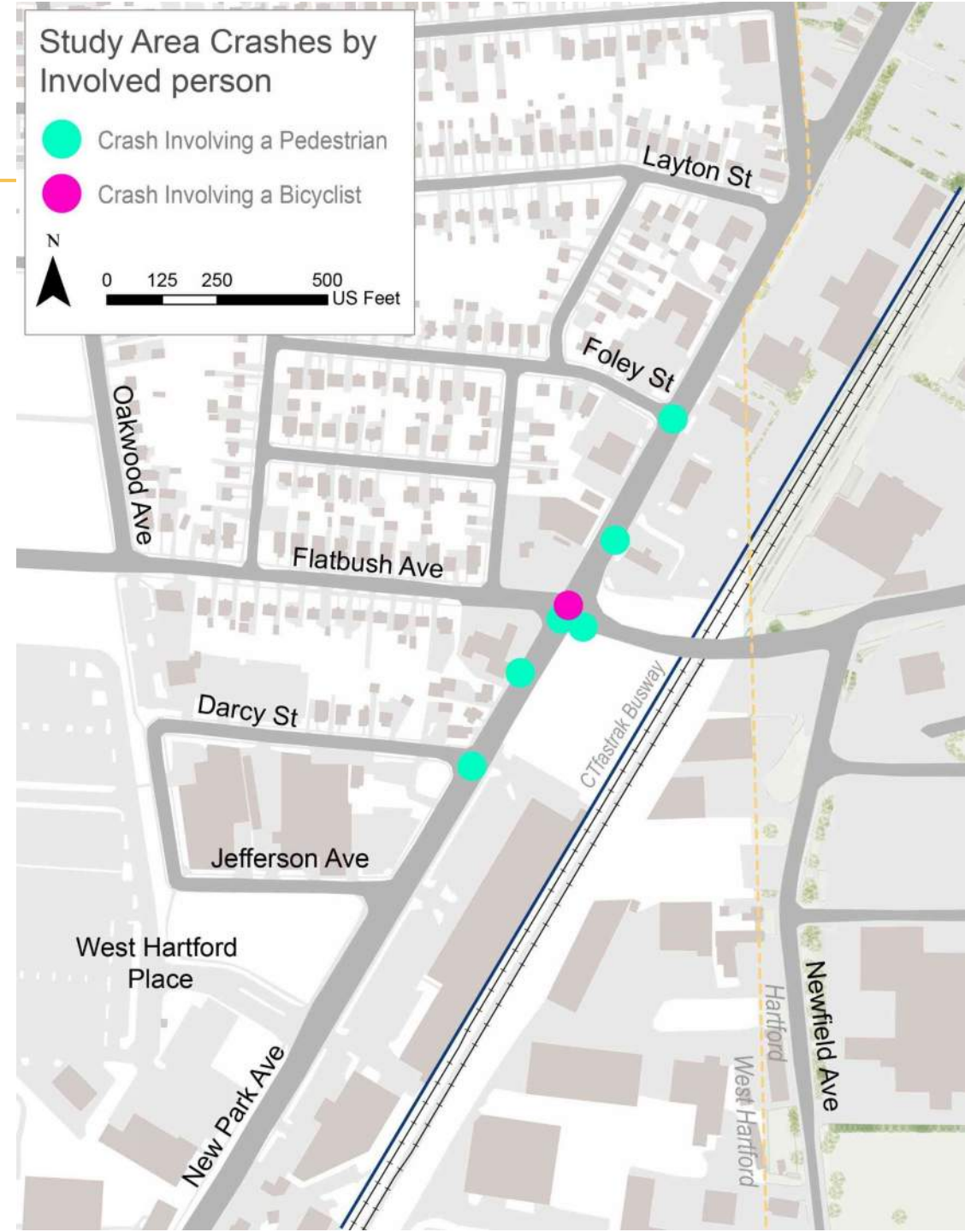
## Manner of Impact

|                               | No Apparent Injury | Possible Injury | Suspected Minor Injury | Suspected Major Injury | Total      |
|-------------------------------|--------------------|-----------------|------------------------|------------------------|------------|
| Angle                         | 59                 | 11              | 11                     | 1                      | 82         |
| Front to front                | 5                  |                 | 3                      |                        | 8          |
| Front to rear                 | 28                 | 15              | 12                     |                        | 55         |
| Not Applicable                | 8                  | 3               | 5                      | 1                      | 17         |
| Other                         | 4                  | 1               |                        |                        | 5          |
| Sideswipe, opposite direction | 2                  |                 |                        |                        | 2          |
| Sideswipe, same direction     | 22                 | 2               | 1                      |                        | 25         |
| <b>Total</b>                  | <b>128</b>         | <b>32</b>       | <b>32</b>              | <b>2</b>               | <b>194</b> |



# CRASHES BY INVOLVED PERSON

- Six (6) crashes involving a pedestrian
  - No Apparent Injury – 1
  - Possible Injury – 2
  - Suspected Minor Injury – 3
- One (1) crash involving a bicyclist
  - No Apparent Injury



# SAMPLE IMPROVEMENTS TO IMPROVE SAFETY



# TYPES OF COUNTERMEASURES

---

- Pedestrian countermeasures
- Bicycle countermeasures
- Speed reduction measures (traffic calming)
  - Vertical elements
  - Horizontal elements
  - Cross sectional and other elements
- Intersection treatments and traffic volume reduction measures

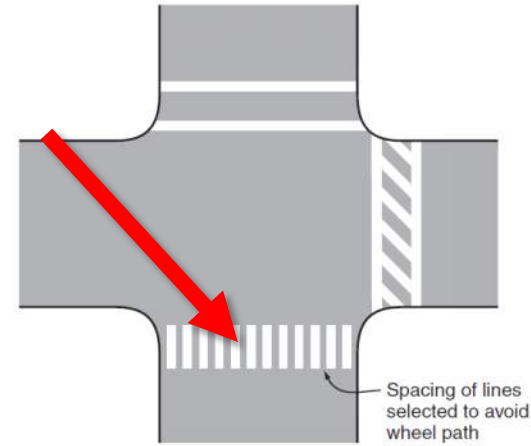
***Some countermeasures may not be appropriate on certain facilities***

# PEDESTRIAN COUNTER MEASURES



Pedestrian Refuge Island

Figure 3B-19. Examples of Crosswalk Markings



Crosswalks



RRFB



Raised Crosswalks and Intersections



Crosswalk Lighting



Curb Extensions

# BICYCLIST COUNTER MEASURES



Sharrows

*West Hartford's Bicycle Plan and Facility Selection & Design Guide (2024) identifies buffered bike lanes as acceptable and separated bike lanes / sidepaths as preferred facility types*

*- New Park Ave identified as potential low-stress facility location in WH Bicycle Plan*



Bike Lanes



Cambridge, MA



Buffered Bike Lanes



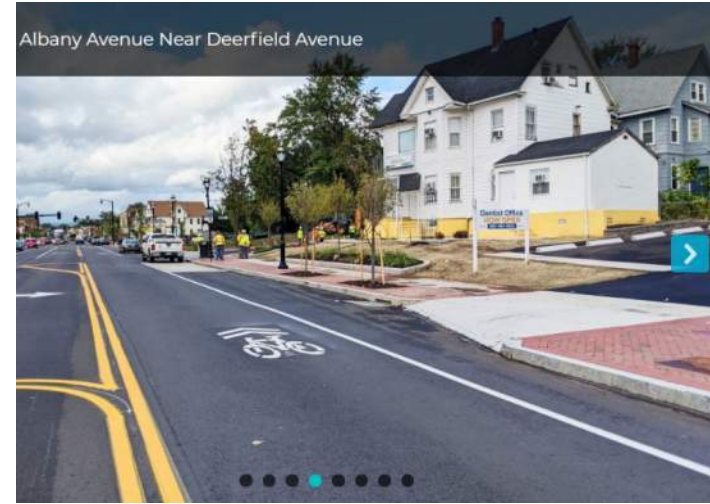
Indianapolis, IN

Protected Bicycle Infrastructure

# SPEED REDUCTION — CROSS SECTION AND OTHER



Mid-Block Median Island



Streetscape and Street Trees



Road Diet



Dynamic Speed Signs

# INTERSECTION TREATMENTS



Roundabout



Half Closure



Through Traffic Restriction



Curb Extensions / Sight Line Improvements

# CONSIDERATIONS

---

- Extend pedestrian lighting on east side to Prospect Ave
- Consider adding additional crosswalk south of Flatbush Ave
- Opportunities for improved signal operations:
  - Flatbush Av signal – concurrent, consider “Yield to Peds” / “No Turn on Red”
  - Home Depot signal – roundabout

# CONSIDERATIONS

---

- High crash location at Flatbush Av
- Jaywalking across New Park Av common south of Flatbush Av, particularly to / from CT *fastrak* station
  - Consider concurrent pedestrian phase at signal
  - Consider closing southern crosswalk at station to direct peds to signal at Flatbush Av intersection
  - Consider crosswalk with pedestrian refuge island at Darcy St



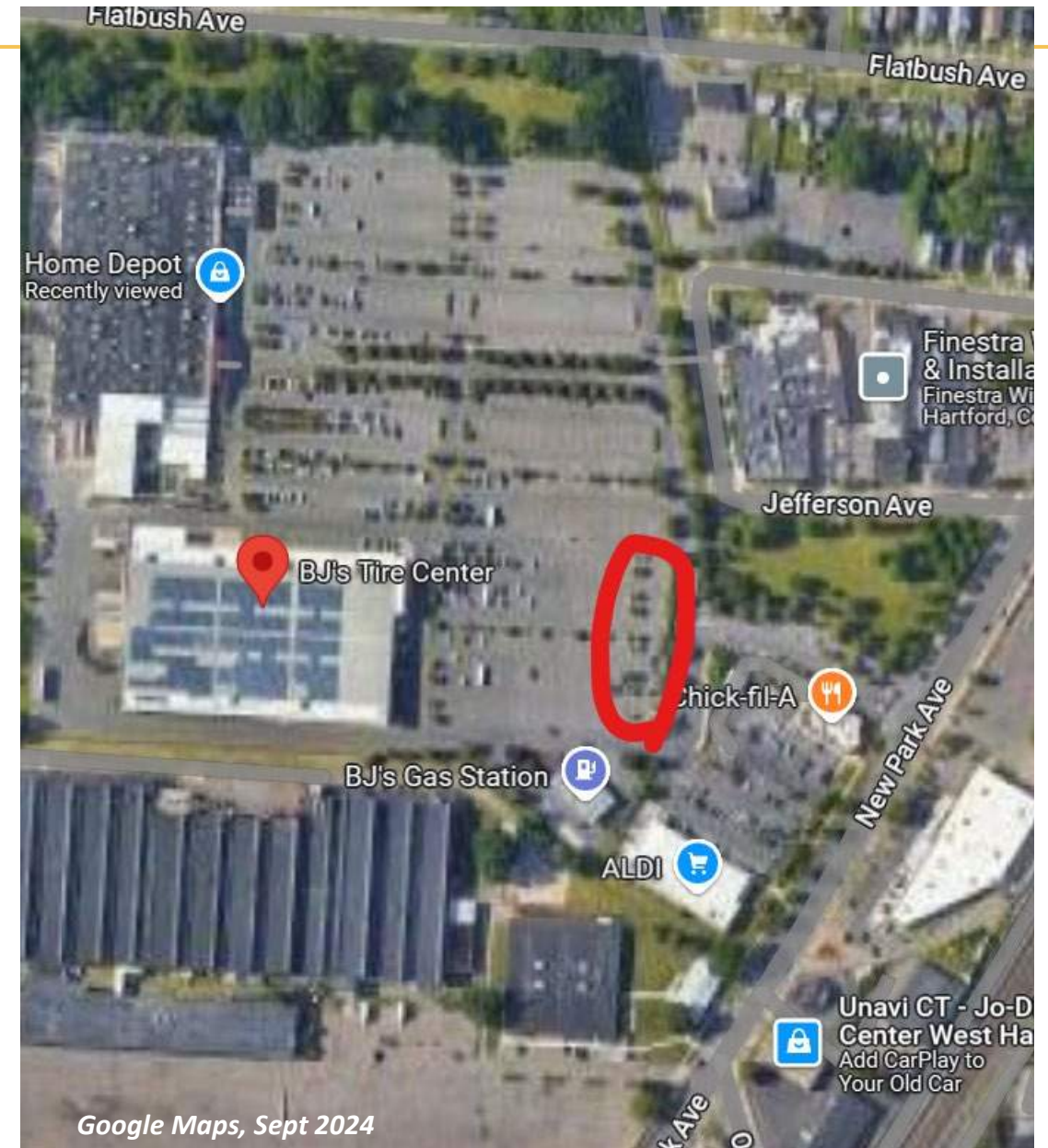
Town of West Hartford



# DISCUSSION ON ISSUES AND OPPORTUNITIES

# TOMORROW'S WALK AUDIT

- Review safety protocols, reflective vests, etc.
- Walk corridor and assess existing conditions and identify areas for improvement
- Post-audit discussion immediately following
- Meeting location: 503 New Park Avenue (Home Depot / BJ's), park in front of BJ's closest to New Park Avenue



A street-level view of a multi-lane intersection. Traffic lights are visible on poles across the road, with some showing green. Several cars are parked or moving in the distance. On the left, a brick building and a street sign for 'LAYTON ST' are visible. The sky is overcast with grey clouds. A large white text overlay 'THANK YOU!' is centered in the lower half of the image.

# THANK YOU!

## *Appendix B: RSA Materials*

## **New Park Avenue Road Safety Audit (RSA)**

### **Site Walk / Visit**

**West Hartford, CT**

**Wednesday, November 20th 2024, 10 AM**

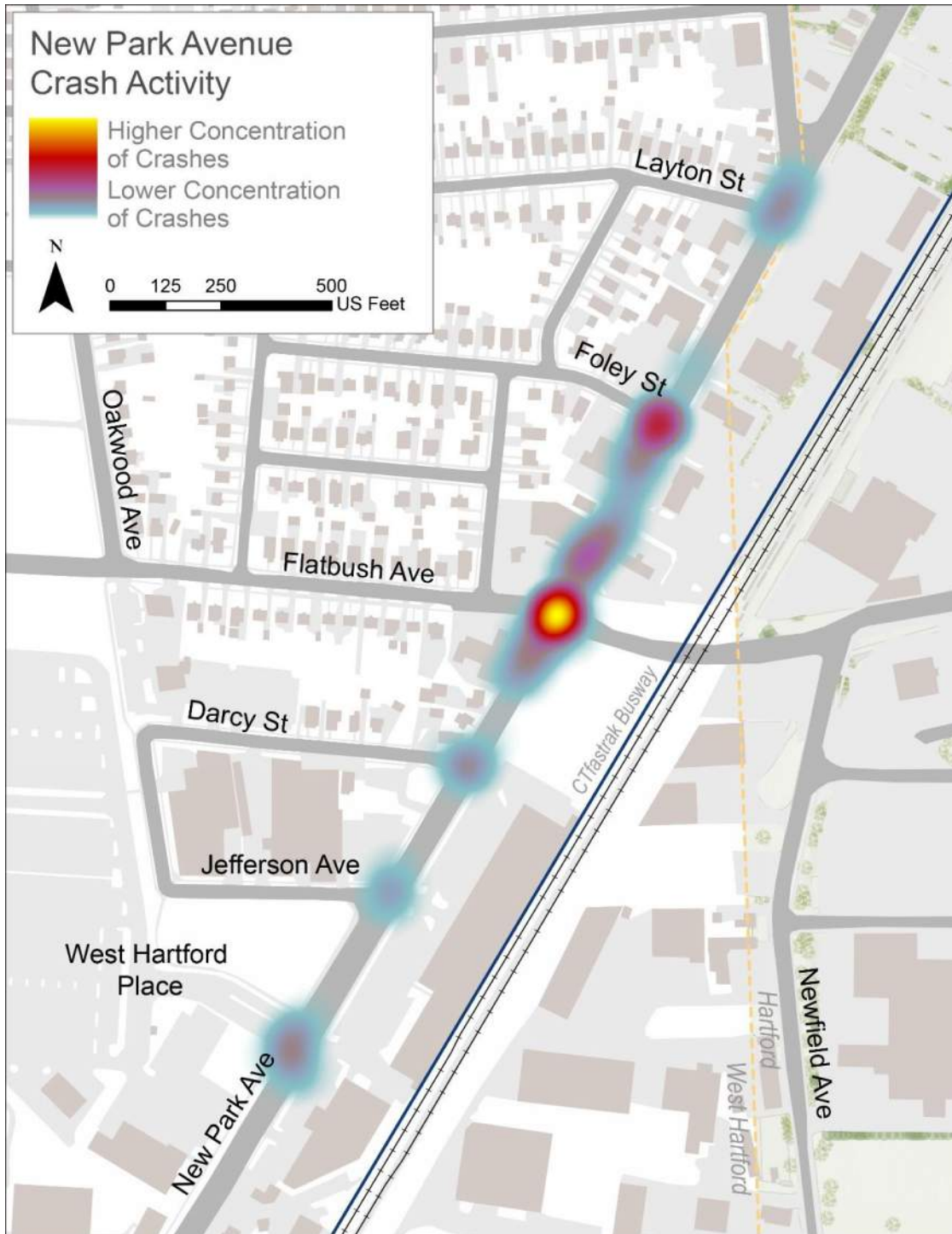
### **AGENDA**

- 1. Welcome and Introductions**
- 2. Route Review**
- 3. Safety Reminders**
- 4. Site Walk**
  - Distribute and discuss field packets
    - Suggestions for adding feedback
  - Identify issues and improvement opportunities (all participants)
- 5. Post-Audit Recap**
  - Discuss observations and potential improvements
  - Next steps

#### ***Participant Expectations***

*All participants should plan to be actively involved during the entire RSA process. Participants are encouraged to share their ideas, concerns, and comments with the study team at the pre-audit meeting and during the site visit. In addition, after the RSA site visit, participants will be asked to review and comment on the draft report to assure it is reflective of the RSA completed by the multidisciplinary team. Stakeholders' opinions are key elements to the success of the RSA.*

**Overall Study Area**  
**New Park Avenue: West Hartford Place (Home Depot) to Prospect Avenue**



## RSA Field Sheet

### Location 1: Intersection of New Park Avenue and Home Depot Driveway

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



*Image Credit: Google Earth Pro, accessed on November 14th, 2024*

#### Notes:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_
- 6) \_\_\_\_\_
- 7) \_\_\_\_\_
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_
- 10) \_\_\_\_\_
- 11) \_\_\_\_\_
- 12) \_\_\_\_\_

## RSA Field Sheet

### Location 2: New Park Avenue in the vicinity of Jefferson Avenue and Darcy Street

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

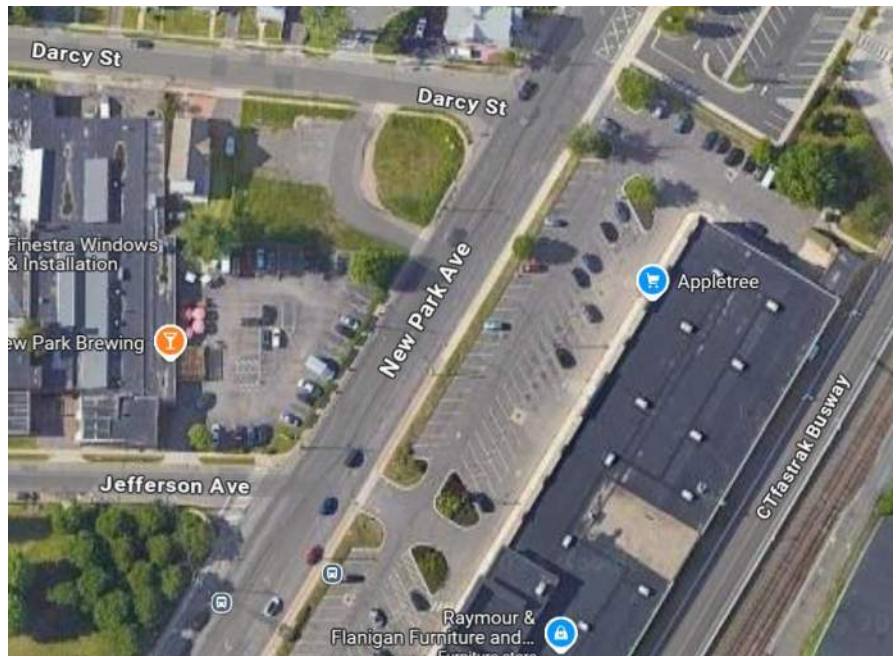


*Image Credit: Google Earth Pro, accessed on November 14th, 2024*

#### Notes:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_
- 6) \_\_\_\_\_
- 7) \_\_\_\_\_
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_
- 10) \_\_\_\_\_
- 11) \_\_\_\_\_
- 12) \_\_\_\_\_

## RSA Field Sheet

### Location 3: Intersection of New Park Avenue and Flatbush Avenue

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



*Image Credit: Google Earth Pro, accessed on November 14th, 2024*

#### Notes:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_
- 6) \_\_\_\_\_
- 7) \_\_\_\_\_
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_
- 10) \_\_\_\_\_
- 11) \_\_\_\_\_
- 12) \_\_\_\_\_

## RSA Field Sheet

### Location 4: Intersection of New Park Avenue and Foley Street

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

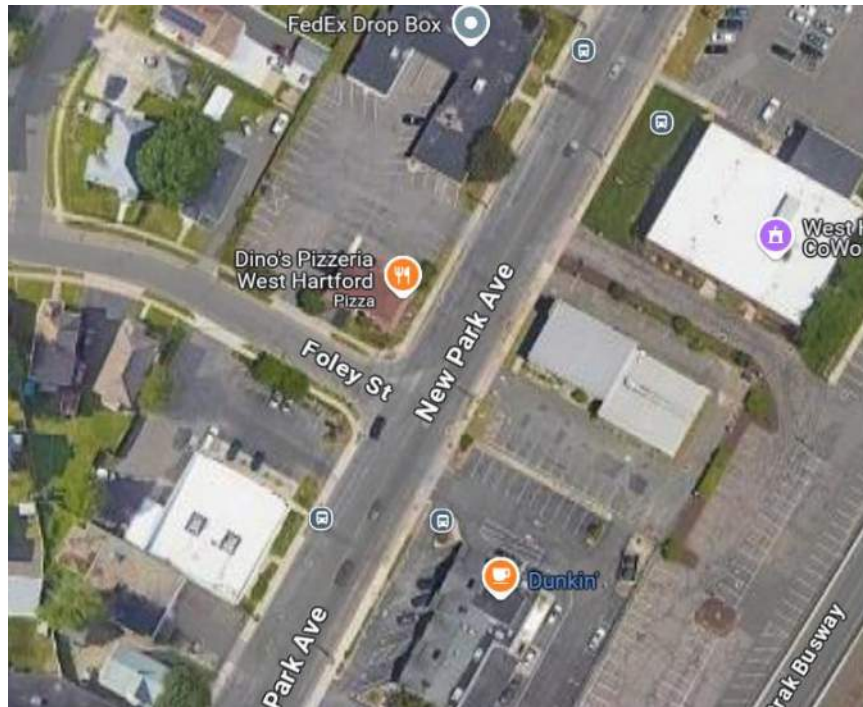


*Image Credit: Google Earth Pro, accessed on November 14th, 2024*

#### Notes:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_
- 6) \_\_\_\_\_
- 7) \_\_\_\_\_
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_
- 10) \_\_\_\_\_
- 11) \_\_\_\_\_
- 12) \_\_\_\_\_

## RSA Field Sheet

### Location 5: Intersection of New Park Avenue and Prospect Avenue

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



*Image Credit: Google Earth Pro, accessed on November 14th, 2024*

#### Notes:

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_
- 6) \_\_\_\_\_
- 7) \_\_\_\_\_
- 8) \_\_\_\_\_
- 9) \_\_\_\_\_
- 10) \_\_\_\_\_
- 11) \_\_\_\_\_
- 12) \_\_\_\_\_

# RSA Field Considerations

## Pedestrian Facilities

- Sidewalk - width, slope, condition, drainage, obstruction
- Bus shelter - wheelchair access, boarding area
- Shared use path - width, slope, detectable warning surface

## Pedestrian Crossings

- Crosswalks - marked crosswalk, striping, width
- Curb ramps - width, slope, orientation, detectable warning surface, wheelchair accessible grade
- Pedestrian signals - push button height, reach distance
- Crossing time
- Signage
- Sight distance
- Pavement marking
- Refuge island - width, slope, detectable warning surface

## Pedestrian Accommodations

- Illumination
- Amenities - benches, trash receptacles

## Bicycle Accommodations

- Bicycle facility / design
- Separation from traffic
- Roadway speed limit
- Traffic volume
- Truck / heavy vehicle %
- On-street parking conflict
- Pedestrian conflict
- Visibility
- Bicycle signage / marking
- Shared lane width
- Shoulder condition / width
- Pavement condition
- Debris

## Road Facilities

- Access point
- Drainage
- Taper / lane shift
- Roadside clear zone / slope
- Guide rail / barrier
- Capacity issue
- Curbing

## Road Surface Condition

- Pavement - roughness or rutting, potholes, loose material
- Edge drop-off
- Drainage

## Intersections

- Geometry
- Sight distance
- Traffic control device
- Turning vehicle storage
- Through vehicle bypass width

## Signals

- Visibility
- Sight distance
- Operation
- Equipment placement
- Lane capacity

## Signage

- MUTCD complaint
- Visibility / placement
- Retro-reflectivity
- Clear / consistent messaging

## Pavement Markings

- MUTCD compliant
- Visibility
- Condition
- Snow storage
- Edgeline

## Driver Behavior

- Speed limit compliance
- Safe passing
- Distraction
- Unaware of pedestrians / cyclists
- Sight distance

## Miscellaneous

- Landscaping / vegetation
- Seasonal events
- Weather impacts

## *Appendix C: November 2024 Road Counts*

For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

New Park #438 NB

Northbound - IN

11/18/2024

7:39:18 AM

1 MPH

Instant

11/14/2024

10:00:00 AM

through

11/15/2024

2:59:59 PM

38 MPH

9842

Total Vehicles

AADT:

11579

9582

Volumes -

weekly counts

|               | Time     | 5 Day | 7 Day |
|---------------|----------|-------|-------|
| Average Daily |          | 5789  | 5789  |
| AM Peak       | 11:00 AM | 572   | 572   |
| PM Peak       | 4:00 PM  | 689   | 689   |

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

35

38

33

28.0 MPH

to

38.0 MPH

33.19

|                  | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | N/A    | N/A     | N/A       | 1951     | 1621   | N/A      | N/A    |
| % over limit     | N/A    | N/A     | N/A       | 30.1     | 31.8   | N/A      | N/A    |
| Avg Speeder      | N/A    | N/A     | N/A       | 39.1     | 39.3   | N/A      | N/A    |
| Avg Speed        | N/A    | N/A     | N/A       | 33.1     | 33.2   | N/A      | N/A    |

Class Counts

|                     | Number           | %               |
|---------------------|------------------|-----------------|
| VEH_SM              | 52               | 0.4             |
| VEH_MED             | 11174            | 96.5            |
| VEH_LG              | 353              | 3               |
| [VEH_SM=motorcycle, | VEH_MED = sedan, | VEH_LG = truck] |

|                          |                  |            |         |            |             |
|--------------------------|------------------|------------|---------|------------|-------------|
| For Project:             | New Park #484 NB |            |         |            |             |
| Project Notes:           |                  |            |         |            |             |
| Location/Name:           | Northbound - IN  |            |         |            |             |
| Report Generated:        | 11/18/2024       | 7:37:07 AM |         |            |             |
| Speed Intervals          | 1 MPH            |            |         |            |             |
| Time Intervals           | Instant          |            |         |            |             |
| Traffic Report From      | 11/12/2024       | 1:00:00 PM | through | 11/14/2024 | 10:59:59 AM |
| 85th Percentile Speed    | 38 MPH           |            |         |            |             |
| 85th Percentile Vehicles | 13370            |            |         |            |             |

Total Vehicles 15730  
AADT: 8207

## Volumes - weekly counts

| Time          | 5 Day        | 7 Day |
|---------------|--------------|-------|
| Average Daily | 5243         | 5243  |
| AM Peak       | 11:00 AM 609 | 609   |
| PM Peak       | 3:00 PM 679  | 679   |

## Speed

Speed Limit: 35  
85th Percentile Speed: 38  
50th Percentile Speed: 33  
10 MPH Pace Interval: 28.0 MPH to 38.0 MPH  
Average Speed: 32.77

|                  | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | N/A    | 1008    | 2699      | 851      | N/A    | N/A      | N/A    |
| % over limit     | N/A    | 22.9    | 29.3      | 40.0     | N/A    | N/A      | N/A    |
| Avg Speeder      | N/A    | 39.1    | 39.0      | 39.2     | N/A    | N/A      | N/A    |
| Avg Speed        | N/A    | 31.9    | 32.8      | 34.3     | N/A    | N/A      | N/A    |

## Class Counts

|                     | Number           | %               |
|---------------------|------------------|-----------------|
| VEH_SM              | 31               | 0.2             |
| VEH_MED             | 15104            | 96              |
| VEH_LG              | 595              | 3.8             |
| [VEH_SM=motorcycle, | VEH_MED = sedan, | VEH_LG = truck] |

For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

New Park #433 SB

SOUTHBOUND - IN

11/18/2024

7:16:00 AM

1 MPH

Instant

11/14/2024

10:00:00 AM

through

11/15/2024

2:59:59 PM

37 MPH

7911

Total Vehicles

AADT:

9307

7702

Volumes -

weekly counts

|               | Time     | 5 Day | 7 Day |
|---------------|----------|-------|-------|
| Average Daily |          | 4653  | 4653  |
| AM Peak       | 11:00 AM | 528   | 528   |
| PM Peak       | 3:00 PM  | 589   | 589   |

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

35

37

32

27.0 MPH

to

37.0 MPH

32.44

|                  | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | N/A    | N/A     | N/A       | 1088     | 1260   | N/A      | N/A    |
| % over limit     | N/A    | N/A     | N/A       | 21.3     | 30.1   | N/A      | N/A    |
| Avg Speeder      | N/A    | N/A     | N/A       | 38.8     | 38.9   | N/A      | N/A    |
| Avg Speed        | N/A    | N/A     | N/A       | 31.7     | 33.3   | N/A      | N/A    |

Class Counts

|                     | Number           | %               |
|---------------------|------------------|-----------------|
| VEH_SM              | 5                | 0.1             |
| VEH_MED             | 8772             | 94.3            |
| VEH_LG              | 530              | 5.7             |
| [VEH_SM=motorcycle, | VEH_MED = sedan, | VEH_LG = truck] |

For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

New Park #485 - SB

Southbound IN

11/18/20247:22:19 AM

1 MPH

Instant

11/12/20241:00:00 PMthrough11/14/202410:59:59 AM

39 MPH

13648

Total Vehicles

AADT:

16056

8377

Volumes -

weekly counts

| Time          | 5 Day       | 7 Day |
|---------------|-------------|-------|
| Average Daily | 5352        | 5352  |
| AM Peak       | 11:00 AM667 | 667   |
| PM Peak       | 12:00 PM774 | 774   |

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

35

39

33

28.0 MPHto38.0 MPH

33.47

| Monday           | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|---------|-----------|----------|--------|----------|--------|
| Count over limit | N/A1082 | 3006      | 1066     | N/A    | N/A      | N/A    |
| % over limit     | N/A24.9 | 32.1      | 45.6     | N/A    | N/A      | N/A    |
| Avg Speeder      | N/A38.8 | 39.2      | 39.7     | N/A    | N/A      | N/A    |
| Avg Speed        | N/A32.5 | 33.5      | 35.3     | N/A    | N/A      | N/A    |

Class Counts

| Number              | %                |
|---------------------|------------------|
| VEH_SM73            | 0.5              |
| VEH_MED15171        | 94.5             |
| VEH_LG812           | 5.1              |
| [VEH_SM=motorcycle, | VEH_MED = sedan, |
|                     | VEH_LG = truck]  |

***Appendix D: New Park Avenue / Flatbush Avenue  
Collision Diagram***



2 Oliver Street, Suite 305, BOSTON, MA 02109  
PHONE: 617.619.9910 FAX: 301.927.2800  
www.tooledesign.com

COLLISION DIAGRAM

SYMBOLS

Moving Vehicle

Backing Vehicle

Non-Involved Vehicle

Pedestrian

Bicycle

Animal

Parked Vehicle

Fixed Object

TYPE OF CRASH

Head on

Rear End

Angle

Turning Movement

Sideswipe

Out of Control

Night Time Crash

SEVERITY

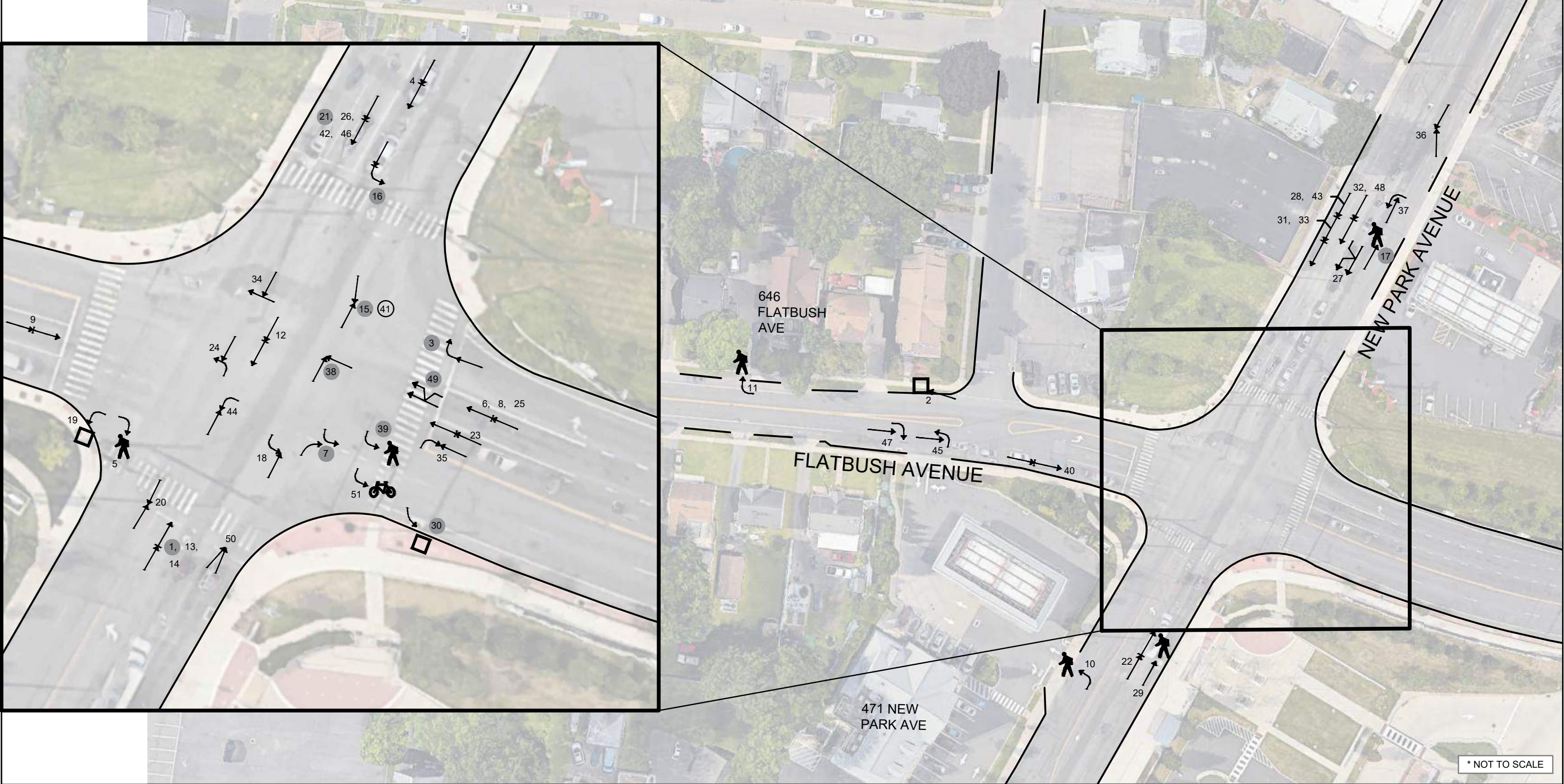
Serious Injury

Fatal

WEST HARTFORD, CT

LOCATION:  
FLATBUSH AVENUE AT NEW PARK AVENUE

TIME PERIOD ANALYZED: JANUARY 1, 2018 - DECEMBER 31, 2022  
SOURCE OF CRASH REPORTS: CONNECTICUT CRASH DATA REPOSITORY  
DATE PREPARED: 11/7/2023  
PREPARED BY: TOOLE DESIGN



***Appendix E: February 2020 Pedestrian Counts***

|                                                              |          |                         |     |           |                           |     |           |    |
|--------------------------------------------------------------|----------|-------------------------|-----|-----------|---------------------------|-----|-----------|----|
| New Park Avenue at Flatbush Avenue - Pedestrian Observations |          |                         |     |           |                           |     |           |    |
| Saturday, February 15, 2020                                  |          |                         |     |           |                           |     |           |    |
| 6:30 AM - 5:30 PM                                            |          | Pressed Button - YES    | 74  | 126       | Waited for Ped Phase      | 44% |           |    |
|                                                              |          | Pressed Button - NO     | 157 | 161       | Didn't Wait for Ped Phase | 56% |           |    |
|                                                              |          | Pressed Button - Unsure | 56  |           |                           |     |           |    |
|                                                              |          | Jaywalking in Xwalk     | 56  |           |                           |     |           |    |
|                                                              |          | Jaywalking out of Xwalk | 92  |           |                           |     |           |    |
|                                                              |          | Total Peds              | 330 |           |                           |     |           |    |
|                                                              |          |                         |     |           | 4                         |     |           |    |
|                                                              | SW to SE | 104                     |     |           | ←                         |     |           |    |
|                                                              | SE to NE | 31                      |     | Northwest | →                         |     | Northeast |    |
|                                                              | NE to NW | 4                       |     |           | 11                        |     |           |    |
|                                                              | NW to SW | 10                      |     |           |                           |     |           |    |
|                                                              | SW to NW | 9                       |     |           |                           |     |           |    |
|                                                              | NW to NE | 11                      |     | 10        | 9                         |     | 39        | 31 |
|                                                              | NE to SE | 39                      |     |           |                           |     |           |    |
|                                                              | SE to SW | 63                      |     |           |                           |     |           |    |
| Diagonals                                                    | SW to NE | 0                       |     |           |                           |     |           |    |
| Diagonals                                                    | NE to SW | 1                       |     |           |                           | 63  |           |    |
| Diagonals                                                    | SE to NW | 5                       |     |           | ←                         |     |           |    |
| Diagonals                                                    | NW to SE | 7                       |     | Southwest | →                         |     | Southeast |    |
|                                                              |          | 284                     |     |           |                           | 104 |           |    |