

WEST HARTFORD VISION ZERO 2025 ANNUAL REPORT



INTRODUCTION

West Hartford adopted Vision Zero in January 2023 and adopted the [Vision Zero Action Plan](#) in 2024 with the goal of eliminating fatalities and severe injuries on West Hartford streets by 2033. This annual report reflects progress towards the *Action Plan* through the end of 2025.

What is Vision Zero

Vision Zero is a strategy to eliminate deaths and serious injuries from traffic crashes. First implemented in Sweden, cities and towns across the United States are utilizing the approach to save lives. Vision Zero implements the Safe System Approach, which differs from the traditional traffic safety strategies. This approach focuses on building and reinforcing multiple layers of protection to prevent crashes from happening and minimize the harm when they do occur. The Safe System Approach is widely adopted by the Federal Highway Administration (FHWA) and the Vision Zero Network.

2024 Action Plan

The Vision Zero Action Plan was developed by the Vision Zero Task Force between January 2023 and January 2024. The Task Force consisted of a mix of Town of West Hartford staff and residents. The Action Plan identified 4 goal areas: Practices and Policies, Safe Design, Culture, and Data. Each goal area has identified strategies and actions. In total, the Vision Zero Action Plan consists of 70 unique actions. To see the Action Plan, please visit: westhartfordct.gov/visionzero

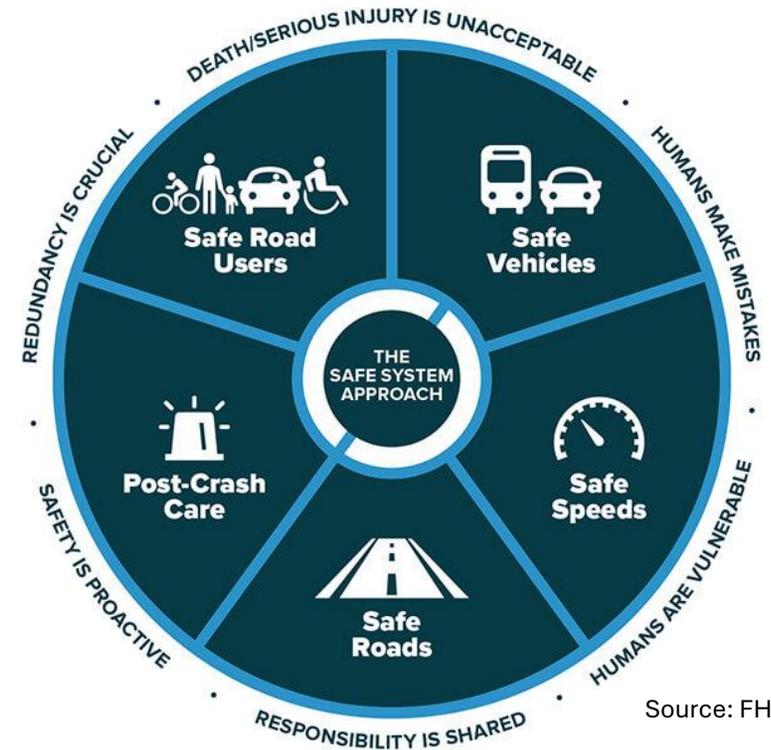
2025 in a Snapshot

Actions

At the end of 2025, a total of 35 Vision Zero actions were either completed or noted as on-going. This compares with a total of 70 Vision Zero Actions and a 2025 goal of 51 Vision Zero Actions.

Vision Zero Roadway Projects

Substantial progress was made towards advancing Vision Zero through roadway projects in 2025. A total of 225 separate Vision Zero projects were completed in 2025. This includes 53 projects advanced by CTDOT within West Hartford (in coordination with the Town) and 172 advanced by the Town.



Source: FHWA

Vision Zero is a holistic effort requiring effort from various town departments.

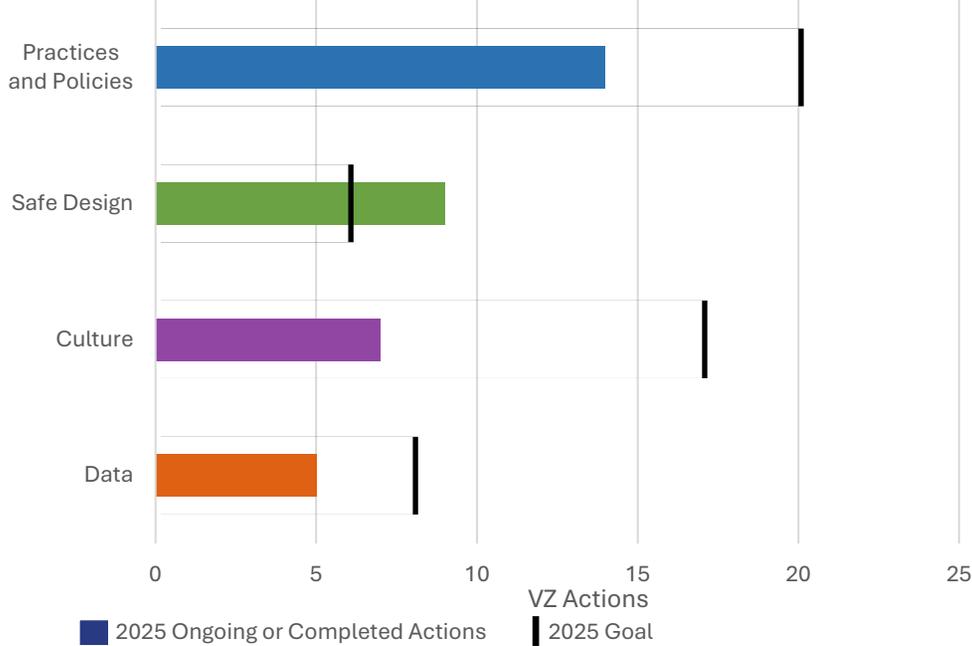
Thank you to all *West Hartford Vision Zero Partners*:

- Board of Education
- Community Development
- Engineering Division
- Planning & Zoning Division
- Employee Development & Community Engagement
- Fire Department
- Public Works
- Police Department
- Public Relations

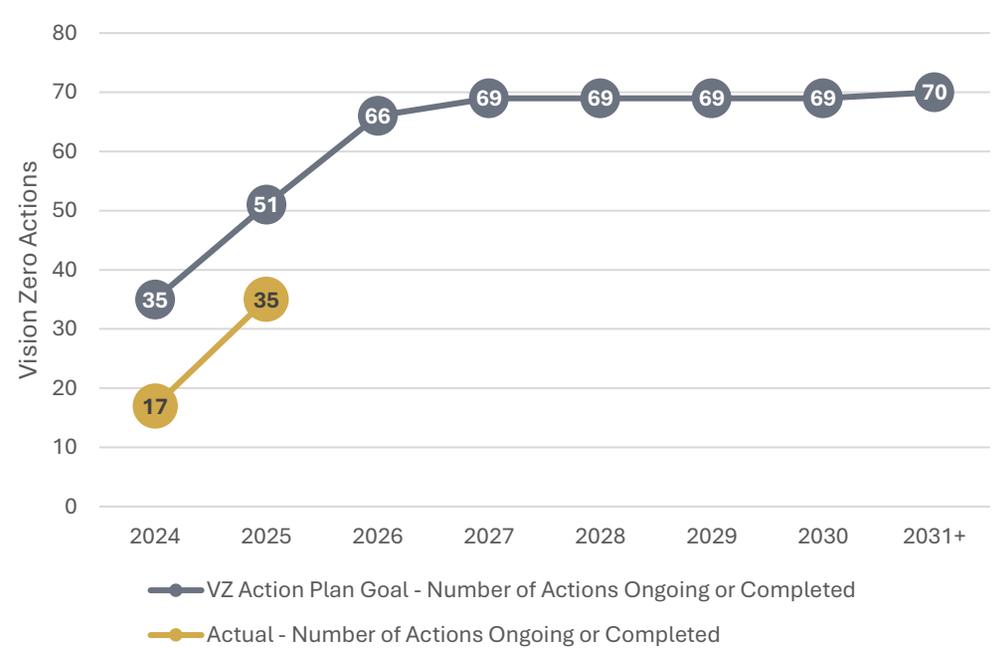
Annual Report Prepared by the Department of Community Development, Division of Engineering

VISION ZERO ACTION PLAN STATUS

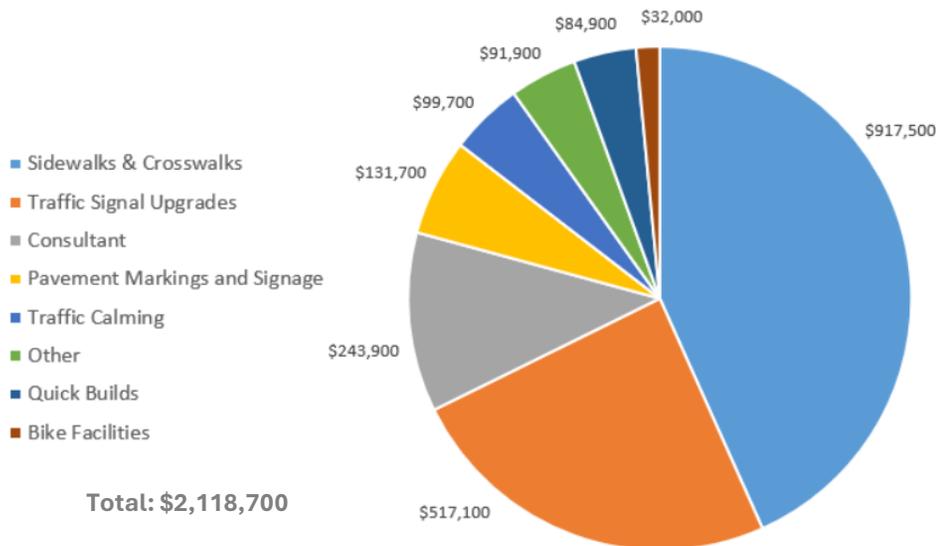
Vision Zero Action Plan - Status Through 2025



Vision Zero Action Plan Status



2025 Vision Zero Spending



2025 VISION ZERO ACTIONS INITIATED

Examples of actions initiated in 2025 as part of the Vision Zero Action Plan include:

- **Practices/Policies:** Establishment of a Vision Zero Task Force with town staff and resident members to guide progress.
- **Practices/Policies:** Initiation of Neighborhood Traffic Calming with the collection of traffic data on many streets in VZ Focus Areas.
- **Safe Design:** Implementation of quick-build and short-term Road Safety Audit (RSA) recommendations on Park Road, Sedgwick Road, New Park Avenue and Prospect Avenue.
- **Safe Design:** Approval of a Speed Management Camera program with many locations on the Vision Zero Focus Area network.
- **Culture:** Initial outreach with multi-media awareness campaign beginning in Summer 2025, including a safe driver pledge.
- **Data:** Transparency with Vision Zero progress and projects with the release of the first annual report and project hub on the Vision Zero webpage.

TRAFFIC FATALITY & INJURY REPORT



CRASH DATA OVERVIEW

Data analysis is a key component of West Hartford’s Vision Zero Action Plan. Understanding crash trends helps inform progress toward Vision Zero goals by confirming effective measures and highlighting areas that require additional attention.

As of February 2026, complete crash data for calendar year 2025 from the Connecticut Crash Data Repository is not yet available. A full listing of crashes resulting in fatality and serious injury is provided, based on cross-checking Connecticut Crash Data Repository records with West Hartford Police Department (WHPD) records. Crashes resulting in minor injury are projected for the full year using observed crash data from January through September 2025.

Tragically, there were two fatal crashes in 2025, both involving pedestrians. These crashes occurred at the following locations:

- **New Britain Avenue at South Main Street** – June 2025
- **South Main Street near Pebblebrook Drive** – June 2025

Reported Injury Crashes in West Hartford (2018 – 2025)¹

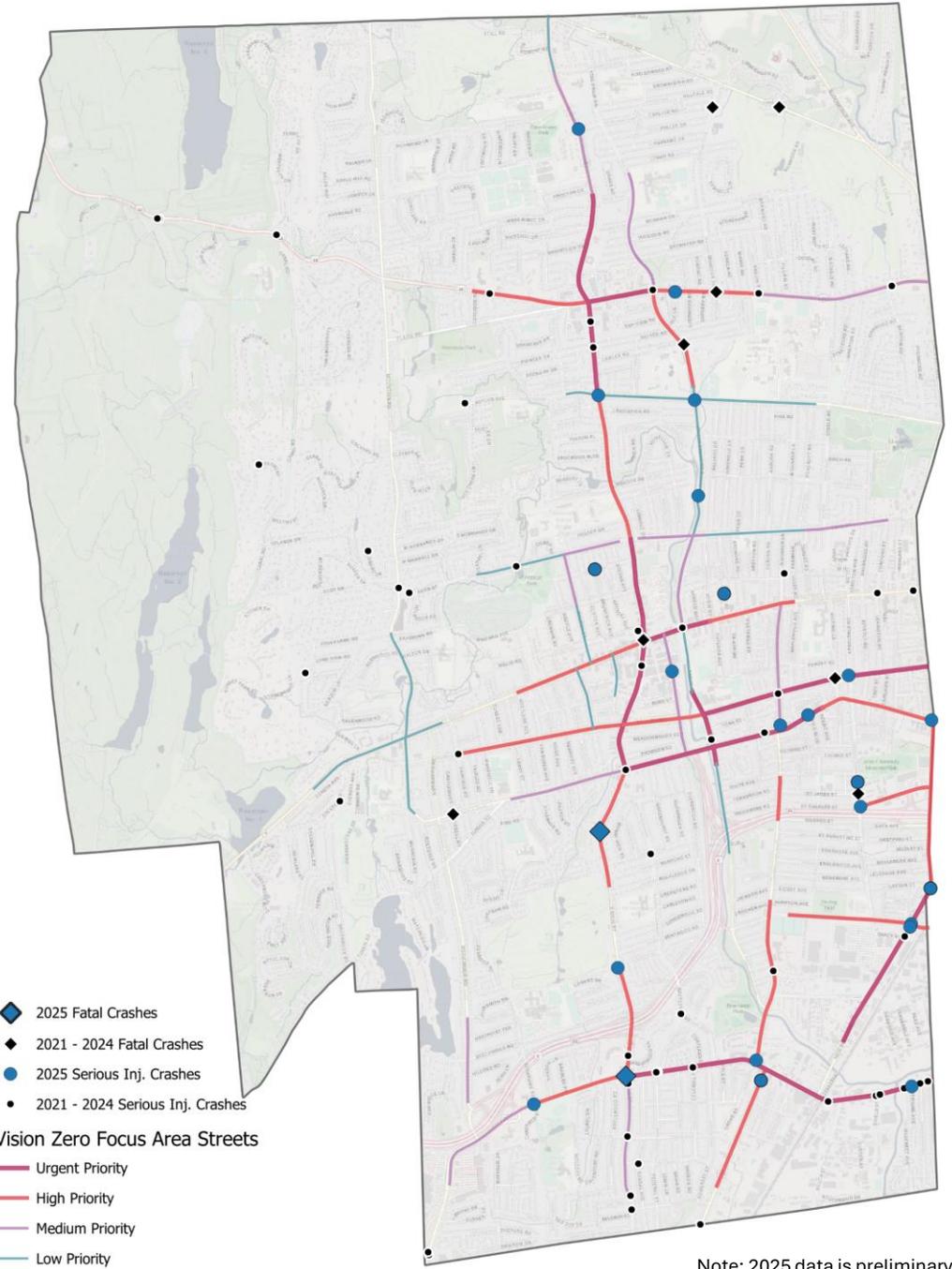
Year	KSI ²	Minor Injury	Total ⁴
2018	6	435	441
2019	5	421	426
2020	8	267	275
2021	13	310	323
2022	16	346	362
2023	12	314	326
2024	22	344	365
2025 ³	24	Projected 277 - 312	Projected 301 - 336

Note 1: Data from the UConn Connecticut Crash Data Repository (CTCDR). Crashes on I-84, private property, and crashes not reported to police are not included.

Note 2: KSI = Killed or Suspected Serious Injury

Note 3: 2025 data is not complete on the UConn Connecticut Crash Data Repository (CTCDR at ctcrash.uconn.edu) as of 2/5/26. KSI collisions were cross referenced with WHPD. Minor injury crashes reflect January–September observed data plus estimated fourth-quarter crash patterns (2018–2024), based on a 95% prediction interval from historical crash data.

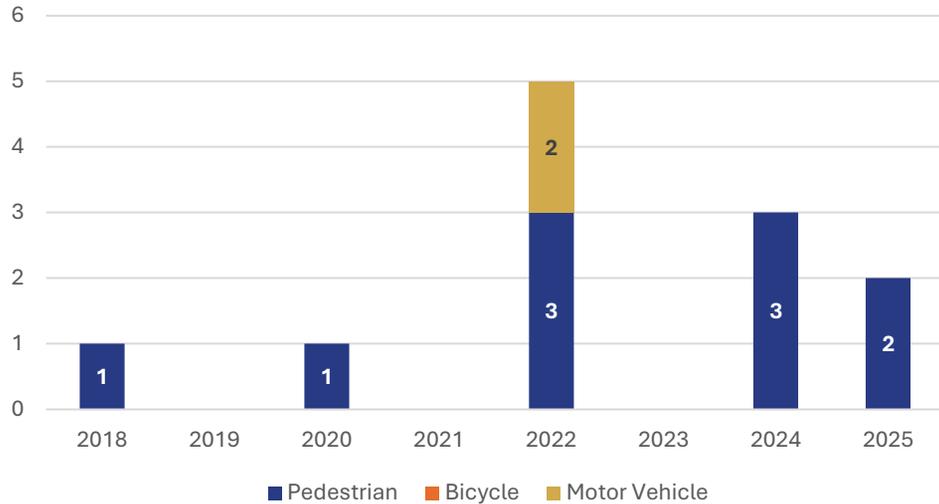
Note 4: Total does not include crashes not resulting in injury.



Note: 2025 data is preliminary

CRASHES RESULTING IN FATALITY AND SERIOUS INJURY

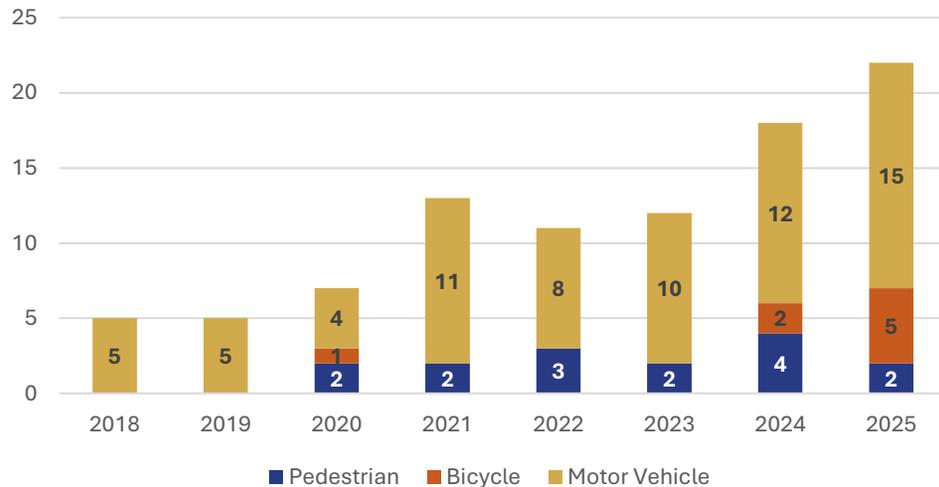
Crashes Resulting in Fatality



Crashes on I-84 and private property are not included.

A single crash may result in multiple fatalities. Data presented refers to the total number of crashes, not total fatalities.

Crashes Resulting in Suspected Serious Injury



Note: 2025 data is preliminary

Crashes on I-84 and private property are not included.

SEVERE CRASH REVIEW

In 2025, there were two crashes resulting in fatalities and 22 crashes resulting in serious injuries. Both fatal crashes involved pedestrians and occurred in June 2025. These crashes were located on South Main Street near Pebblebrook Drive and on New Britain Avenue near South Main Street.

Of the 22 crashes resulting in serious injury, five involved bicyclists and two involved pedestrians. The five crashes involving bicyclists resulting in serious injury occurred at the following locations:

- Route 218 (North Main Street) at Old Meadow Road
- Trout Brook Drive at Asylum Avenue
- Kane Street east of Oakwood Avenue
- Lindy Lane at Albany Avenue
- Dover Road

Of these five crashes, two resulted in a warning, infraction, or arrest issued to the driver of the motor vehicle, while two resulted in a warning or infraction issued to the bicyclist. The fifth crash involved only a single bicyclist (e-bike) and remains under investigation.

The two crashes involving pedestrians resulting in suspected serious injury occurred at the following locations:

- Boulevard west of Arnoldale Road
- Park Road at Prospect Avenue

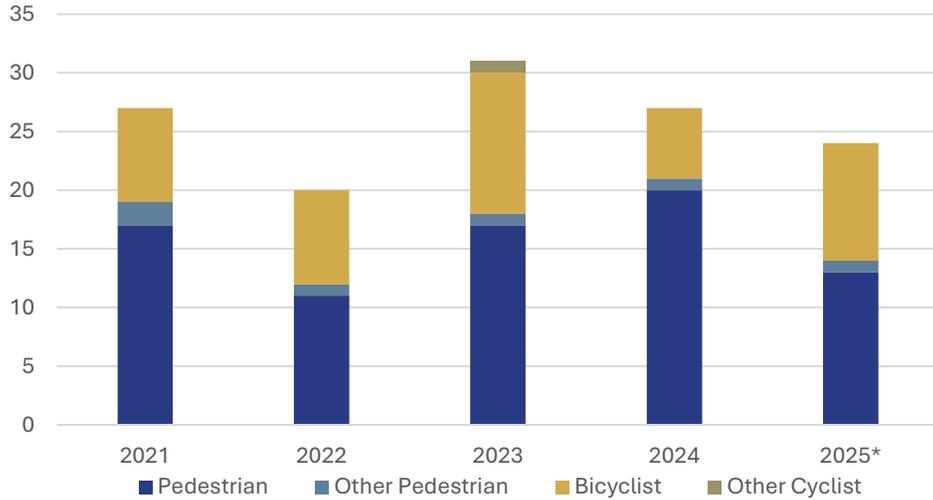
Of these two crashes, one resulted in an infraction issued to the pedestrian, and one resulted in an infraction issued to the driver of the motor vehicle.

Of the 15 crashes involving only motor vehicles, seven were angle collisions, three were front-to-rear (rear-end) collisions, one was a front-to-front (head-on) collision, and one was a sideswipe same-direction collision. Two crashes were single-vehicle run-off-the-road crashes. One crash remains under investigation.

One crash included in the motor vehicle total above involved a motorcycle/moped.

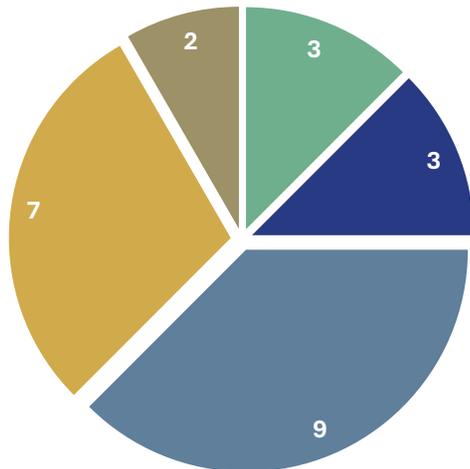
VULNERABLE USER CRASHES

Vulnerable User Crashes per Year



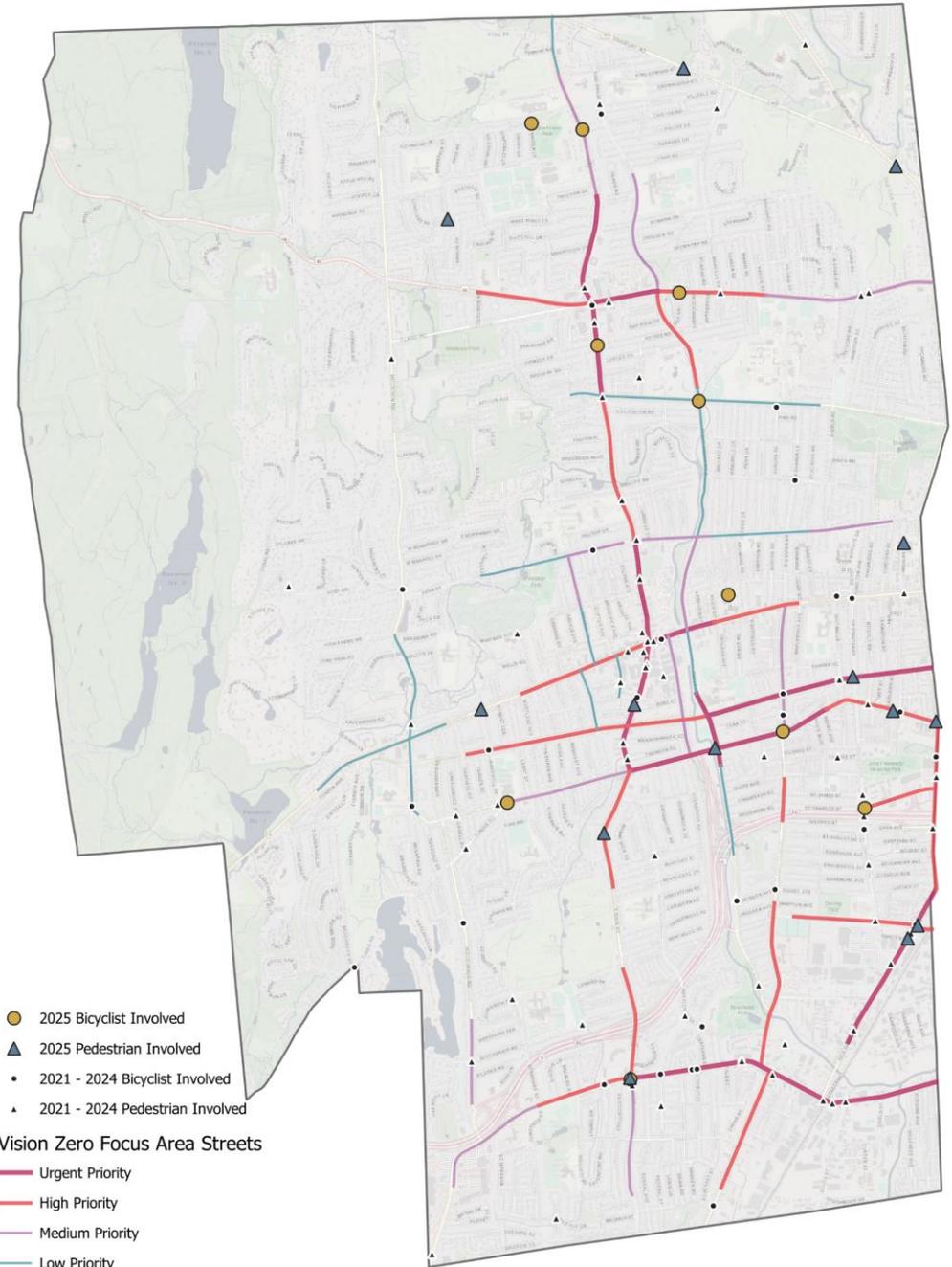
Note: 2025 data is preliminary
Crashes on I-84 and private property are not included.

2025 Vulnerable User Crashes by Severity



- No Apparent Injury
- Suspected Minor Injury
- Possible Injury
- Suspected Serious Injury
- Fatal Injury

Note: 2025 data is preliminary
Crashes on I-84 and private property are not included.



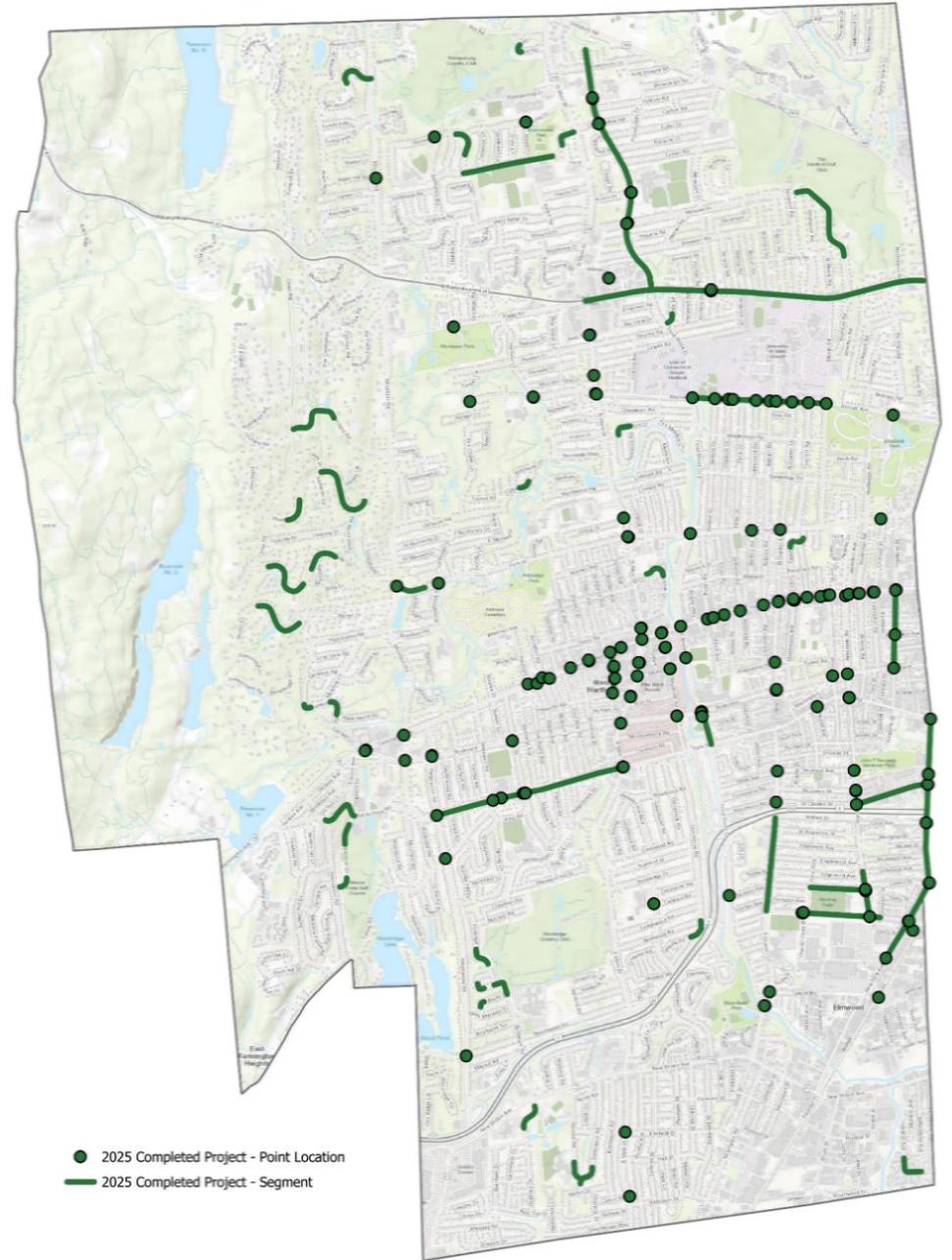


2025 VISION ZERO PROJECT HIGHLIGHTS

OVERVIEW

225 Vision Zero Projects
completed in 2025

**Thank You West Hartford
Department of Public Works!**
DPW implemented or directly supported
82 VZ projects in 2025.



For an up-to-date interactive map showing project descriptions visit:
westhartfordct.gov/town-departments/engineering/visionzero

2025 QUICK BUILD PROJECTS

What are Quick-Build Projects?

Quick-build projects are low-cost safety improvements that can be implemented quickly to demonstrate and test the benefits of permanent roadway changes. They often use interim materials affixed to the roadway, such as flexible delineator posts and traversable elements. Quick-build projects enable faster deployment of Vision Zero improvements, expand safety treatments across a broader roadway network, and allow designs to be modified or removed based on real-world performance and community feedback. Using interim materials, these improvements can be delivered within months rather than years.



3 Quick-Build Medians and Hardened Centerlines

Hardened centerlines discourage vehicles from cutting a turn to early at higher speeds while accommodating larger vehicles with mountable features.



13 Quick-Build Curb Extensions

Curb extensions improve pedestrian safety by shortening crossings, slowing turning vehicles, and preventing drivers from bypassing vehicles yielding to pedestrians. They also enhance visibility by restricting parking near intersections and providing a clear visual cue to drivers that an intersection and a pedestrian crossing is present.

4 Quick-Build Pedestrian Refuge Islands

Pedestrian refuge islands allow people to cross streets in two stages, reducing stress and exposure to traffic. These treatments improve visibility of pedestrians and provide a safe waiting space on wider roads. Pedestrian refuge islands are a FHWA proven safety countermeasure and have been found to reduce pedestrian crashes by approximately 56%.



What's next for West Hartford's Quick-Build Projects?

Quick-builds projects which successfully improve roadway safety without significant negative impacts are intended to remain in place until they can be replaced with similar permanent infrastructure. Quick-builds are often implemented on roadways which have upcoming resurfacing or larger reconstruction projects where the permanent infrastructure can be incorporated as part of these projects.

Quick-build projects which pose significant negative impacts will be modified or removed. In 2025, the Town chose to modify quick-build designs for two locations: 1) Quaker Lane South at Boulevard – due to concern for congestion on Quaker Lane South, and 2) Oakwood at Flatbush Avenue – due to concern from WHFD. Both modifications demonstrate the flexibility of quick-build projects in allowing for iterative design as needed.

2025 FEATURED VISION ZERO PROJECTS



12 Raised Crosswalks

Raised crosswalks improve pedestrian safety by reducing vehicular speeds at crosswalks. Raised crosswalks have led to a 90% reduction in vehicles traveling over 40 MPH. Locations installed in 2025 include school areas, crossing guard locations, commercial areas, and crosswalks near parks.



33 Horizontal Curve Signing Upgrades

17 RRFBs

RRFBs (Rectangular Rapid Flashing Beacons) provide better visibility of pedestrians. West Hartford's RRFBs also include pedestrian lighting. Research shows drivers are more than **13x more likely** to yield at crosswalks with RRFBs with triggered illumination at night (IIHS study).



5 Accessible Pedestrian Signal (APS)

Accessible Pedestrian Signals provide audible and vibrotactile cues for people with vision impairments. One location added pedestrian signal heads where none previously existed.



2 Road Diets / Lane Reconfigurations

A road diet reduces travel lanes to create space for turn lanes and other treatments. Road diets are a FHWA Proven Safety Countermeasure that can reduce crashes by up to 47%. The Town installed a road diet on Kane Street following previously planned roadway resurfacing. The Town also reconfigured travel lanes on Trout Brook Drive to reduce the need for lane changes approaching Park Road.

2025 FEATURED VISION ZERO PROJECTS



20 Intersection Daylighting

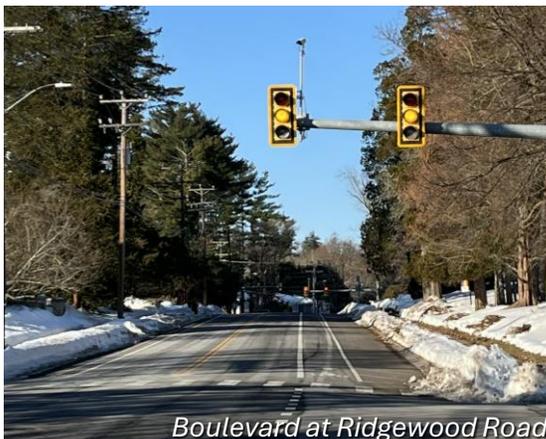
Intersection daylighting improves safety by prohibiting parking near intersection which improves visibility for motorists and non-motorists alike. It is a low-cost countermeasure that typically requires only striping and signage changes. In 2025 the Town implemented daylighting on Farmington Ave.



53 Intersections with Reflective Backplates

1 Dynamic No-Turn-on-Red

Dynamic No-Turn-on-Red (NTOR) signs illuminate during a pedestrian phase and prohibit conflicting right-turn-on-reds. Signage is mounted on the mast arm providing good visibility for an approaching motorist of a potential conflict. The Town installed one location on Asylum Avenue at North Main St.



16 Intersections with Updated Clearance Intervals

Clearance intervals (yellow and all-red) improve driver safety when properly timed for roadway geometry and driver behavior, ensuring motorists have sufficient time to stop and clear the intersection before conflicting movements receive green. Sixteen intersections received updated clearance intervals as part of a CTDOT-led initiative.

4 Bicycle Lanes

Bicycle lanes were installed on Asylum Avenue, Kane Street, King Philip Drive, and Quaker Lane South following previously planned roadway resurfacing and reconstruction.

2025 PROJECT LISTING (1 of 5)

Accessible Pedestrian Signal (APS) Equipment (5)

- Farmington Avenue at Quaker Lane South
- Quaker Lane South at Boulevard
- Raymond Road at Isham Road
- South Main Street at Ellsworth Road
- Trout Brook Drive at Boulevard

Bicycle Lanes (3)

- Asylum Avenue (Trout Brook Drive to Steele Road)
- Kane Street
- King Philip Drive (Fuller Drive to Tumblebrook Lane)

Bicycle Lanes – Buffered (1)

- Quaker Lane South (Flatbush Avenue to Wilfred Street)

Bus Pulloff (1)

- Trout Brook Drive S/O Boulevard

Crosswalk (4)

- South Main Street at Ellsworth Road (South Leg)
- Brace Road at Walden Street
- Concord Street at Fern Street
- Walbridge Road at Fern Street

Curb Extensions (5)

- Asylum Avenue at Harvest Lane
- LaSalle Road at Arapahoe Road
- LaSalle Road at Ellsworth Road
- LaSalle Road at Midblock Crosswalk
- Trout Brook Drive at Boulevard

Dynamic NTOR Signage w/ Ped Activation (1)

- North Main Street at Asylum Avenue (WB)

Horizontal Curve Pavement Marking Upgrades (1)

- Brookmoor Road N/O Tunxis

Horizontal Curve Signing Upgrades (33)

- Arden Road/Miller Road (W/O North Main Street)
- Brookmoor Road N/O Tunxis

- Buena Vista Road (Brookmoor Road and Mountain Road)
- Chatfield Drive (S/O New Britain Avenue)
- Cliffmore Road (S/O Brookside Drive)
- Clifford Drive (N/O Clifford Lane)
- Cornerstone Drive (E/O Brookmoor Road)
- Cornerstone Drive (S/O Buena Vista Road)
- Davenport Road (N/O Barton Street)
- Farnham Road (S/O Fern Street)
- Farnham Road (W/O Dorset Road)
- Fern Street (E/O Mountain Road)
- Foxridge Road (N/O Sandhurst Drive)
- Greensview Drive (S/O Sandhurst Drive)
- Greensview Drive/Berkshire Road (E/O Foxridge Road)
- Highwood Road (Mountain Road to High Wood Road)
- Hillcrest Ave (W/O Abbotsford Avenue)
- Hunter Drive (E/O Canal Road)
- Hunter Drive (Near Beechtree Lane)
- John Smith Drive (N/O Miles Standish Drive)
- Ledyard Road (Near North Steele Road)
- Lindy Lane (E/O Trout Brook Drive)
- Loomis Drive (E/O North Main Street)
- Mountain Terrace (W/O Meadow Lane)
- Mountain Terrace Road (E/O Meadow Lane)
- Orchard Road (E/O Morningcrest Drive)
- Overbrook Road (E/O Chamberlin Drive)
- Richmond Lane (Near Sheep Hill Drive)
- Stoner Drive (Near Bayberry Road)
- Westmont Street (E/O Canal Road)
- Westmont Street (E/O Midlands Drive)
- Wolcott Road (N/O Davenport Road)
- Woodmont Road (S/O Still Road)

2025 PROJECT LISTING (2 of 5)

Intersection Daylighting (Parking Prohibition) (20)

- Farmington Avenue at Arlington Road
- Farmington Avenue at Arnoldale Road
- Farmington Avenue at Auburn Road
- Farmington Avenue at Beverly Road
- Farmington Avenue at Concord Street
- Farmington Avenue at Hamilton Avenue
- Farmington Avenue at Lexington Road
- Farmington Avenue at Lilley Road
- Farmington Avenue at Maplewood Avenue
- Farmington Avenue at Newport Avenue
- Farmington Avenue at Outlook Avenue
- Farmington Avenue at Pleasant Street
- Farmington Avenue at Riggs Avenue
- Farmington Avenue at Robin Road
- Farmington Avenue at Stanley Street
- Farmington Avenue at Vanderbilt Road
- Farmington Avenue at Walbridge Road
- Farmington Avenue at Walden Street
- Farmington Avenue at Walkley Road
- Farmington Avenue at West Hill Road (West)

Lane Reconfiguration/Striping Changes (1)

- Trout Brook Drive (Trout Brook Terrace to Boulevard)

Left-Turn Lane (8)

- Asylum Avenue at Auburn Road
- Asylum Avenue at Cumberland Road
- Asylum Avenue at Foxcroft Road
- Asylum Avenue at Griswold Drive
- Asylum Avenue at Quaker Lane North
- Asylum Avenue at USJ Driveway (East)
- Asylum Avenue at USJ Driveway (West)
- Trout Brook Drive at Vera Street

Median Island (1)

- Asylum Avenue at Fox Chase Lane

Overhead Street Lighting Improvements (3)

- Albany Avenue (Trout Brook Drive to Wiltshire Lane)
- Farmington Avenue at Maplewood Avenue
- King Philip Drive at Old Meadow Road

Pedestrian Lighting (New or Improvements) (1)

- LaSalle Road (Ellsworth Road to Farmington Avenue)

Quick-Build Curb Extensions (13)

- Fern Street at Cumberland Road
- Flatbush Avenue at Charter Oak Boulevard
- Flatbush Avenue at Oakwood Avenue
- King Philip Drive at KPMS
- King Philip Drive at Mohawk Drive
- Moheghan Drive at Albany Avenue
- Park Road at Oakwood Avenue
- Quaker Lane South at Boulevard
- Quaker Lane South at Farmington Avenue
- Quaker Lane South at Kingswood Road
- Quaker Lane South at Seymour Avenue
- Quaker Lane South at St. Charles Street
- Sedgwick Road at Westminster Drive

Quick-Build Hardened Centerline (1)

- Sedgwick Road at Tunxis Road (WB Approach)

Quick-Build Median Island (2)

- North Main Street (N/O Hilltop Drive)
- North Main Street (N/O Mountain View Drive)

Quick-Build Pedestrian Refuge Island (4)

- Sedgwick Road at Lemay Street
- Sedgwick Road at Wardwell Road
- Starkel Road at West Hartford Senior Center
- Westminster Drive at Sedgwick Road

2025 PROJECT LISTING (3 of 5)

Raised Crosswalk (12)

- Asylum Avenue at Harvest Lane
- Boulevard at Lemay Street
- Boulevard at Whiting Lane
- Flagg Road at Westmoor Park
- Flatbush Avenue at Charter Oak Boulevard
- King Philip Drive at Aiken Elementary
- King Philip Drive at KPMS
- LaSalle Road at Midblock Crosswalk
- Oakwood Avenue at Sidney Avenue
- Oakwood Avenue at St. James Street
- Richmond Lane at Barksdale Road
- Sheep Hill Drive at Maiden Lane

Rectangular Rapid Flashing Beacon (RRFB) w/ High Intensity Ped. Lighting (17)

- Asylum Avenue at Ballard Drive
- Asylum Avenue at Elizabeth Park
- Asylum Avenue at Harvest Lane
- Farmington Avenue at Dover Road
- Fern Street at Elizabeth Park
- Fern Street at Willowbrook Road
- Flatbush Avenue at Charter Oak Blvd (Glover Soccer Park Complex)
- King Philip Drive at Aiken School
- King Phillip Drive at KPMS
- LaSalle Road at Arapahoe Road
- LaSalle Road at Midblock Crosswalk
- Mountain Road at Apple Hill Road
- Oakwood Avenue at Sidney Avenue
- Oakwood Avenue at St James Street
- Park Road at Nesbit Avenue
- Trout Brook Drive at Jackson Avenue
- Webster Hill Boulevard at Carleton Road

2025 PROJECT LISTING (4 of 5)

Reflective Traffic Signal Backplates (53)

- Asylum Avenue at Steele Road
- Boulevard at Arnoldale Road
- Boulevard at Quaker Lane South
- Boulevard at Raymond Road
- Boulevard at Ridgewood Road
- Boulevard at South Highland Street
- Farmington Avenue at Ardmere Road/Westfield Road
- Farmington Avenue at Boulevard
- Farmington Avenue at Highland Street
- Farmington Avenue at LaSalle Road
- Farmington Avenue at Mountain Road
- Farmington Avenue at Municipal Parking Lot
- Farmington Avenue at North Main Street/South Main Street
- Farmington Avenue at North Quaker Lane/Quaker Lane South
- Farmington Avenue at Raymond Road
- Farmington Avenue at Trout Brook Drive
- Farmington Avenue at Walden Street
- Farmington Avenue at Whiting Lane
- Fern Street at North Quaker Lane
- King Philip Drive at Mohawk Drive
- Mountain Road at Boulevard
- Mountain Road at Fern Street
- New Park Avenue at Flatbush Avenue
- New Park Avenue at Prospect Avenue
- New Park Avenue at West Hartford Place
- North Main Street at Asylum Avenue
- North Main Street at Brace Road
- North Main Street at Fern Street
- North Main Street at Sims Road/Plaza Driveway
- Oakwood Avenue at Kane Street/St. Charles Street
- Oakwood Avenue at Seymour Avenue
- Park Road at Oakwood Avenue/Arnoldale Road
- Park Road at Prospect Avenue
- Prospect Avenue at Caya Avenue
- Prospect Avenue at Kane Street
- Prospect Avenue at Private Driveways (McDonald's/Plaza)
- Quaker Lane South at Talcott Road
- Quaker Lane South at Trout Brook Drive
- Raymond Road at Isham Road
- Raymond Road at Memorial Road
- Ridgewood Road at Beechwood Road
- Ridgewood Road at Tunxis Road
- Sedgwick Road at Ridgewood Road
- South Main Street at Boulevard
- South Main Street at Calvin Road
- South Main Street at Ellsworth Road/ Town Hall Driveway
- South Main Street at Elmfield Street
- South Main Street at Memorial Road/Town Center Driveway
- South Main Street at Park Road/Sedgwick Road
- South Main Street at Pedestrian Crossing
- Trout Brook Drive at Asylum Avenue
- Trout Brook Drive at Boulevard
- Trout Brook Drive at Fern Street

2025 PROJECT LISTING (5 of 5)

Road Diet (1)

- Kane Street

Road Safety Audit (6)

- Albany Avenue (North Main Street to Prospect Avenue)
- CTfastrak Flatbush Avenue Station
- New Park Ave (S/O West Hartford Place to Prospect Avenue)
- Oakwood Avenue at CTfastrak
- Prospect Avenue (New Park Avenue to Park Road)
- Sedgwick Road (Ridgewood Road to South Main Street)

Roundabout (1)

- King Philip Drive at Old Meadow Road

School Zone (4)

- Flatbush Avenue (Price Boulevard to Goodsell Street)
- Hyde Road (Richmond Lane to 300' W/O Arden Road)
- Oakwood Avenue (Flatbush Avenue to Levesque Avenue)
- Sidney Avenue (Price Boulevard to Oakwood Avenue)

Signal Operation Improvements (Adjust Coordinated Timings) (2)

- North Main Street at Asylum Avenue
- North Main Street at Fern Street

Signal Operation Improvements (Flash Removal) (1)

- Farmington Avenue at South Highland Street

Signal Operation Improvements (PED Recall) (1)

- Albany Ave and Mohegan Drive

Signal Operation Improvements (Yellow/Red/PED Clearance Interval Time) (16)

- Boulevard at Ridgewood Road
- Farmington Avenue at Boulevard
- Farmington Avenue at Highland Street
- Farmington Avenue at Raymond Road
- New Park Avenue at Flatbush Avenue
- New Park Avenue at Prospect Avenue
- North Main Street at Brace Road
- North Main Street at Sims Road
- Park Road at Oakwood Avenue
- Prospect Avenue at 245 Prospect
- Prospect Avenue at Caya Avenue
- Prospect Avenue at Kane Street
- Quaker Lane South at Trout Brook Drive
- South Main Street at Crosswalk
- South Main Street at Park Road
- Trout Brook Drive at Memorial Road

Speed Hump(s) (1)

- South Highland Street (Farmington Avenue to Boulevard)

Speed Limit Reduction (1)

- King Philip Drive

Unsignalized Intersection Signaling and/or Pavement Marking Upgrades (1)

- South Highland Street at Warrenton Avenue

CCC
CHAMPIONS
GIRLS INDOOR TRACK
2022 2021 2020 2019 2018

West Hartford Police Department

Traffic Division

Sergeant Christopher Lynn #350



- Officer Stephanie Hannigan #436
- Officer Jack Sanford #435
- Officer Steven Dickman #416
- Officer Jeremy Allen #333
- Officer Jeffrey Swank #328
- Officer Eric Butkiewicz #321
- Officer Sean Waltman #465
- Officer Matthew Zobel #439



CCIL CHAMPIONS FOOTBALL
1958 1960 1961 1962 1963 1964 1973 1974 1975 1977 1981

CCIL CHAMPIONS BOYS SOCCER
1983 1984 1985 1986 1987 1988

CCIL CHAMPIONS TENNIS BOYS
1974 1977

CCIL CHAMPIONS GIRLS SWIM & DIVE
1975 1976 1977 1978 1979 1980 1981

CCIL CHAMPIONS BASKETBALL BOYS
1977 1978 1979 1980 1981 1982

CCIL CHAMPIONS TENNIS BOYS
1983 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022

HALL OF FAME
BONUS PERIOD BONUS
FOULS PLAYER FOULS FOULS

STATE CHAMPIONS SPORTS

STATE OPEN CHAMPIONS GIRLS CROSS COUNTRY
2019 2020 2021 2022

STATE OPEN CHAMPIONS BOYS INDOOR TRACK
2023

STATE OPEN CHAMPIONS BOYS TRACK & FIELD
2023

CHAMPIONS BOYS TRACK & FIELD
1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022



2025 EDUCATION AND ENFORCEMENT HIGHLIGHTS

ADVANCING A VISION ZERO CULTURE

Creating a safer roadway culture is a key part of the West Hartford Vision Zero Action Plan. Everyone who uses our streets, whether driving, walking, biking, or traveling by other means, plays a role in keeping one another safe. Safe, attentive, and predictable behavior from all roadway users is essential to achieving Vision Zero in West Hartford.

To support this shift in culture, the Vision Zero Action Plan emphasizes **engagement, education, and encouragement**. These approaches work together to raise awareness of traffic safety, reinforce safe choices, and promote shared responsibility on West Hartford's streets. Education and engagement efforts help residents better understand traffic laws, street design, and how to safely share the road in everyday situations.

Encouragement includes enforcement as a way to reinforce safe behavior and promote accountability. When applied consistently, enforcement supports safer speeds and reduced risky behaviors; outcomes that help reduce serious crashes. These efforts are not intended to be punitive, but rather to set clear expectations and create safer conditions for everyone.

2025 COMMUNITY ENGAGEMENT

Information and free Vision Zero items were distributed at these events:

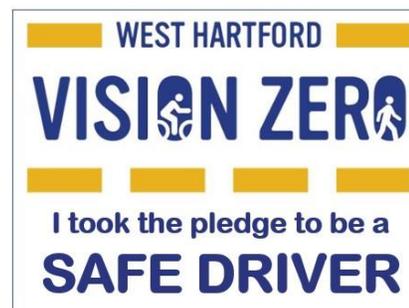
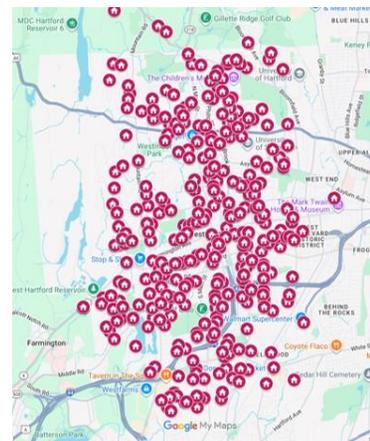
- Johnny's Jog for Charity, 3/23/25
- Senior Citizen Advisory Meeting, 4/15/25
- Celebrate West Hartford, 6/7 & 6/8/25
- Juneteenth, 6/14/25
- Pride Festival, 6/21/25
- Back to School Bash, 7/24/25
- Center Streets bicycle event, 8/24/25
- Community Preparedness Day, 9/6/25
- CERT meeting, 10/23/25
- Early Voting, 10/20-11/2/25
- Community Block Party, 11/2/25
- Regional stakeholders meeting with CRCOG, 11/5/25
- WHPD Citizens' Academy class on pedestrian safety, 10/8/25
- WHPD class with Hall High School, 11/25/25
- Holiday Stroll, 12/4/25
- Fire on Ice Chanukah celebration, 12/14/25

REFLECTIVE VESTS & ARMBANDS

With the end of daylight-saving time in October, the Town of West Hartford launched a pedestrian safety campaign emphasizing the importance of being seen, especially at night. October is also National Pedestrian Safety Awareness Month. Most pedestrian fatalities in West Hartford in recent years occurred at night during the months of November through February.

From October 1, 2025, through February 1, 2026, the Town of West Hartford distributed 2,500 reflective vests at special events, early voting, senior housing facilities, the town hall, senior centers, and community running and walking groups. The map below shows the streets where residents who obtained a vest live.

In addition, 10,000 reflective armbands were distributed in 2025, bringing the total to 15,000 since 2024. Nearly 400 people took the Safe Driver Pledge, and 2,500 car magnets were distributed.





Greg Sommer
Town Engineer



Mayor Shari Cantor

2025 VISION ZERO EDUCATION HIGHLIGHTS

In 2025, a multifaceted communication plan was introduced to the public, outlining Vision Zero strategies for pedestrian, bicyclist, and motorist safety. The goal was to build awareness, encourage compliance, and create a dialogue.

The tactics used included signage at the site of new improvements, public service announcements from town officials, social media posts, email messages to subscribers, our Vision Zero web page, and in-person meetings and events that provided opportunities for a conversation.

Sixty messages about Vision Zero improvements and safety messages were created in 2025, with some social media posts reaching as many as 63,514 views. The number of followers increased from 5,000 to 9,000 in 2025.



2025 ENFORCEMENT HIGHLIGHTS

- Motor Vehicle Stops performed in 2025: 9,677 (21% increase from 2024)
- Selective Enforcement Details performed in 2025: 859 (45% increase from 2024)
- Top Ten Motor Vehicle Violations of 2025 (# of infractions issued)

1. Speeding Violations:	2,094
2. Failure to Obey Traffic Control Signal:	1,083
3. Distracted Driving Offenses:	924
4. Stop Sign Violation:	448
5. No Insurance:	420
6. Improper Turns:	288
7. Failure to Drive in Proper Lane:	280
8. Suspended Registration:	211
9. Failure to Renew Registration:	184
10. Following Too Close:	167
- 2 additional officers added to Traffic Division. Unit consists of 8 officers and 1 supervisor (Sergeant).
- All members of the unit are certified Accident Reconstructionists
- The department added 2 additional Drug Recognition Experts for a total of 3 in the department.
- Department awarded State DOT funded grant for impaired driving enforcement (began in December 2025 and will continue sporadically throughout 2026).



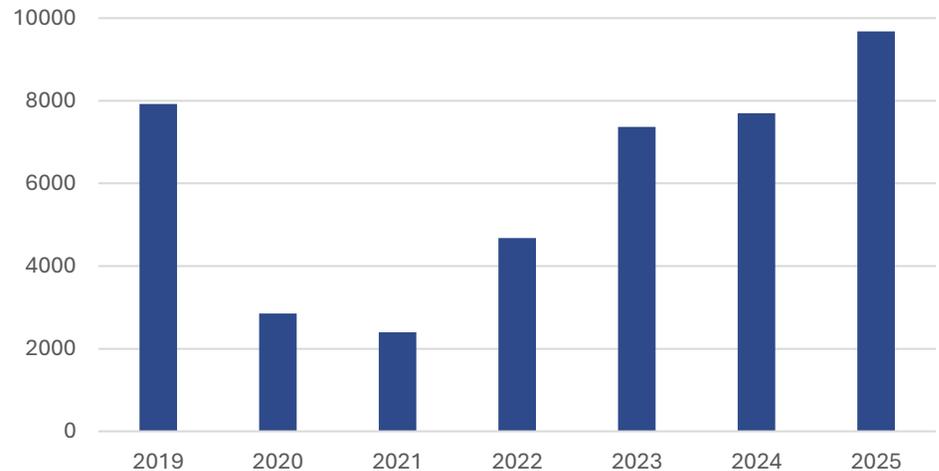
AUTOMATED ENFORCEMENT UPDATE

The Town is advancing automated traffic enforcement as a key Vision Zero strategy to improve safety and reduce serious crashes. Planned programs include **speed management cameras** and **red-light running cameras**, both supported in part through Safe Streets and Roads for All (SS4A) grants from the Federal Highway Administration (FHWA).

Proposed locations for speed management cameras were approved by Town Council following a public hearing on December 17, 2025. The program is currently pending final approvals from the Connecticut Department of Transportation and the Federal Highway Administration. Once approvals are received, the Town will select a vendor to provide speed management camera services, with the goal of activating cameras in Fall 2026.

Red-light running cameras are funded through a separate SS4A grant and will follow a different implementation timeline. The red-light running camera program is anticipated to begin with public outreach and information meetings in Spring 2026, with targeted operations planned for Winter 2026/2027.

West Hartford PD Motor Vehicle Stops





2025 COMPLETE STREETS REPORT

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Sidewalk and Ramp Improvements

Sidewalk replaced or constructed: 1.8 miles
Sidewalk locations repaired with sawcutting: 152
Accessible sidewalk ramps replaced/constructed: 33
Approximate cost of sidewalk and ramp work: \$640,000*

*Includes \$70,000 in grant funds

Sidewalk Requests

Pre-2025 Requests: 725
Requests completed in 2025: Approx. 150
2025 New work requests: 150
Total Outstanding Requests (as of 12/31/2025): 725

West Hartford Center Infrastructure Project

This project includes many significant upgrades to the sidewalk network in West Hartford Center. 2025 work completed included over 35,000 square feet of new sidewalk and 14 new accessible sidewalk ramps on LaSalle Road. Given the scale of this project, these totals are not included in the figures above. Note the West Hartford Center Infrastructure Project is grant funded through ARPA and not representative of typical complete streets work completed by the Town.



West Hartford Vision Zero – 2025 Annual Report

Crosswalk Improvements

This report tracks improvements made to crosswalks based on the type of improvement made as noted below.

Crosswalk Markings

A total of eight new crosswalks were painted in 2025.

Rectangular Rapid Flashing Beacons (RRFBs)

Fourteen (14) new RRFBs were installed in 2025 by DPW (see VZ project list for locations). In addition, two locations received supplemental RRFBs to provide equipment on the other two corners of the intersection (Fern Street at Cumberland Road and North Main Street at Linbrook Road). The equipment for each location costs approximately \$8,000.

Three (3) additional RRFBs were installed in 2025: two crosswalks on LaSalle Road through the West Hartford Center Infrastructure Project and one on King Philip Drive near Aiken School which was installed by Connecticut Department of Transportation.

Raised Crosswalks

Twelve (12) new raised crosswalks were installed in 2025 with one being installed as part of the West Hartford Center Infrastructure Project. The cost of each raised crosswalk is approximately \$7,000.

Accessible Pedestrian Signal (APS) Upgrades

Five (5) traffic signals were modified to add Accessible Pedestrian Signal (APS) pushbuttons and/or pedestrian signal equipment:

- South Main Street at Ellsworth Road/Town Hall
- Farmington Avenue at Quaker Lane
- Boulevard at Quaker Lane South
- Trout Brook Drive at Boulevard
- Raymond Road at Isham Road

APS pushbuttons were installed at a total cost of \$320,000 of which \$233,200 was grant funded by the CTDOT.

BICYCLE FACILITY PROGRESS AND MAP

The Town continues to increase the number of bicycle facilities and improve existing ones in accordance with the Bicycle Network Map. The map and accompanying *Bicycle Plan and Facility Selection & Design Guide* can be found on the Town’s website: westhartfordct.gov/visit-us/bicycling

Bicycle Facility Lengths

Facility Type	Pre-2025	2025	Total
Bicycle Routes ¹	52.48	-0.91	51.57
Bicycle Lanes	34.40	3.89	38.29
Paved Multi-Use Trails ²	7.28 ³	0.00	7.28
Paved Multi-Use Trails (MDC, Eliz. Park)	8.3	-	8.3
Maintenance ⁴	5.99	2.00	N/A

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 Mileage revised to include existing shared-use pathways in parks and connectors between roadways (e.g. Gallaudet Dr. – Cliffmore Rd. connector). Trails on school properties are included if they provide broader neighborhood connection.

⁴ Resurfacing or restriping of existing facilities

Bicycle Routes

Total length of maintained bicycle routes: 0.22 miles

- Arnoldale Road (Boulevard to Park Road)

Cost of bicycle routes (pavement markings)*: \$300

Bicycle Lanes

Total length of bicycle lanes added: 3.89 miles

- Asylum Avenue (Trout Brook Drive to Steele Road)
- Kane Street (Oakwood Avenue to Prospect Avenue)
- King Philip Drive (Fuller Drive to Tumblebrook Lane)
- Quaker Lane South (Flatbush Avenue to Wilfred Street)
- Sedgwick Road (Buena Vista Road to Ridgewood Road)

Total length of maintained bicycle lanes: 1.78 miles

- Mountain Road (Richmond Ln to Still Rd; Boulevard to Buena Vista Rd)

Cost of bicycle lanes (pavement markings)*: \$31,700

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

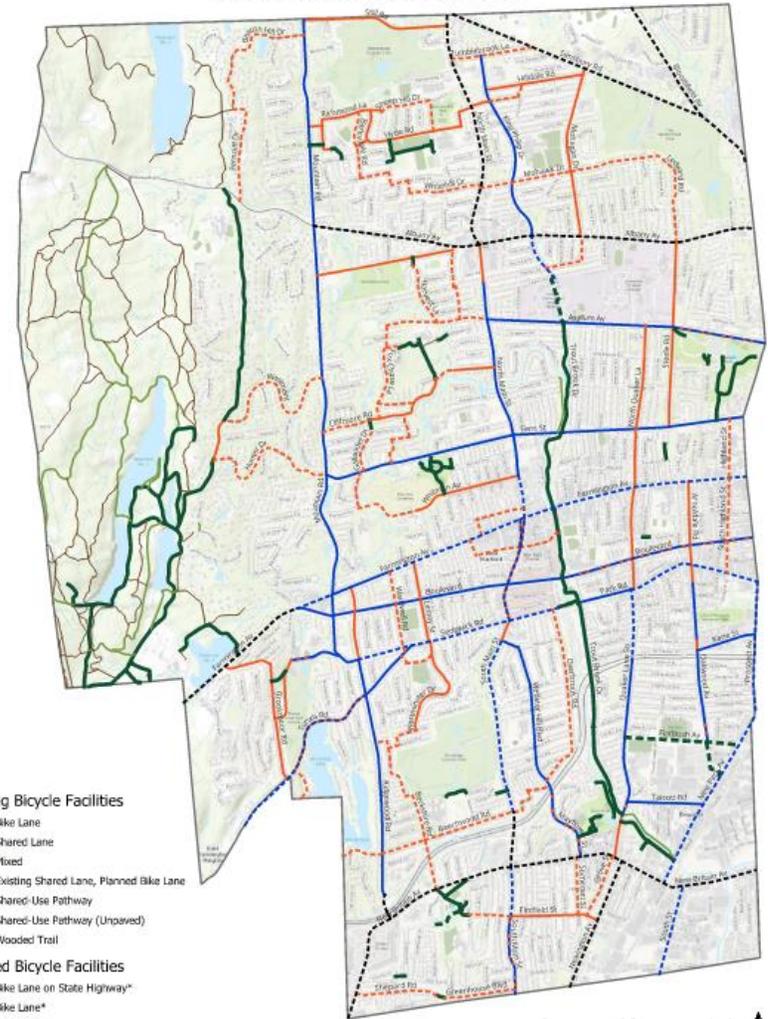
Bicycle Parking

No bicycle parking was constructed in 2025.

Multi-Use Trail

No multi-use trails were constructed in 2025.

West Hartford Bicycle Network



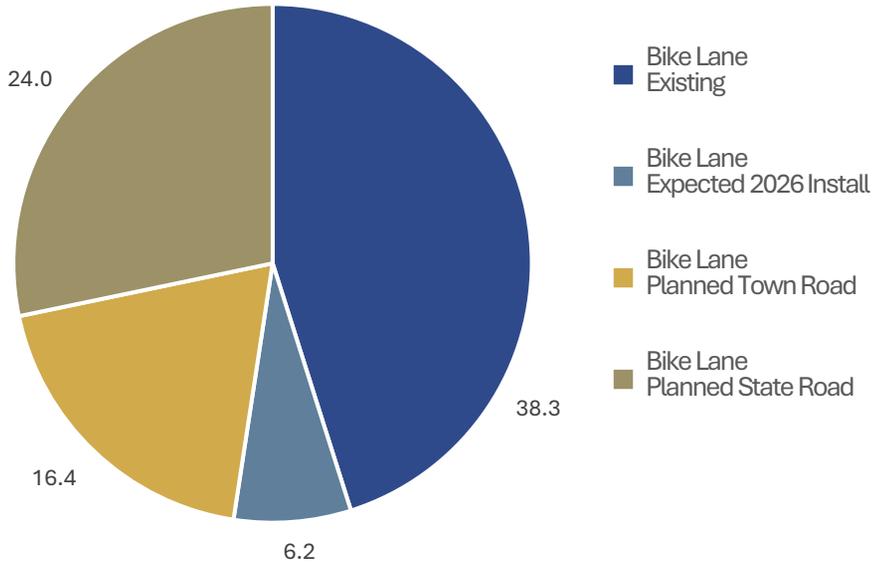
*Bike Lane includes standard bike lane, buffered bike lane, or separated bike lane. Refer to the West Hartford Bicycle Plan and Bicycle Facility Selection & Design Guide for more information.

February 2026

Map updated February 2026. See an up-to-date bicycle facility map on the Town’s GIS website at: westhartfordct.mapgeo.io.

COMPLETE STREETS METRICS

2024 Bicycle Plan Completion Status
(in miles)



The bicycle lane network identified in the *Bicycle Plan and Facility Selection & Design Guide (2024)*, which includes standard bike lanes, buffered bike lanes, and separated bike lanes, is approximately **45% complete townwide**. When focusing only on town-maintained roadways, where the Town has the greatest ability to advance projects, the bicycle network is **63% complete**.

In 2026, the Town anticipates installing an additional 6.2 miles of bike lanes, increasing overall network completion to **approximately 73%**.

Planned 2026 bicycle projects include*:

- New Park Avenue Complete Streets – 1.4 miles
- Trout Brook Trail Connector – 0.4 miles
- Sedgwick Road Reconstruction – 1.8 miles
- Park Road Reconstruction – 1.6 miles
- Quaker Lane South Resurfacing / Restriping – 0.8 miles

*All mileage statistics above show mileage for each direction of bicycle travel, consistent with bicycle statistics reported on the prior page.

Street Trees

Approximately 43 street trees were planted, including 40 on LaSalle Road as part of the West Hartford Center Infrastructure Project.

Transit Accessibility

Many of the pedestrian improvements listed in this report increase accessibility to transit. In 2025, there were no standalone transit accessibility improvements constructed.

Traffic Signal Improvements

Multiple traffic signals were modified to improve accessibility and safety. Improvements included timing and clearance interval adjustments, and retroreflective backplates.

Traffic Calming

Traffic calming was implemented in 2025 under the Town's Neighborhood Street Traffic Calming program on South Highland Street between Farmington Avenue and Boulevard. Three Speed Tables were installed at the cost of \$21,000.

Complete Streets Exemptions

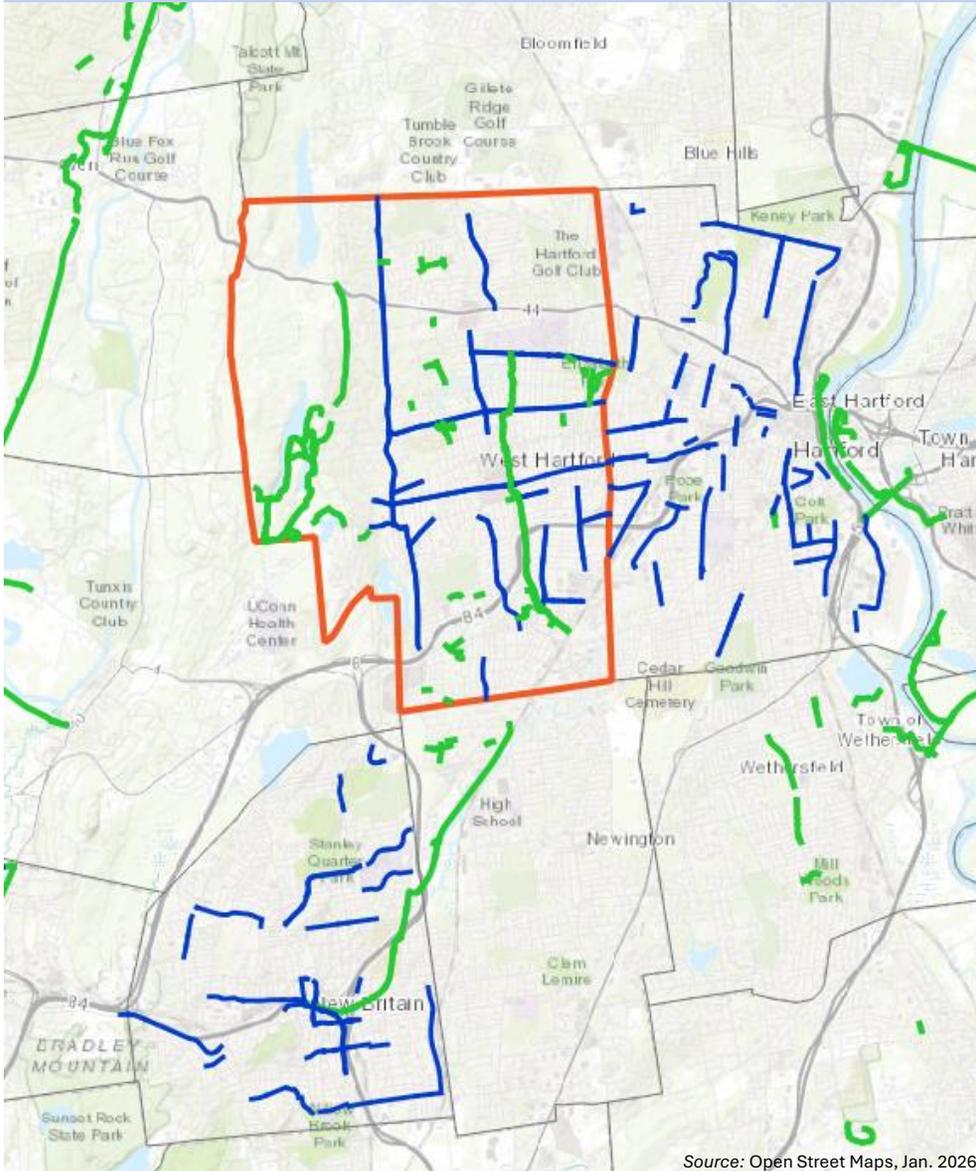
No exemptions were filed in 2025.



BICYCLE NETWORK COMPARISON

Regional Context of West Hartford's Bicycle Network

Connecting to bicycle facilities in adjacent municipalities is a key component of the 2024 bicycle plan. The map below shows bicycle facilities in neighboring towns. Blue shows on-road bike lanes while green shows separated shared-use paths and separated bike lanes.

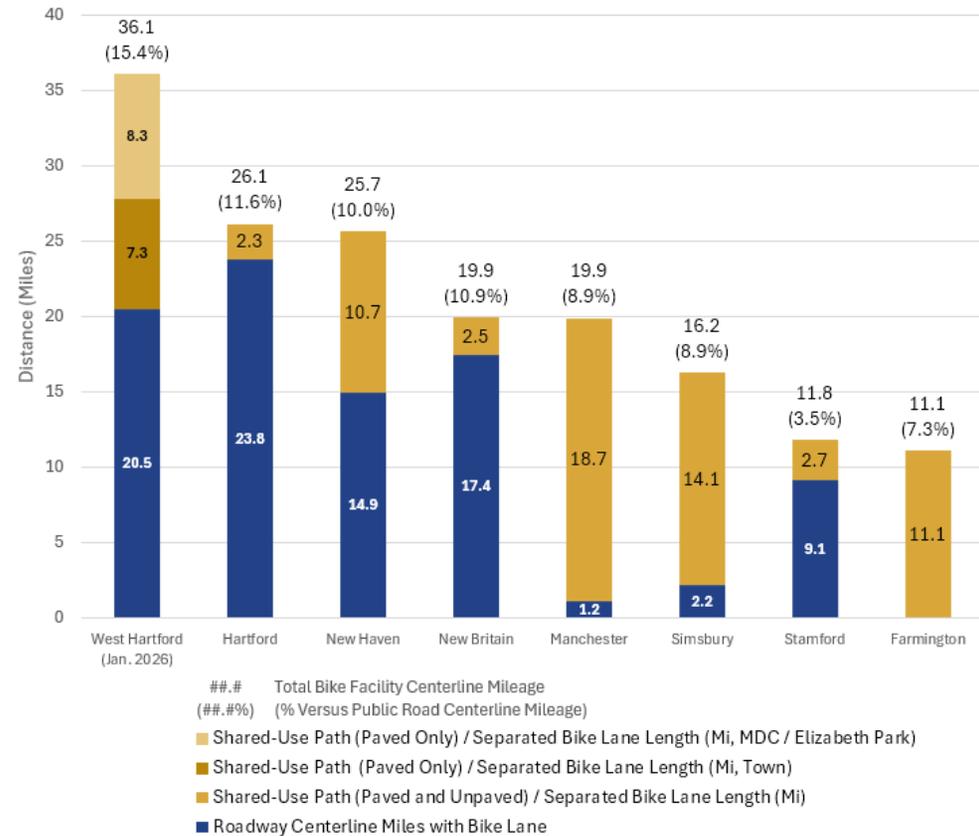


Source: Open Street Maps, Jan. 2026

West Hartford Bike Network Compared to Other Communities

A comparison of bicycle network mileage across Connecticut communities was conducted to place West Hartford's progress in context. West Hartford has the highest total amount of bicycle facilities among the communities evaluated, both in overall mileage and as a percentage of its roadway network.

Roadway Centerline Miles with Bicycle Lane and Shared-Use Path Centerline Miles by Municipality



Note: Roadway centerline miles with bike lanes are not equivalent to bike lane miles as reported elsewhere in this annual report. Roadways are included if they have bicycle lane on one or two sides of the street. Roadway centerline miles (instead of total bike lane miles) reported due to Open Street Maps (OSM) data formatting.

Source: West Hartford Engineering analysis of Open Street Maps (OSM) data downloaded Jan. 2026. On-Road Bike Lane includes roadways identified with a 'lane' type cycleway on one or both sides of roadway. Separated Bike Lanes include roadways identified with a 'track' or 'separated' type cycleway on one or both sides of roadway. Paths include unique OSM features identified as a 'cycleway'. West Hartford data matches data on MapGeo GIS site.



**MOVING VISION ZERO
FORWARD**

NOTEWORTHY UPCOMING VZ PROJECTS

Speed and Red-Light Cameras

Installation of speed management cameras is anticipated in 2026. Speed management cameras are a FHWA Proven Safety Countermeasure and have been found to **reduce crashes up to 54%**. The Town anticipates approval on red-light running cameras in 2026 for implementation at 8 intersections.



Dynamic No-Turn-on-Red

Dynamic No-Turn-on-Red (NTOR) signs illuminate during a pedestrian phase and prohibit conflicting right-turn-on-reds. Signage is mounted on the mast arm providing better visibility for an approaching motorist of a potential conflict. Dynamic NTOR signs have been used with great success in other areas in CT. It is expected that 8 signs will be installed at 4 intersections in 2026.



Crosswalk Warning Lights (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) are a FHWA Proven Safety Countermeasure and have been found to **reduce pedestrian crashes by up to 47%**. Furthermore, research by IIHS shows drivers are more than 13x more likely to yield at crosswalks with RRFBs. At least 13 additional locations are planned in 2026.



Quick-Build Projects

It is expected that additional quick-build projects will be installed in 2026 including quick-build curb extensions, quick-build pedestrian refuge island, and intersections with quick-build hardened centerlines.



Street Lighting

Proper lighting in areas of pedestrian crossings is a FHWA Proven Safety Countermeasure and **have been found to reduce nighttime pedestrian crashes by up to 42%**. Streetlighting is anticipated to be improved on many corridors including New Park Avenue, Prospect Avenue, New Britain Avenue and Oakwood Avenue in 2026. Additional areas are also planned.



Standalone Road Projects

Road safety improvements have been incorporated in standalone road reconstruction and complete Streets projects including Farmington Avenue as part of the West Hartford Center Infrastructure Project, Park Road, Sedgwick Road, and New Park Avenue. These roadway projects will measurably improve safety for all road users in these areas.



ON-GOING & UPCOMING VISION ZERO PROJECTS (1 of 5)

284 Vision Zero Projects
targeted for 2026
representing 43 types of improvements

Accessible Pedestrian Signal (APS) Equipment (6)

- Boulevard at Ridgewood Road
- Boulevard at South Highland Street
- Farmington Avenue at South Highland Street
- New Park Avenue at Oakwood Avenue
- New Park Avenue at Talcott Road
- Ridgewood Road at Beechwood Road

ADA-Compliant Curb Ramps (2)

- Prospect Avenue at Levesque Avenue
- Prospect Avenue at Merrill Street

Automated Traffic Enforcement - Speed Safety Cameras (15)

- 15 Locations TBD

Automated Traffic Enforcement - Red-Light Cameras (8)

- 8 Locations TBD

Bicycle Lanes (1)

- Park Road (Quaker Lane South to Prospect Avenue)

Bicycle Lanes – Buffered (2)

- Quaker Lane South (Wilfred Street to Park Road)
- Sedgwick Road (Ridgewood Road to Main Street)

Bicycle Lanes – Separated (2)

- Farmington Avenue (Main Street to Trout Brook Drive)
- New Park Avenue (New Britain Avenue to Talcott Road)

Cat-Track Pavement Markings at Intersections (2)

- New Park Avenue at Flatbush Avenue
- New Park Avenue at Prospect Avenue

Centerline Rumble Strips (2)

- Mountain Road (Farmington Avenue to Fern Street)
- Mountain Road (Richmond Lane to Still Road)

Crosswalk (11)

- Boulevard at Four Mile Road or Woodrow Street
- Cornell Road at Sedgwick Road
- Garfield Road at Sedgwick Road
- New Park Avenue at 579 New Park Avenue
- New Park Avenue at Trout Brook Trail
- Owings Road at Sedgwick Road
- Park Road at Fairfax Avenue
- Park Road at South Highland Street
- Prospect Avenue at Merrill Street
- Quaker Lane North at Bainbridge Road
- Steele Road at Bainbridge Road

Curb Extensions (21)

- Farmington Avenue at Dale Street
- Farmington Avenue at LaSalle Road
- Farmington Avenue at Midblock Crosswalk
- Farmington Avenue at North Main Street/South Main Street
- Farmington Avenue at Walden Street
- New Park Avenue at New Britain Avenue
- New Park Avenue at Oakwood Avenue
- New Park Avenue at Talcott Road
- North Main Street at Farmington Avenue (Northeast Corner)
- Park Road at Fairfax Avenue
- Park Road at Kingston Street
- Park Road at Nesbit Avenue
- Park Road at Oakwood Avenue
- Park Road at Oakwood Avenue
- Park Road at Ringgold Street
- Park Road at South Highland Street
- Park Road at Troy Street
- Park Road at Washington Circle
- Quaker Lane South at Seymour Avenue
- Quaker Lane South at St. Charles Street
- Westminster Drive at Sedgwick Road

ON-GOING & UPCOMING VISION ZERO PROJECTS (2 of 5)

Directional Pedestrian Signage (1)

- New Park Avenue at Flatbush Avenue Station

Dynamic NTOR Signage w/ Ped Activation (6)

- Farmington Avenue at Trout Brook Drive (ALL)
- Main Street at Memorial Road (NB & WB)
- New Park Avenue at Flatbush Avenue (ALL)
- Park Road at Trout Brook Drive (SB)
- Sedgwick Road at South Main Street (WB)
- South Main Street at Ellsworth Road (EB)

Flashing Stop Sign (2)

- Garfield Road at Boulevard
- Mohegan Drive at Mohawk Drive

Flashing Yellow Arrow (Left) (2)

- New Park Avenue at Oakwood Avenue
- New Park Avenue at Talcott Road

Horizontal Curve Pavement Marking Upgrades (14)

- Bowell Road
- Brownleigh Road
- Burhnam Drive / Red Top Drive
- Crosshill Road
- Day Road
- Fernbel Lane
- Hamlin Drive
- Hilltop Drive
- Hooker Drive
- Huntington Drive
- King Edward Road
- Overhill Road
- Sky View Drive
- Westfield Road

Intersection Daylighting (Parking Prohibition) (10)

- Boulevard at Beverly Road
- Boulevard at Lexington Road
- Boulevard at Whiting Lane
- Mayflower Street at Vine Hill Road
- Park Road at Jessamine Street
- Quaker Lane South at Clearview Avenue
- Quaker Lane South at Fennbrook Road
- Quaker Lane South at Hugh Street
- Quaker Lane South at White Avenue
- Quaker Lane South at Woodmere Road

Left-Turn Lane (3)

- New Park Avenue at Talcott Road
- Park Road at Quaker Lane South (EB)
- Park Road at Quaker Lane South (WB)

Median Island (5)

- New Park Avenue at 522 New Park Avenue
- New Park Avenue at 540 New Park Avenue
- New Park Avenue at 625 New Park Avenue
- Park Road E/O Warren Terrace
- Sedgwick Road at Wardwell Road

Median Visibility Improvements (1)

- Farmington Avenue (Trout Brook Drive to Prospect Avenue)

No-Turn-on-Red (Static) (2)

- Fern Street at Trout Brook Drive (EB & WB)
- Sedgwick Road at Ridgewood Road

ON-GOING & UPCOMING VISION ZERO PROJECTS (3 of 5)

Overhead Street Lighting Improvements (25)

- Boulevard (E/O Castlewood Road)
- Boulevard (E/O Newport Avenue)
- Farmington Avenue (South Main Street to Dover Road)
- Farmington Avenue at Arlington Road
- Farmington Avenue at Grennan Road
- Flatbush Avenue (Oakwood Avenue to New Park Avenue)
- King Philip Drive at Brewster Road
- King Philip Drive at Hilldale Road
- King Philip Drive at Huron Drive
- King Philip Drive at Mohawk Drive
- New Britain Avenue (South Street to Hartford C/L)
- New Britain Avenue at ShopRite
- New Park Avenue (Talcott Avenue to Prospect Avenue)
- Newington Road (Elmfield Street to Prescott Street)
- North Main Street at Hall High School
- North Main Street at Huron Drive
- North Main Street at Mohawk Drive
- North Main Street at Starkel Road
- Oakwood Avenue (Flatbush Avenue to Park Road)
- Prospect Avenue (Kane Street to Park Road)
- Quaker Lane South (Richard Street to St Charles Street)
- Sedgwick Road (Wardwell Road to Tunxis Road)
- South Main Street (N/O Calvin Rd)
- South Main Street (Park Road to Webster Hill Boulevard)
- South Main Street at Boulevard

Overhead Street Signs (4)

- New Park Avenue at Flatbush Avenue
- North Main Street at Brace Road
- South Main Street at Ellsworth Road
- South Main Street at Memorial Road/Town Center Driveway

Pedestrian Lighting (New or Improvements) (3)

- Farmington Avenue (Walden Street to Main Street)
- New Park Avenue (New Britain Avenue to West Hartford Place)
- Park Road (Arnoldale Road to Prospect Avenue)

Pedestrian Refuge Island (6)

- New Park Avenue at 579 New Park Avenue
- New Park Avenue at Trout Brook Trail
- Sedgwick Road at Four Mile Road
- Sedgwick Road at Lemay Street
- Sedgwick Road at Wardwell Road
- Starkel Road at West Hartford Senior Center

Quick-Build Curb Extensions (12)

- Beechwood Road at Ashford Road
- Beechwood Road at Berkshire Road
- Farmington Avenue at Arnoldale Road
- Farmington Avenue at Beverly Road
- Farmington Avenue at Walbridge Road
- New Park Avenue at Jefferson Avenue
- North Main Street at Brace Road
- Park Road at Prospect Avenue
- Prospect Avenue at Boulanger Avenue
- Prospect Avenue at Levesque Avenue
- Prospect Avenue at Merrill Street
- Wolcott Road at Elmfield Street

Quick-Build Hardened Centerline (2)

- Highland Street at Fern Street
- New Park Avenue at Flatbush Avenue (All Approaches)

Quick-Build Pedestrian Refuge Island (1)

- Willowbrook Road at Fern Street

Raised Crosswalk (5)

- Buena Vista Road at Veterans Memorial Ice Rink
- Park Road at Nesbit Avenue
- Park Road at South Highland Street
- Sedgwick Road at Lemay Street
- Webster Hill Boulevard at Carleton Road

Raised Intersection (1)

- Sedgwick Road at Wardwell Road

ON-GOING & UPCOMING VISION ZERO PROJECTS (4 of 5)

Rectangular Rapid Flashing Beacon (RRFB) w/ High Intensity Ped. Lighting (14)

- Asylum Avenue at Auburn Road
- Boulevard at Four Mile Road or Woodrow Street
- Mountain Road at Buena Vista Road
- New Park Avenue at 579 New Park Avenue
- New Park Avenue at Trout Brook Trail
- North Main Street at Huron Drive
- North Main Street at Wampanoag Drive
- North Main Street at Woodmont Road
- Park Road at Fairfax Avenue
- Park Road at South Highland Street
- Park Road at Troy Street
- Prospect Avenue at Merrill Street
- Quaker Lane South at St. Charles Street
- Sedgwick Road at Four Mile Road

Right-Turn Lane (1)

- South Main Street at Park Road

Road Diet (3)

- Farmington Avenue (Main Street to Trout Brook Drive)
- New Park Avenue (New Britain Avenue to Oakwood Avenue)
- Prospect Avenue (Caya Avenue to New Park Avenue)

School Zone (1)

- North Main Street at Hall High School

Shared-Use Path (1)

- New Park Avenue (Talcott Road to West Hartford Place)

Sidewalk (Repair) (3)

- Albany Avenue (2274 Albany Avenue to 2326-2338 Albany Avenue)
- Albany Avenue (Sherwood Road to Lindy Lane)
- Prospect Avenue (214-306 Prospect Avenue)

Signal Operation Improvements (Adjust Coordinated Timings) (4)

- North Main Street at Sims Road
- Park Road (South Main Street to Trout Brook Drive)
- South Main Street (Park Road to Brace Road)
- Trout Brook Drive (Park Road to Farmington Avenue)

Signal Operation Improvements (Flash Removal) (1)

- Park Road at Raymond Road

Signal Operation Improvements (Other) (1)

- Prospect Avenue at Caya Avenue

Signal Operation Improvements (Yellow/Red/PED Clearance Interval Time) (25)

- Asylum Avenue at Steel Road
- Boulevard at Arnoldale Road
- Boulevard at Mountain Road
- Boulevard at Quaker Lane South
- Boulevard at Raymond Road
- Boulevard at South Highland Street
- Farmington Avenue at Ardmore Road and Westfield Road
- Farmington Avenue at Mountain Road
- Farmington Avenue at Quaker Lane
- Farmington Avenue at Whiting Lane
- Fern Street at Quaker Lane North
- Flatbush Avenue at Oakwood Avenue
- King Philip Drive at Mohawk Drive
- New Park Avenue at West Hartford Place
- North Main Street at Fern Street
- Park Road at Quaker Lane South
- Prospect Avenue at Park Road
- Quaker Lane South at Flatbush Avenue
- Raymond Road at Isham Road
- Raymond Road at Memorial Road
- Ridgewood Road at Sedgwick Road
- Ridgewood Road at Tunxis Road
- South Main Street at Calvin Road
- South Main Street at Ellsworth Road
- South Main Street at Memorial Road

ON-GOING & UPCOMING VISION ZERO PROJECTS (5 of 5)

Speed Limit Reduction (2)

- New Park Avenue
- Sedgwick Road

Speed Limit Reduction (25 MPH Neighborhood Speed Limit) (13)

- Ahern Street
- Boulanger Avenue
- Edgemere Avenue
- Edgemont Avenue
- Foley Street
- Goodsell Street
- Hollywood Avenue
- Layton Street
- Levesque Avenue
- Price Boulevard (South)
- St. Augustine Street
- Westphal Street
- Wilfred Street

Unsignalized Intersection Signing and/or Pavement Marking Upgrades (38)

- Arundel Avenue at Keeney Avenue
- Asylum Avenue at North Quaker Lane
- Bentwood Road at Webster Hill Boulevard
- Boulevard at Beverly Road
- Boulevard at Four Mile Road
- Boulevard at Lemay Street
- Boulevard at Newport Avenue
- Boulevard at Wardwell Road
- Boulevard at Whiting Lane
- Brunswick Avenue at Keeney Avenue
- Clifton Avenue at Keeney Avenue
- Crestwood Road at Webster Hill Boulevard
- Cumberland Road at Bainbridge Road
- Davenport Road at Elmfield Street
- Federal Street at Sampson Street
- Fern Street at Auburn Road
- Fern Street at Walbridge Road
- John Smith Drive at Berkshire Road
- Knollwood Road at Elmfield Street
- Ledgewood Road at Webster Hill Boulevard
- Middlebrook Road at Ballard Drive
- Middlebrook Road at Cumberland Road
- Middlebrook Road at Foxcroft Road
- Middlebrook Road at Griswold Drive
- Middlebrook Road at Penn Drive
- Middlebrook Road at Quaker Lane North
- Mountain Road at Still Road
- New Park Avenue at Foley Street
- Park Road at South Highland Street
- Randal Avenue at Sampson Street
- Rockledge Drive at Webster Hill Boulevard
- Rumford Street at Webster Hill Boulevard
- South Street at Shield Street
- Sylvan Avenue at Keeney Avenue
- Trout Brook Drive at Vera Street
- Warrenton Avenue at Prospect Avenue
- Westpoint Terrace at Berkshire Road
- Woodrow Street at Boulevard