



# **City of Hartford Public Works – Traffic Calming PWPR&E City Council Committee**

## **2023-2024**

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January 11, 2023

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# TRAFFIC CALMING

## TRAFFIC CALMING OBJECTIVES/PRINCIPLES



### Objectives & Principles

- Develop innovative, quick-hitting projects for rapid deployment
- Reduce speeds
- Discourage aggressive driving
- Protect pedestrians, bicyclists, and other non-vehicular users
- Reduce crashes and prevent injuries/fatalities as a result
- Provide neighborhoods with greater “ownership” of their street network

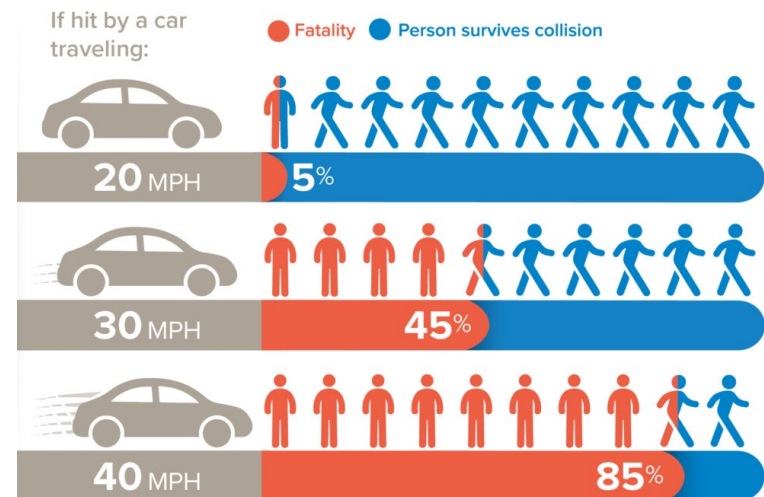


Image Source: Smart Growth America (<https://smartgrowthamerica.org/why-safety-and-speed-are-fundamentally-incompatible-a-visual-guide/>)

**Traffic calming measures are not “one size fits all”; need to be uniquely tailored to individual streets and neighborhoods**

# TRAFFIC CALMING

## TRANSPORTATION PROGRAMMING



Our goal is to create Safe and Complete Streets for road users of all types, regardless of mode, age, ability, race, or income.

Given the distinct and unique character of various Hartford's streets, the team is taking a multi-pronged approach to address different types of streets while also leveraging existing efforts.

### VISION ZERO

Focuses on **major corridors and intersections** based on crash data

### SLOW STREETS

Focuses on **neighborhood streets** and is informed by community reports

### FOLLOW THE PAVING

Focuses on revamping **streets scheduled for regular maintenance**

*\*Note, there are additional discrete Capital Improvement Projects outside of the above programming. This may include efforts such as streetscapes, roundabouts, grant-funded initiatives, and other activities.*

# TRAFFIC CALMING

## SLOW STREETS PROJECTS



Guided by feedback through the 311 system and the community, the Slow Streets initiative focuses on reducing speeds in neighborhood areas.

Existing efforts to date include:

- Hampton St. installation was evaluated (**49% reduction in southbound speeding**)
- Affleck/Babcock Streets is ready for installation of bumpouts and striping
- Beacon/N Beacon Streets will be under concept

To support quick, flexible designs, installations may include the utilization of delineator posts, diverters, and striping.





# TRAFFIC CALMING

## SLOW STREETS – BLUE HILLS TRAFFIC CALMING



Community  
Input

Consolidation  
of Area  
Efforts

Design &  
Engagement

Implementation

# TRAFFIC CALMING

## FOLLOW THE PAVING

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The Follow the Paving program is intended to be paired with the regular maintenance and resurfacing of streets to leverage existing resources with applicable traffic calming opportunities.

Early spring striping currently in queue includes Allyn St, Burnham St, Church St, and more.

The updated 2023 Milling & Paving list is still being refined with input from external stakeholders such as utilities. However, candidates for updated striping include:

- Hillside Avenue
- Edwards Street
- Spring Street
- Ridgefield Street
- And many more...

# TRAFFIC CALMING

## VISION ZERO

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Although Vision Zero principles guide the City's efforts across transportation efforts, for the purpose of programming streets for design and engagement, major corridors and intersections are prioritized by crash fatality data.

The following are among high priority VZ streets:

- **Tower Ave**
  - Between Coventry and Rutland St
  - Initial treatment would include quick-build islands
- **Garden Street Area**
  - Includes Garden, Greenfield, Mahl, F.D. Oates, and Pavilion St
  - Will build off of existing CRCOG / CARA traffic calming efforts
- **South Meadows**
  - Includes Brainard, Murphy, Airport, Maxim, and Reserve Rd



# TRAFFIC CALMING

## OTHER TRANSPORTATION PROJECTS



### Speed Humps

- Traditional traffic calming measure employed in Hartford (Total ~320)



### Curb Bumpouts

- Temporary bumpouts have been installed at Capitol Ave and S. Prospect St
- Additional temporary bumpouts anticipated for Capitol, Broad, and Park St.



# TRAFFIC CALMING

## OTHER TRANSPORTATION PROJECTS



### Asylum Ave and Sigourney St

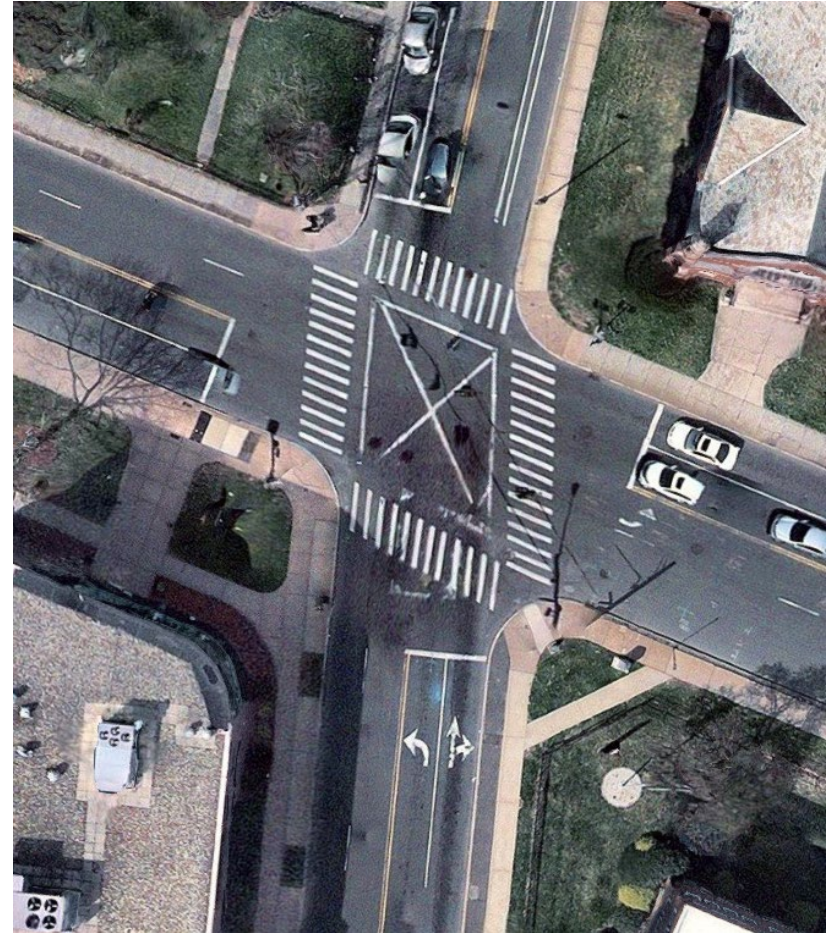
- \$1.4 M Intersection treatment with traffic signal improvements and traffic calming
- One of the Top 10 intersections for high crash rates in Hartford

### Asylum Ave Corridor

- Extends traffic calming to town line and Trident intersection
- Includes signal retiming and reconfiguration of travel lanes / transit / bicycle facilities

### Trident Intersection

- Interim pilot approach to the complex Farmington / Broad / Asylum intersection
- Currently in concept phase





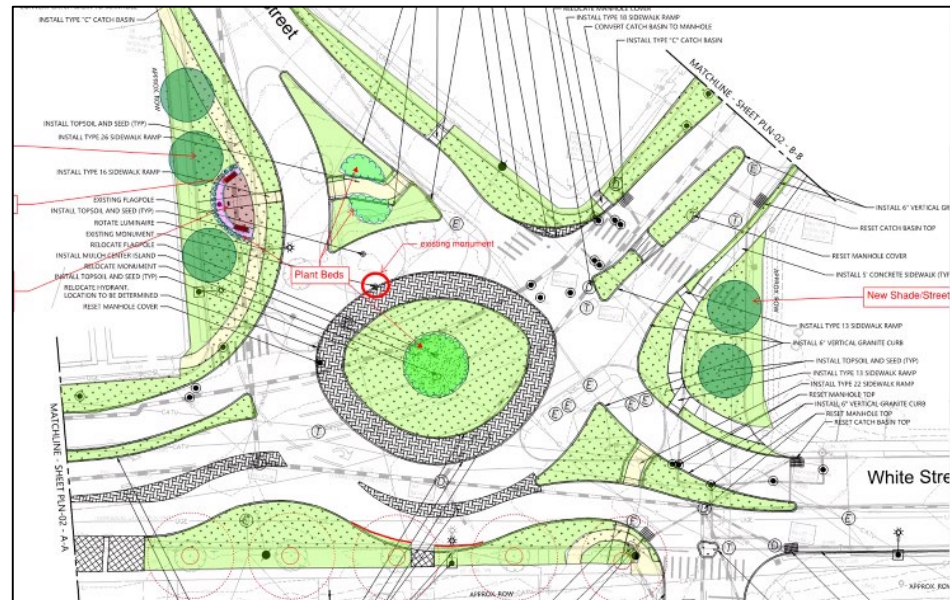
# TRAFFIC CALMING

## OTHER TRANSPORTATION PROJECTS



### New Britain Ave / White St

- Temporary closure at Harvard St. and Chandler St.
- Temporary flexible post installations and pavement marking upgrades at Henry St, Allen St, Crescent St, and Broad St.
- Moving design towards a permanent throughway roundabout (currently in the public engagement phase)





# TRAFFIC CALMING

## OTHER TRANSPORTATION PROJECTS



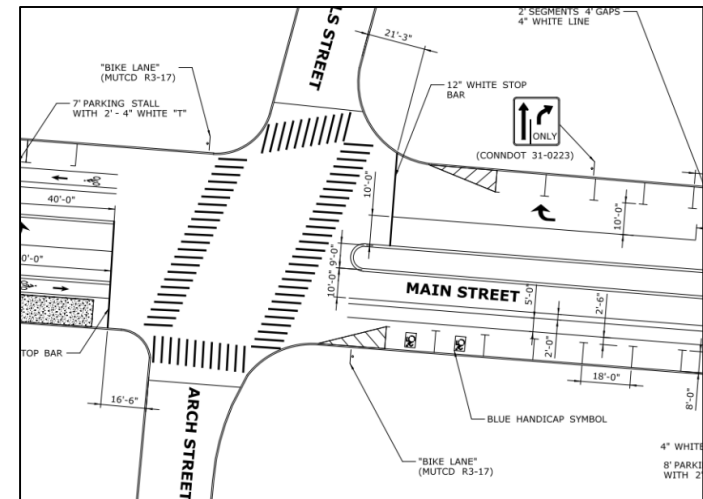
### Sigourney Street Cycletrack

- CTDOT/City collaboration for a cycletrack from Park Terrace up to Asylum Ave as well as improvements to the Sigourney Street Bridge



### Main Street Resurfacing

- Pavement resurfacing between Gold St. and Park St.
- Designed to include a road diet, restriping, bicycle lanes, sidewalk curbing, and refreshed crosswalks.
- Will transition into future streetscape



# TRAFFIC CALMING

## OTHER TRANSPORTATION PROJECTS

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### Under Design

- Capitol Ave / Broad St / Flower St / Park St: Intersection treatment and reconfiguration
- Russ St and Babcock Street: Temporary to Permanent Diverters
- Streetscape Projects: Farmington Ave, N Main St, Reimagining Main St, etc.
- Wyllys and Surrounding Streets: Network Reconfiguration
- Albany Ave Sidepath: Multi-use sidepath

### Under Concept

- Clay Arsenal / Garden St Traffic Calming
- Hartline / Riverlink
- Newington / Stone Roundabout

### Out To Bid / Construction:

- Community Connectivity: Various streets out for construction bid (primarily striping)
- Follow the Paving: Various streets out for design bid
- Hampton Street Permanent Design: out for design bid

# TRAFFIC CALMING

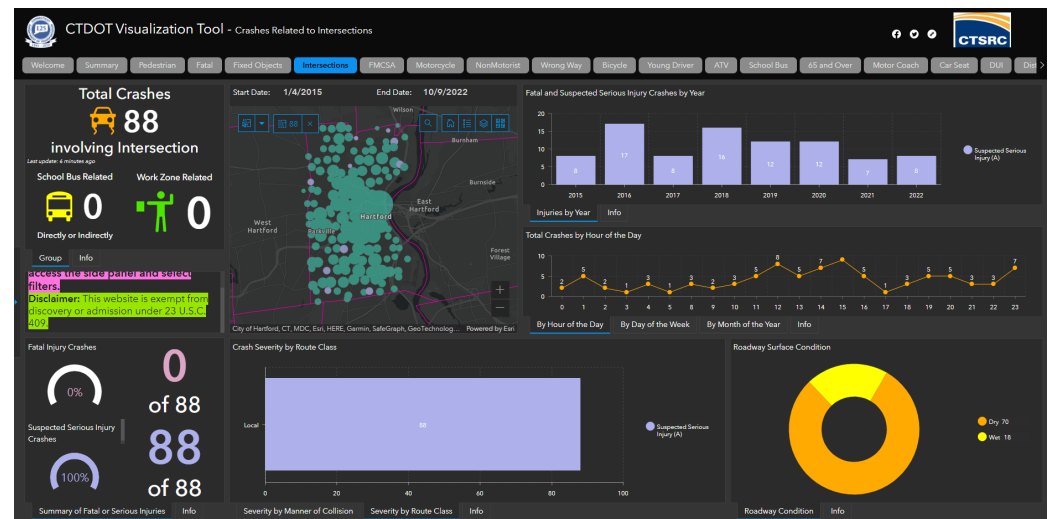
## HIGH PRIORITY INTERSECTIONS



### Historic Data for Top Intersections for Crashes

MARKET ST & MORGAN ST	176
495 FLATBUSH AV	111
WESTON ST & JENNINGS RD	108
MAIN ST & MORGAN ST	100
ASYLUM AV & BROAD ST	87
ASYLUM AV & SIGOURNEY ST	84
MAIN ST & MAPLE AV	84
BROAD ST & CAPITOL AV	80
ALBANY AV & GARDEN ST	79
AIRPORT RD & WETHERSFIELD AV	77
AIRPORT RD & LOCUST ST	77
NEW PARK AV & PARK ST	73

### Current Dashboard for Crashes at Intersections



An initial preliminary look into recent data indicates that the following intersections continue to have high crash rates.

1. Trident Intersection
2. 44 and Market
3. Farmington and Sigourney
4. Sigourney and Asylum
5. Homestead and Woodland
6. 44 and Pleasant
7. Broad and Capitol
8. Asylum and Woodland
9. Broad and Park
10. Sisson and West Blvd



# TRAFFIC CALMING

## CRCOG COLLABORATION

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City teams work closely with CRCOG staff on various projects in addition to regular check-ins at stakeholder meetings

- Traffic Calming Implementation in Clay Arsenal and Frog Hollow
- Clay Arsenal Traffic Calming Plan
- Complete Streets Task Force
- Transportation and Bike / Ped Advisory Committees

## **Complementary Transportation Efforts**

- Safe Streets for All Grant
- Metro Hartford Rapid Routes Study
- East Coast Greenway Gap Study
- Micromobility Feasibility Study
- Metropolitan Transportation Plan

# TRAFFIC CALMING

## RED LIGHT AND SPEED CAMERAS

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- Current State of Connecticut legislation does not allow for municipalities to implement red light and speed cameras at this time
- Has been proposed for nearly two decades
- SB 1202 (2021) approved a two-year pilot program by CTDOT for speed cameras at no more than three highway work zones if the speed limit in such zones is 45 mph or greater.
  - Planned for Fall 2022, has been delayed
- Questions about operation of program, impact of third-party vendors, and some elements of effectiveness
- Other objections

# TRAFFIC CALMING QUESTIONS?

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## WHERE TO FIND US

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