

Blue Hills Neighborhood Traffic Calming Workshop

Monday, May 8th, 2023





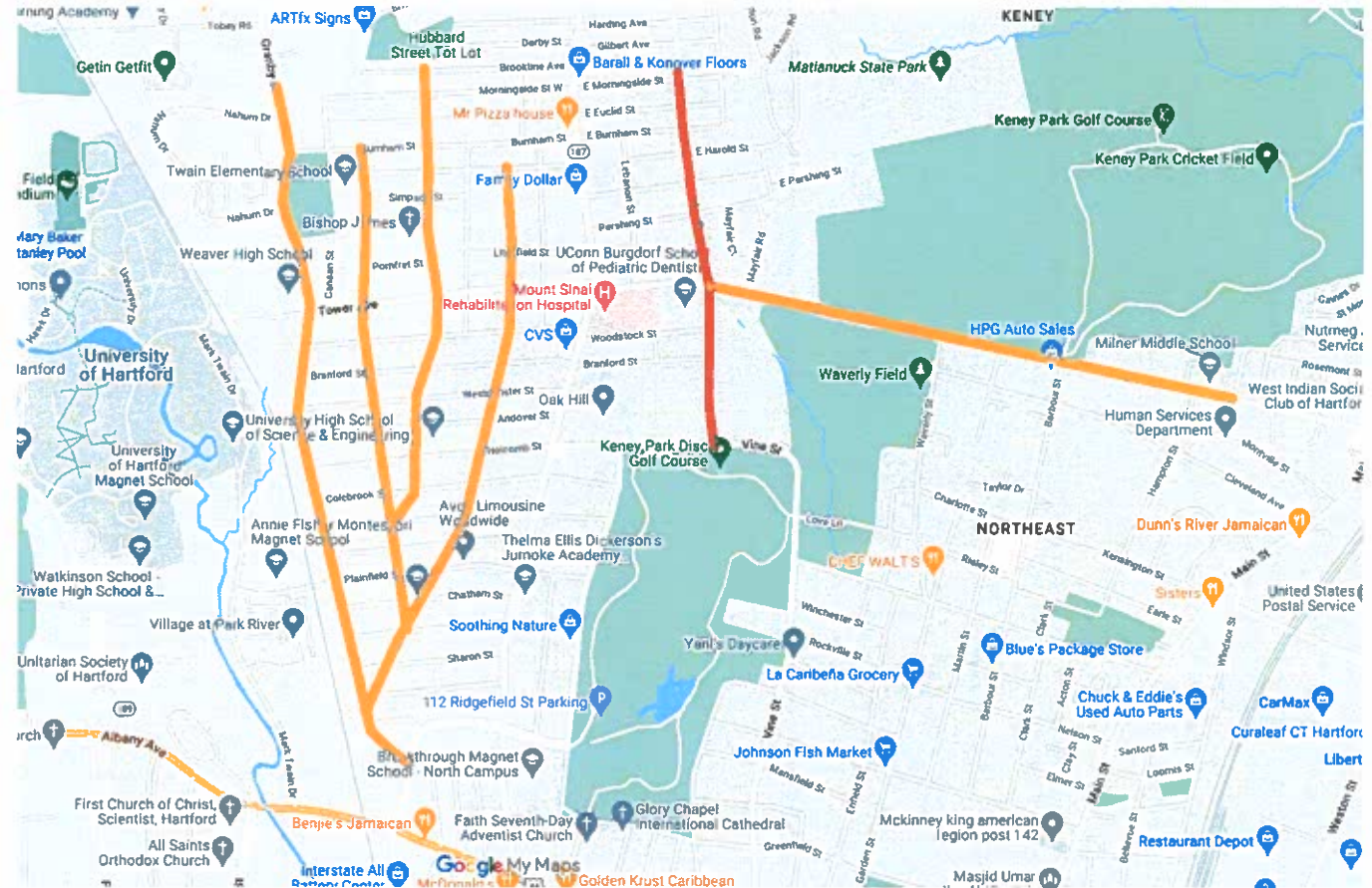
Introductions

- Grace Yi – City of Hartford – Senior Planner
- Parker Sorenson, PE – FHI Studio – Consultant Project Manager



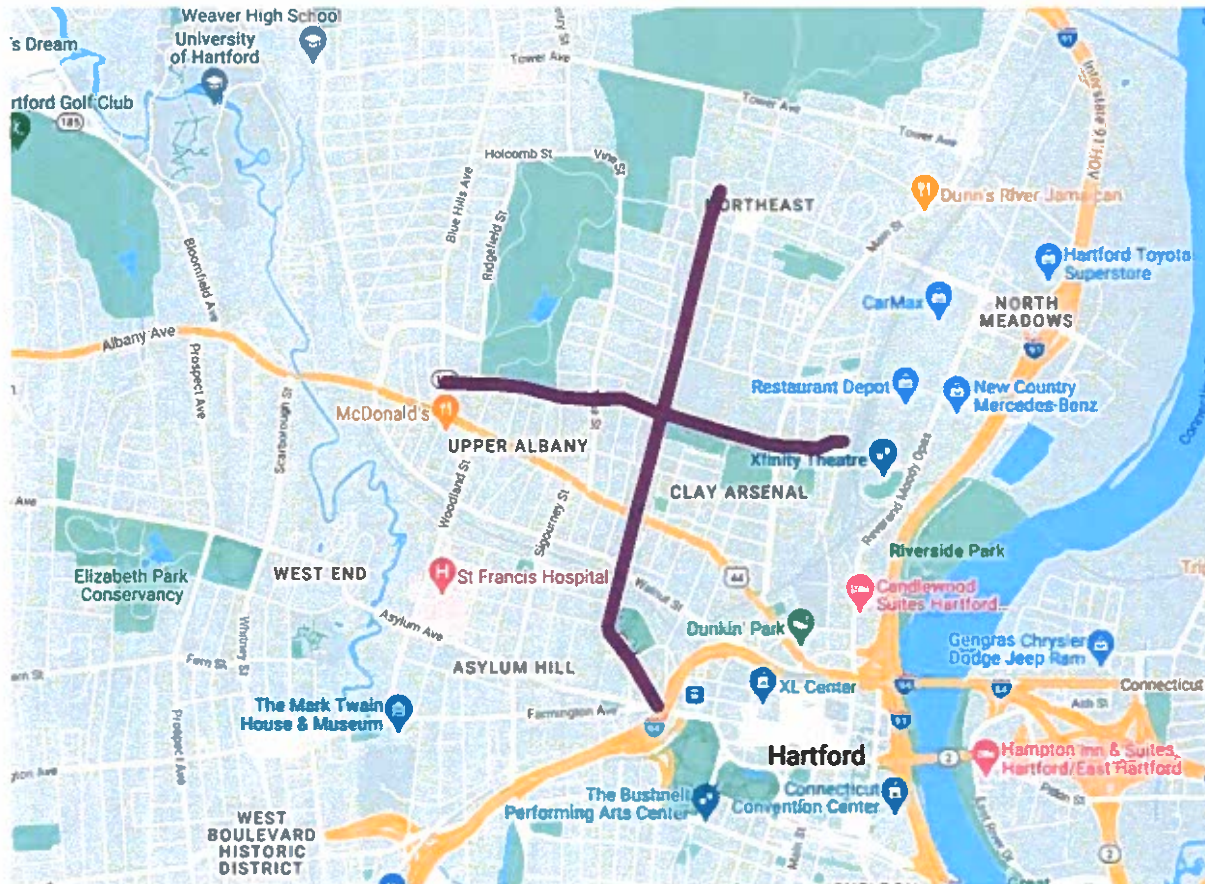
Project Area

- Granby Street
- Cornwall Street
- Lyme Street
- Palm Street
- Tower Avenue
- Coventry Street





Project Area



CITY of Hartford
VISION ZERO
SLOW STREETS

Hello Safe Streets Friends!
We're kicking off the conversation on traffic calming and speed reduction for Garden, Greenfield, Main, FD-Cross, and Parkton. We hope you're able to join us for a public design workshop where we'll build a shared vision for slower, safer streets across Hartford.

MAY 09
@ 5:30PM

At 315a Woodway Park Plaza (Corner...
1323 Ledgebrook Street

Please stay tuned for more info at:
hartfordct.gov/slowstreets

For questions, email:
slowstreets@hartfordct.gov



Project Goals

- Safety improvements for ALL users
- Traffic calming (slower vehicle speeds) in neighborhood
- Consider additional bicycle and pedestrian infrastructure where possible, which also helps encourage healthy exercise and recreation



Project Approach

- Quick-build focus (paint, flex posts, signage etc.)
- A look to the future in making quick-build projects permanent (e.g. with curbing)



Granby Street

- About 6,300 veh/day
- Avg Speed – 22 MPH (Near All Way Stop at Holcomb)
- Weaver High School
- Joseph Cronin Park – Granby Street Parking Demand
- Bus Route (North of Plainfield)
- 40-feet





Cornwall Street

- About 2,200 veh/day
- Avg Speed – 16 MPH (North of Westminster)
- Angled Intersections
- Many nearby schools
- Bus Route – Granby to Holcomb
- 30-feet to 36-feet





Lyme Street

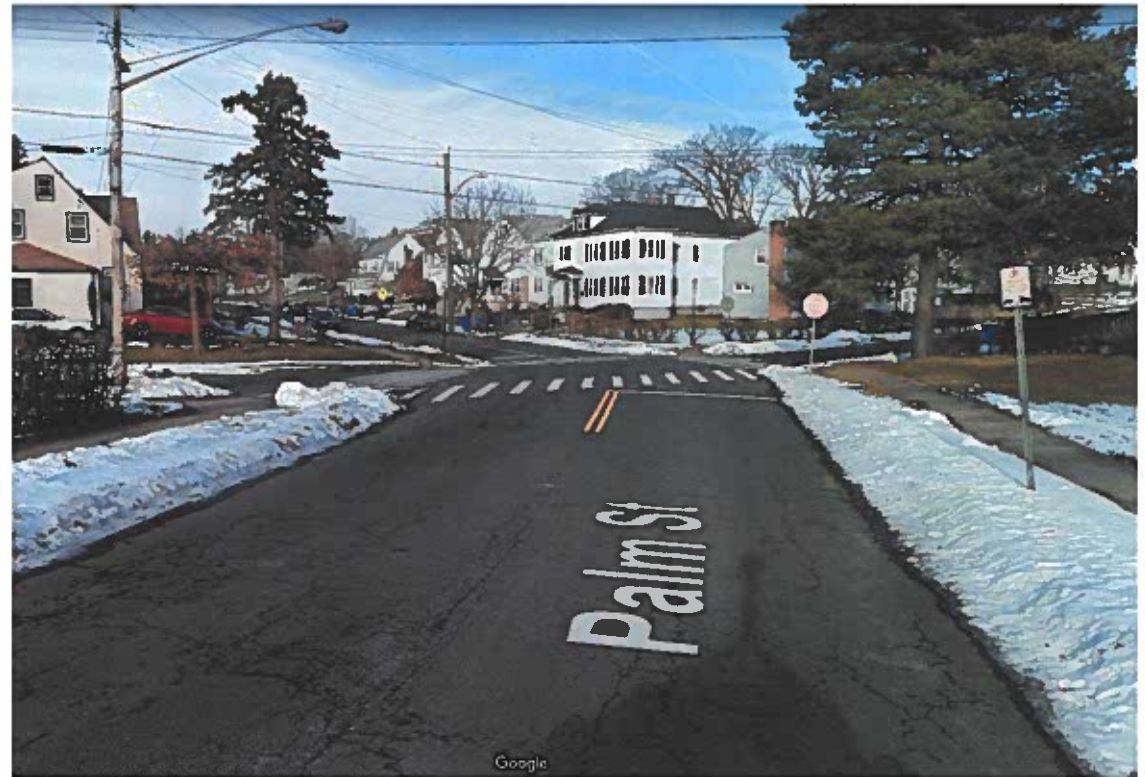
- Palm and Pembroke Intersection
- 30-feet





Palm Street

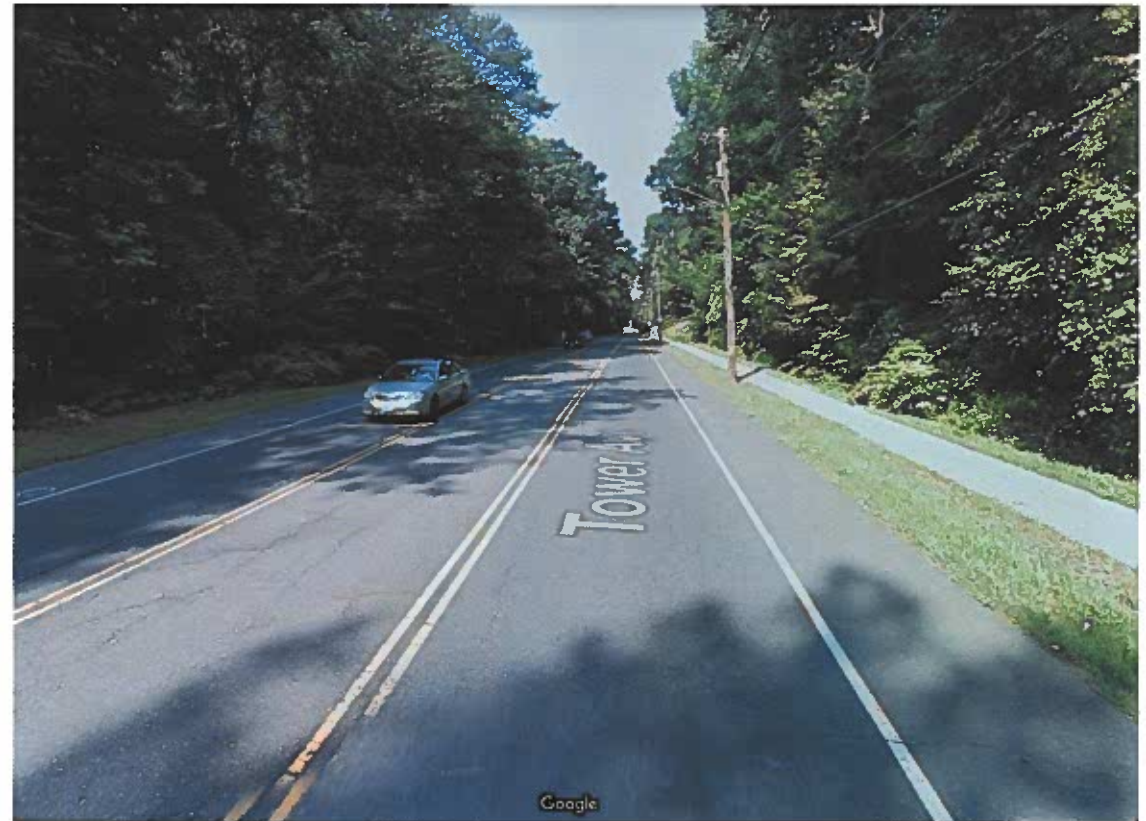
- Angled Intersection at Colebrook Street
- Bus Route (Holcomb to Burnham)
- 30-feet





Tower Avenue

- About 6,300 veh/day
- Avg Speed – 22 MPH (Near All Way Stop at Holcomb)
- Illegal use of painted center median
- Bus Route
- 40-feet





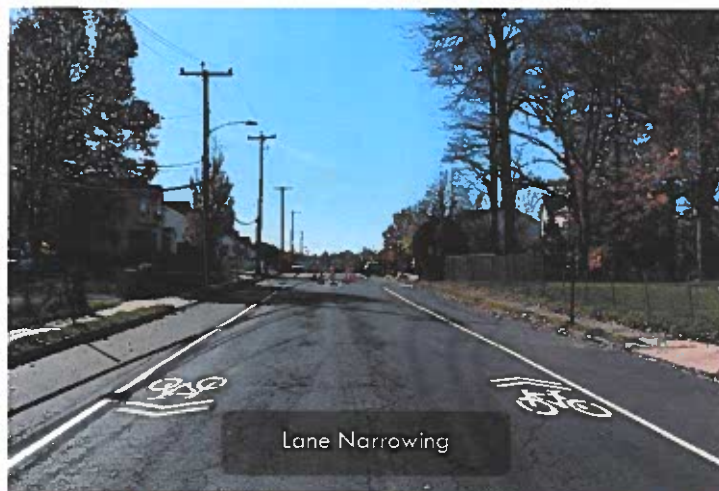
Coventry Street

- About 5,400 veh/day
- Avg Speed – 23 MPH (South of East Harold Street)
- Bus Route
- 40-feet to 44-feet





Previous Quick-Build Successes





Project Schedule

- May 2023 – Workshop
- Summer 2023 – Design + Additional Public Meeting
- Fall 2023 - Implementation



Types of Countermeasures

- Pedestrian
- Horizontal
- Cross Sectional
- Intersection Treatments
- Traffic Volume Reductions



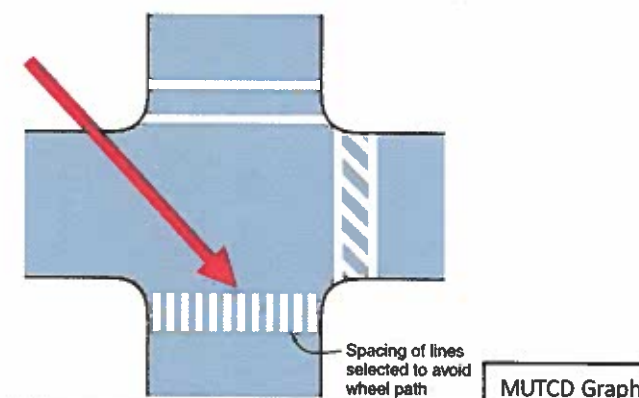
Pedestrian Countermeasures



Crosswalks

- Continental crosswalks provide the most visibility for crosswalks

Figure 3B-19. Examples of Crosswalk Markings



Centerline Pedestrian Signage

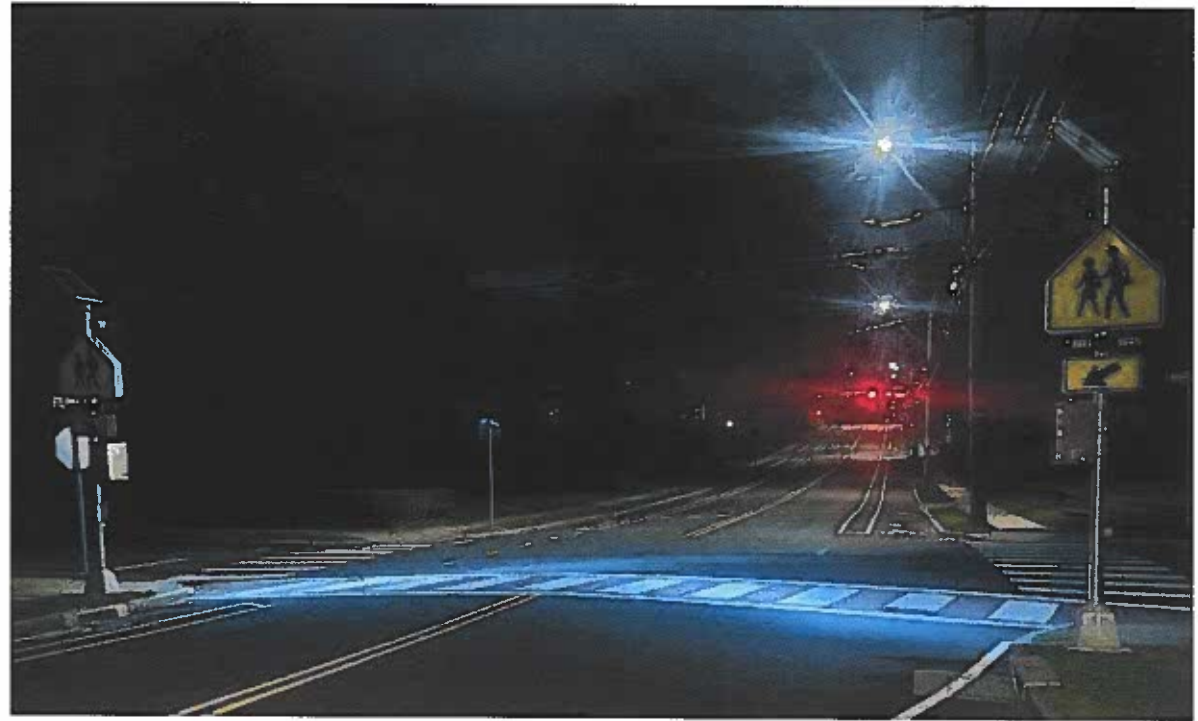


Wethersfield Ave, Hartford
Credit: Tony Cherolis



Crosswalk-specific Lighting

- Lighting conditions at night in areas of pedestrian crossings should be considered
- Lighting can be increased with RRFB systems with a higher intensity light to enhance visibility of crossing





Horizontal Treatments



Chicane / Mini Island

- Requires motorists to navigate horizontal curves which requires them to slow down



Lateral Shift

- Lateral shift breaks straightaways in roadway
- Motorist encouraged to slow speeds to navigate shift



Whitney Street, Hartford



Cross Sectional Treatments



Lane Narrowing

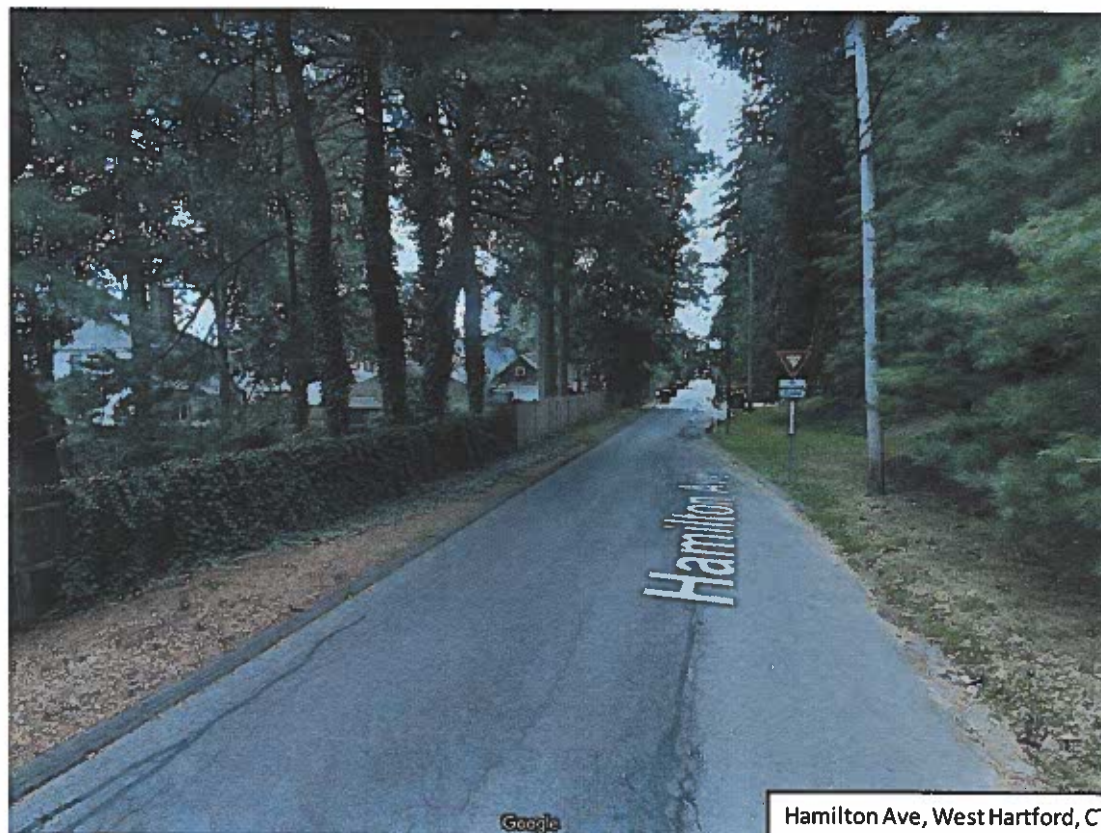
- Standard lane width is 10-11 feet
- Narrow lane width (as low as 9 feet) can promote slower speeds and provide space for other purposes
- Narrower width may be appropriate in areas with limited daily traffic and truck traffic





Choker

- Similar to parking on some low-volume residential streets which require yielding to on-coming vehicles to pass





Median Island

- Narrows the travel lanes at that location
 - Visual appearance of narrowed lanes encourages a motorist to slow.



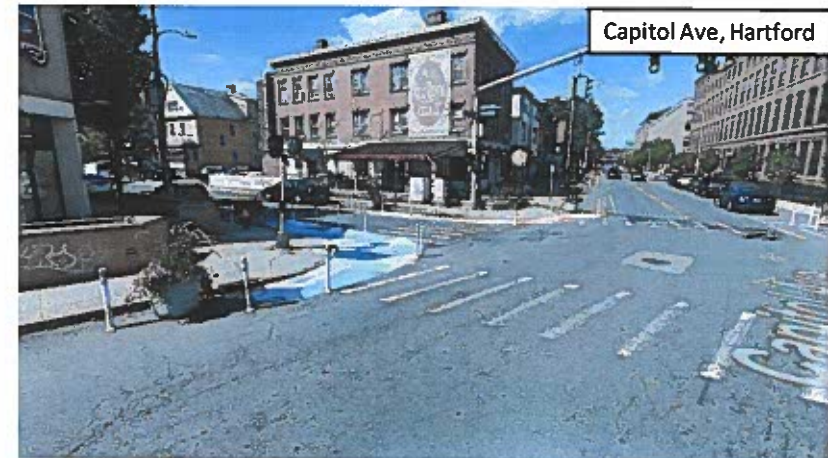


Intersection Treatments



Curb Extension / Bulb-out

- A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway and a shorter crosswalks.
- Slows automobile turning speeds, shortens pedestrian crossing distance, and increases pedestrian visibility

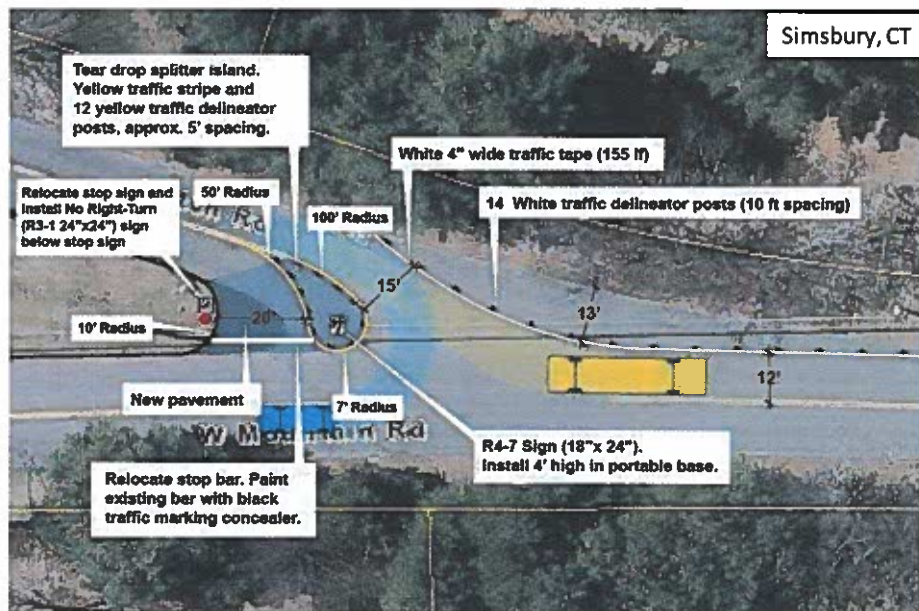


Neighborhood Traffic Circle





Intersection Realignment





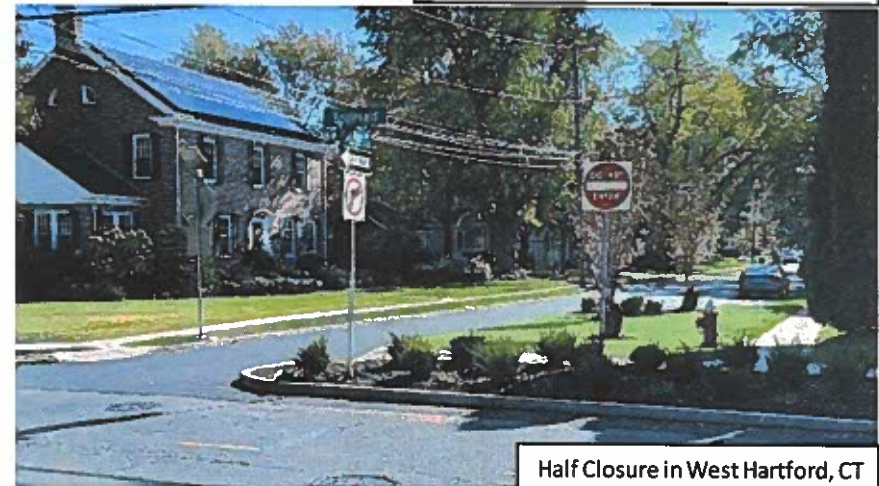
Traffic Volume Reduction

One-Way Restriction

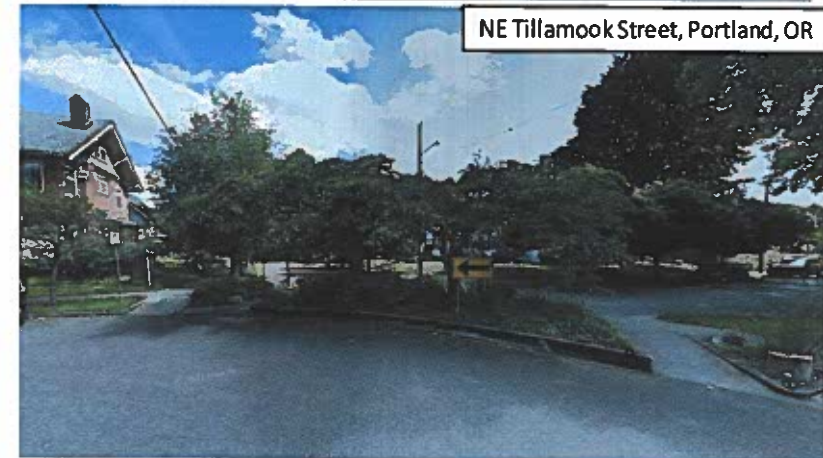
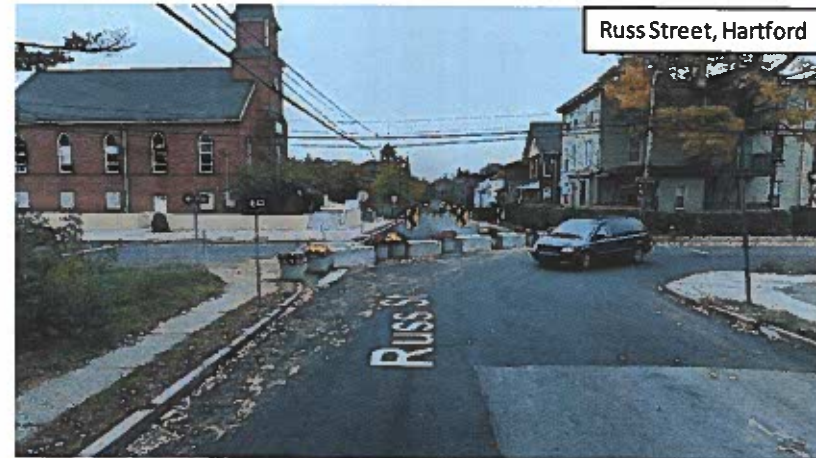
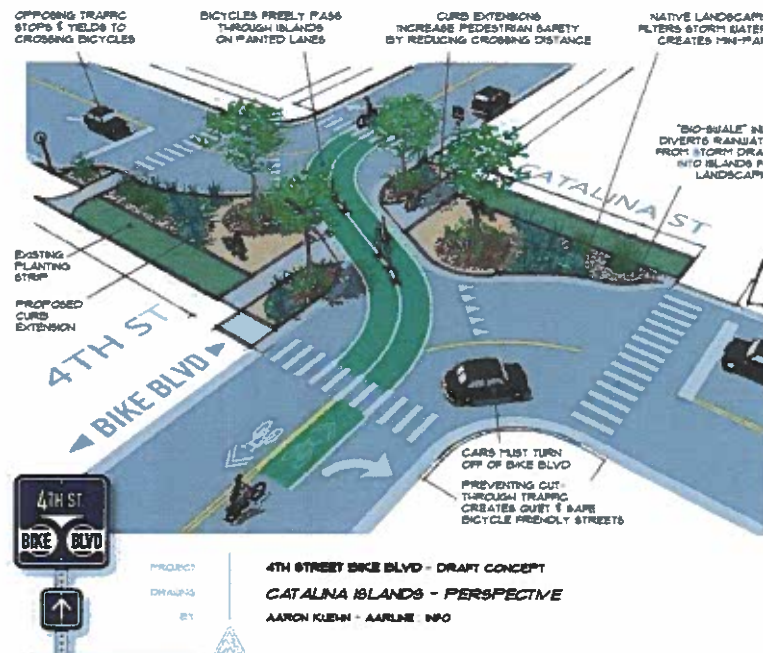


Half Closure

- Half Closures restrict access at street end to reduce cut-through traffic
- Typically, one-way out works better
- Reduces turning movements on street and reduces crossing distance necessary for pedestrians



Diagonal Diverter





Contact Us

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Safestreets@hartford.gov

For maintenance or other street concerns, please contact
Hartford311 or publicstuff.com.