



CITY OF HARTFORD – November 14, 2023 – Presentation to Southwest / Behind the Rocks NRZ

HILLSIDE AVE TRAFFIC CALMING

Traffic Calming Objectives

- Develop innovative, flexible projects for quicker deployment, evaluation, and adjustment
- Reduce speeds
- Discourage aggressive driving
- Reduce crashes and prevent injuries/fatalities
- Protect vulnerable users such as pedestrians, bicyclists, and other non-vehicular users

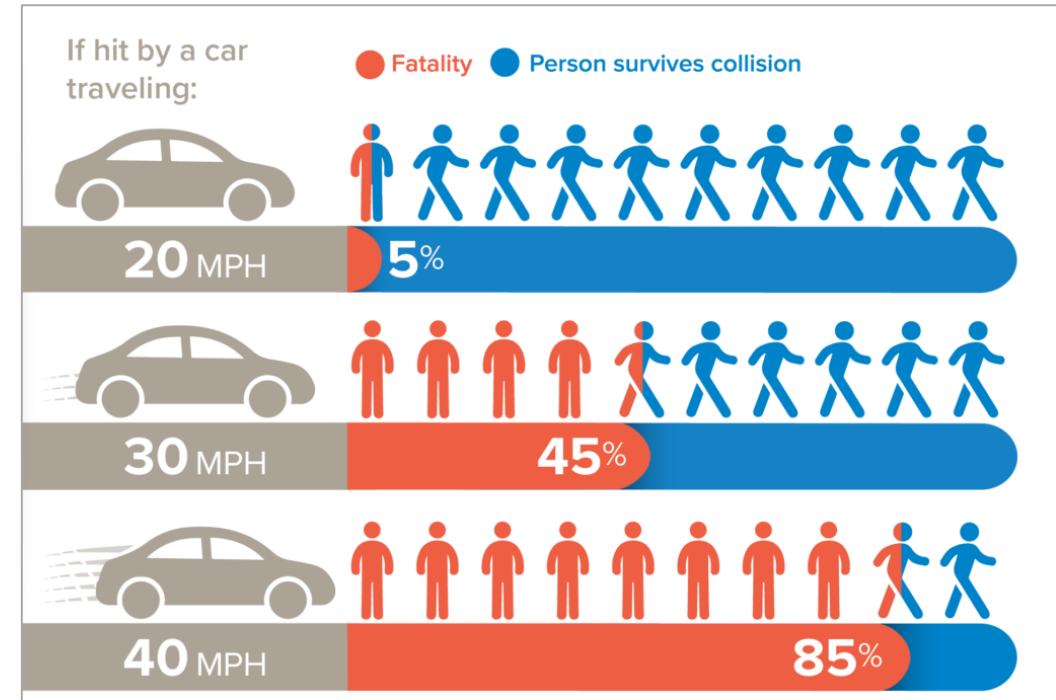


Image Source: Smart Growth America
(<https://smartgrowthamerica.org/why-safety-and-speed-are-fundamentally-incompatible-a-visual-guide/>)

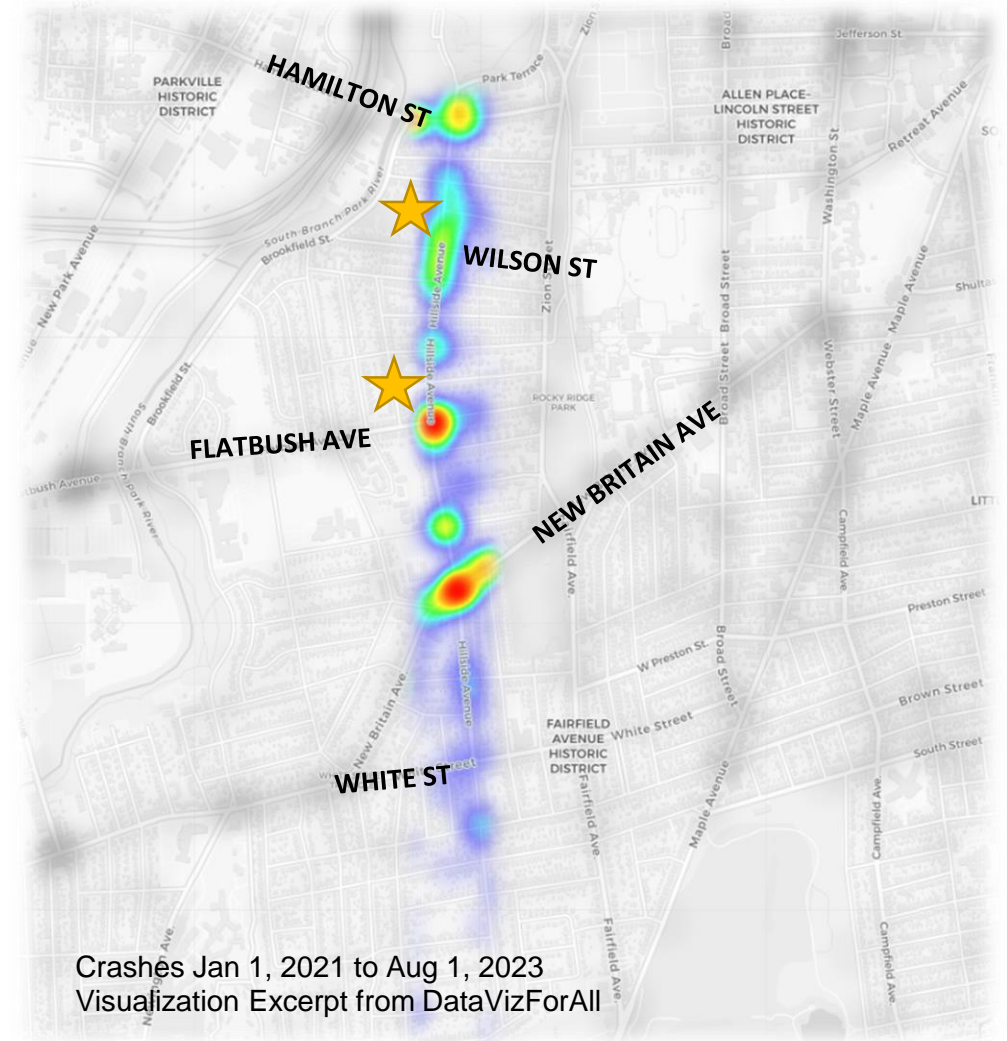


Hillside Avenue



Existing Conditions

- About 4,700 vehicles/day (2021)
 - Posted Speed Limit: 30 MPH
 - Average Speed: 23 MPH
 - Peak Speed: 66-70 MPH
- Institutions and Amenities:
 - ★ **Moylan Elementary and McDonough Middle Schools**
 - Pope Park
- Existing Street Parking
(Note – partial alternating on south side as well as observed parking beyond permitted extent)
- Bus Route 63
- Partial Existing Sharrows

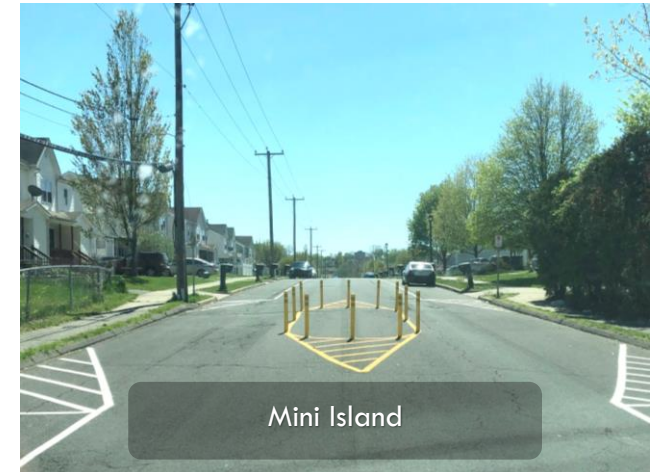


Potential Treatments

Improve transportation safety and maximize mobility for all users using quicker-build measures:

- Lateral shifting of traffic lanes (chicanes)
- Resulting alternating on-street parking
- Signage and pavement markings
- Strategic use of modular items (posts, hardened centerlines, low profile delineators, and more) to create bumpouts, diverters, mini islands / pinch points.
- Addition of pedestrian (crosswalks and bumpouts) and bicycle facilities (sharrows, bike boxes, lanes)

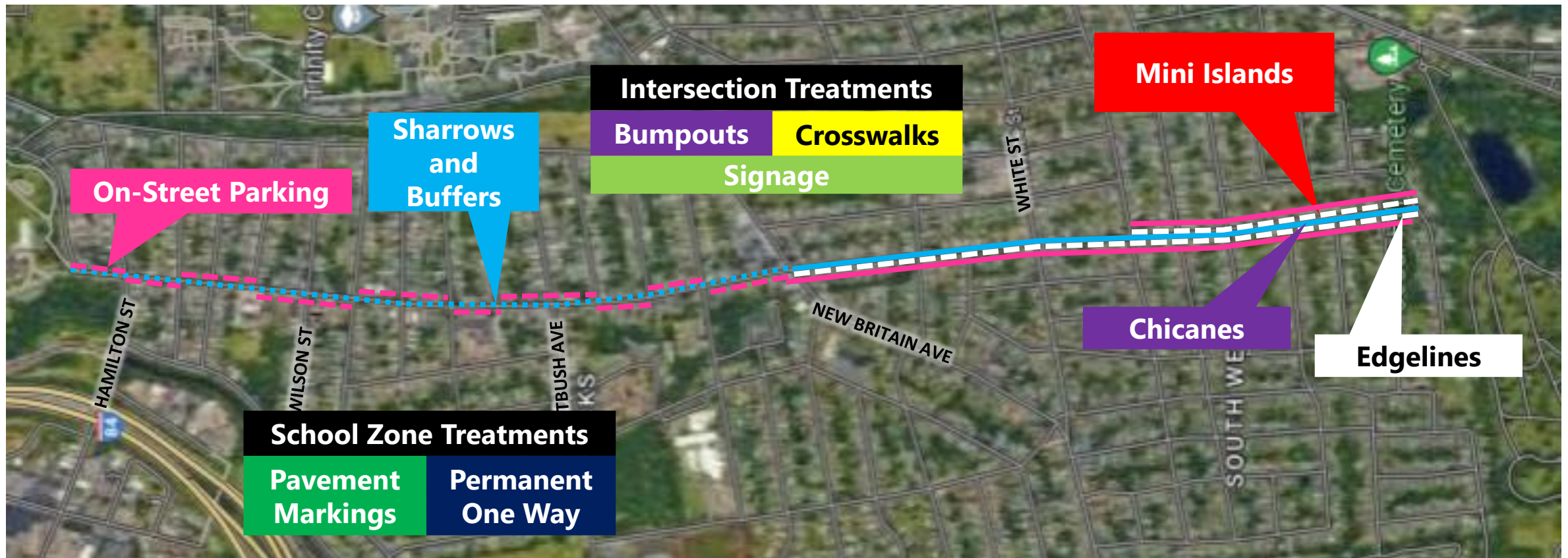
Quicker build projects also offer a look to the future on the potential for permanent infrastructure.





Overview of Treatments

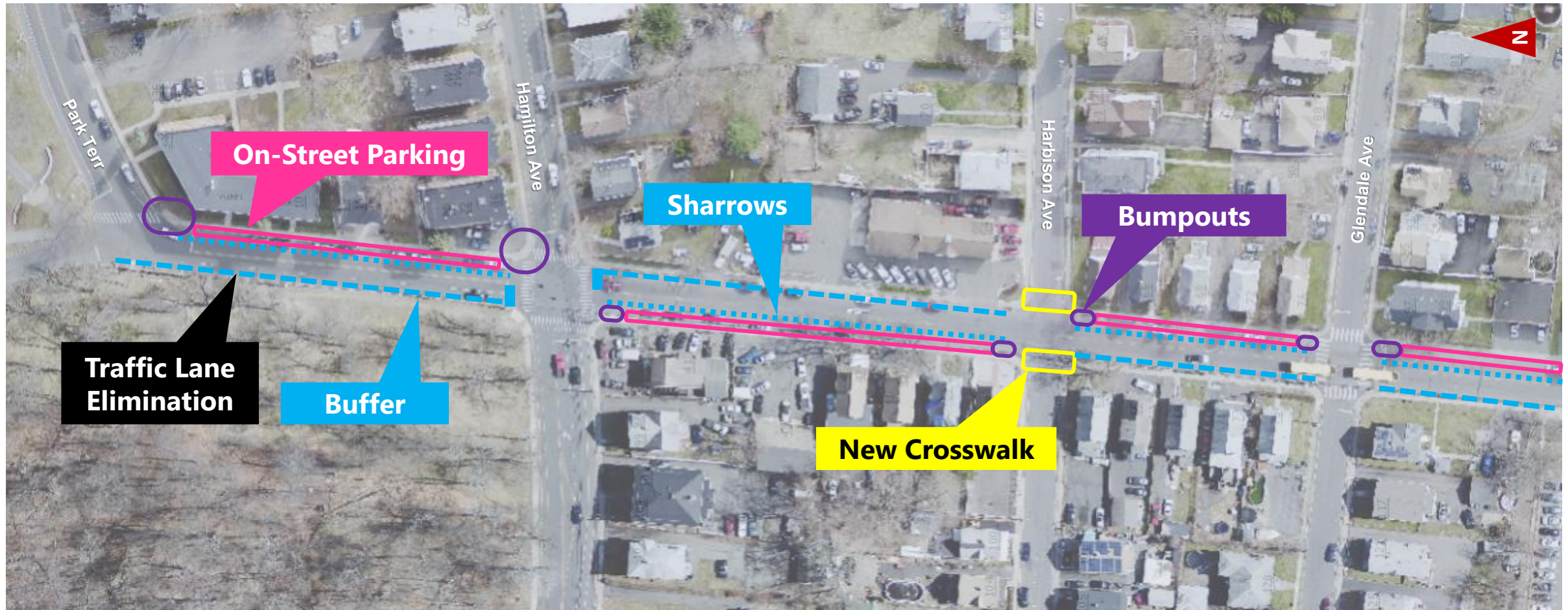
Below is a general overview of treatments along the Hillside Ave corridor.



This is a general graphic for illustrative purposes and is subject to change.

A Alternating Side Parking Concept

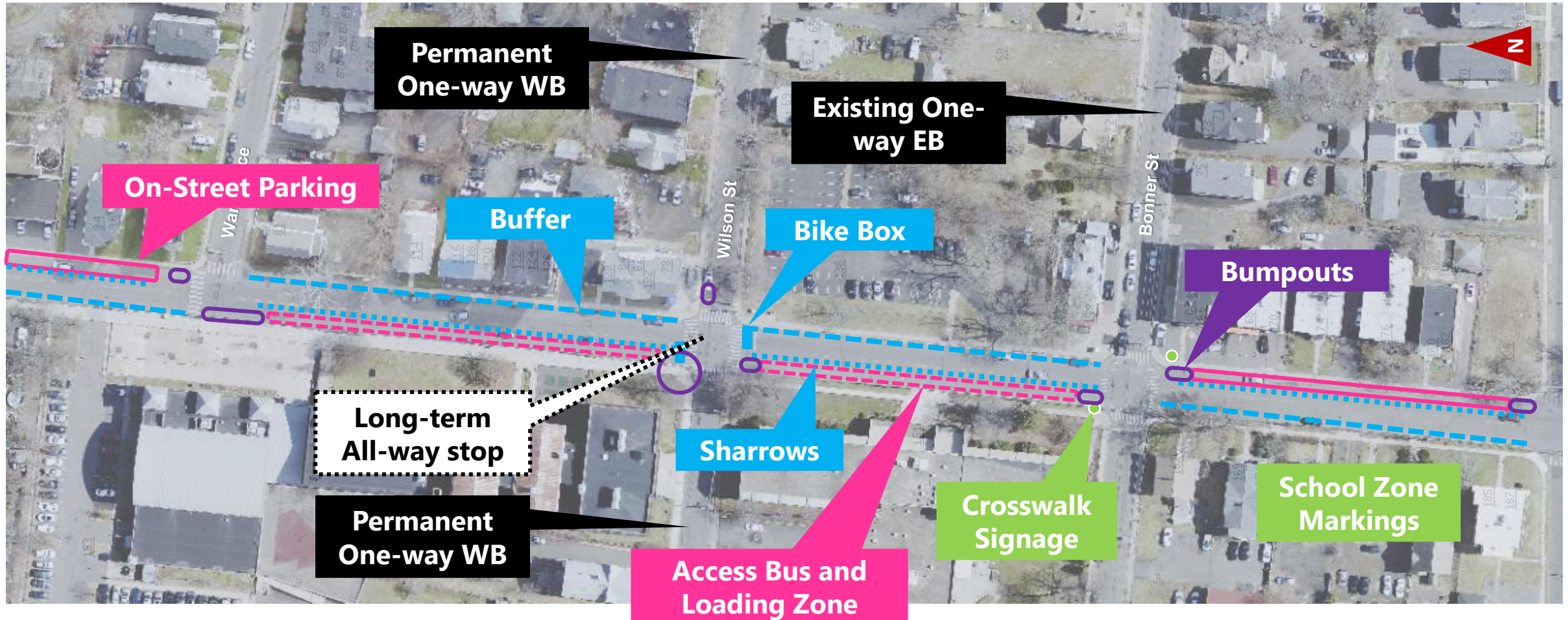
- Provide on-street parking on one side of the street, alternating sides
- Allow for a mix of uses from traffic calming, on-street parking, improved sight-lines, and buffer space for bicyclists/pedestrians.



This is a general graphic for illustrative purposes and is subject to change.

B School Zones

- Adjust existing one-ways from part-time to permanent
- Add school zone markings, bus drop off area, and crosswalk signage



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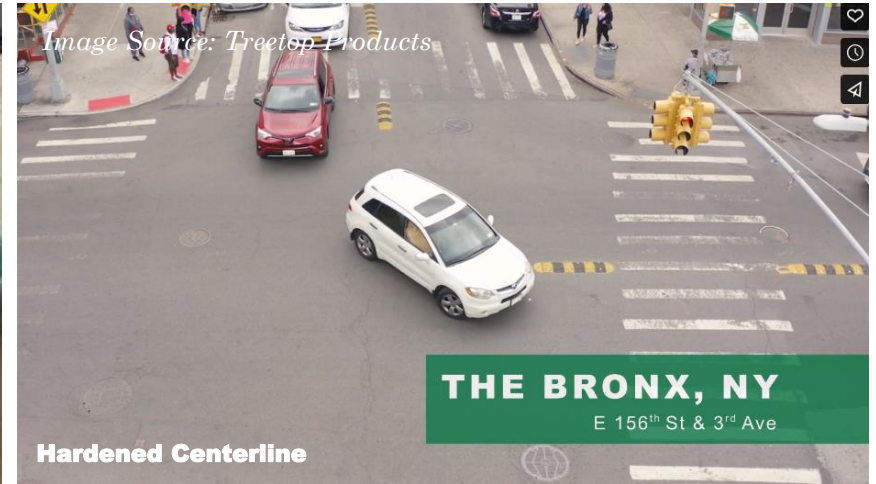
c Edgeline and Mini Island Concept

- Remove centerlines and add edgelines
- Introduce mini island and accompanying chicanes



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Materials



Contact Us

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