



## West Hartford Road Diet and Safety Study Final Public Meeting

June 28<sup>th</sup>, 2016 7:00 PM- 9:00 PM

American School for the Deaf, Cogswell Classroom

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### Public Comments:

- Has anyone looked into what will happen with ambulances and emergency responders? I am concerned with overall safety aspect of this, how will people get by delivery trucks and buses?

Mike Morehouse (MM) responded that they pull over to the right side, and the center turn lane acts as a channel for them to safely navigate through- it could potentially function better. There is the 5-foot bike lane also, so that frees up additional space to pull over, but it is really all about speeds, this will only work if people drive responsibly.

- Can you tell a difference in travel times throughout the corridor, before and after road diet?

MM- Not really, a true calculation would have to be done including the delay at intersections, but I would assume about an extra 2-minute travel time.

- It is terrifying to walk or ride your bike down North Main Street.

- We should be thinking of every crash as a near miss, any of them could have been a fatality, shouldn't take that fact for granted.

- I am concerned about where the road diet would end- I live on Haynes road, and there is already too much going on there with the bus stop, Walgreens, it is a very messy area.

MM- A precise location for the road diet extents would have to be figured out with further study.

- Has anyone thought about impacts to Trout Brook Drive? I live on Trout Brook and do not believe it is any safer than North Main. I am all in favor of the road diet, but I ask that if you do it on North Main, also consider doing it on Trout Brook at the same time.

MM- we did consider impacts to Trout Brook, but we didn't look at Trout Brook as a location for a road diet, that being said, Complete Streets is really not about 1 project but really the whole network of streets.

- The proximity of cars to the sidewalk is very bad.
- How bad is the crash rate?

MM- it is higher than the average number for roadways with the same characteristics.

- I would like to get assurance from the police that speed enforcement will take place, I think that could really benefit the safety of the whole road. We need more active enforcement. Maybe some kind of speed trap?

Robert McCue from the West Hartford Police responded that speeding is an issue throughout the whole town, they can post a trooper on the road, but it will only work for a small amount of time, then people will revert back to old habits. The town is lobbying to get photo enforcement; this is what they would like on certain roads.

- The road diet could help to link Bishops Corner to West Hartford Center in an aesthetic way.
- What will happen with the Park Road intersection improvements? Will that cause people to use Trout Brook more so than North Main?

Duane Martin, Town Engineer responded that there may be some peripheral improvements, but it is very hard to definitively say what will happen.

- I think it is safe to say there will be a reduction of traffic on Trout Brook with UConn closing, this could cause people to choose it over North Main.
- Google maps brings Trout Brook Drive up as the preferred route over North Main.

MM- I believe that the traffic probably fluctuates greatly from day to day.

- Has anyone considered growth? You are talking about 150 cars diverting to Trout Brook Drive, well what happens when the town continues to grow, after a year we will be right back up to the 150 cars. A traffic back up at Fern Street of 1,000 feet is far! You need to look at the East-West traffic also, there already are backups on Fern Street. These queues can be very dangerous for emergency responders.
- I would think that speeding figures are probably very typical throughout town- everybody speeds!
- Walking this corridor and throughout the parking lots feels very dangerous here.
- Have you looked at access to Hall High School, particularly with the buses? It is already a nightmare to get there, especially with sporting events.
- What is the timeline for this project?

MM- this is still in the early stages; consensus would need to be achieved before anything more could take place.

- How does the committee feel? Does something need to change out there?
- I drive all over the state for work, and drive on North Main Street every day. It is probably the most challenging road I drive on. You have to be feeling very brave to get out there on a bike, but I believe that if you build the amenities and improve the conditions, people will use it. If you build it, they will come.
- Can you ballpark timing of each option, how long construction would take to implement?
- Does something need to change on North Main, we know Mary Ellen and Tracey think so, but how does the Town feel?

Duane Martin responded that they want to come to the best solution, and they need to understand the crashes more before they can do that. Robert McCue said that diversion will need to be better understood. Todd Dumais, Town Planner responded "Yes" something needs to change.

- Bridge opportunity seems like a great opportunity to test this option out. Test it out and see what happens. Roads are designed for the worst case scenario; I think West Hartford can do better.

- Speeding is the number one complain throughout town, if we could reduce this, that would be great. I think the road diet is a cost effective way to make the street safer. I don't think maintaining the status quo is acceptable. This will enhance the quality of life in West Hartford. Open up a dialogue and continue the discussion.
- Farmington Avenue and Asylum Avenue are three lanes, and they function fine.