

## MEMORANDUM

TO: Todd Dumais  
Technical Advisory Committee

FROM: Mark G. Vertucci, PE, PTOE  
Matthew Skelly, PE

DATE: October 10, 2016

RE: New Park Avenue Transit Area Complete Streets Study  
Technical Memorandum #2  
Generation of Preliminary Alternatives

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This memo is the second in a series of three to be presented to the Technical Advisory Committee as well as the Town of West Hartford regarding the New Park Avenue Transit Area Complete Streets Study. Previously, an Existing Conditions Memo was issued on May 2, 2016 to convey the history and current conditions of New Park Avenue. This memorandum will serve to introduce the technical efforts related to the development of the preliminary alternatives for improvements related to Complete Streets design and facilitating Transit Oriented Development.



## Public Outreach Efforts

Public participation in this study has been vital to its success. Outreach to a diverse group of key stakeholders has aided in creating suggestions which will resonate with pedestrians, cyclists, motorists, and transit riders as the study progresses. Representative stakeholder groups include, but are not limited to, town officials, the Elmwood Business Association, Home Design District Association, business owners, community interest groups, West Hartford Bicycle Advisory Committee, emergency service personnel, residents, school community personnel, CTfastrak personnel, CT Transit personnel, and other stakeholders in the community.

The goal of the public involvement effort has been to provide accurate information about the study to the public and facilitate proactive public participation. This has been undertaken with the overarching purpose of achieving a consensus among the diverse groups of patrons regarding the development of Complete Streets alternatives, especially in the area of the two CTfastrak stations, and potential Transit Oriented Development supportive updates to current zoning ordinances.

The specific methods of implemented public involvement are outlined as follows:

### *Technical Advisory Committee Meetings*

The Technical Advisory Committee (TAC) was selected to be a representative group of the key stakeholders and members of the community with knowledge of the corridor and other planning studies in the area. The TAC convened to meet with Fuss & O'Neill's transportation and planning staff throughout the study at strategically important points in order to provide guidance and direction while helping to identify significant issues to review. It was also the responsibility of the TAC to use their specialized knowledge to evaluate the progress of the study and make further suggestions to motivate the investigation in a forward direction. Meeting agendas and minutes for the TAC are provided in *Appendix B*.

### *Pop-Up Kiosks*

In the days preceding the public Planning and Design Workshops, Fuss and O'Neill's Transportation Engineer Matthew Skelly and the Town of West Hartford's Town Planner Todd Dumais organized pop-up kiosks at the CTfastrak stations in Elmwood and Flatbush to promote the workshops and initiate the public participation. At these pop-up kiosks, commuters were engaged in a dialogue about the New Park Avenue Corridor and the Town's planning efforts in the area. Flyers were handed out that described the schedule and methods of the workshops and how to get involved in the planning study. Links to the town website as well as the project's Facebook page were also included for the public's general knowledge. A copy of this flyer is provided in *Appendix B*.

Public involvement at the pop-up kiosks was a key feature of this study in part due to the generally industrial and commercial land use of the corridor. Property owners within the study area were notified of the public workshop, however given the current and historic land uses of the corridor, the number of residents is much lower that would be found in comparably sized areas of West Hartford. Also, given that one thrust of this study is a discussion of the most appropriate land uses for Transit Oriented Development, it was important to engage transit users. Additionally, these pop-up kiosks allowed for key observations regarding the habits of transit users; especially that commuter transit use appeared to correlate almost perfectly at these two stops

with parking availability. In addition to commuter use, a significant number of transit users at the Flatbush station were observed to be utilizing the service to reach the Charter Oak Marketplace in Hartford.



### *Planning and Design Workshop 1*

Workshop 1 was the first of two major efforts to involve the general public in this study and gather input from each unique perspective. The objective of this studio-like gathering was to provide stakeholders with a background on the corridor itself along with information regarding the scope of work to be performed and a timeframe for that work to be completed. The group was introduced to the Fuss & O'Neill team and their qualifications to work on this project as well as the Town of West Hartford staff who initiated the project.

With the stage set, the participants were broken up into groups to analyze the corridor's three established character sections: The Elmwood section, The West Hartford Place section, and The Flatbush section. The corridor was broken up in this fashion based on its differentiated land uses and the grouping of commercial/industrial/residential establishments that currently occupy the corridor. The groups discussed how each member utilizes the particular character section and the challenges that they encounter in various areas. Each group had its own set of plans to draw on in order to identify what was liked and disliked about New Park Avenue, as well as sketch what features could be added to the corridor in the future to generally improve its utility.



Gathering together at the end of the afternoon and evening sessions, the facilitator of each character section discussed the main concerns and ideas that were established throughout the session. The discussion points were recorded using flip charts to then be used in the development of the preliminary alternatives. This was a crucial phase to the public outreach of this study because the Fuss & O'Neill team had the opportunity to interact with the key stakeholders of this project and hear their concerns first hand. It was a chance to illustrate and analyze desirable changes and features that corridor users would like to see more of in the future.



Copies of all workshop schedules, publications, posters, flyers, and data can be found in *Appendix C*.

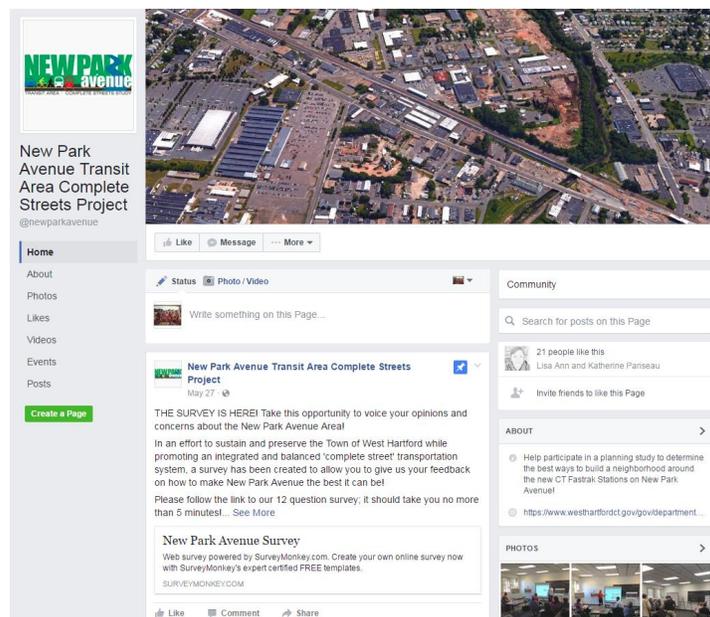
### *Survey*

An online survey was created in order to contact a more widespread and diverse population, especially those who may not have been able to attend a workshop. The survey consists of twelve simple, multiple choice questions that poll the uses of each participant as well as the concerns and desires for a better utilized New Park Avenue. An overarching goal of this study is to enhance transit supportive standards for Transit Oriented Development land uses and improve inter- and intra-town pedestrian and bicycle access and connectivity between the Flatbush and Elmwood CTfastrak stations. The survey was published using SurveyMonkey® and a copy of all questions, along with the most recent results, are provided in *Appendix D*.

As part of the public outreach effort of this study, the survey was developed to help further understand how the corridor operates today and how it could be improved for better connectivity and Transit Oriented Development in the future. The survey has been linked from the Town of West Hartford's website as well as the project's Facebook page and will remain active throughout the duration of the study.

### Study Facebook Page

In order to extend the public outreach further and appeal to the increasingly large portion of society that responds to social media, a Facebook page was created for this project. This page is used as an environment to announce and share the successes of the workshop, publicize the aforementioned survey, as well as communicate relevant mentions of New Park Avenue and its developments in other news mediums. The site has reached over two hundred people and is commonly used by residents to keep track of upcoming events that pertain to the study.



For many West Hartford residents, as well as people interested in transportation developments in the greater Hartford region, Facebook groups have become a prominent way to communicate quickly and effectively to a large number of people. Given the groundswells of interest that these Facebook groups can create, the project website was a crucial medium to receive feedback from the community and to keep stakeholders apprised of study landmarks and happenings.

### Safety Considerations

Improving safety is a paramount component of this project and it was an enormous concern brought to light by the participants in the public outreach efforts. The same message was heard many times from many different perspectives - that both pedestrians and cyclists are unable to feel safe navigating the corridor due to the speeds of vehicles and the quality or lack of bicycle and pedestrian facilities. Based on these responses, landscape architects and traffic engineers have been collaborating to arrive at solutions to make New Park Avenue safe for all of its users. These solutions fall into a number of different categories, detailed below.

### *Lighting*

Creating a well-lit area is important to the creating the feeling of safety for pedestrians and motorists alike. However, New Park Avenue currently only utilizes “vehicle-scale” lighting. This lighting is tall with widespread illumination so that cars can navigate the wide roadway at night. A more suitable replacement would be for “human-scale” lighting to be added to the current lighting scheme. This would be less intense and friendlier to the human eye, rather than bright fluorescents, and would be designed for both pedestrians and motorists to utilize and enjoy along the corridor. Advances in lighting technology allow for lighting to be installed that is more appropriate for pedestrians as well as being bright enough for motorists, and is often paid for with grant money. These state of the art lighting schemes also tend to cost less to upkeep and use less energy.

### *Utilities*

Electrical and telephone lines can be a danger to pedestrians and motorists alike. Strong winds, ice, or a car crash all have the potential send these live wires to the ground creating life-threatening situations for any non-professional. Based on this hazard the Town should work collaboratively with the utility company in moving these facilities underground. In addition to safety, this would greatly improve the aesthetics of the corridor as well as the lifespan of the cables. Without the telephone poles and power lines, New Park Avenue would appear less industrial and more inviting to pedestrians bicyclists, property owners, and potential new businesses. This suggestion comes directly from feedback received from the TAC, and while the cost may prove to be prohibitive in the short term, it is suggested for a long term improvement.

### *Access Management*

New Park Avenue as a whole has many access points, often referred to as “curb cuts”. The Elmwood and Flatbush sections have generally well controlled access management; however the central portion of the corridor is cluttered with redundant driveways and wide curb cuts that create an excessive number of conflict points. Within the preliminary alternatives described below, a number of these redundant access points will be eliminated.

Access management represents a process which allows for safe and efficient access from private properties along a roadway while minimizing the number and size of conflict points. The process balances the needs of property owners to have sufficient access for residents and customers with those of through trips, due to the fact that frequent conflict points result in a decrease in efficiency and safety. New Park Avenue is also not supported by an adjacent network of local roadways running north-south in the immediate vicinity, thus limiting the options for alternate property access.



## Preliminary Alternative Options

The following preliminary alternatives have been developed directly from the input received through the public outreach efforts completed throughout the early stages of this project. It is important to understand that no single alternative presented in this memo must stand alone; each one is meant to create options for New Park Avenue, so that pieces can be mixed and matched to create an ideal design for the future corridor. Conceptual illustrations of all alternatives can be found in *Appendix A*.

The core suggestions consistent among these alternatives include improved pedestrian and bicycle facilities as well as amendments to zoning regulations and enhanced streetscape elements in an effort to better establish a sense of place. While these suggestions may change between alternatives, the geometric suggestions at each intersection and the signal coordination of the corridor remain constant throughout. The following suggestions are common to each of the four developed alternatives:

- The intersection of New Park Avenue and New Britain Avenue is proposed to taper down to one receiving lane northbound, heading into the study corridor. As both the New Britain Avenue westbound right turn and eastbound left turn movements provide one turning lane onto New Park Avenue, only one receiving lane can be utilized at a time. Therefore the secondary receiving lane could be removed without significantly impacting traffic flow.

Additionally, the signal at the intersection of New Park Avenue and New Britain Avenue was excluded from any coordination efforts along the corridor for a number of reasons, most prominent of which being that it is already coordinated with other signals along New Britain Avenue to the east and west of New Park Avenue. Another reason is its distance from the other signalized intersections along the corridor. The next closest signalized intersection on New Park Avenue is with Talcott Road, almost one-half mile away. This makes the signal at the intersection of New Park Avenue and New Britain Avenue an undesirable candidate to coordinate with the other five signals on New Park Avenue within the study limits.



- The intersection of New Park Avenue and Talcott Road is suggested to be reduced from three southbound approach lanes to two, comprised of a dedicated right turn lane and a dedicated through lane. This reduction in lanes is suggested in order to accommodate the bicycle and pedestrian facilities depicted in the various preliminary alternatives. Even after optimizing the timing of the signal, this lane reduction creates a scenario of increased delay; however the longer queue lengths can be accommodated in the proposed storage capacity and the increased delay is expected to lower vehicle speeds in the area which aids in creating the feeling of safety for pedestrians and bicyclists.
- The intersection of New Park Avenue and Oakwood Avenue is expected to experience an increase in capacity due to the coordination of the signals along the corridor, therefore allowing the reduction of a travel lane to accommodate the bicycle facilities while also improving the overall function of the intersection.
- The intersection of New Park Avenue and West Hartford Place is proposed to decrease from four southbound lanes to three, comprised of a through/left turn lane, a through/right turn lane, and a dedicated right turn lane. With the incorporation of improved signal coordination, the average delays to be experienced by motorists are only slightly increased as a result of this lane reduction.
- The geometry at the intersection of New Park Avenue and Flatbush Avenue is suggested to remain unchanged throughout all four of the suggested preliminary alternatives. After growing the traffic volumes to the design year 2030 and analyzing the traffic capacity, it was apparent that this intersection is likely to experience high levels of delay and would not as easily be able to accommodate any separated bicycle facilities. Therefore shared pavement markings (sharrows) may be incorporated into these travel lanes to provide connectivity north along the corridor to the bike lanes provided in Hartford while at the same time maintaining the flow of vehicle traffic.
- The intersection of New Park Avenue and Prospect Avenue is also suggested to remain unchanged in all four of the suggested preliminary alternatives. The Town of West Hartford recently made improvements to this intersection's southbound approach to accommodate two right turn lanes and the intersection has been operating efficiently. The sharrow markings may be carried through the travel lanes to match those installed at the intersection with Flatbush Avenue, should they be installed, in order to connect with the bike lanes just north across the town line in the City of Hartford.

Additionally, a main theme of all alternatives is the suggestion of a "road diet" concept. A road diet is a technique in transportation development that involves trimming down unnecessary or underutilized lanes of a roadway in order to make it narrower and provide more space in the right of way for complete streets features. This practice is used for traffic calming purposes as well as to provide a safe space for multiple modes of travel.



### *Alternative 1*

In this alternative, signal timings along New Park Avenue were adjusted to operate as a coordinated corridor. By coordinating the signal network, the phasing and timing of multiple intersections becomes synchronized to enhance the operation of the arterial flow of traffic. Through Synchro Professional Software, the five northern signals in the corridor were programmed to function as a coordinated unit to create a “green wave” that corresponds to the posted speed limit of 35 miles per hour. While operating as a coordinated unit, when a platoon of vehicles passes through a green light at the intersection of New Park Avenue and Prospect Avenue and travels at the posted speed limit south through the corridor, the majority of the time it would encounter a green light at every intersection without having to wait.

In Alternative 1, no geometric changes were made to the corridor to accompany this coordination of signals. The alternative was designed as a minimalistic scenario to alleviate vehicle congestion along the roadway, and will serve as a baseline to compare other alternative solutions to.

### *Alternative 2*

For this alternative option, New Park Avenue is proposed to operate as a coordinated corridor while adopting a number of geometric changes to provide space in the roadway for complete streets accommodations. With the exclusion of a northbound travel lane at the intersection of New Park Avenue and New Britain Avenue, ten on-street parking spaces have been added to the lower-Elmwood section of the corridor, approximately between the Corner Pug and the industrial access road on the west side of New Park Avenue. Sharrow markings are proposed to be added to the northbound and southbound travel lanes in this area south of the Trout Brook Trail to maintain bicycle connectivity along the rest of the corridor with points south of New Britain Avenue.

North of the industrial access road, sharrow markings continue on both sides of the street and the southbound lanes narrow from two 10 foot lanes down to one lane with the addition of a crosswalk leading into a pocket park at the terminus of Trout Brook Trail. This pocket park serves as the beginning of the two-way separated bike lanes on the western, southbound side of New Park Avenue, providing one 5.5 foot lane in each direction and a two foot buffer. The buffer should have removable bollards to help promote the safety of bicyclists. These separated bike lanes serve to extend the Trout Brook Trail north onto New Park Avenue. Alongside these two-way separated bike lanes, approximately between Hartford Baking Company and the intersection of New Park Avenue and Talcott Road, one 10 foot travel lane in each direction with an 11 foot two-way left turn lane (TWLTL) are proposed for vehicles to more easily access the commercial properties in this section of the corridor.

It should be noted that traffic signal modifications will be required at the signalized intersections of New Park Avenue at West Hartford Place and Talcott Road to provide for bicycle signals and phasing at the cycle track side street crossings. Provision of these dedicated signals will significantly reduce the potential for conflicts between bicyclists on the cycle track and vehicles turning into the side streets from New Park Avenue.

New Park Avenue is proposed to have two travel lanes in each direction between its intersection with Talcott Road and West Hartford Place. North of the intersection with West Hartford Place, the two-way separated bike lanes depart from the New Park Avenue roadway section at another pocket park. This pocket park is expressly placed so that the two-way separated bike lanes could potentially run east and meet with Oakwood Avenue and continue towards Charter Oak Academy at a later phase of the project. North of West Hartford Place, sharrow markings continue up until the intersection with Prospect Avenue to join with the one-way separated bike lanes that exist in the City of Hartford. A partial visual representation of this preliminary alternative is shown below, illustrating the pocket park at the current terminus of the Trout Brook Trail and the TWLTL beginning at the Hartford baking, Co.; the full corridor plan is referenced in *Figure 1 of Appendix A*.



### *Alternative 3*

This alternative option is similar to Alternative 2; however, instead of having two-way separated bike lanes, this option consists of one-way separated bike lanes on either side of the street corresponding to the flow of traffic. Each bike lane is 4.5 feet wide with a two foot buffer separating it from traffic. This alternative also incorporates smaller pocket parks at both the Trout Brook Trail and West Hartford Place. A partial visual representation of this preliminary alternative is shown below; the full corridor plan is referenced in *Figure 2 of Appendix A*.



*Alternative 4*

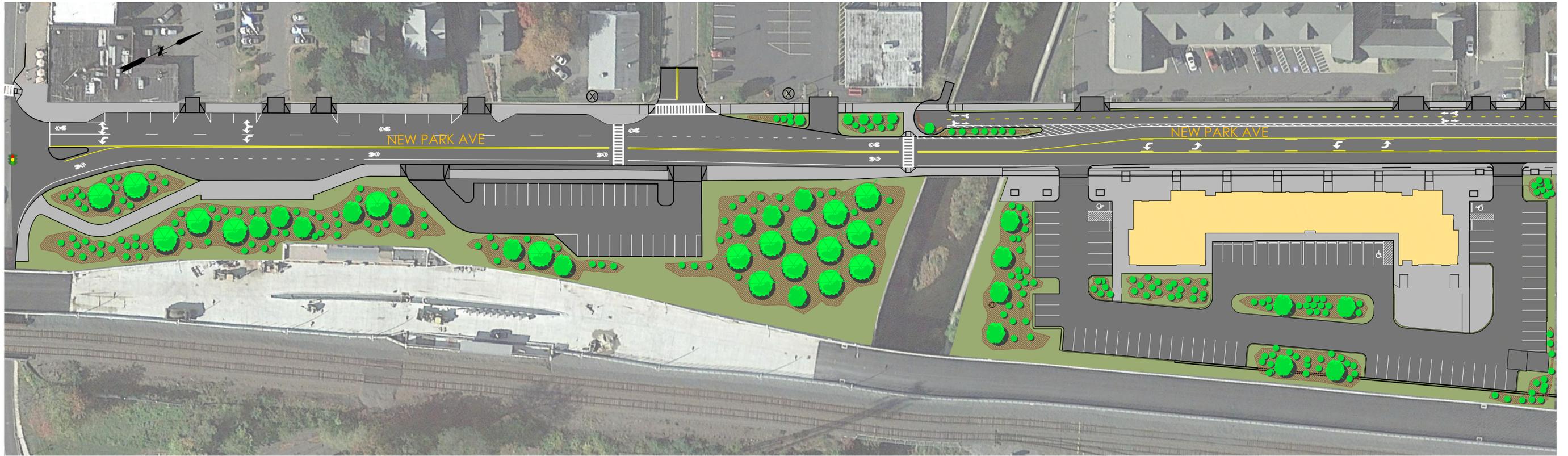
This preliminary option is also similar to Alternative 2; however, the TWLTL between the Trout Brook Trail and Talcott Road is constructed as a colored, textured center lane and also incorporates sections of a raised median with built planters in areas where left turns are not needed. This alternative utilizes the same one-way separated bike lanes and smaller pocket parks as Alternative 3. A partial visual representation of this preliminary alternative is shown below; the full corridor plan is referenced in *Figure 3 of Appendix A*.



# Appendix A

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Figures

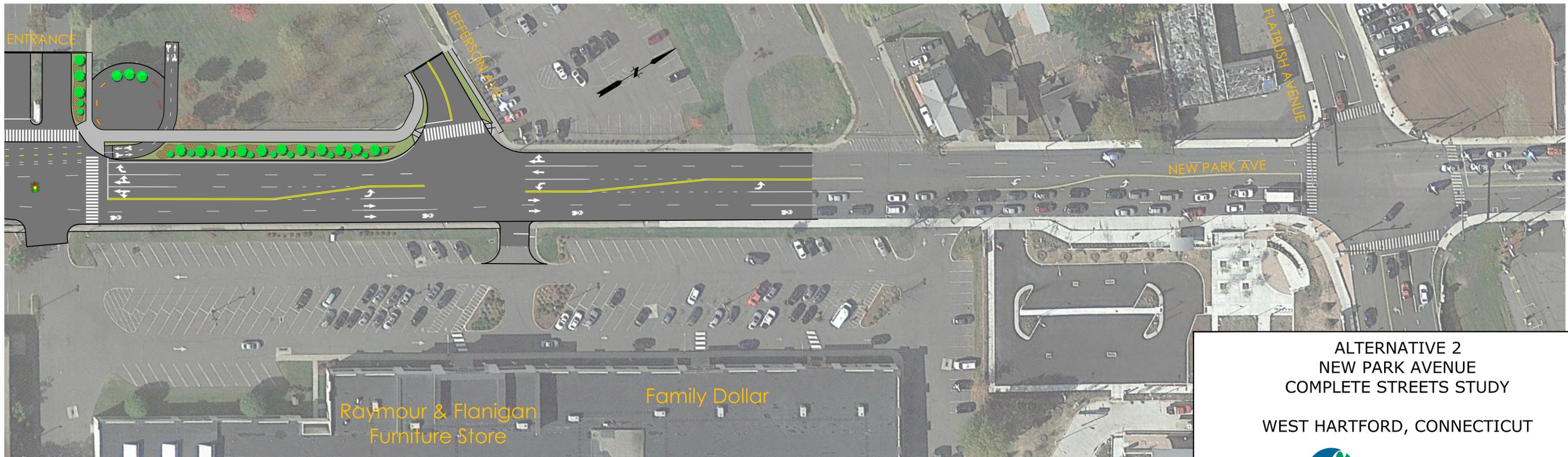
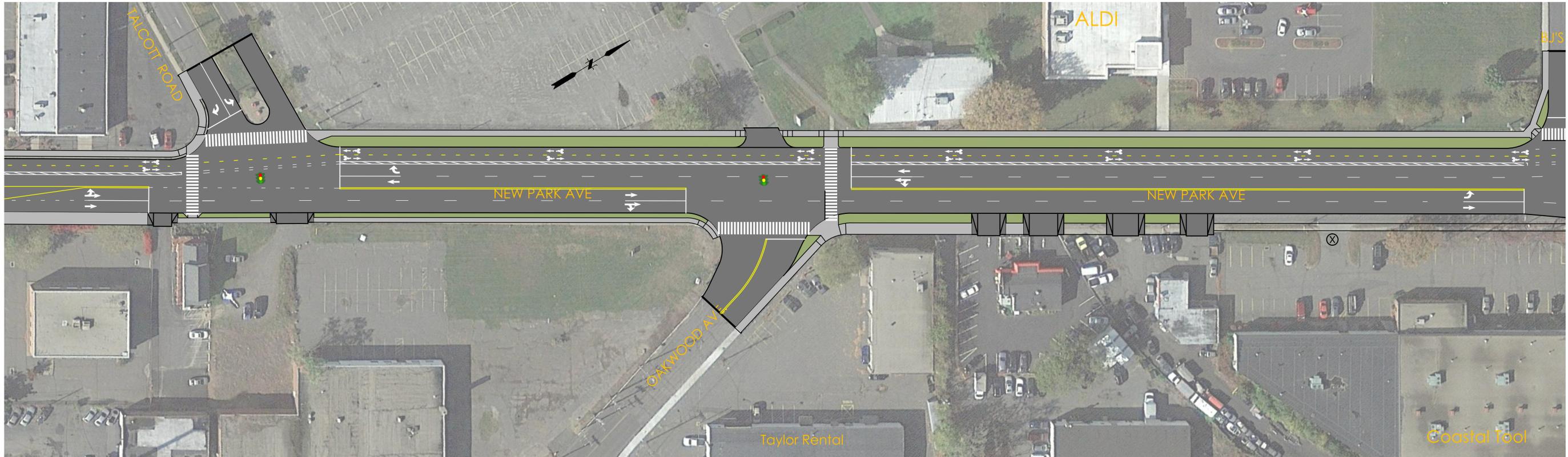


ALTERNATIVE 2  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY  
 WEST HARTFORD, CONNECTICUT

**f** **FUSS & O'NEILL**  
 146 HARTFORD ROAD  
 MANCHESTER, CONNECTICUT 06040  
 860.646.2469  
 www.fando.com

SCALE: 1" = 40'

JUNE, 2016



ALTERNATIVE 2  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY  
 WEST HARTFORD, CONNECTICUT


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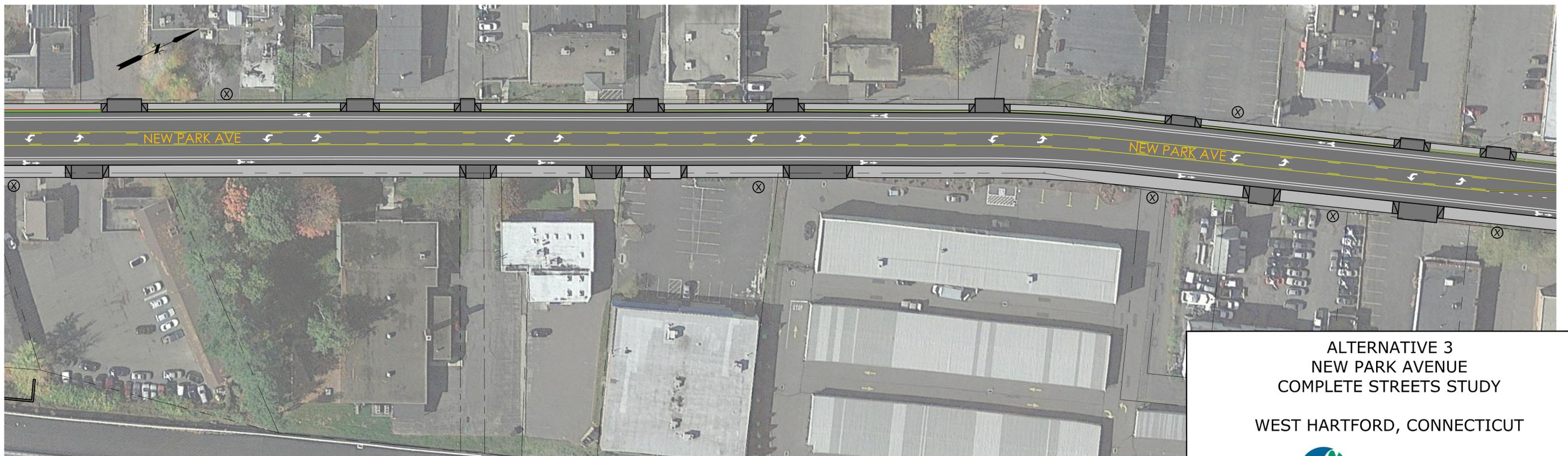
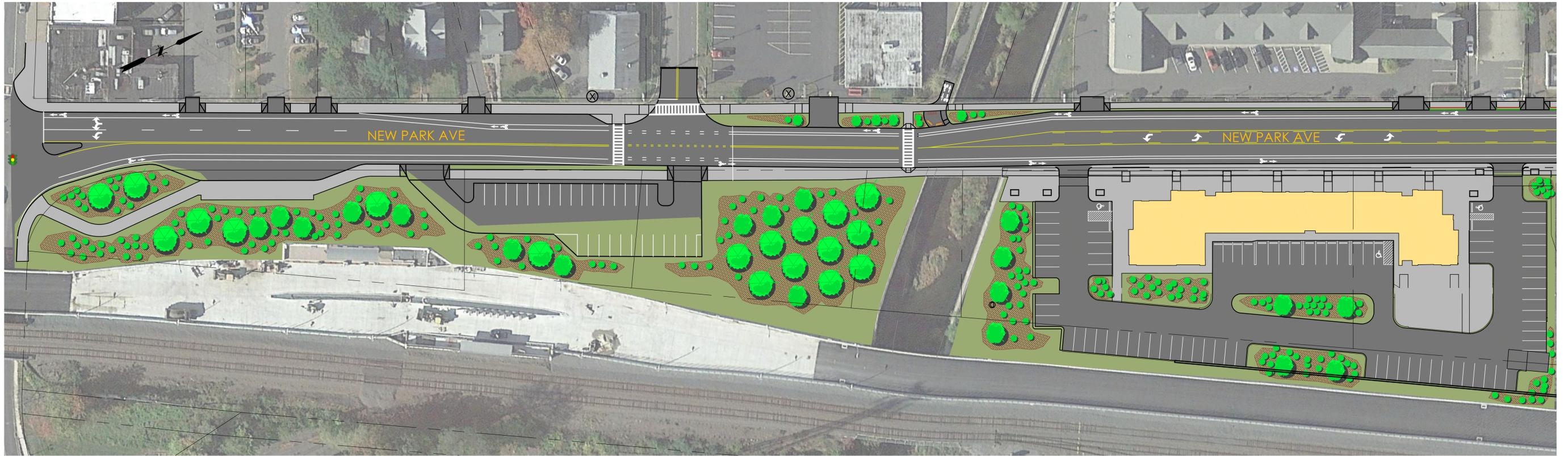


ALTERNATIVE 2  
NEW PARK AVENUE  
COMPLETE STREETS STUDY  
WEST HARTFORD, CONNECTICUT



SCALE: 1" = 40'

JUNE, 2016

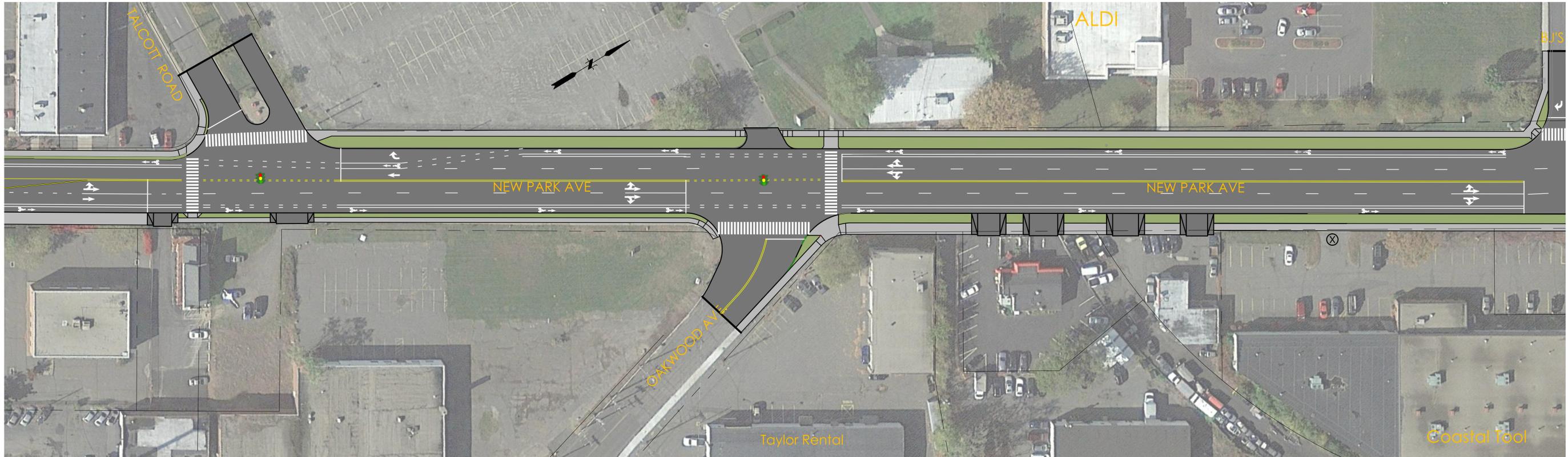


ALTERNATIVE 3  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY  
 WEST HARTFORD, CONNECTICUT



SCALE: 1" = 40'

JUNE, 2016

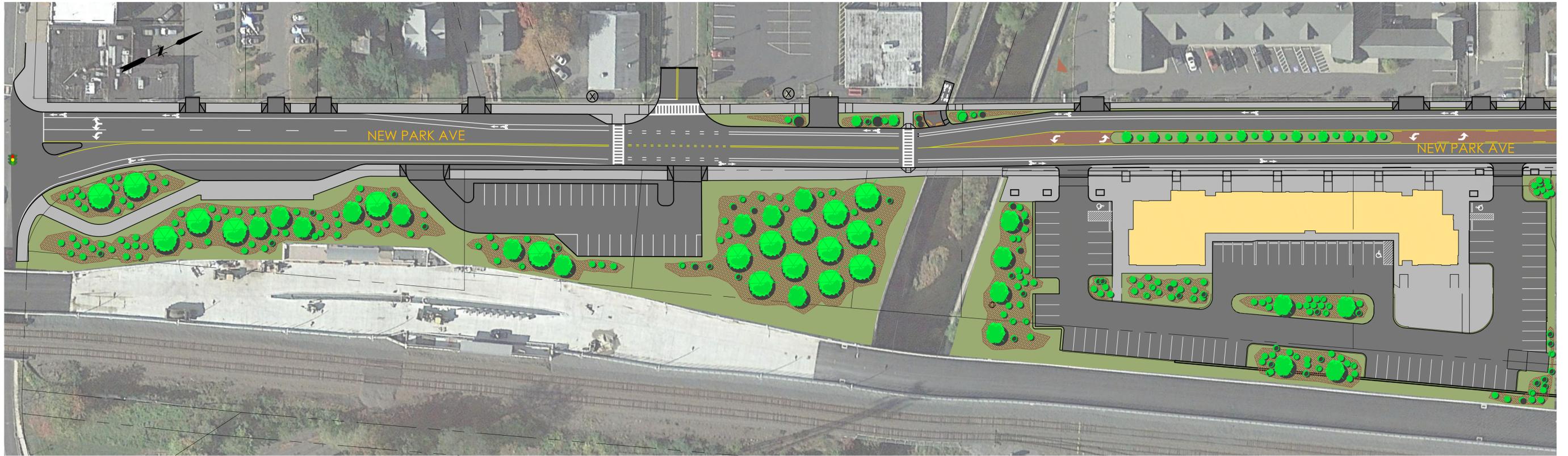


ALTERNATIVE 3  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY  
 WEST HARTFORD, CONNECTICUT



SCALE: 1" = 40'

JUNE, 2016



ALTERNATIVE 4  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY

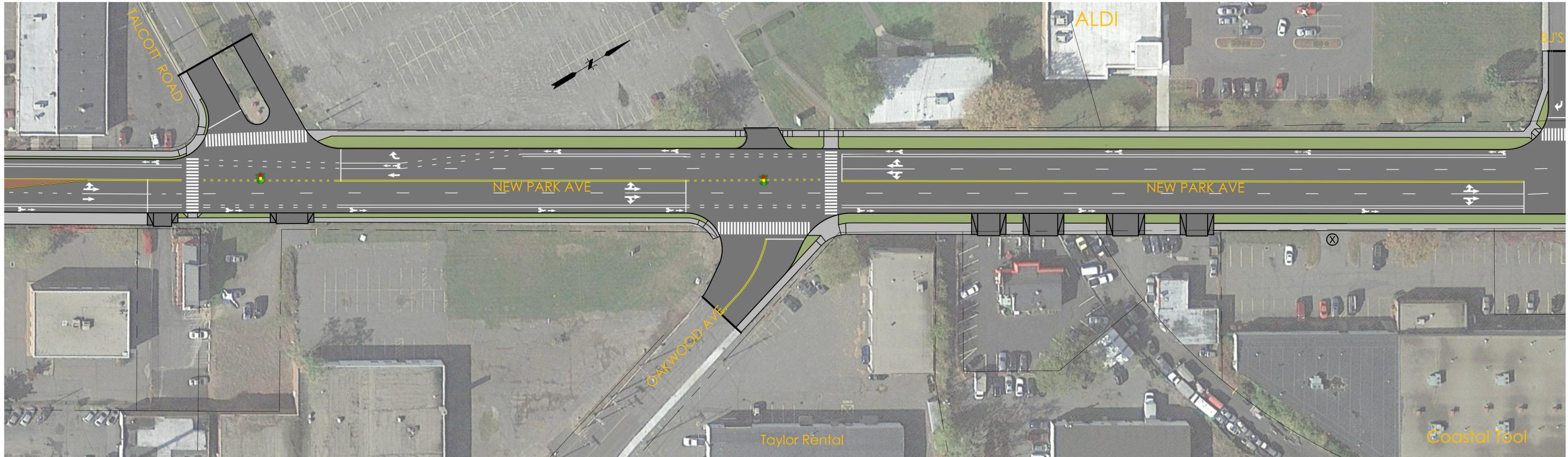
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JUNE, 2016



ALTERNATIVE 4  
 NEW PARK AVENUE  
 COMPLETE STREETS STUDY  
 WEST HARTFORD, CONNECTICUT



SCALE: 1" = 40'

JUNE, 2016

## Appendix B

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### Meeting Materials



# New Park Avenue Transit Area Complete Streets Study

Presentation to the Technical Advisory Committee

March 23, 2016

# Our Team



Jon Allard, PLA  
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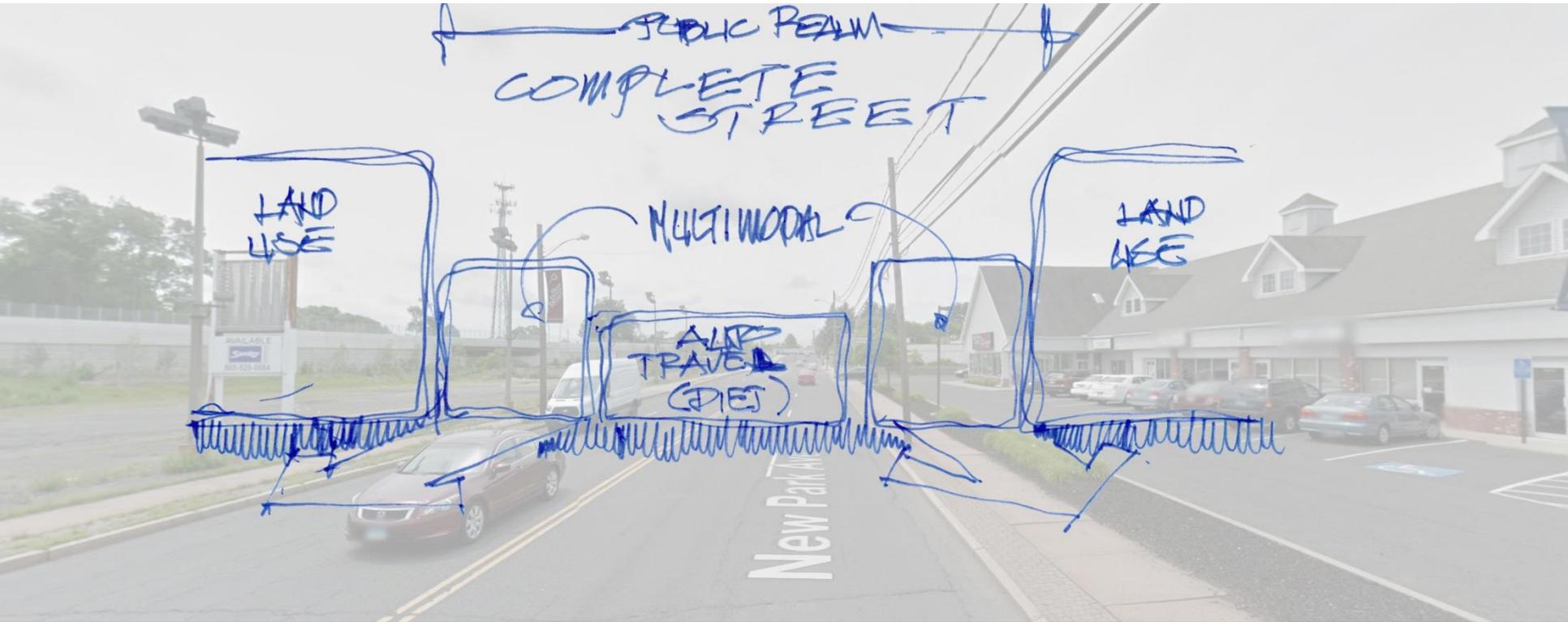
# Project Corridor



# Project Understanding

- Historically autocentric road with excess capacity, high speeds
- New Park Ave is now a multi-modal “Gateway” to West Hartford
- Need Connectivity to CTfastrak stations, Trout Brook Trail, the Center, Elmwood
- Road diet will make better use of the traveled way
- Aesthetics and Placemaking will shift focus to other transportation modes
- Roadway improvements must integrate with land use strategies and adhere to zoning regs
- Zoning must be consistent with desired future development

# Transportation Planning Approach



# Transportation Planning Approach

- New CTfastrak stations and recent TOD have placed emphasis on alternative transportation modes
- Promote Bike/Ped Connectivity between stations, The Center, Elmwood, and Hartford
- Explore modifications to the physical roadway to calm traffic and enhance travel for all modes such as:
  - Reduced lane widths
  - Reduction in travel lanes from 4 to 3 with center turn lane or median
  - Addition of dedicated or shared bike lanes
  - Addition of on street parking
- Enhance pedestrian space through streetscape features, high visibility crossings
- Public involvement process and analysis results will help us vet this process
- Integrate transportation solutions with corridor land use goals

# Transportation Planning Approach

- Why New Park?
  - CTfastrak Redefining Regional Connectivity
  - Exploiting The Opportunities
- Connectivity
  - Regional / Multimodal
    - *Bike, Ped, Bus, Car, Live, Work, Play*
  - Connecting The Stations
  - Trout Brook And The Center Connection
- Gateway Brand & Image
  - Welcome To West Hartford
    - *Where Is It?*
  - Aesthetics, Built Form, Wayfinding
- Land Use.....Type of Complete Street Treatment
  - What Does It Want To Be?
    - *TOD / Mixed Use*
    - *Economic Development / Tax Base? Home Design District?*
    - *Niche Residential?*

# Transportation Analysis Approach

- Existing Conditions
  - Counts (car, bike, ped)
  - Collect parking and ridership data
  - Crash analysis
  - Roadway inventory
  - Review/collect data from other recent studies
- Future Conditions
  - Grow counts to 2030 design year
- Capacity Analysis
  - Existing and Future No Build Conditions
  - New Park Avenue, Flatbush Avenue, Talcott Roads and intersections

# Transportation Analysis Approach cont.

- Plan Development and Vision
  - Plan Concepts (Lane Repurposing, Traffic Calming Measures, New Pedestrian Crossings, Streetscape)
  - Analyze impacts to vehicular traffic operations
  - Identify appropriate lane arrangements
  - Identify pavement markings, signing, traffic signal revisions
  - Identify any right of way impacts
- Public Involvement/Stakeholder Coordination
  - Vet plan alternatives in up to 4 stakeholder meetings
  - Project website, surveys, media announcements
- Final Report and Presentation
  - Summation of Technical Memorandums prepared for each project phase
  - Phased Implementation Approach
  - Preliminary Cost Estimates
  - Zoning Recommendations



# Zoning Analysis Approach

- Existing Zone Challenges
  - Majority of corridor is industrial (IG)
    - *Uses now predominantly auto-oriented retail/commercial*
    - *Screening along street required vs. buildings engaging/defining street*
    - *Parking requirements too high for smaller lots*
  - TND Overlay
    - *New Urbanist Approach but.....Underlying Zone Limitations*
  - SDD Overlay
    - *Requires Council approval, Commission approval, and a Public Hearing*
- Other Zoning Issues Hampering New Park Ave. Complete Street
  - Building Wall / On Street Parking (for ground floor commercial)
  - Access Management and Shared Parking
  - Housing Density and Traffic Generation
  - Mixed-Use (vertical), Single Use, or Both

# Zoning Analysis Approach

- Zoning To Support Desired Results
  - Clarify existing regulations
    - *Ease of permitting (Site Plan Review by Planner)*
    - *Define “Home Design District” – boundary and requirements*
    - *Determine and incentivize desired development patterns*
  - Encourage Special Design District use
    - *Streamline Review/Permitting Process*
    - *Try to increase predictability of review timeline*
    - *Incentivize Use In New Park Avenue Corridor*
  - New Overlay
    - *Higher Density Mixed-Use - version of TND Overlay*
    - *Include Transit Area Sub Districts (1/4 mile of stations)*
    - *Form-Based Code (possibly incorporating architectural standards)*

# Aesthetics and Placemaking

- Identity
- Branding
- Wayfinding



# Aesthetics and Placemaking

## New Park Avenue



# New Park Avenue Housing - West Hartford, CT



# Stakeholders

- West Hartford municipal staff
- Elmwood Business Association
- Home Design District
- West Hartford Planning and Zoning Commission
- West Hartford Bicycle Advisory Committee
- Residents and business owners of New Park Avenue and surrounding neighborhoods
- West Hartford elected officials
- Affected Schools in the area
- CT Transit
- CTfastrak
- Others to be discussed with TAC

# Project Corridor



## **A G E N D A**

### **New Park Avenue Transit Area Complete Streets Study Technical Advisory Committee Meeting**

**Town Hall Room 217**

**March 23, 2016  
12:00 p.m. – 1:30 p.m.**

**Attendees:**

**Todd Dumais, Town of West Hartford  
Duane Martin, Town of West Hartford  
Mark Vertucci, Fuss & O'Neill  
Matthew Skelly, Fuss & O'Neill  
Technical Advisory Committee Members**

- 1. 12:00 PM/Introductions**
  - Todd & Duane to give project background
  - Introduction of TAC Members
- 2. 12:10 PM/Project Overview**
  - Mark & Matt from F&O to present project overview and objectives
- 3. 12:25 PM/Technical Advisory Committee Member Perspectives**
  - Stakeholder list development
  - Individuals' ideas for problems/solutions
- 4. 1:10 PM/Project Timeline Discussion**
  - Public involvement workshop dates
  - Presentation dates
  - Future TAC meeting dates

## **New Park Avenue Transit Area Complete Streets Study Technical Advisory Committee Meeting**

March 23, 2016

### **Attendees:**

Robert McCue, West Hartford Police Department  
Emily Hultquist, Capitol Region Council of Governments  
Kimberly Parsons-Whitaker, CT Main Street Center  
Jim Courthouts, Home Design District  
Susan Wiley, Elmwood Business Association  
Todd Dumais, Town of West Hartford, Project Manager  
Duane Martin, Town of West Hartford  
Mark Vertucci, Fuss & O'Neill  
Matthew Skelly, Fuss & O'Neill

### **Introductions:**

Todd Dumais, Town of West Hartford, Project Manager gave a brief overview of the history and impetus for this planning study in the New Park Avenue corridor area. He noted that the need for planning studies and a review of the zoning was identified for this area by the Town's 2009-19 Plan of Conservation and Development. With the development, construction and operation of the Fastrak stations a review of the infrastructure, land use and zoning in the area is more important than ever. Mr. Dumais noted that approximately 1.5 years ago the Town applied for and was awarded a State of Connecticut OPM grant for TOD planning, the funding source for this study. He then introduced the Town's consultant Fuss & O'Neill (F&O) and thanked the members of the Technical Advisory Committee (TAC) for agreeing to participate in this study.

Mark Vertucci and Matt Skelly (F&O) introduced themselves and described the study, the transportation and land use planning approaches to the study; key components of the scope of the study (see PowerPoint presentation *New Park Avenue Transit Area Complete Streets Study* on the Town's website). Mr. Vertucci and Mr. Skelly asked members of the TAC for suggestions on key stakeholders that were not identified in the presentation.

### **Stakeholder suggestions:**

- Young Energetic Solutions (YES) should be listed as a stakeholder
- The portion of the Elmwood Neighborhood which lies to the east of the railroad underpass should be listed as stakeholders
- City of Hartford owns half of the Flatbush Station and is impacted by study
- In terms of breaking stakeholders into groups, it should be noted that big box stores are a different category from small businesses which are both separate from area residents
- Survey of the everyday users of the roadway would be helpful
- Department of Public Works
- Leisure Services

TAC Meeting Minutes  
March 23, 2016  
Page 2

- Transit users including CT Transit and CT fastrak
- Local business unions
- Area churches
- Any use within a 1/2 mile or 1/4 mile radius from either fastrak station (reference the CRCOG TOD report)
- Advisory Commission for Persons with Disabilities

Mr. Skelly asked the TAC for additional comments and/or observations about the study area.

Other Comments:

- Consideration should be made for bus pull-off locations to accommodate bus stops and locations to let other vehicles pass
- Potential crash conflicts arise from vehicles drastically slowing in travel speed in order to turn into the correct driveway, made more difficult by the large number of curb cuts along roadway
- Utilities should be moved underground wherever possible
- A sense of security and safety should be promoted for users of the corridor, especially for pedestrians during the nighttime.
- Review existing lighting on the street and propose improvements, such as LED lighting
- Review potential for crosswalk in the vicinity of the terminus of Trout Brook Trail
- Investigate separated grade street crossing alternatives
- Elmwood vs New Park, where does one end and the other begin? Should New Park Avenue be branded separately from Elmwood?
- Traffic congestion have been observed at the intersection of New Britain Avenue and New Park Avenue
- An effort should be made to identify community assets, such as old brick factory type buildings, and preserve them for future development instead of a demolition and rebuild effort, and the cost of this type of development should be analyzed
- Lengthy queues have been observed at the intersection of Flatbush Street and New Park Avenue especially on the southbound approach; may be a result of the streamlining of the intersection of Prospect Street and New Park Avenue
- The movement from Talcott Street onto Oakwood Avenue and vice versa, commonly used by school buses and public works staff, should be reviewed
- Any traffic implications from the expansion of the Charter Oak School, especially school bus traffic, should be analyzed

Future Meetings:

- First public outreach meeting tentatively scheduled for Wednesday April 20<sup>th</sup> at the Elmwood Community Center with the next TAC meeting to immediately precede the event.

## A G E N D A

### New Park Avenue Transit Area Complete Streets Study Technical Advisory Committee Meeting

Town Hall Room 214

June 6, 2016  
12:00 p.m. – 1:00 p.m.

1. High Level Overview
  - Study Progress
2. Existing Conditions Report
  - Brief Review of Memo
3. Recap of First Workshop
  - Community Input
  - Biggest Take-away's
4. Preliminary Survey Results
  - Common Themes
5. Workshop Two Discussion
  - Presentation Preview
  - TAC Member Feedback
6. Next Steps
  - Remaining Schedule

# NEW PARK avenue



TRANSIT AREA · COMPLETE STREETS STUDY

## Workshop Two

June 9, 2016

# Project Corridor



# Project Background

- New Park Avenue is now a multi-modal “Gateway” to West Hartford
- Need connectivity between all modes of transportation along the corridor
- Aesthetics and Placemaking will shift focus to transportation modes other than cars
- Roadway improvements must integrate with land use strategies and adhere to zoning regulations



# Fundamental Challenge

- Street vs. Road
- Use road space more efficiently
- Accessibility for modes of transportation other than cars
- Improve safety of pedestrians and bikers



# Public Outreach

- Pop-Up Kiosk
- Flyers
- Project Website

The screenshot shows a Facebook page for the 'New Park Avenue Transit Area Complete Streets Project'. The cover photo is an aerial view of the project area with the text 'New Park Avenue Transit Area Complete Streets Project @newparkavenue'. The page includes navigation tabs for Page, Messages, Notifications, Insights, and Publishing Tools. The main content area features a post titled 'New Park Avenue Transit Area Complete Streets Project' published by Katherine Pariseau on May 27 at 11:58am. The post text reads: 'THE SURVEY IS HERE! Take this opportunity to voice your opinions and concerns about the New Park Avenue Area! In an effort to sustain and preserve the Town of West Hartford while promoting an integrated and balanced 'complete street' transportation system, a survey has been created to allow you to give us your feedback on how to make New Park Avenue the best it can be! Please follow the link to our 12 question survey; it should take you no more than 5 minutes!... See More'. Below the text is a link to the 'New Park Avenue Survey' powered by SurveyMonkey.com. The page also shows community statistics like '15 likes 0 this week' and '134 post reach this week'.



# Workshop One Review

- April 20<sup>th</sup>
- Elmwood Community Center
- 50 Attendees
- Afternoon and Evening Sessions
- Three character sections



# Workshop One Review

## FLATBUSH

- CONGESTION @ FLATBUSH INT.
- 40 min to get out of Foley
- Worse on the wknds
- Keeping 4 lanes may be preferable
- Add'l ped train tracks crossing
- Hidden gem between Jefferson + Darcy
- Community plaza on State owned land on NW corner
- Retail/residential
- Wider sidewalks - too close to road
- Beacons create mixed expectations

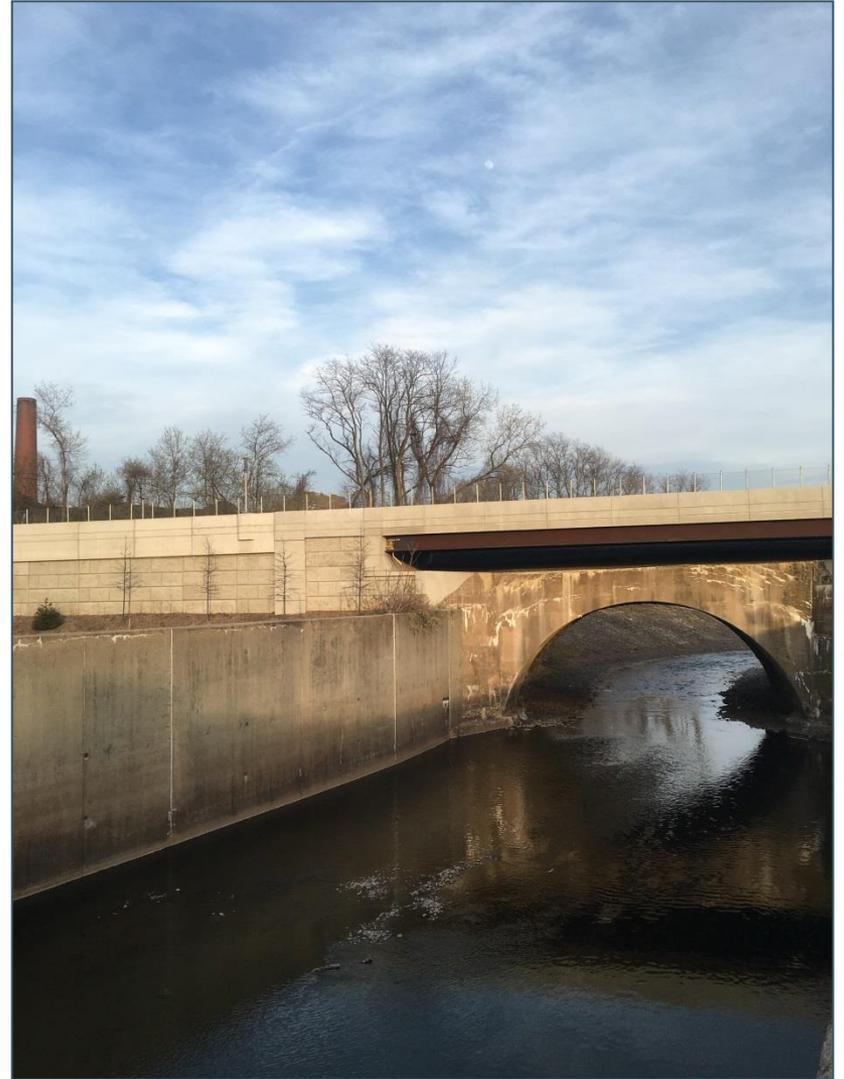
## Flatbush

- Congestion @ Flatbush Intersection in both directions
- Check light coordination
- questions on whether bike lanes would be used
- no safe crossing points outside of Iht's
- wider sidewalks
- more parking req'd @ Fastrak
- Police substation @ Newark/Flatbush int
- Infrequent use of Fastrak by bicyclists
- mixed use/residential development styles
- long wait for ped crossing
- demand for peds to access businesses

# Workshop One Review

## What We Heard - Elmwood

- Extension of Elmwood neighborhood
- Bicycle lanes vs on-street parking
- Trout Brook Trail not publicized
- Etc.



# Workshop One Review

## What We Heard – WH Place

- Aesthetically unpleasing
- Handicap accessibility
- Use excess Colt parking for green space
- Not safe for bikes
- Etc.



# Workshop One Review

## What We Heard – Flatbush

- Traffic congestion
- Long wait for ped crossing
- More parking required at Fastrak
- Worse on weekends
- Etc.



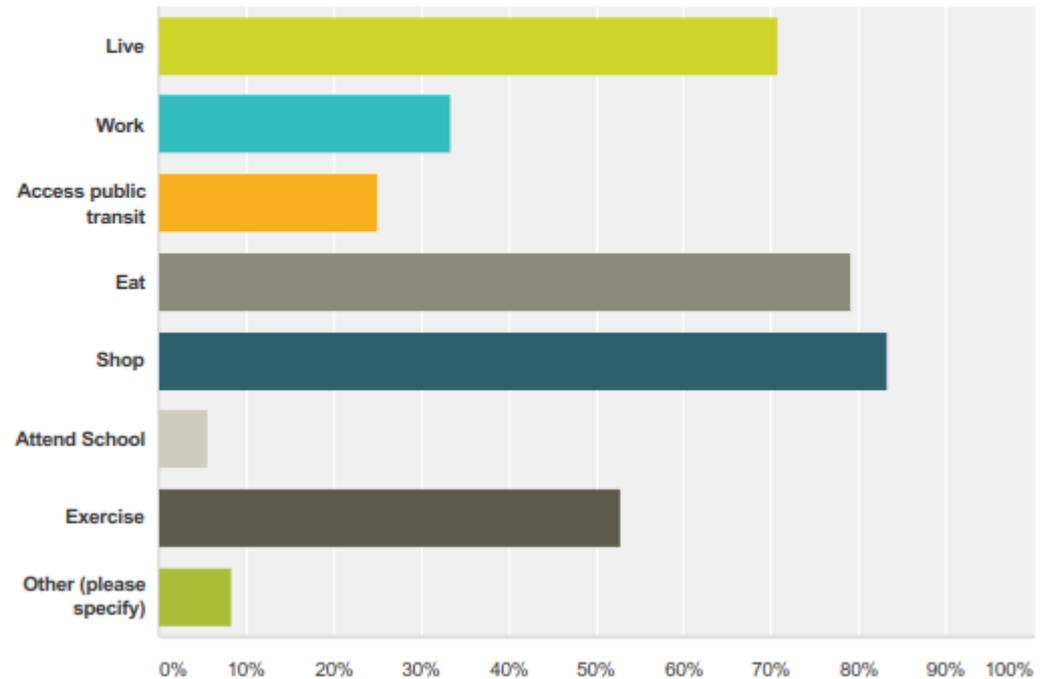
# Survey

- Survey conducted online
- 72 Respondents

## New Park Avenue Survey

### Q1 What do you do in West Hartford? Please select all that apply.

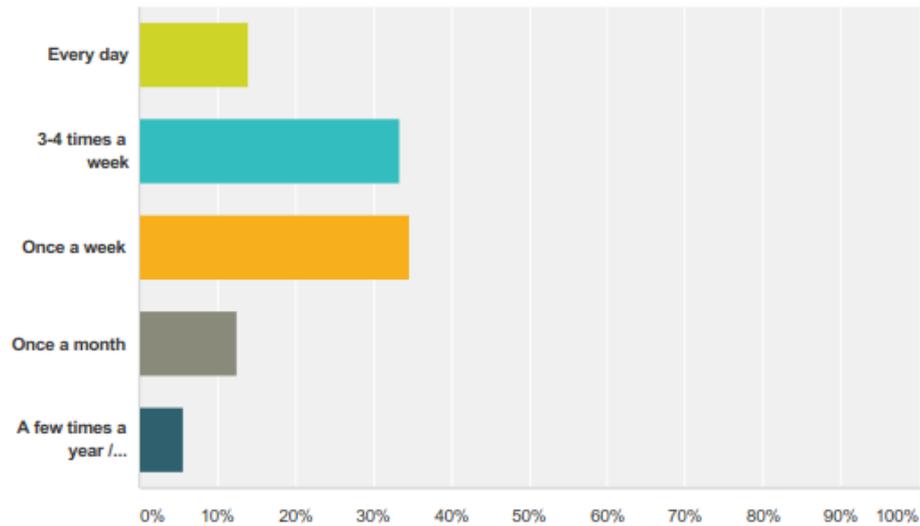
Answered: 72 Skipped: 0



# Survey

## Q2 How often do you travel the New Park Avenue Area?

Answered: 72 Skipped: 0



Answer Choices	Responses
Every day	13.89% 10
3-4 times a week	33.33% 24
Once a week	34.72% 25
Once a month	12.50% 9
A few times a year / infrequently	5.56% 4
<b>Total</b>	<b>72</b>

# Goals for Alternatives

- Improved traffic flow
- Better bicycle and pedestrian accommodations
- Controlled access management
- Better use of curb to curb space
- Promote Trout Brook Trail
- Incorporate works of art
- Consistent and appealing landscapes
- Promote neighborhood feel

# Four Roadway Use Alternatives

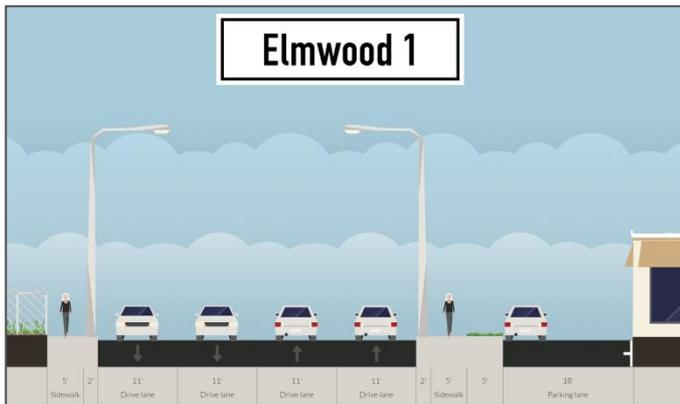
- Alternative 1 – Coordinated Signal System
- Alternative 2 – Two way Cycle Track
- Alternative 3 – Buffered Bike Lanes
- Alternative 4 – No Center Turn Lanes

# Alternative 1

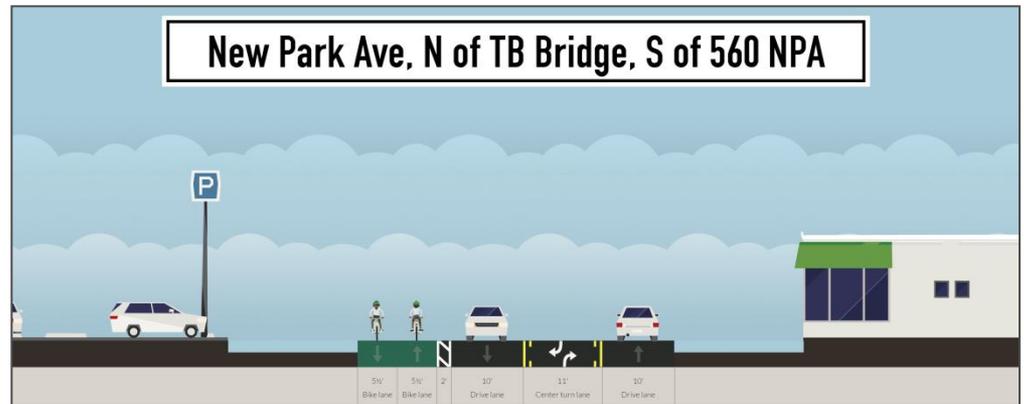
- Coordinate traffic signals along New Park Avenue corridor
- New Britain Avenue intersection is coordinated with another signal system - not included in the optimization
- Expect to see increased efficiency of traffic flow through intersections
- Coordinating the signals allows for vehicles to catch a green wave instead of each node operating independently
- Creates smaller queues and decreases delay times at intersections
- Add pedestrian phase to Talcott & Oakwood signals

# Alternative 2

- Incorporate a two-way left turn lane (TWLTL) and coordinate signals
- A shared left-turn lane prevents congestion in main travel lanes caused by vehicles waiting to make a turn
- On street parking in Elmwood section
- Dedicated cycle track on west side of road
- Pocket park at Trout Brook Trail terminus



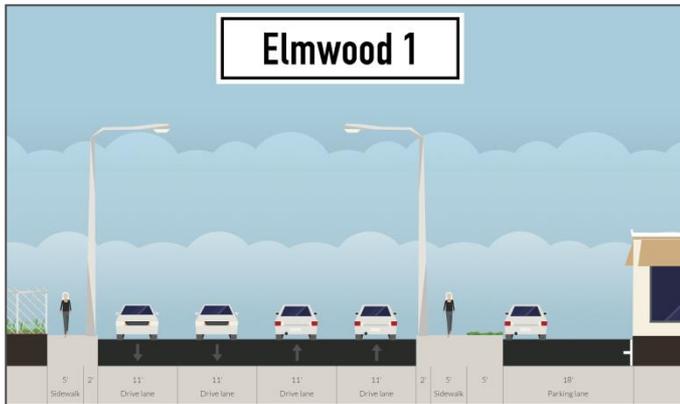
Existing Cross-Section View



Proposed Cross-Section View

# Alternative 3

- Incorporate a two-way left turn lane (TWLTL) and coordinate signals
- A shared left-turn lane prevents congestion in main travel lanes caused by vehicles waiting to make a turn
- Buffered bike lanes on both sides of road way



Existing Cross-Section View



Proposed Cross-Section View

# Alternative 4

- Can incorporate features from Alternatives 2 & 3
- Allows for a raised and/or textured center median
- Higher degree “road diet” along with some alterations/optimizations of signal timings
- Can impact congestion on side street approaches to New Park Avenue

# New Britain Avenue

## Alternative 1:

- Unchanged from 2030 existing
- Weekdays LOS F
- Saturday LOS E

## Alternatives 2 & 3:

- Slightly improved delay times compared to 2030 existing
- Weekdays LOS F
- Saturday LOS E

## Alternative 4:

- Best case scenario for this intersection
  - Lowest delays
  - Lowers v/c ratio
- Weekdays LOS F
- Saturday LOS E

# New Britain Avenue

- Not affected by Alternative 1
- SB movement operates most efficiently, with LOS C or D
- Heavy NB delays in the afternoon peak hour, most manageable with the “road diet” option



# Talcott Road

- SB movement operates most efficiently, with LOS C or D
- Heavy NB delays in the afternoon peak hour, most manageable with the “road diet” option
- The Road Diet option is, overall, the best alternative for this intersection



# Colt Driveway/Oakwood Avenue

- SB movement operates most efficiently, with LOS C or D
- Heavy NB delays in the afternoon peak hour, most manageable with the “road diet” option
- The Road Diet option is, overall, the best alternative for this intersection



# West Hartford Place

- This intersection sees very little delay reduction with any combination of the many changes made

Existing Cross-Section View



Proposed Cross-Section View



# Flatbush Avenue

- [Discussion of alternatives]

# Prospect Avenue

- [Discussion of alternatives]



# Overview

- Alternative 1: Coordinating the signals throughout the corridor does not drastically improve the function of the roadway, as we once predicted that it would;
  - Most intersections remain essentially unchanged
  - The intersection with Oakwood Avenue responds positively, improving its LOS to A in the AM and B in the PM
  - The West Hartford Place intersection responds negatively, decreasing its LOS to C in both PM and Sat.
- Alternative 2: Incorporating a TWLTL and optimizing the signals has mixed reactions along the corridor
  - Flatbush Avenue improves overall in LOS rating as well as delay times
- Alternative 3:
- Alternative 4: Best all around scenario for Flatbush Avenue and New Britain Avenue intersections

# Alternative 1 – Coordinated Corridor

- AM

- NBA, Talcott, WHP, Flatbush, and Prospect are essentially the same as 2030 unchanged
- Oakwood improves from LOS B to LOS A

- PM

- NBA, Talcott, Flatbush, and Prospect are essentially the same as 2030 unchanged
- Oakwood improves from LOS C to LOS B
- WHP decreases from LOS B to LOS C

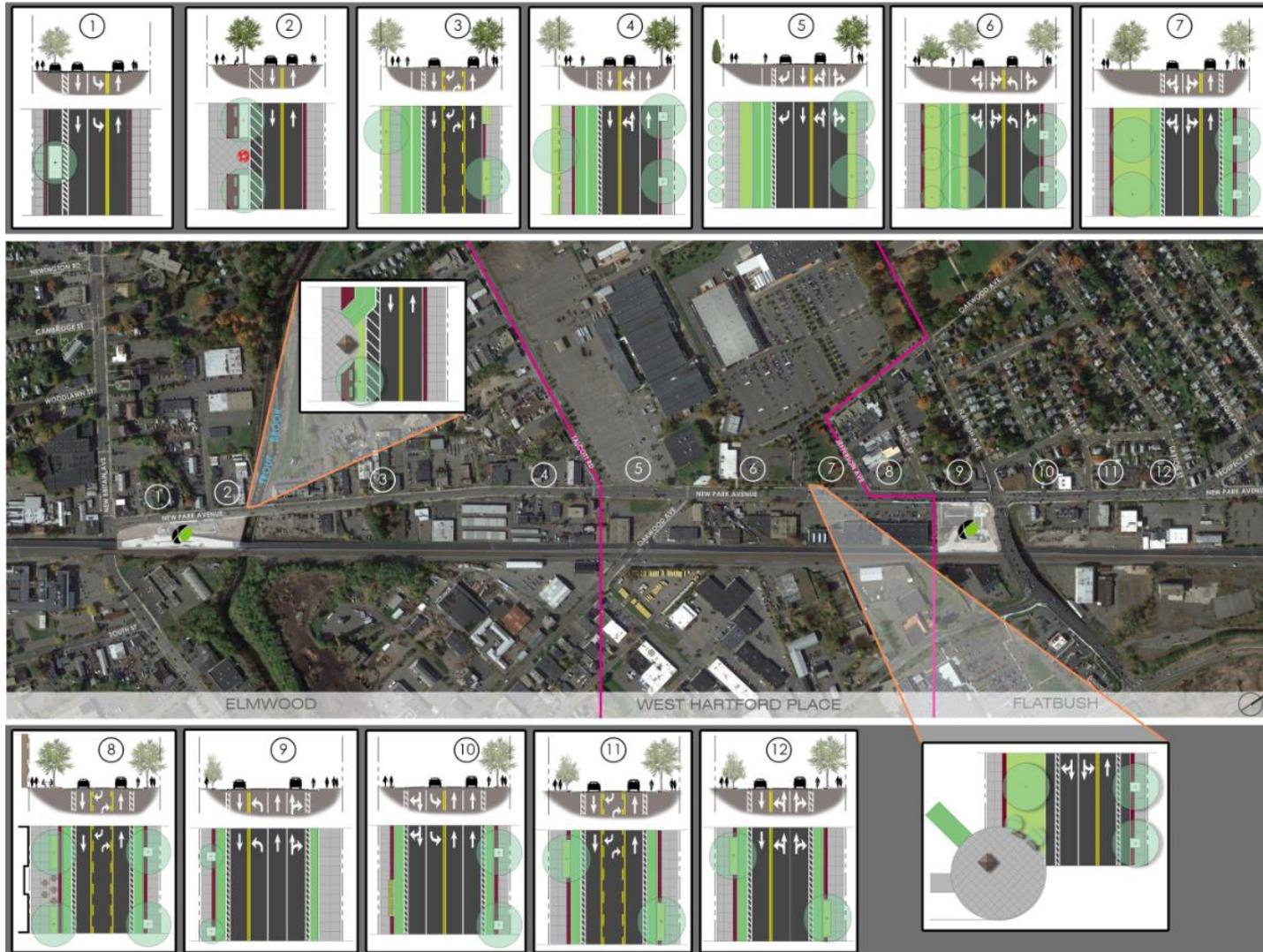
- Saturday

- NBA, Talcott, Oakwood, Flatbush are essentially unchanged
- WHP decreases from LOS B to LOS C
- Prospect Ave doesn't change LOS but SB Approach decreases from LOS A/10s to LOS E/70s

# Landscape Design

- Corridor separated into twelve sections
- Two additional focus areas at Trout Brook and WH Place

# Landscape Design



# Zoning

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# Discussion

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## A G E N D A

### New Park Avenue Transit Area Complete Streets Study Technical Advisory Committee Meeting 2

Elmwood Community Center Room 110

April 20, 2016  
2:00 p.m.

#### 1. Outreach Efforts

- Town printed flyers and mailed out to all stakeholders/business owners/relevant Town committees
- F&O canvassed the study area handing flyers out at Hartford Baking Company, Corner Pug and both Fastrak Stations
- Facebook page was created for project and advertised on various community groups online
- Hartford Courant story; We-Ha.com publicized study online
- Pop-up kiosk set up at Elmwood Fastrak station to help advertise project to commuters

#### 2. Traffic Modeling

- Using Synchro 9.0 software a full model of the existing traffic conditions has been programmed for morning and afternoon peak hour conditions.
- Preliminary results indicate excess capacity at many study area intersections.

#### 3. Turning Movement Counts

- Morning and afternoon peak hour turning movement counts conducted on March 31, 2016 and Saturday peak hour turning movement counts were conducted on April 2, 2016.
- Morning peak hour is 7:45 a.m. until 8:45 a.m.
- Afternoon peak hour is 4:30 p.m. until 5:30 p.m.
- Saturday peak hour is 12:00 p.m. until 1:00 p.m.

#### 4. Existing Conditions Inventory

- Inventory of all corridor facilities is under way. Report to follow week of April 25, 2016.

#### 5. Workshop Plan

- Introductions
- Preference survey
- Discussion of deficiencies based on user experience
- Facilitators report back group findings

## Appendix C

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Survey Questions  
Survey Results

## New Park Avenue Survey

### 1. What do you do in West Hartford? Please select all that apply.

- Live
- Work
- Access public transit
- Eat
- Shop
- Attend School
- Exercise
- Other (please specify)

---

### 2. How often do you travel the New Park Avenue Area?

- Every day
- 3-4 times a week
- Once a week
- Once a month
- A few times a year / infrequently

### 3. Why do you most often use the New Park Avenue Area?

- Live in the neighborhood
- Shopping
- Dining
- Place of Employment
- Professional Services
- Access to Public Transit (CTFastrak)

- Exercise
- Connection to other destinations

**4. How do you travel on New Park Avenue? Please check all that apply.**

- In car
- On bike
- On public transit
- By foot

**5. If you could bring something new to New Park Avenue, what would it be? Please select up to three.**

- More shops and businesses
- More arts, theaters, and cultural venues or events
- More offices
- Better bus service
- Commuter rail/train service
- Better roads
- More residential choices
- Better sidewalks and crosswalks

**6. What causes you the most frustration while driving New Park Avenue?**

- Vehicles moving too fast
- Vehicles obstructing lanes because they're waiting to turn
- Delays at traffic signals
- People trying to cross the street

**7. What are the biggest challenges facing the New Park Avenue Area? Please select up to three.**

- Traffic congestion
- Traffic speed

- Lack of adequate, safe or comfortable sidewalks
- Lack of adequate, safe or comfortable crosswalks
- Lack of adequate, safe, or comfortable bicycle amenities
- Lack of on-street parking
- Lack of housing opportunities
- Type and mix of land uses
- Other (please specify)

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**8. How do you utilize the sidewalks on New Park Avenue? Please select up to three.**

- To walk between stores and business along the corridor
- To walk to/from the CTFAstrak stations
- To bike between the stores and business on the corridor
- To bike to/from the CTFAstrak stations
- For recreational walking/running
- For recreational biking
- I do not use the sidewalks on New Park Avenue

**9. Which of the following would make you feel more comfortable riding your bicycle on New Park Avenue? Please select up to three.**

- On-street bike lane with proper markings and signage
- Pavement symbols designating that the lanes are to be shared between cars and bikes
- On-street bike lane that is buffered with a marked or raised median between bike traffic vehicle traffic
- Off-street bike path or multi-use shared pathway
- Adjusting traffic signals to recognize cyclists
- Addition of bike racks to secure bikes once arriving at destinations
- I would not ever ride my bike on New Park Avenue

**10. Which of the following would make you feel more comfortable using the sidewalks along New Park Avenue?**

- Wider Sidewalks
- Additional space between the sidewalk and street
- Street trees
- Better pedestrian and wayfinding Signage
- Better crosswalks
- Benches and other streetscape amenities
- All of the above

**11. Do you encounter a shortage of parking in the New Park Avenue Area on a regular basis?**

- No
- Yes
- If yes, where

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**12. What is your age range?**

- Under 20 years old
- 21-30 years old
- 31-40 years old
- 41-50 years old
- 50+ years old

Prev

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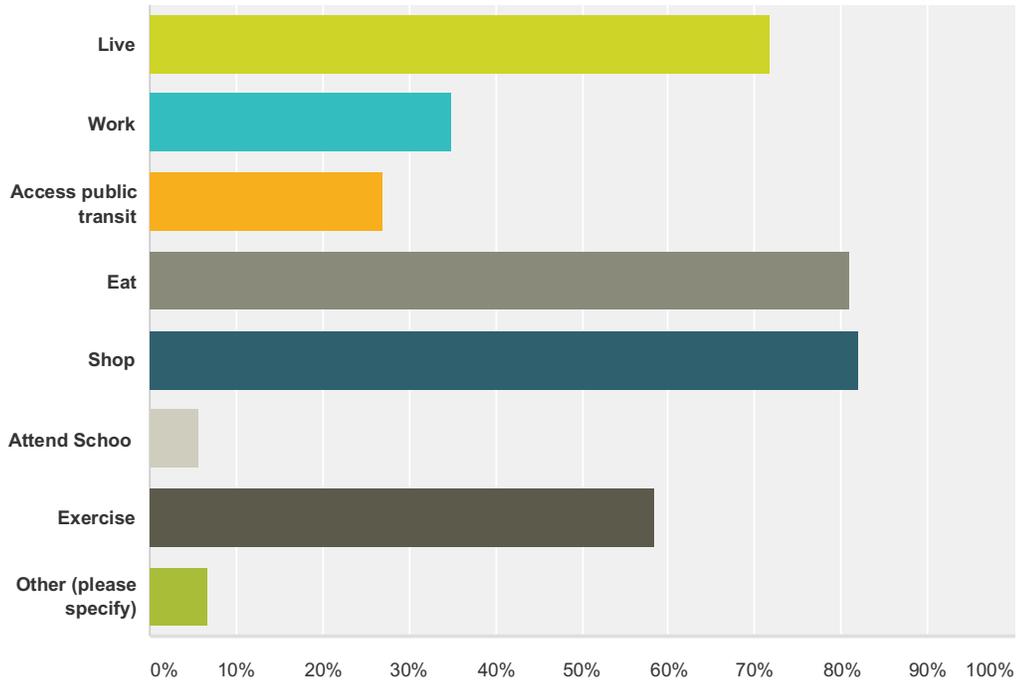
Powered by



See how easy it is to [create a survey](#).

**Q1 What do you do in West Hartford?  
Please select all that apply.**

Answered: 89 Skipped: 0

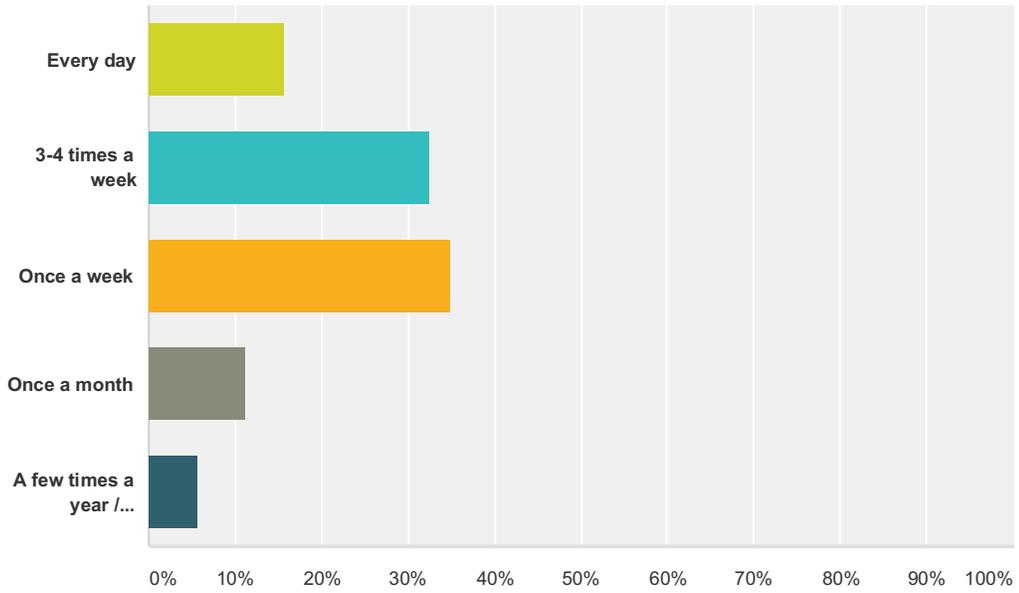


Answer Choices	Responses
Live	71.91% 64
Work	34.83% 31
Access public transit	26.97% 24
Eat	80.90% 72
Shop	82.02% 73
Attend School	5.62% 5
Exercise	58.43% 52
Other (please specify)	6.74% 6
<b>Total Respondents: 89</b>	

#	Other (please specify)	Date
1	jog with my dog	6/5/2016 10:26 PM
2	Church	6/3/2016 7:26 PM
3	Entertainment, movies	6/2/2016 10:38 PM
4	Nothing	5/28/2016 6:03 PM
5	Family	5/27/2016 10:36 PM
6	Bicycle to work and rec, where's bike access in #5???	5/27/2016 2:28 PM

## Q2 How often do you travel the New Park Avenue Area?

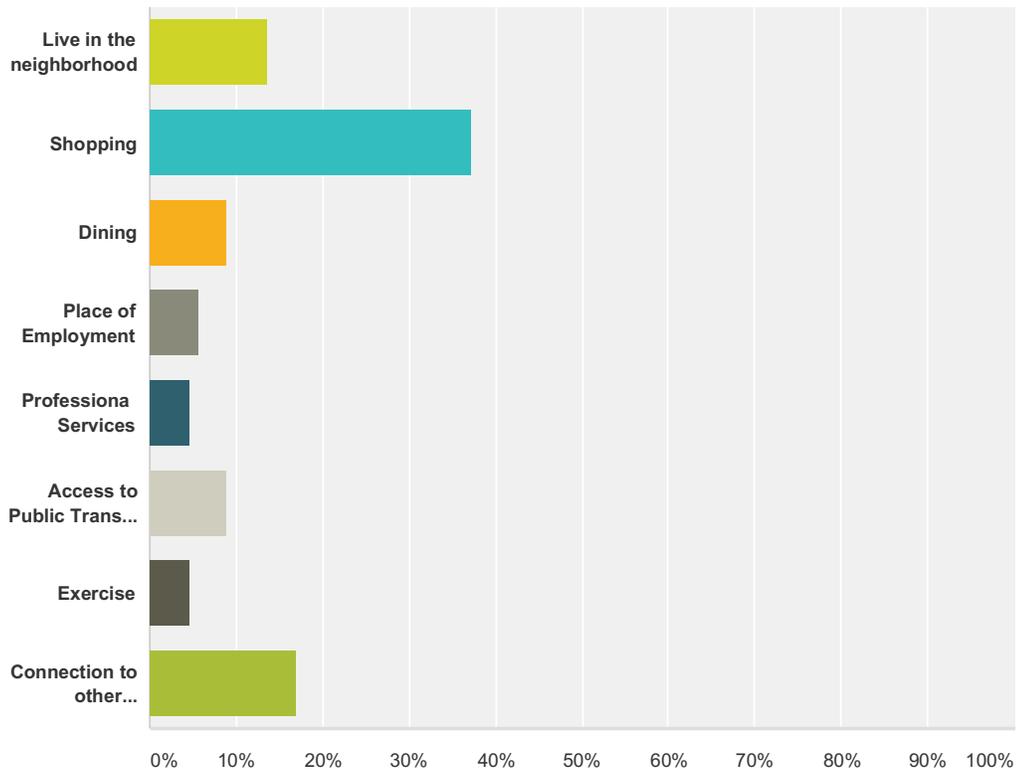
Answered: 89 Skipped: 0



Answer Choices	Responses	Count
Every day	15.73%	14
3-4 times a week	32.58%	29
Once a week	34.83%	31
Once a month	11.24%	10
A few times a year / infrequently	5.62%	5
<b>Tota</b>		<b>89</b>

### Q3 Why do you most often use the New Park Avenue Area?

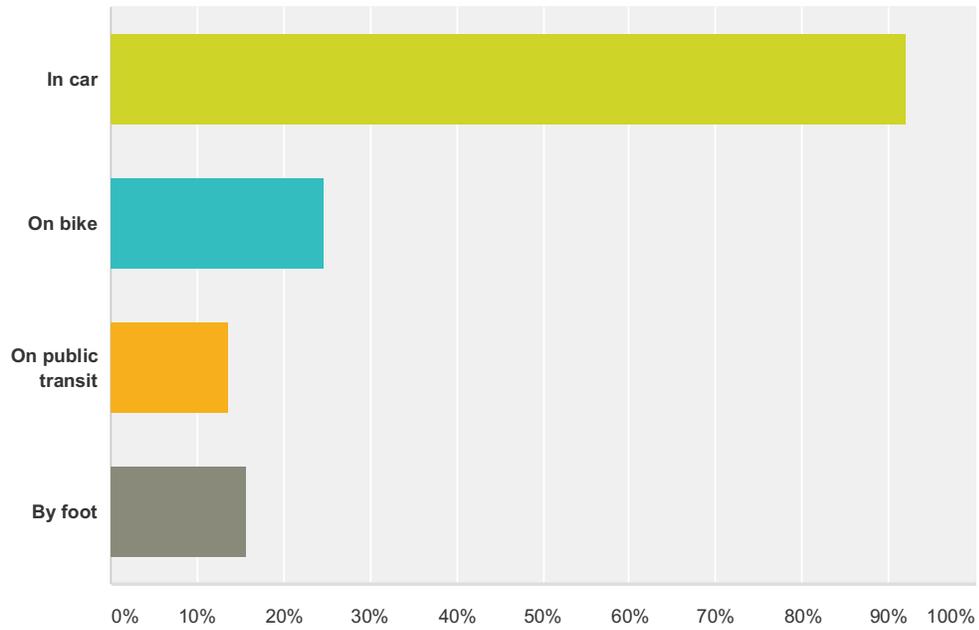
Answered: 89 Skipped: 0



Answer Choices	Responses
Live in the neighborhood	13.48% 12
Shopping	37.08% 33
Dining	8.99% 8
Place of Employment	5.62% 5
Professional Services	4.49% 4
Access to Public Transit (CTFastrak)	8.99% 8
Exercise	4.49% 4
Connection to other destinations	16.85% 15
<b>Total</b>	<b>89</b>

**Q4 How do you travel on New Park Avenue?  
Please check all that apply.**

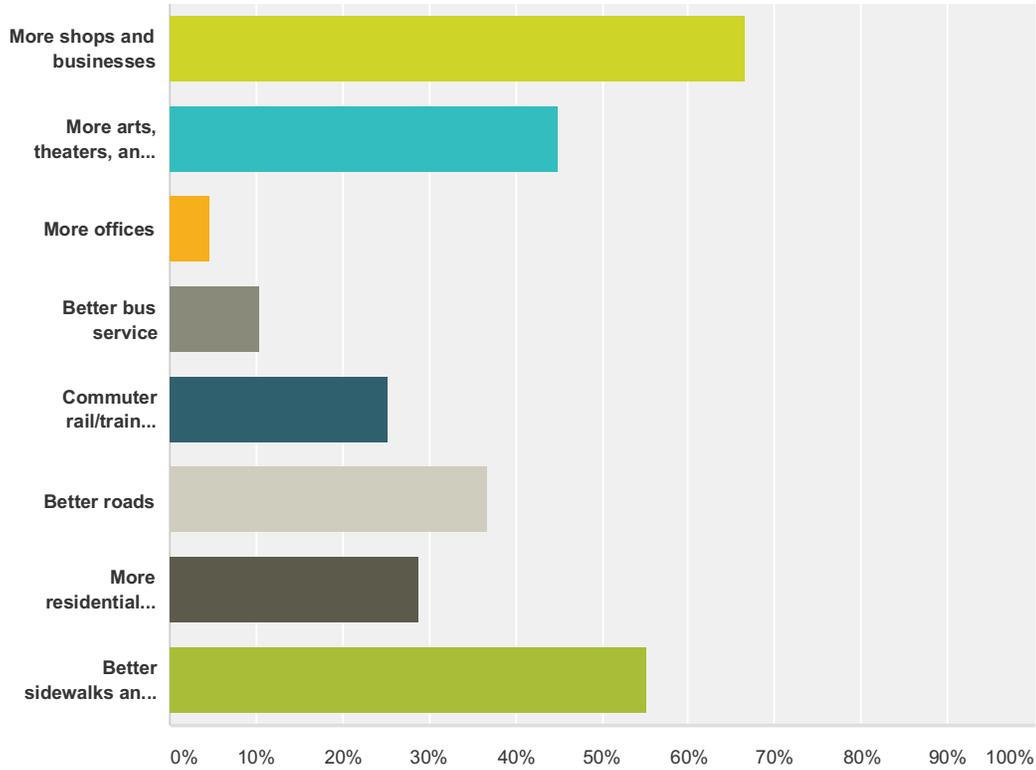
Answered: 89 Skipped: 0



Answer Choices	Responses
In car	92.13% 82
On bike	24.72% 22
On public transit	13.48% 12
By foot	15.73% 14
<b>Total Respondents: 89</b>	

**Q5 If you could bring something new to New Park Avenue, what would it be? Please select up to three.**

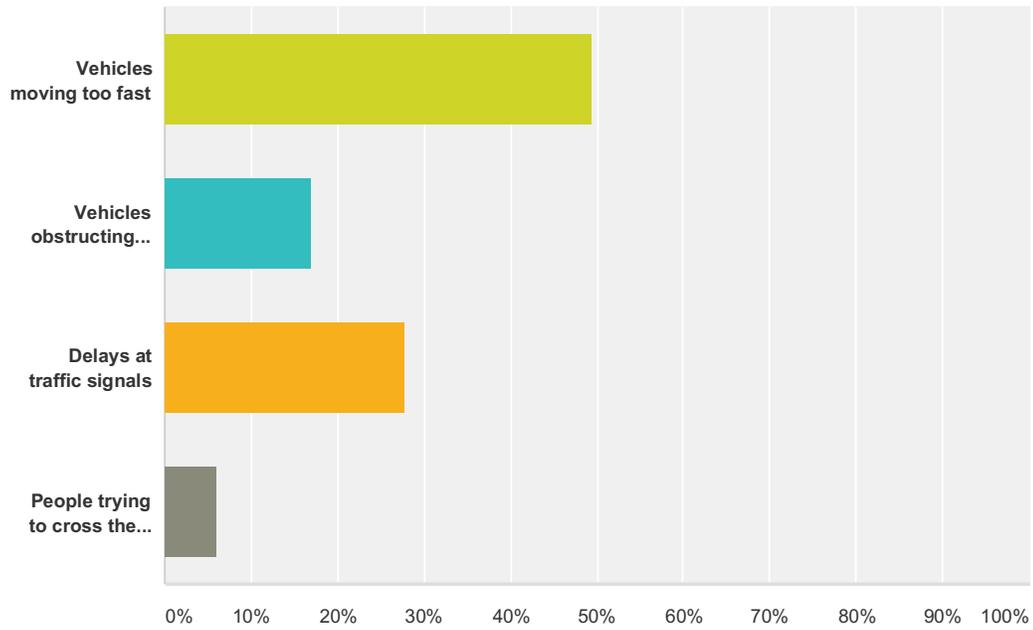
Answered: 87 Skipped: 2



Answer Choices	Responses
More shops and businesses	66.67% 58
More arts, theaters, and cultural venues or events	44.83% 39
More offices	4.60% 4
Better bus service	10.34% 9
Commuter rail/train service	25.29% 22
Better roads	36.78% 32
More residential choices	28.74% 25
Better sidewalks and crosswalks	55.17% 48
<b>Total Respondents: 87</b>	

### Q6 What causes you the most frustration while driving New Park Avenue?

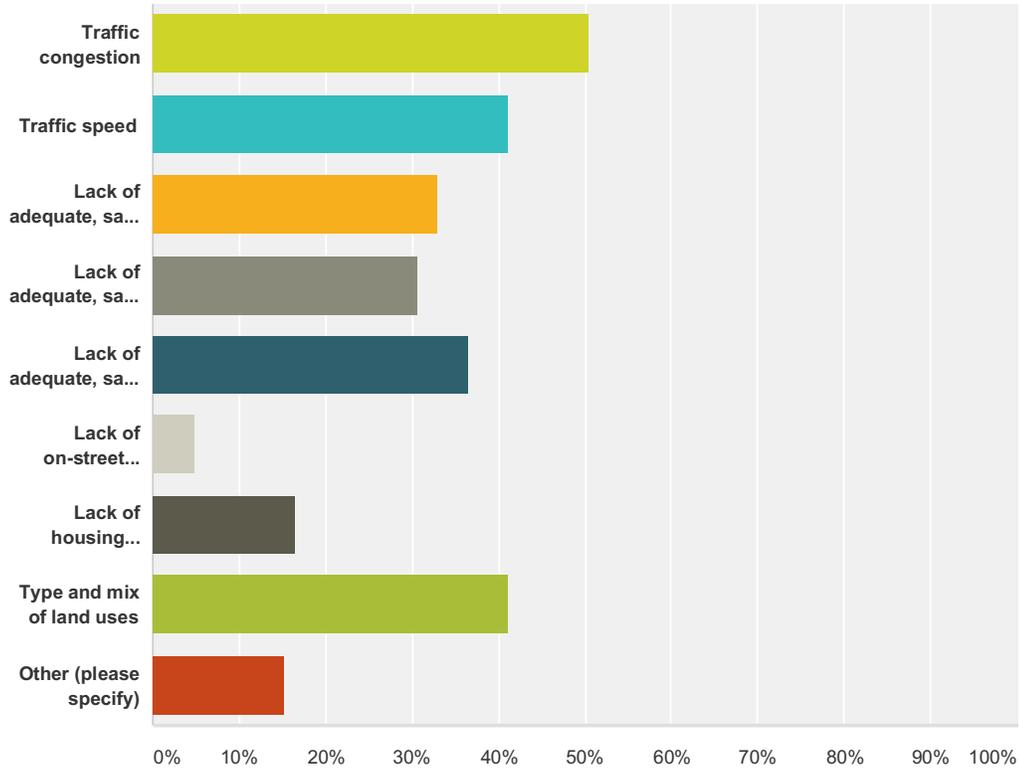
Answered: 83 Skipped: 6



Answer Choices	Responses
Vehicles moving too fast	49.40% 41
Vehicles obstructing lanes because they're waiting to turn	16.87% 14
Delays at traffic signals	27.71% 23
People trying to cross the street	6.02% 5
<b>Tota</b>	<b>83</b>

### Q7 What are the biggest challenges facing the New Park Avenue Area? Please select up to three.

Answered: 85 Skipped: 4



Answer Choices	Responses
Traffic congestion	50.59% 43
Traffic speed	41.18% 35
Lack of adequate, safe or comfortable sidewalks	32.94% 28
Lack of adequate, safe or comfortable crosswalks	30.59% 26
Lack of adequate, safe, or comfortable bicycle amenities	36.47% 31
Lack of on-street parking	4.71% 4
Lack of housing opportunities	16.47% 14
Type and mix of land uses	41.18% 35
Other (please specify)	15.29% 13
<b>Total Respondents: 85</b>	

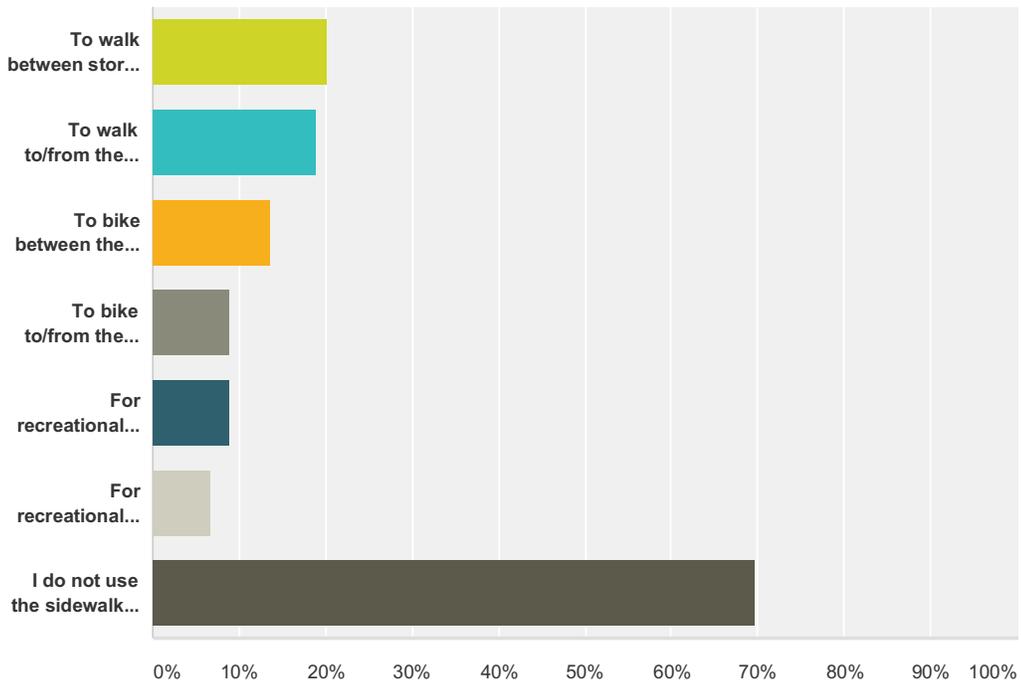
#	Other (please specify)	Date
1	Fastrak needs Transit oriented development near stations. Flatbush station is surrounded by big box stores and parking. Some Parking should be reclaimed for TOD.	6/13/2016 2:37 PM
2	Lack of pleasant appearance ~ street has turned into an eyesore that feels unsafe.	6/9/2016 6:04 PM

## New Park Avenue Survey

3	Plan will need to mature over time and what we think now will no doubt mature into a different use as implementation takes place. Plan must be well thought out so it can be flexible enough to be improved as implementation occurs over time. It will take several years to see the real use of what this corridor will be and the benefits it will provide for the town.	6/7/2016 9:10 PM
4	Lack of restaurants,fast food	6/3/2016 6:50 PM
5	abandoned buildings / lots	6/3/2016 4:39 PM
6	Underutilized land, 20th century biz strip	5/29/2016 9:17 AM
7	Packs of wild dogs	5/28/2016 6:03 PM
8	proximity to Hartford	5/28/2016 11:12 AM
9	Certain areas have broken sidewalks and could use some fixing up.	5/28/2016 11:07 AM
10	It's not a family-friendly area, so the apartments for singles/couples are a good idea.	5/28/2016 10:24 AM
11	The continued approval of drive-thru retail. Very embarrassing for a town claiming to want TOD, and very counter-intuitive.	5/27/2016 8:53 PM
12	Dreadful road surface	5/27/2016 6:46 PM
13	It doesn't have a walkable feel	5/27/2016 3:14 PM

### Q8 How do you utilize the sidewalks on New Park Avenue? Please select up to three.

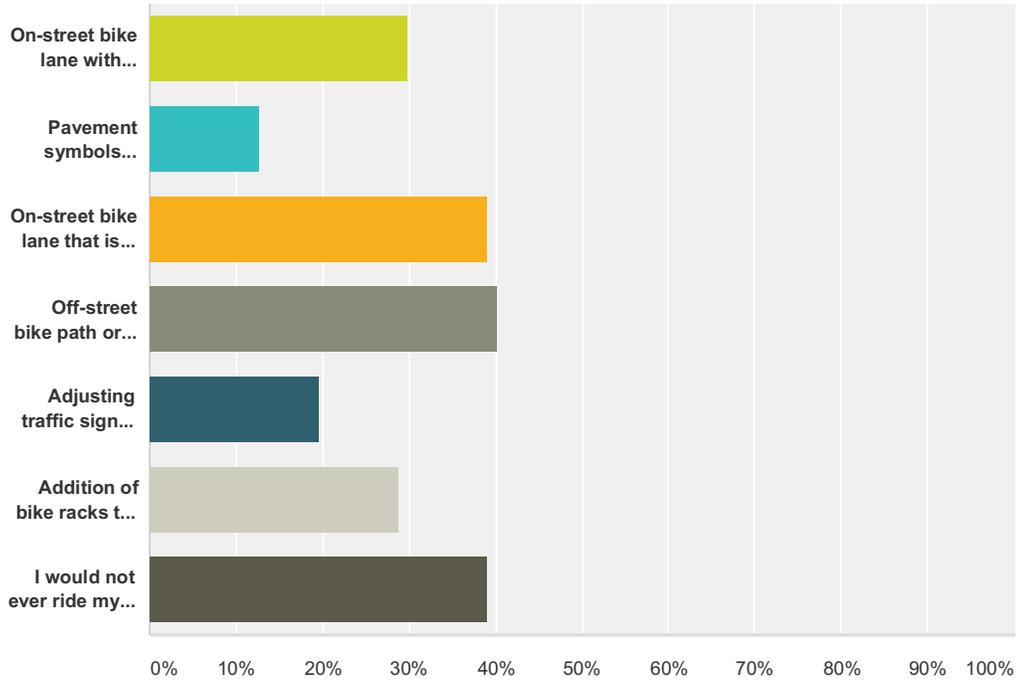
Answered: 89 Skipped: 0



Answer Choices	Responses
To walk between stores and business along the corridor	20.22% 18
To walk to/from the CTFastrak stations	19.10% 17
To bike between the stores and business on the corridor	13.48% 12
To bike to/from the CTFastrak stations	8.99% 8
For recreational walking/running	8.99% 8
For recreational biking	6.74% 6
I do not use the sidewalks on New Park Avenue	69.66% 62
<b>Total Respondents: 89</b>	

**Q9 Which of the following would make you feel more comfortable riding your bicycle on New Park Avenue? Please select up to three.**

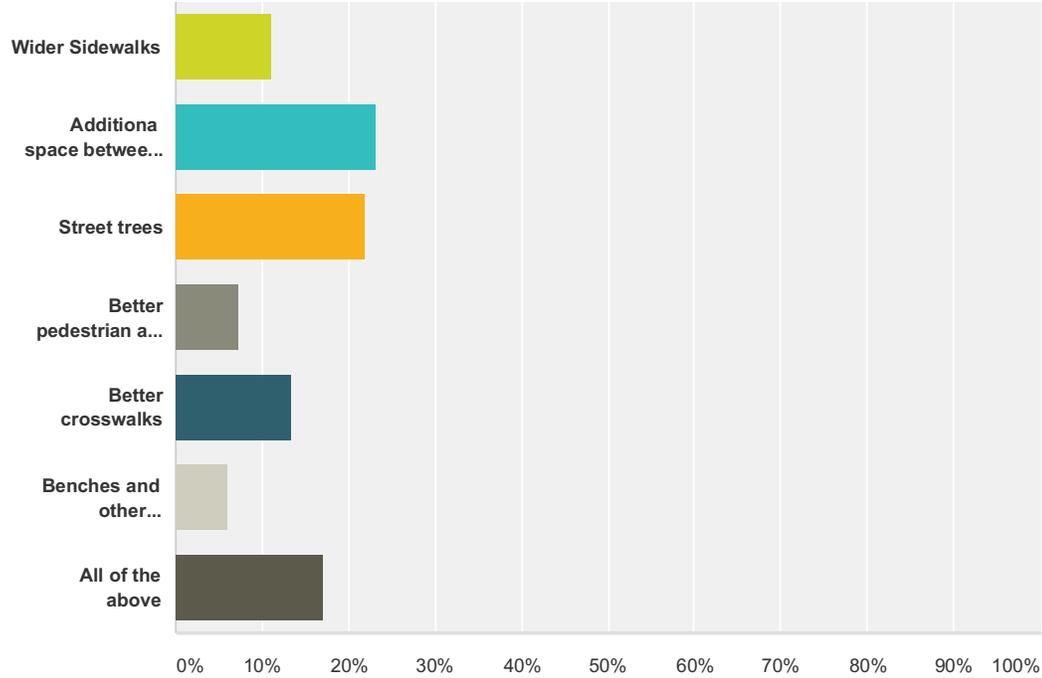
Answered: 87 Skipped: 2



Answer Choices	Responses
On-street bike lane with proper markings and signage	29.89% 26
Pavement symbols designating that the lanes are to be shared between cars and bikes	12.64% 11
On-street bike lane that is buffered with a marked or raised median between bike traffic vehicle traffic	39.08% 34
Off-street bike path or multi-use shared pathway	40.23% 35
Adjusting traffic signals to recognize cyclists	19.54% 17
Addition of bike racks to secure bikes once arriving at destinations	28.74% 25
I would not ever ride my bike on New Park Avenue	39.08% 34
<b>Total Respondents: 87</b>	

### Q10 Which of the following would make you feel more comfortable using the sidewalks along New Park Avenue?

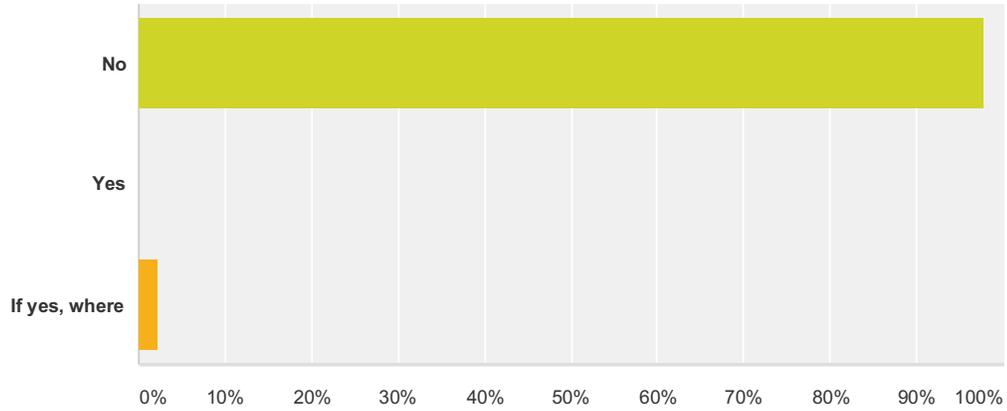
Answered: 82 Skipped: 7



Answer Choices	Responses
Wider Sidewalks	10.98% 9
Additional space between the sidewalk and street	23.17% 19
Street trees	21.95% 18
Better pedestrian and wayfinding Signage	7.32% 6
Better crosswalks	13.41% 11
Benches and other streetscape amenities	6.10% 5
All of the above	17.07% 14
<b>Tota</b>	<b>82</b>

### Q11 Do you encounter a shortage of parking in the New Park Avenue Area on a regular basis?

Answered: 87 Skipped: 2

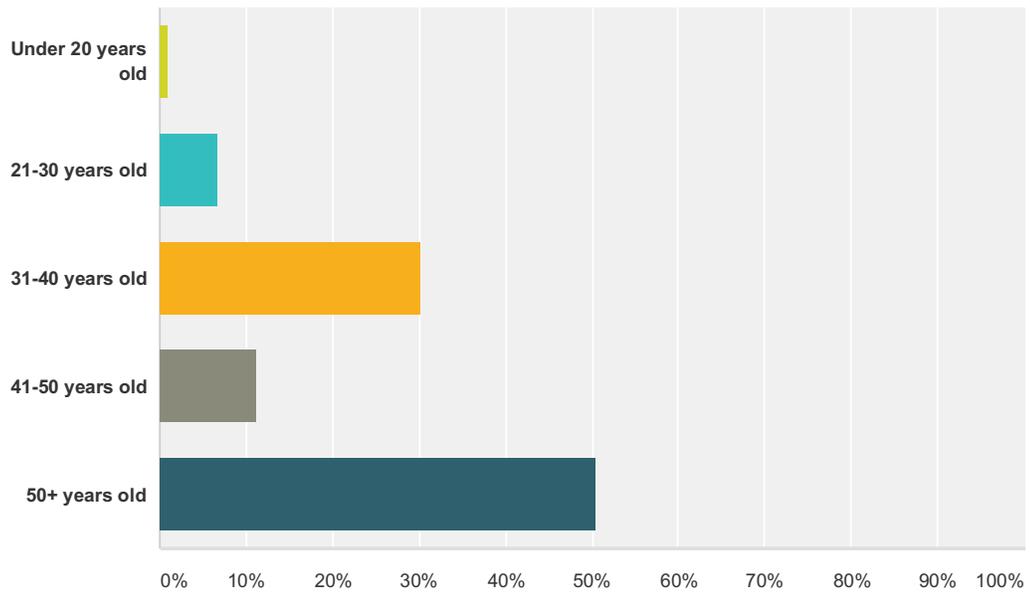


Answer Choices	Responses
No	97.70% 85
Yes	0.00% 0
If yes, where	2.30% 2
<b>Tota</b>	<b>87</b>

#	If yes, where	Date
1	Right over by that one guy	5/28/2016 6:03 PM
2	CT Fast Track station (Elmwood)	5/27/2016 11:13 PM

### Q12 What is your age range?

Answered: 89 Skipped: 0



Answer Choices	Responses
Under 20 years old	1.12% 1
21-30 years old	6.74% 6
31-40 years old	30.34% 27
41-50 years old	11.24% 10
50+ years old	50.56% 45
<b>Tota</b>	<b>89</b>