

NEW PARK avenue



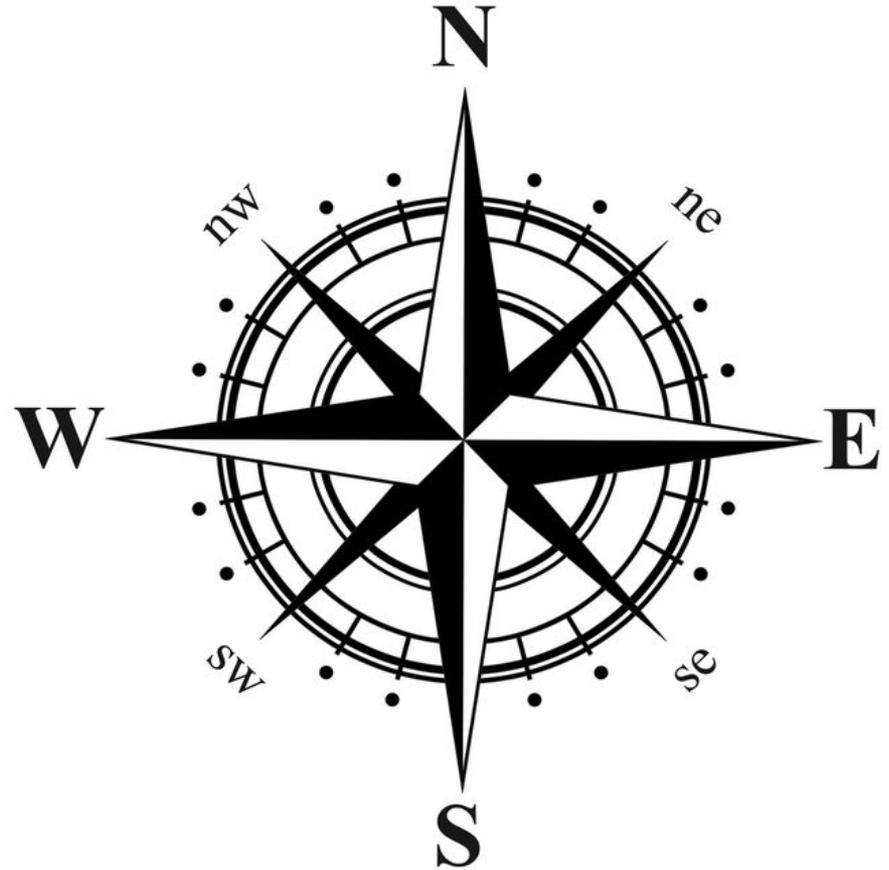
TRANSIT AREA · COMPLETE STREETS STUDY

Workshop Two

June 9, 2016

Presentation Outline

- Introduction
- Public Involvement
- Alternative Descriptions
- Traffic Analysis
- Landscape Design
- Zoning Analysis
- Review of Alternatives



Project Corridor



Fundamental Challenge

- **Street vs. Road**
- **New Park Avenue is now a multi-modal “Gateway” to West Hartford**
- **Accessibility for modes of transportation other than cars**
- **Improve connectivity and safety of pedestrians and bicyclists**
- **Integrate land use strategies and adhere to zoning regulations**



Public Outreach

- Pop-Up Kiosk
- Flyers
- Project Website

The screenshot shows the Facebook page for the 'New Park Avenue Transit Area Complete Streets Project'. The page features a header with navigation options: Page, Messages, Notifications, Insights, and Publishing Tools. The main content area displays an aerial view of the project area with the text 'New Park Avenue Transit Area Complete Streets Project' and the handle '@newparkavenue'. Below this, there are buttons for 'Add a Button', 'Liked', 'Message', and 'Add Shop Section'. The page also includes a 'Community' section with a search bar, a post from Katherine Pariseau and Jon Allard, and a 'Boost Your Page for \$5' advertisement. The bottom of the page shows the URL 'https://www.facebook.com/newparkavenue/'.



Workshop One Review

- April 20th
- 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

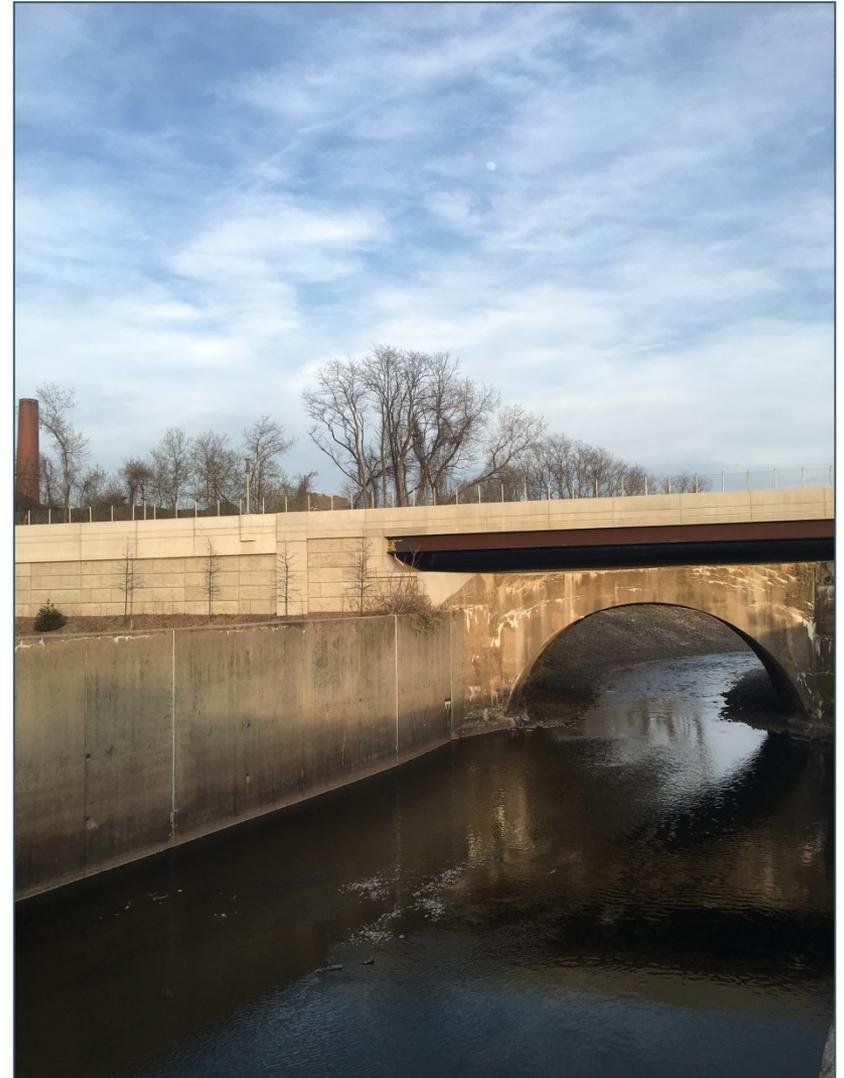
Flatbush

- Congestion @ Flatbush Intersection in both directions
- Check light coordination
- questions on whether bike lanes would be used
- no safe crossing points outside of IRT'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**
- **Speeds too high – needs traffic calming**
- **Industrial driveway potential for cut through to relieve New Britain Avenue congestion**



Workshop One Review

What We Heard – West Hartford Place

- **Aesthetically unpleasing**
- **Handicap accessibility**
- **Use excess Colt parking for green space**
- **Not safe for bikes**
- **We like the trees!**
- **Jefferson/Darcy area looks better**



Workshop One Review

What We Heard – Flatbush

- **Traffic congestion**
- **Long wait for pedestrian crossing**
- **More parking required at CTFAstrak stations**
- **Congestion is worse on the weekends**
- **Wider sidewalks would be preferable**

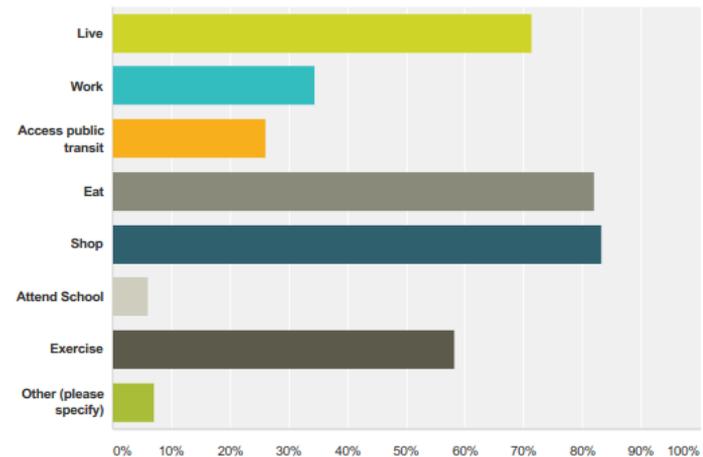


Survey

- Survey conducted online
- 84 Respondents
- 12 Questions
- Augments public input received at Workshops

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

Answered: 84 Skipped: 0

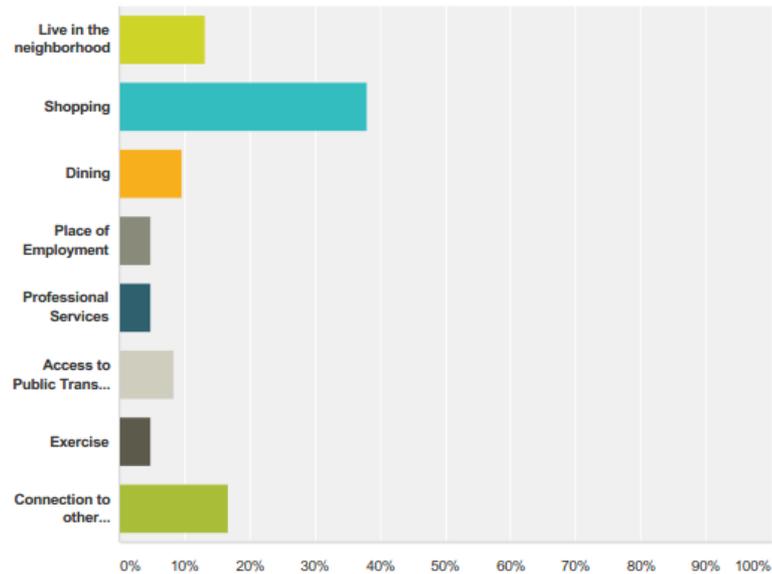


Answer Choices	Responses	
Live	71.43%	60
Work	34.52%	29
Access public transit	26.19%	22
Eat	82.14%	69
Shop	83.33%	70
Attend School	5.95%	5
Exercise	58.33%	49
Other (please specify)	7.14%	6
Total Respondents: 84		

Survey

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

Answered: 84 Skipped: 0

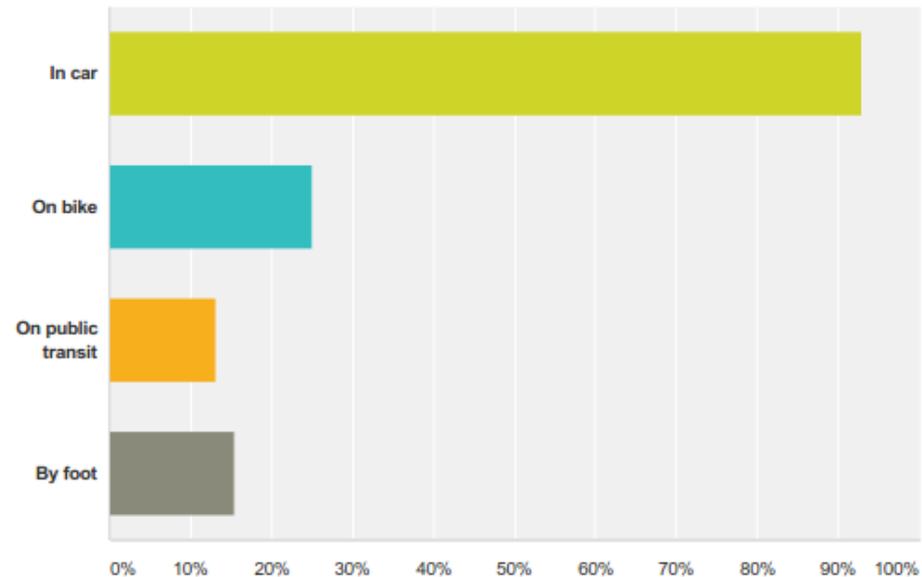


Answer Choices	Responses
Live in the neighborhood	13.10% 11
Shopping	38.10% 32
Dining	9.52% 8
Place of Employment	4.76% 4
Professional Services	4.76% 4
Access to Public Transit (CTFastrak)	8.33% 7
Exercise	4.76% 4
Connection to other destinations	16.67% 14
Total	84

Survey

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

Answered: 84 Skipped: 0

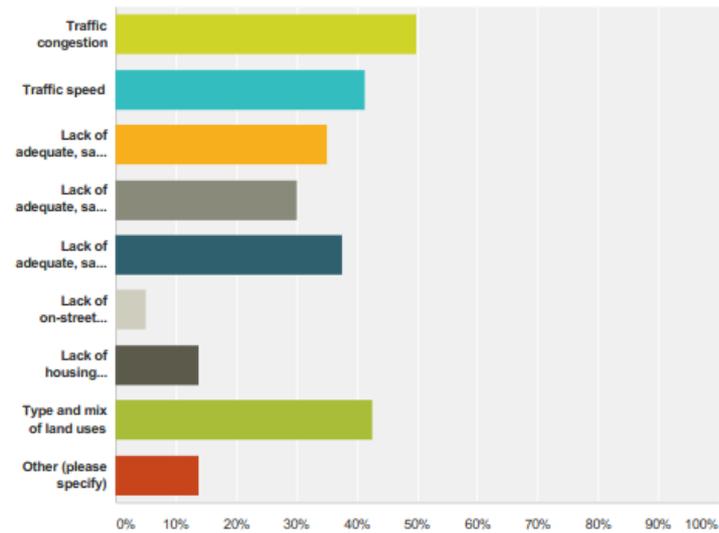


Answer Choices	Responses	
In car	92.86%	78
On bike	25.00%	21
On public transit	13.10%	11
By foot	15.48%	13
Total Respondents: 84		

Survey

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

Answered: 80 Skipped: 4



Answer Choices	Responses
Traffic congestion	50.00% 40
Traffic speed	41.25% 33
Lack of adequate, safe or comfortable sidewalks	35.00% 28
Lack of adequate, safe or comfortable crosswalks	30.00% 24
Lack of adequate, safe, or comfortable bicycle amenities	37.50% 30
Lack of on-street parking	5.00% 4
Lack of housing opportunities	13.75% 11
Type and mix of land uses	42.50% 34
Other (please specify)	13.75% 11
Total Respondents: 80	

Goals for Alternatives



- **Create balanced 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 feeling of user safety**

Four Roadway Use Alternatives

Alternative 1

Coordinated Signal System

Alternative 2

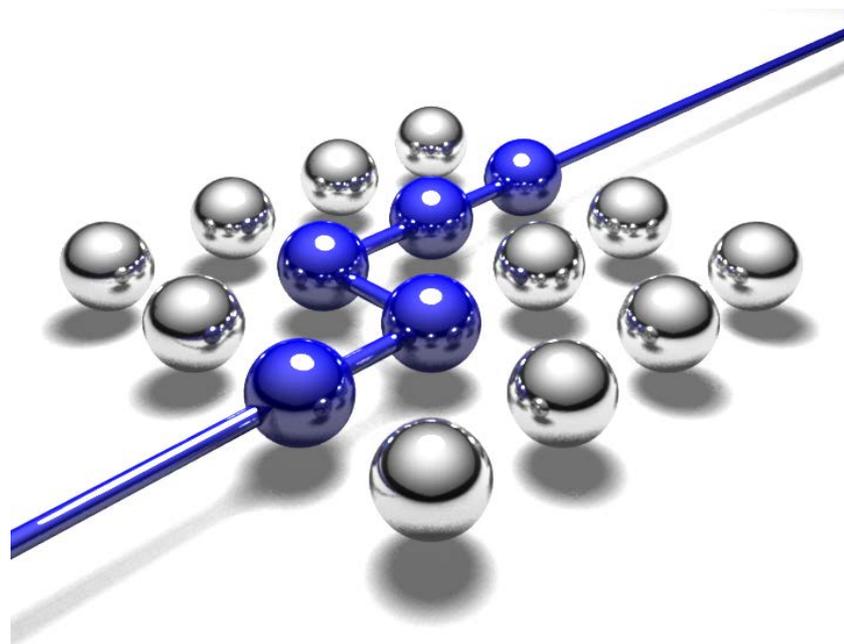
Two-way Cycle Track

Alternative 3

Buffered Bike Lanes

Alternative 4

Boulevard Concept



Alternative 1

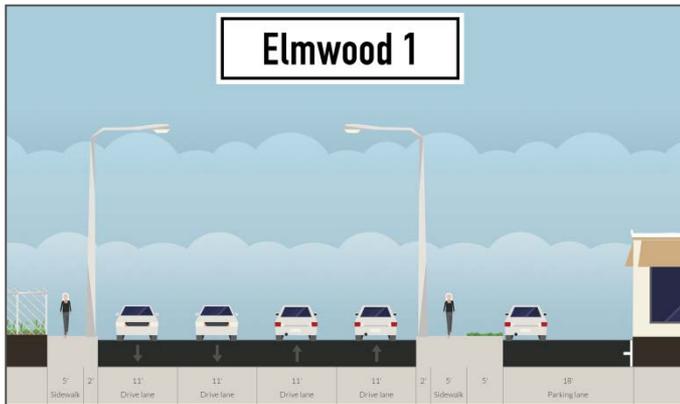
- **Coordinate signals**
- **New Britain Avenue is coordinated on its own signal system**
- **Add exclusive pedestrian phase to Talcott & Oakwood signals**

Benefits

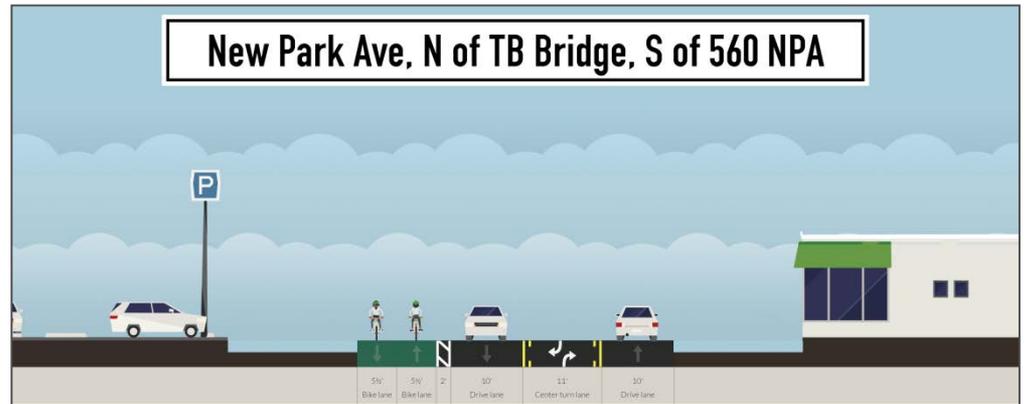
- Expect to see *increased efficiency* of traffic flow through intersections
- Coordinating the signals allows for vehicles to catch a *green wave* instead of each node operating independently
- Creates *smaller queues* and *decreases delay* times at intersections

Alternative 2

- **Construction of a two-way left turn lane (TWLTL)**
 - *Helps to prevent congestion in travel lanes*
- **On street parking in Elmwood section**
- **Dedicated cycle track on west side of road**
- **Pocket parks at Trout Brook Trail and West Hartford Place**



Existing Cross-Section View

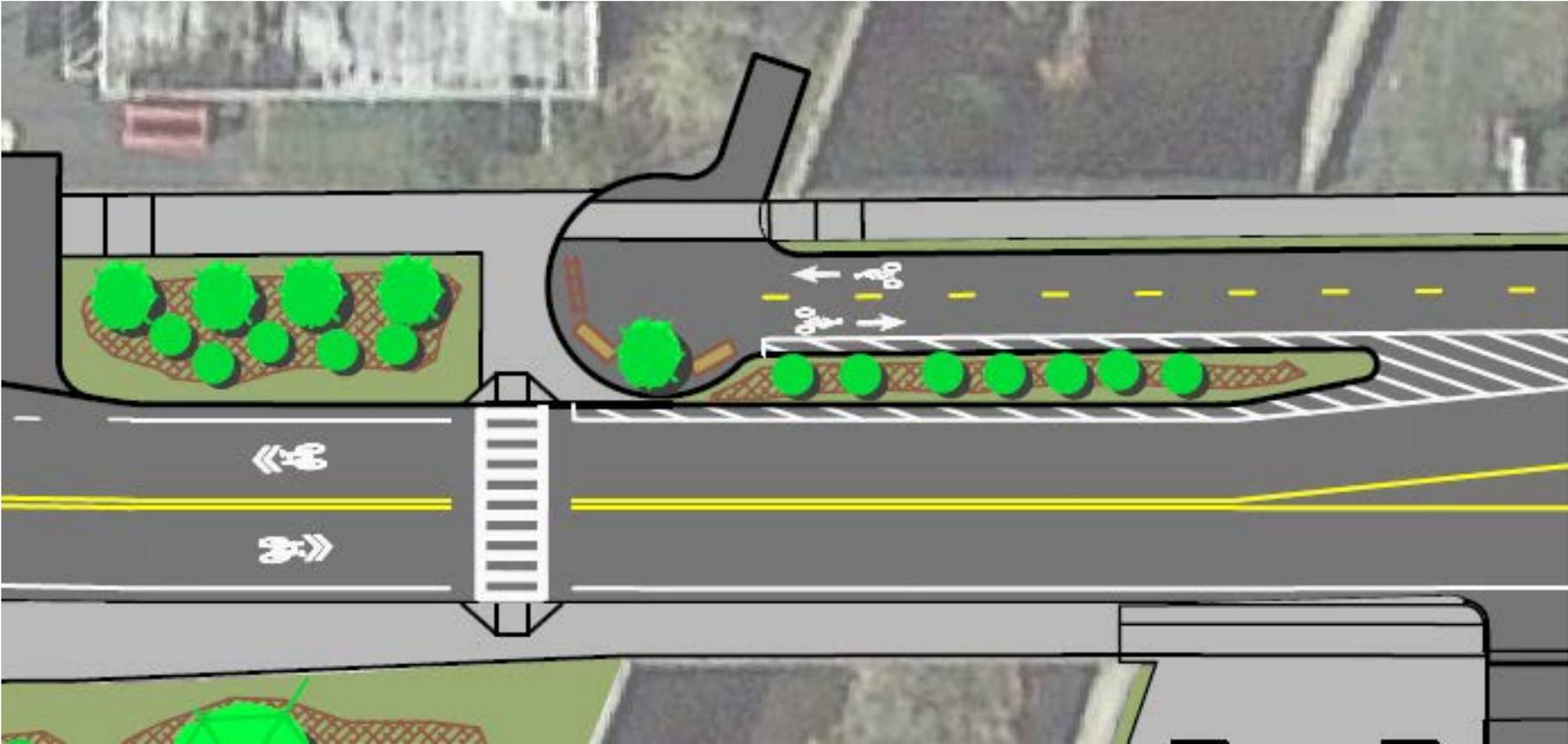


Proposed Cross-Section View

Alternative 2



Alternative 2



Alternative 3

- Keep two-way left turn lane (TWLTL) from Alternative 2
- Construct buffered bike lanes on both sides of road way
- Bike lanes extend south to New Britain Avenue
- Smaller pocket park at Trout Brook Trail
- Wide sidewalk in Flatbush section to allow for bicyclists

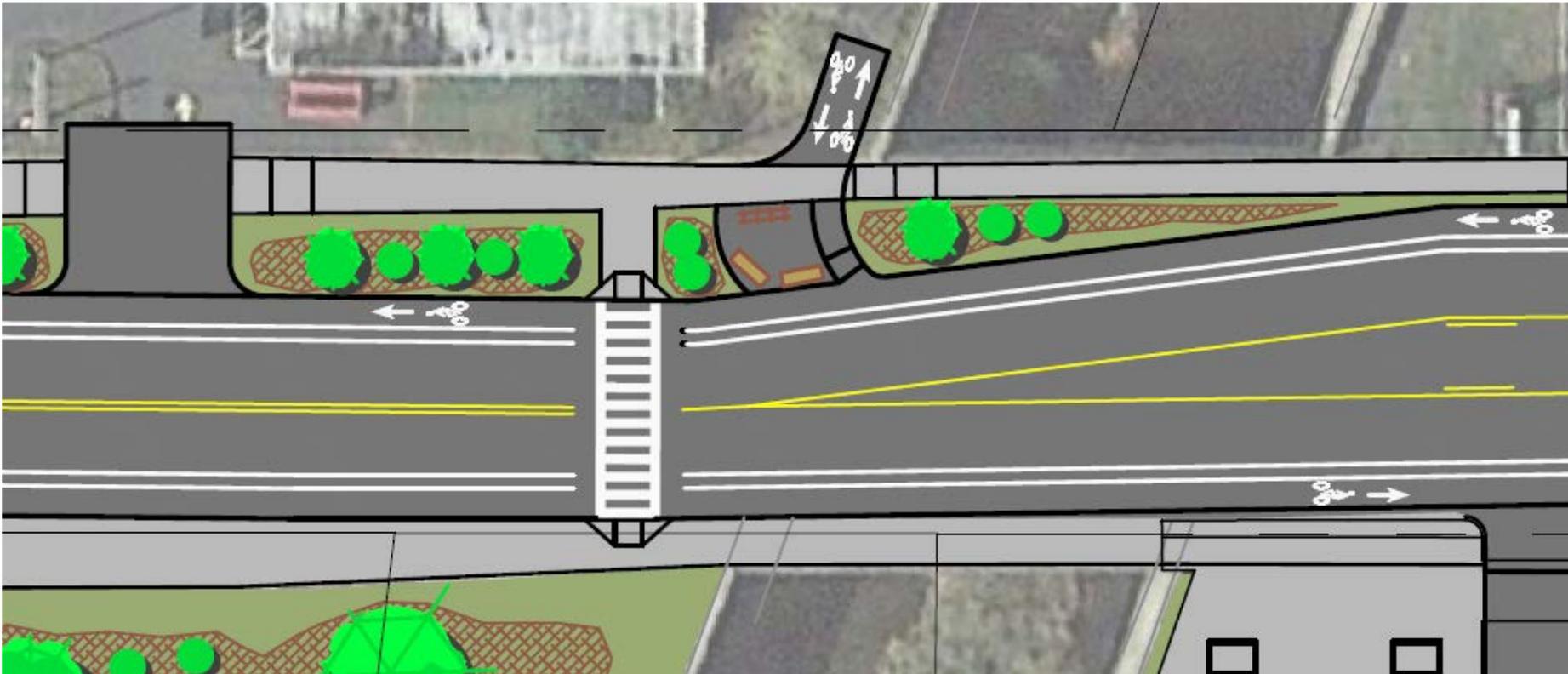


Existing Cross-Section View



Proposed Cross-Section View

Alternative 3



Alternative 3



Alternative 4



New Britain Avenue

- **Reduction to one northbound receiving lane causes no additional delay – allows for bike lanes or on-street parking**
- **Already coordinated with other New Britain Avenue signals**
- **Experiences delays and queues with 2030 traffic volumes**



Talcott Road

- Pinch point south of Talcott Road – Alternatives include one southbound receiving lane to accommodate cycle track or bike lanes
- 2030 operations experience only minor increase in delay from present



Colt Driveway/Oakwood Avenue



- **Change to shared through/left turn lane on southbound approach**
- **After coordinating the corridor, increased capacity**
 - **More even flow and overall decrease in delays**

West Hartford Place

- Reduction to three lanes traveling southbound, does not increase queues
- Incorporates cycle track to the south and bike lanes to the north



Flatbush Avenue



- Experiences delays and extended queues with 2030 traffic volumes
- No changes to current lane arrangements in order to maintain efficiency

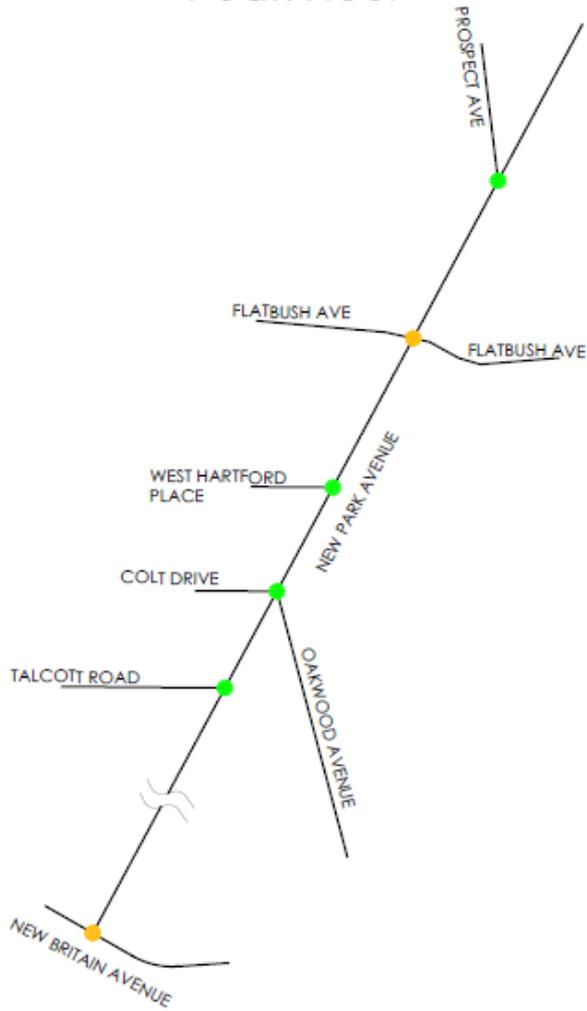
Prospect Avenue

- 2030 operations remain consistent when compared to current conditions
- Lane reduction possible without increasing delays but not currently displayed in alternatives

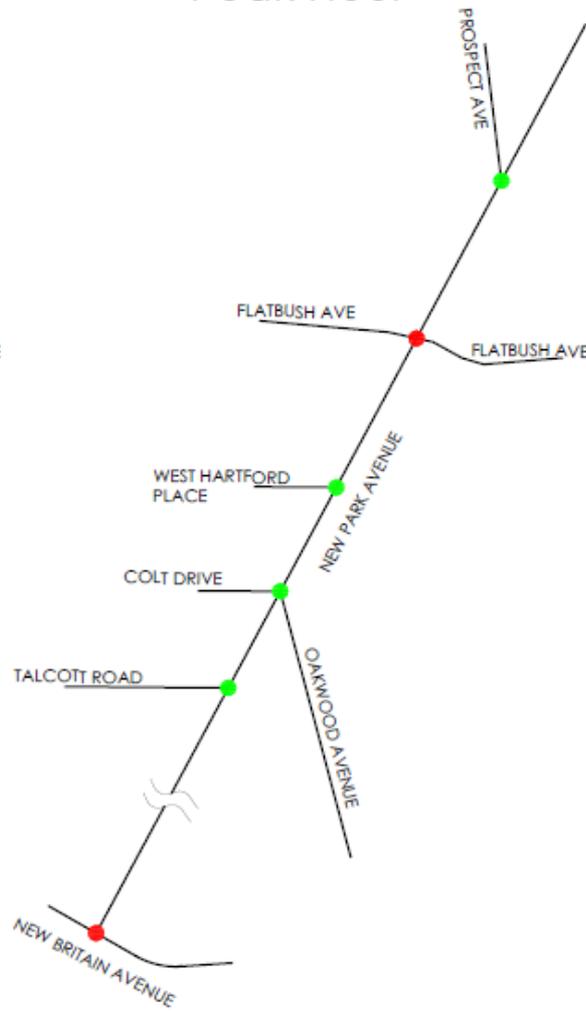


Overview - Morning Peak Hour

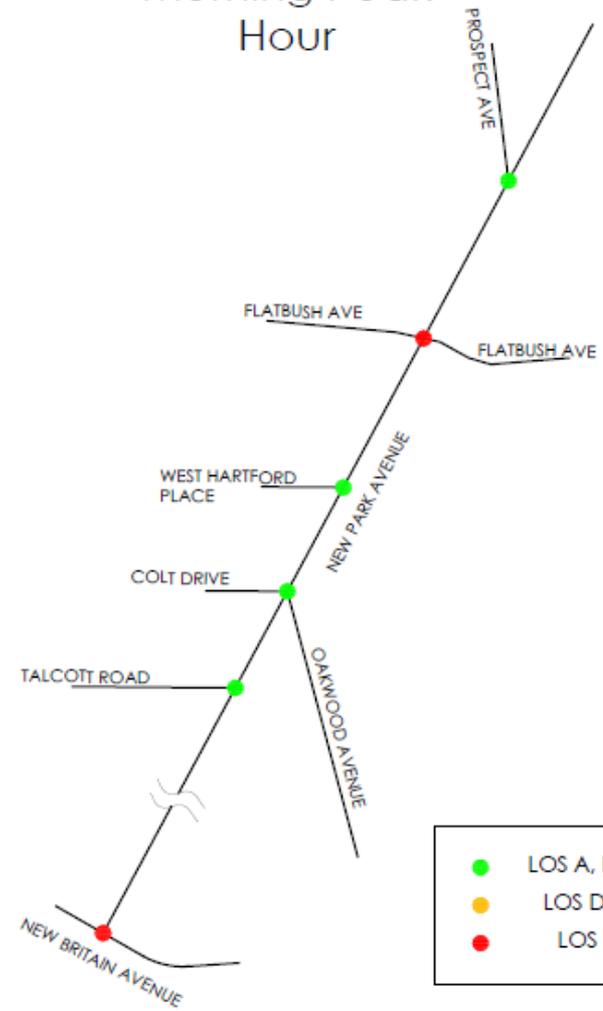
Existing Morning Peak Hour



2030 Morning Peak Hour



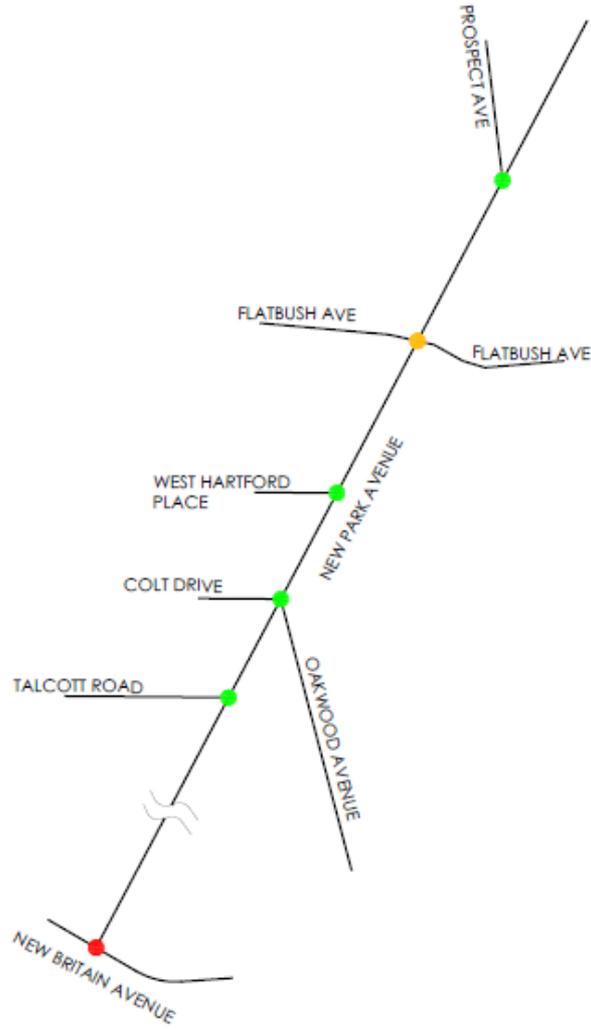
Modified 2030 Morning Peak Hour



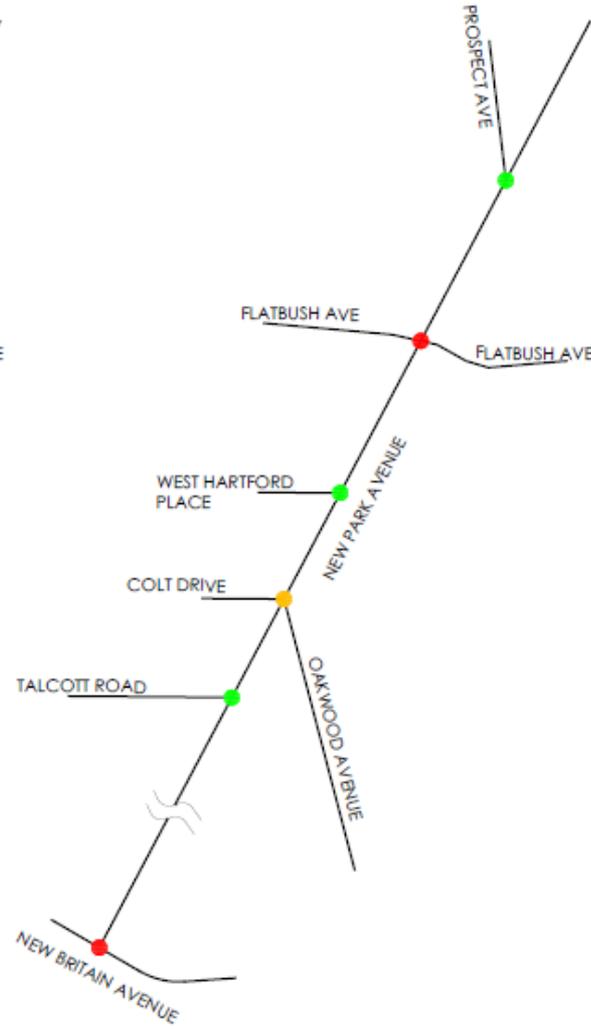
- LOS A, B, C
- LOS D, E
- LOS F

Overview - Afternoon Peak Hour

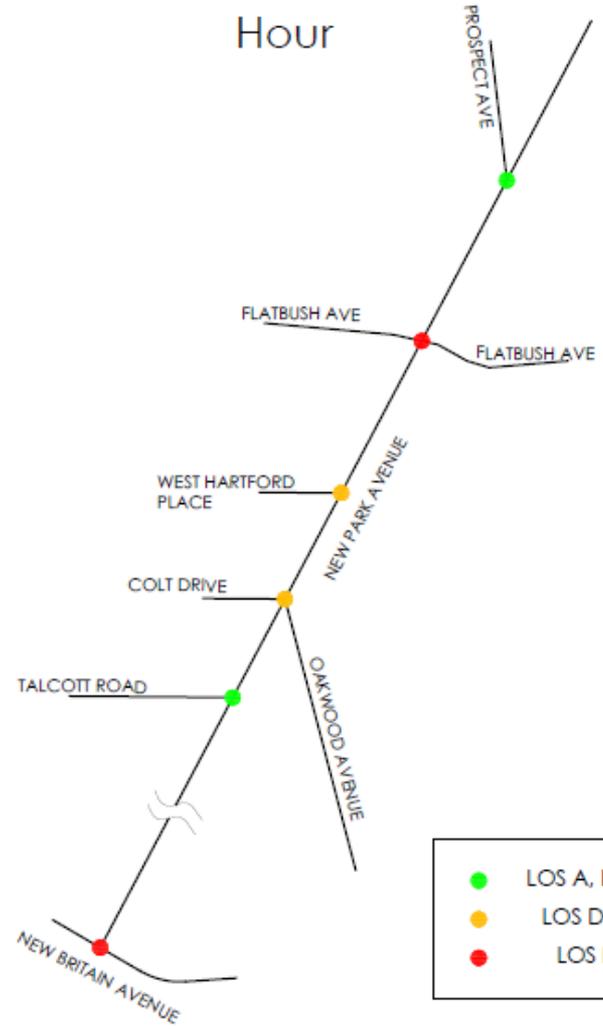
Existing Afternoon Peak Hour



2030 Afternoon Peak Hour



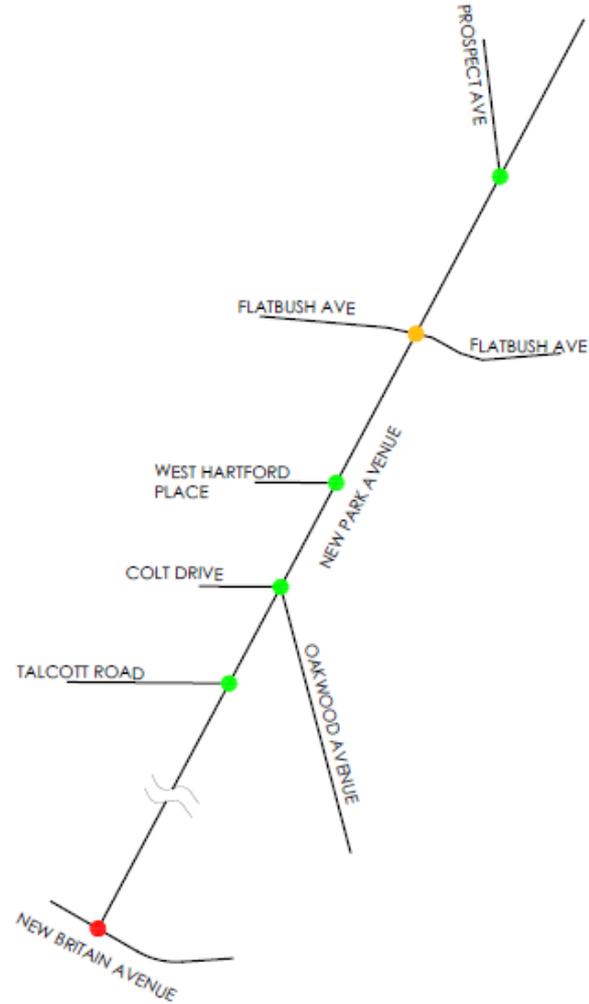
Modified 2030 Afternoon Peak Hour



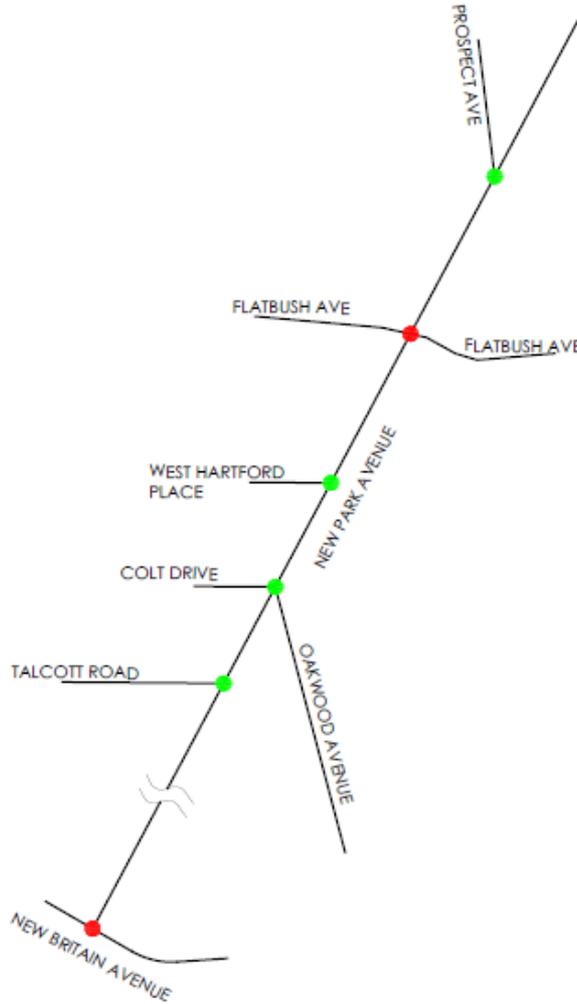
- LOS A, B, C
- LOS D, E
- LOS F

Overview – Saturday Peak Hour

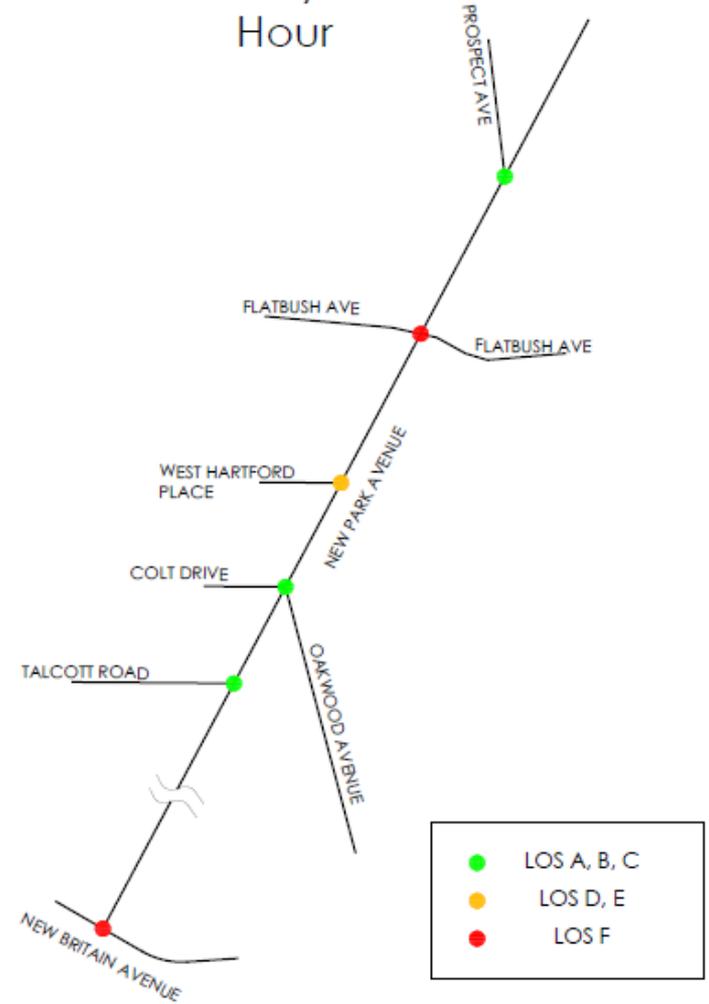
Existing Saturday Peak Hour



2030 Saturday Peak Hour



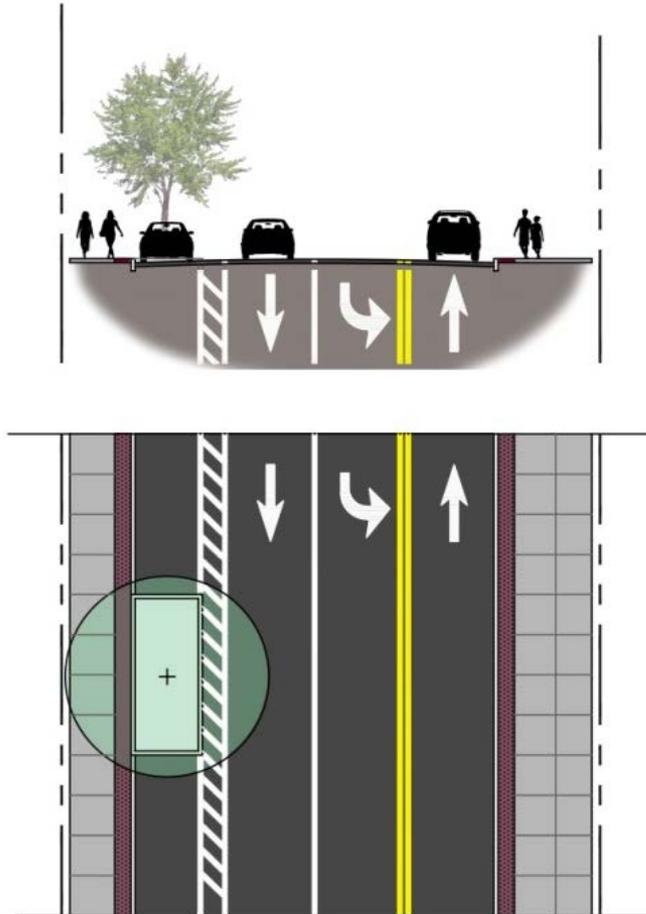
Modified 2030 Saturday Peak Hour



Landscape Design

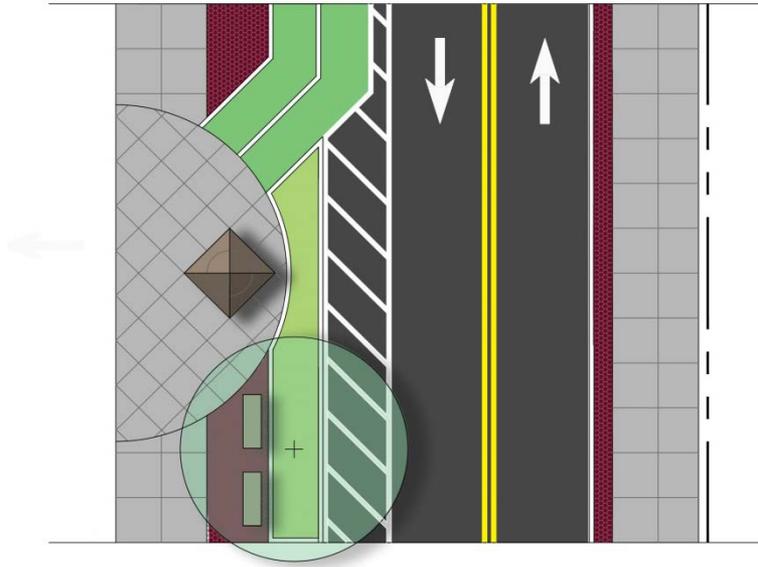
- **Corridor separated into twelve areas**
- **Two additional focus areas at Trout Brook and WH Place**
- **Used proposed roadway sections to develop planting strategies**
- **Incorporated roadside furniture**
- **Investigated green infrastructure options**
- **Defined corridor visually using vertical elements**

Landscape Design



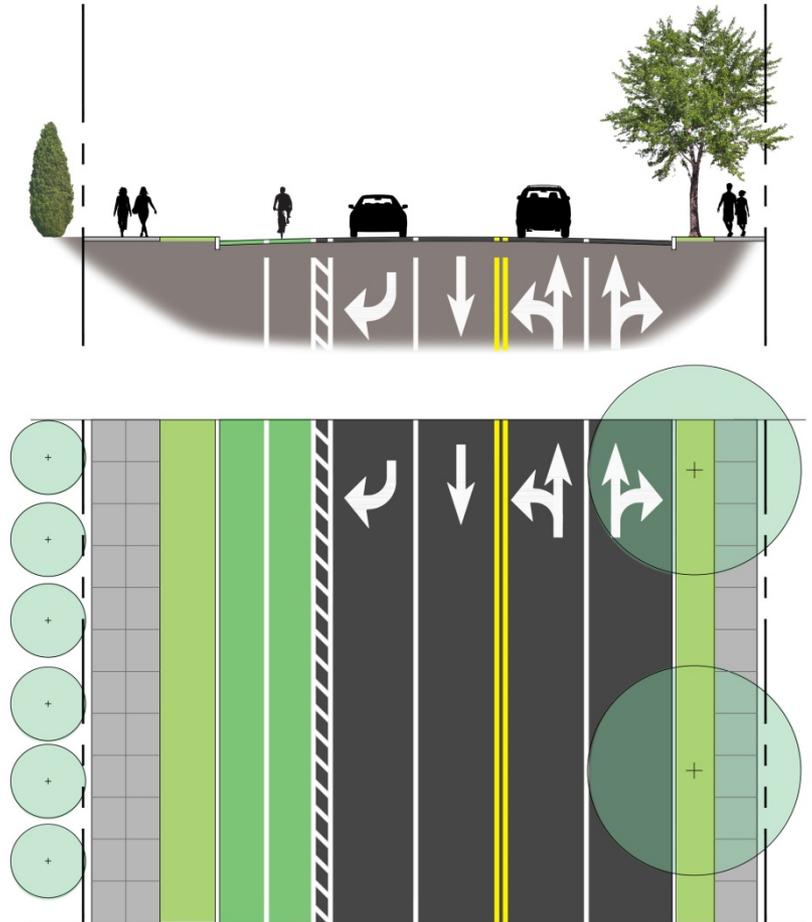
Elmwood Area 1

Landscape Design



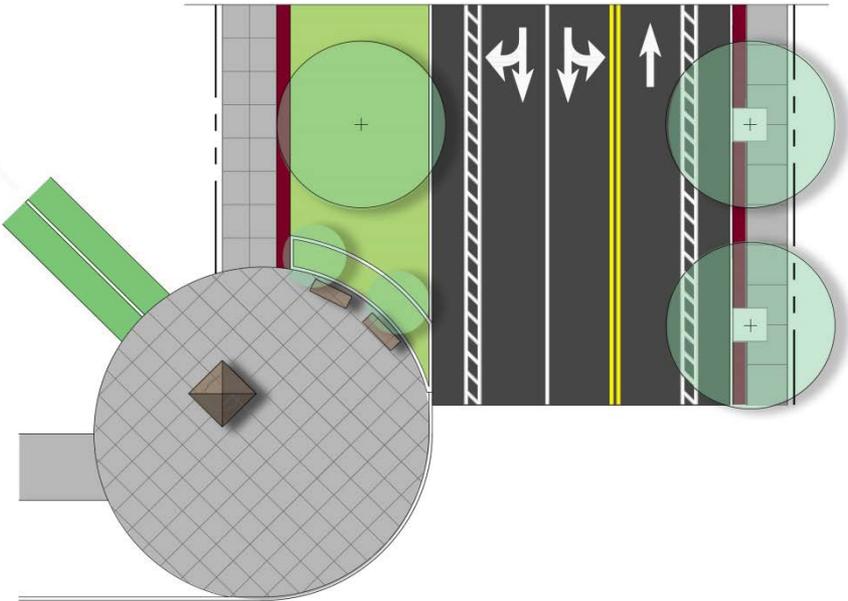
Trout Brook Trail

Landscape Design



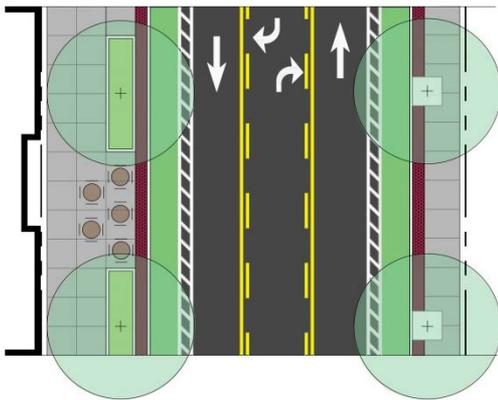
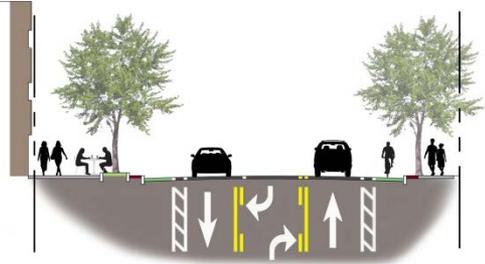
Colt Area 5

Landscape Design



West Hartford Place

Landscape Design



Darcy/Jefferson Area 8

Landscape Design



Boulevard Concept

Land Use, Zoning & The New Park Corridor



POCD Vision

Market Demand

=

Zoning

Physical Capacity

- Promote market based TOD
- Preserve/Enhance commercial industrial uses
- Provide flexibility for mixed use in industrial uses

New Park Avenue Implications

- Two to three corridor streetscape/landscape treatments
- TOD areas (building wall)
- Non TOD areas (landscape “wall”)

TOD Opportunities



TOD Characteristics

- Mix of uses
- Higher density
- High quality pedestrian environment
- Sense of place
- Flexible parking requirements
- demographics

New Park Avenue Implications

- Build to lines
- Wide sidewalks
- On-street parking
- Furniture zones
- Pedestrian activity



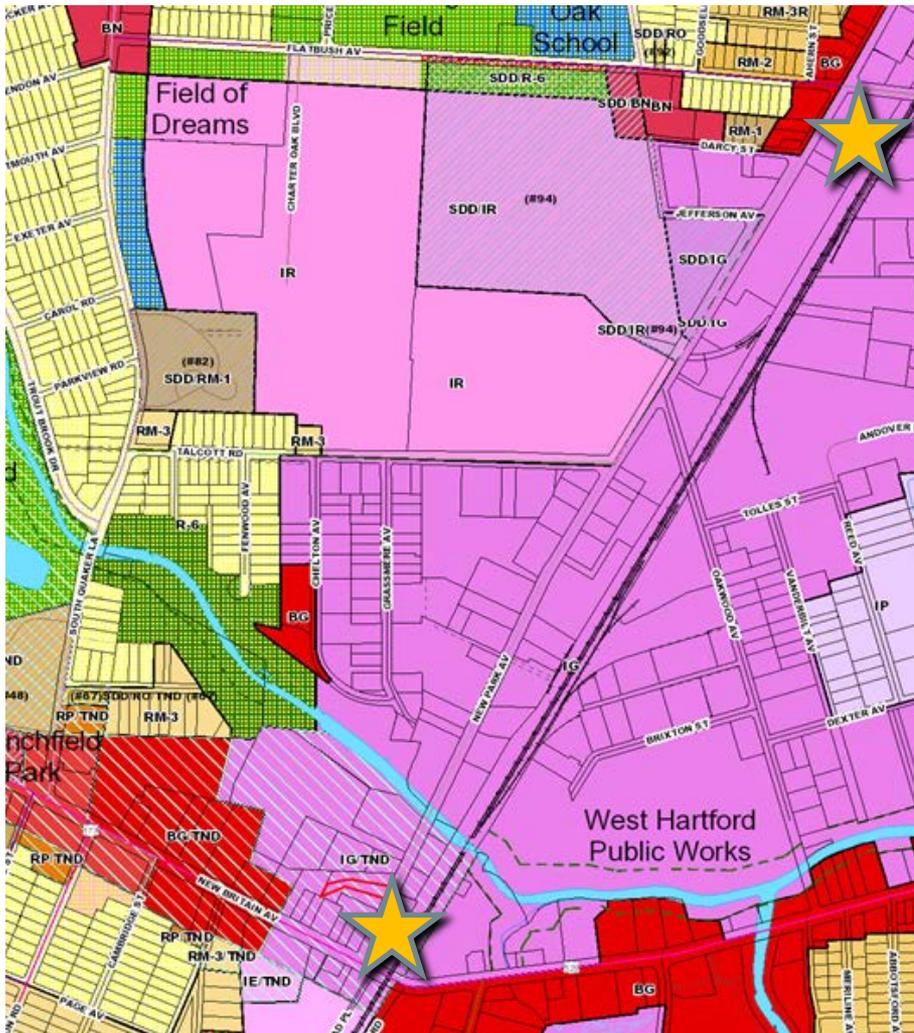
Flatbush

- Bus and Rail
- Establish residential neighborhoods
- Previous studies

Elmwood

- Extension of The Center
- Existing building stock
- Parcel consolidation

Zoning Regulates Implementation



- General Industrial District
- Restricted Industrial District Traditional Neighborhood Design District (TNDD)
- General Business District
- Multifamily Residences (minor)
- Residence Office District (minor)
- Special Development District (SDD)

Zoning Regulates Implementation

Issues: Clarity, Flexibility, Ease of Permitting

- **General Industrial District and Restricted Industrial District**
- **Underlying zone requirements do not support mixed use development patterns**
- **Traditional Neighborhood Design District**
 - **Must be used if property value increased by 50%**
 - **Use, density and bulk per underlying zone??**
 - **Parking only in rear of buildings**
 - **No single building site greater than 4 acres**
 - **Maximum building: 40,000sf**
 - **Prohibitive building material requirements**

Zoning Options

Tweak existing regulations

- **Possible removal of TNDD in certain areas**
- **Adjustments to IG and IR districts**
 - **Parking, landscaping, coverage, density and use flexibility**
 - **Strengthen mixed use opportunities and adjust underlying zone requirements as necessary**
 - **Potential design guidelines to support desired development pattern**

Zoning Options

Modifications to SDD

- **Ease permitting process**
- **Expand bulk and other requirements beyond underlying zone**
- **Develop design guidelines specific to areas as permit reference if needed**

Develop new overlay for corridor

- **Incorporate differences between nodes and middle**
- **Develop supportive design guidelines and requirements**

Discussion

NEW PARK avenue



TRANSIT AREA · COMPLETE STREETS STUDY